

*American*

# WHITE:WATER



**Summer, 1963**

**Vol. IX, No. 1**

*the Journal of the American White-Water Affiliation*

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*American*

# WHITE WATER

Sponsored by The American Whitewater Affiliation

SUMMER 1963

Vol. IX, No. 1



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American  
Whitewater  
Affiliation

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## Contents

### ARTICLES

Death of a River .....	Robert E. Sidman	4
Fighting the Gales at Isle Royale	Thomas D. Brock	5
How to Finance U.S. Slalom Team	David A. Kurtz	8
When Downstreamers Meet Upstreamers	Nancy Jack	10
Readers' Hints .....		12
Washington Too was a White-Water Man .....		14
Leaning and Learning With KCCNY	Bart Hawthaway	16

### LETTERS

Letters .....		2
Book Review .....		3
Racing Report .....		19
New Products .....		23
Secretary's Soapbox .....		24
Dean's Cartoon .....		26
Safety As We See It .....		27
White-Water Camera .....		30
Affiliates .....		32

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Dear Mr. Whitney,

. . . as a newcomer to whitewater sports, I find your photographic records absolutely fabulous. If at all possible, I would suggest you eventually plan on a big pictorial.

Many thanks,

Norman S. Benedict  
2155 West 250th Street  
Lomita, California

*Ed Note: See the excellent photos by Bart Hawthaway, including the cover and pages 16-17 in this issue.*

---

Dear Peter,

Just received the Spring issue of the Journal, and enjoyed it immensely as usual. . . .

I agree with your printed opinion that the point system for picking World Championship team members may discriminate against West Coast people, and that a better system needs to be devised. Dave Kurtz and I are suggesting some changes to {Ron} Bohlander in the hope that each area can be represented by the results of its own slaloms. Of course, it becomes necessary to be sure that an area slalom is up to normal standards before it can be included for point-getting purposes, and we feel the ACA Slalom Committee should sanction such slaloms as are up to standard. There are bound to be problems no matter what system is used, until the sport becomes so really national that we can have a system of regional championships with the top people going on to compete in a centrally located National championship by invitation. We are doing our best to improve conditions, meanwhile.

As you say, much more critical in practice is the willingness and financial

ability to make a World Championship trip. It looks as if the 1963 team of the U.S. will pay its own way, member by member. There may be enough small funds and contributions to pay some team-type expenses, but transportation will depend on individual financing as things seem now. One idea is that those selected for the team run their own fund-raising drive in their own locality—this has been done successfully by Worrell and Swensson in Colorado in 1961 and we are trying to get something going here in State College this year. How much we can bring in remains to be seen. I'm afraid there's just no real substitute for a national organization rich enough to finance a team, which we sure don't have. Maybe if they make slalom part of the Olympics some day???

[Dave] Kurtz and I are advocating a point-spread system where points are earned by virtue of score relative to the winner of an event. Winner might receive, say, 150 points, and all who were within 150 seconds of his score would get 150 minus the difference in their scores. Thus relative placing isn't as important as relative time. Some correlation between K-1W and K-1 might be required as a part of this plan, before a winner in K-1W could get 150 points.

Best regards,

Bill Bickham  
107 S. Allen St.  
State College, Pa.

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Dear Peter:

I wish to take issue with one point in John Bombay's recent article on bow and stern lines.

I agree with his suggestion for fastening the lines on deck with shock



cord and did so on my spraydeck last year. However, I feel that his suggestion for 8-foot lines on a canoe leaves two very important points out of consideration. In the first place, a bucking waterlogged canoe is a dangerous companion to approach in turbulent water. It is much easier and safer to tame if held at the end of a rope somewhere near its own length, i.e., 15-16 feet. Secondly, the extra few feet of line has in my experience been invaluable in providing the time and slack necessary for the canoeist to obtain a purchase point from which he can snub the boat. With a short line, the weight and bulk of a waterlogged canoe are such that a swimmer can usually do little more than tag along behind.

Yours truly,  
G. Sargent Janes  
Conant Road  
South Lincoln,  
Massachusetts



## BOOK REVIEW

**Torrent in the Desert**, by Weston and Jeanne Lee; 204 pp. Northland Press, Flagstaff, Ariz., \$20.00.

Those who love the Colorado River will covet this gorgeous book, which is primarily a collection of color photographs that show the river from the small creeks near its source to its mouth on the Gulf of California, in Mexico.

Weston and Jeanne Lee spent their weekends for four years recording the moods and seasons of the great river. Their love for it comes alive not only in the pictures but in their text, more than 100 pages of history, description, and river lore.

Some of the saddest pictures are of Glen Canyon Dam, which at the moment of writing is remorselessly obliterating one of the great river runs of all time. Jeanne Weston wrote its obituary in the last (Spring) issue of this magazine.

Those who cannot afford the book themselves should recommend it for city and school libraries.—P.D.W.

# CLASSIC RIVER TRIPS

## PARTIAL LIST FOR 1963

**Yampa & Green Rivers:** 1 to 6-day private trips. Or group 4-day trips every Thursday. June and first week of July, water permitting.

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**Main Salmon:** August 3, 6 days.

**Columbia River, B. C.:** 6 days, Aug. 17.

**Cataract Canyon:** Probably the final year! 5 days.

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## HATCH RIVER EXPEDITIONS

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# Death of a River

By Robert E. Sidman

After three days of canoe travel in the wilderness, there it was. It stretched menacingly across our path. The bright Canadian sun made the concrete structure shine like many of the natural limestone deposits on the Moose River. This, however, was not put there by nature. This "concrete cholesterol" was put into the artery of this river by man.

The victim this time is the Mattagami River in Ontario, Canada. There has been a dam on this river for many years at Smokey Falls and it has only served to aggravate the condition. When the new dam was built at Little Long Rapids it was just too much for the river to endure.

Perhaps my canoeing partner (Bob Kingen, Erie, Pa.) and I were the last to run the Mattagami before the dam at Little Long Rapids was put into operation. The Mattagami still has some good canoeing left but it can never again be compared to some of the other rivers that flow into briny James Bay and Hudson Bay. Its neighboring river to the east, the Abitibi, is suffering from "progress" also.

In the United States there are only 25 rivers that can be classified as wilderness or semi-wilderness (A.W.W., 1962, Summer). Canada is vast and mostly undeveloped with many miles of wilderness travel left. At one time the United States was vast and undeveloped too.

Some day I will return to the area of the James Bay Basin to run another river. . . . I hope it will not be too late!



## NOTICE

### New Publication Dates

In the future, the official publication dates of **American White Water** will be set back one month—to June, September, December and March. The magazine's arrival in readers' hands will thus coincide with the beginning of the season for which each issue is named.

The new schedule fits in better with the important white-water racing events, and happens also to be more convenient for our printer.

# Fighting the Gales at Isle Royale

By Thomas D. Brock

Isle Royale National Park is really an archipelago, and the main island is surrounded in most areas by an outer ring of small islands which shield the main island from the full sweep of Lake Superior. However, the northern tip of Isle Royale, called Blake Point, is unprotected, and receives the full sweep of winds from the west, north and east. Blake Point is made up of a series of lava thrust up out of the water, and the steep side of these flows, facing west, is called the Palisades. Offshore from Blake Point is a rocky reef, just out of the water, which is not high enough to provide any protection from the wind or waves, but which breaks up the waves somewhat. Because of the nature of the formations of this reef, there are some complicated currents, and the wave forms are quite different from those in the open lake.

My wife and I paddled around Isle Royale in a Klepper Aeriis, and experienced some new twists in wilderness foldboating. The water of Lake Superior never warms up, and we measured the temperature at 45°F, quite close to shore. We were told by the rangers that one could not survive more than 30 minutes in the water at this temperature, due to the rapid heat loss from the body. It seemed quite unusual, at the beginning of August, with the air temperature in the 70's, to paddle through such icy water, and we were frequently shocked when spray hit our face or arms.

Our trip was uneventful until we rounded Blake Point. We were coming from the east side of the island, and as the wind was out of the west, we paddled through calm water. Suddenly we came around the point, and before we knew it, we were bounding in a chop made by waves up from the west. It was a beautiful day, warm and sunny, and the view towards the Canadian shore was breathtaking, but we could not fully enjoy ourselves, as we were

occupied with keeping the boat headed into the waves. The foot-operated rudder was indispensable here. Because the bounce-back from the Palisades was creating an extra chop to the waves close to shore, I steered directly out from shore, hoping to find quieter water further out. My wife got quite agitated as she saw the shoreline recede, and I had to strike a compromise between her pleadings and my own feelings on where we would have less trouble. Since the shoreline was sheer, there were no coves to pull into, and once we were committed to going on, we had to paddle a long mile of open water to reach the next protected bay.

## Flexibility's Virtues

We had found from experience that a foldboat has advantages in rough lake water, since, being flexible, it bends with the waves, and consequently does not pitch as much as a rigid canoe. Although white caps were frequent, most of the waves were low enough so that I could quarter them without danger. Occasionally a wave would break over the bow and flow to the gunwale, but since we were heavier in the aft section of the boat, the bow did not plow too much. Because of the wind, paddling was not easy, and we spent well over an hour getting through this one-mile section.

