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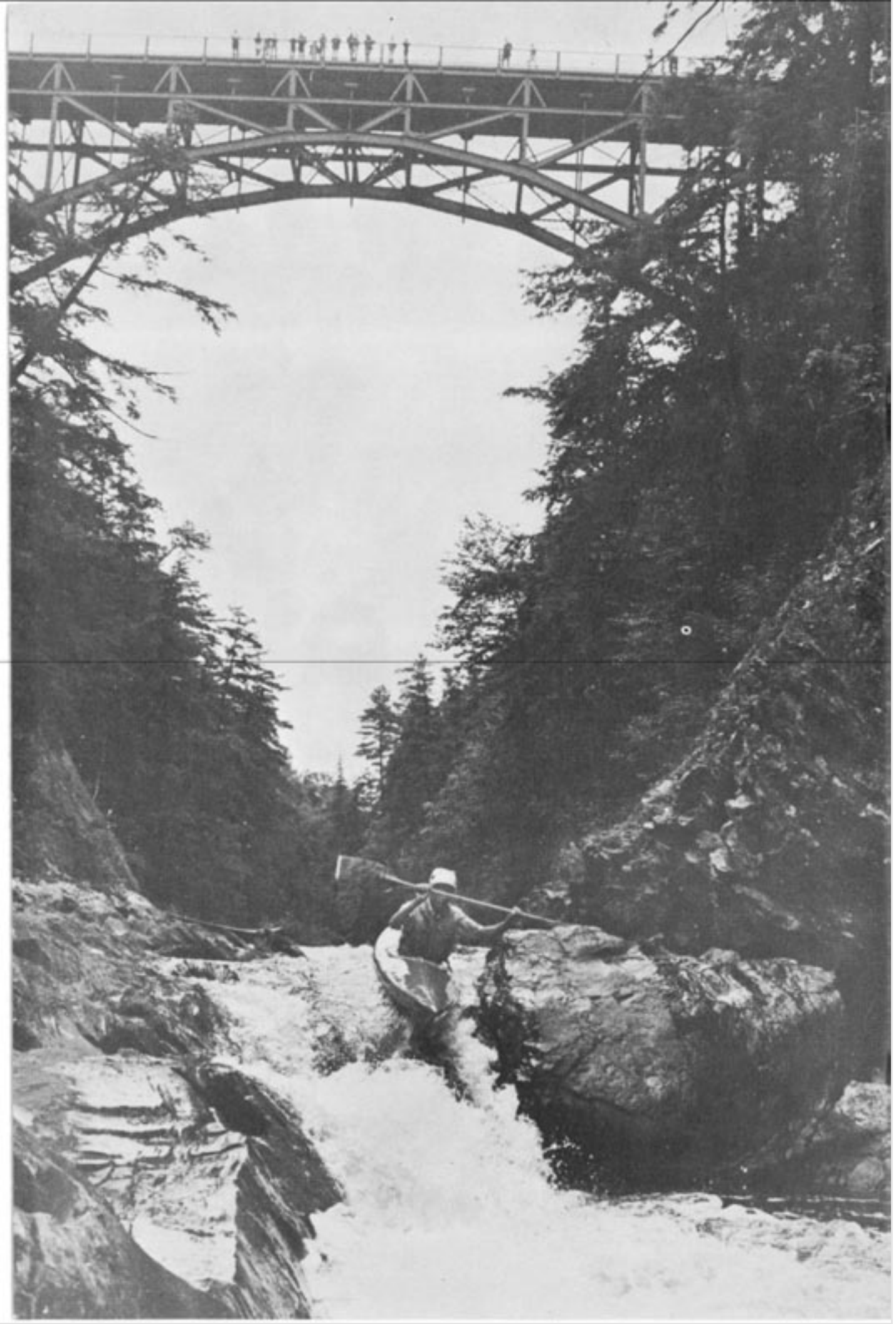
# WHITEWATER

*the Journal of the American Whitewater Affiliation*



**SUMMER, 1972**

**Vol. XVII, No. 2**



Sponsored by The American Whitewater Affiliation

SUMMER 1972

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The American Whitewater Affiliation

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How to Write to American Whitewater  
 Deadlines for all material, including advertising, are the 15th of January, April, July and October for the Spring, Summer, Fall and Winter issues respectively.

Send Race Schedules and results to the Editor, Iris Sindelar.  
 Send membership/subscription payments, changes of address, non-receipt of copies to the Circulation Manager, Geo. Larsen.

Send Advertising copy, proofs and requests for information to the Advertising Manager, Karen Gebe

Send Payments for Advertising and Club Affiliation dues to the Business Manager, Charles Smith.

American Whitewater is mailed to all members of the American Whitewater Affiliation, an affiliation of boating clubs and individuals interested in whitewater paddle sport. Membership is open to interested individuals at \$3.50 per year and to clubs at \$8.00 per year. Club membership includes listing in the Journal.

Publication is planned at 4 times yearly. Single copies, \$1.00 each. Surplus back copies are available at reduced prices. Write the Circulation Manager for details.

The Staff and committee members listed above are unpaid Whitewater enthusiasts who volunteer their time and efforts to bring affiliate/member subscribers this journal. Your contribution of articles, letters, race results and schedules, photos and drawings are essential for their continued efforts and the timely publication of the American Whitewater Journal.

COVER: Brent Lewis (bow) and his brother Kevin (stern), surely one of the most graceful C-2 teams in the U.S., practice at the Kernville training camp. Photo by Art Vitarelli.

AT LEFT: Peter Wilson runs a slot in the Ottaquechee Gorge, Vt. Photo by John P. Wilson

## Letters from Readers

25th October, 1971  
American Whitewater Affiliation,  
2019 Addison Street,  
Chicago, IL 60618  
Attention: Harold G. Kiehm, Chm.  
Dear Sir,

We specialize in operating tours, mainly in Europe, to cater for sporting activities of most kinds.

During the Summer we have camping trips visiting most countries of Europe many of which are designed especially to visit or participate in sporting events.

In regard to your organization, we feel that we could accommodate your interests by designing an itinerary and operating a special European tour for canoeing enthusiasts. One such tour was organized for a Canoeing Club in Britain and has been accepted as most suitable.

We have Summer departure dates from April to October which would be available for tours of varying lengths.

We could arrange to meet people flying over here and accommodate them in London before and after a tour.

We trust that the foregoing will be of interest to you and that we can create some business interest which will be of mutual benefit.

Yours faithfully,  
John Petersen  
(Sales Manager)  
Pacesetter Travel Ltd.  
1st Floor: 31-32 The Haymarket  
London SW1

22 Mar. '72

Glad Tidings:

As of this date the Conservation Chairmen of the three National Canoe and Kayak Associations, the American Canoe Association, American Whitewater Affiliation and United States Canoe Association have agreed to work together in a concerted effort to save the remaining rivers in North America.

From where the sun now stands, Rich Gabrish of ACA, Gerald Meral of AWA and Jim McAlister of USCA will

be representing and speaking for all organized Kayakers and Canoeists in matters of river conservation.

Jerry Meral is also National Chairman of the River Conservation Committee of the Sierra Club. This means that each State Conservation Chairman of USCA, District Conservation Chairman of ACA and whoever Jerry Meral shall name in his outfit will be able to call the others for help on local and national problems.

Sincerely,  
Jim McAlister  
224 North Atlantic Place,  
Boise, Idaho 83704

18 March, 1972

Dear Editor:

Just a note to let you know that AWA members were well represented among the approximately 35 people who attended the joint ACA, AWA, USCA winter camp last January in the Ocala National Forest in Florida. Eight states were represented and everyone had a good time during the week of cruising on local spring runs.

Next year's winter camp will probably be held farther west, perhaps in Texas again.

Noble Enge  
Camp Coordinator  
5653 Windermere Dr.  
Jacksonville, Fla.

8 Feb., 1972

Dear Ms. Sindelar:

"The Big Debate" is aptly named. It is a knotty problem that is already being discussed here in the Northwest.

Unquestionably, the designer of a boat should be compensated for his time and effort. His contribution to the advancement of the sport is undeniable. The problem then seems to be in accomplishing this.

First let's look at why boats are copied.

1. Well-known brands are locally unavailable.

2. High cost of freight from the East increases the price too greatly.

3. Building your own boat is cheaper.

4. Actual building of boats is considered part of the sport of kayaking.

The crux of the problem rests with reasons 1, 2, and 3. If pirating of boats is to be eliminated, then boats must be readily available. This could be accomplished in the following manner:

1. License local boat builders, i.e., one per major boating area so as not to overly dilute the marketplace.

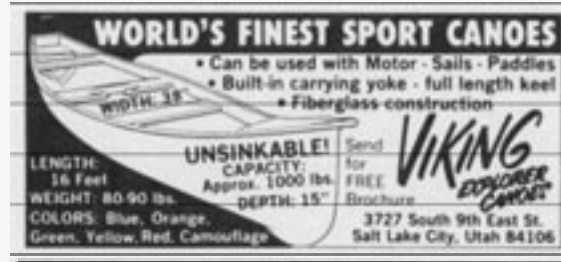
2. Work directly with major clubs, giving them rights to molds for their members' use in building boats only for themselves, not for resale. Designs one or two years old would be adequate. A royalty arrangement could be worked out with the original designers and/or the local licensed company producing built boats.

As the situation now stands, one company represents the entire U. S. A. for two of the major designers (Prijon & Lettman). Their contribution of boats to the U. S. team members, though highly commendable, is not entirely altruistic. The advertising thus gained from having the U. S.'s best boaters use their boats is obviously valuable. Another company has "exclusive rights" to the Hahn.

In all honesty, is this "exclusive rights" type of approach really benefiting the designer? The competitor? The sport in general? Or in the long run, those that have the "exclusive rights?"

Here in the Northwest, much of our membership is at a family level. Recreational river running is our main interest. Most club members are not slalom-oriented to the degree that national competition is their goal. However, it is these people who support slaloms. These are the competitors who place 10th and below. They are the timers, the judges, the managers of gates, and the payers of dues that make slaloms possible. But more important is the fact that this group, by its very size and diverse talents, works actively to preserve and protect our rivers in order that kayaking can continue.

These are the people who need boats



—of not necessarily the latest design, but not completely outdated design. We should not make it difficult for this group to get boats. What may well happen is that individuals will make minor changes in existing established boat designs and really muddy up the problem of what constitutes infringement of design. Complete originality of design should be encouraged but realistically, this is extremely difficult (to do on a club basis).

In summation, the solution to pirating can be accomplished by the easing of overly restrictive licensing rights on the part of designers and by the co-operation of clubs in adhering to a practical policy set down by the A.C.A. This I feel will create a mutually beneficial situation. The original designer will be compensated. Locally licensed builders will supply all built boats. Those who wish to build boats can; the mold fee supporting the efforts of the designer and/or local builder.

Michael J. Harman  
President  
Washington Kayak Club

P.S.: Although I am currently the President of the Kayak Club, (which has a membership of 300) the above is a personal point of view.

Dear Editor,

As regards the Life Jacket situation:

1. I am bitterly opposed to Federal (or State) legislation which regulates my pursuit of enjoyment of whitewater canoeing, be it regulating the life jacket I may use, the construction of my canoes or the licensing of me as an operator!

2. I consider it ridiculous for 21 people in an "advisory council" to advise on a subject with which **not** one of them is familiar!

3. I will never be convinced that the imprint "USCG Approved" on a life jacket will save any lives! Neither will a jacket which is not on a whitewater paddler be of use!

4. Buoyancy requirements for aerated whitewater would dictate an impossible jacket be used. I will not use such a jacket!

5. If Federal (or State) nincompoops continue this encroachment of my rights, I'll stop canoeing because it will no longer be enjoyable!

