

AMERICAN WHITE WATER

Sponsored by
The American White Water Affiliation

CONTENTS

Spring 1956

Volume 2

Number 1

ARTICLES

THE EAST'S FIRST LADY OF WHITE WATER CANOEING by Lydia Hurd	3
PLAYING THE RIVER by Wolf Bauer	5
DOWN THE ROGUE IN PRAMS by Walt Prevost	9
THE RIVER CRUISER by Jeff Wilhoyte	12
WHITE WATER ON THE POTOMAC by Harold Leich	16
THIS IS SLALOM by Bob McNair	21
THINGS TO COME by Bruce Grant	27

DEPARTMENTS

Letters from Readers	2
From your Editor	2
Book Reviews	25
Ideas	26
Club Activities	29
From your Secretary	31
The American White Water Affiliation	32

NOTES

Advertising	28
Membership Application	29

EDITOR ——— Dave Stacey

Eastern Advertising Alfred Washington Circulation ——— Clyde Jones

Western Advertising ——— Jean Bonner Art ——— Roy Kerswill

American WHITE WATER is mailed to all members of the American White Water Affiliation in February, May, August and November. Membership is open to all who are interested in river sport, for the sum of \$2.00 per year.

The magazine welcomes contributions of articles and photographs, but assumes no responsibility for them. Address all editorial and membership material to: Dave Stacey, 601 Baseline Rd., Boulder, Colo.

Printed in the United States of America

COVER—Carol and Wunderbar talk things over. Photo by Clyde Jones.



AWW appreciates your many kind letters. Because of space limitations, only parts of a few letters can be printed here. They are chosen to give an idea of what we receive.

Dear —:

I have capitulated—or some such thing as that! When the February, 1956 AMERICAN WHITE WATER put in an appearance I sat right down and wrote out the enclosed check and two membership applications—one for my 19-year-old son and one for me. By all means COUNT US IN as members of the AWWA . . .

Harold G. Kiehm
(Prairie Club)

Dear —:

It is long overdue that we up here in the Pacific Northwest add our congratulations on the nice job you fellows are doing with the magazine and the river traveling sport.

Let me assure you that we certainly approve of your attitude of embracing all types of river traveling craft and that all the various types of boats and methods are useful by the fact that they exist and are used. The canoe and double foldboat fill one type of use up here, and the single foldboat or kayak and the one man pram fill another, with little call for the usefulness of the rubber raft

John Fuller
(Washington Foldboat Club)

Dear —:

I was very pleased to receive issue No. 4 of "American White Water" and congratulate you on a really excellent production. I find it most interesting to read of whitewater activities on your side of the Atlantic. We in England envy you the extensive waterways available. Here we have to take our rough water in comparatively small doses

Best wishes for continuous success of "American White Water."

P. W. Blandford
(England)

FROM YOUR EDITOR

With this issue, your magazine starts its second year of publication. Things are looking up for the Affiliation, with most of the old members renewing, and many new friends joining too. As you know, our object is to serve and encourage the sport. From the letters you send, a good start has been made.

Our authors have really pitched in to help. So much material came in, that there was not enough space to print all of it. While we could afford four more pages than the last issue, three excellent articles had to wait their turn. Many thanks to all of you, and please keep them coming in.

The photographers have helped too, but we still need more pictures. While large glossy prints are ideal, we'll take smaller ones that are sharp. How about some from the Midwest?

Although we can't pay for contributions, we are now sending five copies of the magazine to those who have articles or photographs published.

A number of our readers are bothered by the emphasis on "white water." We intend to do justice to the cruising members of the fraternity, and plan several articles on the subject. Unfortunately, most of the readily available stories and photos have been slanted toward excitement.

Several copies of the last issue were returned by the postoffice, due to change of address, etc. Please tell us when you move, or issues fail to arrive.

With the opening of a new season, the staff wishes you the best in boating. Take it easy, have fun—and write it up for a future issue!

Dave Stacey, Editor

American WHITE WATER

The East's

First Lady of White Water Canoeing

by LYDIA HURD

GO on a beginners' trip with the Boston A.M.C. canoeists some spring. You'll see a neat, small figure carefully dressed in a wool suit of knickerbockers and jacket, plus cap and feather, all bought in Zermatt, Switzerland. Watch that figure, and you'll see some top canoeing form. Keep watching, and you'll see some skillful teaching of the tricks of the trade, too. She's the First Lady of white water canoeing in the East, and her name is Marjorie Hurd.

Every spring Marjorie is out on all kinds of canoeing trips, from the easiest to the most hair-raising. And to all of them she brings her skill of years' training plus an enthusiasm that can only be described as contagious. When canoeing was still a sport for men only, she complained about being excluded. She carried her point, and was one of the first women to wield a paddle in the bow. Not satisfied with one end of the boat, she

promptly became proficient at stern paddling too, so if the canoe happens to swing around in midstream, she's right at home in the stern. What's more, she insists upon beginners learning both bow and stern, for, as she says, you know more about how it feels at the other end of the boat if you've been there.

Canoeing costume is a matter of individual pride in the Boston group of the A.M.C., and Marjorie is way out ahead in style and originality. She simply figures out what would be most practical in a given canoeing situation and wears it, whatever Paris might say to the contrary. There are many pictures of her most famous innovation . . . a plastic apron for the bow paddler. Naturally, it keeps off the waves all bow paddlers know they'll get in their laps. So she ends the day as dry as she began it. One of her theories is that the many photographers who line any river bank want some color.

Marjorie on the Ammonoosuc

Ken Henderson



Marjorie and Ken Henderson take Shaw's Corner, on the Ashuelot in New Hampshire.



Lawrence Grinnell

So, obligingly, she is apt to wear a scarlet flannel shirt, with a bit of bright blue woolies at the throat, which is very photogenic. And since her canoeing form is one to watch and catch on film, photographers are especially grateful for the colors she wears. If she ties a bright scarf around her head, their day is complete.

Although some skilled canoeists prefer to stick only to the difficult rivers, not Marjorie. She loves a tricky stream and handles any of them, but everyone is a beginner once and needs teaching, she says; so she comes out to teach and interest beginner after beginner. The novices often compare notes as to instructors, and it is noticeable that Marjorie's pupils are pretty proud of having had her. No wonder, for they generally turn out to be good canoeists, with the start she gives them. They learn early with her that sheer muscle won't do it; skilful handling is the requirement for canoeing rapids.

Marjorie's hand is seen behind the scenes, too, for she is a respected member of the canoeing committee. Her opinion is worth knowing, for it's generally based on both knowledge and wisdom. She's always willing to do more than her share of the jobs that have to be done, like mailing things to people, or leading trips. Unfortunately for her, she's known to be efficient, so people are always asking her to do things.

If you are an active member of the Boston group, you may one day get an invitation to come to Marjorie's big Cambridge home to one of her parties. That's an invitation to covet, for it means good company, good food, good pictures—all that goes to make a great party. There's never a dull moment, never an embarrassing silence at Marjorie's parties.

So this is our First Lady. We're proud she's with us, proud we're with her. I'm specially proud, because she's my aunt.

Playing the River

by Wolf BAUER

with photos by the author

Some ideas from an expert.

HAVING been asked to discuss various technical phases of modern kayak or foldboat river running in a series of articles in *American White Water*, I am tempted to devote some initial space to the philosophy of teaching our sport. It is obvious and perhaps fortunate that we interest ourselves here still with an art, rather than with a science. Finding it quite controversial in nature, it will provoke discussions and analyses that remain lively and ever new and challenging. Perhaps the best introduction I can, therefore, offer the several new groups of river paddlers that have sprung up in the past few years is to relate some of our experiences in helping to develop river sense and recreational enjoyment in those who join our ranks (Washington Foldboat Club) each year. What we offer here is founded on teaching over a hundred paddlers whose aggregate experiences cover tens of thousands of river miles within the United States and Canadian Pacific Northwest.

If river touring is to be a recreational sport for the average physically and mentally conditioned person, it must be fun and satisfying. The idea of the boat trip, the camp, the companionship of kindred souls, and the river wilderness all contribute to the enjoyments which lead our type of outdoors-loving people to take up this sport. However, there is a vast difference in the individuals' capacity to obtain recreational value during the process of learning to navigate rivers and cope with their obstacles and hydraulic phenomena. There are many, both men and women, who over a period of years repeatedly force themselves often to the verge of mental exhaustion to negotiate certain types of water with the group, thinking perhaps that this is a necessary evil to be endured for the sake of enjoying other aspects of the sport.

It is all very easy to remind such souls that this is not their type of hobby, yet

the difficulty may be traced quite often to the fact that advancement in both instruction and experience was too rapid. Carefully paced inspirational teaching in the field should produce in the beginner real enjoyment and anticipation to master the various hydraulic and river channel problems in ever increasing grades of difficulty, as long as he or she is mentally and physically ready for them. To aid this process of learning and retain, at the same time, the fun and recreational values, we have benefited in reading the currents by providing opportunities for everyone on regular week-end trips to "play the river" at frequent intervals. We have found unexpected fun and experience in recognizing and exploiting these play spots at every opportunity; many river sections formerly run in a half hour or less are now worth an hour or more of cavorting, practicing, and playing the currents without getting out of the boats. By making these frequent play and practice periods an expected part of many of our trips from the very start on easy rivers, our beginners learn to consider the river surface a playground to be enjoyed, not feared. Surprisingly we also find that this breeds respect for the forces of running water better than could any advice or admonition.

On these river day-trips, usually without camping gear except lunches, certain stretches may contain large whirl eddies, raised jets, graveyards or rock-gardens, staircases, double side-eddies across the channel from each other, jump rollers, stack rollers, as well as solid obstacles, any one or combination of which can offer maneuvering practice and negotiating sport. The basic philosophy here becomes one of traversing maximum water without losing final downstream position, using side eddies for upstream coasting, stacks and rollers for up-ferry surfing or planing, and back-eddies for resting and waiting in turn.

THIS is a good time to remind our readers that these discussions are from the viewpoint of the maneuverable white water touring and sports single seater foldboat or kayak. Having used, designed, or tested over a dozen single types since the War, we have proven, contrary to many opinions outside our region, the overall efficiency and adaptability of the correctly designed all-purpose single seater in the matter of range of waters, camp-touring performance, weather and water comfort, as well as sport and river playing potential. Let us now look at some of the maneuvers and see what we can do with them.

