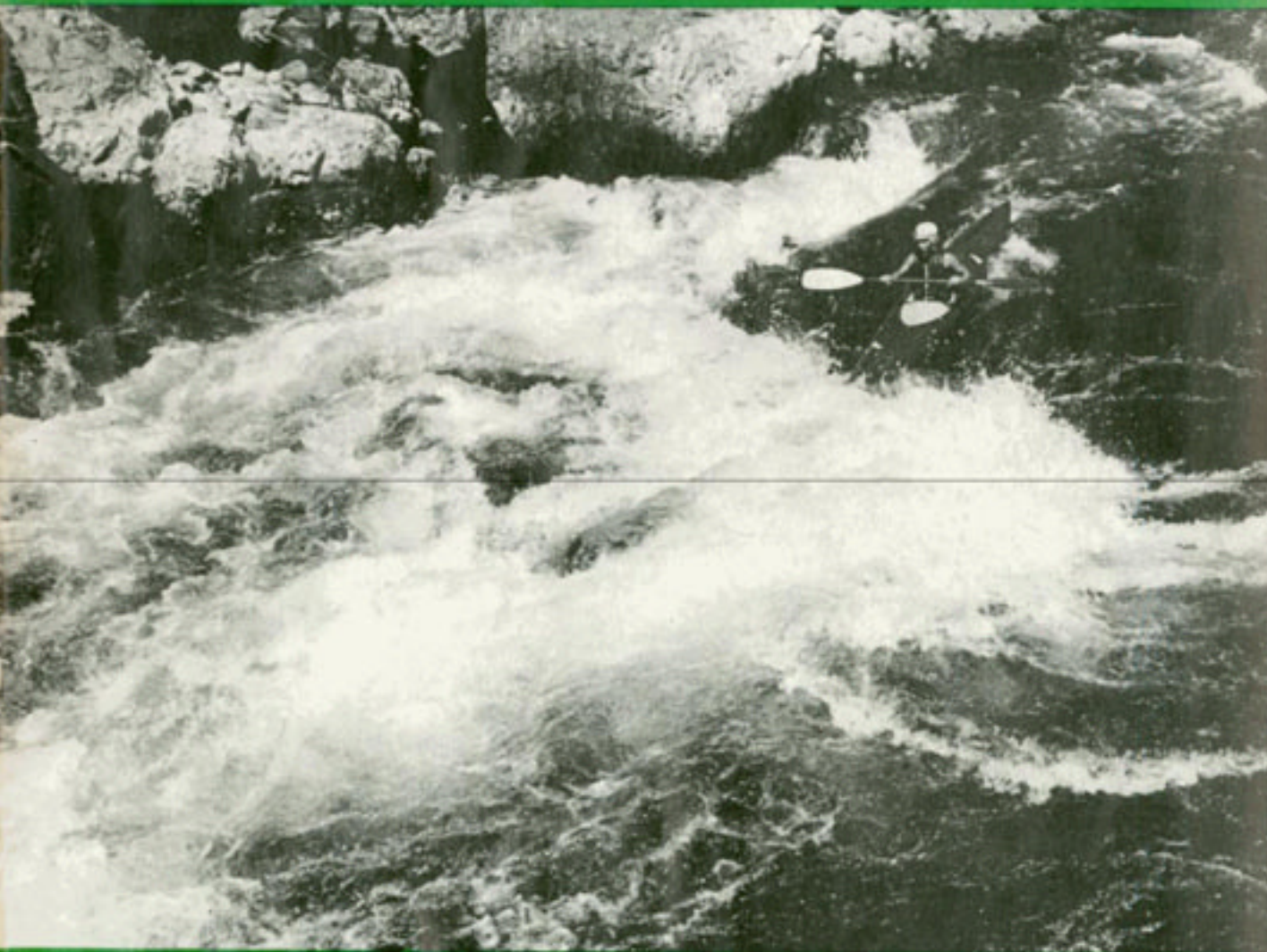


American

# WHITEWATER

the Journal of the American Whitewater Affiliation



**MAR/APR 1974**

Vol. XIX, No. 2

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COVER: Joe Bauer enters the lower section of a favorite Class IV Yuba rapid. See Story, p. 60. Photo by John Bauer.

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## Letters from Readers

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January 28, 1974

Dear Editor:

I believe it is almost too late for members of AWA to get organized through their various papers or just by writing to fellow river-tourers to correct an ugly situation. We seem to be about to discover that rivers have so much monetary value that a few groups, known as outfitters, will soon be either keeping us off the rivers or charging us 3-4 times the cost of a trip with our friends (private) only to have to ride in their raft or paddle along at their pace in our own boats.

Also I reiterate a point made before in the (Autumn, 1971) AWA Journal, "On Staying Small — A Minority View" by Bob Burrell. Everytime you look around everyone wants to make canoeing/kayaking **BIG** and "glamorous" so it will make money. There's a fellow who drives around Los Alamos N.M. with a kayak *bolted* to his roof rack because it's "cool" to own one. In Aspen all the same ingenuity that promoted downhill skiing (whatever any old — or new — skiers think that did to or for skiing) is now putting effort into "selling" kayaking. Anyone desirous of seeing or getting in on the ground floor of the boom should go there. Lock your kayak to the car though.

There are some things to take care of regarding the obvious bias favoring commercial outfitters. At present there are sufficient people around who can remedy the situation as soon as they come close enough to being organized to hear about it and act.


As to the time when on a weekend you find that canoeing/kayaking has been promoted by all of us to the overload point? My feeling is that like the "energy crisis," one day in the future we will be asking: "Why didn't we think about this before?" And naturally we

did, or some did, but not everyone did at the same time and there you have it.

Chuck Carpenter  
c/o Robinsons Bar  
Clayton, ID

(See article on p. 41 and the President's Soapbox ~~for~~ more on this subject. — Ed.)

### OMISSION

Credits for the excellent photography which accompanied Jim Sindelar's article, "Learn the Screw Roll" in the Jan/Feb issue, were inadvertently omitted. The photos were done by John and Jane Aspnes, whose trademark,  Aspnes" has appeared previously in this Journal. John and Jane are hooked on paddling, too, and have taken some wild paddling trips. Their help with the Screw Roll article was invaluable and greatly appreciated.

### GUIDEBOOK NEWS

**Revised Ordering Information for Whitewater; Quietwater**, by Bob and Jody Palzer. In our Winter, 1973 review of this excellent guidebook, we gave a price and name of printer which have since been changed. **Whitewater; Quietwater** is now being published by Evergreen Paddleways, 1416 21st St., Two Rivers, WI 54241. Copies may be ordered from Wisconsin Hoofers Outing Club, c/o Outing Director, Wisconsin Union, Madison, WI 53706 at \$7.95 each. Members of AWA or affiliated clubs may order six or more copies directly from the publisher at a 40% discount provided that they limit resale to club members. Owners of the guidebook will receive on request, at no additional charge, a supplement of corrections and other updating.

## GRAND CANYON GOES COMMERCIAL

Approximately 70% of the applications for private parties to traverse the Grand Canyon will be refused this year. This is a result of a policy implemented by the NPS to allocate river use in the Grand on the ratio of 92% Commercial and 8% Private!!!!

This policy was developed by an Interagency Whitewater Committee, with the Western River Guides as their principle or perhaps sole consultants. If it goes unchecked, it could easily spill over into the Wild Rivers Interagency Guidelines, and even into other Wilderness use. Use of any wilderness in the near future would be conducted by Commercial Guide Services, with a small token percentage set aside for private use. The implication to white water boaters is obvious.

It is true that the public has the right to use commercially guided trips; but the public also has the right to private use of their National Parks. The ratio is completely out of line.

Of equal concern is the new non-repeater rule. If even one person of a private applicant's party (including trip leaders and rowing passengers) ran the canyon one or two years before the permit will be refused! This is inconceivable! We found an extremely highly qualified leader in our club, who is willing to lead a group absolutely for free; and he was refused a permit on the basis that he ran the canyon last year.

This makes it just about impossible for us to lead a safe trip, and/or to obtain a permit from the National Park Service. This ruling applies only to private parties. It does not apply to the commercial operators in conducting their multi-million dollar business in a National Park which belongs to the public, not to the Western River Guides.

I strongly suspect that these policies are not very defensible by the Park Service. Whether or not they can be changed to become more equitable may depend on YOU.

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Please write Mr. Robert Yearout, Inner Canyon Unit Manager, Grand Canyon, Arizona 86023. (Mr. Yearout is Chairman of the Interagency White Water Committee which formulated these policies.) Indicate your concern. State that at least a reasonable percentage of use on rivers controlled by public agencies must be by private party (maybe up to 50% as applications increase). Indicate your concern over the new non-repeater ruling, and its implications on the safety and feasibility of private trips.

Send copies of your letters to Senators, Congressmen, and the Secretary of the Interior (whoever that may be by the time you get around to writing). Thanks much!