We were heading into a bay formed by the Palisades on our left and a long, low reef on our right. At the end of the reef a red nun buoy marked the beginning of protected waters, and we used this buoy to mark our progress. For a long time it seemed that we were not moving, and I was afraid the wind might be too strong for us. Gradually, however, our position changed, and eventually the buoy was on our beam and we knew we were all right. Only after we had gotten into calm water and were resting did we discuss what would have happened if we had tipped over. We realized that we could have

been in real trouble, and this thought put added caution into our later excursion back around this point.

The rest of the day we paddled in sheltered water, portaging once across a narrow strip of land to avoid going out again into open water. The next day we had about a mile of open water to navigate to reach McCargoe Cove, where we intended to spend several days. We got up early to make this stretch before the wind rose, but it was 11:00 a.m. before we reached the area and the waves were already making. We decided we would try it anyway, since we knew the waves would only be worse later in the day. Unfortunately, our course took us right through the troughs, so I headed out into the open lake in order to have the waves on the starboard bow. After a half-mile of quartering, we turned and headed towards the cove, and rode the waves in with the wind now on our starboard quarter. Our nerves were somewhat on edge because an aluminum canoe had turned over here several days earlier.

#### Waves Come Up Fast

Coming back across this stretch of water several days later, we learned how quickly a rough sea can make on a big lake. An hour before we started from the cove the lake had been as calm as glass. But now the waves were high and white, and a strong wind was blowing. This rapid change surprised us and we soon found ourselves really tossing. Fortunately there was another route we could take, involving a short portage, and we turned and rode the waves into the small cove which had this portage at its head. We then had protected water back to Blake Point.

We reached the Blake Point area the next day. As luck would have it, the wind had reversed from the way it had

been when we had come over earlier, and was now out of the southeast. From our protected position in the bay below the point we could not really tell how strong the wind was. We met a yacht with two-way radio, and the skipper phoned Passage Island Light, five miles off Blake Point, for a weather report. The report was not favorable, since 3-foot waves were reported, and the wind was still increasing.

It was hard to believe, in our sheltered position, that it could be this bad, so we decided to paddle up and see. Going past the Palisades now was easy, as the water was dead calm. As we approached the point we could begin to see white caps, but by now we were committed to a try, and we paddled on. Our entry into the storm was gradual, and we did not realize what we were getting into. Only after we had practically rounded the point did we feel the full force of the wind and waves. Since my wife was in front, she could see the dangers better than I, and she was soon asking to turn around. At first I was reluctant to turn, but then we got into the complex currents and waves formed by the offshore reef, and it really seemed that we might upset. Remembering the 45°F. water, I turned the boat, not without some difficulty, and coasted back into the calm water of the Palisades.

#### Two More Defeats

We tried two more times to get around the point in the next three hours, but each time it was worse, since the wind continued to rise. Because of the sheer cliffs of the Palisades, we were trapped in an unfavorable position as evening approached. Remembering how rough it had been here a week earlier, I was especially fearful of what would happen if the wind were to shift back to the north or northwest. We paddled close to the cliffs, and found a few rocks sticking out which could serve as a precarious dock. We unloaded the boat, lifted it out of the water, and carried it to the edge of the cliff, where we wedged it between some rocks well above the water level. We found a groove in the rock face up which we could climb, lugged our camping gear to the top

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and found a fairly satisfactory campsite.

We walked to the very tip of the point, and spent a while watching the waves roar up and bounce around the rocks below. It was an impressive sight, but quite disheartening. As we stood there we were suddenly startled to see a young man in a fishermen's dory rowing towards the point through the waves. His boat was long and fairly narrow, with a flat bottom, and it seemed to be riding the waves well. He had obviously been around here before, and we marvelled at his skill in handling the boat, as he watched every wave, quartered accurately, and steered carefully amongst the reefs and rocks offshore. He quickly made it around the point and sat in the lee for a few minutes to rest. He then turned and headed back into the rough water, this time fighting both wind and waves, but with excellent skill. He was soon around the point and out of sight in protected waters. He was, we decided, the son of the fisherman who lived a couple of miles down the bay, and he had done this for fun, or on a bet. We felt a little foolish now on having given up, but agreed that caution is the better part of valor.

During the night it rained hard, but eventually the wind decreased. We arose at 6:00 a.m. and took a quick look at the waves. There was still considerable action, the aftermath of yesterday's wind, but the whitecaps were gone and the waves were reasonably tame. We quickly broke camp and brought our things to the boat. Our trip around the point was uneventful, although the swell and roll of water behind the reefs still bothered us. We bounced up and down in the troughs, but since the tips of the waves were not breaking, there was no danger. When we got into sheltered waters again, we stopped for breakfast. I later measured on the map the distance of open water we had travelled after rounding the point; it was a half mile. It seemed silly that such a short distance had held us up for almost a full day.

### **Transistors Spoil Nights**

I would not call Isle Royale National Park an ideal foldboating area, but it

did provide a different kind of boating from that we were most used to. The water is very clear, cool, and clean. The rocky shorelines and offshore islands provide a dramatic setting. The weather is never hot, even in midsummer. However, it is not a real wilderness area, since even away from the main lodge there are screened-in shelters at various points, and large yachts are seen frequently. In fact, the only kind of boat which can navigate these waters safely is a large one. We rarely spent a night in which we did not share a shelter area with motor boats, and transistor radios were a constant nuisance at these places. However, wilderness can be easily found by leaving the water and going inland. We hiked down the central ridge of the island for several days and saw exactly no one. Indeed, Isle Royale is the only place we have been where one can combine hiking and foldboating in the same trip. After two or three days behind the paddle, it was pleasant to get out and take a really long hike.

It is easy to bring a foldboat to Isle Royale, since it will be carried by the passenger ferries as personal baggage at no charge. Our food boxes, designed especially for the Klepper **Aerius** and described in May 1961 **American White Water**, functioned well, and we were again able to carry in the boat all our food for two weeks. Indeed, we even added something, since besides all our usual camping gear, we carried two Kelty packframes for the hiking trip.

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## **Classified**

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**CANOE BOOK SPECIAL**, while they last: two outstanding canoeing books, Pulling's **PRINCIPLES OF CANOEING** (list \$3.95), Pinkerton's **THE CANOE** (list \$1.95), \$1.25 each, postpaid. Free list of canoe books, current and out-of-print. Bruce E. Clark, Books, 115 McGavock Pike, Nashville 14, Tenn.

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# How to Finance U.S. Slalom Team

By David A. Kurtz

The problem of financing American teams for international competition has bothered the canoeing groups for some time now and is becoming increasingly important as our sport grows. I shall attempt here to summarize various projects that can be undertaken to solve this problem.

There are probably two main sources of aid:

1. United States government sources and

2. Formation of a United States International Canoeing and Kayaking Association.

These I shall discuss below in greater detail.

Other sources of aid are:

3. The sport itself. Hats can be passed at major competitions, programs sold, or funds taken from the entry fee itself.

4. Local community campaigns. Community pride can be utilized to obtain contributions and prepare fund raising projects. When large numbers of men and women in the community are asked to play a part, there is no telling what will result. With good advance publicity this is probably the main source of funds available at the present time.

5. Industries. The boating, sporting goods, and recreational industries can be tapped to provide sums of money. Often the contribution is returned by making available publicity for the company . . . a policy that has to be watched by the amateur paddler in order to preserve his standing.

6. Wealthy donors. Donations from individuals and such groups as foundations can sometimes be received to help the cause. Parade Magazine is proposing a Fitness Foundation to support such measures. For information and a means to express your own views, write Foundation for Fitness Proposal, 733 Third Ave., New York 17, N. Y.

## Government Help

Returning to the first-mentioned sources, I shall discuss these as major possibilities:

**Government Financing.** This expedient is highly favored by some, repugnant to others. However one feels, it is clear that any team that represents the entire country must have as its ultimate sponsor the United States Government.

Efforts have been made the past few years to get some sort of governmental support. These have all been fruitless, but some progress, I believe, has been made. Senator Hubert H. Humphrey of Minnesota has proclaimed: "We must win the Olympics" and has offered many good suggestions to do so. While for our purposes this has not been backed up with financial action, he has taken a stand. He has also set up an office to handle such projects under the direction of an able administrator, Julius N. Cahn. Public opinion at this time favors only mass programs. The work of this office has been largely that of data collection and getting a feeling of the problem. In future years action may result if citizens make their wishes known.

The Department of State's Cultural Affairs Division, under the direction of Nicholas Rodis, also has interest in educational athletic programs. It is interested largely in clinics or tours reaching large masses of people.

President Kennedy has even made his position known in his Youth Fitness program: the promotion of canoeing events ought to be eligible.

## An Association Proposed

To consider a Canoeing and Kayaking Association: Formation of such a new body would be favored by those seeking a method by which the people most concerned would provide the bulk of support.

The purposes of such an association would be to:

- A. Assist in the training of amateur canoeists and kayakists to represent the United States in international competition.

- B. Provide training for candidates through the holding of competitive

events under conditions similar to those of the World Championship Slalom and Downriver events, and in connection therewith, to hold meetings in the nature of seminars at which the results of these events would be analyzed.

C. Foster and promote public interest in the participation by United States representatives in international canoeing events.