EDDY TURN This is a turn made by crossing the eddy line either into or out of a side or back eddy. The eddy line is usually crossed at about right angles and up to 40° upstream in order to get the full side impact of the opposing current as the bow crosses the line. Depending on the velocity differential between eddy and stream current, as well as the boat speed, the paddler must lean and bank the boat more or less sharply away from the opposing current to prevent being rolled upstream. A modified paddle brace is usually used, and the boat and paddler may bank as much as 60 to 80 degrees to balance the opposing current force. For practice this can also be done by back-paddling across the eddy line into the opposing current. The rather sudden and powerful rotation with extreme lean is a satisfying maneuver and good practice for quickly getting into and out of eddy anchor positions.



EDDY CHRISTY This banked turn is somewhat similar except that it is accomplished in faster opposing currents such as jets alongside large and well-protected side eddies. The eddy line is crossed more toward the opposing current at about 50 to 70 degrees. The paddler uses maximum paddling speed up to the instant of entering the opposing current, after which the bow and boat are raised into planing position, requiring a slight downstream lean or bank, as well as light skidding paddle-brace. This maneuver under favorable conditions is akin to the feeling of skidding a speedboat or ski christiana turn, and may be brought off at times with speed differentials of 25 miles per hour or more, although with certain types of boats a differential of 15 MPH is sufficient. For example, you may paddle a 6 mph racing speed plus 5 mph side eddy upstream speed as you enter a 12 mph jet current, producing 23 mph water speed at the bow. If there is no eddy wall to climb over, you may plane halfway across the jet in a smooth skidding turn. Weight is shifted aft as you cross the eddy line, then forward after the full hull is planing.

FIGURE 8 TURN This turn is a double alternately banked turn crossing two eddy lines. It requires strong side eddies on each side of a rather narrow jet or main central current. One may start with a left eddy christy out of the first side or back eddy and bank halfway across the current leaning strongly downstream. Halfway across, the weight is shifted upstream (ordinarily the wrong way) and the boat enters the second eddy banking and turning to the right pointing up river. If the two opposite eddies are of ample size and length, this maneuver can be repeated smoothly back and forth without stopping, requiring only a few strokes in each eddy to gain additional current-crossing speed, thus joining the figure 8 course into a continuous repeated figure 8. Additional skill will allow the paddler to perform the S-turn without paddle skid-brace simply by shifting his weight to counterbalance the current.

STACK OR ROLLER SURFING

Stack or roller surfing or planing, as well as

ferry-surfing, is a fun maneuver we have developed to practice balance and forward lean. It is first practiced on small wide jump waves or rollers. The paddler hovers and moves over the roller by vigorous paddling until he has reached a position where at least one third of his boat is maintained upstream from the roller. He will soon find a delicate balance point whereby, if he shifts his body weight forward and causes the bow to dip into or under the upstream smooth wave, the boat will maintain its position or even tend to move upstream without paddling. This is due to a combination of forces. The reversal of the roller against the center of the hull bottom tends to push the boat upstream. The combination of forward lean of the paddler plus the weight of water over the submerged bow holds the boat into a forward diving position that causes it to slide forward and down by gravity. In the act of roller planing, the boat is generally quite low in the water, and spray-cover is necessary in the larger waves. If the roller is large and active, little forward lean may be required for hovering. If the surfing is done on a smooth standing wave or stack, then forward lean must be more pronounced, as then there is little or no help from a current reversal underneath the hull, and gravity components play the predominant role. In determining the upper limits, I have been able to hover ahead of smooth green stacks in a deep channel and by extreme forward lean cause the boat finally to dive and turn completely over in an upstream somersault. Upstream push is often so strong that the paddler may have to backpaddle or otherwise put on the brakes with his paddle to prevent forward diving.

FERRY SURFING

After getting the hang of hovering ahead of stacks and over rollers, the river playboy will want to master ferry surfing. This maneuver, incidentally, can become a valuable addition to the paddler's repertoire, as there are occasions for up-ferrying in swift currents in places where minimum loss in downstream boat posi-



tion is allowable during a crossing. Thus by knowing how to get additional upstream boost, the practiced surfer can take advantage of any handy waves or rollers. However, just for the sake of the esthetic satisfaction of being able to glide at rather high speeds diagonally across the current without paddling effort is sufficient excuse for practicing and seeking out suitable stacks and rollers. The technique varies somewhat with the size of the hydraulic used, so it is generally necessary to get into a surfing position at one edge of a wide stack or roller and then try to maintain the boat in a diagonal position just upstream from the wave to be used. If the play spot happens to have a stack or series of stacks reaching across a small river between two side eddies, then the scene is set for real fun. The eddies are your ski-tows and the center jet or current with standing waves provide high-speed thrills across its surface in graceful christies, undulating banked turns and swift upstream ferry surfing back and forth.

WHIRL EDDY MERRY-GO-ROUND

The whirl eddy is not as frequently found as some of the simpler eddies, jumps, and waves. Generally it is necessary for the current to impinge head-on against a head wall at a right-angle bend so that part of the current is split, one portion of the dividing stream forming the whirl eddy. If the currents and turbulency are not too powerful, i.e. the hazard factor is

low, a small party of paddlers can obtain much enjoyment in playing the small whirlpools, raised jets and crests of the dividing current, centrifugally banked-up perimeter of circling water, and small mushrooms surging unexpectedly to lift the boat. Here one can play follow-the-leader or a game of tag, while learning invaluable watermanship without conscious effort.

It should be noted that up to this point, playing the river has been under conditions requiring no landings, linings, or portages of boats back upstream for another practice try in the same spot. Everything has been taken in stride of the downstream journey, taking perhaps five or fifteen minutes to test and play any particular spots as they beckon the group. Use of eddies make it possible to remain in a small area with little effort. It should be remembered that size of party and size of anchoring and play eddies are in a direct relationship to each other and determine whether the party as a whole can linger to play. In the case of particularly valuable practice spots, landings are made and longer time might be taken out from the trip.

EDDY JUMPING Back-paddling a graveyard stretch from back-eddy to back-eddy behind boulders can be made into a tricky follow-the-leader game or a hit-or-miss every-man-for-himself, with many versions of eddy exchange games and slalom running presenting themselves.

Practice in balancing on raised jets, in piercing the rollers of hydraulic jumps and weirs, and in more standard paddling and safety techniques all takes time, but can be more fun and educational than trying to cover too many miles enroute. Thus, instead of meeting an interesting hydraulic for only a fleeting instant, several passes and corrective repetitions will boost confidence and skill; and one river-playing trip will have offered the experience and practice only obtained in many single-pass downstream tours. Many of us in the Pacific Northwest feel that the maneuverable sports single seater foldboat or kayak is the man-boat combination to play the currents as free and easy as do the salmon and trout beneath us.



News Item

A healthy start was made on the organization of a new affiliate of AWWA on Saturday evening, March 24. The group of about 20 canoeists, met at Quivira Lake in Kansas. Included were both a Kansas City group that has floated Ozark rivers together and former Buck Ridge Paddlers who thought they had been "exiled" to the midwest. Clyde Jones and Oz Hawksley, AWWA executive committee members, were on hand to assist. After a short meeting to elect officers, the group viewed motion pictures of white water in Colorado, Pennsylvania and Missouri.

The exact name of the club has not yet been determined, but it will include the word OZARK. This is to be an open club with no set membership boundaries and is dedicated to the preservation of canoeing streams. Interested parties should contact Harold C. Hedges, Pres., Quivira Lake, Kansas City, Kansas; or Oz Hawksley, Route 5, Warrensburg, Missouri, for information about the club or Ozark canoe streams.

Tell your boating friends about American WHITE WATER, or better still, send us their addresses. We'll mail them a sample copy.

Down the Rogue in Prams

by WALT PREVOST

AWW presents a report on another classic river run.

THE Rogue River in Southern Oregon has a reputation for being a real white water river. Having used our prams with good success we were anxious to try them on the Rogue.

Our boats are the same prams one sees for sale in many sporting goods stores, and are available in kit form from several sources. They have been modified by adding removable decks fore and aft. As with other types of rowboats, we run white water stern first. The aft deck is equipped with a splash guard to keep at least part of big breakers out of the boat.

At the time of our trip—June 27 through July 1, 1955—the Rogue was flowing at a rate of approximately 1000 cubic feet per second, measured at the Grants Pass filtration plant. This was enough water to get us through the drops with hardly any contact with rocks, yet giving many thrills in the hydraulics.

The three of us—Jack Wimpres and I from Seattle and Jack's brother Don from Los Angeles—met in Grants Pass. From there we drove to our put-in place at Taylor Creek, about 30 miles by river below Grants Pass, and about 20 miles by road. Taylor Creek is a few miles above Galice, at mile 75, measured from the outlet at Gold Beach.

Galice Creek Rapid was our first white water on the Rogue. Here we pulled over to the side, walked down the bank, and looked over the drop. This was our technique whenever we could not see all the way through the drop to quiet water. Also, we had the benefit of information given us by Bob Pruitt, a Rogue River Guide. His instructions for Galice Creek were: "Run down right side (must)". When we looked at the rapid, we agreed. By getting this type of information ahead of time, we not only had the benefit of our own knowledge and experience, but we had also that of a guide who has many trips on the river behind him. Jack and I went back to our boats and ran the rapid while Don took movies. Then, Jack and I took stills of Don. Don lost

his oar here and took a lot of water over the side. However, he got to shore all right and his oar was recovered.

We camped the first night near Almeda, at mile 68. At this point, although we didn't realize it at the time, we had a sample of one characteristic of the Rogue—the very still stretches between big drops. The river drops approximately 600 feet in the 52 miles between our put-in and take-out points. It seemed many times that the average 12 foot drop occurred in one or two relatively big rapids with the remainder of the mile very still. On our third day, we had to row downstream to prevent being blown upstream by the wind.

On our second day, we looked forward to two falls: Grave Creek and Rainey. Just above Grave Creek Falls is Grave Creek Rapid. We looked over Grave Creek Falls for quite a while before we decided to portage around it. This fall is one big jet in which the river drops five or six feet, at the same time dropping off to the left into a big breaker. Our portage consisted of lifting each boat, loaded, over about thirty feet of rock and dropping it into the water again.