Les Jones is taking action in one of several courses to be pursued. BY all means support him. Maybe from the results of his comparative evaluation, the USCG Advisory Council or someone will get the message that we need a specialized jacket which is not currently available.

I suggest that you instigate a nationwide move for all to express item 1 (above). If this should fail to produce results then I hope you will want to be represented by at least one member on that council. Both of these actions should be pursued before agreeing to settle for a compromise life jacket.

Sincerely,

O. K. Goodwin,  
AWA Safety Chmn.

**EDITOR'S NOTE:** *We would like to join Carl Trost and O. K. Goodwin in strongly urging that everyone of you take a few minutes and write a letter to the Coast Guard expressing opposition to the interim rule as it applies to canoers and kayakers. We think it would be reasonable to request recognition of all kayaking and canoeing lifejackets with a minimum of 13 lbs. buoyancy. The responsibility for meeting this requirement would lie with the boater, and the jackets would be subject to spot checking, much as is done with safety equipment on cars. Also, if a kayaker or canoer is wearing such a jacket, he should not be required to carry another "approved" device on board, regardless of whether the craft is decked or open. The Coast Guard has stated that all comments on the interim rule will be considered in developing the overall revision, (And who knows — this time they might even read them instead of just weighing them like they did last time!) Comments should be sent to*

U. S. Coast Guard (CMC/82)  
Room 8234, 400 Seventh Street  
Washington, DC 20590

## UP THE CREEK WITH WOMEN'S LIB by Ann Schafer

Sisters, arise and be liberated! The Women's Movement must be extended to paddling activities. Herewith are

ways to gain more equality on the water:

**Cruising Paddlers:**

1. Participate in portages. Shoulder your own 17 foot Grumman's don't buckle under to male tradition. Why should men alone have all the sport of carrying boats down the 500 foot cliff at Hoover Dam?

2. Don't wear long hair like men; get a butch.

3. Let men run the shuttle while you carry boats and gear across boulders and mud flats and experience the joy of trying to distribute the load evenly in your boat.

4. Learn to erect tents at midnight without light when it does start to rain after all.

5. Load and tie down your own boats on cars and vans. If you don't, your smooth, soft hands and long fingernails will make people suspect you're effeminate.

**Whitewater Paddlers:**

1. Build your own boats. Don't let men keep the fun and revelry of thrilling fiberglass sessions to themselves. Tell them you're itching to participate.

2. Demand to race the full 26 mile downriver course at the Salida-Arkansas race instead of that puny 4 mile run.

3. Insist that women race the full slalom course on the Feather River. Open up all gates to us.

4. Cancel C-2 mixed events. Change to C-2 women instead. Who needs all that muscle and skill in the stern in a Class V rapid?

5. Ladies First: Let us pre-run questionable stretches to find the proper channel. Women are apt to change their minds, so this is a natural.

6. Burn your spray 'skirts.' It's spray pants from now on.

Don't sit down in kayaks like you're at a tea party. Stand up for yourselves and paddle C-boats. You, too, can have arms that look like legs. (from Pacific Paddler, April, 1972)

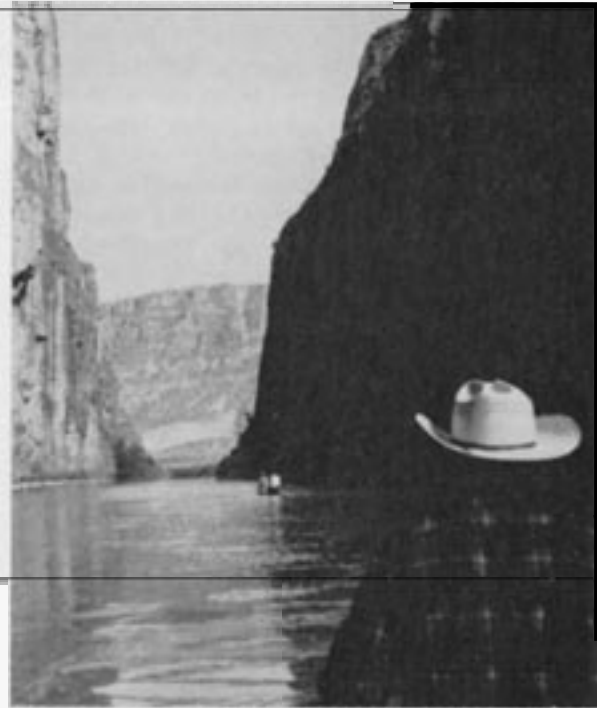
# Second Winter Canoe Camp— Big Bend 1970

by Donald duBois, 103 Hubbell Dr., Apt. 2, Columbia, MO 65201

Blue skies and sunny days with temperatures in the 70's and 80's greeted us as we paddled through three spectacular 1000 foot deep canyons on the Rio Grande River in Big Bend National Park, Texas. The desert cools rapidly so that warm clothes were in order for the chilly nights, but at least there was no snow and rain was nil during the last week in December, 1970 at winter canoe camp.

Both the first and second winter canoe camps were skillfully organized and co-ordinated by Cecil Carnes, Jr., of Los Alamos, N.M., National Conservation chairman of the American Canoe Association. The first winter canoe camp was held in February, 1970, in Big Bend National Park with 35 participants. The second winter canoe camp, from December 27 to January 2, 1971, attracted over 100 participants from 12 states. Experienced boaters who are members of the American Canoe Association, the American White-water Affiliation, or the U.S. Canoe Association, and their families were invited to attend. Those participating ranged in ability from expert to a few who were somewhat fearful of white-water and a few wives and children who rode as passengers in the middle of some of the open canoes. During the week three two-day 30 mile trips were run through Boquillas canyon, three one and two-day 9 mile trips in Mariscal canyon, and one 17 mile two-day trip through Santa Elena canyon.

The gently flowing water was cold and the sun bright and warm as we put our boats in the Rio Grande on December 27 in front of our campsite at Rio Grande Village. Twenty-six of us were off on the first trip of canoe camp in open canoes, kayaks, C-1s, and a C-2. Wally Green of Los Alamos, N.M., was our experienced trip leader.



Mariscal Canyon, Big Bend Nat'l Park, Texas.  
Photo by Donald duBois.

In fact all of the leaders of the various trips had previously run the canyons so we were in good hands. Technically the Boquillas canyon run is class I with only a little bit of class II water and thus a good trip for my friends Chuck and Larry who were short on prior river experience. Soon we reached the ford to the village of Boquillas, Mexico, where some burros were carrying a few tourists across the river. Chuck and Larry promptly grounded their Grumman on a shallow spot in the river where there was an easy riffle. Larry got out of the boat to get it off the rocks and Chuck floated downstream several yards alone. At the time, there was some doubt as to whether Larry would hitch a ride with one of the burros crossing the ford or rejoin Chuck in the canoe.

### 900-Foot Canyon Walls

Three miles from our camp, the river abruptly enters shaded Boquillas canyon. Within a hundred yards the canyon walls suddenly rise from nothing to nine hundred feet above the river. A steep sandy slope runs out of a cave entrance several hundred feet up on the Texas side. In the next four miles the river cuts more than a thousand feet deep into the Sierra del Carmen range. The beaches on both sides of the canyon soon fade away until the canyon walls are rising directly out of the river. What a glorious feeling to drift along on a quiet current, lean back in your canoe, and look up those sheer rocky walls, their towers and spires outlined against a warm, blue, December sky.

After coming out of the deepest part of the canyon we stopped to hike up one of the side canyons coming in from Mexico and for a bite to eat. Much of the way along the more open sections of the river, the banks are lined with a jungle-like growth of willow, tamarisk, seepwillow, and other water-loving plants. In some places it is difficult to get out of the river because of the dense vegetation. Only a few yards away from the river the typical desert vegetation resumes: creosote, ocotillo, yucca, pricklypear cactus, and an occasional cottonwood tree. From time to time we would see cattle, horses, and burros, some of which are wild, grazing near the river. There is nothing to keep these four legged wet-backs from swimming the river and feeding in the National Park. Several ducks were seen on the river, as well as numerous nests of mud swallows sometimes built on overhanging rock surfaces.

Between Boquillas, Mexico, and the Adams ranch, our take-out point, there are no towns, highways, few trail heads, and probably no people that you are likely to see. A much more extensive wilderness area starts only a few miles down stream from Adams ranch. From there, five to seven days are needed to run the rugged lower canyons of the Rio Grande including Heath, Horse, Big, Regan and Bullis canyons extending almost to Langtree, Texas. There

are many tough rapids and almost a continuous canyon for three-fourths of the trip. None of this true wilderness area is protected from future dam sites that have been proposed.

Our trip leader told us of a recent trip he was on when rain, causing a rapidly rising river, roused the boaters out of their tents at 4:00 a.m. Several boaters had to dive underwater in the dark to untie their boats which had been moored at river level. Consequently, we pulled our boats ten to twenty vertical feet out of the water at our camping place for the night. We had paddled about 15 miles. As we were finishing dinner the sky turned a wonderful red and orange. After swapping stories around a campfire for a few hours more we crawled into our tents for what proved to be an exciting night for my friends Chuck and Larry.

### Tent-eating Burros

Around 2:00 a.m. Larry woke Chuck up as he heard some burros eating outside their tent. Larry, camping out for the first time, had visions of being eaten alive and asked Chuck what to do. Chuck was more concerned with visions of being stepped on, or worse, being caught in a wild burro stampede; he advised Larry to stay in his sleeping bag which offered padding for protection. Meanwhile Larry had jammed and broken the zipper to his sleeping bag in preparation for an evacuation. Somehow the intrepid canoeists dozed off to sleep for three hours. Then a burro munching only inches from Chuck's ear woke him up again. Larry's imagination got the better of him as he awoke and exclaimed, "This time Don has gone too far. Don piled brush up against our tent during the night and the burros are eating it now!" Larry and Chuck called over to my tent and I heard a whinny and some hoof beats as the burros were finally scared away.

The next day we paddled through canyons and open country to Stillwell Crossing at the Adams ranch, our take-out point. On the way we hiked up a remarkably narrow and beautiful side canyon in Mexico. In some places the overhanging rock walls seemed to lean



in and almost touch each other. We had to climb some of the dry waterfalls in the canyon with feet against one wall and back braced against the other.

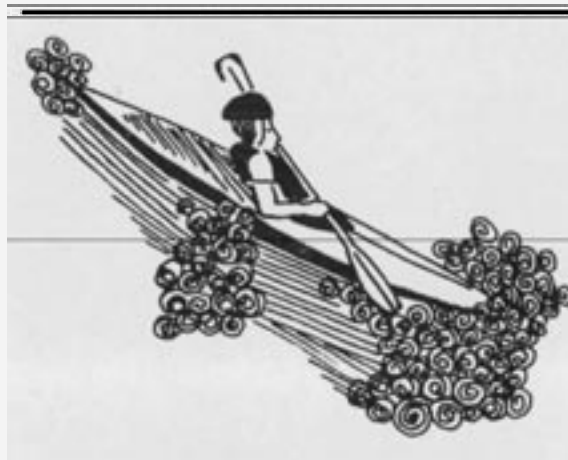
Cecil Carnes and a number of other people from the base camp had driven their cars to pick us up at the takeout point. This was a real blessing since it was a 90 mile trip by road back to Rio Grande Village. The next day, some of us who had not started on another boat trip were able to return the favor for about 40 boaters who were on the second Boquillas canyon trip. They had started one day after us.

Mariscal is the deepest and narrowest of the Big Bend canyons: 1300 feet deep. Both the entrance and exit to this rather short canyon, 5 to 6 miles, are very abrupt, the canyon walls rise from zero to several hundred feet within a few yards. The exit from Mariscal is especially attractive because the walls rise vertically out of the water on both sides of the river continuously for the last half mile of the canyon. Along that stretch are numerous rock overhangs which we could paddle under. You can even climb out of your boat directly into some dark caves and chimneys that lead up to lookout points right in the canyon walls. Some of the undercut walls can be dangerous. I saw one kayak capsize when the river current pulled it under an overhang that was just about at the water line. However, hazards of that sort were the exception rather than the rule.

