

American

WHITE WATER

the Journal of the American White-Water Affiliation



SUMMER, 1965

Vol. XI, No. 1

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Sponsored by The American Whitewater Affiliation

SUMMER 1965

Vol. XI. No. 1



The
American
Whitewater
Affiliation

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Photo by Peter Whitney. Nikon SP, Nikkor 105 mm; Ilford Pan F, f8, 1/500



Redwood Creek in Northern California. This is how one famous national lumber company leaves the banks of a stream that once carried steelhead and salmon, but now is grey with silt.



June 9, 1965

Dear Mr. Whitney:

I am somewhat disturbed by your condemnation of the lumber industry in California (and perhaps, by implication, elsewhere) in "The Thousand Year Flood," (AWW, Spring, 1965) based on assumptions and purely empirical evidence.

I do not know what Mr. Luten's and Mr. Gilliam's qualifications are to write on the subject. Mr. Litton apparently qualifies through an interest in "conservation."

In case you have not seen the enclosed, I should like to point out that it presents the other side of the picture and is well documented with facts and figures as well as the opinions of highly qualified observers.

I believe your readers should be also informed on the experts' viewpoint.

Sincerely,

Howard F. R. Mason, Jr.
Moss Hill Road
Russell, Massachusetts

(Ed Note: Mr. Mason's enclosure, "An Analysis of Logging and the 1964 California



An undercut corner on Redwood Creek. A Sierra Club photographic expedition ran this stream in April. There is hope of saving some of the redwood groves in a National Park.

Floods." is an 11-page brochure published by the American Forest Products Industries, 1816 N St., Washington D. C. 20036, in January—about a month after the flood. Readers of American White Water may request copies at that address if they are interested: the document is too long to reprint and too diffuse to digest. Its burden: there would have been flooding, logging or no logging, in view of the heavy rainfall in Northern California—a matter which nobody disputes. But the evidence on the whole doesn't acquit on the real issue: whether logging by modern methods aggravated the flooding, and whether floating logs were what really clobbered the bridges, homes, and dams in Northwest California. The pamphlet says "evidence indicates logging had no measurable effect," but the evidence given is ex parte statements by such as the chief of the Corps of Engineers, who long to build a string of dams on the Eel, Klamath and Rogue rivers.

(Dan Luten is a lecturer in geography at the University of California, and was a technical adviser on natural resources in the U. S. oc-

cupation of Japan. Research for his article was done by graduate ecologists at the University. Harold Gilliam is the author of several books on natural resources, former member of the Art Commission of San Francisco, a former consultant to Secretary of Interior Udall. He was one of those invited to the President's conference on natural beauty in May. Martin Litton's knowledge of the redwoods is so encyclopedic that he tends to dominate discussions on the subject in the Board of Directors of the Sierra Club, of which he is a member. It was he who recently guided a National Park Service team to the redwood that proved to be the world's tallest known tree, along Redwood Creek.

(Nobody believes we can do without lumber and paper. We do believe, however, that most States' forest practices acts are lax and are inadequately enforced. A San Francisco Examiner writer recently declared that there had been no prosecutions under the industry-written laws in California until three years ago).



Les Jones in Sapphire Canyon.—Photo by Ulrich Martins

at Low Water

Leslie A. Jones

Many hope to paddle the Grand Canyon by kayak. I hope the experts among you **do**, and continue to.

A measuring stick is Ulrich Martins's 1963 run. I've seen no finer paddle work than his at 1000cfs. Even so his two five-foot-square fiberglass sheets were barely enough patching. He could easily have lost his uncompartmented boat with a shade less skill. He concurred that a sealed compartmented aluminum kayak would last him better.

However, no stage **over** 3,000 cfs is nearly so difficult and you will nearly always have much higher and smoother levels still to run.

You will need an experienced Grand Canyon guide. Perhaps you insist on kayaks only. In that case if I can arrange to keep my amateur status while having my costs paid, I will help you when I have time, for the sake of conservation. If you wish to run the Grand Canyon please read my log and my article concerning safety that I hope AWWA will print in due time. There

are many vital aspects of safety in heavy white-water canyons not adequately covered in articles on normal white-water safety to date--the reason why in over 5000 miles of heavy white water I have never lost, damaged or holed an aluminum hull--nor drowned. Dents don't bother and are removable.

Analytic Log Data Sheets (of which I hope AWWA will publish examples), of my Grand Canyon 1963 run by kayak with Ulrich Martins, are available from Les Jones, 1648 North 2nd West, Bountiful, Utah.

Camps, running times, mileage, weather, etc., on the Log Data Sheets will appear only as required for continuity on the written daily log. Thus there is more freedom to portray features and a small portion of the grandeur and the Wilderness Spirit of the Grand.

Log of *the* Grand Canyon October 1963

We are alone. Ulrich Martins and I glide down the Colorado's Grand Can-



Ulrich Martins in famed Sockdologer Rapid.—Photo by Les Jones

yon into the rare and complete isolation of true wilderness. Never before and perhaps never again will the river be so low as 1000 cfs, revealing its beautifully carved granite bed and soul.

No one is before us for over 200 miles. None can follow us until higher water next spring.

Bright Angel Trail at mile 87 creates the only passing disturbance of this wild eternal solitude. Memories of the 1962 trip return to me.

Vibrant undertones from beyond the still canyon ahead recall camp on a sandy rock ledge high over the muted thunder of half-mile-long, sheer-walled Sockdologer Rapid, September 1962. One of the boys stood an aluminum rowing shell on end this day in the center of the rapid. Sixteen feet of shiny bottom rose skyward—a finger at the focal point of a scene of terrible grandeur. Turbulence freed it in 10 minutes to run out safely before cameras recorded the scene.

Foreboding

Now the fire burns lower. The Spirit of the wilderness is keeping its dominion through the very fiber of our

beings. Foreboding granite cliffs, rising everywhere sheer and bold from unseen waters heavenward, frame a brilliant river of stars above.

Here man comes by courage through wild waters and is humbled before the all-pervading, timeless Presence abroad in the night--carving the canyon below, holding the stars on wing of light. Timeless, eternal and terribly impartial in all things is the Spirit abroad in this canyon in the inexorable work of creation. Man humbled amid this perfection and grandeur, yet at once is able to commune with the Creator, and to be profoundly relieved that there is a Mediator available between himself and the Spirit of the Wilderness—forever shaping the face of the earth and life with sun, wind, sand and these waters from the sea. For the works of the morrow a man needs ask for a measure of the strength that is his heritage from the Wilderness Creator and Spirit by whom he is.

Dams and works of man will come and go with little effect in the immensity of time. But for us time is all important. We need not blight our lives by unnecessarily obscuring to us the

glory of our wilderness heritage with unwise placement of dams.

Without the source of strength found only in our wilderness areas the moral fiber of man will disintegrate into destruction of society and self—as we see all about us.

For these reasons I decided to run the Grand Canyon again in 1963 on 1000 cfs by kayak as I had in 1962 on 3500 cfs. The only other low-water trip made has been by William Belknap and Doc Marston on 3300 cfs in 27 days of August 1963 with small polyethylene rowing craft they could port (something over 40 places). Fabulous, for Doc is over 60. (See Argosy, May 1963.) Bus Hatch ran on 2800 cfs in 1935.

We Make Ready

After placing our cars and farming out Ulrich's Labrador, Tisha, here we are. A Salida champion, Ulrich talked to me in the home of Walter Kirschbaum, Carbondale, Colorado, and agreed to run his fiberglass Klepper with paddle.

Passing beneath Navajo Bridge we converse in loud voices with people who helped us embark at Lees Ferry, noon, September 30, 1963.

One hundred and fifty pounds of gear slow my 19" x 17'-6" aluminum kayak, but we make a good 4 to 6 mph boat speed. Ulrich's 24" x 14'-6" craft with 40 lbs. of gear is much more maneuverable. Mine is a 40-lb. .040" racing aluminum training shell for white water, not designed for the Grand. But still best for portability, two-thirds of its volume in sealed loading holds and nearly indestructible. I will build Grand type kayaks in aluminum by 1965.

Badger Rapids is a shallow rock field we have to line. As expedition anchor boat, I line the first drop in Soap Creek, leaving it to Ulrich to run if he chooses. He runs left center very well indeed. In (1) to (10) system, (same as I to V European), Badger is (U) and Soap (9). We both expected to have to run worse, (and do). A long series of medium rapids in the delightful carvings of Sheer Wall Canyon ends with boulders and nasty waters in an "S" course through the left side falls of lower House Rock. Since I scraped and pounded through and Ulrich holed his boat we rated it

(9) and camped at mile 17 $\frac{3}{4}$ on the right near dark. Weather is ideal. This fine beach and much wood are typical. Ulrich and his boat do excellently. No need to turn back. Onions, carrots, beets and potatoes from my hold make fine fare. Too much use of dried foods in this long canyon could kill a man's courage and spirit, maybe him. Ulrich's large reserve tin of corned beef is an excellent idea. Eighty-one rapids today.