Our technique at Rainey Falls was to line down the fish ladder. It had been constructed by opening a channel through the natural rock debris. We expected to come to rest against rocks at the top of the ladder, climb out, and then line down. Before we had a chance to do anything about it, we had run most of the fish ladder. We came to rest against rocks all right—but nearer the bottom than the top. It was a wild ride while it lasted. It was here that my boat suffered the only damage of the trip. The bouncing from rock to rock down the fish ladder separated the keel from the boat along three-fourths of its length.

Wildcat Rapid was exciting. Our route lay between an island and a submerged rock. We kept close to the left side of the island, back rowing to pull in toward the island, in order to miss the submerged

rock. This worked out all right with no one hitting the rock, although a little water was taken.

By the time we reached Howard Creek Canyon and Howard Creek Chute, it was getting late. So, it was here we first violated our intention of always looking over the rapids before running them. However, we encountered no difficulties and camped just downstream at mile 58. We appreciated the spare parts (screws, plywood, nails, wire) we had along. I was able to repair the keel damage on my boat with a screw, a few nails, and a tin can lid.

Next day, our third, we ran several rapids worth mentioning: Slim Pickins, Washboard, Big Windy Falls, Windy Creek Chute. Unfortunately, when they were all safely passed, they merged in my memory into one group of drops but without distinguishing differences. In fact, we found it difficult to identify the pictures we had taken at this part of the trip. Each was interesting, but with no particular difficulties.

Then came three of the bigger drops: Upper and Lower Black Bar Falls, and Kelsey Falls.

Through Upper Black Bar Falls we had to keep to the extreme right because of the number of boulders elsewhere. This was negotiated with no difficulty, although before we ran it, we thought we might have trouble keeping sufficiently far enough to the right.

Lower Black Bar Falls was the kind of drop that I believe many of us that want safe thrills in river boating really enjoy. This drop was one big jet with large waves to ride, but with little danger of any trouble—at least that was the case with our prams.

The maneuverability of our prams was demonstrated in Kelsey Falls. Our route through Kelsey took us to the right of a very large boulder (at what size does a boulder become an island?), then, after a few strokes of back rowing, down the left side of an island, through a narrow gap at the chute and into the waves and eddies downstream. The picture shows Jack in the chute.

Johns Rapid was a big expanse of white water with the obvious channel down the middle—leading into a big

curler. We had no problem riding this one except that Jack had about four inches of water in his boat when we finished. This points out the need of being *sure* that cameras, etc. are kept in *tested* waterproof containers. Jack's brand-new movie camera got wet and had to be overhauled. Also, he lost some movie film.

After looking at the swinging bridge across the river just above Marial, we camped near the outlet of Mule Creek at Marial, at mile 45.

Plans were laid for the following day. We knew that immediately downstream lies the climax of any Rogue trip—Mule Creek Canyon. This is a two mile stretch of river which is very narrow, very deep, and very fast. It is one constant series of vertical and horizontal eddies. We wanted to look it over. So, we arose at 4:30 a.m., ate breakfast, and took off down the trail for a look.

After hiking for a half hour and covering perhaps a mile, we were still not at the entrance of the canyon. So, we decided to run it without looking it over. We felt that since the guided parties run it, and there would be no sudden route choices to make, we would go ahead. So, we returned to camp, loaded the boats, and put in.

Mule Creek Canyon was all its reputation claimed. Within the first half mile is the Narrows, where the Rogue is only 15 feet wide. At this point, with our six oars extended, we just comfortably cleared the rock walls. Shortly after negotiating the Narrows, we came to the Coffee Pot, where the water really boils. To a lesser degree, boiling water is a characteristic of most of Mule Creek Canyon. It was in this section that I was caught in a whirl. While I turned end-for-end, Don passed me by. Then he got caught and we switched places again; all with no contact between our boats.

A little farther downstream we passed beneath a log that had been caught across the canyon during some previous high water. It was about eight feet above the water at the time of our trip. We were told later that each of the professional guides make a preliminary inspection trip down the Rogue each year before the season begins in order to learn whether



anything such as the log is in the way of safe passage.

Very soon after leaving Mule Creek Canyon we came to Blossom Bar Rapid. The map had a note: "Lots of boulders" which proved to be a good description. We pulled into the right bank to look over the rapid. Getting out of our boats here meant stepping from one boat to another since there wasn't room enough for all three boats next to a good "stepping out" point. We were able to get a good look at the entire rapid and plan our route. Running the whole rapid was out of the question, but the lower half down the left side appeared passable. So, we returned to the boats to row upstream, up ferry across, and slip into a little eddy just ahead of the crest. There were a few exciting moments when, after up ferrying to the left side, we could not see our proposed stopping point while drifting ever closer to the brink of the rapid. However, we had plenty of room for the three boats just around a jutting point of the rock wall. After lining through the

upper half of the rapid we were able to run the lower half with some maneuvering between alternate-spaced boulders.

Just below Blossom Bar are two drops called Devil's Stairs. Each of these is a step of several feet with one big jet followed by waves four or five feet high. It was lots of fun, but over in a hurry.

From here on we were able to move along without having to look over rapids. There were several that gave us a thrill but we could see past them before reaching the crest.

We camped a little below Illahe at about mile 28.

Our last day, Friday, consisted only of riding the remaining five miles into Agness where we were meeting our families on the mail boat. These last few miles had a few ripples but nothing of any consequence.

After enjoying a good meal at the lodge in Agness, we loaded our prams and equipment aboard the mail boat for a very beautiful trip to Wedderburn where the Rogue discharges into the Pacific.

The River Cruiser

by JEFF WILHOYTE

PROBABLY, many would-be river cruisers are discouraged because much of the publicity on canoeing and boating depicts it as a sport for highly trained athletes with time and money to travel to the most exciting places. Others have been led to believe that river cruising is done primarily in the north woods with guides and fancy equipment.

Actually river cruising is adaptable to the personal needs and wants of any individual from 7 months to 70 years. Perhaps you are a bird watcher, with a copy of Roger Torrey Peterson and binoculars, or a photography bug, or just a sufferer of certain maladies of civilization. In any event, you can find pleasure in river cruising. Everyone should try it. *Anyone* can try it. We hope that what follows will help *you* try it.

One convenient way to distinguish types of river cruising is on the basis of size and make-up of your party:

Very small party—1 or 2 boats, for those wanting peace and quiet.

Family party—for those wishing to avoid gripes from wife and kids.

Adventure groups—the complete white water fiends who despise even a short stretch of smooth water.

Organized groups—outing clubs, mutual friends, etc.

Which type you choose will depend on many factors: (1) your primary interests, (2) the rivers near your home, (3) the time you have, (4) availability of equipment, (5) your skill and experience in boat handling, and (6) the existence of active groups.

Your Primary Interests

If your avocational interests are simply to get fresh air and exercise or to see beautiful scenery, any of the types will suit you. If you are of the intellectual bend, and interested in birds, animals, trees, flowers, geology or what have you, the small or family group will be the most rewarding. If you want solitude, make it a small party. If it's fellowship, a larger one is in order. Exploration may be your interest and if so, an organized group is

suggested for reasons we will discuss later. Adventure groups will please the cruiser who is interested in developing skills or sharpening the coordination of mind and body.

The Rivers Near your Home

Too few people realize the beauty to be found on rivers close to home. The northwoods are fine for vacation trips, but local streams often offer equal excitement and scenery for one or two day cruises. Run the small rivers that are relatively unknown and often unobvious for cruising. Avoid the major rivers and you will avoid the railroads, highways and cities with their water pollution. The small rivers are generally safer, and they present a more rapidly changing panorama to lure paddlers on. You may want some help in locating rivers in your state. Here are two suggestions: (1) Write to your state recreation or conservation authority asking for information; many states have information ready. (2) Write to The Director, U. S. Geological Survey, Washington 25, D. C., and ask for a key sheet to typographic mapping for your state. From this you can choose the large scale maps of your local terrain that will help you find and plan for the rivers in your area. Also, watch for a listing in this "Journal" of available guidebooks in the United States and Canada. Most rivers will have some current and many will be mixed smooth and rapid. It is a shame to have to carry around the rapids and it's also a shame to jeopardize the safety of your party if your rapids skill is not up to it. So, your pleasure will be heightened if you will learn at least a little of swift and white water skill. (Once you do, chances are you will want to learn more. Then the AWWA will be of even more service to you.)

The Time You Have

Most people tend to think of river cruising only in the warmer months. Don't discount the year around possibilities. Depending on where you live and the rainfall distribution during the calendar year, you may find good cruising at



Ernie Schmidt

any time of year. For example, many small streams, normally not navigable for small boats, offer very interesting cruises in the heavy rainfall season. Also some of the larger rivers that might be dangerous in the rainfall season can be interesting and attractive as well during the dry season. Cruising on a warm winter day, even with snow all around, can be an exciting experience. So, you have more available weekends for cruising than you might have thought! Weekends, single days, or even a few hours can give you the enjoyment or therapy you seek. Many popular magazines today are publishing cruising accounts that can give you good ideas on short or long trips. Watch for references to them in the "Boating Articles" section of this "Journal" every issue. You can spend long or short vacations cruising too! The popular magazines and the guidebooks will give you suggestions to your taste and time.

Availability of Equipment

Canadian Canoes, either aluminum or wood and canvas, and foldboats are the most common craft for river cruising. Canoes can be rented in many places, but the best way is to own your boat. Both general types of craft are available in many variations of design and construction. Make an effort to try them all before you buy. When you are ready to buy, consult the "Where to Find It" section of this "Journal." With respect to clothing, the general rule is to wear your

old, warm clothes. Long underwear, woolen socks, shirts and trousers are just the thing when the weather is cool. If you should by some ill fate get wet, and your feet almost always do, you will find the wool very comfortable. Leave your rings, watches and wallets on shore. You should have rain gear and some kind of a waterproof pack to carry your lunch and spare clothing. If you're planning an overnight cruise, your regular tent, sleeping bag and cooking kit will be fine. Put them in a waterproof bag.

Your Skill and Experience—Active Groups

These factors in deciding on the type of cruise you will take, are closely related. I would like to discuss their relation based on the experience of The Appalachian Mountain Club canoeing groups and the Buck Ridge Ski Club of Philadelphia. The experience of these groups has shown that group cruising has many advantages. A group can cut expenses by efficient use of cars, it can save time by better car shunting systems, it provides capable leaders to instruct beginners and guard their safety, and it provides a social outlet for kindred spirits.