Mariscal is technically a little more difficult than Boquillas. It has one class III rapid that can be portaged although most people can run it. Chuck and I managed to run straight into the main obstacle in the rapid which put a dent into the Grumman. The rapid was caused by a rock fall which considerably narrowed the river channel. We climbed a long ledge to get a bird's-eye view of another rockfall but one that can be run quite easily.

#### **Wax Smugglers' Camp**

Our lunch site was at a break in the middle of Mariscal where a dry wash comes in from Mexico. The remains of an illegal wax camp are found there. Mexicans harvest the candelilla plant



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which contains a high quality wax used in shoe polish and cosmetics. The wax is extracted by boiling the plant in water with a small amount of sulfuric acid. Since the Mexican government attempts to restrict the quantity of wax processed, some people process the candelilla plant illegally and sell it processed or unprocessed to ranchers in the U.S. where there are no restrictions. At the wax camp we saw a large mound of boiled candelilla plants, a fire pit, and several crude dwelling places with thatched roofs carved out of a dirt hillside.

Santa Elena canyon is the most difficult of the three canyons because of one place called the rockslide. A rock fall has dumped many boulders in the river, some bigger than little houses.



First Rockslide, Mariscal Canyon, Big Bend Nat'l Park, Texas. Photo by Donald duBois.

There are many blind alleys and suck holes. From river level the boater cannot see around nor through the rapid; consequently it is necessary to memorize the route beforehand when scouting the rockslide. The rockslide can be portaged but it is a difficult and tough job. Many boats have been sucked under the rocks, usually to be trapped and broken up into several pieces before being washed out downstream. One of the trip leaders at canoe camp had previously lost his boat at the rockslide and he himself was carried under water for 75 yards. He now portages the rockslide. The rapid ranges anywhere from class III to VI depending on the water level. Except for the rockslide, Santa Elena is not technically difficult. It is extremely narrow, sheer and beautiful with good campsites and beautiful side canyons for hiking.

The second winter canoe camp was certainly a success thanks to the good planning and hard work of Cecil Carnes. The trip leaders were skilled and knew the canyons well. For those of us who paddled Big Bend for the first time, the canyons were awe-inspiring, unforgettable.

*Further information is available from the Big Bend Natural History Association, Big Bend National Park, Texas 79834. A topographic map of the Big Bend area is available for \$.75 and a "Guide to the Backcountry Roads and the River" for \$.70 which includes a description of the three canyons in the Park written by Bob Burlison of the Texas Explorers Club.*

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SHARE WITH YOUR FRIENDS . . . Have you found a good and reliable source of materials and/or equipment related to boating? Your fellow boaters are in need of just such sources. Please send the company's name and address to our Advertising Manager, Ms. Karen Gebe, Six Flags, Campton, NH 03223 and she will inform them of the possibilities of advertising in the American Whitewater Journal.

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## NEW PRODUCT ANNOUNCEMENT

The Old Town Canoe Company of Old Town Maine has developed a new technology to go with a new material for use in whitewater boats. In their 1972 catalog they list "The Snapper, a tough, resilient slalom kayak, vacuum-molded from rugged foamed ABS plastic." This material goes by the trade name ROYALEX, and has been used in open canoes for several years by at least one manufacturer (Rivers and Gilman, Hampton, Maine, makers of "Indian" brand canoes) but never before in a closed boat. This could prove to be very interesting to whitewater boaters, because the INDIAN canoes are REALLY tough—a number of them have been taken off the New England rocks around which they were wrapped and lived, with very minor damage (the parts that suffer damage have generally been the aluminum gunwales and other non-Royalex parts). Old Town lists the SNAPPER as about the same weight as their fiberglass kayak (31 pounds) and slightly more expensive (\$310.00).

# E-DAH-HOW

## *Behold the Sun Coming Down the Mountain*

by **Jim McAlister**, 224 N. Atlantic Place, Boise, ID 83704

The Editor of American Whitewater has suggested that I write of the problems confronting River Conservationists in Idaho. Although this subject has been explored by myself and others in print from many angles, we cannot resist a request from a lady with such a beautiful name.

Possibly Southwestern Idaho has more to lose than most other areas because we are part of the last frontier in the contiguous United States. We had so many wild and beautiful rivers that the spoilers have not yet ruined them all. However, we have a State Water Resources Board composed of one brave conservationist and five spoilers who are determined to impound all running rivers in Southwest Idaho.

We are also afflicted with the Bureau of Reclamation which is allied with Western Senators and Congressmen in a continuing effort to turn all Western Rivers into mud flats and silted pools. Our state Legislature is controlled by irrigators who are agricultural corporations, food processors and the Amalgamated Sugar Company. To those of us who are working to save rivers the Nader Task Force Report, DAMMING THE WEST, seems an understatement.

What do we have to lose beside year around canoeing and kayaking on rivers from class one through five? Last week on April sixth I was drifting down the canyons and the valley of the South Fork alone except for a continuous gaggle of giant Canada geese when a golden eagle dived on a goose flying about ten yards to port. The goose squawked in outrage, splashed down beside me and took off over my bow while the eagle towered toward the snow covered mountain ahead. Such incidents, like watching ravens tease a basking wildcat or seeing a family of otters at play are an integral part of the quality of life.

The Southwest Idaho Water Project starts with two dams on the Snake River called the Swan Falls-Low Guffey Project just south of Boise. The contract for this has just been signed by the Idaho Legislature without an environmental impact study and will drown twelve miles of scenic canoe water and hundreds of petroglyphs below Swan Falls plus subjecting the hundred miles of river between Guffey Butte and Brownlee Reservoir to a daily fluctuation of up to seven feet. After this rape the plan calls for a series of dams and tunnels on the Payette and the Boise Rivers that will completely destroy these river systems for recreational use. It will also wipe out forever hundreds of elk and thousands of deer. A dam is also proposed on the Bruneau which is one of the last truly wild rivers in these United States. Only Doctor Walt Blackadar and a few other highly skilled adventurous souls have run the sixty miles of basalt canyons of the Jarbridge and Bruneau Rivers.

Idaho's hunters could probably halt this plan. However, they read only the National Rifleman and fight only for unlimited personal armament.

Before getting uptight about additional food this dammed up water would provide, consider a few facts and figures. At present 160 million acres of arable farm land is idle in the United States because there is no market for the food. The agribusinesses that manage irrigated farm lands with water supplied by the Bureau of Reclamation are heavily subsidized by your tax dollars. Every new additional irrigation project of BuRec forces more farmers off their land and into the city to welfare or unskilled jobs.

According to information available to us from various learned and respected sources, the quality of life reached its

zenith and started down shortly before 1950. It has now crossed the curve of the quantity of junk which is, of course, on the way up. Even the present overproduction of tricycle motors has little to do with the outlook.

The excess production of electric energy is directly connected with the vast quantity of junk. The so-called power shortage has been carefully developed by the electric power industry just as the ever-recurring shortage of military hardware is planned by the armed services, industry and their members of Congress.

It is, therefore, apparent that River Conservationists are among the most valuable environmentalists, as stopping dams is vital to the continuation of the human race. A small force such as ours must establish priorities and not waste time following slobes to pick up their trash.

Now we have a twenty-mile stretch of whitewater on the South Fork and main stream of the Payette where the local kayakists practice for their trips down the Middle Fork of the Salmon and Hells Canyon. The entire South Fork is a kayak stream running through a scenic granite canyon except for one deep narrow run where a sheer-walled canyon and a waterfall makes a No-No. Much of the North Fork is a cascade over rocks blasted out of the mountains by highway and railroad builders, however, there are some scenic cruises in the high valleys.

The North, Middle and South Forks of the Boise River are used only by trout fishermen now because there is so much good kayak water nearby.

Pillage of the above rivers now planned by the Idaho Water Resource Board for the Southwest Idaho Water Project will leave us poor indeed.

The BuRec has plans to impound the upper reaches of the South Fork of the Snake where it whirls and bounces its way through Swan Valley and Black Canyon. They also have nefarious schemes for North and Central Idaho that they are keeping quiet at present because the Dworshak Dam which



South Fork of the Payette. Photo by Jim McAlister

ruined the North Fork of the Clearwater turned out to be' the ecological and financial disaster conservationists said it would.

The sound of trumpets and appropriate editorial fanfare hailed our election of a Governor pledged to conservation.

It turns out that a flourish of strumpets would have been more appropriate. With three openings on the Water Resource Board Governor Andrus appointed one brave man who has said he felt like a nun in Brigham Young's harem. Andrus refused to oppose the Teton Dam or to veto the Swan Falls-Low Guffey which a Governor with guts could have killed. Along with 90 per cent of Idaho citizens he opposed open pit mining in the White Cloud Mountains.

Of course it must be realized that politically Idaho is still in the nineteenth century when robber barons were called Empire builders. Our state house is something like the fabled Oriental bazaar where everything was for sale including the owner, the owner's wife and the owner's daughter.

Our struggle is to slow down the rate of degradation in a state where there is still something worth saving. Together with Montana and Wyoming, we still have clean running rivers. Oregon is now blessed with some ecologists in public office who could, perhaps, have saved the state ten years earlier, although no one as yet has figured how to stem the terrible tide from California.

#### FUTURE POSSIBILITIES

The rapists of mother earth, whom we refer to as millionaires on welfare instead of the shorter more accurate term, are so accustomed to their own way that they have the vulnerability of arrogance. When we shot down their bill to put a bounty on coyotes they prophesied disaster and rushed bawling to Washington.

We have acquired allies. In 1970 the local environmentalists were concerned only with the White Clouds and Hells Canyon. We were told irrigation practices could not be questioned in print. Now that taboo has been broken the Idaho Statesman is conducting a campaign against any more dams and/or subsidized irrigation projects. The League of Women Voters, American Association of University Women, Trout Unlimited, Idaho Wildlife Federation and the local chapter of the Sierra Club have joined with the two local canoeists in the exercise for clean running water.

With luck we may even get the help of some of the few local kayakers and canoeists.

Above all we look forward to working with Rich Babrisch of ACA and Jerry Meral of AWA. Behold—the Sun on the Mountains.

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John Holland snarls his way through a gate (go get 'em, John!). Photo by Art Vitarelli.

## Kernville Whitewater Training Camp

by **Cindi Goodwin, 1240 Moyer Road, Newport News, VA 23602, and  
Art Vitarelli, 112 W. Coast Hwy., Newport Beach, CA 92660**

During the months of February and March of this year approximately twenty whitewater boaters were training on the Kern River in Kernville, California. This camp was organized and supervised by Tom Johnson, the U.S. Olympic Slalom team manager. The purpose of the camp was to raise the boating level of American boaters. Besides paddling four hours a day on a convenient set of rapids, many of the paddlers were lifting weights, running, following special diets and getting together to discuss their efforts, their progress, and any possible improvements or changes in the schedule.

A typical routine was as follows: on weekdays, the trainees split into

groups, each training on one section of the 40-gate slalom course. Short sequences stressing either upstream, reverse or downstream offset gates were run in the morning with an hourly changeover onto a new section of the river. In the afternoon a slalom course between 20 and 30 gates long was designed by two volunteers and each boater had to make a minimum of seven runs on this course. Relays (wind sprints) were run between fairly even teams after the slalom practice.