Tuesday, 1st October: After a hike up North Canyon we arrive at 20-Mile rapid—the gauge of the canyon ahead at 1000 cfs. Never over a (4) it is now a (10), or (U) in my opinion, from the right. Ulrich on the left, shakes his head at its three ragged falls and 12' drop. Desperate, since this foretells the future, I run straight through left of center bucking, pounding and sliding the narrow boat through rocks all the way. A glass boat can't survive the pounding and Ulrich has no choice but portage. He could have run an aluminum kayak.

After three heavy rapids we enter 23-Mile. Ulrich pulls center, then left through two rocks over a fall and out right between huge boulders. Sliding between two boulders. after making the difficult points on Ulrich's tail. my load jams me solid in the slot. Rocking and pushing with an oar, the boat slides over the falls suddenly. Throwing the oar for Ulrich to get below, I grab the other and paddle but have not the power to clear the last boulder. (Spare oars are in their clamps.) Hitting dead center I step on the boulder, then out over and under the boat under water with full river force making large boils below each end. Lifting one end I swing loose. jump in, set the oars and we are off. Ulrich says: "My mouth was open—any other boat would have broken in two."

Must be losing my edge for today, for in two heavily obstructed rapids following I hit rocks and break an oarlock, whereupon we camp at the head of 25-Mile rapid. A word regarding outfitting. For the Grand when low a nearly indestructible, unsinkable hull like mine is the key. Having made my locks up at the last minute (since the rest of my boats were out of state),

they are both too low and, intentionally designed weaker than last year's overstrong ones, are **too** weak. But I made two spares. And I am always able to paddle the same as Ulrich: I just don't want to. Thus I can afford to test my new equipment here because there are plenty of safety factors. But failure of equipment is annoying. Last year I considered my fine locks overstrong in the traverse of the Grand. Wish I had them now.

These experimental 9' oars are O.K., but this evening the spare 8' veterans of my previous Grand Canyon trips go on for action.

No damage to the hull but small dents will louse it up for racing. Too bad circumstances put this boat here for the maiden run before trying it at Salida.

Wednesday, 2nd October: Ulrich runs 25-Mile rapid (8); a fine slalom by a tree left center. I line and Ulrich ports Cave Springs (U), mile 25% and we see the fine cavernous exits of two ancient underground rivers in left wall below. They are dry now. Amid the

splendor of Marble Canyon's red "marble" walls we pause at Vasey's tapestry Paradise and huge Red Wall Cavern. At 6:30 p.m. we camp at Marble Canyon 27% dams site.

The travesty of four large exploratory tunnels in these beautiful walls is appalling. **Important, however, is that only helicopters could get boats in here with a dam in place** unless a special multi-million-dollar entrance tunnel, ten times as long as the one at Glen Canyon Dam, is made and opened to public use. Thus the dam here **would close this canyon to boating unless access was provided.** Thirty-one rapids today.

Thursday, 3rd October: Run three rapids to camp, left at 7:30 p.m. Mile 61½. We explore cliff dwellings at Nankoweap.

Friday, 4th October: After a two-hour hike up the muddy Little Colorado, receding from August floods, we run on, portaging Unkar, and camp at Mile 74¼ on right. Ulrich makes minor patches and I rubber-patch a faulty weld seam.

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before us, cutting into black Archean, schisted with red igneous rock and sheathing the core of the earth. We must get fiberglass at Grand Canyon Village for Ulrich's boat, as he is shorter than planned. As agreed, we are leaving 50 to 70-foot-long ~~boats~~ for "Ahead" on visible sand beaches for the Park Service Thirty rapids today. I set up a boatrock tent for light rain showers tonight.

Saturday, 5th October: Today is a great day. My hurriedly built oarlocks are a trial but we are doing fine. I line the footfalls of "Hance" to favor the locks as planned. But Ulrich runs. What a jungle of tall rocks it is; it is impossible to see him running the right channel, as I run the left to be there if he needs help. I cannot see 20 feet in any direction. And I am too late. He helps me lower over the footfalls, having wormed through the rocks o.k. The lower falls beyond, (8), give us a great ride and photos. Famous Sockdologer beyond is still sheer walls on both sides to water and one-half mile of broken ledges and boulders. When I floated by on left at 6500 in 1953 over a left sandy ledge there must have been a large paving washed in from left canyon at the head. Now it is as wild as in 1962. Grapevine is the same—not quite so bad. Ulrich's boat has been badly beaten and we repair leaks and camp below on right side. Of course, since I take it very easy on my bad locks and this is Ulrich's trip, he has run more rapids than I. He is a top man and a great partner in the wilderness. Not once have I heard him curse here or be inconsiderate.

All is well. Except I drank, as a test, some Red Canyon water today. I think that water is no good. Know more about it tomorrow. Fifteen rapids today, 14 very rough. Tonight the Colorado runs beneath a brilliant river of stars between towering cliffs above and the Wilderness Spirit is abroad in the night and has given us at once challenge and strength to meet it, and understanding of self, with peace beyond the bonds of time. For this we are here.

Sunday, 6th October: As service fitting for Sunday, we go up to the corridors of splendor in Clearwater Canyon,

enjoying its labyrinthine hewn granite and waterfalls.

Zoroaster Raped (7) below presents a nasty problem en route to Bright Angel. Ulrich parks in an eddy half way through. He photographs me running the lower falls. As Ulrich enters he is slightly off balance trying to avoid rocks below. The wave below upsets him, he recovers. Perhaps he was too hurried storing his camera.

85-Mile rapid rates (7). We run right. We pass the mule bridge at 2 p.m. and report to Superintendent Jim Randall by phone from the USGS gaugers' station, enjoying their fine hospitality.

Half way up the cliffs below Grand Canyon Village, Red Canyon's bad water leaves me without strength for the only time I can remember. Ulrich goes on and fortunately finds fiberglass locally. First he ate many repeat orders, looking like a real ruffian in the immaculate B.A. Hotel. When they understood wherefrom he came the atmosphere changed.

At about midnight I awoke to the tune of that wild Indian calling my name on the trail above. I couldn't stop him. He came to me with good food and drink and sacked out beside me. He told me after our hard day on the river he had thought he too would die—that that trail must reach to heaven. Yet he came back to see to my worldly comfort before resting.

Monday, 7th October: I packed 30 lbs. of fruit juices down the Kaibab to liven our journey and we left 10 lbs. of my vegetables at the gauging station for their hospitality.

Tuesday, 8th October (Noon): Ran to camp at 4 p.m. at left head of falls (9). Portage at Horn Creek (6) & sprung leak in Ulrich's boat. Have to remove all old patches and put on new ones from inside as well as out in the morning. Eleven rapids today. Ideal weather and campsites continue.

Wednesday, 9th October: Ulrich enters Granite Falls (9) first in an excellent center to right run over many ledge falls and by huge boulders. Over the last fall Ulrich upsets in the last wave. Too early in the morning, I guess. Profiting by his experience I run o.k. We run Hermit (8) & Boucher (7) o.k.



Les lining down Sapphire Creek

While clearing a rock on nearly flat waters amid the spectacular midstream rock gardens of Agate Canyon, I strike a sunken ledge at about 15 mph welding the bow around its edge so that it is necessary to get out, lift and pry the whole boat over a big boulder to free it. Then, when I let the boat drift down for my buddy to catch it, he wants a photo. I nearly break in two holding that pose in the current, holding the bowrope.

This broke one of the last two oarlocks. We must rebuild one now. This means we can only improve the originals. Eight wild rapids today and a most mildly desolate and interesting camp at right on rock ledges with a river full of goblins. Such rocks as Belnap got on the front page of "Argosy" May 1964.

Thursday, 10th October: Ulrich begins the day by paddling in and out through a tunnel in a midstream rock. This is a bad day spent with stops to finish work on the lock.

We camp on a beautiful beach left at the head of Ruby Canyon rapid (9) mile $104\frac{2}{3}$. Using a nail drill we brace both locks so they will not break. We

run 4 big rapids today o.k. Sapphire Canyon (8).

Friday, 11th October: Ruby Canyon gives us a matchless opportunity to take pictures we missed on the expedition in 1962 when one of our boys left an aluminum rowing shell against a rock in the middle of Sockdologer Rapid. Fifteen feet of shiny bottom standing straight out of the river. In 10 minutes it worked loose and came out o.k. as my compartmented boats usually do. We missed photographing this action in the spectacular setting. (This photographic error is about to be rectified.)

Ulrich runs center, left and right by a huge center boulder over the last high falls.