Mike O'Brien  
Colorado  
White Water Association

# Journey to a Wilderness Niagara

## *PART II: Through the Land of No Return*

by Jean Bennett, 606A Essex Circle, China Lake, CA 93555

One of the side trips I hoped to include was a climb of Sunblood Mountain, which stood guard over Virginia Falls on the north side. There had to be a spectacular view from its summit looking both up the broad valley through which we had already come and down into the canyons we would soon penetrate. The day dawned cloudy but we set out anyway, getting our first exercise "ferry gliding" the boats to the opposite shore. In this maneuver the boat is heading upstream with the bow set at just the right angle to make the current push it to the opposite shore without sweeping it downstream. The exact angle depends on the speed of the current and strength of the paddlers, so it can be a delicate maneuver.

The lower cliff was steep from the start, and I soon found myself grabbing onto trees, boulders, and rocks to pull myself up. After we reached the top of the cliff, we headed for a ridge leading to the summit which hopefully would not be too steep. We could see large areas of bare scree at the angle of repose nearby, and I didn't want to take part in a rock slide by scrambling around on it. Presently we gained enough altitude to get a view up and down the river. An ominous-looking cloud was forming on the summit but we pushed on. Eventually we left the trees and climbed the ridge, now covered only with low bushes and reindeer moss. Although the summit was now completely encased in the cloud, we were so close that we wanted to say we had reached it. We arrived at a rock cairn (that someone had built in this

wilderness to mark the summit) in a driving rain. Each raindrop felt like a little bullet as it struck. Could it be sleet? The wonderful view we had so anticipated early in the morning was limited to what we could see in a 10- or 15-foot radius. Hal didn't even dare expose his movie camera to the deluge to record our feat. Heading down to the tree line, we immediately gathered some sticks and got a fire going, and soon the four soggy, half-frozen objects once more turned into coherent human beings.

Our Bible on this trip, and in fact almost the only reliable (?) information we had on the South Nahanni, was a book *The Dangerous River* written by R. M. Patterson, who had twice come up the treacherous currents of the Nahanni, in 1927 and again in 1928. From his book I had the impression that the canyon immediately below the falls was filled with difficult rapids, rocks, whirlpools, and other unpleasanties. Thus, when we finally broke camp and reluctantly said goodbye to magnificent Virginia Falls sparkling in the sunshine and adorned with a brilliant rainbow, I was more than a bit uneasy. True, we could only see swift water from our camp, but what lay around the bend? Hal and I led with Vern and Claus close behind. The water was swift around the first few bends and waves formed against first one wall and then the other as the current swept into it. Then the canyon opened out and there were a couple of small but not difficult rapids which extended across the full width of the river, indicating submerged ledges. After that we ran out of



**The Gate**

white water.

I was relieved but not completely complacent because we still had the dread Figure Eight or Hell's Gate Rapid somewhere ahead of us. We eliminated one possible curve after another until, suddenly, there it was! I almost laughed. This terrible monster that capsized loaded canoes and drowned many people looked to me like a line of foot-high riffles separating a calm backwater on the upstream side from the rest of the river on the downstream side! There must be some mistake. But no, we found the portage trail and climbed up on the bluff where we could overlook the entire rapid. The name Figure Eight arose because the current swept into a wall creating two large whirlpools, one rotating clockwise and the other counterclockwise. At high water it probably looked much different, but at this low stage of water we couldn't imagine any problem. Hal wanted to have a movie of us running the rapid, so he picked a good viewpoint

and posted Vern there with the camera. We paddled briskly out into the current and started to ride the whitecaps, but the bow of the boat caught in the upstream eddy and we were instantly pivoted out of the current into the slow water! Hal was disgusted. He had ruined our chance to look photogenic conquering the dread Figure Eight Rapid!

Now that the fearsome canyon below Virginia Falls, and Figure Eight Rapid were behind us, I looked at the country in a more relaxed frame of mind. As we paddled along we saw, in addition to the spectacular canyon scenery, a varied assortment of wildlife — cow moose and calf, black bear, mountain sheep drinking at the river's edge at midday, a lynx that sat down on its haunches and watched us, and a wolverine ambling leisurely along the shore — all seemingly unperturbed by our presence.

Stranger than the wildlife were some of the people we began to meet. There were three scraggly-bearded men who

zoomed past us going upstream in out-board motor-powered canoes, one yelling over the noise of the motors, "What time do you have?" And Alex Ross, the bearded fisherman camping at The Gate, who told us all about himself and his two partners (we learned later that everything he told us, with the possible exception of his name, was probably fictional). Then there were others in Headless Valley and at the Hot Springs whom we would meet as we progressed downstream.

Headless Valley (called Deadmen Valley on the official maps of the area) is famous as the spot where the decapitated McLeod brothers had been found. It was rumored to be a subtropical valley surrounded by glaciers, somewhat like Shangri-La. In the late forties an expedition was actually sent to the Nahanni in the dead of winter by a Vancouver newspaper to see if the stories were true. We learned later from Albert Faille that the valley traps cold air, so instead of being subtropical it is actually colder than the surrounding

upland in winter. Patterson built a cabin in the valley and spent an entire winter there, and we would have enjoyed visiting some of his favorite haunts. However, we were pushed for time and could only spare a day. We did locate the mouth of the Meilleur River so that, should we come back, we could follow its meanders up to the narrow canyon which Patterson so vividly describes.

A forest fire camp had been set up in this remote valley to fight a blaze in the Flat River area, and we found it to be a beehive of activity, with three helicopters, a Beaver float plane, and a large Indian crew. The camp also had some interesting characters. There was a very long-haired ex-physics student who had hitch-hiked all the way from New York State up the Alcan Highway to Whitehorse and had signed on as timekeeper for the fire-fighting outfit. (He kindly told us the location of the remains of Patterson's cabin nearby.)

And there was a bush pilot from Ross River who flew 50-gallon gasoline drums and other supplies into the camp in a Beaver float plane that we may have ridden in 2 years earlier on our trip into the headwaters of the Macmillan. There was a premed student from San Diego who had come down with a party of six in three canoes from the very headwaters of the Nahanni, had reached the fire camp, contracted a local flu bug, and was now waiting for a chance to get back to Ross River to his car. Also visiting the fire camp were two sheep hunters from Fort Simpson who were staying a short distance away at the mouth of Ram Creek. They had been up in the crags and hadn't seen a sheep since their arrival several days earlier, but as we drifted along on the afternoon of the following day, a flock of several ewes and lambs stood at the water's edge, not more than a stone's throw from their deserted camp!

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After chatting with the people at the fire camp we went in search of Patterson's cabin, or rather the remains thereof. We located the spot just where it was supposed to be, but after over 40 years not much was left of the snug cabin Patterson so graphically described building in his book *The Dangerous River*. In fact, if we believe Patterson's more recent book *Far Pastures*, the ruins we found may not have been his cabin at all, since he said that the only thing that remained when he visited the area in 1951 was the top of his old metal stove. Our own camp was in a snug forest glade just below the mouth of Prairie Creek. Wildflowers of many varieties grew in profusion in the grass nearby.

Although there was much that was interesting in Headless Valley, Claus will remember one thing above all — the fishing! We hiked up the broad gravel fan of Prairie Creek for nearly three miles, jumping the small channels and wading through the larger ones. As we approached the narrows through which all the gravel had washed, the channels coalesced and deep pools appeared, ideal for fly fishing. The fellows got out their favorite lures and cast away, but it was Claus' day and he pulled out fish after fish, all plump grayling. Finally we had so many that he released them gently after bringing them to shore.

We reluctantly said goodbye to Prairie Creek and paddled toward the entrance gates of the "canyon deeper than Grand Canyon." This was First Canyon, so named because it was the first one a traveler would encounter going upstream from Nahanni Butte. According to Patterson's book, there were two difficult rapids guarding the canyon, Cache Rapid at the head and Lafferty Riffle near the mouth. We had with us a sketch made by a previous river party of the best route to take through Cache



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Rapid and we tried to memorize it. However, things looked different when we were actually in the canyon, and we were in the rapid before we knew it. I was happy to find that it wasn't as difficult as I had imagined it to be.

The clouds perched on the mountain tops that afternoon, and they seemed to accentuate the green "frosting" outlining the limestone ridges. The walls were not completely sheer, but one could see evidences of twisting and folding, and once in awhile a huge rockslide indicated what could happen if a few boulders started rolling. Flying over the area later, we could clearly see an almost flat but tilted upland through which the river had cut to form this deepest of the three canyons on the Nahanni.

Near the lower end of the canyon a large stream gushed out into the river. Surprisingly, all the water came from an underground spring less than 100 feet from the river's edge. We had been told by an "expert" in Watson Lake about the excellent fishing here, but the

fish just weren't around! Lafferty's Rifle was the rapid that guarded the lower entrance to the canyon. We had no difficulty in finding its location, and as we bounced through the little waves, we were happy that we were drifting downstream with the current and not trying to track a heavily-laden undecked freight canoe upstream.