The suggestion above is made using the model of the United States International Sailing Association as a guide. People could join the new association in one of the following classifications:

TYPE OF MEMBERSHIP	DUES
Benefactor (for life)	\$1000
Sponsoring Member (annual)	250
Sustaining Member	100
Contributing Member	50
Supporting Member	25
Associate Member	10

**Junior Member (under 18) " 5**

Trustees would be selected to oversee the expenditures of the funds; administration would be governed by a simple set of by-laws.

I personally feel that this approach is a good one and to facilitate it offer to coordinate early organizational efforts until a governing board can be selected.

Constant urging is needed by many people, but canoeists should not expect immediate results nor any whopping sums of money to come floating their way. More valuable now would be the placing of canoeing information in local and national news media. Photos, movies, and written articles can be presented to the public to show what is going on and what the future might be like. With these they can start driving wedges for more funds and expanded programs.

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# When Downstreamers Meet Upstreamers ■ ■ ■

By Nancy Jack

One of our Ozark Wilderness Waterways Club members brought a chance acquaintance with him two meetings ago, and asked our president if the stranger could show his movie of the Colorado river. Now our president is a very gentle guy, and he seldom finds it possible to emit a flat "NO." So:

As the guest spoke, even before someone kicked out the extension cord to the projector, even before the first mad whir and scree as the film skipped a few sprockets, it was an easy suspicion the guest was both a poor photographer and a pompous orator. His unctuous voice, coupled with blurry, over-exposed scenes of Bryce Canyon, lasted 40 minutes before we began getting anywhere near the Colorado. When this seemed to be possible, if not imminent, our president's wife whispered "Was it only my ears, or did you, too, hear him say this trip was UP the Colorado?" I concurred. We both groaned anew.

## KAYAK PADDLES

Because of the increased demand for our new fiberglass kayak paddles, we have found it necessary to discontinue the manufacture of custom models for individuals, and concentrate on the production of one standard design.

The blades are pressure-molded glass-epoxy laminate, which is about twice as tough (and expensive) as conventional fiberglass. They are 8½ inches wide, 20 inches long, conventional oval shape, and not spooned. The shaft is tempered aluminum alloy tubing, covered with epoxy-impregnated fiberglass. The grip is oval, 4⅓ inches in circumference. The paddle is available in any length, feathered or unfeathered. The shaft is light gray, with a textured finish for minimum glare and sure grip. Blades are bright red or salmon pink. Both colors show well in the water, and the paddle floats easily. Typical weight is 48 ounces.

The rather large blades and extremely light weight have made this paddle the first choice for slalom and cruising, while the unbreakable construction makes it tops for heavy water running. The price is \$15 f.o.b. Boston. Quantity orders (all same color) at slightly lower price. For more information, write to:

## STEWART COFFIN

103 Hillside Ave., Arlington, Mass.

Finally we got to the river: the picture showed the boarding party headed for a big scow with a rear-mounted 150 h.p. Pratt & Whitney engine. He described the craft and its speed proudly, was amused at the ear plugs the owner issued — erasers lopped off lead pencils — though I guess that must have been the only time in his life he refrained from talking five minutes. OWWC membership remembered its collective manners and made no comment, even when he got to the denouement.

When the dam is completed, quoth he, of course the Rainbow bridge will be under water, but it will make a nice lake and you'll be able to take a luxury boat all around it. The atmosphere sizzled, and there was a low murmur inaudible to him. Polite applause at the end was because it WAS the end.

Next up with pictures was one of our own members, a perfectionist, who had taken up movie photography only this past summer. His footage of three Ozark rivers was technically excellent, well planned, well edited, fast paced, and interesting. One scene on the Current River showed one of those swamp buggies that takes cash customers up and down the river. Though the man considerably cuts his motor when he passes a canoe, the noise and the mere fact of the craft are objectionable.

Well, when that smaller replica of our guest's 150 hp job appeared on the screen, the OWWC membership could not be restrained. They hooted, they hissed, they booed, they whistled, and they murmured and muttered until long after the really brief glimpse of that odious device.

What our guest dolt thought of that we will never bother to try to find out. From his manner, you would have thought none of us had ever heard of anything west of Topeka, and he obviously did not know of or share our opinion of dams and nice lakes formed therefrom.



**Tuna Pull.** The Colorado White Water Association put on an act at the Denver Boat Show. Ron Bohlender is in the kayak and Bob Waind is handling the oversized fishing gear. During the course of the act Ron capsized and rolled up; the finale was when Bob was pulled into the pool, clothes and all. The CWWA also had a booth at the show. The payment for the act went to enrich the club treasury. (Photo by Martin Vanderveen)

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# Readers' Hints: Seats, Satks and Self-Shuttles

By John Berry  
Canoe Cruisers Association

I have a couple of interesting experiments to pass along for the general interest:

First is a new type of kayak seat for those who have or make their own rigids, and who, like me, become quickly paralyzed up to the thighs after about twenty minutes' sitting in most kayaks. Many would-be kayakers seem to suffer from this painful paralysis, due in most cases to lack of under-thigh support causing poor circulation in the feet and 'ower legs. One of our CCA members, Peter Reilly, was the first to try this. It cured him, so I tried one too. I still go to sleep, but am up to 30 minutes now, which is an improvement.

Essentially, this is a form-fitting, permanent seat molded around yourself. First thing to do is to buy a **pint** pack

of this expanding chemical foam sold under the brand name "Tuff" (locally), for \$7.95 retail. There are other brands. (I first used this gunk for flotation in the ends of a decked C-1. It adheres to any surface, resembles styrofoam in its expanded form but is denser. Has structural properties lacking in styrofoam. . . . great stuff. Refrigerator mfrs. use it).

You next block off with cardboard the rear of your cockpit and the front about two inches back of the knees.

Mix the chemicals and pour the liquid — a pint is ample — into the blocked-off space. Have ready a piece of fiberglass cloth cut to the size of the cockpit and place over the now bubbling foam. Over the cloth, place a piece of light polyethylene plastic like what your suit come from the dry cleaner in. **This last item is of utmost importance, if you ever expect to leave your kayak!** All of this must be done in a matter of a few seconds, since the chemical, once mixed works VERY rapidly.

Now, garbed in old pants — preferably thick ones — get into the boat while someone holds it level and sit for at least ten minutes while the foam expands under and around you. It gets rather warm, but not painfully so.

When finished, you really have a form-fitting seat, and one that supports your legs when knees are in the braces or cups. Peel off the plastic sheeting, and you will find that the fiberglass cloth covers the seat just as if it was resined on.

I know this sounds ridiculous, and if I were the only one to have done this, I'd hesitate to bring it up. It does work, however, and I'd recommend it to anyone who is plagued with kayak paralysis.

Second is a thigh pad for canoe kneeling straps (AWW, Vol. VII, No. 1) which, if of the usual one-inch webbing, become uncomfortable on leans,



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and are pure hell in shorts. All that is entailed is to get two pieces of tanned leather of approx. 4" x 7" and about 1/4" thick. Make two loops or slits on each end, and slide them over the web leg straps to a position where they grip the legs. Very comfortable even when wearing shorts. Something like this is essential for canoe rolls where great pressure is exerted against the straps.

## AMC Paddle Bag

By Lee Arnold

It is two to four inches longer than your longest paddle. It has a sewn-in double bottom six inches by eleven inches and closes at the other end with a drawstring. It is made of fairly heavy water-resistant canvas duck and costs (including fabrication by an auto-top maker) about \$8.00.

Three or four loops sewn at intervals around the circumference eighteen to twenty-four inches from the ends provide for further drawstrings which won't slip up or down. At least two of these points are a good idea. Or two strips of canvas running the long way and stitched at three-inch intervals might allow more flexible placement of the circumferential bindings.

Never again need you crowd your car with rattling, bulky paddles on top of passengers and all your other gear too. Never again strain to lift a canoe to cartop carrier with the additional weight of paddles lashed to thwarts. No more worried stops to be sure that tapered paddle blades are not slipping through those lashings.

What is it? A **gen-u-wine** AMC-NY-designed paddle bag. Filled with one or more paddles, it slides easily over the thwarts of the already loaded canoe. The drawstring closing and the cords or straps around the bag at intervals bind the paddles firmly against rat-

ting, secure them against slipping out, and lash the whole thing to canoe thwarts or carrier rails or both. The bagful can also be lashed to your carrier beside your kayak or canoe. I don't often carry a boat, but my pet paddles ride comfortably on the roof rack anyway. Here at last is a secure answer to one of the awkward packing problems of our sport.