Car pool systems are used for trip transportation. The group assembles at a central point and drives the minimum number of cars needed. This reduces confusion, saves time, cuts expenses, and promotes sociability. All share the driving expense.

Ernie Schmidt





Ernie Schmidt

For transporting canoes and foldboats, trailers and car top carriers are used. Trailers carrying from 4 to 9 boats are especially built for the purpose and are used for larger trips. Regulation car top carriers have the cross bars replaced with new long ones so that two canoes can be carried side by side on each car. (Sometimes a third one is put on top of the two abreast for short distances in emergencies). These double racks are used to supplement the trailers on very large trips and are used in preference to trailers on distant trips. Thus—four people, two canoes, and the camping gear makes a convenient unit.

Trips always go downstream and no one has to stay behind to move cars. Usually this is accomplished by having all the cars assemble at the starting point. After unloading the cars, the drivers take them to the end point of the trip and ride back in one car. A better way is for the drivers to ride back by train, bus or a local motorist. Sometimes by splitting the group and running adjacent sections of the river, you can play "leap frog" with cars and no shunting is required. Every trip has its own solution, and if you know how the farmer ferried the fox, the goose, and the bag of grain across the river, you are prepared to solve your shunting problems.

Because of the continuous influx of new people who wish to learn white water technique and get the most out of their cruising, some formal training programs have evolved. They are essentially for the safety of the members and their equip-

ment. The programs include evening discussion groups, regular instruction trips of graduated difficulty and other lessons and practice while cars are being shunted. Individual instruction is available to beginners by teaming them with experienced sternmen. The discussions and instruction trips place great emphasis on safety and rescue techniques. Detailed discussions of this subject appear constantly in this "Journal" and the information contained in them is as applicable to the weekend cruiser as it is to the rapids runner.

Canoeing groups usually have canoe rental arrangements. The Appalachian Mountain Club groups usually buy aluminum canoes and rent them to members. Buck Ridge Ski Club and others operate differently in that members buy and maintain their own canoes, but rent them to others, usually for about three dollars per day. This is less than usual commercial rates and the canoes can be taken anywhere the renter wishes. Aluminum canoes rented in this way have been found to pay for themselves surprisingly quickly, and newcomers can have a fling at cruising without making a large investment.

Each trip has a leader who is responsible for making plans, taking reservations, arranging for canoes and transportation, and finally leading the trip. He gives instruction where needed, pairs the crews for the best balance of experience, appoints the lead and sweep canoes, and sees that safety rules are followed. These details are handled as informally as possible without sacrificing efficiency.

Plan your trip to go rain or shine. Believe it or not, canoeing in the rain can be fun too, but more importantly you may pass up a good weekend. Without this rule, many people will look sleepily at a gray sky early in the morning and go back to sleep. More than often the weather improves. Also, this reluctance by the pessimists can upset the plans and deprive the more sporting participants of a good trip. The girls and wives paddle and portage on even terms with the men. Even in dangerous white water there are always a few gals. They like adventure too, and experience shows that brains, wit, and skill are more important than brawn.

All of the above sounds like a lot of planning and trouble, but you will find that it pays off in enjoyment. This type of planning will guarantee your satisfaction no matter what you want from your participation.

River cruising is the best medicine known to man to put the elements of "civilized" living in proper perspective, and it provides cheap insurance against the possibility of an ulcer diet.

If you want to start before spring is gone, do these things tonight:

1. Write your State authority for river cruising information.
2. Write for a Key Sheet of your state.
3. Order a movie to show your friends and whip up their interest.
4. Look over the AWWA membership list and call or write the member nearest you; you will find him anxious to talk about river cruising.

HATCH RIVER EXPEDITIONS

411 East 2nd North, Vernal, Utah

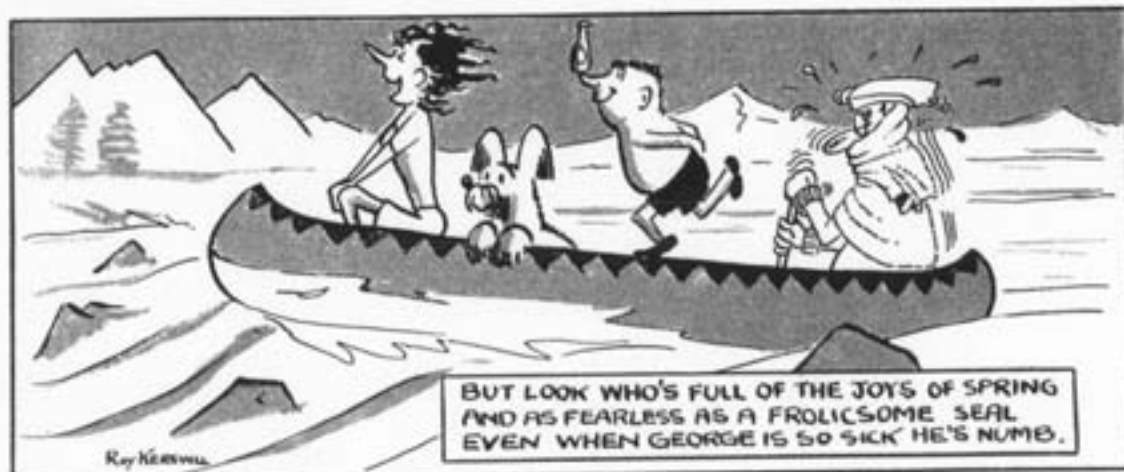
LICENSED GUIDES

Approved by the National Park Service for operation in Dinosaur National Monument.

Join us on one of our "Group Specials," or private trips—from one to six days. We also offer excellent low rate trips through Grand Canyon, Cataract, Middle Fork, and others.

Write soon for details!

"SEE DINOSAUR WITH US"



White Water on the Potomac

by HAROLD LEICH

Reprinted from the Potomac Appalachian Trail Club Bulletin (April-June, 1954)

THE summer tourist who crosses the Potomac to Arlington House sees just another tidal slough meandering its polluted course to the Bay. Trail Club members, however, and others who range the Blue Ridge and the Alleghenies know a different river—a clear stream of green and white water racing beneath cliffs and vast wooded mountainsides. Anyone who enjoys scrambling over the ridges of the central Appalachians takes a natural interest in the watercourses that carved them. The purpose of this rambling account is to translate that interest into a desire to push off into the swift current on a river cruise.

The Potomac and its tributaries provide hundreds of miles of splendid river cruising, from dashing mountain streams scarcely bigger than a trout brook, through the quiet bends of the river's middle course, to the heavy rapids just above Washington. There are river reaches seemingly as wild as a canyon of the Rockies (though more heavily timbered) or stretches of water that are like a visit to a railroad yard, with freight trains pounding by on both banks. So far, the Potomac Valley has escaped the worst of the dam-building craze. The streams flow unhampered much as they did when George Washington followed their waters in his youth, two centuries ago. Some of the country along the banks is a near-wilderness, virtually untouched for generations.

A special feature of the Potomac is that it continues to provide good white-water canoeing even in a summer drought. After the upper tributaries disappear into a mass of boulders and gravel bars, about the middle of July, the "main stem" still gives a good ride if you know where to go, and even in a severe drought the stretch from Great Falls to Georgetown is plenty of fun. Washington could well claim to be the white-water capital of our country, and in this respect at least we need not defer to our fellow outdoor clubs in Boston, Denver, or Seattle.

Despite the hundreds of canoe owners around here and the thousands who rent canoes each summer, comparatively little white-water canoeing is done in our area. This may be because of the natural barrier of Little Falls, which bars the way for the venturesome who push upstream above Chain Bridge. Little Falls has a deserved reputation as a killer. To enjoy more moderate water farther upstream requires a knowledge of where to go and a car or two for the necessary transportation. While this article cannot be a detailed guide to the river, it will sketch in a few of the highlights. Once started on a cruising career you will discover your own additional favorites.

First—a word of caution. White-water canoeing in heavy water is as dangerous as rock or ice climbing in alpine terrain, and no sportsman should hesitate to take safety precautions. A beginner should go out with someone who knows the game, on an easy stretch of water. No one, regardless of experience, should try the Potomac or its tributaries anywhere above tidewater in time of flood or near flood. If possible, a landing should be made above heavy rapids to scout out the channel. Life jackets should be worn in such heavy rapids as the ones just below Great Falls, in the mile between the feeder dam and little Falls, and in the rapids of the Potomac and the Shenandoah around Harpers Ferry. The best swimmer can be in serious trouble if he gets away from his craft and must keep afloat in the deep surging current, with no letup for a quarter of a mile or so.

This being said, let me quickly add that many hundreds of miles of pleasant riffles and occasional rapids are perfectly suitable for an average party with proper equipment, training, and leadership.

The following brief descriptions of river stretches in the Potomac Valley are classified as to difficulty not according to any scientific system but merely from the recollections of a dozen years of river cruising. Let me put in the "saving

clause" that landslides, floods, undermined trees, and other acts of God or man can quickly change the character of a stream.

Beginning Cruises

(NOTE: To locate the places named in the description, see the appropriate U. S. G. S. topographic map.)

SOUTH BRANCH (Romney, W. Va., to junction with North Branch, 31 miles)

This is a fine introduction to river cruising for someone who is tired of pushing a canoe through dead water. The flowing current and occasional easy riffles give an opportunity to experiment with canoeing technique under safe conditions. The scenery becomes spectacular as the river winds through great loops and runs at the base of cliffs studded with cedars. Numerous campsites and high-way access points.

POTOMAC (Greenspring, W. Va., to Williamsport, Md., 74 miles)

Anywhere along here is fine, especially if you are a railroad fan. For most of the way, the B & O is on the south bank and the West Maryland on the north, although they occasionally disappear by cutting across peninsulas. The sound of bells, whistles, and pounding drivewheels reverberates between the mountain walls. The river is well concentrated in a rocky trough and runs along with good speed over a clean bottom. There are a few riffles and, above Great Cacapon, W. Va., a rapid curves through the remains of Dam No. 6. Many Club members know this section from walks along the C & O Canal. The scenery is especially good where the river winds among the entrenched meanders of the "Goosenecks" and cuts through Sideling Hill.