The impression I had formed of the Hot Springs, located just below the mouth of First Canyon, was of an idyllic spot with pools of clear warm water inviting a long leisurely soak. We knew that the French couple (the same people that had had the narrow escape at Virginia Falls) were back spending a summer at the Hot Springs. Thus, I was looking forward to a pleasant evening chat (and possibly an autographed copy of the book they had written, in French, about their previous trip). We did meet them momentarily, but they were busy preparing supper for six English and French spelunkers who had arrived the day before. All were going to explore the maze of caves near the mouth of First Canyon. They pointed out the trail through the tall grass to the Hot Springs, located about a quarter of a mile away. My excitement rose as we got nearer, crossing a couple of streams on wobbly boards and passing someone's attempt at a garden. Imagine my disappointment when I saw the murky, scum-covered pools with gas bubbling up through the muddy ooze on the bottom. Over the area hung the smell of rotten eggs and a thick cloud of mosquitoes! I wondered what shape the trappers must have been in who looked forward to coming there for a warm bath! We quickly decided not to camp at the Hot Springs and instead chose a broad, mosquito-free sandbar with an encompassing view, abundant supply of driftwood, fresh water stream, and even northern lights to add that final romantic touch.



After leaving First Canyon the country opened out and we spotted the Liard and Nahanni Ranges and intriguing Twisted Mountain. As its name implies, the latter looked like a giant hand had squeezed the land when it was the consistency of clay. Claus thought the area looked very interesting geologically; the formation was of the sort where oil is sometimes found (and, indeed, we later talked to a man who was running a seismic line up the mountain in search of oil). Claus also particularly remembered Patterson's account of the climb he made up Twisted Mountain where he had a dandy view of the Splits (that portion of the river where the channel splits into many parts and flows over a series of gravel bars). Time was running short but we thought we could spare half a day to run up the mountain.

What we didn't realize was that, even though the mountain was nearly bare in Patterson's day, the pretty green stuff we now saw on the hillsides was a nearly impenetrable brushy mass through which we had to force our way with much effort. The roses clawed at me and the shoulder-high alder bushes spanked me after I passed. When Hal was more than a few feet away he disappeared completely and all I could hear was loud swearing at the brush! Claus referred to our attempt on the mountain as "The Bataan Death March" and we finally admitted defeat about halfway up when we were walking on branches more than on the ground. We did have a fine view of the Splits, however, from our perch on a large rock, and it wasn't raining!

Below the Splits the Nahanni slowed



  
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down, depositing its driftwood and silt before joining the much larger Liard River. We remember this wide open area for its unique contribution — MOSQUITOES, millions of them! At our camp, they eagerly devoured all the various types of insect repellent we had brought along. I thought it was particularly ungentlemanly of them to attack me in the rear when I bent over, through thick jeans at that! We did find a partially satisfactory way of lessening their voraciousness, by building a group of smudges from wet leaves and standing in the middle of one of them. Needless to say, we didn't tarry long at "Mosquito Heaven."

The town of Nahanni Butte, an Indian settlement nestled below the prominent landmark of the same name, had one thing in common with our previous night's camp — mosquitoes. One of the residents told me they were nearly gone. If so, I surely don't want to be around at the height of the season! Here we met a friendly, middle-aged couple from Vancouver who were fulfilling a long-time

desire to follow in Patterson's footsteps and track a Prospector canoe up the Nahanni canyons to Virginia Falls. How they got their boat to this little village is a story in itself. I for one wouldn't have wanted to share in their experience at the Edmonton Airport where a truck backed over their canoe! (Fortunately, after much haggling the repentant airline bought a new one for them.)

Dick Turner, the white-haired hunting and fishing guide who was the local authority on the area, paused long enough from his chores to tell us about the tremendous overcrowding of the Nahanni area. Each year recently the number of visitors had doubled, probably because of publicity given by Patterson's book *The Dangerous River* and Canadian Prime Minister Trudeau's announcement that the region was soon to become a National Park. Why, already this summer over 70 people had been on the river! I couldn't help but think of Yosemite National Park near our home in Southern California with its millions of

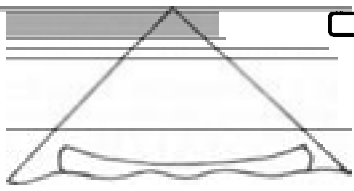
visitors annually. Turner also mentioned his son was a pilot (another was a scientist). This boy had a Supercub with large tires and flew hunters into big game areas, landing on all sorts of impossible places including flat mountain tops and tiny gravel bars on rivers.

A short distance below the town of Nahanni Butte the Nahanni empties into the much larger Liard River. We had now come almost 200 miles and had approximately 100 more to go to reach our destination, Fort Simpson, where the Liard empties into the Mackenzie. From there we would catch a flight back to Edmonton by way of Yellowknife on Great Slave Lake. We had allowed a bare minimum of time — 2½ days — to get to Fort Simpson, since we felt the canyons of the Nahanni would be more interesting. But the Liard (French for "cottonwood," so named by the early voyageurs) had its surprises too. At our first night's camp on a beautiful ripple-marked sandbar (out of the mosquito zone) we heard strange bird calls which we thought might be whistling swans since we had just passed Swan Point. However, we learned later that these were sandhill cranes, a bird which also lives at the Fort Simpson airport and has to be shoed off the runway every time a plane wants to land. Hal was very fortunate in getting an extreme telephoto shot of a group of these birds just at sunset. And, speaking of sunsets, the

one at "Sandhill Crane Camp" was the most spectacular of our entire trip.

The section of the Liard we were on the next day had practically no current, and we had to paddle continuously. Hal and I found that the time passed faster when we sang, and Vern and Claus got embroiled in a heated political discussion which made the hours and the miles pass quickly. The following day the current picked up again and we came to an area where we had been warned of bad rapids. Because of the extremely low water, these had disappeared but we did find rapids, miles of them, further downstream where they weren't supposed to be. The waves in several of these were the highest we saw on the entire trip. It is rather frightening to be in a river over a mile wide and have wall-to-wall rapids. At the bottom of one rapid we found a tugboat and barge tied up to the bank. The Indian pilot told us he was waiting for the river to rise so he could take a load of supplies to an oil prospecting company working upstream. He needed a foot and a half more water, but in the one day he had waited the river had only risen an inch.

The deadline we were working toward was the day we had plane reservations out of Fort Simpson. Since plane day was only twice a week, we needed to come in on time. By hard paddling we arrived on the afternoon



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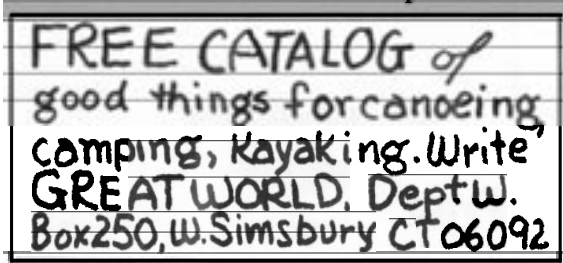
preceding our flight and so had plenty of time to take the boats apart and get cleaned up (since we had missed our baths at the Hot Springs), and also see a little of Fort Simpson. As a result of the current oil explorations, it had a boom town atmosphere reminiscent of early gold rush towns. Even simple cheeseburgers cost us \$1.65 apiece. The thing I will remember most about Fort Simpson, however, was our visit with Albert Faille, the living legend of the Nahanni. At the time of our visit he was 83 years old, stooped and recovering from a recent operation, but his mind was as clear as ever. He remembered events that happened over 40 years ago as though they occurred yesterday, and entertained us with colorful descriptions of his trips up the Nahanni, experiences with wolves, giant fish, and narrow escapes. He had a wonderful book of photos some of which were taken on his first trip up the river in 1927 with Patterson, and he related the events surrounding each photo. I really hated to leave, but planes don't wait and soon we were on our way to Edmonton.