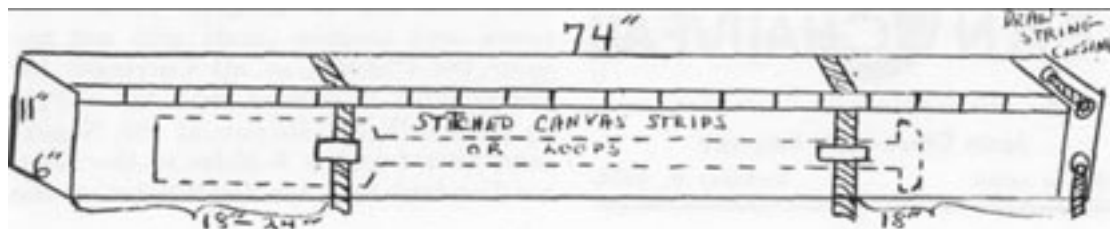
## Do-It-Yourself Car Shift

By Thomas D. Brock

It's difficult to arrange car shifts for river trips if you live in areas where there are no other paddlers. I have developed a very effective method, especially suitable for short week-end trips, which other readers may wish to put into practice. Needed are one station wagon and one "Mo-ped" or motor scooter (I have also used a pedal bicycle). The two-wheeled vehicle is put inside the station wagon and driven to the take-out point where it is left, preferably hidden in bushes. The car is then driven to the put-in point and left.

Upon arrival at the take-out, the canoe is left and the cycle is used to ride back to the car. It is put into the car and the car is driven back to the canoe. For obvious reasons, a light-weight vehicle is the best, and I recommend a Mo-ped (available from Sears for around \$170). Volkswagen station wagon (or American equivalent) works best, since the large side doors make it easy to put in the Mo-ped.

This method liberates one from the limitations of a regular car shift, and makes it possible for single boats to explore small rivers otherwise not tackled. Since the Mo-ped can be used for intra-city transportation at other times, it can be a good investment even if only rarely used for boating (especially with gas mileage at over 100 miles per gallon).



# Washington Too was a White-Water Man

First in so many things, George Washington was also first in describing the rapids of the Potomac. He wrote the following letter, preserved in the Wisconsin Historical Society, to Thomas Lee when he was 22 years of age and already well acquainted with the wilderness frontier of the Alleghenies:

August, 1754

"Sir: Your desire, added to my own curiosity, engaged me the last time I was in Frederick to return down by Water to discover the Navigation of Potomack; the following are the observations I made thereupon in that Trip. From the mouth of Paterson's Creek to the begg. of Shannondoah Falls there is no other obstacle than the shallowness of the Water to prevent Craft from passing. The first of those Falls is also even and shallow but swift and continues so with interruptions of Rocks to what is known by the Spout wch. is a

mile and half; from this their is Rocky swift and very uneven water for near 6 Miles, in which distance there are 4 Falls, the first of which is tolerably clear of Rocks but shallow yet may be much amended by digging a Channel on the Maryland side abt. 2 Miles from this, and ½ Mile below the Mouth of Shannondoah is what they call the Spout, which is the great (and indd. almost the only) difficulty of the whole it has a considerable Fall the water being confined shoots with great Rapidity and what adds much to the difficulty is the bottom being exceeding Rocky occasions a Rippling so prodigious that none but boats or large Canoes can pass. The canoe I was in wh'ch was not small had near sunk having received much water on both sides and at the hd. Their may be a passage also got round this also upon the Maryland shoar that Vessels may be hald [hauled] up after removing some rocks which a moderate expence may accomplish. One of the other two Falls is swift and ugly not much unlike the Spout but when the River is higher than ordinary a passage may be had round a small Island on the Other side which passage may be greatly improved abt. 8 miles below this there is another Fall which is very easy and passable and abt. 2 Miles from that is a cluster of small Islands with many Rocks and swift water which renders the passage somewhat precarious. From this to the Seneca Fall the Water is as smooth and even as can be desir'd, with scarcely any perceptible Fall. The Seneca Fall is easily pass'd in two places and Canoes may continue within two Miles of the Gt. Falls but further it is not possible thereafter the **trouble and expence** of going up Seneca Falls will not be adiquite to the expence and trouble [and] will not answer the Charges as all Carriages for the benefits of a good road are oblig'd to pass Difficult Bridge at the Sugarland Island and is 5 Miles to the Lowest Landing that can be H'd below the

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afores'd Falls of Seneca. Thus Sir as far as I was capable, have I given you an acct. of the Conveniences and inconveniences that attend the Navigation of Potomack fr'm the Falls up, which I doubt but you will readily concur with me in judging it more convenient least expensive and I may further say by much the most expeditious way to the Country. There is but one objection that can obviate this Carriage and that is the Scarcity of water in the best season of the year for this kind of conveyance."

(PP. 100-101, Vol. I, Bicentennial Edition of George Washington's Writings.

Washington's object, of course, was upstream and downstream navigation rather than white-water sport. It is remarkable that at the age of 22 he already had in mind the schemes that led to formation of his Potowmack Company in 1784. Except for a few bypass canals around such places as Great Falls and Little Falls, the company relied on the river as its channel, and spent many thousands of dollars in blasting rocks and ledges from the river bed, to the delight of modern canoeists. By 1811 some 1300 boats annually paid tolls to the company.

The Spout still boils half a mile below the mouth of the Shenandoah, hard against the Maryland shore; it is known as White Horse Rapids to the river cruisers of today. Many have learned about its prodigious rippling. Recently Charlie Smoot and I found that our 17-foot canoe was evidently not as large as Washington's, for we received so much water "on both sides and at the head" that we submerged upright like a submarine. Randy Carter then proved that emptying a swamped canoe across a floating one is not just a trick for swimming pool demonstrations.

Harold H. Leich



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## Leaning a



Ken Wisner |





Bill Prime is almost on his beam ends

## and Learning with KCCNY on the Neversink



braces for dear life—Photos by Bart Hawthaway

**By Bartlett M. Hawthaway**

It was cold; it was raining the last weekend in March. Barbara Wright and I drove from Boston to join the Kayak and Canoe Club of New York on the Neversink River. Car trouble delayed trip leader Ken Wisner and his group, but two cars with banana boats on top greeted us as we first sighted the River. Bill Bickham and Chuck Kaufman had arrived early and crawled wearily out of cramped sleeping quarters on our arrival.

The trip was scheduled for two sections—the experts to run from Bridgeville to Oakland Valley through the Neversink Gorge, a distance of some eleven miles in grade III to IV water. [AWW, February 1961, described a pioneer run.] The intermediate group, with Ed Alexander as leader, planned a six-mile run on grade II and III rapids starting at Oakland Valley and ending at Cuddebackville.

Starting time for the experts was delayed when the car shuttle failed, and if the author had been gifted with foresight, he might have been quite

content to join the Number Two group. However, at high noon seven boats started downriver, Bickham and Wright running C-2, practicing for their joint role in the coming World Championship, Heinzerling and Kaufman running C-1, and trip leader Wisner, Bill Prime, Mike Stanley and the author in K-1. Stanley's brand-new imported plastic kayak suffered a split seam in the first mile of running, and was held together for the rest of the trip with adhesive tape.

Bickham and Wright spent considerable time scouting the first fall, then ran it with complete nonchalance, followed by Stanley in his "bashed-in." The rest lined down, but Wisner commented from behind a long lens: "It's a piece of cake!" And so it is, when done with skill.

Just above the lower falls lie the remains of the author's boat. Caught in what the British so aptly call a "stopper," I stopped. I sank on the Neversink and was dragged ashore with the boat more or less in two

pieces. Warmed by liquid spirits and a fire, the author revived while Bickham succumbed to a destructive urge; assured that I had no further use for my boat, Bill tore huge pieces of fiberglass out of the hull and scaled them across the river, then neatly arranged the two largest remaining sections of hull to resemble a grave marker. From that point the author proceeded by Shanks' mare, hiking the remaining three-to-four miles out of the gorge atop the ridge on the east side of the river.

Sunday dawned bright and sunny. The intermediates and experts joined forces for a practice slalom beside the power company bridge at Oakland Valley.. Again a late start. The morning was spent breaking camp at Galligan's field, setting up six gates at the bridge, driving Jack Goldstein's car off the road over the bank, hiring a wrecker to haul it back up again. By noon all six gates were hung, some in well nigh impossible situations.

With twenty or so boats all trying to use the course at the same time, things tended to be a bit thick. Afloat and ashore, it was a battle of gates and cameras. Eastman Kodak profits soared as shutters snapped away while competition to negotiate the same gate by several boats became intense. There were collisions, there were upsets, and there were rolls. Despite numbing cold water, Bickham and Wright practiced and perfected a C-2 roll. One brand-new boat suffered a torpedo-like attack from another and was holed.

Score for the weekend: one boat demolished, two boats damaged, one car slightly wrecked. Not a bad record for a KCCNY trip. It was a piece of cake!



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# RACING REPORT

By Robert Field

## National White Water Canoe Slalom & Seventh Eastern White Water Slalom Championships May 18-19, 1963

The West River Slalom was held at Jamaica, Vermont, during the unusually late weekend of May 18-19, 1963, thanks to the excellent cooperation of the U.S. Army Corps of Engineers. They first closed down the Ball Mountain Flood Control Dam so that the slalom poles could be put up on a dry river bed on Friday. They then released 1400 cfs for the competition of Saturday and Sunday. The Slalom was set over a 1500-foot wild boulder-strewn course with 22 gates to help the contestants take full advantage of the thrills of trying to negotiate wild water under controlled conditions. The slalom course was so well engineered by Eliot Du-Bois that only one contestant, Heinz Poenn of Toronto, Canada, was able to complete it without picking up any penalty points.