I run same, but for the first time I remember I hit a rock that I couldn't see for the large waves. To free my craft before broaching I pivot and roll, pushing the boat before me as I run to just above the huge foot boulder, where a strong shove pushed it to the right of the boulder and me to the left. The boat upsets in rolling around the rock — probably as an oar struck something, and for a moment the 17-foot-long boat shows out of the river clear to the sky



Ulrich in Sapphire Canyon

at 45° as it noses lightly over the falls. Ulrich gets a black-and-white picture of it with the off-oar completing a 180° arc. Successfully through, I re-enter in midstream and we run on without pause. Ulrich's comment: "Hah, now I know you are not a superman—you upset too." It is hard for him to know the counterbalancing stability oars give my narrow craft. These waves do not upset it—just rolling free of a rock, which is safer than broaching if waves would tear me away from my boat. I own only boats that will not break up and will run safely—when upset—any rapid of the Grand Canyon. And not fill with water if pinned so that it can be pulled free by one man. For this reason, in my over 5000 white-water miles I have never lost or damaged or punctured my aluminum hulls. Dents are not serious.

Favoring my lock, I still line several rapids which Ulrich runs, hurrying to be of aid if he cracks up. Perhaps I would have been safer running. Below ~~109 1/3 Mile~~ Rapid (U), I reset my oars in their locks and hurrying across to the left bank, bounced along the cliffs to find Ulrich o.k. I see him and he is

on a cliff halfway down the rapid standing still. Therefore he is angry, as approaching, his first words are: "Where have you been, Les! I have been trapped in my boat by currents for 10 minutes, paddling off the point of the cliff 'til I thought I would die of exhaustion!" I guess he won, since there were he and his boat safe. I explain I have made record time lining and remounting the oars and crossing again in 15 minutes. Best I could do. So we both apologize as good buddies do, concluding to portage his boat. At Hakatai we have time to inspect for a change. Not as bad this year as last year, when I ran it; but lining is simple on the left while Ulrich runs right and I run the camera. I have run all in the Grand before—this is Ulrich's one chance at it.

During the long quiet pull on to camp on left at fabled Elves' Chasm, Mile 116½, darkness overtakes us, as Ulrich's boat leaks full. The clear pool beside our fire beneath the glen's falls welcomes us home. The day has been difficult, long and satisfying with 21 rapids. Weather is ideal. The stars are brilliant. Moonlight later on.

(To be Continued)

—Wide World Photo

Remember the Presidential candidate who wore the eyeglasses with no lenses for his TV programs? Well, meet the ex-candidate who, in July, ran the Colorado river the same way—avoiding the tough rapids. The caption furnished with this agency photo says "A helicopter lifts one of the boats being used by Barry Goldwater in a Colorado River trip past rocks and currents too swift for water travel. The former U.S. Senator took this photograph . . ." [It is illegal theoretically to support river drops by helicopter in Grand Canyon National Park—except in emergency.]



RACING REPORT

U. S. Paddlers Make a Mark in Europe

WORLD SLALOM CHAMPIONSHIPS
Lieser River, Spittal, Austria
August 8-9, 1965

C-1		T.	P.	Tot.
1.	Gert Kleinert, E. Ger.	325.5	10	335.5
2.	Ludek Benes, Czech.	304.0	70	374.0
3.	Manfred Schubert, E. Ger.	323.3	60	383.3
11.	Tom Southworth, USA	420.1	90	510.1
13.	David Kurtz, USA	409.0	170	579.0
20.	Wick Walker, USA	534.6	230	764.6
25.	Roger Parsons, Can.	477.4	420	897.4
28.	Ross Durfey, Can.	482.2	890	1372.2

● (29 boats running; 1 DNF)

K-1		T.	P.	Tot.
1.	Kurt Preslmair, Austria	276.7	0	276.7
2.	Eberhard Glaeser, Austria	267.4	10	277.4
3.	Uli Raysz, W. Ger.	257.7	20	277.7
29.	Joe Knight, USA	348.1	80	428.1
34.	Walter Harvest, USA	378.9	70	448.9
36.	Roger Paris, USA	350.2	110	460.2
42.	Charles Bridge, USA	389.0	210	599.0
43.	Heinz Poenn, Can.	419.2	190	609.2
47.	Manfred Baur, Can.	404.9	630	1034.9

● (50 boats; 3 DNF)

K-1W		T.	P.	Tot.
1.	Ursula Glaeser, E. Ger.	290.7	20	310.7
2.	Lia Merkel, E. Ger.	285.4	60	345.4
3.	Raerhel Koerner, W. Ger.	291.3	90	381.3
12.	Dr. Barbara Wright, USA	389.6	370	759.6
15.	Jackie Paris, USA	336.2	570	906.2
19.	Kay Harvest, USA	376.9	880	1256.9

■ (19 boats)

C-2		T.	P.	Tot.
1.	G. and M. Merkel, E. Ger.	349.7	20	369.7
2.	J. Dejl-Z. Fifka, Czech.	342.3	90	432.3
3.	F. Goetz-H. Glingebiel, Swiss	376.9	70	446.9
19.	M. Fawcett-R. Shipley, USA	618.2	500	1118.2
....	W. Heinzerling-R. Osborne, USA	DNF	DNF	DNF
....	J. Connett-J. Raleigh, USA	DNF	DNF	DNF

● (25 boats; 6 DNF)

C-2M		T.	P.	Tot.
1.	L. Sirotkova-G. Janousek, Czech	355.4	120	475.4
3.	J. Sedivcova-J. Sedivec, Czech.	344.1	150	494.1
3.	Schoenfeld-Waengler, E. Ger.	342.4	190	532.4
....	C. L. Lewis-W. Turner, USA	DNF	DNF	DNF

● (12 teams; 4 DNF)

C-1 Team		T.	P.	Tot.
1.	Czech., Benes-Pospichal-Vocka	352.8	120	472.8
2.	W. Ger., H. Stumpf-Kaufman-O. Stumpf	357.9	160	517.9
3.	E. Ger., Schubert-Kleinert-Foerster	367.9	170	537.9
4.	Swiss, Girard-Grobat-Tochon	366.5	280	646.5
5.	USA, Walker-Kurtz-Southworth	474.6	590	1064.6

■ (7 teams)

K-1 Team		T.	P.	Tot.
1.	W. Ger., Vogt-Engelke-Weimann	433.5	60	493.5
2.	E. Ger., Glaeser-Lange-Luber	359.2	160	519.2
3.	Austria, Preslmaier-Fabian-Hausmann	345.8	220	565.8
13.	USA, Paris-Knight-Harvest	450.3	600	1050.3

● (12 teams)

K-1W Team		T.	P.	Tot.
1.	E. Ger., Glaeser-Richter-Merkel	290.5	130	420.5
2.	Czech., Polesna-Knyova-Kaplova	362.7	230	592.7
3.	W. Ger., Koerner-Schmidt-Boikat	332.2	390	722.2
4.	Swiss, Weber-E. and M. Zimmerman	492.3	760	1252.3
5.	USA, Paris-Wright-Harvest	410.1	1490	1900.1

● (8 teams; 4 DNF)

C-2 Team		T.	P.	Tot.
1.	Czech., Pollert; Kals-Breicha, Mestani	410.2	630	1040.2
2.	Jugosl., Vidmar-Justin, Zitniki, Andrejasic-Gerkman	471.7	760	1231.7
3.	W. Ger., Rook-Schmidt, Tichel-Seller, Gehlen-Bohry	442.7	880	1322.7
....	USA, Fawcett-Shipley, Raleigh-Connet, Heinzerling-Osborne	DNF	DNF	DNF

● (8 teams; 4 DNF)

WORLD WILD WATER CHAMPIONSHIPS
Spittal, Austria
August 10-11, 1965

C-1		T.	P.	Tot.
1.	Gert Kleinert, E. Ger.	28:08.0		
2.	Jiri Vocka, Czech.	28:37.4		
3.	Heinz Grohat, Swiss	28:40.0		
15.	Tom Southworth, USA	30:26.3		
19.	David Kurtz, USA	30:55.3		
22.	Wick Walker, USA	31:13.7		
24.	Roger Parsons, Canada	31:30.6		
25.	Ross Rurfey, Canada	35:21.0		

● (27 boats; 2 DNF)

C-2		T.	P.	Tot.
1.	M. Stach-Z. Valenta, Czech.	26:41.4		
2.	A. Biegl-G. Schielhuber, Austria	26:45.7		
3.	J. Dejl-Z. Fifka, Czech.	27:02.8		
23.	M. Fawcett-D. Shipley, USA	31:48.1		
....	J. Raleigh-J. Connet, USA	DNF		
....	W. Heinzerling-R. Osborne, USA	DNF		

● (28 boats; 5 DNF)

K-1		T.	P.	Tot.
1.	Kurt Preslmair, Austria	25:27.0		
2.	Heinz Panek, W. Ger.	25:51.9		
3.	Lothar Zentgraf, W. Ger.	25:52.3		
34.	Heinz Poenn, Canada	28:30.5		
35.	Manfrd Baur, Canada	29:22.2		
36.	Rart Hawthaway, USA	30:08.5		
....	Noel DeBord, USA	DNF		

● (49 boats; 11 DNF)

C-1 Team		T.	P.	Tot.
1.	E. Ger., Schubert-Kleinert-Foerster	21:09.5		
2.	Czech., Pospichal-Janovsky-Vocka	21:21.2		
3.	Swiss, Girard-Grobat-Tochon	21:30.6		
6.	USA, Southworth-Walker-Kurtz	22:56.2		



Tom Jack and Barry Brigley, Elora Gorge Slalom

By David A. Kurtz

By the time you are reading this, the United States and Canadian national slalom and wild-water racing teams will have been in action at the World Championships at Spittal, Austria. Perhaps history will have already been told. Both countries have strong teams . . . stronger than in 1963 (when only the U. S. had a team).