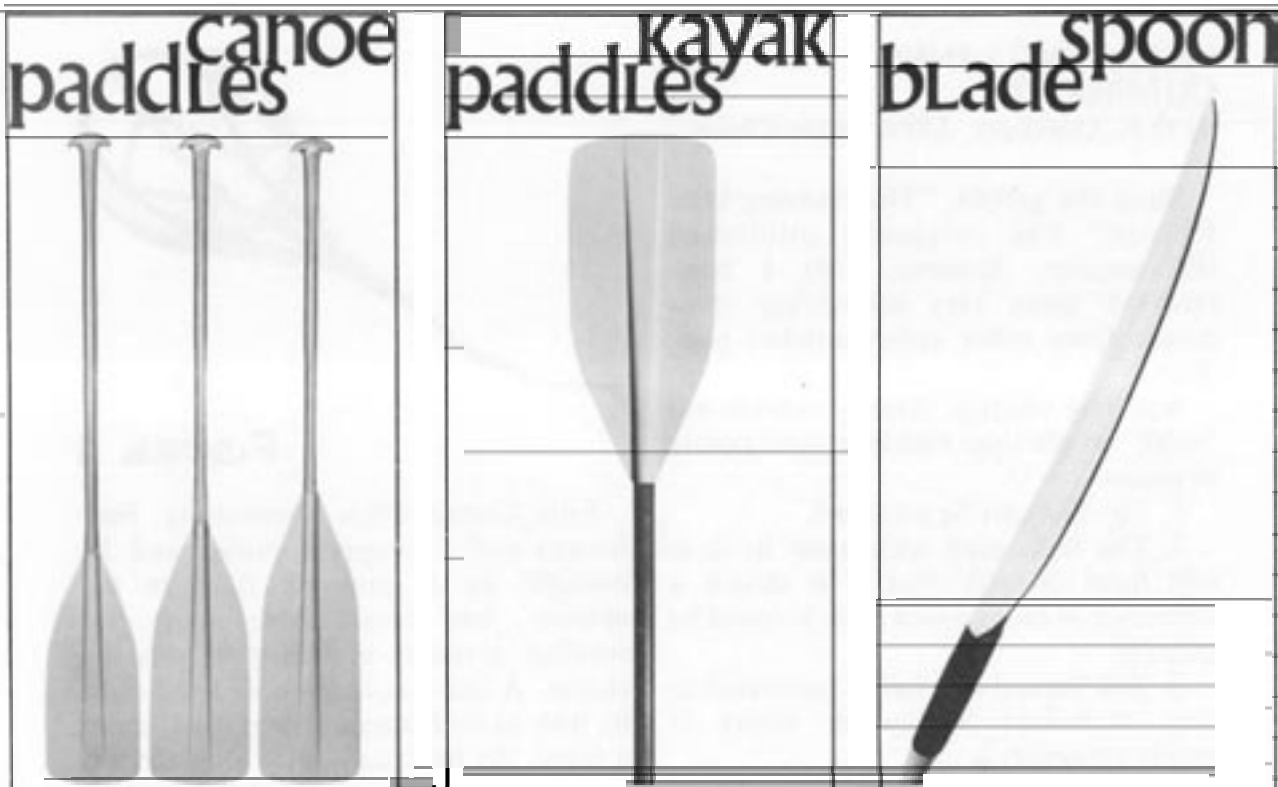
Upon our arrival in Edmonton, Claus found that if they could change planes in 10 minutes, they could reach Vancouver that night. We frantically snatched our baggage from the conveyor belt, bundled it over to the waiting plane, and they were off. I had had enough excitement for one day, so soon we were sleeping between clean sheets in a civilized motel.

But our visit to the Nahanni country was not yet over. After a day in the city, we warmed up our little plane, "Sierra Queen," and flew over to Fort Nelson on the Alcan Highway. Then on a beautifully clear morning we headed due north over the flatland toward distinctive Nahanni Butte on the horizon. To fly up a river one has come down in a boat is to add another dimen-

sion to one's understanding of the area. I recognized and photographed each landmark as it passed — Nahanni Butte (the town and the hill), the Splits, Twisted Mountain, First Canyon, Prairie Creek and Headless Valley, The Gate (where the river cuts through an entire mountain range), Virginia Falls (Hal made a full circle), the upper valley of the Nahanni, Rabbitkettle Hot-springs, Rabbitkettle Lake, and then on further to an area we had wanted to see but were unable to, including Glacier Lake nestled high in the Ragged Range. By now the clouds were building up and obscuring the mountain tops, so we turned back and looked for a way to get over to the Flat River and thence crosscountry to Watson Lake. Our intended route was cloudbound, but we were able to fly up Hole-in-the-Wall Creek and then over a saddle into the valley of the Flat River. Hal showed his talents as a bush pilot as he found holes in the clouds to go from one valley to the next. Finally he picked up the Watson Lake radio beacon loud and clear just about the time we left the thickest clouds behind. In just a few short hours we had flown over a river it had taken 2 weeks to paddle down.

Thinking back over our Nahanni trip, we realize that we are among the fortunate few to have seen this relatively untouched wilderness area. Such places with varied scenery — high waterfalls, deep canyons, rugged mountains, and abundant wildlife are becoming more and more rare, and we are appreciative of the opportunity to sample one of them. It was a memorable experience.





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## "HEAVING LINE" COMMENTS

by O.K. Goodwin, AWA Safety Chmn.

Since the article, "The Heaving Line Rescue" was originally published (Whitewater, Summer '73) I have received some very interesting comments from other safety-minded paddlers:

Ned Jose (Natick, Maine) (who is not "sold" on the line) had four good points to make:

1. The line *can* be a hazard.
2. The ball, even with foam in it, is still hard enough that if it struck a swimmer in an exposed area, it *could* be painful.
3. The hazard of a line is increased in very turbulent whitewater where it *might* entangle.
4. The shore end of a line *should never be tied - to anything -* and should have no *knots* in it.

Ned and I are in total agreement on these points. But — where Ned would replace the line and Monkey's Fist by skin divers or a line tied to an inner tube, there is room for argument.

Skin divers *cannot* effect a rescue as quickly as a line. The time it takes to swim to a "victim" is longer and the "diver" is much slower in getting the victim and/or boat to shore. He is also placing himself in jeopardy.

The innertube line has virtue: it is very soft, it is easy to see and to hold onto. But, have you ever tried to throw one? Close-in, the accuracy is good; thirty or more feet out, it is terrible!

Of course there *are* situations where the wet-suited skin diver is superior to any other form of a rescue as there *are* also situations where an innertube on a line is better than a Monkey Fist. The form of rescue effort to be provided must be selected for each given set of circumstances.



FIGURE 1

John Connet (New Shrewsbury, New Jersey) and I swapped stories and he brought up a gimmick that, in my opinion, has considerable merit. He recalled a rescue in which *he* was the victim. A line was thrown and fell right by him as he became submerged under a wave. As he returned to the surface, he made a clawing-grab at the spot he supposed the line to be, catching his fingers in the mesh of net which, with a ball of flotation, was attached to the line. John had nothing but praise for that mesh net.

As soon as I can manage it, my line will be modified (experimentally) to include a 6" ball of Ethafoam (painted orange) enclosed in an open-net mesh of  $\frac{1}{4}$ " braided Polypropylene line. (See Figure 1) I believe this braided "Poly" line to be easy on the fingers and  $\frac{1}{4}$ " to be the optimum size for holding without cutting the fingers *and* for effective knotting.

The method for tying such a (circular net) mesh is shown very clearly in a book on knotting by Raoul Graumont and John Hensel, *Encyclopedia of Knots and Fancy Rope Work*. The knots shown include Clove Hitches and Sheet Bends which are basic in anybody's book.

(This modified line may be the subject of a later "how-to-do-it-" article after testing.)

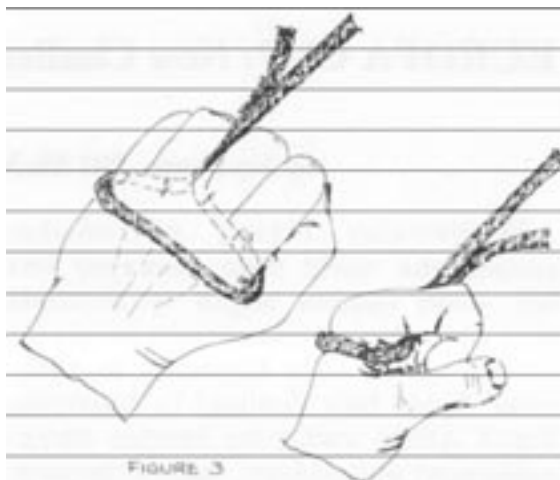
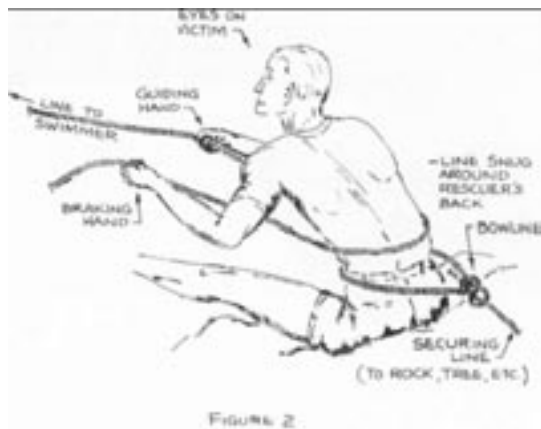


Ed Fox (Springfield, Missouri) made the comment that the rescuer (as illustrated in the original article) was vulnerable, that he could be pulled into the water and become a victim, himself. I don't deny it, in fact I have been a victim once and have had several near misses.

Ed suggests that the rope man would be more secure if he were to arrange a secondary line from his waist to a stationary support (rock, tree, other help). I fully agree that this could be helpful.

Also, Ed would add a rock climber's technique to the rope-handling, *after* the throw. Known as a belay, it is accomplished by passing the line around his waist *above* the securing line (see Figure 2). He then absorbs the load with his body instead of his hands. A heavy load can be controlled very effectively this way with less danger to the rope handler. It is an invaluable procedure for light weight rope men and could prevent painful rope burns for any. A belay may also be effected by taking a turn of the line around a tree, rock, etc. This will control a greater pull, but I believe with less "feel" for a swimmer on the other end.