Under the excellent direction of John Berry, race chairman, 122 boats were able to complete at least one run on a stormy Saturday and a sunny Sunday. The largest class was C-1 with 35 canoes competing. It was won by reigning C-1 National Champion Bill Bickham, who swept the large class by beating the second place canoe by 100 seconds. Bill also retained his share of the C-2 and C-2 Mixed classes.

Bill and Barbara Wright will be the United States strongest representatives at the World Championships in Austria in July.

Slalom Winners:

### K-1 W

1. Barbara Wright
2. Jane Showacre
3. Jan Binger

### C-2

1. Heinzerling-Bickham
2. Guss-T. Southworth

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## BULLETIN

### Salida Results

June 8, 9, 1963

### National Slaloms

#### F-1

1. Danny Makris—FibArk
2. Teddy Makris—FibArk
3. Benny Campton—FibArk

#### R-1

1. Ron Bohlender—CWWA
2. Walter Harvest—Sierra Cl. RTS
3. Dave Morrissey—CWWA

#### Team

1. CWWA: Bohlender, Morrissey, Waind
2. OVKC: Zob, Poenn, Baur
3. FibArk: Makris, Makris, Campton

#### C-1

1. Bill Bickham (unopposed)

#### Downriver

#### F-1

1. Danny Makris—FibArk
2. Teddy Makris—FibArk
3. Manfred Bauer—OVKC

#### R-1

1. Ulrich Martins—Germany
2. Heinz Poenn—OVKC
3. Walter Harvest—Sierra Cl. RTS

- 
- 
3. Fawcett-Shipley

#### C-1

1. Bill Bickham
2. Tom Southworth
3. Bill Heinzerling

#### K-1

1. Heinz Poenn
2. Al Zob
3. Chris Night

#### C-2 M

1. Wright-Bickham
2. Shipley-Wick
3. Southworth-Abrams

#### C-2 W

1. Arnold-Davis
2. Eliot-Snyder
3. M. Jones-Ziegler

## Tenth Annual Brandywine Canoe Slalom

Wilmington, Del., April 20 and 21

More paddlers than ever . . . less water than ever! That was the story of the 1963 Brandywine Canoe Slalom. They came from all along the Eastern Seaboard and as far west as Wisconsin (six members of the Hoofers' Outing Club of the University of Wisconsin).

Wilmington's mayor, John E. Babiary, turned loose the first canoe on Saturday. About 150 contestants followed.

Over 200 attended the Saturday evening dinner at the Claymont (Del.) Fire Hall and the films by Dick Bridge of last year's Brandywine event and Bob Rusher's films of this spring's running of the Lackawaxen, Nescopee and Tobyhanna rivers by Buck Ridge Ski Club.

Awards were made at the conclusion of racing by Ernest Thorn, chairman of the races, and Roland Palmedo, who was instrumental in developing the first Brandywine race 10 years ago and who has participated in every Brandywine slalom since.

Winner of the Love Trophy was Tom Southworth.

### C-1

1	Tom Southworth	280
2	David Kurtz	280
3	Bill Heinzerling	296
4	David Guss	316
5	Les Bechdel	324

### C-1 (Novice)

1	John Hokanson	370
2	Jack LeFrancois	480
3	Ralph Netterstrom	481

### C-2 Women

1	Wilhoyte-McNair	492
2	Davis-Arnold	506
3	Ghiardi-Bicking	599

### C-2 Men

1	Bickham-Heinzerling	225
2	H. Southworth-Kurtz	308
3	Guss-T. Southworth	313
4	Bechdel-Yeagley	314
5	Connet-Raleigh	329

### C-2 Mixed

1	Wright-Bickham	291
2	Stephens-Bridge	418
3	Berry-Berry	429

### C-2 Women (Novice)

1	Modine-Franz	506
2	Yano-Berry	520
3	Coleman-Morgan	748

### C-2 Men (Novice)

1	K. Smith-C. Smith	384
2	Stickney-Hazard	432
3	Hokanson-McCord	443

### C-2 Mixed (Novice)

1	Conte-Hayes	562
2	Asher-Logan	570
3	Goodwin-Goodwin	726

### F-1 Men

1	William Prime	242
2	Ken Wisner	286
3	Mike Stanley	288
4	B. Houthaway	291
5	Dan Sullivan	300

### F-1 Women

1	Barbara Wright	275
2	Marian Hardy	344
3	Jane Showacre	357
4	Jan Binger	554
5	Georgie Stanley	620

### F-1 Novice

1	Theodore Fletcher	351
2	Ferd Thun	368
3	Homer Heller	432

## 1963 Potomac White Water Race

May 5, 1963

On Sunday, May 5, the Potomac White Water Race was run under blue skies with the lowest water and the greatest number of contestants in its history. The course is about 7½ miles long; a number of the contestants had records of championship and participation in the Olympic Games; others had held slalom championships.

The race ended at the Montgomery Sycamore Island Club. Medals were presented by Cornelius Heine of the National Park Service. His participation emphasized that one of the principal purposes of the race is to dramatize the possibilities of outdoor activities in an almost unspoiled setting near a large city and the importance of preserving it.

As a new feature, after the race there were demonstrations of slalom techniques, eskimo rolls in canoes and kayaks, and a demonstration of the Olym-

pic K-I's by Francine Fox and Gloria Perrier of the American Olympic Team.

Winners and their times:

**C-1**

1. James Raleigh ..... 1:29:58
2. Robert Sterling ..... 1:34:27
3. Lex Anderson ..... 1:38:46

**C-2**

1. Berry-Harrigan .. 1:16:24
2. Stankiewicz-Van De Muelbroeke 1:17:37
3. Muhlenberg-Thun ..... 1:21:55

**C-2 M**

1. Frank Havens-D. Smith ... 1:20:31
2. John Bridge-Kris Stevens ... 1:28:02
3. Nat Davis-Louise Davis ... 1:29:17

**K-1**

1. Charles Lundmark ..... 1:10:43
2. Dan Sullivan ..... 1:11:46
3. John Brosius ..... 1:15:39

**C-2 W**

1. Snyder-Chisholm ..... 1:34:22
2. Modine-Franz ..... 1:40:01
3. Geiger-Thomas ..... 1:43:32

**K-2**

1. Emler-Mast ..... 1:22:45
2. Weber-Byers . ..... 1:25:21
3. Gilbert-Rosenberger ..... 1:26:16

**Hudson River White Water Derby**

May 11-12, 1963

The Hudson River White Water Derby, sponsored by the Johnsbury Fish and Game Club of North Creek, New York, was held on May 11 and 12, 1963, under the highest water conditions of its six-year history. On Saturday morning the contestants woke up to snow and cold. The hills above the Hudson River Valley looked as though winter had set in. During the Giant Slalom the weather alternated between sleet and rain. Eighty boats negotiated the 18-gate, 1½-mile course.

On Sunday the warm sun and 60-degree temperature urged on the 95 boats to record times in the seven-mile downriver race, which was won by Al Zob in a foldboat with the time of 52 minutes, 31 seconds.

Giant Slalom Winners:

**F-1**

1. Al Zob
2. Dan Sullivan
3. Stephen Gyapay

**R-1**

1. Robert Evans
2. Mike Stanley
3. John Reid

**R-1 W**

1. Barbara Wright
2. Jan Binger

**C-2**

1. Heinzerling-Bickham
2. Raleigh-Connet
3. Berry-Harrigan

**C-1**

1. Tom Southworth
2. John Ruge
3. M. L. Hunt

**C-2 M**

1. Bob Field-Rosalie Field
2. Tyrrel-Brennan
3. John Ruge-Miss Ruge

Downriver Winners:

**F-1**

1. Al Zob ..... 52:31
2. Dieter Schulze ..... 58:39
3. David Mason .... 1:02:56

**R-1**

1. Tom Lyle ..... 53:03
2. John Reid ..... 55:26
3. Robert Evans ..... 55:40

**F-2**

1. Gyapay-Budin ..... 56:23
2. Blank-Gosse ..... 57:39
3. Achatz-C. Taplin ..... 58:33

**C-1**

1. Terrence O'Regan ..... 1:04:31
2. Norman Dibelius ..... 1:05:39
3. Ed Huxson, Jr. .... 1:07:02

**C-2**

1. S. Brightman-Sitler ..... 56:52
2. D. Brightman-Ganon ..... 57:12
3. Allard-Demers ..... 58:44

**C-2 M**

1. Field-Field ..... 1:03:28
2. Tyrrel-Brennan ..... 1:05:51
3. Barton-Barton ..... 1:08:17

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**THIRD INVITATIONAL RED  
MOSHANNON CANOE SLALOM**

**April 13, 1963**

**By Jack LeFrancois**

As far as all participants and spectators were concerned, the third annual invitational Red Moshannon Canoe Slalom was a success. The slalom was set up on Saturday, April 13, by members of Explorer Post 32, and run on Easter Sunday, April 14.

Except for gusty winds which made the course somewhat tricky, the weather was perfect, and many spectators gathered to watch the canoeists.

The fifteen-man C-1 field was led by Bill Bickham, Penn State Outing Club, who negotiated the 700-yard 13-gate course with no penalty points. Another leader was David Kurtz, advisor of Explorer Post 32, State College, Pennsylvania.

The team of David Kurtz-John LeFrancois led the C-2 class, with John Bryson-Les Bechdel only two seconds behind.