A review of the memberships of these teams, as of late May, follows:

United States

Thomas Southworth, C-1. Tom took 21st place in the 1963 World Championships and has always been a strong contender for national titles . . . first in 1964, second in 1965.

David Kurtz, C-1. Dave was 17th in the 1963 tourney but has fared less fortunately since then . . . fourth in 1964 U. S. national and third this year.

Wick Walker, C-1. Wick is quite new to the sport but has shown good credentials this year in rising close to the best. Seventh at Nationals. Will be training two months in Europe.

Mark Fawcett and Richard Shipley, C-2. This doubles team has shown strong promise for a couple of years.

They rose from second in 1964 to first in 1965 at the Nationals. They have had plenty of heavy water experience.

James Raleigh and John Connett, C-2. Almost in the mature class as to age, these two have shown what good skill and hard training have done. Third in 1964, fourth this year.

Roger Paris, K-1. Team Captain; C-2 World Champ in 1951 and 1955 with his French partner, Neveu. Roger has won the Pacific Invitational Slalom in 1961 and 1963; and the Buena Vista Nationals in 1964.

Charles Bridge, K-1. Charlie is a pupil of Duffek and has risen meteorically. Loves heavy water and plays in it as though he were amphibious. First in both Eastern Championships and the heavy water run at Loyalsock this year.

Joe Knight, K-1. Joe is also a late riser . . . of the Dartmouth system. Second to Prime in 1964 by a point, he was also third at Loyalsock heavy run this year.

William Prime, K-1 (alt.). Bill was 40th in the 1963 World Championships and has been consistent in being in the top of the U. S. standings before and

since then. Winner in the 1964 Easterns, second this year. Very smooth paddler.

Mike Stanley, K-1 (alt.). Mike is always a consistent paddler usually right behind Prime. Always a threat, he scored 5th in the 1964 Easterns.

Bart Hawthaway, K-1 (alt.). Bart, a senior paddler, has been pushing the youngsters for several years. Seventh in 1964 and 12th this year at the Easterns, Bart was second in the 1964 Brandywine.

Jackie Paris, K-1W. Jackie has scored with the men in Western races for several years. Tutoring by her husband, Roger, makes her a threat anywhere.

Barbara Wright, K-1W. Barb has won every K-1W race in the East for several years. She beats all but the top two or three men. Was eighth in the 1963 Championships with Bill Bickham, her C-2M partner.

Kay Harvest, K-1W. Taking after her husband, Walter, Kay has done well in Western races such as Feather 1964 and the Buena Vista and Salida slaloms in 1964.

Carolee Lewis and Swede Turner, C-2M. Carolee and Swede have been clicking recently, coming into their own this year. They have placed second to Wright-Bickham in this year's Nationals, having won at Loyalsock.

Canada

Al Zob, K-1. Al has been a top contender for several years. He is 1965 Ontario Champion at Elora Gorge. Took third at both 1965 U. S. Nationals and at 1964 Buena Vista races.

Heinz Poenn, K-1. Heinz has taken titles in the U. S. as well as Canada. 1964 Ontario Champion at Peterborough, fourth this year at both the U. S. Nationals and Loyalsock. First in 1964 Loyalsock.

Roger Parsons, C-1. Roger, boat designer and builder, has caught on and always threatens the U. S. C-1 paddlers. This year third at Elora, Ontario Championships, fifth at Nationals. Last year third at Peterborough.

Ross Durfey, C-1. Ross, a Scout in Parsons's troop, has earned for himself a place amongst the best paddlers. Beat Parsons at Elora by taking second. Second at Credit River this year.

A Correction

We regret it when our readers are misinformed, as was the case in the last (Spring) Racing Reports. It was then stated that the selection of the U. S. men's K-1 team would be by Roger Paris, as a result of a training session in Colorado.

In fact, we are informed, all but two places on the U. S. team and the alternate roster were filled by vote at a small meeting of Eastern Slalom Chairmen, unannounced to other Divisional Slalom Chairmen of the American Canoe Association. Except for Roger Paris, those chosen were Easterners.

The Pacific and Rocky Mountain Divisions were allocated one team place in addition to that of Roger Paris, team captain, and one alternate. No Eastern kayakists turned up at the Colorado training session, or the National K-1 Championships at the Feather River.

No Easterner, to the best of your Editor's recollection, has held the U. S. K-1 championship since that title became a worthwhile prize to compete for—five years, more or less. —P.D.W.

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Race Results

National Canoe Slalom Championships Eastern Kayak Championships West River, Jamaica, Vermont May 15-16, 1965 (Results overall include Canadians)

	T.	P.	Tot.
K-1			
1. Charles Bridge ..	263.0	60	323.0
2. William Prime	295.6	30	325.6
3. Al Zob	307.8	50	357.8
4. Heinz Poenn	343.5	60	403.5
5. Les Bechdel ..	279.0	130	409.0

	T.	P.	Tot.
K-1 (U. S. Entries Only)			
3. Les Bechdel	279.0	130	409.0
4. Joe Knight	371.5	40	411.5
5. Eric Evans	355.0	70	425.0

	T.	P.	Tot.
C-2			
1. M. Fawcett- R. Shipley	345.0	40	385.0
2. D. Kurtz- L. Bechdel	322.2	70	392.2
3. C. Bridge- J. Bridge	337.5	90	427.5
4. J. Raleigh- J. Connet	333.4	110	443.4
5. T. Southworth- D. Guss	344.2	110	454.2

	T.	P.	Tot.
C-1			
1. Bill Bickham	300.0	110	410.0
2. Tom Southworth ..	326.0	120	446.0
3. David Kurtz	381.0	130	511.0
4. David Guss	365.2	160	525.2
5. Roger Parsons ..	405.0	160	565.0

	T.	P.	Tot.
C-2M			
1. B. Wright- B. Bickham	349.7	110	459.7
2. C. Lewis- S. Turner	358.8	210	568.8
3. K. Parsons- R. Parsons ...	452.0	140	592.0

	T.	P.	Tot.
C-2M (U. S. Entries Only)			
3. P. Connet- J. Connet	558.0	170	728.0

	T.	P.	Tot.
K-1W			
1. Barbara Wright ..	421.0	80	501.0
2. Terry Franz	412.0	270	682.0
3. Jan Binger	392.6	330	722.0

	T.	P.	Tot.
C-2W			
1. N. Wick-G. Gruss ..	605.4	300	905.4
2. K. Modine- T. Franz	537.2	410	947.2

Men's National Kayak Singles Championship (Slalom)

Pacific Invitational Slalom and Wildwater Race No. Fork, Feather River, Cal. June 26-27, 1965

	T.	P.	Tot.
1. Walter Harvest	352	10	362
2. Ted Young	431	20	451
3. Noel DeBord	450	30	480
4. Martin Etter	392	90	482
5. Dave Morrissey	428	70	498

	T.	P.	Tot.
Women's Singles			
1. Elsa Bailey	641	300	941
2. Kay Harvest	490	710	1200

	T.	P.	Tot.
Team Race			
1. California (Harvest, DeBord, Young)	479	220	699
2. Colorado (Morrissey, Cranmer, Klug)	490	600	1090
3. Girls (Bailey, K. Harvest, Jaromin)	614	810	1424

	T.	P.	Tot.
Wildwater Race June 27, 1965			
1. Noel DeBord			29:09
2. Tom Johnson			30:54
3. Walt Harvest			34:10*

*Harvest had boat damage and abandoned serious competition.

National Wild Water Canoe Championships Eastern Wild Water Kayak Championships North Fork South Branch of Potomac River Mouth of Seneca. W. Va. April 3, 1965

	T.	P.	Tot.
K-1			
1. Joe Knight			1:57:11
2. Dan Sullivan			2:00:26
3. Les Bechdel			2:00:52
4. Charlie Bridge			2:03:07

	T.	P.	Tot.
C-2			
1. W. Heinzerling-R. Osborne ...			2:05:05
2. J. Raleigh-J. Connet			2:05:26
3. T. Southworth-D. Guss			2:07:09
4. H. Southworth-D. Kurtz ..			2:09:47

(Continued on page 18)



Walt Harvest became U. S. Slalom Champion in this heat.