POTOMAC (Williamsport, Md., to Shepherdstown, W. Va., 27 miles)

Here the river runs in a shallow wooded gorge, mostly free of railroads and highways. The first section is chiefly a back-water from Dam No. 4, 15 miles below Williamsport. (Difficult carry—use north bank.) To avoid all this, put in below the dam by way of a side road from Downsville, Md. The current quickens below the dam in a series of mild riffles and provides good novice cruising for 12 more miles to Shepherdstown.

Harold Leich



Stan Swan and Ray Eaton in "Wet Bottom Drop," in the gorge below Great Falls.

NORTH RIVER (U. S. 50 to Forks of Cacapon, W. Va., 23 miles)

Here is a delightful streamlet for a week-end cruise when the water is high enough. Put in at the US 50 bridge between Capon Bridge and Romney (river is marked by highway sign). It looks like a little pasture brook, with a volume no greater than Rock Creek, but in a few miles it burrows into the mountains and provides spectacular scenery. The river curves along the foot of Ice Mountain, where summer ice may be found under the talus slope.

More Exciting

SOUTH BRANCH (Old Fields to Romney, W. Va., 21 miles)

This section drops a little faster than the stretch below Romney, and makes a good trip for a group just beyond the novice stage. Put in at the highway bridge below Moorefield. In about four miles the river runs through a hundred yards or so of strong curving rapids, over some ledges near the entrance to the Trough. This gorge was described by George Washington on his first wilderness trip in 1748:

"The Trough is a couple of ledges of Mountains Impassable, running side and side together for 7 or 8 miles, and ye River running down between them."

THE steep wooded hillsides run up nearly 2,000 feet above the river. Don't plan to camp in the Trough—we didn't see any good campsites. The valley widens below there and the river cuts against low cliffs and drops over easy ledges and gravel bars for a pleasant ride down to the Romney Bridge.

SOUTH FORK OF SHENANDOAH

Try a cruise in our own Blue Ridge country on the river you have often seen from the Trail, gleaming in its serpentine course through Page Valley. Although the valley is intensively cultivated, the river flows in an inner trough through dozens of symmetrical meanders. Therefore the voyager gains an impression of cliffs and forested slopes rather than on of settled country. The steep rocky sides of the Massanutten go up directly from the water's edge on the western loops of the meanders.

The typical drop in the Shenandoah is a shallow staircase of wide limestone ledges, worn down evenly from bank to bank. The river cascades over this series of dams, usually finding an opening where enough water gathers to float a canoe. Fast work is needed to steer from one opening diagonally across to the next. Between drops the pools sometimes extend for a quarter of a mile or more.

For a good introduction to the Shenandoah, try the eleven-mile run from Newport to an old dam about a mile below the US 211 bridge. (Cars can be brought down a side road.) If you continue you



Harold Leich

must paddle through some dead water and then carry around the large Luray Power Dam.

You can put in below the dam at Ruffner Ferry. There are many other points such as Bixler Bridge, Strickler Ferry, Bealer Ferry, Goods Mill, and Overall which can be chosen for the beginning or end of a trip. The entire section to Front Royal is good. There is a short rapid at Compton—a good spot for practice since the outrun pool beneath the Golden Cliffs provides a place to recover in case of upset.

An unusual feature of the South Fork is the large amount of river weed growing on the bottom. Bright green fronts undulate for ten feet or more in the swift current.

Some Fun!

GOOSE CREEK (US 15 to Virginia Highway 7, 13 miles)

This stream doesn't look like much from the Leesburg Pike. We were surprised to find five or six old stone dams, broken down by floods, which form strong rapids when there is a good head of water. Each dam has a stonewalled structure on the side, apparently an old navigation lock. This work may date from George Washington's Potomack Company, which fostered a "downstream only" navigation system in the Potomac Valley.

Watch the last dam, a breached concrete power dam shortly below the railroad bridge. This leads into a jumble of water having some of the unpleasant features of a Colorado River cataract. The best we have done with it to date is to sneak down the left side and keep out of the main current.

CACAPON RIVER (Capon Bridge to mouth, 49 miles)

This outstanding trip combines a clear, rapid stream with scenic views of mountains and gorges. A favorite stretch is the one from Capon Bridge to Forks of Capon (11 miles). After an easy start the rapids increase in intensity and the mountains rise on either side. In the heart of

The author takes the upper part of Little Falls (low water).

the gorge a rock wall on the east climbs almost 800 feet from the water. The section from the Forks to Largent is similar but with lower walls and possibly milder water. The river takes 18 miles to cover an airline distance of $5\frac{1}{2}$ miles. Below Largent the valley is more settled but the scenery and rapids continue good. The heavily timbered slope of Cacapon Mountain runs along the east shore. Ede's Fort is a 300-foot limestone promontory with a rapid winding around its foot, opposite a virgin stand of hemlock. Four miles above the mouth, a large power dam blocks the river and dries up the channel for a mile and a half at low water. The river enters the Potomac at Great Cacapon, 20 miles below Largent.

SMOKE HOLE (South Branch from USFS Campground to Royal Glen Dam, 16 miles)

This section runs through a winding gorge in the Monongahela National Forest, where you expect to see L'il Abner peering around the trunk of a sycamore. (The rough section above the campground is for experts who have scouted the falls and ledges from the bank. Tom Culverwell wrote a fine article on this in "Up Rope" some years ago.)

The stretch starting at the campground requires a good head of water, and even then you will hit some sharp rocks. Crags and steep wooded slopes rise in places for 1,000 feet above the water. The big flood of '49 caused many landslides since my last trip, and these may require care.

NORTH FORK OF THE SOUTH BRANCH (Mouth of Seneca to Hopeville, 13 miles)

This brawling little stream drains the slopes of West Virginia's highest summit, Spruce Knob, 4,860 feet. It drops steadily, sometimes over broken ledges, and requires a good volume of water. The valley is well settled (unlike the Smoke-hole) and there are many points of access to the river. Above Hopeville the river runs through a secluded gorge with heavy rapids. On our last trip, some years ago, we brought back a canoe that was just good to plant petunias in. Some bad landslides blocked the river in 1949. Watch these places.

American WHITE WATER

Harold Leich



Charles Effinger in Little Falls (low water).

POTOMAC (Cupid's Bower to Brookmount, 7 miles)

Close to town is this delightful run for an afternoon or a day. Park car where MacArthur Boulevard turns uphill at the Angle's Inn. Rocky islands split the river into channels at several points and there are frequent riffles and some rapids. Stubblefield Falls is actually just a strong rapid with a long string of "haystacks" or high waves. At the feeder dam enter the canal for Georgetown.

Really Rough (and for experts only)
GREAT FALLS GORGE

This area of clean, water-scoured cliffs and potholes is familiar territory to rock climbers and travelers on the "Billy Goat Trail." In flood times the river rises some 60 feet to fill the entire gorge with churning water.

A strong party equipped with life jackets can run the gorge from the very foot of Great Falls, putting in by way of a gully at the picnic area on the Virginia side. Swift swirling current and rapids are continuous for half a mile below the falls, with no place to land. My wife and I turned over in a foldboat here in the spring of 1942 and were pulled out by Ray Eaton in his canoe a quarter of a mile below. The foldboat disappeared somewhere en route. Lower down we found a few splinters of framing festooned with threads from the red canvas deck.

THE roughest section can be avoided by carrying in from the Maryland side. Go down the towpath from the museum to the floodgates and then down a path to the river. This brings you to a bay just above Wet Bottom Drop, a good spot for spending a long lunch hour carrying up and running down.

Do not put into the side channel along the Maryland shore by the Great Falls picnic area. This becomes an impossible cataract, a branch of Great Falls.

The middle section of the gorge is calm, with some final easy rapids at Cupid's Bower, where the river splits around a rocky islet. At low water it is possible to work up into the gorge to Wet Bottom or higher.

LITTLE FALLS

The Potomac has its last fling above tidewater in the mile from the Brookmont feeder dam to Little Falls. This is a stretch of almost continuous broken water, with the whole river concentrated in a narrow rocky chute. The rapids culminate in the roaring flumes of Little Falls, where the river divides around a rocky island. The island's upstream point is like the bow of an ocean liner cutting the water, and it throws up a "bow wave" that may be six feet high or more.

Needless to say, great care is required on this entire section, and life jackets should be worn. Recovery is difficult in case of an upset. Use caution in approaching Little Falls. I prefer to land on the left bank—but in any case, LAND! Look it over carefully, because the channels change at every river stage, and the tide apparently has an influence on the lower part.

Most canoesists will wisely put into the feeder canal along the left side of the Brookmont Dam and miss this section of the river. For the few who are prepared for it, Little Falls roars at the exact western tip of the District of Columbia boundary line.

WATER LEVEL

The main Weather Bureau office is most cooperative in furnishing information on river stages—ask for "River Services." For South Branch information ask for the gage reading at Springfield, W. Va. You need 4 feet or more to assure enough water for the Smokehole or North Fork.

Below Old Fields a reading of 2.8 will just see you over the riffles, with a little scraping.

There is no Weather Bureau gage on the Cacapon but the Springfield gage shows a fair correlation for the adjoining Cacapon watershed. A Cacapon trip is inadvisable with less than 3 feet at Springfield.

The upper Potomac can be run with a reading of 1.5 or more at Riverton, W. Va.

For Great Falls Gorge and Little Falls the problem is one of too much rather than not enough water. We have found that any reading higher than 3 feet on the Leiter gage means a turbulent current that greatly increases the hazard. There is still plenty of excitement when the gage is below 1 foot.

For detailed information on cruising the main Potomac, see the fine article in the August 1948 *National Geographic Magazine* by Ralph Gray and Walter Meyers Edwards. And for a magnificent account of white-water sport on the Cheat watershed, see Tom Culverwell's article "Shavers Fork" in the December 1953 *Appalachia*.

For information on proper canoeing technique see CANOEING (Merit Badge Series, 1952 revision), Boy Scouts of America, 2 Park Avenue, New York 16, N. Y., 25c. This was prepared by Waldemar Van B. Claussen, for many years a water-safety expert with the American National Red Cross, and an old hand on the Potomac.

The American Canoe Association runs white-water cruises out of Washington. For information see Mr. Andrew J. Thomas, 6203 Dunrobbin Drive, Washington 16, D. C.