Much as I respect these methods I must confess that they were omitted from my article on a purely personal basis. I prefer *not* to be secured to



**How to hold a line securely so that it doesn't hold you. By straightening the fingers the line snaps free.**

anything so that I have the freedom to move away from my station as needed. With my weight (200 lbs) and the assistance of nearby spectators, I believe I can hold my end of the line in any race situation that a swimmer can hold the other. Also, I have discovered a means of holding the line (See Fig. 3) so that rope burns are not likely to occur and so that I can release the line instantly in an emergency situation.

Of course I know that ropes will be used by rescuers of all shapes and sizes with a wide variety of experience for many different types of rescue. To say that my way is the only way would be presumptuous. For this reason I welcome any new ideas, discussion and criticism. Maybe we can all learn something to help keep our sport safe.

One last point: I was shocked when I realized that after all the details had been put together and published I had failed to mention the safety man needing a lifejacket. In most rescue situations the possibility is very real that a rope man can be pulled into the water or that he may go in intentionally in an emergency. Wearing a jacket is a simple precaution which *should he required* of any safety personnel.

## EUROPA CUP: New Challenge for Whitewater Boaters

by Jay Evans, 201 McNutt, Hanover, N.H. 03755

Whitewater racing aficionados around the world were dismayed last fall when rumors began to circulate that whitewater slalom might not be included in the 1976 Olympics in Montreal. From New Zealand to Australia, South Africa and even Sweden disappointment was evident. One of the most colorful, unique and popular events at Munich was not to be continued.

In some ways it was ironic that Canada, the historic home of the canoe and kayak, would not play host to a sport which is closer to the true Olympic ideals than many other sports that were left on the program. Nevertheless, politics often follows a circuitous route, and although the West German Kayak and Canoe Federation is still pushing hard (firm in the belief that they can win medals in that event) it now appears unlikely that the 1976 Olympics in

Montreal will be graced with whitewater slalom even though a superb race site lies only 400 kilometers from the city itself.

Instead, the governing body of whitewater racing (the Slalom Committee of the International Canoe Federation) has proposed to offer an *Eziropn Cup* competition in the alternate years between the always popular biennial World Championships.

We now have confirmation of this and at the I.C.F. Slalom Committee meeting in November rules were drafted for this new and exciting aspect of whitewater racing.

In each of the following classes (K-1, K-1W, C-1, C-2) an *Europa Cup* will be awarded in slalom, and a Cup will also be awarded in wildwater racing which will include the C-2M class as well as the other four better known classes.

**Sandy Morrison at West River Races, Jamaica, VT. Photo by Stowe Photo.**




In both slalom and wildwater there will be three obligatory races assigned as Europa Cup competitions together with a substitute or back-up race. The I.C.F. Slalom Committee has declared that the Cup competitions must be held in three different countries and must be spread over the summer racing season. And, the same competition course cannot be used for a cup competition in two consecutive years.

Of particular importance to Americans who are beginning to flock to European races in greater numbers each year is the rule that each member association of the I.C.F. (in our case the National Slalom Committee of the American Canoe Association) nominate two boats per class from the six boats traditionally allowed to enter sanctioned international races from each country or federation. The two boats chosen from each class must compete in all three Europa Cup races.

The three slalom races chosen are Lipno, Czechoslovakia July 5-7, Bourg St. Maurice, France July 25-28, and Augsburg West Germany August 10-11. The wildwater races selected are Lesse, Belgium April 21, Merano, Italy June 8-9, and the Loisach, West Germany June 13. The substitute race for slalom is Nowy Sacz, Poland Sept. 8-9, and for wildwater it is Bourg St. Maurice July 25-28.

How are the winners of the Europa Cup determined? A point system has been devised in which the winner (or top placing Europa Cup candidate) in each class receives one point, 2nd place means 2 points, third place means 3 points, etc. Competitors who fail to start or do not finish the course will be eliminated. Racers will be given points at the end of each race and following the third and final Europa Cup race the points each racer has earned will be totalled. The winner of the Europa Cup in each class will be the competitor with



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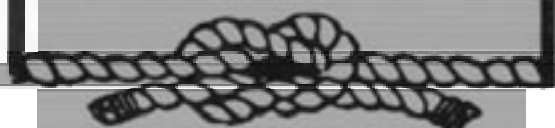
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the *lowest* number of points. In case of a tie the pecking order will be determined the same way as ties are rank ordered according to regular I.C.F. Slalom and wildwater rules.

An Europa Trophy will also be presented to the best member association (or country) taking part in the Europa Cup competition in both slalom and wildwater (except that the C-2M class will not be included in either slalom or wildwater for this trophy).

This whole new idea of an Europa Cup international competition will create an interesting challenge for our own A.C.A. Slalom Committee not only to select our top two boaters in each eligible class but also to help make it possible for them to attend all three races in slalom and wildwater.

This new element will add a little zest to this year's early spring racing schedule. Also, it will add some meaning to a sustained series of races in Europe rather than the more casual American approach of former years. American competitors are already looking forward to this new concept in whitewater racing.

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# Last Cruise for Randy Carter

by Grant Conway

Randy Carter, 70, died January 16 after a stroke on the 11th; having requested the simplest ceremony possible be arranged by his widow, Miriam, graveside services were held two days later at the Warrenton Cemetery in Virginia.

Randy will be remembered for his canoeing guidebooks, whitewater cruises which he led for the Canoe Cruisers, the Salem Church dam fight and his daring effort to clear a channel through the landslide which blocked the South Branch of the Potomac in the Smokehole.

In 1949 after heavy rains and flood conditions on the South Branch, a landslide beginning near the top of the ridge on Fork Mountain roared into the gorge and across the river for approximately 100 yards. After the silt and other residue was washed down the river, remaining irregular-sized boulders were too large for the hydraulic action of the river to force a channel. Over a distance of 40 feet the river continues to drop about 10 feet. The Smoke Hole was probably Randy's favorite cruise and the portage was exhausting.

During August of 1957 Randy Carter with a friend loaded his C-2 with dynamite and blasting caps with fuses at the Forest Service campground nine miles up the river where they launched. Randy, an explosives expert, was partially successful in blasting a channel through the large rocks. While some experts, depending upon the stage of the water, successfully negotiate his blasted channel, the portage trail on the east side of the river is well worn.

Salem Church Dam on the Rappahannock has not been constructed, largely due to the militant opposition

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leadership of Randy Carter.

Randy delighted in running the headwaters of streams flowing from the Blue Ridge after heavy rains, and his explorations of little-known tributaries led to his guidebook, "Canoeing Whitewater River Guide;" his sixth revised edition was printed in 1970. His guide covers rivers and their tributaries of the central Atlantic region as far south as North Carolina, and also includes the Youghiogheny west of the Appalachians.

Another of his campaigns was maintaining the right of canoeists and boaters to cruise navigable streams, determined by the headwaters location for the shipping of tobacco by canoe and dugout, when during the colonial period and the period after Independence, tobacco cultivation extended into the headwaters of streams, and tidewater markets could only be reached by water transportation. Precedence for navigation of a river course once having been established,

the continued right to pass through privately-owned, adjacent land could not be abridged by later property owners under this common law, according to Carter.

Randy's determination to overcome all obstacles may trace to his early in life bout with polio. After his doctor advised him that he would never walk again and left a set of crutches before departing, his father broke the crutches over his knee and stated, "You will walk!"

After selling his successful building contracting business in Warrenton in 1962, Mr. Randolph H. Carter (a combination of First Family of Virginia names) became Fauquier County building inspector. He retired from that position in 1970.

Randy Carter, expert canoeist, was a jewel in the rough. By his grit and determination he set an example for the physically handicapped and all others. Whitewater canoeists, today and tomorrow, can pay tribute to him for opening and preserving naturally flowing streams for their use, and for cleaner rivers.

*(From the Jan. 1974 CRUISER. newsletter of the Canoe Cruisers Assoc. of Greater Washington, D.C.)*

## **RANDY CARTER MEMORIAL TROPHY**

A Randy Carter Memorial Trophy will be awarded to the winner of the C-1 Cruising Class in the Virginia Championship Canoe Races (to be held April 27-28). This race will help to publicize the recreational value of the Shenandoah River, which is being threatened by construction of low-water bridges. Free camping arrangements will be made for teams or individuals. Contact Joe Swiger, Box 1291, Front Royal, VA 22630.

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## **OBITUARIES**

**RANDY CARTER**, 70, one of the best-known names in Eastern canoeing. (See article, p. 57) )

**HAROLD "SNEAKIN DEACON" KIEHM**, an ardent AWA supporter and worker for as long as we can remember, in Chicago, Ill. We have no further information as yet but hope to publish a tribute in the next issue.

**CARMELITA LOWRY**, Conservation Chairlady of the Meramec River Canoe Club who, though she referred to herself as just "the little old lady in tennis shoes," managed to spend thousands of hours writing articles and letters for the preservation of forests, mountains and rivers.

**FRANCIS C. OLLRY**, 60, paddler, conservationist, Boy Scout leader and husband of **CRUISER** editor Mary Ollry (newsletter of the Canoe Cruisers Assoc. of Greater Washington, D.C.).