New U. S. K-1 Slalom Champ

The Feather River slalom course is perhaps the most renowned in the U. S. Until recently, it was undoubtedly the most challenging. Sad news, therefore, is the fact that the Feather is on Death Row, with little hope of reprieve. For the Pacific Gas & Electric Co. has won approval for a project to put the torrent in a pipe and bypass by tunnel the pleasant campsites where now it brawls. The power it will generate is worth something in dollars and cents, but who can measure the delights that will be lost?

This summer's Pacific Invitational also included the U. S. national men's K-1 slalom championship. Against a

challenging field—which included many Coloradans but no Easterners—Walt Harvest showed consummate deftness and accuracy as well as strength, and surpassed runner-up Ted Young by almost a minute.

Going on to the World Championships in Austria, Walt finished 34th in K-1 among a field of 50. Joe Knight, a prodigious product of Dartmouth's training system, was 29th—10 penalty points behind but 30 seconds ahead of Harvest.

With the age difference (Joe is 19, Walt 26), it looks as if one more battle of the titans is in order before the pennant changes hands.

R13



COLORADO CHALLENGERS: Above, Dave Morrissey, and below, Fletcher Anderson at the same gate



Canoeing is Different in the Wild East

Glen Roberts was brought to the North Fork of the South Branch of the Potomac by the race sponsors to be with his 1964 partner Jim Zacharias, now of Washington, D. C. The Roberts-Zacharias team won the Arkansas River Race in C-2 and are the 1964 Wild Water C-2 champions. Glen, on his return to Colorado, write his comments on the trip as recorded in CWWA SPRAY:

"My recent trip to Petersburg, West Virginia, was an eye-opening experience. The thing which impressed me most was the conditioning of Eastern canoeists. These fellows practically live on the water. As an example, I got into Washington, D. C. about 2 a.m., and they had me up at 5 a.m. to go out on the Potomac to practice before breakfast. Once on the river they all took off paddling upstream for about a mile. The Potomac at this time was so high it was running through the trees and in places it was difficult to make headway against the current. Even though the air temperature was around 35 degrees, it doesn't take much of this kind of work to bring out the sweat in you. On the way downstream they do 40 strokes hard and fast, then 20 strokes at a slower pace, alternating this all the way back to the starting point. A workout similar to this is almost a daily thing among their top canoeists.

"These people are very active all year around where we seem to slow down in the fall and winter.

Almost every person has a wet suit to wear in contrast to use in Colorado where only the kayakers have them.

"They were quite surprised that we don't know how to roll canoes as this is a common thing in the East. I did get some pointers from them on rolling and will try to pass these on at future pool sessions.

"The downriver (cf. wild water) race was held on the 'North Fork' which is in West Virginia. The course was 15 miles long. The first 9 miles are in a valley, then about 4 miles of canyon and the last 2 miles open into another valley. The 4-mile canyon section supposedly has 17 rapids in it. What proved to be the major obstacle of Jim Zacharias and me was a log footbridge about 3 miles from the start. The only way through was over the log and at the low water level we had to race in, it stuck out of the water 4-5 inches. We were racing in an aging Kidder and sliding over proved to be more than it could take. This put us out of the running because we had to stop several times to dump water.

"Since there have been so few Kidder canoes on the East Coast, most of the people were unfamiliar with it and its characteristics. However, after the race several of the competitors mentioned that in the Yugoslavian boat they could catch up to us in the rough water but the Kidder easily pulled away in the smoother water and pools."

(Continued from page 15)

5. R. Hedden-B. Hedden	2:17:43
6. G. Roberts-J. Zacharias	2:21:28
C-1	
1. John Berry	2:08:21
2. Bill Bickham	2:09:02
3. Hugh Caldwell	2:19:05
4. Will Hedden	2:23:00
5. R. Netterstrom	2:34:16

C-2M	
1. K. Berry-R. Harrigan	2:10:35
2. C. Lewis-S. Turner	2:10:44
3. P. Love-M. Fawcett	2:12:12
K-1W	
1. Marian Hardy	2:14:18
2. Terry Franz	2:14:28
3. Panalee Ikari	2:25:38

Dartmouth Indoor Slalom
Hanover, N. H., March 6, 1965

K-1 Expert

1. Joe Knight ..	69.5
2. Jay Evans ..	76.1
3. Sandy Campbell ..	88.1

K-1 Novice

1. Eric Evans ..	82.6
2. Alan McKibben ..	92.2
3. Wiff Jones ..	92.5

C-2M

1. P. Coleman-W. Walker ..	130.5
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Kishacoquillas Slalom
Reedsville, Penna.

March 28, 1965

T. P. Tot.

C-1

1. Dave Guss ..	97.8	0	97.8
2. Bill Bickham ..	98.2	0	98.2
3. Dave Kurtz ..	103.5	0	103.5

C-2

1. T. Southworth- D. Guss ..	95.9	0	95.9
2. M. Fawcett- D. Shipley ..	99.0	0	99.0
3. M. Mueller- B. Bickham ..	105.5	0	105.5

K-1

1. Joe Knight ..	94.4	0	94.4
2. Les Bechdel ..	96.0	0	96.0
3. Jack Frost ..	97.7	10	107.7

C-2M

1. S. Seidel- B. Bickham ..	116.2	0	116.2
2. G. Gruss- M. Mueller ..	136.5	10	146.5
3. L. Martin- L. Martin ..	168.7	40	208.7

C-2W

1. N. Wick-G. Gruss ..	142.4	80	222.4
2. L. Martin- E. Manwiller ..	168.0	250	418.0
3. L. Andrews- S. Seidel ..	139.0	400	539.0

C-1 Jr.

1. Les Bechdel ..	104.0	10	114.0
2. John Hokanson ..	138.8	0	138.8
3. Al Chase ..	129.8	20	149.8

K-1 Jr.

1. Les Bechdel ..	96.0	0	96.0
2. John Hummel ..	109.8	20	129.8
3. Dick Shipley ..	120.5	10	130.5

C-2 Jr.

1. J. Hokanson- D. Klaus ..	162.5	40	202.5
2. S. Bortree- S. Umberger ..	173.5	140	313.5

Kishacoquillas White Water Race
Reedsville, Penna., March 27, 1965

C-1

1. Bill Bickham ..	20:00
2. Dave Kurtz ..	20:35
3. Wick Walker ..	20:42

K-1

1. Joe Knight ..	17:51
2. Les Bechdel ..	18:40
3. Sandy Campbell ..	19:10

C-2

1. D. Guss-T. Southworth ..	19:30
2. M. Fawcett-D. Shipley ..	19:53
3. R. Church-E. Bliss ..	20:56

C-2M

1. G. Gruss-C. O'Neill ..	21:51
2. L. Martin-L. Martin ..	23:52
3. J. Chase-P. Chase ..	24:32

Credit River Slalom

Ontario, Canada, April 4-5, 1965

K-1

1. Al Zob ..	276
2. Heinz Poenn ..	286
3. Keith Daniel ..	304

C-2

1. B. Brigley-T. Jack ..	518
2. McArthur-McArthur ..	893
3. Easton-MacLachlan ..	1037

C-2M

1. K. Parsons-R. Parsons ..	548
2. S. Zob-A. Zob ..	728

C-1

1. Roger Parsons ..	400
2. Rex Anderson ..	487
3. Paul Moecking ..	599

C-1 Jr.

1. Ross Durfey ..	412
2. Larry Scott ..	498
3. Allan Ratcliff ..	947

C-2 Jr.

1. L. Scott-R. Durfey ..	497
2. A. Ratcliff-Daniels ..	788
3. Longman-Keyser ..	892

Credit River Downriver Race
Ontario, Canada, April 5, 1965

K-1

1. Tom Lyle ..	21.45.4
2. Heinz Poenn ..	22.33.4
3. Al Zob ..	23.00.8

C-2

1. B. Brigley-T. Jack ..	27.15.4
2. K. Daniel-R. Anderson ..	27.49.6
3. Easton-MacLachlan ..	28.56.4

C-1

3. Mike Twitchin ..	31.12.0
2. G. Wyld ..	30:02.6
3. Mike Twitchin ..	31.23.0

C-2 Jr.