In running many rock-free chutes of the Potomac today, we are benefiting by George Washington's efforts to remove obstructions from the river. As we follow in the wake of the flatboats and gundalows which plunged down to Georgetown on the spring freshets of 150 years ago, we can echo the toast which General Washington proposed to Mr. Hunt, an English traveler of the post-revolutionary period:

"Success to the Navigation of the Potomac!"

* * *

American WHITE WATER

This Is Slalom

by BOB MCNAIR

AWA's secretary gives an introduction to the sport.

COME, sit up here. The rocks are rough but it gives a wonderful view of the slalom course. Too bad you just missed Don and Harry's run. Their bow technique is terrific. They spun on a dime after clearing the reverse gate, and set clear of the barrier. Look, watch that short canoe in those standing waves at gate five. It is riding as dry as the bigger ones. I wonder if the scores will show that the maneuverability of that stubby canoe more than offsets the greater speed of the big ones. Next come the mixed C-2 boats. They are always fun to watch because the couples have been cruising together and their teamwork is tops. I won't be surprised if their scores match the double men boats, slower time but fewer penalties. Oh, I spoke too soon. They are broadsiding the barrier. That's 100 seconds penalty. Now they're in the waves. Oops, they're over. They'll have trouble living this one down with so many cameras trained on them, and the movies can be used as an object lesson by the instruction committee. It's nice to have the rescue crews ready so we may laugh and not worry.

Does it seem strange to you that we will have paddled only ten or fifteen minutes all day? I have been living every trip through, though, and have learned more than in a dozen cruising weekends. It's partly seeing paddlers from other clubs in action; and we can watch them more closely than if we were cruising with them. It makes a nice get-together with foldboaters too. There is enough variety in this course to point up the good features of both foldboat and canoe. It is tempting me to get a foldboat for heavy water. But here is Eddie. It's time for us to stand by for our second run.

What is this slalom madness and where did it start? How is it that men have thought to improve on nature's rapids? Why is it we must compete against each other as well as against the river?

This story goes back to 1934 when the American WHITE WATER

idea appeared in both Austria and Switzerland. Like its forbearer the ski slalom, it stiffened the challenge already offered by nature and put the emphasis on skill. As in skiing, touching gates incurs penalties that are added to the contestant's running time. The emphasis on competition can prove a healthy influence. It attracts keen youngsters into canoeing and trains them thoroughly. If they tire of competition, they still become outdoorsmen and they have developed skills that they may enjoy for years to come. Of course the real reason for the rapid growth of slalom in Europe was that paddlers found it was fun. After the war it became the most popular type of international canoeing competition; and in 1949 the first world championship was held.

Slalom was slow in coming to America. A letter from Italy inviting us to send a team to the 1953 World Championship at Merano caught us by surprise. A few individuals had heard about it earlier, but only Wolf Bauer and his Washington Foldboat Club had made it a regular

Arkansas Slalom



Hays Studio



Brandywine
Slalom

Georgine
Barrie

part of their program. In 1953 we were ready for slalom. Our white water movement was under way. It and slalom could grow together. White water cruisers would organize slaloms. Slaloms would attract and strain new white water cruisers. Our snowball would grow. It seems idle nonsense to argue whether we prefer slalom to cruising or vice versa. Together they are a well balanced diet. When we are young we may chase the slaloms back and forth over the country. Later we may prefer the beauty of wilderness cruises as a regular diet, but once each year comes our local slalom, a chance for seeing people, for increasing our skill, and for having fun.

You are interested in trying a slalom? Good. Let me help by outlining some of the things you will want to consider.

The site is all important. We are always seeking ideal spots, so tell us if you find one. It should provide 200 to 800 yards of continuous rapids. Standing waves, rocks, eddies, and even low waterfalls can provide variety. How will you string the course? Are there bridges and overhanging tree branches, or will you string lines across between trees or high banks? Is it too wide to span with lines? Or is it so narrow that there can be

only one route through? How does it vary with water level and how does water level depend on season? Can you drive your gear to the rapid? Is there a path or road to return boats to the starting line? We once had a placid canal in which to paddle back to the start but that was too good to last! Is it near a nucleus of canoeists? Do you like the camping area and the scenery? If it has everything you are surely dreaming! You can have fun with less, as the English have proven with their "miniature slaloms." They set a course of about ten gates below a small dam so that competitors must follow a serpentine course from sluice to eddy and back again. Rapids often occur below dams where you might have some control over water flow.

The poles are five feet in length and $1\frac{1}{2}$ to 2 inches in diameter. They can sometimes be hung from bridges or tree branches, but usually are hung from lines suspended across the stream. The bottoms of the poles should clear the water by only enough so that the waves will not set them in motion. (See photos) The minimum width of a gate is 47 inches.

The rules were developed by the International Canoe Federation. The full

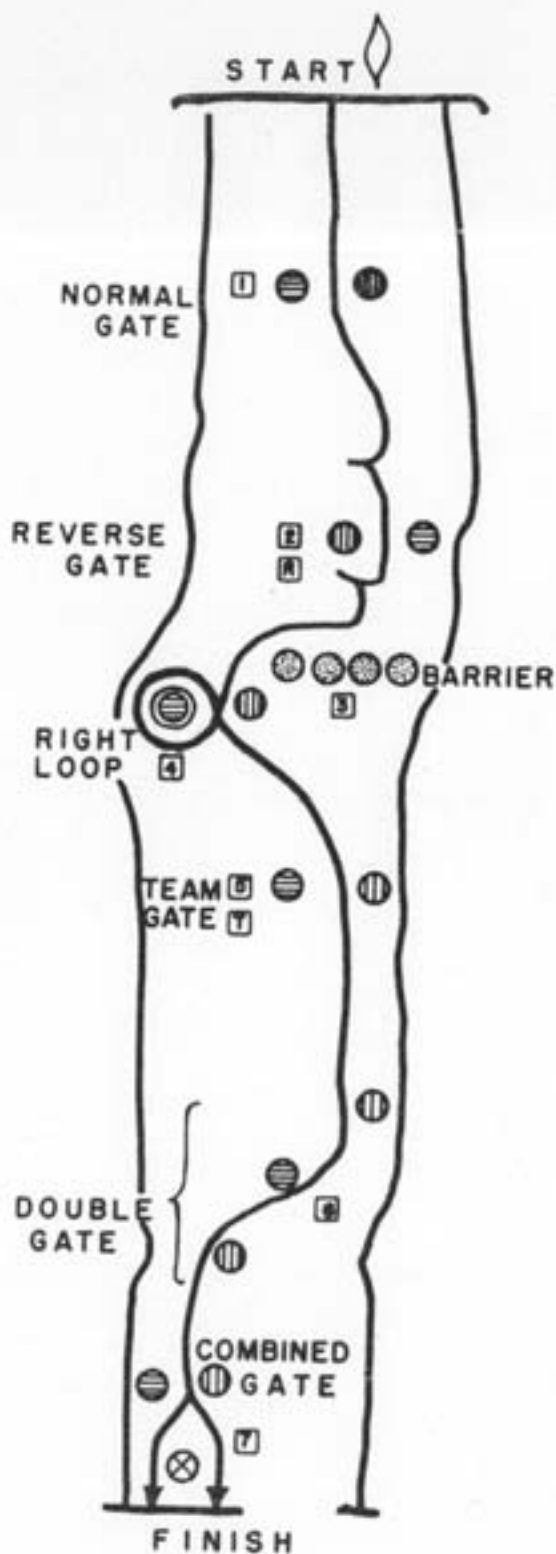
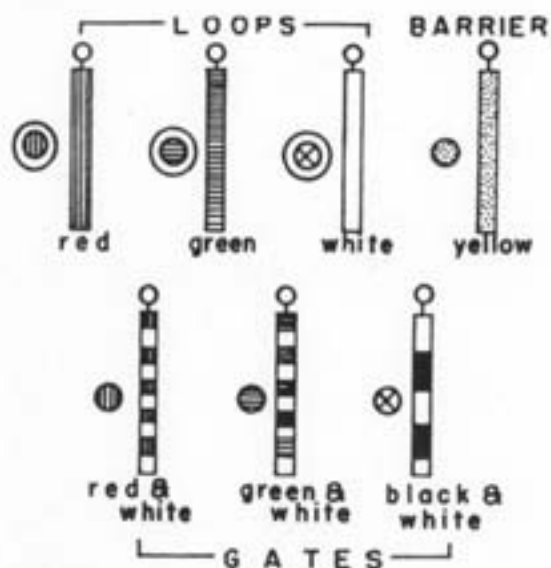
SUMMARY OF RULES

Leave red poles to left and green to right. White, or white and black may be passed on either side. Yellow may not be passed. A letter "R" over a gate shows that the boat must pass through stern first. If a pole is solid red, green or white, it denotes a 360 degree turn. These rules are illustrated on the accompanying sketch of a short course. An official course would contain fifteen or more gates.

Scoring is based on the time in seconds plus the penalties which are as follows:

Each pole touched (barrier excepted)	10 seconds
Gate missed but touched by boat	50 seconds
Barrier touched or crossed.....	100 seconds
Time of 15 seconds exceeded for "T" (team) gate	50 seconds
Obstacle omitted	100 seconds

A gate is passed if the bow and the bodies of the paddlers pass between the poles. Time is taken from starting line to finish line, and the gates must be passed in the sequence in which they are numbered. Gate watchers send the penalty points to the chief scorer by signal or by runner. If a team race the time is taken from the first of the three boats crossing the start to the last one over the finish. All three must pass through the "T" gate within 15 seconds.



text may be obtained from Lawrence Zuk, 4585 South Washington St., Englewood, Colorado. He is now the National Slalom Chairman for the American Canoe Association. He can also give you tips on making the gear and organizing the affair. Don't forget that ski clubs may already have such useful things as telephones, stopwatches, and numbers. You decide whether you want a quiet slalom with participation by invitation or by grapevine among canoeists, or whether you want to call in the press and television. Publicity will bring new converts and I hope it will always be slanted this way. I sincerely hope that slalom will always be a participant sport and never just a spectator sport.

I am looking forward to this slalom game. I expect to see wonderful courses, I want to meet more canoeists, and I want to learn greater skill in canoeing and foldboating. For some there will be success and glamour in regional, national, and international championships. But remember, even most international races are not for champions alone. Most are open to us all. Wouldn't you like to try slaloms at Geneva, or Merano, Augsburg or Salida? In slalom the exchange of ideas and the making of friends will be both interclub and international.