On weekends, with the assistance of weekend boaters from Los Angeles and the San Francisco Bay area, a full scale slalom was run under race conditions—only one practice run and two racing

runs. Any other runs were optional and were not scored. Gate penalty averages were totaled after each weekend race and those types of gates (upstream, reverse, etc.) most frequently penalized were stressed most strongly during the following week's training. Training was also aided by the use of a video tape machine supplied by Art Vitarelli.

Many of the boaters were from the Eastern Division of the U.S. and had postponed school or a job for a chance

to compete for the **U.S.** at the Olympic Games in Augsburg, Germany this summer. Some of the paddlers attending the camp were former U.S. team members — John Evans and John Holland (K-1), Lyn Ashton, Louise Holcombe, Cindi Goodwin (K-1W), Jamie McEwan, Angus (Sandy) Morrison (C-1).

A camp of this type can only lead to improved results in the future racing season.

## RACE RESULTS I

### 1971 FOURTH OF JULY NANTAHALA CANOE RACES

#### DOWNRNER:

K-1 (9 boats)	
1. Joe Lederle	54:24
2. Noble Enge	57:40
3. Ben Waits	58:48

C-1 Decked (6 boats)	
1. Martin Regun	59:29
2. Reid Gryder	1:01:32
3. Kevin Lewis	1:02:50

C-1 Open (16 boats)	
1. Bill Doswell	1:05:00
2. Clyde Woolsey	1:05:56
3. Ed Weatherby	1:06:34

Father-Son (20 boats)	
1. Woolsey	53:00
2. Benner	55:40
3. Grizzard	55:40

K-1 Jr. (8 boats)	
1. Steve Kohler	31:28
2. Bruce Loehle	31:39
3. Reid Dowdle	31:57

C-2 Decked (5 boats)	
1. Begun/Caldwell	59:52
2. Woolsey/Kennedy	1:00:30
3. Ackerman/Maxey	1:02:15

C-2M Open (17 boats)	
1. Williams/Williams	1:04:26
2. Weatherby/Hammit	1:05:30
3. Johns/Johns	1:05:44

K-1W (3 boats)	
1. Jane Wolfe	1:03:12
2. Margaret Tucker	1:03:17
3. Relia Kennedy	1:06:17

C-2M Decked (2 boats)	
1. Tucker/Woodward	1:00:25
2. Doswell/Doswell	1:03:07

C-2 Open (11 boats)	
1. Rick/Boelter	1:00:13
2. Regun/Park	1:03:56
3. Grizzard/McDonald	1:04:00

#### SLALOM:

K-1 (8 boats)			
	Pen	Time	Score
1. Joe Lederle	20	2:41.7	181.7
2. Dave Reker	30	2:38.0	188.0
3. Ben Waits	50	2:23.0	200.0

C-1 (7 boats)			
	Pen	Time	Score
1. Stin. Lenkerd	20	2:58.2	198.2
2. Reid Gryder	70	2:46.5	236.5
3. Kevin Lewis	60	3:17.2	257.2

K-1W (3 boats)			
	Pen	Time	Score
1. Kim Goertner	150	2:50.0	320.0
2. Mimi Hayman	170	3:06.5	356.5
3. Nancy Rayburn	200	3:21.5	401.5

C-2 (5 boats)			
	Pen	Time	Score
1. Lenkerd/Reker	40	3:03.0	223.0
2. Woodward/Kennedy	170	2:32.0	322.0
3. Ackerman/Maxey	140	3:16.4	336.4

### SIXTH ANNUAL FARMINGTON SLALOM — APRIL 1-2, 1972

K-1 (40 boats)			
	Pen	Time	Score
1. Dave Nutt	0	117.8	117.8
2. Sandy Campbell	0	119.9	119.9
3. Eric Evans	0	122.7	122.7

C-1 (17 boats)			
	Pen	Time	Score
1. Randal Spencer	20	157.6	177.6
2. Wick Walker	30	155.1	185.1
3. Al Harris	40	166.8	206.8

C-2M (7 boats)			
	Pen	Time	Score
1. Jim and Iris Sindelar	50	190.0	240.0
2. Sid Feldman/ Lori Braman	70	186.8	256.8
3. George Thomas/ Mary Hesselgrave	100	184.8	284.8

K-1W (12 boats)			
	Pen	Time	Score
1. Peggy Nutt	10	146.0	156.0
2. Linda Hibbard	40	136.1	176.1
3. Jean Schley	60	163.4	223.4

C-2 (10 boats)			
	Pen	Time	Score
1. Al Harris/Bob Benham	0	150.0	150.0
2. Brad Hager/Bill Endicott	10	143.7	153.7
3. Sid Feldman/ Andy Cairns	40	164.2	204.2

C-2W (3 boats)			
	Pen	Time	Score
1. Lynn Wilson/ Mary Hesselgrave	220	207.4	427.4
2. Barbara Delgado/ Helen Yeisley	500	289.4	789.4
3. Brenda Lewis/ Judy Post	660	189.2	849.2

#### NOVICE CLASSES

K-1 (6 boats)			
	Pen	Time	Score
1. Fay Braman	140	186.9	326.9
2. Richard Hoffman	170	184.0	354.0
3. Peter Hewitt	260	162.4	422.4

C-1 (4 boats)			
	Pen	Time	Score
1. Ned Jose	70	187.2	257.2
2. Lee Giannone	90	188.4	278.4
3. Bob Allen	130	195.6	325.6

K-1W (5 boats)			
	Pen	Time	Score
1. Debby Bennett	140	239.0	379.0
2. Abby Endicott	170	213.2	383.2
3. Lori Braman	180	208.5	388.5

# NOMINATIONS

## 1972-1973 BOARD OF DIRECTORS

*The following AWA members have been nominated for the nine-man Board of Directors of the American Whitewater Affiliation under our Constitution and by-laws.*

*Please follow the voting instructions on the separate ballot enclosed with this copy of American Whitewater.*

*Ballots are to be returned no later than Sept. 1, 1972 to the election secretary, Dr. Oz Hawksley, Route 5, Box 78, Warrensburg, MO 64093.*

Phillip Allender, 4831 Hialeah Dr.,  
Pittsburgh, PA 15239

Member of Appalachian River Runners Federation (AARF), West Virginia Wildwater Association. C-1 racer. With Joe Monahan organized the Petersburg Slalom and started the Savage River Races, has been co-organizer of Savage Races every year since (a couple of races a year). Wife Kayaks, one son races C-1, other paddles kayak and C-2. Age 37.

Don Bodley, 3003 Ozark Circle,  
Chattanooga, TN 37415

AWA member since late 1950's; USCA safety chairman for the past three years; past president of Tennessee Valley Canoe Club and Tennessee Scenic Rivers Assoc.; member of AWA Safety Code Revision Committee. Owns a part-time canoe outfitting business. Paddles mostly open canoe (solo and tandem) and sometimes kayak or decked C-1. Has been teaching river canoeing for open canoes, both tandem and solo. Main interests are cruising and conservation, but has also done some ratting and designed the Tenn. Valley Canoe Club race course. Automotive Engineer for TVA's Transportation Branch. Married, two sons.

David O. Cooney, 21 Haggerty Rd.,  
Potsdam, N.Y. 13676

Assoc. Prof. of Chem. Eng., Clarkson College of Technology, Potsdam, N.Y. With wife started running whitewater

with the Wisconsin Hoofers, then paddled many California rivers with the Sierra Club Bay Area and Loma Prieta River Touring Sections. Presently running rivers in the St. Lawrence River Valley and Adirondack areas with local boaters. Contributed article to AWA Journal on the Hudson River (Summer 1971). Preparing a "Guide to Whitewater Boating in the St. Lawrence River Valley." Member of numerous conservation organizations. Willing to devote a significant effort to AWA. Would stress saving rivers for posterity, and would tend to emphasize whitewater river touring as opposed to ratting. Age 32.

Paul Davidson, 478 Pythian St.,  
Morgantown, WV 26505

Native of Minnesota, did a moderate amount of open boat, flat water canoeing and canoe-camping there. An active Appalachian whitewater cruiser and occasionally racer since 1966. Twice vice-president of West Virginia Wildwater Association. Member of CCA, ACA, AWA. Co-author of "A Canoeist's Guide to the Whitewater Rivers of West Virginia" (1969) and "Wildwater West Virginia" (1972). Author of chapter, "Wildwater Paddling" in "Games Doctors Play" (1972). Co-editor of Wildwater Splashes (WVWA), 1971-72. Physician and Assoc. Prof. of Internal Medicine, West Virginia University Medical School. Age 40.

J. Calvin Giddings, 904 Military Dr.,  
Salt Lake City, UT 84108

Active for many years in touring wilderness rivers and in their preservation; has paddled uncharted rivers in Utah and Idaho. Began paddling with Wisconsin Hoofers in 1955; has since been the nucleus of a kayak group now active in the Wasatch Mountain Club (WMC) of Salt Lake City. President of WMC for two years in early 1960's and at that time established its Conserva-



tion Committee; later Chairman of Conservation Committee; participant in many public hearings on conservation matters; testified in behalf of AWA on Yellowstone Lake wilderness. Has written two articles on river touring and exploration in **American Whitewater** (1966, 1972). Has wide-ranging environmental interests and is presently completing a textbook on The Chemical Basis of Environment. Professor of Chemistry at the University of Utah and recipient of many professional editorships, posts and honors including the 1967 American Chemical Society Award in Chromatography and Electrophoresis. Age 41.

**Ray McLain**, 25 Elm Ave.,  
Cincinnati, OH 45215

Three-year member of AWA; Chairman of the Miami Group of the Ohio Chapter of the Sierra Club. Has directed five consecutive canoe schools of 100 pupils each; as of recently an avid whitewater kayaker; is leading a Sierra Club rafting trip through the Grand Canyon this summer and plans to kayak. Interests, besides running good whitewater, include conservation, canoeing instruction and open canoe racing. Occupation: chem. engineer. Age 31.

**Gerald H. Meral**, 2728 Durant Ave.,  
Berkeley, CA 94704

Member and conservation chairman of Sierra Club Bay Area Chapter River Touring Section; chairman, Sierra Club River Conservation Committee; staff Scientist, Environmental Defense Fund; conservation chairman, AWA; president and founder of John Wesley Powell boating club; chairman, Student Council on Pollution and Environment (Pacific Southwest Region); vice-chairman, Tuolumne River Conference. Member of Water and Man section of Governor's Conference on California's Changing Environment, drafted and presented the student proposals at the Water section, adopted by the section and the conference. Presented the environmentalist point of view to the Calif. Water Resources Assoc., San Francisco, Dec.

1969. Gave student opinion on role of water in California as testimony to the Environmental Quality Study Council of California, Nov., 1970. Co-ordinated effort by Bay Chapter of Sierra Club to write an appendix to the State Protected Waterways Report; this has been included as part of the report. Helping to organize the statewide effort to be made for the Protected Waterways Program; presently involved in the effort to preserve part of the Stanislaus River. Boating activities: helped organize the Feather River national championships and Truckee River races in 1970. Organized a national racing survey as a part of an effort to get Pacific Gas & Electric to maintain flow in the Feather River once a year for races. Leads several RTS kayak trips and has helped explore several California streams. First descent of the upper Tuolumne and several smaller streams. Has run the Colorado from Glen Canyon to Lake Meade in C-1; this trip was the second of its kind. Writes a column in the RTS monthly newsletter and has agreed to write a chapter in a forthcoming Sierra Club book on river conservation. Completing Ph.D. in Ecology and Animal Behavior at U. of Calif., Berkeley. Age 29.

**Joe Monahan**, P.O. Box 1163,  
Cumberland, MD 21502

Co-chairman of Petersburg Slalom, 1969, 1970; co-chairman of 7 or 8 Savage R. races in the past three years; co-chairman of two Savage R. races in 1972, including Olympic Trials. Has fairly thorough personal knowledge, by paddling exposure, of all rivers in his geographical area. Has experience in the area of financial problems of small and medium sized business through employment at Burroughs Corp. Willing to help AWA in any way possible.