1. R. Durfey-L. Scott ..	26.30.0
2. Keyser-Longman	28.23.6
3. Daniels- A. Ratcliff	29.10.4

**Brandywine Slalom
Wilmington, Del.
April 10-11, 1965**

	T.	P.	Tot.
C-1			
1. Bill Bickham	268	40	308
2. Tom Southworth	278	40	318
3. John Bridge ..	295	40	335

C-1W

1. Louise Davis ..	428	250	678
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C-2M

1. B. Wright-B. Bickham	336	30	366
2. K. Berry- H. Southworth	369	90	459
3. K. Parsons-R. Parsons	328	140	468

C-2

1. D. Kurtz-L. Bechdel	263	50	313
2. D. Guss- T. Southworth ..	329	30	359
3. M. Fawcett- D. Shipley ..	311	50	361

C-TW

1. T. Franz-K. Modine ..	387	230	617
2. M. Yano-K. Berry ..	382	300	682
3. K. Ikari-P. Ikari ..	420	300	720

K-1

1. Joe Knight	262	40	302
2. Charlie Bridge	262	70	332
3. Jack Frost	304	40	344

K-1W

1. Barbara Wright ..	338	30	368
2. Terry Franz	316	260	576
3. Marion Hardy	416	160	576

**Third Annual Mascoma Slalom
April 11, 1965**

K-1 Expert

Jay Evans	223.8
John Reid	234.7
Charlie Martin	339.3

K-1 Intermediate

Eric Evans	260.0
Al MacKibben	383.5
Chan Weller	456.6

C-2 Intermediate

Walker & MacCornack	430.8
Clark & Weinand	990.0

C-1 Expert

Wick Walker	336.3
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**CCA Slalom
Blockhouse Point, Md.**

April 24-25, 1965

**Sponsored by
Canoe Cruisers Association**

K-1

1. Dan Sullivan	270
2. Charles Bridge	292
3. Bill Prime	305

K-1W

1. Terry Franz	389
2. Marian Hardy	456

C-1

1. Bill Bickham ..	291
2. John Sweet	372
3. John Berry ..	384

C-2M

1. K. Modine-W. Bickham	389
2. C. Lewis-S. Turner	395
3. L. Davis-J. Connet	400

C-2

1. W. Bickham-C. Kaufman	314
2. J. Raleigh-J. Connet ..	342
3. J. Berry-S. Turner	395

Team Race

1. Southworth-Guss-Kirtz	524
2. Shipley-Fawcett — Raleigh-Connet Heinzerling-Osborne	533
3. Bickham-Kaufman-Sweet	692

**Beaver River Slalom
Collingwood, Ontario, Canada**

April 24-25, 1965

**Sponsored by the
Thornbury-Clarksburg Rotary Club**

K-1

1. Al Zob	254.0
2. Keith Daniel	337.0
3. Heinz Poenn	367.0

C-1

1. Roger Parsons	329.5
2. Larry Scott ..	542.0
3. Ross Durfey	622.0

C-2

1. R. Durfey-L. Scott	414.0
2. R. Parsons-R. Andersen ..	448.5
3. A. Zob-H. Poenn	527.5

C-2M

1. K. Parsons-R. Parsons	647.0
2. S. Zob-A. Zob ..	687.0

Team	
1. Zob-Baur-Poenn	923.0
2. Rapin-x-x	937.0
3. Parsons-Scott-Durfey	1053.6

**Beaver River Downriver Race
Collingwood, Ont.
April 25, 1965**

K-1

1. Manfred Baur	26:08
2. Herman Kerkhoff	27:01
3. Ekhart Rapine	27:05

C-2

1. R. Durfey-L. Scott	29:02
2. Gordon-MacTier	29:27
3. B. Brigley-T. Jack	30:10

C-1

1. Roger Parsons	29:05
2. Gordon Wyld	34:12
3. Mike Twitchin	41:09

**Elora Gorge Slalom and Ontario
Championships**

Elora, Ontario, May 8-9, 1965

C-1 T. P. Tot.

1. Tom Southworth	261.8	150	411.8
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2. Ross Durfey	300.8	140	440.8
3. Roger Parsons	341.9	310	651.9

C-2

1. T. Johnson-D. Kurtz	376.2	330	706.2
2. R. Anderson-H. Poenn	320.5	390	710.5
3. L. Scott-R Durfey	359.1	460	819.1

C-2M

1. N. Abrams-T. Southworth	269.4	370	639.4
2. K. Parsons-R. Parsons	558.3	330	888.3
3. S. Zob-A. Zob	347.9	550	897.9

K-1

1. Al Zob	261.3	60	321.3
2. Heinz Poenn	332.2	100	432.2
3. Ekhart Rapin	299.6	150	449.6

Team

1. Zob-Daniels-Poenn	388.1	380	768.1
2. Rapin-Leinweber-May	417.9	750	1167.9
3. Southworth-Kurtz-Brown	370.4	830	1200.4

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Vernal, Utah

**Hudson River White Water Derby
(Downriver)
North Creek, N. Y., May 9, 1965**

K-1		Time
1. Tom Lyle	.....	56:27
2. Manfred Baur	.....	58:31
3. Alan McKibben	.....	1:00:35

K-1 mat		
2. Newman Wait, Jr.	.....	58:25

K-1W		
1. Nancy Brady	.....	1:13:29

CC-1		
I. William Bickham	.....	1:04:37
2. David Dibelius	.....	1:15:59
3. Raymond Pape	.....	1:23:43

C-1		
1. Robert Husick	.....	1:07:54
2. J. Bigelow	.....	1:12:36
3. Arnold Waller	.....	1:13:50

CC-1 mat		
3. Norman Dibelius	.....	1:00:40

C-1 mat		
1. Homer Dodge	.....	56:17
2. Dwight Church	.....	57:28

CC-2		
1. E. Hixon-A. Jolin	.....	1:01:27
2. P. Cunningham-T. Cunningham	.....	1:03:51
3. L. Wiggin-R. Siegfried	.....	1:05:15

CC-2M		
1. A. Riedel-D. Riedel	.....	1:08:13
2. C. Moulton-G. Moulton	.....	1:08:18
3. R. Field-R. Field	.....	1:08:30

C-2M		
1. C. Gosline-S. Brightman	.....	1:03:53
2. J. Gardner-F. Matzke	.....	1:11:14
3. P. Robinson-W. Price	.....	1:13:46

C-2 fam		
1. G. Schmidt-G. Schmidt	.....	1:10:04
1. T. O'Regan-T. O'Regan	.....	1:10:04
3. G. Longbothum-O. Longbothum	.....	1:10:45

**Hudson River Giant Slalom
May 8, 1965**

K-1		T.	P.	Tot.
1. J. Evans	.....	559	20	579
2. Eric Evans	.....	575	20	595
3. Sandy Campbell	.....	576	20	596

K-1W				
2. Nancy Brady	.....	860	130	990

CC-1				
1. William Bickham	.....	600	0	600
2. Wick Walker	.....	661	20	681
3. Sidney Feldman	.....	730	0	730

C-1 mat				
1. Homer Dodge*	.....	1058	680	1738
2. Lee Hunt	.....	1038	140	1178

CC-2				
1. W. Heinzerling-R. Osborne	.....	590	0	590
2. M. Fawcett-R. Shipley	.....	610	0	610
3. J. Connet-J. Raleigh	.....	611	0	611

C-2				
1. M. Smith-T. Davis	.....	775	40	795
2. W. Michelfelder-A. Shoutis	.....	825	20	845
3. D. Brightman-K. Brightman	.....	734	140	874

CC-2 fam				
1. W. Hedden-K. Hedden	755	0	755

CC-2M				
3. R. Field-R. Field	763	20	783

C-2M				
1. B. Brennan-N. Tyrrel	779	120	899
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*Under mature class score reduced according to age. Dodge's score reduced 40% (age 78) to give 1040.

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Is Civilization a Disaster?



The age of civilization is, I think, a cataclysmic event in the history of the earth. By the time it has run its course it may have changed the biotic community as much or more than previous destructive ages in geologic history—glacial ages, volcanic eras, periods of vast inundation of land by oceans.

Many forms of life will become extinct, and new forms will evolve. It seems unlikely to me that people will become extinct, but they may suffer a great deal until they learn to live with their environment instead of trying to control it.

It is a unique period in that the main destructive force, people, is causing extinction of some forms of life, but at the same time is providing niches where organisms that would otherwise become extinct may continue to live.

No Dinosaur Park

When climatic change caused extinction of dinosaurs, no park was provided to preserve a few of them for posterity. But people are trying to keep a few wild habitats for grizzly bears and Kirtland's Warblers. If we had a few dinosaurs around we would have parks for them. At least for the peaceable ones that we could fence in. The predacious dinosaurs may not have been

smart enough to learn to be afraid of people like grizzly bears.

So when the exploitative period of civilization has run its course in a few thousand years or so (maybe sooner because there seems to be an acceleration of evolutionary change), then we will be left with a greater variety of life than previous destructive ages left behind them.

When glaciers leveled the forests of North America, Northern Europe and Asia, and then retreated, the land was populated with a new forest of some old and some newly evolved forms.

If a man lived long enough to see the preglacial forest exchanged for a barren ice field, he would feel that a great deal of beautiful country had been ruined. Unfortunately the glacier of progress moves faster than a glacier of ice, and a man today lives long enough to see much good country ruined.

A Post-Progress Forest

If a prehistoric man lived long enough to see the glaciers retreat and the land become reforested, he might think that the new forest was even finer than the previous one. The glacier of progress will not retreat soon enough, I am afraid, to allow us to see a post-progress forest.