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## TRY THIS Three Tips for the Open Canoeist

Like all other paddlers we have, over the years, developed methods and techniques which are particularly well suited to our style of travel. Three of these would seem to have wide applicability, but are apparently undiscovered by others. We pass them along in the hope that they will increase your enjoyment of this great sport.

**Paint your decks.** The shiny bow deck of an aluminum canoe can be the source of a great deal of uncomfortable glare for the bow paddler, but this can be easily eliminated by the application of a coat of dark paint. Aluminum is notoriously difficult to paint, but we have found two primers which adhere remarkably well: Hooker 2391 Red Metal Primer, and Rustoleum Galvinox 3202 Undercoat. Clean the decks well with paint or lacquer thinner to remove any oily residue, mask as desired, and prime (follow the directions on the can); then paint with the color of your choice. Obviously, dark colors are best for reducing glare. We used flat black on our first boat — it can't be beat for killing glare, but it lacks esthetic appeal. Our present boat has royal blue decks, and this shade is more than adequately dark. In addition to being functional, these spots of color will personalize your craft. Of course it isn't necessary to paint the stern deck, but the symmetry is attractive.

**Use a duckboard.** One of the big advantages of an open canoe is its great cargo-carrying capacity; unfortunately, its principle disadvantage is its tendency to ship water when the going gets rough, and this water will settle at the lowest point — between the thwarts, where the camping gear is stowed. In addition, the open canoe can collect a surprising amount of water in a heavy rain. Even if the gear is waterproofed, a

grade III rapid or a sudden downpour can leave it looking like it just crossed the Atlantic in the bilge of a galleon. A duckboard is nothing more than a portable floor which will raise the gear an inch or two off the bottom. It can be made of any light, water-resistant material, but we recently hit on a commercial product which seems nearly perfect for the job: an expanding (sissors) gate of the type used to keep children and pets in (or out of) rooms. Such a gate makes a duckboard which is inexpensive, light, and will collapse for portaging. Also, its size is adjustable, so it will fit any boat. Laid on the bottom, it will raise the gear an inch or more (depending on whether there are internal ribs), where it will be safely out of reach of any reasonable amount of shipped or collected water.

**Mount a compass.** On a Quetico-type trip a compass is an absolute necessity, and it helps to have it in view constantly. A wrist compass, strapped to the stern thwart, can't be stepped on or kicked under the seat or duffel, and it's impossible to misplace; yet it's in full view of the stern paddler at all times.

Happy paddling! (Submitted by Gary and Marian Myers, 28W 136 Hillview Dr., Naperville, IL 60540.)

*Readers' contributions are solicited for this column. Send to Try This Editor, Michael W. Mutek, 446 E. 3rd South, Apt. B-2, Salt Lake City, UT 84111.*

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## THE YUBA RIVER BELOW ENGLEBRIGHT DAM

by Joe Bauer, Box 394, Inverness, CA 94937

A mile and a half of Class 2%, one wild Class 4 rapid and then two and a half miles of Class **III**

This section of river seems to have about the most reliable flow of the dam-controlled whitewater runs. Seldom does it flow under 2000 cfs in the summer and the winter flow seems to stay generally around 4000 cfs.

The top section has some nice easy rapids. A good warm up. The large flow has a lot of power. The eddies are very responsive and there are lots of simple play possibilities.

But you keep thinking about the big one downstream — and what a beautiful rapid it is! Take your time and scout all the way to the bottom. Good place for lunch — study the bottom drop and then the top again — doesn't look hard. Mostly straight through. . .

There are three distinct sections.

The top of the rapid has large holes staggered among big waves. It's a real trick to get through without being clobbered by something.

The middle section features very large eddies on each side, huge standing waves, and a freight train current that will really charge your battery.

A big drop into a reversal which stretches all the way across the river introduces you to the turbulent lower section — a few seconds of totally mixed up whitewater! and then 2½ miles of flat.

The take out is just below the Highway 20 bridge on the right bank. The put-in is a little harder to find. Take the first right off Highway 20 going towards Marysville and good luck.

This is a good run for intermediate boaters who would like to try some

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The top of the rapid has several large holes. Photos by Joe and John Bauer.







Class 4 without taking on a long, difficult wilderness river. It's also perfect for a late summer or fall trip when most of the other rivers are getting too low. Nothing like big water on a summer day.

ABOVE: Big eddies and a freight train current mark this section of the Yuba. BELOW: The lower section is incredibly turbulent. Photos by Joe and John Bauer.



# TRIPS CHAIRMAN'S REPORT

By David O. Cooney, AWA Director

Your new Trips Chairman has been attempting to construct a schedule of trips for the summer of 1974. Several approaches were considered. Revival of the AWA-sponsored trips run during 1959-61 by Oz Hawksley on the Selway, Salmon, etc. seems out of the question, since (a) the necessary support equipment (e.g., rafts) is no longer available, (b) various western guides associations have conspired to, in effect, legally bar privately sponsored trips (costly "licenses" are required, and are slow in being issued), and (c) many western rivers are now subject to severe quota systems, some of which are heavily weighted towards commercial use. Trips on eastern rivers are generally not possible because of poor and variable summer water conditions.

The approach decided upon was to encourage local affiliates to open trips which they have scheduled for their clubs to all interested, and to provide information via listing of trips in the AWA Journal. Letters were sent to nearly 50 affiliates (generally the largest or most active ones) across the entire country. Responses were few, but those which were received were usually detailed and very helpful. Many clubs indicated that either poor local summer water conditions or their practice of not scheduling trips far in advance prevent-

ed them from offering specific listings at this time. Everyone seemed very eager to welcome visitors for whatever trips are ultimately scheduled.

Therefore, for the present I would encourage boaters who would like to run rivers in other areas to contact one or more of our listed AWA affiliates in those areas, find out their schedules as they develop, and ask to join a suitable trip or two. For the future, I shall explore the costs involved in running western rivers with commercial raft support, try to assess AWA member interest in such trips, and then possibly arrange a few initial trips for the summer of 1975.

I will, for now, list here the few specific trips which clubs have already scheduled and in which AWA members are invited to participate. If you are interested in any of these, drop me a card (21 Haggerty Rd., Potsdam, N.Y. 13676) and I'll send you immediately a complete data sheet on the trip (exact location, meeting place, leader's name, etc.).

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River	Class
Dead R. and Kennebec R. (Maine)	III
Ammonoosuc R. (NH)	II
Upper Androscoggin R. (NH)	III
	II&III
Big South Fork of the Cumberland (Tenn.)	III-V (day 1)
Vermillion R. (Ill.)	II-III(day2)
Wolf R. (Wisc.)	I-II
	II-IV

Sponsoring Club	Dates
Appalach. Mtn. Club	8/30-
Berkshire Chapter	9/2
Berkshire Chapter	6/1-6/2
Berkshire Chapter	7/20-7/21
Tenn. Valley Canoe Club	6/22-6/23
Chicago Whitewater Assoc'n	6/22-6/23
	not yet decided

# RACING TIPS

*This column, a regular feature of 'American Whitewater, is designed to help the novice racer develop better techniques. Each "TIPS" column will feature a specific slalom or downriver racing skill. Please send questions or situations you'd like discussed to:*

*Ray Gabler, AWA Racing Editor  
151 Jensen Circle  
W. Springfield, MA 01089*

## **Negotiating the Upstream Gate by Sidney Feldman, Baker Street Mohegan Lake, N.Y.**

In running the upstream gate, the racer is required to paddle in a direction opposite to that of the main downstream current. It can be an easy gate to negotiate, but when attempting to limit the time it takes to successfully complete its passage, it can also become the most complex problem on a slalom course.

The first thing to consider is the hydraulics of the water in and around the eddy containing the gate. The downstream current, upstream current and especially the eddy line should be examined and analyzed for speed, type of waves and extent of whirlpool activity. Is the eddy line distinct or does the main current gradually disappear and reappear as the eddy current? Is there a great deal of soft water (foamy water containing a large amount of air bubbles), or is it hard, and will it aid or hinder in the turning of the boat into or out of the eddy?

The paddler should attempt to enter the eddy at full speed with the boat at an angle of 45°-90° to the eddy line. About 10% of the time it will be necessary for the paddler to use a reverse sweep to slow the boat and change its angle, but in most cases, it is preferable to "dive" into the eddy allowing the eddy current to turn the boat. As you en-



**K-1 Competitor at New England Slalom Championship, Campton, NH. Photo by Stowe Photo.**

ter the eddy, place the paddle blade in a vertical position as close to the gate as possible. Placing the blade vertical checks sideslipping and allows the boat to quickly pivot with the paddle as the center of rotation. Just before executing this "Duffek" stroke, Norbert Sattler (current K-1 world champ) likes to rest for one second which he does by slicing his blade through the water allowing him to have complete control and power when actually turning the boat.

The turn itself should be performed so that when completed, the bow of the boat has already entered the gate. This is the most crucial element in running the upstream gate and can be accomplished through control and use of wrist action, a strong follow through on the paddle stroke, and proper use of the eddy current. If the turn is made five feet below the gate, it will probably mean a five second slower running time

which can cost you the race.