The gate-watching facilities and methods at Red Moshannon conformed with the ICF rules. To record time tabulations and penalty points, two synchronized stop watches, walky-talkies and flashing penalty discs were used.

A total of 50 canoes entered the Red Moshannon contest from Explorer Post 32, the Penn State Outing Club, and the University of Wisconsin Hoofers.

**RED MOSHANNON SLALOM**

Results:

**C-1**

1	Bill Bickham .....	170.5
2	Dave Kurtz .....	207.0
3	Tom Williams .....	235.0
4	Chuck Kaufman .....	235.7
5	Les Bechdel .....	257.3
6	Harry Southworth .....	360.0

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**C-2**

1	LeFrancois-Kurtz .....	244.0
2	Bryson-Bechdel .....	246.0
3	Kaufman-Thomsen .....	249.9
4	Peekna-Arighi .....	372.8
5	Costello-Bourne .....	373.9
6	Horlacher-Stickney .....	444.5

**C-2M**

1	Bicking-Kaufman .....	342.0
2	Mills-Byers .....	406.5
3	Saunders-Arighi .....	411.9

**K-1**

1	Jack Frost .....	291.0
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**First Icebreaker Slalom**

**East Sidney, N. Y., April 27**

The first Icebreaker Slalom, sponsored by the Outing Club of State University College at Oneonta, was held April 27 on the Ouleout Creek at East Sidney.

There were 44 entries from as far afield as Philadelphia and the course was sufficiently challenging that there were only two clean runs.

Best time of the race was a dazzling 178 (C-1) by Tom Southworth of Cornell, run in a borrowed Grumman since he hitch-hiked in.

Our thanks to KCCNY, Cornell, and

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**K-1**

- 1. Asher ..... 205
- 2. Scutt ..... 235
- 3. Thun ..... 243

**C-2 M**

- 1. Riedel-Riedel ..... 234
- 2. Simmonds-Simmonds ..... 339
- 3. Dechen-Lauer ..... 547

**C-1**

- 1. Southworth ..... 178
- 2. Heinzerling ..... 180
- 3. Orthmann ..... 297

**C-2**

- 1. Heinzerling-Thun ..... 187
- 2. Rugge-Hand ..... 222
- 3. Southworth-Lindquist ..... 268

**Women's Class**

- 1. Ara Riedel (C-1) ..... 344
- 2. J. Simmonds (K-1) ..... 412
- 3. L. Ziegler-M. Jones (C-2) ..... 430

This will be the last year for separate F-1 and R-1 classes in international wild water racing. As of New Year's day next, K-1 will be the designation for kayaks, whether they can fold or not.

**New Products**

At last somebody is making a fully recommendable kayak paddle in the United States. The product of Stewart Coffin, these are svelte one-piece slalom double-blades with shaft of aluminum alloy.

The blades are of epoxy-laminated fiberglass, giving an unusually high strength/weight ratio. To forestall the oft-heard complaint that metal shafts are uncomfortable to grasp, Coffin has covered the dural with epoxy-impregnated fiberglass, slightly roughened for secure grip.

The finish is impeccable, the shafts can be had in any length you care to order, and there is a choice of red or salmon blade color. At \$15 FOB Boston, it's a best buy.

Oh yes, you can have them unfeathered if you like.

Now for a slightly spooned blade, Stew, to satisfy the followers of Kirschbaum and Paris!

Information can be had from Stewart Coffin, 103 Hillside Ave., Arlington, Mass.

Pat Love reaches out for a draw, Brandywine 1963 — Photo by Robert Walker, Wilmington Morning News



# SECRETARY'S SOAP BOX

By Martin Vanderveen  
AWA Secretary



**Guidebooks:** The idea of individual river guidebooks has caught on. Several of our clubs have written me that they are preparing guides for the streams in their localities. Guidebook Chairman Walter Kirschbaum is attempting to coordinate the work to insure a reasonable degree of uniformity of descriptions, ratings and format. Any club planning such a project should consult Walter. If the clubs keep up the good work—and it seems likely they will—we should have guides for many of our better rivers available in a year or two. The next step will be to set up some sort of a central clearing house through which the guides will be available.

In the meantime "Deacon" Kiehm, who has long been a sturdy wheelhorse of the AWA, has come up with an excellent suggestion along related lines. Each of us, says Deacon, has a favorite river which he paddles often and knows intimately. What could be more appropriate than for each AWA member to volunteer to provide information on his own pet river? Here's the way we'll work it: write to Walter Kirschbaum, P. O. Box 113, River Falls, Wisconsin, giving him your name and a brief description of the river together with its name and location. He will set up a card file, and anybody planning to paddle on a strange river can write to Walter for the name of the person who can provide information. Simple but effective.

**Training:** One of our newer

members has raised a question that suggests a new and important function for the AWA. Many clubs have training sessions, but what about new clubs who don't have any qualified instructors? Then there is the problem of the isolated paddler who has no club affiliation. Where does he go for his training?

We are going ahead with plans for Milo Duffek to give instructions in the United States and Canada next year, but this is not the entire answer. Milo will be giving advanced training to those who are already reasonably expert. The beginners need help too.

**Would it be feasible for the AWA to set up a series of regional white-water training courses for beginners?** Each session might be set up to last for several days; the students could be charged a small fee to defray the expenses of the experts who donated their time and services. I am sure we have enough skilled paddlers who would be willing to give instructions. Finances could be arranged so that the instructors would not have to make a financial sacrifice; but by keeping it on an "expenses only" basis we would not be jeopardizing anybody's amateur status.

This idea is still in a very nebulous stage, and I am anxious to get as many expressions of opinion as possible. I'd like to have as many members as possible drop me a postcard indicating whether they would be interested in such training, either as a student or an in-

structor. Ideas and suggestions are welcome.

**New AWA Projects: Booklets.** Your General Committee has voted to have the AWA compile and print a series of booklets on canoeing and white-water subjects. Some will be reprints of articles in **American White Water** and some will be specially written. The booklets will be sold for slightly more than the printing cost and the proceeds will go into a revolving fund for the publication of additional booklets. Two of these books are already in process of preparation and should be ready in a couple of months.

**Emblems:** The AWA is going to have shoulder patches for those who want them. The first step will be the selection of a suitable design. We are dependent on the members for this, so I hope all you artists will sit down at your drawing boards and work out some good insignia for the AWA. The best design will be selected by a committee.

**Movies:** There are a lot of white-water movies around, but it's often a little difficult to locate them when we want them. Bob Simmonds has been appointed Movie Chairman to coordinate the movie situation. He will compile lists of movies available for loan or rental and, if possible, will acquire movies that can be rented out. He is in process of organizing his committee, so if you can help, or if you have any suggestions, get in touch with him. R. T. Simmonds, R.F.D. No. 2, Oneonta, New York.

**New Affiliates:** Our affiliate list is growing by leaps and bounds. A warm welcome to five new clubs since the last issue. We even have an overseas affiliate now. In Brisbane, Australia, the Indooroopilly Small Craft & Canoe Club has

voted to become an AWA affiliate. We are looking forward to seeing some stories about canoeing "down under." The newly organized Kayak and Canoe Section of the Viking Ski Club, which we mentioned in the last issue, has affiliated. It's a new group with a lot of enthusiasm, and it's going strong. The Niagara Frontier Sons of Ahab, a Buffalo, New York, white-water club, is now in the AWA. In case you're wondering, as I was, the Ahab in their name refers to Captain Ahab in "Moby Dick." Another new affiliate is the Fourth Weston Scout Troop of Weston, Ontario. The troop has acquired four slalom canoes, and Roger Parsons, their sponsor, writes that some of the scouts are already better paddlers than he is.

Finally, Adventure Unlimited is an exciting name for an outdoor group, but the news they bring us and the offer they've made to the AWA is more exciting yet. See below . . .

**North Woods Canoeing:** Our new affiliate has established a precedent in favor of AWA. Adventure Unlimited possesses a wilderness location deep in the woods of Quebec, adjacent to La Verendrye National Park, which is across the Ottawa River, north of Algonquin National Park. Their base camp has been available in the past only to Boy Scouts and Explorer Scouts. Now, upon affiliating with the AWA, this group has generously offered to let down the bars and extend a welcome to any AWA member who might feel the urge to head into the North Country for a week or so of white-water adventure. Homer Hicks, the club's representative, can give you more information. His address is in the affiliate listing on Page 32



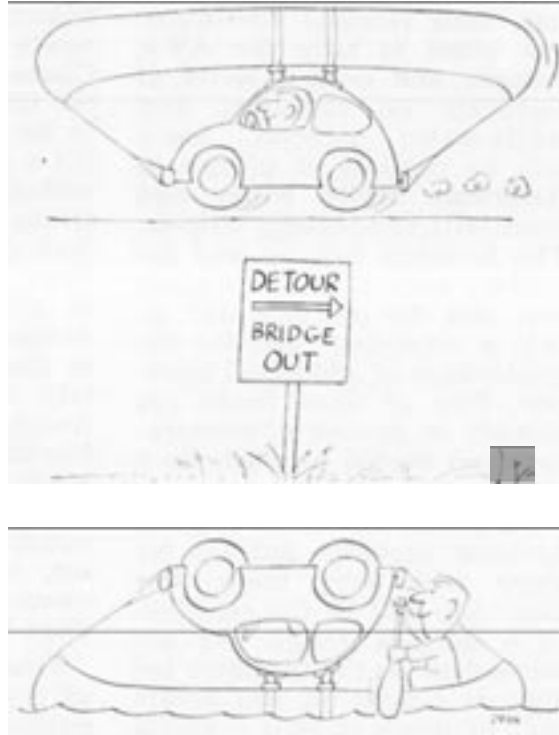
(last page). As a matter of fact, even if you can't make it this year it might be a nice thought to write Homer expressing your appreciation of this courtesy to the AWA.