I doubt that modern medicine can extend human life-span enough to allow an individual to see beauty reestablish where we now create ugliness. A hundred thousand or a hundred million years is about what I would ask for in order to see first-hand the working of nature in geologic time.

So our immediate problem is how to keep the earth a tolerable planet to live on during the next 20 to 50 years. How to provide niches where the grizzly bear, Kirtland's Warbler, and the most absurd and poorly adapted of all forms of life—the nature lover—how to provide niches where these otherwise doomed forms of life can survive the glacier of progress.

—Dean Norman



SECRETARY'S SOAP BOX

By Bob Field
AWA Executive Secretary



The month of April was occupied with concern over the subject of conservation and the "Wild Rivers Act" whereas the month of May the Field family was engaged with the other end of AWA activities—SLALOM. Slalom is in capital letters because Rosalie and I spent two three-day week ends in a row at the Hudson River and West River events. June has been the month in which I have been able to catch up on general AWA duties.

The above-mentioned races were as contrasting as the last two months' activities. The Hudson River White Water Derby is designed as a family-type canoeing race. There is a 3500-foot Giant Slalom and a Novice Slalom on Saturday. On Sunday there is a seven-mile Downriver Race. In both of these events there are seventeen classes of boats—covered and open—canoes and kayaks—family and mature. The National White Water Canoe and Women's Kayak Slalom Championships on the West River at Jamaica, Vermont, is the ultimate in white-water slalom. With increased flow from the Corps of Engineers' Ball Mountain Dam and a race site in the "Dumplings" designed by Barbara Wright, Tom Southworth and Bart Hauthaway, the advance billing of this race was realized. The competitor who traveled the farthest was Tom Johnson of the Haystackers White Water Club in the Los Angeles, California, area.

Films: Explorer Post 20, B. S. A. of Los Alamos, New Mexico, has offered the use of the prints of two films that they have taken on their trips on desert rivers. The trips are by raft, utilizing lightweight equipment (better acceleration) either rowed or paddled. They are entitled "The Yampa-Green Rivers" through the Dinosaur National Monument and "The San Juan - Colorado Rivers" through Glen Canyon. These films are more than just boating films since there is some camp fun and exploration on foot of side canyons. All films are at sixteen frames per second, the old silent speed. However, the "Yampa-Green" film has a synchro-tape which will permit coordinated sound if the user has a variable-speed projector. Projection time of the "Yampa-Green" film is 18 minutes; the "San Juan-Colorado" is 23 minutes.

For a rental fee of \$5 per film they may be used by any published AWA Club and will be sent only to their published address. Each film must be returned promptly and insured for \$100. Contact J. H. "Stretch" Fretwell, 4091 Trinity Drive, Los Alamos, New Mexico 87544.

Additional Duffek Tour: The general consensus of letters that "Prof" Davis and I have received is that it would be best to wait at least one year before another invitation is extended to Milo and his wife. Several facts lead to this conclusion. Chiefly, Milo has ex-

tended an all-inclusive invitation to the U. S. and Canadian World Championship Teams to host and help train them for an extended period of time in Europe.

Boston Boat Show: The American Whitewater Affiliation, the American Canoe Association, the Appalachian Mountain Club, and the Canoe and Kayak Club of Boston were offered and accepted a booth at the nine-day Boston Boat Show. This booth was manned by representatives of these organizations for almost the entire period of the show. Since it was a last-minute offer the display was lacking in eye-appeal, but made up for that deficiency by the enthusiasm of the occupants of the booth. All those who did the job this year, including your Executive Secretary, plan to repeat this in the coming years. I would like to see more of this done in other parts of the country. Perhaps it is; if so, would you let me know about it and maybe AWA can plan to increase its output of white water literature so as to keep pace with this type of activity.

Safety Codes: I hope that every club is availing themselves of the ready supply of safety codes that John Bombay has available to send to any club or individual that requests them. At the present time, we are unable to supply quantities of the codes without asking that the costs of printing and mailing be covered. On the present supply the cost of the codes is \$4 per 100 copies.

Shoulder Patches: Deacon Kiehm has asked me to mention that the shoulder patches are available to members and are meeting with a very good reception by AWAers across the country. However, both he and I would like to point out that we feel that if clubs pur-

chase large number of these patches for their members they should make it a point to limit usage of these patches to actual members (individual) of the American Whitewater Affiliation. This might be a good way for each affiliate to help in the never-ending goal of obtaining new members. AWA decals are also available from Deacon and should be treated the same way.

Upper Selway Watershed: Dan Bradley, AWA Conservation Chairman, points out that the watershed area upstream of the wilderness river trip area is threatened with logging. The section of river that has been used by the Sierra Club and AWA in the past is within the area protected by the Selway-Bitterroot Wilderness Area. But if the upper basin is logged, the probable resulting erosion and flash floods will ruin this phenomenally clear river downstream. I would appreciate it—and it is the duty of each white-water club—if you would write the Secretary of Agriculture, Orville Freeman, Department of Agriculture, Washington, D. C., and/or your senators and representatives to insure proper Federal action on this impending disaster. If you want to learn more about what you can do, contact Morton R. Brigham, Chairman of the North Idaho Wilderness Committee, 3519 13th Street, Lewiston, Idaho, or Doris Milner, Chairman of the Save-the-Upper-Selway Committee, RFD No. 1, Box 355, Hamilton, Montana. The latest word is that the Upper Selway has been added to the list of six specifically designated rivers which will be given the official title of "Wild River" in a bill introduced in Congress by Senator Frank Church. More on this later.



Safety as We See It

By John Bombay
AWA Safety Chairman

There is no better way for our boaters to assure maximum safety than by mastering the skills of maneuvering their boats. These skills can only be developed through good instruction and practice. The practicing boater must do himself; the instruction must be provided by others.

To assist instructors, the AWA has produced a "Canoe Training" film, which is seeing a very busy schedule of shows even though the sound track is not yet completed. We are now working steadily on the completion of our kayak instruction film; about 1200 feet have been shot at this writing. Although everyone who has seen the canoe film is quite pleased with it, we feel that we need to do better with the kayak one.

For example, our canoe original was composed from three different types of film which could not be interspersed at will without introducing a serious printing problem. Consequently, we could not utilize to its fullest the materials donated so generously by the different affiliates and individuals. At the time of the printing of the canoe film we had a deficit in our film fund and thus could not afford the addition of an optical sound track. Instead, a magnetic sound track will be added this summer.

Lessons on Filming

The kayak film will benefit from the lessons we learned from our work on the canoe film. We will use only one type of film. Any additional scenes needed for clarification can be shot here in Tennessee, since we have actors and equipment available, as was not the case with the canoe film. We are thus free to intersperse, cut, arrange, and re-shoot film sections at will. The editing is a very critical part of the film production, since the editor really fits the many scenes together to make a comprehensible and telling story, whose action follows logically so as not

to disturb the train of thought of the viewer or distract him from the purpose of the particular scene.

For instance, a kayak coming down a rapid has to complete the run safely—it mustn't be left in a souse-hole when the film switches to another scene, leaving the viewer wondering what happened to the poor fellow! Consecutive scenes have to be of nearly the same color balance and brightness. A kayak should not go from left to right in one scene but right to left in the next. Ideally, neither should the water flow. Scenes taken in different seasons should be separated. Thus there are many things to watch for in editing, and it takes much time and pains.

To make the film a vivid narrative, we are now thinking of sequences like these: detail shot of a paddle hold for a particular stroke, next the stroke in motion in calm water, then in fast water, then used in the negotiation of a rapid, then a short "black board" shot explaining water and boat motions, then a re-run of the same rapid, preferably in slow motion. In scenes where different strokes are used, we could cut in with short shots showing the detail of hand-holds of each. These are just two examples of methods for telling a story on film. We will have to edit them and then review them. We may discard one idea and use another instead, but will wind up with the best product possible—that is, short of paying thousands of dollars to a professional producer.

A Voice for Our Picture

If acting, filming, and editing were all that was needed, we would be in a good shape soon, but there is still the soundtrack to be added. I myself am of Dutch birth and my accent is just too thick for this job. We have received an offer for help from one of our members, one with experience in broadcasting and who is familiar with the kayak tech-

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nique. To do a good narration, one needs to review the film many times, narrate it many times, and take notes on scenes and timing. Then when the narration is complete we will add background sounds of rushing water and pleasant music.

Once we have completed all this work we will print the film complete with optical sound track, and this is costly. At present our financial status is rather precarious. Member clubs and individuals have donated time, money, and film, but the number of these generous and far-seeing people has so far been too small to carry us to the finish. If we could be satisfied with a silent film we might manage, but it would be a pity to do so. Anyone who has ever tried to narrate a film made by someone else will appreciate the vast superiority in integration of message of the sound track. It is nearly impossible for the narrator to keep up with or express the verbal ideas that go with the images the film maker presents. Titles are better, but they interrupt the flow. Thus a sound track is a must for our modestly ambitious kayak movie.