One should attempt to negotiate the entrance, passage and exit from the gate in as smooth and even a pace as possible. A pulsating rhythm in the paddling technique will make the boat porpoise (dive up and down) forcing the nose of the boat under the water which is especially dangerous in the variable hydraulics of an eddy line. Therefore, the passage through the gate should be on a line which will allow a smooth and rapid exit. If the next gate is a downstream gate, attempt to turn out into the current as quickly as possible being sure not to have the stern touch the outside pole. If attempting a ferry from the upstream gate, the line the boater should follow while in the gate is one which will allow him to go directly into a trough of a standing wave in the main current. If the boat is positioned properly, this trough will help hold the boat for a ferry.

The entire operation could be done with one and a half strokes (if you use an underwater paddle recovery and the water conditions allow for it). Most times you have been successful if you use three strokes and the entire negotiation is completed in **3.5** seconds.

#### In Summary

- 1) Water conditions will determine approach to the eddy.
- 2) Make your turn as close to the gate as possible.
- 3) The negotiation should be one continuous smooth motion.
- 4) The angle of negotiation should line the boater up to allow as quick and efficient an exit from the gate as possible.

### CORRECTION

Jay Evans' Tariffville Training Camp will be held May **25-26** and not June **8-9** as was published in the Winter, **1973** AWA Journal. Also, neither this camp nor the August Tariffville Clinic will include wildwater.

## RACE RESULTS

### MIDWEST DIVISION SLALOM CHAMPIONSHIPS ST. CROIX SLALOM — SEPT. 15-16, 1973

#### 25 GATES — CLASS 3

##### K-1 (Expert)

	Time	Pen.	Total
1 Peter Cary	250.6	40	270.5
2 Charles Frame	256.0	50	306.0
3 Steve Rock	299.2	60	359.2

##### K-1 (Intermediate)

1 Eric Alhertson	176.0	60	236.0
2 Steve Landick	230.1	70	300.1
3 Austin Indritz	217.0	230	447.0

##### K-1W (Expert)

1 JoAnn Artr	405.6	290	695.6
2 Mary Reinhart	407.6	590	997.6

##### C-1 (Expert)

1 Al Button	272.2	70	342.2
2 Charlie Steed	329.4	100	429.4
3 Pete Cary	374.2	120	494.2

##### C-1 (Intermediate)

1 Tom Johns	272.2	300	572.2
2 Robert London	339.8	270	609.8

##### C-2M (Expert)

1 J. Artz; F. Young	391.6	380	771.6
2 M. Johns; A. Button	480.4	360	840.4

##### K-1 Team (Expert)

1 P. Cary; T. Johns; A. Button	355.0	200	555.0
2 R. Beer; E. Alhertson; A. Indritz	377.4	730	1107.4

##### C-1 Team (Expert)

1 A. Button; B. Schuetzler; S. Parsons	1060.	540	1600.
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## RACE DATES

Fair St. Louis Canoe Races, June **14**, Grand basin Forest Park, MO. Tenth Annual Poling Championships, June **15-16**, Times Beach, MO.

The above races are sponsored by the Meramec R. Canoe Club. Contact Michele McNalley, **2100** Kayner Rd., Kirkwood, MO. **63122**.

Hadley-Luzerne Wildwater Races, June **22**, at Hadley (near Lake Luzerne, N. Y.).

Controlled-flow, slalom and wildwater. Contact: Richard H. Lange, **1296** Lowell Rd., Schenectady, NY **12308**.

**ACA ATLANTIC DIVISION  
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The *Esopus Whitewater Slalom*, June 1-2, 1974 at Phoenicia, N.Y. has been designated as the ACA Atlantic Division Slalom Championships. Contact E. Alexander, 6 Winslow Ave., E. Brunswick, NJ08816.

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# PRESIDENT'S SOAPBOX

## Government Management of Western Rivers

by J. Calvin Giddings

The freedom of river travel is rapidly disappearing. Even in the wide open West, where traditionally a man could put a boat on any water he wanted at any time he wanted, choking restrictions are arising by the dozens. A few are good — such as those making us pick up our litter. But most of them restrict, delay and embroil in red tape our simple love of moving water.

Government agencies, controlling our grandest Western rivers, receive most of the blame. But ultimate responsibility resides with the hordes of people — many of them encouraged by commercial outfitters — who want to experience the excitement of rapids and wilderness river travel.

Severe restrictions are occurring in other parts of the country too; it is imperative that we hear about all such problems and work together to solve them. I will focus this report on Western rivers, where decisions are being made daily that will affect our use of rivers for decades.

Of central importance is the 9-man Interagency Whitewater Committee (IWC), formed recently to work out consistent management guidelines for the harassed agency people of the NPS, BLM, and USFS. This committee and a host of other Western river managers met February 7-9 in Salt Lake City in conjunction with a meeting of the Western River Guides Association (WRGA) — mainly a group of outfitters and professional guides. Several representatives of ACA and AWA — including Deane Hall, Les Jones, Art Vitarelli, Carl Trost, and myself — were on hand to express our concerns.

The guidelines, now nearing completion, deal with recreational use capacities, scheduling/reservation systems, use of motors, shore use, allotments, permits, party size, equipment, emergencies, boatman qualifications, human waste, safety, and similar matters. For the most part these are covered in a general way, although specific recommendations are incorporated. Some fail to account for the unique nature of kayaking. Had we not objected, for example, the requirement for an *extra* life preserver and a first aid kit on each boat might have greeted all future paddlers.

The guidelines are not intended to force uniform management; they are designed to provide guidance where appropriate. They are expected to evolve in future IWC meetings. We suspect, however, that the guidelines will gradually entrench themselves as policy. Clearly, the continuing work of IWC should receive our closest attention.

Nothing said above is intended to degrade IWC or its members. They are doing their best to manage a precious resource under assault. They are anxious to hear our views and work with us. They are even willing to hold one of their biannual Western meetings with private users each Fall, if we can organize such an event. However some of the outfitters barrage them constantly regarding motor restrictions, allotments, and other rules that favor rivers but hinder money-making. We must be equally vocal as both individuals and organizations.

The division of river use between

private and commercial parties is rapidly emerging as the dominant problem. This has been left up to the individual river managers, and great inconsistencies exist. We will someday get 80% of the Selway, but now squeeze ourselves into 5% of the total Cataract Canyon allotment. We have 30% of the Salmon's Middle Fork. We are headed toward 50% of Westwater, but are restricted to 8% further down the Colorado River in Grand Canyon.

In general the most severe restrictions apply on those rivers where commercial use has ballooned wildly. It is hard to cut an outfitter back once his use is established. Big outfitters have used lawsuits and friendly politicians to avoid restrictions, particularly in the Grand Canyon. If total use is to be kept reasonable, the timid private user will be left holding the bag. We may be lucky to even get a view of these rivers in the future without paying an outfitter for the privilege of riding his monstrous raft!

The IWC and associated management people held one meeting — on February 8th — specifically to hear from private users. Deane Hall of the ACA and I got together to formulate a joint ACA/AWA list of concerns and tentative proposals. These were used to kick off the meeting. These are summarized below, in the hope that AWA members will help us develop a better list and formalize AWA policy.

1. While some private/commercial quotas are exceptionally fair, others must be revised upward drastically.

2. All regulations must account for the special characteristics of small boats such as kayaks and canoes.

3. Our organizations should be provided with updated summary information regarding permit requirements and quotas for all major Western rivers. This information could

hopefully be published in these pages periodically. Can you imagine driving 2000 miles west to find your favorite river closed to your use? (See accompanying list to find who to write to for this information for different rivers — this list is the best we can do at present.)

4. The trend is toward signing up for trips years in advance. This system fits the outfitters' needs for long range planning, but detracts from the spontaneity of private trips. Could part of the total quota be reserved for small parties showing up and, if necessary, waiting their turn at the river bank?

5. Some river managers unfairly regard kayaks as unsafe for large rapids. Together, ACA/AWA are willing to organize a workshop for river managers to better acquaint them with this subject.

6. The Grand Canyon managers, faced with a small private quota, have ruled that no private user can repeat a trip two years in a row. No similar restriction applies to those taking commercial trips. While this rule has some merit as a means of dividing an insufficient quota, we feel a) it should be applied equally to all river users except b) the leaders of private parties must know the river well and should be allowed to repeat, just like professional river guides repeat. (The Crux of the Grand Canyon problem is the trickling private quota — apparently emanating from Washington, D. C. Write your senator!)

7. The use of motors generally detracts from the full enjoyment of the river and should be sharply curtailed whenever possible (presented as an AWA view only).

To this list we added in private conversation afterward that our pressure should not be construed as an attempt to lift the lid on the total quotas im-

posed to protect the river environment. We must, instead, see some kind of redistribution.

The WRGA is justifiably worried about our emerging interest in this matter. They have formed a study team to make recommendations to IWC. This team, in all fairness, contains private users and guides, as well as outfitters. It is chaired by Verne Huser, a guide and a dedicated environmentalist. We will watch their progress with interest. Meantime, the AWA and ACA intend to work in concert on this matter to represent all private boating interests. What can you do?