**Safety Code:** The AWA Safety Code has been revised and updated in the past year. It will be published in the next issue of American White Water. In the meantime we are printing it in the form of a 3"x5" booklet for those clubs who wish to purchase a quantity. The price is 4c per copy in quantities up to 100; prices on larger quantities will be quoted on request. Order the Safety Codes from Safety Chairman John Bombay, 404 W. Outer Drive, Oak Ridge, Tennessee.

**AWA Posters:** Your Affiliation has prepared some handsome recruiting posters for display at races and other public events. Put one up in your clubhouse and get a couple to show at your club outings. Write to Editor Peter Whitney for the posters.



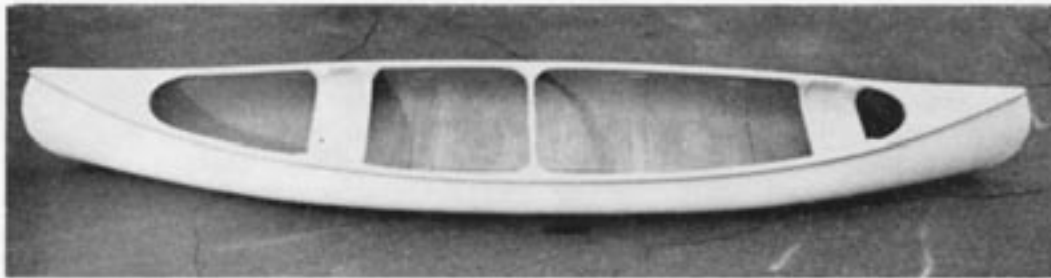
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# Safety as We See It

By John Bombay  
AWA Safety Chairman

The reason for wearing a lifejacket is not the most pleasant one, but we should remember that a skilled boater rarely needs a jacket but wears one just in case he makes a bad spill—by which I mean being dunked in cold water, tossed, or wounded by rocks.

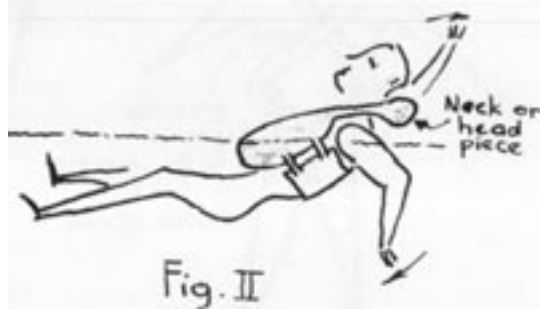
Some expert boaters prefer to wear only very light jackets with minimum flotation, because they wish to be absolutely unhindered in their intricate, controlled maneuvers. They feel that a restriction in their movement can be of greater danger than the saving qualities of a jacket. I have found this to be true, but do wish to caution anyone not to overrate himself!

By contrast a beginning boater who ventures far from shore in lake or tidal waters, and cannot roll, will need a jacket of maximum flotation. In other words, the need for and size of a life jacket varies with the skill and judgment of the boater; the only weak point is the objectivity of the boater's judgment.

We should never forget that in our sport a lifejacket is not a substitute for swimming ability. We need both.

The following are the basic requirements of a white-water boater's life preserver:

1. It should have sufficient flotation to bring a person to the surface in aerated water but not impair his swimming abilities by floating



him too high; neither should it impair the boater's movements when paddling.

2. It should have a minimum of straps that could catch on snags. Such straps as there are should attach the jacket securely to the boater but be of the quick-release type.
3. It should float an unconscious swimmer face-up in calmer water and contain a neck- or head-piece for protection of the skull. (See Fig. II.) It should not obstruct the swimmer's view.
4. If it has a crotch strap, this should not interfere with the-spray-apron. A jacket with close-cut armpit openings will eliminate the need for a crotch strap. (See Fig. I.)
5. It should be lightweight, comfortable, and of a buoyant material that does not saturate.
6. It should be brightly colored for instant detection of the victim.

Now let us discuss the details:

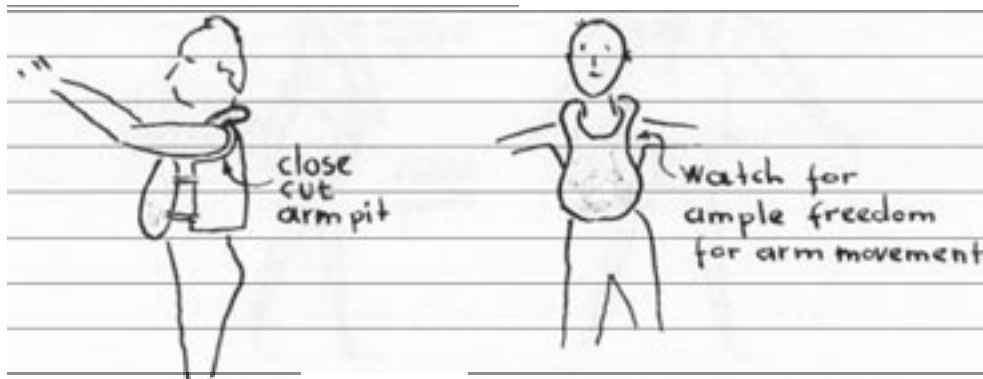
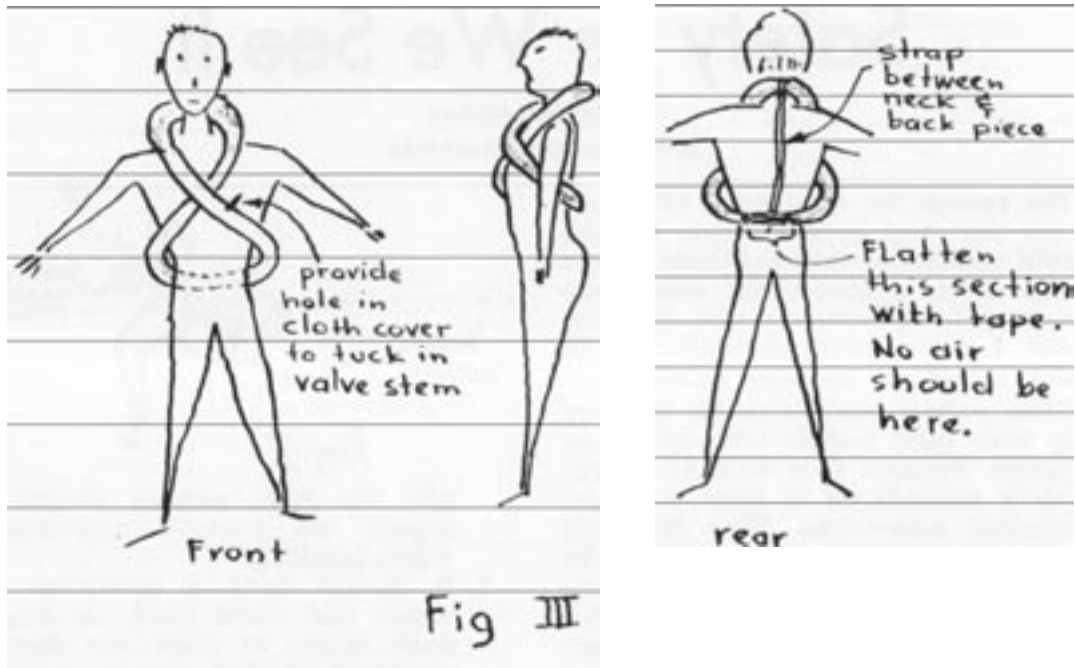


Fig. I





The best flotation is provided by **air-chambers**. An excellent air-filled jacket is the "Bauer" [actually BUAER, for "Bureau of Aeronautics," U.S. Navy] jacket; it can be bought at surplus stores. You should remove all excess straps and pockets. I have used such a jacket successfully for the last six years in very rugged conditions. It floats you face up and is very comfortable.

In Europe most white-water boaters use a balloon-size bicycle innertube as shown in **Fig. III**. You should cover it with tough cloth to prevent it from puncturing. It is a good life preserver,

and cheap, though not as good as the "Bauer."

Leaks in air-filled jackets can be instantly detected and easily repaired.

**Soft cellular plastic foam** is the next best flotation material. Many jackets of this type are on the market.

**Plastic-sealed, kapok-filled** jackets are almost worthless because unreliable. The plastic bag invariably punctures or bursts, and the kapok will soak up water when wetted by rain or "haystacks," providing the boater with no protection when he needs it most.