Maybe we are not modest but too ambitious. The response will give the answer. For myself, I believe our fine organization deserves a film of good quality to promote our sport and **needs** it to safeguard our members from mishaps on the river. My experience in teaching kayaking is that there is no better environment for teaching than moving water. Next best is a good visual aid such as a film. The least desirable method is a lot of lengthy dry-land talk in a club-room session, with the whole boring paraphernalia of blackboards, felt cut-outs, and bumbling volunteer demonstrators.

To those who helped us with our film, we convey our gratitude. To all those readers who have not done so yet, we aim this article to stir you into action. A donation from each affiliate and some individuals would put us in clover. Mr. J. Mack Tucker and I will keep working on the film as long as finances allow us.

Ed note: John Bombay's address: 229 E. Vanderbilt, Oak Ridge, Tenn. Make checks out to "AWA Film Fund."

BOOK REVIEW

Reviewed by Don Golden

"The Complete Book of Surfing" by Peter L. Dixon of Malibu, California, published by Coward-McCann, Inc., New York, 1965, and retailing for \$5.50 is, in the reviewer's opinion, the best over-all book on surfing that he has seen.


It commences with a brief history of the sport's origin in Polynesia and follows its development to modern times and the current surfing explosion. While the subject is primarily treated from the standpoint of board surfers, mention is made of other surfing vehicles such as dories, canoes, kayaks, mats, belly boards, skim boards, and even the human chassis (body surfing). The techniques of surfing are competently and understandably described in considerable detail from basic beginning fundamentals through the advanced skills of hot dogging and big-wave surfing.

Chapters of particular interest to would-be kayak and canoe surfers dis-

cuss wave formation and action, surf safety (including an IMPORTANT several pages on Surfing Rules of the Road) and surfing areas. However, the author does NOT outline boat surfing techniques. For specific information in this area we refer you to several articles published during the past few years in "American White Water."

The reviewer admits to being a kayak surfing addict and as such would offer a few suggestions to would-be kayak and canoe surfers. First, if you're not willing to take a few spills, forget it. Surfing is not for you. Even the experts take some beauties. Second, until you've learned boat CONTROL in the surf stay away from crowded surfing areas. Crashing into surfers (boards or boats) with your boat won't win friends or favorably influence people. Third, even after you become skillful, abide by the rules of the road. As a matter of fact, make a special effort to be courteous and thoughtful of other surfers. We kayakists can pick up the waves easier, generally go faster, take more room on the wave, and are usually less maneuverable than the boards or body surfers and so should be more careful. This isn't just courtesy, it's common sense and in the long run may even be self-preservation (or didn't you know there are over 200,000 board surfers in California alone?)

If you are interested in surfing, Dixon's book is a best buy.



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Vol. IV

No. 1, 21; No. 2, 2; No. 3, 88; No. 4, 48.

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No. 1, 92; No. 2, 76; No. 3, 45; No. 4, 103.

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"Good **Knight!**" said Bart, "**Dewey** really have to paddle in these funny blue suits?"

Barbara gave him a look full of **Frost**. "**Evans** to Betsy, Bart!" she exploded. "Here we are in the **Prime** of life and you want to take our beautiful KCCB uniforms **Wright** off our backs in the middle of the racing season. **Raleigh!** What's the matter with you? Been into the **Brandywine** again?"

"Now, now, Barb!" said Bart, with just a hint of a **Zob** in his voice. It's just that I never get to wear my new wet suit, which everyone tells me is so **Berry** becoming. I **Guss** our uniforms do go well with these fuchsia paddles though, come to think of it. But let me inter-Rupp for a moment and ask why you plan to paddle C-2M instead of **K-1W?**"

"A **Paris** as good as an ace, that's why," answered the good Doctor. Besides, what's a paddler in the north end of a boat without somebody in the **Southworth?** Barbara lost herself in concentration as she added the last dab of **Simoniz** to her perforated metal helmet, (which looked, dear reader, for all the world like a sieve, a **Poenn** my word, although I'm sure that it wasn't). Then she looked up and continued: "You know, I'll **Bechdel Kurtz** the day they let me in that race in Austria!"

"That's true Barb," said Bart. "**They'll Spittal** over you if you if you beat them!"

"The way I'm **Coffin**, it may be the other way around if I don't knock off these fags," said Barb, flicking an **Asher** two off her spraycover. At that moment, the U. of **Kalcar** came in from Berkeley to take her to the airport.

"If there's one thing I like," said Bart, "it's people who do things in style. When they want to go somewhere, they

hire a limousine to **Bickham** up. I could have taken you in my **Stanley Steamer**, but I've got Bill **Heinz-erling** it up for the trip to Peterborough. Well, Barb, old girl, good luck, and 'pas de lieu Rhone cas nous!', as they say in **Frantz!**"

"To-to to you too, toots!" said Barb, "and remember what I taught you! Watch out for boulders when you paddle in **Brooks, Ann Dodge** the rocks in rivers! Keep the **Bauer** your boat downstream, and most important of all, **Neversink!**"

Then, with a wave of her hand, the doughty intellectual competitor was off, disappearing into the **West** a **Milo** minute.

P.S. Bart—you can **Showacre** this or any of **Dubois**, as **Hardy** any of them have read it.



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- Ledyard Canoe Club**
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Seduction of the Rapids

Look! the rapids calling, *leaping*,
Draw me on to share their *glee*.
Darting lights and sliding shadows
Whirl in dances, silently.

Hark! the deep enraptured tuning
Of the rock-embracing waves.
That low seductive crooning
Fascinates, and then enslaves!

Watch the saucy wavelets curling
Coily in a rocky hollow,
Back into the smother whirling.
Crying "Chase me! follow, follow!"

Down the boiling rush of *waters*
Still the siren voices calling.
"Chase me, catch me, faster, faster."
Down the steeps go *plunging*, falling.

I have heard the siren summons
I must follow, come *what* may
Down the boiling slopes and eddies.
For my heart is there to stay.

As I strive with noisome nothings
In the toil of night and day,
I hear the siren *summons* urging,
"Be my plamate — come *away!*"

—Lecic Snikliw
(OVKC)

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BUILT TO BATTLE ROUGH WATERS

Run the rapids, tackle swells and tricky currents with confidence in your Old Town canoe. She's the real thing! Rugged, lightweight, easy to handle—at home in fresh or salt water.

Old Towns are built of tough straight-grained cedar and covered with heavy seamless canvas. They're neatly balanced—easy to portage. Sportsmen and white water canoeists say you can't beat an Old Town for years of thrilling adventure and dependable service!

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Old Town makes a model for every purpose, in a size (11 ft. to 25 ft.) and a price to fit your needs. Strong ash paddles come in lengths from 4' to 6', 7" or 8" blades. Old Town also offers sailing equipment designed to adapt to any canoe. Sturdy lateen sails (from 40 to 75 sq. ft., in white and colors) completely rigged with mast and booms and tackle; mast seats

• *John L. Berry in his 16' Old Town, "Traveler IV," on the Canyon section of the Cheat River below Albright, West Virginia. Photo by Bob Harrigan.*

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War Canoes shown are like those selected by the U. S. Olympic Canoe Committee and a number of physical education departments of the nation's schools, youth camps and clubs promoting competitive canoeing programs.



Old Town[®] CANOES



The American Whitewater Affiliation

We are many individuals who wish to promote river touring, and to keep informed about wilderness waterways and the ways of white water.

We are an affiliation of outdoor groups, outing associations, canoe clubs, ski clubs, hiking groups, all interested in river touring for our members. Our groups range from the Appalachian Mountain Club in Boston, to the Washington Fold-boat Club in Seattle. These groups have pioneered in developing river know-how. They are the local sources from which flow the currents tributary to our growing sport. Through group representatives, the knowledge of all is made available to all.

We are a non-profit organization. Our organizational simplicity permits all dues to go directly to the building of our magazine and services.

OUR PURPOSE

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

OUR PUBLICATION

All members receive our quarterly magazine "American WHITE WATER," which is a voice for all American boatmen. You are urged to contribute articles, pictures, cartoons, information and ideas (to increase the fun of our sport and ideas for improving our services to you). Subscriptions begin with Summer (June) issue.

MEMBERSHIP

Membership is on an annual basis with the new year starting in March.

Tell your friends who might enjoy canoeing or canyoneering about the AWA. Their \$2.50 will help foster enjoyment of wilderness water and bring each into the boating fraternity through the pages of "American WHITE WATER" magazine.

COUNT ME IN

as a member of the American White-water Affiliation. As a member I will receive American WHITE WATER magazine issued in June, September, December and March. Here is my \$2.50.

Name: _____

Address: _____

Occupation: _____ Type of Boat: _____ Club: _____

Committee I'd like to volunteer for: _____

Suggested articles: _____

Mail to: Amer. Whitewater Affil., 1925 Hopkins Street, Berkeley, Calif., 94707