• • •



German HAMMER Foldboats

SLALOM SINGLE, a champion for competition. Orange deck.
13' 9" long, 25" wide.
Hammerite hull \$150.00
5—ply rubber 169.50

All prices quoted include paddles, carrying cases and repair kit. Other types of boats are available. Also many accessories. Write for a complete list.

DOUBLE WANDERING for sport and touring. Royal blue deck.
17' 1" long, 32" wide
Hammerite hull \$172.00
7—ply rubber hull 189.50

SHORT SINGLE for white water, lakes and rivers. Royal blue deck.
14' 3/4" long, 27 1/2" wide
Hammerite hull \$142.50
7—ply rubber hull 169.50

THE BANTON CORPORATION

24 California St., San Francisco, Calif.
The Ski Hut, 1615 University Ave., Berkeley 3, Calif.
DEALER

BOOK REVIEWS

We still do not have a printed copy of Lawrence Grinnell's *CANOEABLE WATERWAYS OF NEW YORK STATE*. However, the proofs lead us to expect a fine book. We will review it later on.

Also in preparation is a section on "Books of the Past." Many of the early classics of river running are now out of print. The next issue will tell you about some of them.

BOOKS ON THE FIBERGLASS PROCESS. The following books and pamphlets will be handy for anyone building a canoe or kayak from this material.

Fiberglass Reinforced Plastic, by Charlie M. Owens—Corning Fiberglass Corp., Plastics Reinforcement Div., 598 Madison Ave., New York 22, N.Y.

Polyester and Fiberglass, by Maurice Lannon, Gem's O'Lite Co., 5350 Riverton Ave., North Hollywood, California.

Fiberglass Reinforced Plastics by Ralph Sonneborn (about \$5.00), Reinhold Publishing Co., 430 Park Ave., New York, N.Y.

Herter's Chrome Fiberglass Process, Herter's Inc., Waseca, Minn.

Descriptive Brochure, Thelco Glass Fiber Products, 765 S. Harvard Blvd., Los Angeles, California.

The Fiberglass Kayak, by Dave Stacey, Colorado White Water Association "Spray," 800 Logan St., Denver 3, Colo.

More Boating Articles

Will our readers please send in information on any articles they happen to see, so that others may know about them?

We Rode the Buffalo, by Charles Elliot: *Outdoor Life*, April, 1956 (an article about floating)

When Time Stopped, by Thomas Appel: *Outdoor Life*, April, 1956. (about white water in the Tectons of Wyoming)

River of Big Returns, by Clyde Ormond: *Outdoor Life*, April, 1956. (about fishing in the Snake River)

Family Adventure . . . the River Run: *Sunset Magazine* (Menlo Park, Calif.), (a survey of Western river runs, with list of guides and prices).

I'm No Expert, by Frank Dufresne: *Field and Stream*, November, 1955. (about fishing in an Eskimo kayak)

Ode To a Platte River Trout

By Roy Kerwill

I must go down to the Platte again,
To the rocks and shallow water,
I'd like to try the Slot once more,
But I don't know if I oughter.

Oh the Platte is a lovely river,
She's wild and fast and free,
She's a sparkling, dashing river
And she's always fair with me.

Though I'm safe while I respect her,
I'm sure I'll beat her yet,
Some day I'll run that G.D. Slot
Without returning all wet.

I'm getting to know that fat old trout
That lives 'neath the Slot in the pool,
As he sees me claw for the surface,
'Thinks he, "What a finless fool!"

Someday I'll build me the perfect boat,
She'll handle like a dream—
She'll dodge and jump at my command,
And conquer any stream.

She mustn't be wide and hard to roll,
Or narrow and easy to flip,
Yet she'll be able to carry a heavy load,
(Like beer on a long, long trip).

She must have class like a racing yacht,
She must be fast and light,
Yet she has to be able to kiss a rock,
And still be watertight.

She has to show that same old trout,
That there's no need for gills,
She must streak through the Slot like a
whisper of wind,
With no thought in mind of spills.

I don't mind telling you all the truth,
The reason I need such a boat:
Then I'll only swim when I want to,
And quit being the Party Goat!

British Columbia Expedition

Werner O. Rupp is looking for two expert foldboaters to run unknown white water rivers in northern British Columbia sometime between June and August. Write him at 5 W. 15th Ave., Vancouver, B. C., Canada.

IDEAS

This column will appear in each issue of *American White Water*. Please jot down your ideas and send them to the editor.

Camera Bag

The Voit Rubber Corp. (1600 E. 25th St., Los Angeles, Calif.) has come out with a waterproof plastic bag with an optically flat glass window. The bag is transparent and flexible, and you can operate your camera right through it. The price is about \$7.50. (from Bruce Grant)

Inboard Outboard

Lou Elliot (1957 Gaspar Dr., Oakland 11, Calif.) has purchased a 24 ft. bridge pontoon, equipped it with an outboard, and used it with good success as a mother ship for numerous foldboats and canoes. To support the motor, he took a large truck inner tube, and cemented it to the

bottom of the raft. The inside floor was then cut out and the outboard motor mounted so as to drive the boat through the hole. This mounting was more convenient than the conventional rear outboard and less likely to hit rocks.

Ideas Needed

An automatic bailer is needed for motor boats. A little water in the bilge is a nuisance, while a lot is a real hazard. We have many inventive people in our sport. How about some ideas? One possibility is to use the rocking or plunging motion of the boat to fill a tank above the water line. Then, with a check valve, the water can drain out slowly.

PATRONIZE the firms who promote the sport with advertising. TELL THEM you saw it in *AMERICAN WHITE WATER*.

FREE '56 CATALOG

More than 32 pages of the finest specialized camping and back-packing equipment available. Write today!

Just food and fuel is needed for this 2¼ lb. cook set.



Tent #328. 5½ lbs., 5' x 7'. One of our many models.



Camp and Trail Outfitters

WATER LEVEL OR MOUNTAIN HIGH

Working the fast waters or back packing . . . lightweight and compact equipment is indispensable. We carry the finest imported and domestic equipment. Your satisfaction is our pleasure. For FREE CATALOG write today to: Dept. FW -

Camp & Trail Outfitters

112 CHAMBERS STREET • NEW YORK 7, N. Y.

Things to Come

by BRUCE GRANT

WHILE we doubt that participation in white water sport will ever challenge the popularity of skiing, we do believe that these two sports have much in common. If this is correct then we should be able to derive guidance through an examination of the history of the development in skiing.

How many of you can remember when Hannes Schneider brought the Arlberg technique to America? His ski school attracted pupils from far and near, who went home full of enthusiasm so contagious that ski schools and resorts soon began to flourish in many localities with towns and other services. The sport of skiing rapidly grew to be an important industry.

What does this suggest for white water boating? At least three primary ingredients seem indicated—the teacher, the river, and the supporting organization. The right combination of these elements could easily have a spectacular impact on the white water sport and point the way for future development. Let us take a closer look at each of the essentials.

The teacher must be a master of modern technique with either the double or single paddle. He will probably be a Swiss, French, or Austrian since the art is most highly developed in those countries. He will have been successful in European wild water and slalom competitions and will have been a top performer in the Arkansas River event. He will believe



Doug
Brown

that the highest use of white water skill is to broaden the range of wilderness rivers one can tour in safety. His teaching skill and promotional instinct will be his outstanding abilities. No doubt he will also be handsome.

The river must offer a broad range of difficulty through a long season. Transport to put-in and take-out points should be easy to arrange. The water should be warm enough to invite swimming so an upset will not seem unpleasant. The channels should be free of snags and such conditions so that it will always be possible to swim out from an upset. The scenic background ought to provide a compelling invitation for the photographer.

Our teacher and his river location require the support of an organization which will provide the services of transport to and from the river; will also provide transport on the river for tourists, spectators and photographers; and will take care of the food, shelter and entertainment which vacationers expect.

There are those among us who feel that a development of this sort is inevitable. When it comes there will be generated an exciting growth of interest and participation in white water sport which will become popular all over America. From this we will see a rapid rise in the average skill of individual boatmen. Both competitive and touring activity and ability will forge far ahead of anything we know today.

Guidebooks

The State of Missouri puts out an interesting pamphlet called *Floating and Fishing*. It contains a map of the streams in the state, with a table of guides for them. There is also data on lakes and fishing. It may be obtained free from the Missouri Conservation Commission, Jefferson City, Mo.

There is also a pamphlet called *Missouri State Parks*, obtainable from the Missouri State Park Board, Jefferson City, Mo.

Other states must publish similar pamphlets. Will some of our readers tell us about them?

Advertising

Advertising helps support your magazine. It is also a good investment for the people who do it. No other medium reaches such a group of active, enthusiastic boatmen. Let us all show our appreciation and patronize the firms who advertise in our magazine.

More advertising means that we can afford more pages and more illustrations. If you know of potential advertisers, please drop a note to either of the following:

Eastern Advertising Manager, Alfred Washburn, 450 Maple Ave., Westbury, N. Y.

Western Advertising Manager, Jean Bonner, 100 Manor Rd., Piedmont 11, Calif.

For everyone's information, our rates are:

1 page	—\$75.00	inside covers	—\$85.00
1/2 page	—\$40.00	rear cover	—\$85.00
1 column inch	—\$5.00		

For two consecutive issues the discount is 10%, for three it is 15% and for four it is 20%. Copy for the next issue must be received by July first.



The Smallest Effective Kit on the Market!

Weights only 1 1/4 oz. Contains 3 suction cups, knife-blade, antiseptic, lymph constrictor & easy instructions. Everything needed for suction treatment — the only first aid method approved by medical authorities. Works on insect bites, too!

If not available at your drug or sporting goods store, send \$2.00 cash, check, M. O. (no C. O. D.'s) to Cutter Laboratories, Berkeley, Calif., Dept. VL-2.



Club Activities



While American WHITE WATER cannot list every scheduled trip, by every boating club, it would like to help its readers get in touch with nearby activities. To this end it lists a number of clubs and how to get in touch with them. Will those who are not listed please write to the editor, so that they can be listed in the next issue?

American Canoe Ass'n
Arthur Bodin, Cruise Chairman
3215 Netherland Ave.
New York 63, N.Y.

Appalachian Mountain Club
White Water Canoeing, Fred Sawyer,
Clm.
5 Joy St., Boston, Mass.

Appalachian Mountain Club
Connecticut Chapter
Don Pratt, 1988 Chapel St.
New Haven, Conn.