We need your ideas and your help. What should AWA policy be on private allotments and related matters? When you think about it — our rights versus those wishing to ride commercial rafts — you find enormous complications in arriving at fair formulas. Should we organize a committee to protect our use

interests throughout the country? Or two committees, one East and one West? Will anyone volunteer for this important work? What are your thoughts on organizing a Western meeting of private users to meet with IWC? Who will help with this?

Of equal importance, find out who is managing your favorite river and inquire about any upcoming regulations. Write and organize others to write if problems are developing. Write to Bob Yearout, Chairman of IWC, Grand Canyon National Park, Box 129, Grand Canyon, Arizona 86023, expressing your concern with the guidelines and the future direction of IWC. Write or call your man in Washington about unfair quotas in the Grand Canyon. And so on.

The following list can be used to gain information on Western rivers, and to make your management views known.

<b>Bureau of Land Management</b>		
Managing Agency	Contact	River(s)
Folsom District Office 63 Natoma Street Folsom, CA 95630	*Dick Harlos Outdoor Rec. Planner	Stanislaus Tuolumne
Medford District 310 W. Sixth South Medford, Oregon 95701	Con Schaffield District Manager	Rogue
	*Kenneth R. Mak Area Manager	
Monticello District 446 South Main Moab, Utah 84532	*Marvin Jensen Area Manager	Colorado (Westwater Canyon)
Monticello District P. O. Box 1327 Monticello, Utah 83435	Frank Shields District Manager	Colorado (Westwater Canyon)
Price District P. O. Box AB Vernal, Utah 84078	Glenn Freeman District Manager	Green
Utah State Office P. O. Box 11505 Salt Lake City, UT 84111	*Larry Lee Outdoor Rec. Planner	

\*Member, IWC



Managing Agency	Bureau of Land Management (Cont.) Contact	River(s)
Div. of Recreation (370) Bureau of Land Mgmt. Dept. of Interior Washington, D. C. 20240	Wayne Bowden Recreation Planner	
Big Bend National Park Big Bend NP, TX 79834	Floyd Newby Recreation Planner Superintendent	Rio Grande
Canyonlands Nat'l Park 446 S. Main Street Moab, Utah 84532	Tom Hartman Asst. Superintendent	Colorado Green
Dinosaur Nat'l Monument Dinosaur, CO 81610	*Richard S. Tousley Superintendent	Green Yampa
Glen Canyon Nat'l Park Box 129 Grand Canyon, AZ 86023	Bruce W. Shaw Chief of Operations	Colorado (Marble and Grand Canyons)
Grand Teton Nat'l Park P. O. Box 67 Moose, Wyoming 83012	*Robert Yearout Inner Canyon Manager	
Lake Mead NRA 601 Nevada Hwy Boulder City, NV 89005	*Tom Bevinetto Management Assistant	Snake
Midwest Region 1709 Jackson St. Omaha, NB 68102	Gene Daugherty Chief Ranger	Colorado
Phoenix Office 1115 No. First Street Phoenix, AZ 85004	Kenneth Ashley Assoc. Reg. Director, Operations	
Southwest Reg. Office P. O. Box 728 Santa Fe, NM 87501	Robert Lovegren Asst. to the Regional Director (Arizona)	
Washington Office, NPs Dept. of Interior Washington, D. C. 20240	Tom F. Ela Chief, Div. of Protection & Natural Resources Mgmt.	
Washington Office, NPs Dept. of Interior Washington, D. C. 20240	Richard Marks Chief, Division of Visitor Protection	
Washington Office, NPs Dept. of Interior Washington, D. C. 20240	Jon Faust Asst. Director, Concessions	
Managing Agency Bridger-Teton Nf Afton, WY 83110	U. S. Forest Service Contact Doug Haws Afton Thane Dis. Rgr.	River(s) Grays

\*Member, IWC

<b>Managing Agency</b>	<b>U. S. Forest Service (Cont.) Contact</b>	<b>River(s)</b>
Challis Nat'l Forest Challis, ID 83226	*Sam Warren Middle Fork Dis. Rgr.	Salmon Middle Fork
Flaming Gorge NRA Dutch John, UT 84032	Michael Dondero Asst. Div. Forester	Green
Nez Perce NF Grangeville, ID 83530	*Allen Deffler Moose Creek Dis. Rgr.	Selway
Nez Perce NF White Bird, ID 83554	Arthur Seamons Slaye Creek R. S.	Snake
Payette Nat'l Forest Council, Idaho 83612	Ralph Roberts Hornet Dis. Rgr.	Snake (Hell's Canyon)
Fayette Nat's Forest McCall, Idaho 83638	Earle Dodds Big Creek Dis. Rgr.	Main Salmon Lower
Salmon Nat'l Forest North Fork. ID 83466	Frank Elder No. Forest Dis. Rgr.	Main Salmon, Lower
Sawtooth NRA Stanley, Idaho 83278	Dave Kimpton Stanley Zone Mgr.	Main Salmon, <u>Upper</u>
Siskiyou NF Grants Pass. OR 97526	Lloyd DeWorff Landscape Architect	Rouge, Illinois
Stanislaus NF Groveland, CA 95321	Carl Rust Resource Forester	Tuolumne
Targhee Nat'l Forest Island Park, ID 83429	Lynn Mitchell Island Park Dis Rgr.	Snake, Henry's Fork
Targhee Nat'l Forest Roxburg, Idaho 83440	Erv Burrows Palisades Dis. Rgr.	Snake, South Fork
Targhee Nat's Forest 420 N. Bridge St. St. Anthony, ID 83445	Hank Lee Recreation Staff Officer	Snake, South Fork
Wallowa-Whitman NF Federal Office Bldg. Box 207 Baker, Oregon 97814	John Rogers Supervisor	Snake (Hell's Canyon)
Regional Office U. S. Forest Service 325 25th St. Ogden, Utah 84401	Hoyle Sorenson Recreation Planner	

\*Member, IWC

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**WILDERNESS CANOE TRIPS** — Small groups guided in northern Quebec. We customize the trip for your group. DAUBER CANOE & KAYAK, Box 59, Wash. X'g, PA 18977.

**WHITEWATER SLALOM TRAINING CLINIC**

— At Tariffville, CT. May 25-26, and August 3-4. Sponsored by the Ledyard Canoe Club of Dartmouth for those who wish to improve their slalom skills and for physical education teachers who wish to develop whitewater programs. Write Jay Evans, 201 McNutt, Hanover, NH 03755.

**CANOE INSTRUCTORS REQUIRED IN Eng-**

land (kayak) and France (Canadian) for short/long periods March-September. Details and Appl. form from Christopher Greene, P.G. L. Adventure Ltd., Station St., Ross-on Wye, Herefordshire, Great Britain.

**C-1-er** desires full time training to become heavy water **K-1-er**. Approx. 5 days starting about 10 June. Colorado or Pacific Northwest. Ron Taksar, 430-2 Kearny, Fort Leavenworth, KS 66027.

**BOOKS**

**CANOEING WATERS OF CALIFORNIA.** By

Ann Dwyer. \$4.00 postpaid & tax (CA res.). G. B. H. Press, Box 61, Kenfield, CA 94904.

**WHITEWATER COACHING MANUAL** by Jay

Evans, U.S. Olympic Coach. A guide for the serious racer and the person who wants to help him. Tips on physical conditioning, mental

preparation, advanced slalom and wildwater technique, use of videotape, how to run a training camp, psychological testing. \$5. 201 McNutt, Hanover, NH 03755.

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**RIVER SUPPLIES** — Rafts, fiberglass and inflatable kayaks, life jackets, waterproof bags, boxes, oars, paddles, wet suits, neoprene, adhesives. etc. Send for free catalog to Northwest River Supplies, P. O. Box 3195(c), Moscow, ID 83843. (208)882-2383.

**NUMBERED RACING BIBS** — Souvenir type or reusable. Name imprinted or plain numbered in stock. Start & Finish Banners. Catalogue. RELIABLE RACING SUPPLY, 253 Bay Rd., Glens Falls, NY (518) 793-5677.

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**CANOE & KAYAK PADDLES** — Handmade wooden slalom paddles by Keith Backlund, formerly craftsman with Dagger. Write for free information: WOOD-LYTE PADDLE CO., Rte. 1 Box 409, Boalsburg, PA 16827. (814) 466-7486.

**SPRAY SKIRTS** — 1/8" neoprene/nylon back — \$16.50. Colors: red, blue, orange, black. Send waist size and colors. Shipping \$1.50. WHITEWATER WEST, 727 S. 33rd, Richmond, CA 94804.

**FLOAT BAGS** — Split bags: K-1 \$12.50, C-1 \$13.50. C-2 \$19.50. Add \$1.00 for reinforced transparent vinyl bags. Shipping \$1.50. WHITEWATER WEST, 727 S. 33rd, Richmond, CA 94804.

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**CLASSIFIED AD RATES:** 30c per word. Send to AWA Editor, Iris Sindelar, 264 East Side Dr., Concord, NH 03301.

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Recreation Committee  
212 Rend Hail  
Columbia. MO 65201

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