**Dean Norman**, 3336 W. 99th St.,  
Cleveland, OH 44102

Has been member of Ozark Wilderness Waterways Club in Kansas City, Valley Canoe Club in Los Angeles, Mad Hatters Canoe Club in Cleveland, now member of Keelhaulers Canoe Club in

Cleveland. Member of AWA since 1960, regular contributor of articles and cartoons for the **Journal**. Does a lot of canoe cruising and river camping, a bit of whitewater in C-1 and kayak, recently took 3rd place in the annual Mad Hatters Grand River Race in kayak ("beat out my kid in his kayak, and some guy in a home made jobby that looked like a giant toad"). Has decided to retire from racing. ("However, I have nothing against people who must race incessantly to work off aggressive instincts that otherwise might be expressed in socially undesirable acts. Work out my own aggressions by writing bug letters when I discover some new pollution in a favorite river.")

**Ann Schafer**, 22406 DeKalb Dr.,  
Woodland Hills, CA 91364

AWA member since 1965; past or present officer in: Haystackers Whitewater Club, Valley Canoe Club, Sierra Club River Touring Section, So. Calif.

Canoe Assn., Westlake Paddling Club. Director of U.S. Canoe Assn., Calif. Press Women. Has written monthly canoe bulletins since 1966; presently writer-editor of **Pacific Paddler**. Author of numerous articles for national and canoeing magazines. Competed nationally in Olympic-style K-1, K-2, K-4 ('69 Nationals, '70 World Championship Trials). (Took up flatwater competition to develop skills and muscles for whitewater paddling.) C-2 competitor in whitewater. Very active last 15 years in conservation. Special interests are exploring wilderness rivers and protection of remaining waterways. Active in promoting competition and Olympic fund raising. Mother of two young paddling daughters, wife of Don Schafer, Jr., whitewater kayaker and three-times ACA Pacific Division vice-commodore. Together have paddled many eastern and western rivers and lakes, judged 1968 Olympic Trials, organized canoe clubs, river trips, extended wilderness whitewater cruises, boat shows, safety demonstrations, classes, film fes-

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## FILMS AVAILABLE

**Tuolumne River 1969:** California downriver run, a fantastic whitewater challenge (Class IV-V), showcase of modern paddling technique. Filmed by John Gogins and Jim Sindelar. Super 8mm, color, silent, 16 min. Rental fee \$3.50. Specify date wanted; write 30 days in advance to Sierra Club RTS, c/o Charles E. Smith, 1760 Walnut St., Apt. 203, Berkeley, CA 94709.

USOC film: **Whitewater**, by Jon Fauer. Portrays in 16mm the thrill, excitement and pageantry of the U. S. Whitewater Team in slalom at the World Championships in Merano, Italy, June, 1971. With narration, 26 min. U. S. Olympic Committee, 37 Park Ave., New York, NY 10040.

The following four films are available free of charge from Tom Wilson, High Performance Products, Inc., 349 Lincoln St., Bldg. 56-H, Hingham, MA 02043. Phone (617) 749-5374, 5375, 5499.

**Whitewater**, by Jon Fauer. See description above.

**1971 U. S. Whitewater Team**, by Kemex Corp. 30-minute film for television. 16mm, color, with narration.

**Kayaks**, by Len Aitken. 16mm, color, sound (no narration), 13 min.

**Merano 1971**, by Sam Galpin. Super 8mm, color. Sequences of U.S. and top European competitors—excellent training film.

### FILM INFORMATION WANTED

A listing of movies and slides available to AWA members is being compiled and will possibly appear in the **Journal** sometime during the coming year. Please send information on films, including fee, if any, and how to obtain them, to Allan P. Haarr, 50 Clover Drive, Delmont, PA 15626.

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**AMERICAN CANOEIST** . . . The official magazine of the American Canoe Association. Its 28 pages, published 6 times a year, deal with all phases of canoeing and kayaking including canoe sailing. 1 yr. at \$3.50, 2 at \$6.00; Foreign: 1 yr. at \$4.50, 2 at \$7.00. Send check to 6104 Vine-land Ave., No. Hollywood, CA 91606.

tivals, pool sessions, annual river rendezvous. A professional writer-editor and a victim of advanced "whitewateritis" — enjoys paddling even in low water, wind, cold, rain, hail or snow. "River addicts must work together to convince legislators and government agencies that waterways should be preserved in a natural condition."

**Duane Woltjen**, Manchester, MO 63011

Member AWA, Scenic Rivers Affil., Meramec River Canoe Club (past president and racing chairman), Sierra Club (Board member of Ozark Chapter), Hell's Canyon Preservation Council,

Ozark Soc., and numerous other conservation organizations. Active in legislative efforts to preserve scenic rivers. An organizer of and contestant in St. Francis River Slalom, now sanctioned for Olympic qualification. Teaches 20-week course in whitewater boating for YMCA and involved in canoe field trips (adult educ.-ecology) at local Jr. college. Designs and builds whitewater boats. Chief Engineer where employed, BSME Univ. of Mo. at Rolla and additional work at Washington Univ. Able to visit most major cities in U.S. on business. Married (wife also boater), age 37, two sons.

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## Proposed Amendments to the Constitution

The following amendments to the Constitution of the American Whitewater Affiliation are being presented herein to the membership-at-large for their consideration.

Explanatory note: The amendment to Article 10 changes the term of office for a Director from two to four years. This change is deemed necessary in order for a Director to be able to reach his full effectiveness; the two-year term has been found to be too short to be practical. In addition, the change would enable the **Journal** to devote only half as much time and space to election details.

The amendment to Article 12 is necessary in order for AWA to attain a more favorable tax status and to obtain lower postal rates.

**Article 10: Delete Section (article) 10 of AWA Constitution entirely and substitute following:**

### 10. TERMS OF OFFICE

Directors shall hold office for a term of four (4) years, except that four (4) of the members of the first Board of Directors elected under this plan shall hold office for a term of two (2) years. The five members of said Board who receive the highest number of votes shall serve the four year terms. Thereafter, all Directors will be elected for 4-year terms. Terms of office will begin on January 1 and end on December 31.

All other officers and committee members shall be immediately appointed or reappointed by the incoming Board of Directors to serve until the next Board is elected, unless sooner removed. Any Director, officer or committee member may be elected or appointed to successive terms in the same office, or to successive terms in different offices.

**ARTICLE 12: To be added to Section (article) 12 of AWA Constitution as a second paragraph.**

Upon the winding up and dissolution of this corporation, after paying or adequately providing for the debts and obligations of the corporation, the remaining assets shall be distributed to a nonprofit fund, foundation or corporation, which is organized and operated exclusively for charitable, educational, and/or scientific purposes related to whitewater or to river conservation and which has established its tax-exempt status under Section 501 (c)(3) of the Internal Revenue Code. If this corporation holds any assets in trust, such assets shall be disposed of in such manner as may be directed by decree of the superior court of the county in which this corporation's principal office is located, upon petition therefor by the Attorney General or by any person concerned in the liquidation.



# OLYMPIC REPORT

by Jay Evans, U. S. Olympic Coach

## WHAT TO LOOK FOR AT AUGSBURG

In whitewater slalom at the summer Olympic games look for the following names: Horn, Peters, Trummer, Kretschmer, Kauders, Deppe, Grothaus, Stampe, Bremmer, Baum, Gerlach, Dichtl, Hitz, Nusing, Baues and Schuhmaker.

This is not the squadron roster of the German Luftwaffe or even a list of Hitler Jugend but it does represent some of **last** year's shining lights on the world class slalom scene.

This year's Olympics in whitewater slalom will be a simple contest: The Germans (East & West) against the world. Within the competition itself there will be an even more ferocious battle between the two Germanies. Three years ago in the opening round at Bourg St. Maurice the East Germans (more properly called the German Democratic Republic), for their own reasons, chose not to compete so it left the field wide open to the West Germans and the Czechs.

In round two at the World Championships last June in Italy the G.D.R., finding the political climate more to its liking, swept down from the north and snatched away six gold medals leaving the West Germans high and almost dry with only one lone gold medal in slalom by Putzi Kauders for all their efforts after pouring \$250,000 into their racing program.

Round three took place on the West German home grounds at Augsburg in late August of 1971 at the Olympic site. It was there that the G.D.R. learned what we Americans call the "Home Court Advantage." For example, Siegfert Horn, current world champion and clearly the world's finest K-1 slalomist **last** year, was lucky to claw his way into 5th place behind four West Germans.

The home court advantage is some-

thing to reckon with in whitewater sport. Especially if you have a unique, oddly pulsating artificial cement lined stream which is totally unlike any other rapids anywhere in the world together with standing room for 30,000 spectators who will be almost close enough to reach out and touch each boater as he goes by. In most sports the venue is not generally a significant factor, or it is something that can be quickly adjusted to—not so for whitewater slalom. Only complete mastery of each square foot of the raging rapids based on hours and hours of practice on the course will prevent an embarrassment when the results are posted.

The I.C.F., fortunately, is making arrangements for the various nations to get some practice time in before the Olympics, but no one will know that water the way the thoroughly trained West Germans will. Luckily, some far sighted Americans got in a few licks on the course last summer. One of our boaters, Miss Peggy Nutt, did quite well, too. She put most of it together and earned for herself a silver medal in the K-1W class. While on the victory stand at the award ceremonies one of the other winners turned to her and said, "Isn't this boring." Peggy replied, "I really wouldn't know. I haven't been here before."

Aside from the Teutonic flavor there are some other individuals who could make life interesting at Augsburg. From England we have John McLeod, David Mitchell, and Melvin Swallow in the K-1 class—England's strongest. These lads would rather paddle than eat or sleep.

Don't count out the Poles (remember Fortuna at Sapporo!). Wojciech Gawronski showed at Merano that he could pull a surprise in K-1. Kurt Preslmayer, the wily veteran and former

world champion in both slalom and wildwater from Austria will get his adrenalin pumped up again at the prospect of Olympic gold and so will his countryman, the swift Norbert Sattler. The Czechs, though relatively weak in K-1 lately, have Jan Sulc and Marion Havlicek. The French present the irrepressible Pat Maccari, and Alain Colombe; the Jugoslavs Mile Spasovski, and Zlatan Ibrahimbegovic, while Italy's perennial hope is Roberto D'Angelo. The Swiss offer Edi Heinz and the tireless Werner Zimmerman, Jr.

We were all delighted to see the Russians make their first appearance at the World Championships last year and we all thought they did reasonably well, but maybe the Kremlin didn't think so. They had originally signed up for last August's Olympic tune up at Augsburg, but cancelled out. Why? It wouldn't surprise me to learn that somewhere in the vastness of Russia they have built their own replica of the Olympic course and they are concentrating their training there. It also wouldn't surprise me if they left their boats at home come next August unless they think they can win medals.

The K-1W class may be up for grabs. Perennial champion Ludmila Polesna from Czechoslovakia just might have enough left for one more great run, but others are pressing her hard like the current world champion Angelika Bahmann from G.D.R.; or West Germany's svelte Ulrike Deppe, Gisela Grothaus, or Austria's Barbara Sattler. Don't forget the up and coming Polish girl Kunegunda Godawska either, and I wouldn't be surprised if an Amerikanski girl slipped in there somewhere.

Back to the K-1 class, some of the smaller countries like Holland will produce Peter Van Stipdonk; John Egger from Australia, and Brian Casey from—you guessed it—Ireland.

In the C-1 class the G.D.R. could be had. Their silver medal winner, Wulf Reinicke, chose freedom instead of an Olympic medal by defecting to the West last June. And the best Jochen Forster could do at Augsburg was 3rd last year behind two West Germans—Peters and Kauders in a race in which

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4 of the top 10 C-1's failed to finish either their first or second runs!