Appalachian Mountain Club
New York Chapter
c/o 5 Joy St., Boston, Mass.

Buck Ridge Ski Club
c/o Robert McNair
32 Dartmouth Circle
Swarthmore, Pa.

Colorado White Water Ass'n
c/o Roy Kerswill
1760 Magnolia St.
Denver, Colo.

Philadelphia Council,
American Youth Hostels
1520 Race St.
Philadelphia 2, Pa.

The Prairie Club
Harold G. Kiehm, Chairman
38 South Dearborn St.
Chicago 3, Ill.

Sacramento White Water Club
c/o William J. Cameron
315 Alhambra Rd.
Sacramento, Calif.

Sierra Club
River Touring Section,
Bruce Grant, Chairman
6255 Chabot Rd.
Oakland 18, Calif.

Washington Foldboat Club
c/o Wolf Bauer
5213 11th N.E.
Seattle 5, Wash.

Western River Guides Ass'n
c/o Don Harris
2500 E. 48th S.
Salt Lake City, Utah

COUNT ME IN

as a member of the American White Water Affiliation. I understand that as a member I will receive four issues of American WHITE WATER magazine. Here is my \$2.00. My address is.



Type of boat preferred: _____

Boating club membership if any: _____

Suggested article subject: _____

COLORADO RIVER TRIPS SHARE-THE-EXPENSE

For Anyone of Any Age - April thru Sept.

Prices include all expenses - good food.

SAN JUAN 6-8 days \$10 a day
GLEN CANYON 8 days \$10 a day
CATARACT TRIP 8 days \$10 a day

MIGHTY GRAND CANYON • TRIP OF A LIFETIME

17 & 30 foot rubber boats with
Johnson Motors

7 - 14 - 21 days • only \$15 a day

We run all rapids!
Storm Special in August

GROUP TRIPS OF 50 • CHURCH, CLUB, SCOUTS

Boat transportation and guide furnished
\$25 each person for 8 day trip

GEORGIE WHITE

Plymouth 5-3125 or Plymouth 5-1259
433 West Loconia, Los Angeles 61

TRIPS IN 1957

Middle Fork — Big Salmon — Snake

Southwest Explorations

presents

13th annual Explorers Camp expeditions in the little known Four Corners Country

For young men of high school age who want to feel "ten feet tall" with a knowledge of honest achievement and increased personal adequacy.

Membership limited to 25 boys. 2,000 miles of travel in four States. Includes 225-mile boat expedition running the rapids of the San Juan and Colorado rivers, climbing high mountains, exploring deep canyons, digging ancient ruins, meeting modern Indians and visiting National Parks and Monuments. Opportunities to prospect in both gold and uranium country.

For details write, phone or wire:

Southwest Explorations
Kenneth I. Ross, Director
Mancos, Colorado Phone 2541

Correction

In the February (1956) issue, the Foreign Magazine section incorrectly listed *Light Craft* as being published by the Canoe Camping Club. The correct address is:

Light Craft
Link House
Store St.
London, W.C.1.
England

Many apologies for the error.

THE PERFECT GIFT FOR OUTDOORSMEN

A gift membership in the AWWA is an excellent remembrance for any sportsman. Surprise a friend with four issues of American WHITE WATER. His or her first issue will contain a card announcing your gift . . . do it today.

As a member of the American White Water Affiliation you automatically have a guiding hand in this magazine. Your suggestions and comments are important. Write in your ideas now . . . we all want them.

From Your New Secretary

AS I take on the secretaryship of this Affiliation I am tempted to look back for a moment at the men whose great labor brought us up to the present, at Eliot DuBois, at Bruce Grant, and at Joe Lacy. To them go our sincerest thanks for what they have accomplished. But, as in rapids, we may take only fleeting glances backward and must concentrate on what lies ahead.

I am continually thrilled by reports of new cruising groups and of new interest in white water all over the country. But I am also appalled at the vacuum which these new enthusiasts encounter, a vacuum on where to go and how to do it. Those who know are suddenly called to make up for lost years and fill that vacuum. It is fortunate that there is within this Affiliation the knowledge, the ability, and the enthusiasm to do this job.

Tremendous opportunities lie ahead. Our magazine has only started on the infinite number of important articles to be written. The Guidebook Committee is well under way. Dr. Grinnell's "Canoeable Waterways of New York State" is an important milestone but about nine guidebook projects by our members and affiliates are still in the data collection stage. Our Safety Committee under Donn Charnley is just swinging into action, and our Conservation Committee is just forming for whatever battles may lie ahead.

Right now we want many more members; more members to support our projects, more to carry out projects, and more to benefit from them. Would each of you please consider that you are on the membership committee? Tell your friends about AWWA. Tell us about outing clubs that might be interested, and tell us how we may contact more enthusiasts. Do not hesitate to call on Clyde Jones if you need literature telling of our purposes, or "count-me-in" cards, or even sample copies of our magazine.

Do you think that we scare off prospective members by our apparent emphasis on white water? This should not be. Our basic purpose is the enjoyment of wilderness waterways and the "white water" title is simply the frosting on the cake. The many white water articles are in response to the particularly urgent need in that field. With this issue we start a series of articles to increase your enjoyment of cruising. I am often amused by the newcomers to our local cruising group. They see pictures of rapids and declare that they will stick to quiet water. We insist that they learn to handle the occasional riffles safely. Then they ask for bigger riffles and then for rapids!

May you all have the happiest season yet.

Bob McNair, Secretary
32 Dartmouth Circle
Swarthmore, Pa.

AWWA ADDRESSES

- | | |
|--|---|
| Bauer, Wolf G.—5213 11th N.E., Seattle 5, Washington | Jones, Clyde—2565 Poplar, Denver 7, Colorado |
| Bonner, Jean—100 Manor Road, Piedmont 11, California | Kerswill, Roy—1760 Magnolia, Denver, Colorado |
| Buchman, Bill—County Line and Gulph Creek Rds., Radnor, Pa. | Kiehm, Harold—2019 Addison Street, Chicago 18, Illinois |
| Charnley, Donn—917 Harvard No., Seattle, Washington | McNair, Robert—32 Dartmouth Circle, Swarthmore, Pennsylvania |
| DuBois, Eliot—Sandy Pond Road, Lincoln, Massachusetts | Rupp, Donald R.—3766 Woodland Avenue, Drexel Hill, Pennsylvania |
| Grant, Bruce, 6255 Chabot Rd., Oakland 18, California | Stacey, David—601 Baseline Road, Boulder, Colorado |
| Grinnell, Lawrence I.—710 Triphammer Road, Ithaca, New York | Washburn, Al—150 Maple Ave., Westbury, N. Y. |
| Hawksley, Oscar—Central Missouri State College, Warrensburg, Pa. | Wilhoite, H. J.—148 Rambling Way, Springfield, Del Co., Pa. |

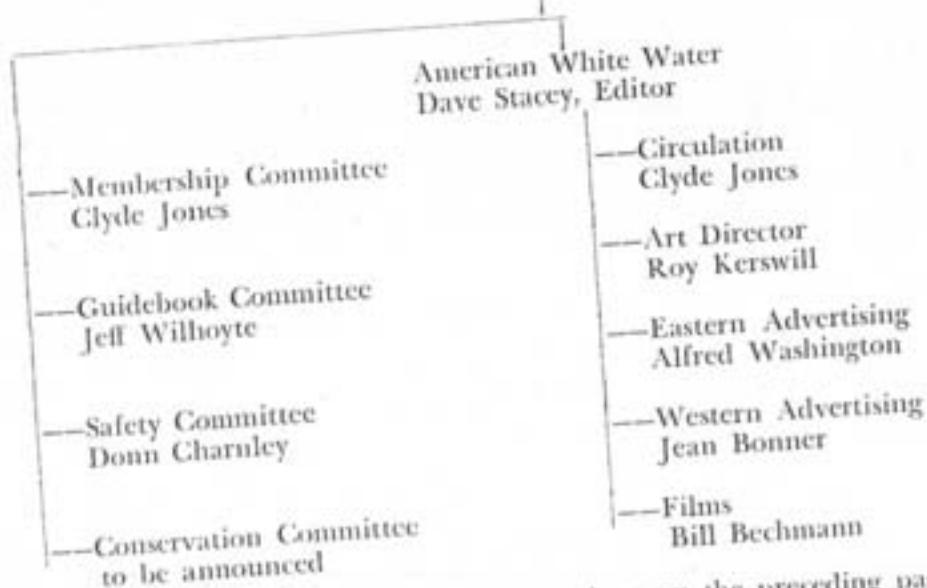
American White Water Affiliation

THIS Affiliation is based on the principle that all members contribute their help and ideas in addition to the trivial dues money. Therefore we must tell you more of how we are organized so that you will know where to offer your services.

Our executive committee is chosen informally with a view to representing each part of the country and each major club. It now consists of the following:

- Wolf Bauer, founder of Washington Foldboat Club
- Eliot DuBois, Boston AMC, founder of AWWA
- Bruce Grant, The Sierra Club, 1955 secretary of AWWA
- Dr. Lawrence Grinnell, Ithaca Canoe Club, author of canoe guides
- Dr. Oscar Hawksley, champion of conservation and "floating" in the Ozarks
- Clyde Jones, Colorado White Water Affiliation
- Harold Kiehm, Canoeing Chairman, The Prairie Club
- Bob McNair, Buck Ridge Ski Club, present secretary of AWWA
- Donald Rupp, Buck Ridge Ski Club

ORGANIZATIONAL CHART EXECUTIVE COMMITTEE Bob McNair, Secretary



Addresses of the above are given on the preceding page.

We also have a service which brings the clubs closer together for exchange of information. Any group may affiliate. We ask that each group wishing affiliation the Secretary thirty copies of a description of club history and operation for clubs. Each group is asked to contribute \$5 toward expenses. Through our contacts with clubs we are able to find the best men for committees and for articles. In the next issue we will publish a list of our affiliates and for well known cruising groups.

Of course the most important part of our organization is you, the individual members who are our partners in this exciting venture.

American WHITE W

name: dummy
file: 1956_2_033.pdf
state: unknown

name: dummy
file: 1956_2_034.pdf
state: unknown

name: dummy
file: 1956_2_035.pdf
state: unknown

name: dummy
file: 1956_2_036.pdf
state: unknown