Most of the flotation should be in

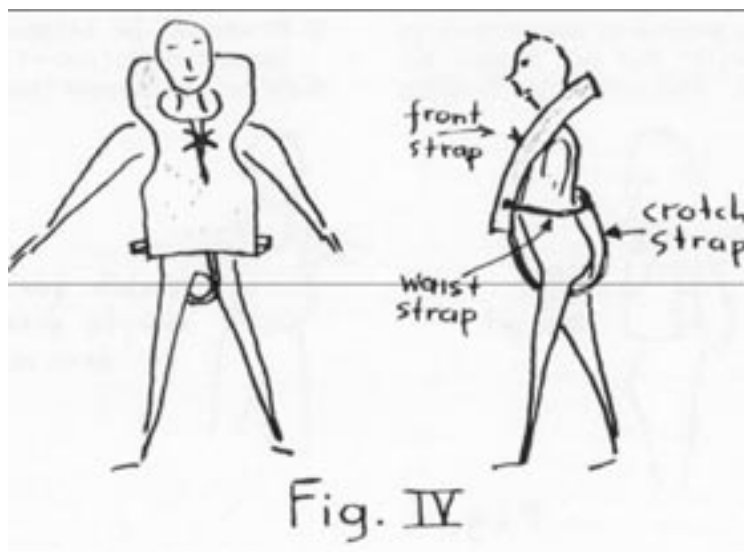
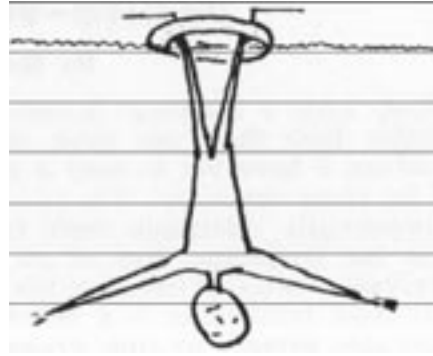




Fig V



the front to float the boater face up. When swimming with backstrokes in rough rapids, the boater keeps his feet ahead and he will maneuver around rocks by swimming upstream or by "walking" over these rocks. (Fig. VI.) Swimming this way, the swimmer will have full vision and will protect his knees from bruising.

Unnecessary and loose straps are dangerous; they almost caused the drowning of one of my friends.

You can only expect a jacket to float you face-up in relatively calm water. The force of fast and turbulent water will turn you about mercilessly, regardless of the size of the jacket. But it should at least have a strong tendency to turn you face-up. If you had to have a jacket that kept your head out of turbulent water and face-up too, it would be so big that you would feel like a horse with blinders.

Crotch straps are a nuisance. A jacket with tight-cut armpits is preferred.

If a lifejacket is not comfortable there is a psychological hazard the wearer may shed it (or even leave it in the car) and not be prepared for trouble. Thus, too big a jacket may be ideal in performance but uncomfortable—thus self-defeating.

I recently tried out a Gentex Corp. foam plastic-filled life vest. Their "Mariner" vest has no crotch strap but has close-cut armpits. Gentex has promised to increase the buoyancy of the "Mariner." I own a "Mariner" my-

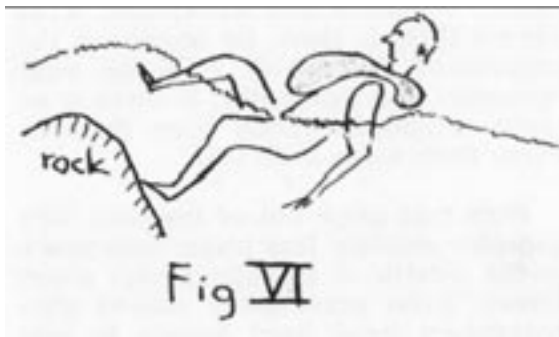


Fig VI

self for use by guest boaters—the best I know on the market.

A good yoke type preserver (see Fig. IV), filled with foam plastic, is next best to a jacket, but is not as comfortable. Crotch straps are a must on this type.

Do not use a ski-belt. They are dangerous. See Fig. V.

Similarly, I do not consider a wet suit adequate for support in water of Class III and up.

Please remember, though, that a life-jacket is no substitute for the lack of skill in swimming or, for that matter, in boating!



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# White-Water Camera

By Martin Vanderveen

Nobody loves a litterbug! Sometimes I wonder how they can even stand themselves. I have yet to hear a good word for those characters who casually and impartially distribute their trash around the landscape. But of all the unforgivable scenes of littering, the one that is most infuriating is a beautiful outdoor spot defaced by film wrappers. By his very ownership and use of a camera the outdoor photographer classifies himself as one who enjoys the beauty of nature and wilderness. What excuse then, is there for impairing the enjoyment of others? Pick up your wrappers and flashbulbs; if there is no trash receptacle handy burn them or carry them away with you.

\* \*

With that gripe out of the way, let's consider another less tragic annoyance — the wealth of misinformation about lenses. Even presumably skilled photographers have been known to talk and write about the change in perspective created by lenses of different focal lengths. Until the laws of optics are repealed, this is not true. Perspective remains a function of camera position and distance. Changing the focal length

of your lens can do no more than increase or decrease the area covered by your film and conversely decrease or increase the size of the image.

When we get up close, perspective is exaggerated; we change to a wide-angle lens to give us the coverage we desire. The lens does not create the exaggerated perspective.

When we are farther from the subject the perspective is flattened out; in other words, the apparent distance between related subjects is decreased. A telephoto lens will enlarge the image on our film, but the perspective remains unchanged.

The obvious (and correct) conclusion is that we control perspective by changing our distance from the subject. In photographing white-water activities a good general rule of thumb is that we can get dramatic pictures by getting as close as we can and using a low camera position to magnify the perspective. We then select a lens of the correct focal length to cover the area we want in our shot. Presto! A good exciting white-water shot (assuming we use the correct shutter speed and aperture and hold the camera steady).

---

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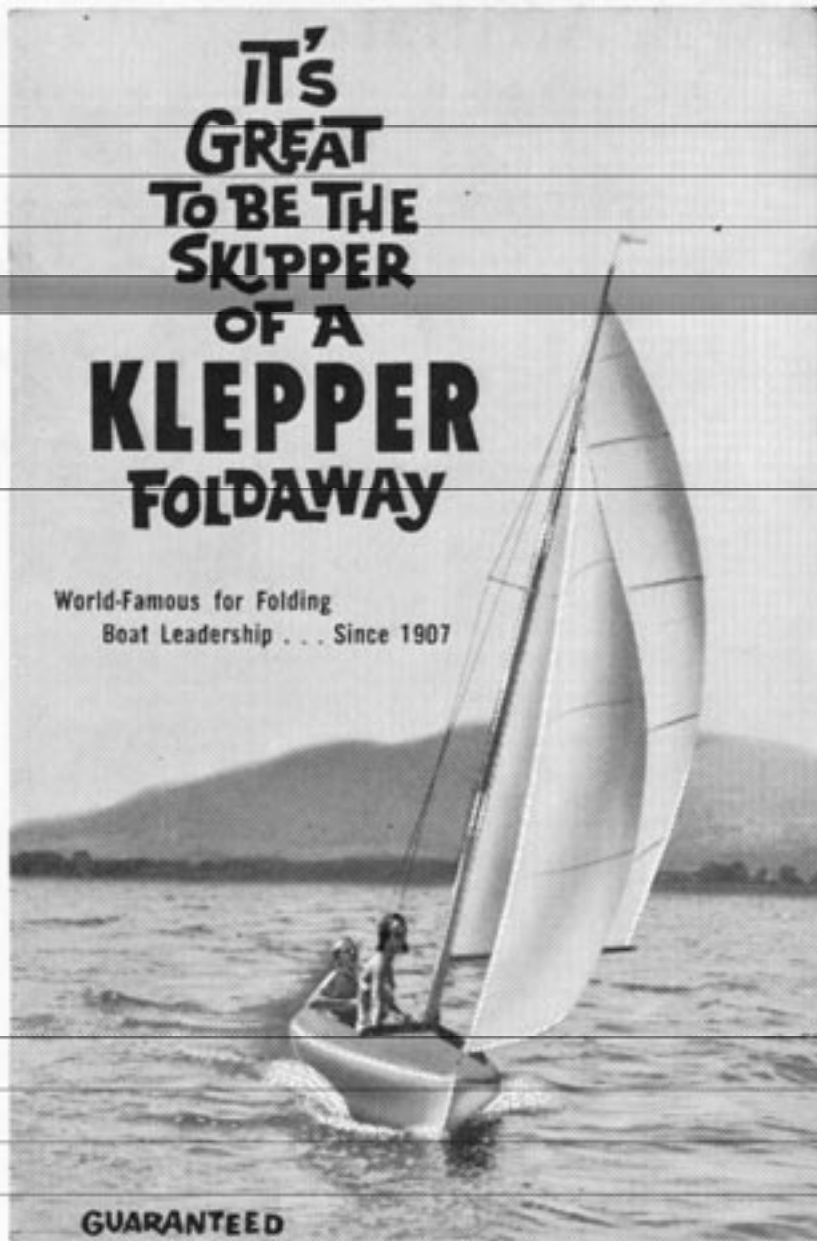
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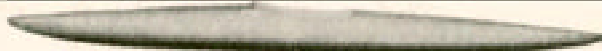
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