Augsburg is going to be tough on canoes but nowhere tougher than in the C-2 class where 9 out of the 24 C-2's failed to survive either run last summer! Baues and Schuhmaker from West Germany won by more than 14 seconds over the surprising team of two Olrys from France. World Champions Trummer and Kretschmer from the G.D.R. came in 5th—over 50 points off the pace.

And, lastly, what about the Americans? We'll field the best trained and prepared and most experienced team that we've ever had but we will still not be in the enviable position of unleashing three thunderbolts per class telling each to fire the afterburners, knowing full well that at least one will bring home the bacon. We simply don't have that kind of depth. Because of this, together with the fact that we've always been outsiders looking in, our little "Cinderella" team will be loose and relaxed (relatively speaking). We are not the odds on favorites in any category, and the traffic on Times Square won't come to a halt to await the results of our runs. The pressure will be on the others. Nevertheless, as in all world class competition some of our boaters will surprise even themselves, others will perform just about as expected, and, inevitably, a few will buy the farm.

All of this, however, should be kept in perspective. Don't forget the main purpose of the Olympic Games is to take part and to help foster international understanding, and in this respect I can confidently predict that our boaters will rise beyond our highest expectations—they always have.

One pitfall to watch out for: you can't ever compare previous world championship placings with Olympic results. Why not? Simply because some of the nations will be playing it cozy by sending only those boaters they feel have a realistic shot at some hardware. Also, only three entries are allowed per class in Olympic competition whereas

4 entries are permitted at the World Championships.

For example—in a field of 75 boats where any one in the top 20 could win on a given day a placing of 27th could still be at least a respectable showing. The bottom half of the class will inevitably be made up of each nation's number 4 paddler together with representatives from some of the "emerging" nations in whitewater sport who still lack international racing expertise. Wipe out the number 4 boater from each country plus recognizing that some countries won't compete at all or won't send full teams of 3 each per class and it could result in a stark reality that our mythical boater who placed 27th before and does a much better job this year by moving up to 18th place finds himself suddenly in the bottom half of his class at the Olympics and maybe only a half dozen places away from the cow's tail!

So, don't compare the Olympics with anything. It's a new and different ball game.



Robert Rodale, an enthusiastic kayaker as well as editor of *Organic Gardening* and several other publications, has sent us an interesting article on the 1972 Olympic slalom course at Augsburg. The cover of the magazine (*Landscape Architecture*, January, 1972, Vol. 62, No. 2) features a color photo of the course (complete with competitor) and inside (pp. 126-27) are shown elevation and topographic studies (diagrams) of the slalom course, which is 600 meters long, 12 meters wide, 40 to 120 cm. deep, with a current speed of approximately 5 meters/second; vertical fall is 5.5 meters. (Maybe you could build your own model to play with?)

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#### 1972 NATIONAL POLING CHAMPIONSHIP . . .

The eighth annual National Poling Championship sanctioned by the American Canoe Association will be held on the Meramec River at Times Beach, Missouri on Sept. 2nd and 3rd. For entry information as well as a copy of the Poling Rules and other information on poling please contact Al Beletz, 3636 Oxford Blvd., Maplewood, MO 63143.

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# "Splits"—Vaz Dats?

by Sid Feldman, Baker St., Mohegan Lake, NY 10547

As the car drove frantically through the Tyrolean Alps, Martha kept saying something about minus 2 or plus 5 only if it was dependent on an original score; and so it went until after three days of taking splits, I finally figured out what I was doing. In essence, all one does is to take a time on paddler A and then tell your man (5 minutes later) whether he is going faster or slower than paddler A in a wildwater race.

The way you do this is to stand at a given point in the river, and when boater A appears either start your stopwatch or mark the time (in seconds) on a wristwatch as he passes your checkpoint. The checkpoint should be in your line of sight upstream from you so you will have time to signal your paddler. Now when the next boater comes down (paddler B) the stopwatch is at 1 min. plus 2 seconds which means you signal him that he is "minus 2," meaning he is 2 seconds behind paddler "A." When paddler "C" comes down the watch reads 2 min. 58 seconds and therefore he is "plus 2" or 2 seconds ahead of the best paddler. Notice you **never** stop the watch, you let it keep running and always take the time relative to the first paddler you saw. Caution must be exercised on two counts. **One:** the above example assumes the paddlers were started one minute apart. We sometimes start paddlers 30 seconds apart in the U.S. **Two:** It assumes that the second paddler is actually the second paddler. What if the starter skipped a number and didn't skip the one minute interval? Then paddler "C" would actually be 62 seconds ahead. (Americans should use the 1 minute interval technique and be sure to leave a place if the roster calls for a scratched entry. In this way we can start to help one another and we use splits at all our downriver races).

Several details have been left out of this discussion. The most basic is how

to signal "your man." John Sweet was correct when he said, he "can only see 10 feet wide and 30 feet downstream." We found the best method is to make sure the paddlers know exactly where along the bank you are sitting and use a chalkboard. Shouting does not work for several reasons. A large blackboard with the numbers clearly written is the best method.

Another more complicated detail is some paddlers do not want to know how they are doing against the best but rather a specific paddler, while other paddlers may have started out before the "best" and therefore have no idea how they are doing relative to their "real" competition.

The following is a bit complicated, but if you read it carefully you may one day have the opportunity to help an American to a first place in the Nationals or even a gold medal in the World Championships.

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Paddler C plus 2 \*  
Paddler D plus 4

As you can see, "your man," paddler C has passed you and is doing well against "A" and "B", but one minute later paddler "D" has him by 2 seconds. What you do is to "radio" this information to Station 2 who now has:

Paddler A "0"  
Paddler B "0"

Now he must decide—tell him plus 2 or minus 2, because, although he is half way down the course and ahead of A and B, upstream, 12 minutes ago, he was actually behind D. As long as "your man" C knows this is the system he will realize at station 1 he was ahead of A and B, but someone "up there" is ahead of him.

This added information might just give him the incentive to try harder. It would be impossible for each paddler to set up a split team every quarter of a mile. Why don't slalom specialists help out their fellow paddlers by volunteering to do splits for everyone? The Swiss actually took and gave splits to everyone on the World Championship Wildwater course even though we had set up our own system. The system of walkie talkies is an added attraction and would be helpful, but if we don't have them we can still give splits on everyone who went before a given paddler.

Splits sometimes do help as was shown in the World Championships. Hinniman (C-1) was told every quarter of a mile he was **even** with the best on the course, even, time and time again, half way down, even, three quarters of the way down, even—400 yards to go and he could see the finish—even came the sign. Now all he had to do was pour out his heart and soul for four hundred yards and fractions of seconds would make him world champion. Stroke for stroke for stroke, until a last gasp of breath and the finish line. Tired beyond compare, it took three men to carry him out of his boat, he was so exhausted. Now came the notice on the board, he lost by two tenths of a second.

## Preston Walker

(Ed. note: While soliciting comments on his article from the late Preston Walker's friends, the author received the following letter:

*Thank you so much for the wonderful paper on my old friend, Pres. I knew him very well and went with him on several trips. In fact, he and I used to have contests as to who could row the boat the fastest and he usually won.*

*It was thoughtful of you to do this and I sincerely appreciate it.*

*Sincerely,  
Barry Goldwater)*

The West, and our whitewater sport, lost another of its pioneer river men with the death last year (May 28) of Preston Walker, publisher of The Daily Sentinel of Grand Junction, Colorado. He died at the oars of his raft, and on his own river—the Dolores—in southwestern Colorado. He and three companions had put in early that morning at the head of the lower canyon, about ten miles below Gateway. They were in two ten-man rafts, and had planned a one-day trip down to the Colorado, mostly to observe nesting geese. Pres was setting up a wildlife sanctuary near his home outside Grand Junction. After a mile or so, Pres and his companion ran Beaver Creek rapids—it was fast cold water from the Spring runoff—and while rowing his raft through the slack water below, Pres collapsed. Efforts at resuscitation failed.

Pres was widely known and respected in publishing, business, and political circles in the Rocky Mountain West, but was not much publicized as a river runner—he would have been the last to blow his own horn. His whitewater career reached back to the 1930s, and included considerable time as boatman, friend, and alter ego to Norm Nevills, the pioneer boatman of the San Juan River, before the latter's death in the crash of his light plane in 1949. In those days Pres was said to have more whitewater mileage behind him than anyone else in the country. His last San Juan trip, a sentimental journey made just before the



Glen Canyon Dam destroyed the lower canyon, was his eighteenth.

Like Nevills, Pres was not physically a large man, but both burned with an adventurous spirit and a huge delight in the rivers and canyons of the West. Once he and Nevills, each alone in one of Nevills' San Juan semi-cataract boats, ran Gypsum Creek rapids, just above Mexican Hat, in the dark. Nevills landed safely below, then kept lighting kitchen matches to guide Pres through, roaring directions well lubricated with profanity in his famous "river voice." Pres' responses can well be imagined by those who knew him.

Again, the two of them made a winter run down the San Juan (December 1941) with ice cakes competing with their boats in the rapids, feet frozen into the bilge water, and bonfires every few miles to thaw out. These two inspired zanies did this just because John Wetherill, the trader at Kayenta, had insisted to them that the river could not be run in winter.

Pres also made an early Grand Canyon run with Nevills, but one of his finest exploits was on the Snake, where he helped Nevills run a party of thirteen through Hell's Canyon just after the war. All rode in San Juan boats, except for Pres, who somehow was elected to navigate an open skiff which Nevills had used on the San Juan. He managed beautifully with this totally unsuitable craft, thanks to his skill in heavy water. After a capsize in Buck Creek rapids, he managed to regain his boat, recover the oars, and somehow get through. He is probably the only man to run Hell's Canyon in an open boat.

But it is the Dolores which was his last and perhaps best favorite, and it must be regarded as his personal river. The first of several runs he made was on the high Spring waters of 1948. It included the entire length of the canyons below the town of Dolores and on to Moab, and must be counted as a first descent. He took three others along in his own San Juan boat, the Rainbow Trail (which he also entered in the first Arkansas River Race the next year). It was a remarkable per-

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formance — an expert West German kayak man of vast European experience ran the upper canyon solo in 1964, and rated the chief rapids, "Old Snaggletooth," as Grade VI. He described it as the most rugged he had ever seen —and he had run the Grand Canyon solo in a kayak that same season.

Pres was an extraordinary man, full of humanity. He had great courage, and great pleasure in doing; and this was combined with a sensitivity and good will towards his fellow man, and a keen enjoyment of the natural world around him, to an extraordinary degree. A man of wide experience, he was always downright pleased to be able to share his knowledge, his rewards, and his enjoyment with his friends. He did much for river running. — tcb

# River Lore: *Waterfalls*

by Carl Trost, 257 Pacheco St., San Francisco, CA 94416

On a recent trip a canoe group was suddenly confronted by a small waterfall which required portaging. One of the paddlers later expressed her amazement that the fall made no sound. I remarked that it is not uncommon for even very large falls to make NO SOUND, at least, not audible from the upstream approach. I was subsequently misquoted as having said falls gave NO SIGN. As you will see, there are a number of signs for which you must be alert.

The roaring from around the bend that makes all of us tense most often turns out to be only water flowing harmlessly over a gravel bar. Sound should not be ignored; neither should you rely on being able to hear a bad rapid.

Many of our familiar rivers have falls or rapids in unexpected places. The Consumnes has a 15-foot drop in the flat country not far from Sacramento and just beyond a pleasant beach where people swim. Some rivers can be scouted for miles by road, and the one section where the road leaves the river will contain the worst rapid. The Van Duzen plunges 300 feet in an 800-yard stretch one mile after it bends away from highway 36 near Dinsmores. There is often a significant reason why a road builder changes his course!

The river features most important to us generally are not marked, even on USGS maps. The several notorious rapids (or the creek for which one is named) that are marked have the marvelous names of Ishi Pishi, Ruck-a-Chucky, and Kekawaka.

On my first trip on the Rogue I failed to attach any importance to the fact that my companions were paddling to shore. Then I noticed the mist rising from Rainee Falls.

An unusually calm stretch of river may signify that the river is saving up for a large drop. Most major rapids are preceded by a quiet pool formed by the

same boulder obstruction that causes the rapid. Again, there are too many exceptions. Serious drops can occur well down a rapid or incline. My first clue to a 15-foot sheer drop on the South Yuba was the sight of Fen Salter backpaddling frantically in the gentle but sloping approach above it.

Abandoned, gravel-filled dams in river canyons are perhaps the most treacherous. You are drifting along in a mild current, then suddenly the river drops over the brink—no roar, no mist, no sight of turbulent rapids, and no eddies. Typical are the old, breached dam on the American below Auburn, the dam on the East Carson, and the spectacular, 100-foot dam on the Mad River. Concrete abutments are the warning sign (but not always).

The one always present clue is that place where the river drops from sight. But it is also important to watch for subtly quickening currents that may draw you towards our clues faster than you might prefer. The game is to see the fall before the fall sees you! (From the October 1971 Sierra Club River Touring Section News Bulletin, Modesto, CA.)

## **MITHRIL BOATS SELECTED FOR OLYMPIC USE**

High Performance Products, Inc. (see back cover ad) have announced that they will supply 22 boats (one training and one racing boat apiece) plus accessory equipment for the six K-1's, three C-1's and two C-2's of the U.S. Olympic Slalom Team. The three Lettmann boats (Olymp Mark IV K-1, Mistral Mark II C-1 and Team Mark II C-2) will be manufactured by HiPP and were designed specifically for the Augsburg course. The above designs are all featured in HiPP's new 12-page 1972-73 catalog. For your copy, write: High Performance Products, Inc., Hingham Industrial Center, Bldg. B56-A, Hingham, MA 02043.

# DEAN NORMAN IN A KAYAK?

by Dean Norman, 3336 W. 99th St., Cleveland, OH 44102

There must be a lot of canoeists like me. You've paddled a standard canoe for years, and run some pretty hairy whitewater on occasions. With your knees pressing the hull of your canoe, and your hands gripping a single bladed paddle the sound of whitewater ahead is sweet music.

Then one day a friend let you try his kayak. Sitting on the bottom of that tiny sliver, with your legs locked in under a deck made you feel terribly insecure. And what the hell does anybody do with two blades on a paddle? If you don't keep your eye on the blades, one of them is likely to slice into the water.

And if you're leaning a little when the paddle slices . . . that's all, brother. It's a wipe-out, and you damn near kick out the foot braces or break a leg getting out of that silly little boat.

"Give me back my canoe!" I moaned when I got out of the kayak alive. And I vowed never to mess with a kayak again.

But now having made the transition from canoe to kayak, I think I can give some helpful suggestions to veteran canoeists who might be tempted to try kayaking..

First, I bought a C-1 with no intention of ever getting into a kayak. The kneeling position and the single bladed paddle felt familiar. The boat was tipper than a standard canoe, but much steadier than a slalom kayak.

The only big problem at first was the tendency for the boat to turn in a circle with each stroke. But I quickly modified my usual stroke to increase the amount of pry or rudder at the end, and swing the bow back in line.

Having paddled stern most of the time in a standard canoe, I tended to paddle toward the stern of the C-1.

My first runs were on California's Kern River in the winter of 1971 with a group of kayakists. Tom Johnson, Olympic whitewater team manager and

(First publication rights only)

master of all paddle craft, encouraged me to try bow strokes rather than stern strokes in the C-1. Then he showed me how to begin a stroke with a bow draw so that very little correction was needed at the end of the stroke to keep the boat going straight.

The Kern River was relatively low with many rock garden rapids. But paddling the C-1 was like driving a motorcycle as compared to a semi-truck. Weaving around the rocks and snapping around into eddies was surprisingly easy. And when I remembered to keep digging water through the bucking waves, the C-1 began to feel as steady and secure as any canoe ever had.

I think any canoeist could make the transition to a C-1 very quickly. And without realizing it, I was making a transition to kayaking.

I had learned to use more bow strokes, and very few stern strokes. I was depending more on the paddle for stability, and leaning hard to enter eddies or jets. And I tried to roll the boat, but couldn't make it. I figured the hell with the roll, who wants to be upside down anyway?

The next summer I was following the Lewis and Clark trail through Idaho, and came to the Salmon River. In 1805



Captain William Clark had looked at the turbulent rapids for about fifteen miles downstream from the junction of the main Salmon and the North Fork, and had decided it was not a navigable river. At just about the point where Clark gave up, the Teton Peaks Boy Scout Council was conducting a white-water kayaking school in the summer of 1971.

"We flush them down the river," was the way one of the teen-age instructors, Allan Jensen of Rigby, Idaho, described their training course. Groups of 25 boy scouts who had never kayaked before were flushed through two-day courses all summer long.

There wasn't enough time to teach the kids much, so the scouts had built a fleet of heavy, V-bottomed touring kayaks that were extremely stable in heavy waves. The boats had huge cockpits so the kids could fall out easily when they went over.

The instructors paddled Duffek slalom kayaks. After a morning of demonstration by the instructors in a pool beside the camp, the crew put in for a river run.

They invited me to paddle along as a guest. As I watched the kids pull away from the riverbank and follow a leader, I recalled my first experiences in moving water. A babbling riffle with a six inch high splash had turned on my adrenalin then.

But these kids were really baptised to whitewater without any messing around with the little stuff. Thirty yards below the put-in they were following the leader through a run of four foot high standing waves. The kids who kept paddling and kept their boats straight made it through. A few who got twisted and stuck a paddle in on the upstream side were quickly rescued by the instructors.

This was the biggest water I had run in my C-1 so far, and I wondered if I was going to stay up. Once I didn't.

At a point where the river divided into two channels there was some alarm, because the leader had taken the kids into a channel with a rock in it.

Their training methods were developed specifically for the main Salmon

River which has lots of big waves, but very few rocks showing in the rapids. The kids didn't have to learn to maneuver much. They just drove ahead and aimed to shoot straight down the big waves. If they went over, they were flushed out unhurt in the pool below.

Six boats went over at the rock rapids. One kid tipped at the head of the rapids just worrying about the rock, three kayaks hit the rock, and two tipped in the standing waves at the foot of the rapids. Kids that made it helped the instructors with the rescue, and soon all the swimmers were being towed to shore.

Considering what they were accomplishing in so short a time, I think it was a great kayak school. Vane Jones, a physical education instructor from Salmon, Idaho, was in charge of the program, and expressed his philosophy this way.

"I don't believe in boring kids by messing around with a lot of fundamentals at the beginning. We get them out into the river, and let them have some fun. Most of them are scared of the big waves at first, but we run 'em out in a group and don't give them any choice. They learn they can survive a tipover. By the end of the two days they're really enjoying it, and then any kid who is really excited about kayaking will have the patience to learn the fundamentals.

"All of our instructors were kids who took the course last year—except Allan who took it two years ago. None of them knew how to roll at the beginning of this year. We just came out here a few weeks before the courses started, and taught ourselves a few fundamentals."

Larry Bird, one of the instructors from Idaho Falls, was practicing his roll by the camp. "I just did 100 rolls!" he said as he paddled to shore. "Missed three times, but didn't come out of my boat. Now I gotta learn to do it on the other side."

This completely contradicted the approach of most paddlers I have known. We start out on barely moving rivers, and work up gradually to bigger waves. But then, I learned where the rivers

are shallow and constricted, and you have to miss the rocks and downed trees before you can enjoy riding the waves.

As for rolling, that was the last thing you learned after you had mastered canoeing, and had the nerve to try kayaking.

But these instructors learned to roll first, and to maneuver second.

Consequently, they paddled into the biggest waves with very little concern about whether they tipped over or not. As I followed the group down the river, the instructors frequently tipped deliberately at the head of a long run of standing waves, just to practice rolling up in the turbulent water. They always did.

"I thought it would be harder to roll in moving water," said Larry. "But it wasn't. The difference is only psychological. The first time you try it in a rapids you think it's going to be difficult."

I'm sure rolling is more difficult in really boiling whitewater, but from Larry's experience the big standing waves seemed to make no difference.

The kayak school was a creation of Dr. Walt Blackadar, a physician in Salmon, Idaho, who has vigorously promoted the sport. (See "Hair" by Dr. Blackadar, *American Whitewater*, Vol. XVI, No. 4.) Unfortunately Dr. Blackadar was kayaking the Selway River when I was visiting the Salmon, and I didn't meet him.

Having started the kayak school in 1968, Blackadar has turned it over to the scouts. The Teton Peaks Council headquarters in Idaho Falls, Idaho (574 Fourth St.), has an excellent super 8mm color/sound film prepared by Ron Poulsen that is available on free loan.

There is a particularly memorable scene where the trainees line up perfectly behind their leader, and head into a rapids like sheep being led to the slaughter. The boats go through without breaking formation, but every third one seems to tip over and go through bottom side up. They didn't have to stage the scene. It happens that way on every trip. If any kid is nervous

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about tipping over, he soon finds out that it is not the end of the world.

During a one day break between classes, Vane and Allen took me down a hairy section of the Salmon from Pine Creek Rapids to Panther Creek. A few weeks earlier a TV show named "Challenge" had been filmed here.

Barbara Wright of Boston, Mass., and Tom Wilson of Hingham, Mass., had taught TV actor William Schatner how to kayak in five days. The scout instructors pointed out places where Schatner had tipped and bailed out of his boat.

The show was scheduled for late March 1972, and I look forward to seeing how it looks from the banks to run Pine Creek and Dutch Oven rapids.

From the cockpit of my C-1 it was scary. Two side curling waves hit me in Pine Creek rapids, and as I stuck a brace into them, my canoe spun on top of the waves. The kayakers had nicknamed my boat "The Rubber Ducky" because of the way it rode so high on the waves. They were afraid to run it through any rapids because

of the high center of gravity when you are kneeling.

Somehow The Rubber Ducky stayed up through the entire run, but I chickened out of climbing on top of a few of the big waves when I could.

We looked over Dutch Oven rapids where Dr. Blackadar had once been caught in a curling reversal wave. He rolled up three times before hanging upside down to let the deep current pull him through the wave.

Barbara Wright had looked at the wave, and said she would not attempt to run it. She was afraid that she was too light to be carried out by any means if she got caught in the reversal.

So Vane, Allen and I charted a course through some rocks on the right side. We had ignored what was at the tail of the rapids where there was no danger, and found ourselves climbing the damndest hills of water. Anyway, The Rubber Ducky climbed them, perched on top for a moment, and then slid down the other side.

When the boat got sideways it was too much effort to straighten it again, so I just braced into each wave and pulled The Rubber Ducky over them sideways.

It was a great run, but through it all I was worried about capsizing. All of the rapids were clean where we ran them, but I just don't like to get dunked.

Vane and Allen practiced their rolls all the way down the river, so when they tipped accidentally I thought they were just practicing again.

I envied the way they could run big stuff like this, and not care much whether the rapids gobbled them up or not. So as we relaxed on a beach near Panther Creek, I got into Vane's kayak and tried a roll.

I missed twice, and then the boat came up! I couldn't believe it. I thought Larry, who was standing by to rescue me if I needed it, had flipped the boat up when I couldn't see him.

But Larry said "scout's honor" he wasn't helping. I rolled the kayak three more times, and was bitten by a new bug.

On my way back to California at the

end of the summer I bought a Bronco slalom kayak from Tom Johnson in Kernville, I told him to keep it and use it until I completed making payments. Tom loaned the kayak to Cindi Goodwin, from Newport News, Va., and she won the Women's K-1 Slalom at the 1971 National Championships in Buena Vista, Colorado.

So when I had time to begin kayak practice in earnest, I knew I was wearing a good boat even if it did feel insecure.

A few sessions of messing around in pools with mild eddies and currents got me used to having a blade at both ends of the paddle. A finger grip glued to the right side of the shaft helped immensely to keep the paddle aligned properly, so I could watch the water instead of looking at my paddle blades like I was watching a ping pong game.

I made a run down the extremely low Kern River and rubbed a lot of rocks, but began to get control.

The thing that had turned me on to kayaks was the discovery that I could roll one, and now I was disturbed to find that I had lost it somewhere between Idaho and California.

My old childhood fear of having my head under water welled up inside of me, and I couldn't begin to get the boat up. I had to go back to simply ducking my head in water and swimming underwater to build up some feeling of faint security in that position.

Tom Johnson patiently explained the technique of rolling until my head swam with technique. But the initial fear of being trapped in the kayak when it went over came on strong again, and I couldn't force myself to practice rolling when I was alone by the river. I often tipped over just messing around in the currents and eddies, and always got out easily. But I would stare at the water, and couldn't force myself to tip the boat deliberately.

Finally on a Sunday afternoon paddle with Tom I started practicing the roll again. After each sputtering failure, Tom would tell me what I had done wrong.

When I got one thing right, something else went wrong. I just couldn't

seem to put it all together, and began to doubt that I would ever roll up again.

Then after about two dozen consecutive failures with my Bronco, the boat came up! Now I knew what I had done right instead of what I had done wrong, and made half a dozen rolls—each one getting stronger.

The following day I rolled by myself better than ever—and then I lost it. There was no one to tell me what I was doing wrong. No matter how much I thought about it and experimented, the boat wouldn't come up regularly anymore.

Anyway, I was learning that I could always get out of the boat when it went over.

I got mad at the water, and stirred it into a boil trying to get the roll back. Finally, I went to a grip that placed the rear hand (left, in my case) at the throat of the paddle blade, and the forward hand at about the middle of the shaft.

This extended paddle version of the screw roll leaves you unprepared for an immediate stroke when you come up, but for me it helps in maintaining the proper paddle angle during the roll.

While making the initial sweep I watch the forward blade, but since my head is moving in the water I'm not sure if the blade is skimming or not. So I'm feeling the rear blade, holding it just a little past vertical in relation to the hull as I feel the paddle blade scrape along the hull of the boat.

All of the advice people have given me about rolling, and the diagrams in books, have been helpful. But when you get upside down under water and have to do it, you don't see yourself as you see the pictures in the books.

So I've drawn how it looks to me as I am learning the roll . . . sometimes succeeding . . . sometimes failing. Maybe this will be helpful to others who are also learning.

And if you are a veteran canoeist like me who gets claustrophobia in a kayak, consider using a C-1 as a transitional boat for learning to kayak.

I will probably always feel more secure in my Rubber Ducky, and I enjoy

the C-1's high bouncing ride more than the kayak's plunging through waves.

But a C-1 is awfully slow on river cruises without much whitewater, and it is a tough boat to paddle upstream to play in rapids.

The standard canoe is like a family station wagon—the only thing for tak-





ing the wife and kids and camping gear for a weekend cruise. Especially when the wife and kids don't know much about paddling.

If you've been taking the family on those canoe outings, doing most of the work yourself to make sure everyone has a good time . . . you deserve a sport boat . . . or two.

A word of warning . . . the kids who never learned to paddle stern in the family canoe will learn the kayak quicker than an old canoe paddler. Don't let them keep sticking you in the canoe when you get your kayak.

*Ed. Note: We have noticed that a lot of the dyed-in-the-wool open-boat whitewater paddlers have been making the switch to covered boats recently, at least on occasion. As Dean points out, the transition from open canoe to covered C-1 is far simpler than that from canoe paddle to feathered double blade. We too are canoeists who have lately started playing around with a kayak and have found that getting accustomed to the feathered blade while in the more stable C-1 has been a big help—at least one is not over the instant the blade slices into the water.*

*A few comments regarding the "flushing" technique: for the aggressive would-be paddler who is at home in the water and doesn't mind an occasional swim, this is probably a good teaching technique. Perhaps the scouting camp has been so successful just because the swimming and lifesaving merit badge types from whom the participants are undoubtedly drawn are just such bold and aggressive individuals. However, one definitely must take personalities into consideration; the late Mel Schneller (see American Whitewater, Vol. XV, No. 3 and Vol. XVI, No. 4) spent a good deal of his time rehabilitating people who had been "flushed" by an overenthusiastic instructor (often a spouse or parent) when the proper technique for them would have been to start small and work up gradually, thus keeping it FUN. The "flushing" technique has unfortunately made lots of gardener and sewing circle/bridge wives out of potential boaters.—ILS*

**ENGLAND VISITS NEW ENGLAND . . .** For the past two years Dartmouth's Ledyard Canoe Club paddlers have trained in England in the fall, so they decided this year to have sort of a modest 'exchange program' with them and invite two of their best to race and train with them here in New England this spring. Left to right: Eric Evans (U.S. National Slalom Champion); David Mitchell (British National Slalom Champion); John McLeod (World Championship Silver Medalist); and Fritz Meyer (President, Ledyard Canoe Club). Both Mitchell and McLeod worked out every day on the Mascoma and attended two regional Olympic trials, where they took first and second in K-1 slalom. (See also Olympic Report.)

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# CANOEISTS' LIB ON THE SLALOM COURSE

by Jim Sindelar

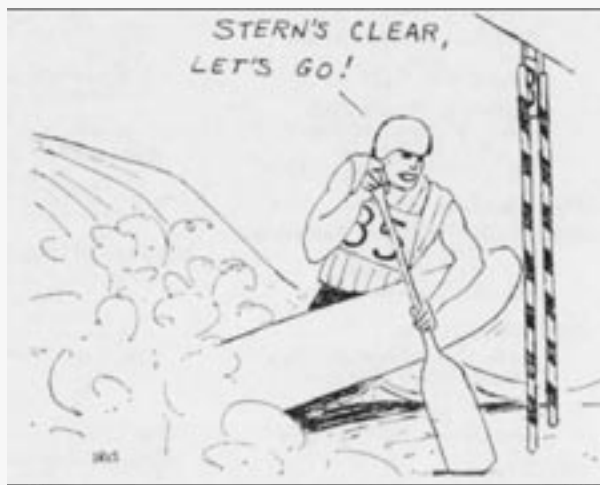
To the general public, there is very little difference between covered canoes and kayaks, and even experienced river runners will admit to little difference in the capabilities of the K-1, C-1 and C-2. Therefore it is probably to be expected that slalom courses are identical for all boat types, and that a good course for kayaks (or canoes) will necessarily be a good course for all. However as a sometime canoe racer who has done most of his boating in "kayak country," I would like to point out two basic limitations of canoes which are often overlooked by the course setter(s).

First of all, a canoeist has a paddle blade on only one side of the boat (or on one side of the bow, in the case of the C-2). This makes certain maneuvers (such as a tight turn out of an eddy into a fast jet, or an upstream ferry) decidedly more difficult for those boaters who happen to paddle on the "wrong side" for that particular maneuver. Thus for a course to be a fair one as far as the canoeists are concerned, the course setter should attempt to equalize the situation by putting in approximately the same number of "right-handed" and "left-handed" situations.

The second frequent shortcoming is peculiar to C-2's and might be called "turning radius." A C-2 just takes more space to turn than either a C-1 or a K-1, and it is very annoying to have to force the bow of your boat up over boulders or under a waterfall to get through a gate which does not allow sufficient space. To enlarge upon this, let me add that the problem is worse than the basic length difference of two feet would indicate. The reason for this is that the pivot point of a boat in a turn is **THE PADDLE OF THE BOATER(S)**. The length between the pivot point and the bow of a K-1 or a C-1 is

approximately one-half boat length, or  $6\frac{1}{2}$  feet. However the equivalent length for a C-2 is the length between the **REAR COCKPIT AND THE BOW**, which is about 11 or 12 feet. Thus the "effective difference" in the turning radius of the single boat vs. the C-2 is more like five feet than two, and it is just this extra two or three feet which is often not allowed between an upstream eddy gate and the obstacle which forms the eddy.

Consideration of these two simple facts of life would eliminate much of the criticism of slalom courses which is often heard from the canoeists and certainly would add much to their enjoyment of the race.



## SIGNATURES NEEDED

**The enclosed petition** is being circulated by the Environmental Defense Fund, for which our Conservation Chairman, Jerry Meral, serves as Staff Scientist. We urge you to support this effort; we used to run the Stanislaus when we lived in California and can attest to its beauty and the worth of preserving it as a free-flowing river. This fine organization has a great potential and deserves all the help we can give it.

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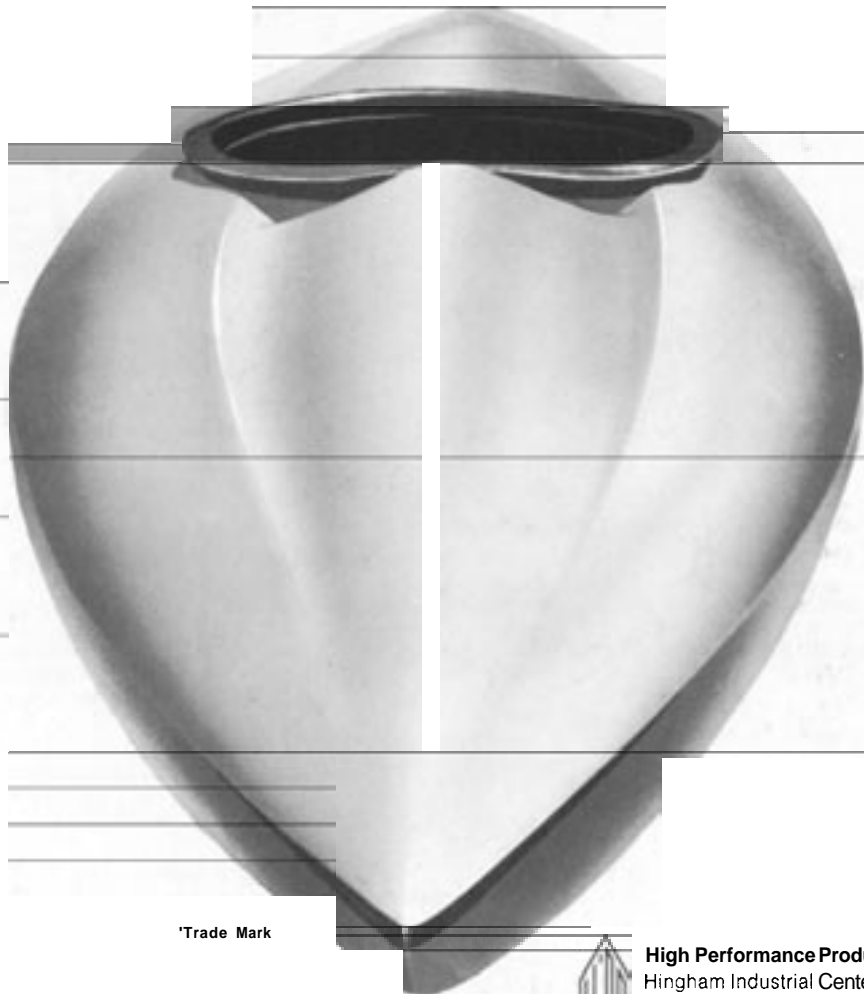
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