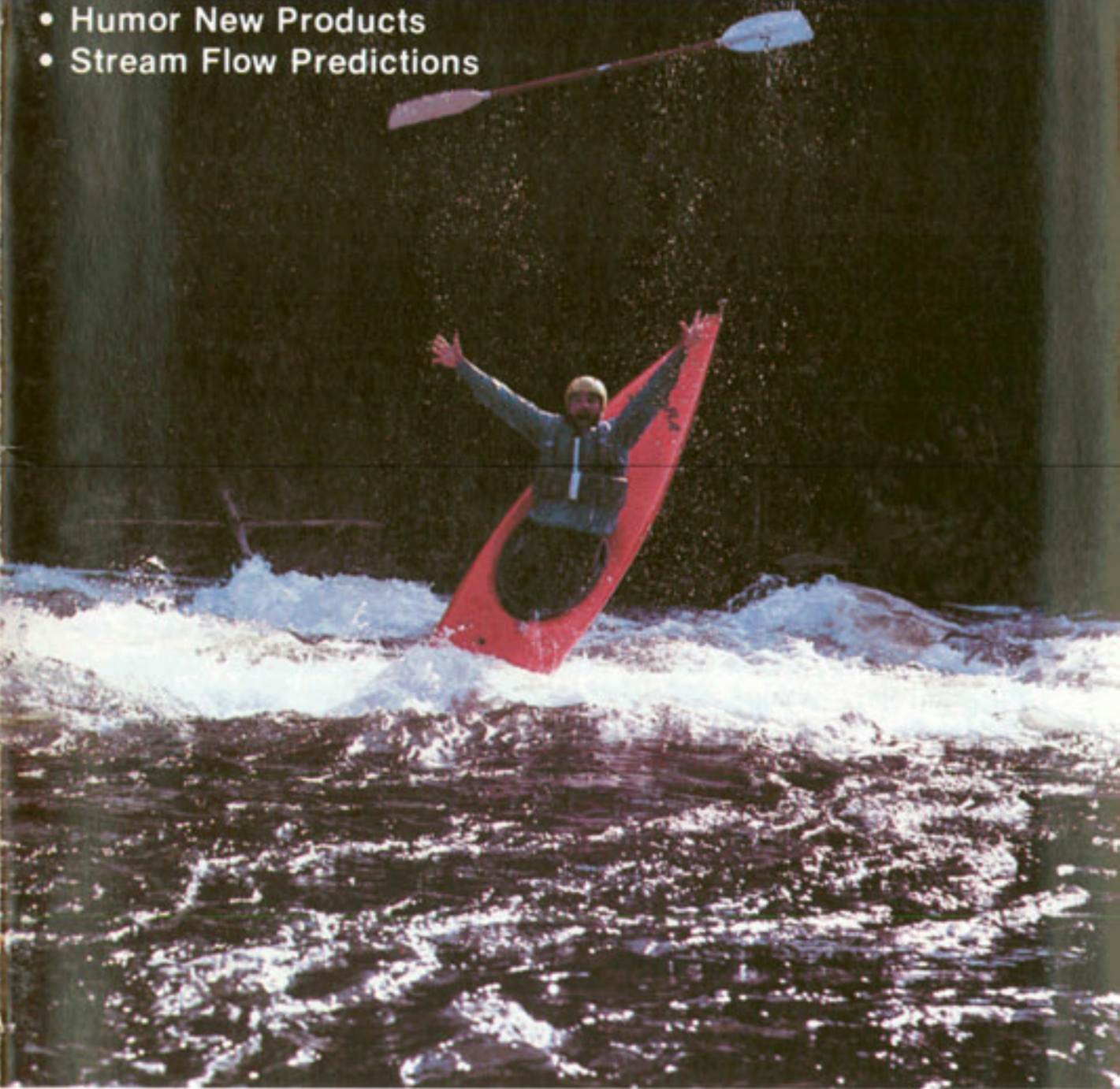


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*The Journal of the American Whitewater Affiliation*

**\$1.95**

**March-April**

**1984**



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Cover photo by Ken Horwitz.

# Dear Readers

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Dear Fellow AWA Members:

Help, won't you please send me your writings, drawings, black and white, and color photographs. The AWA Journal is the voice of the American Whitewater paddling community and I need input. Send stories and photos and story requirements/queries to:

**Dave McCourtney—AWA Editor**

Box 273

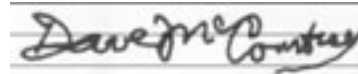
Powell Butte, Oregon 97753

If you haven't heard yet, I'm the new editor of AWA. The one thing I can do within my power is to promise a journal on time. Right now I don't have a backlog of stories, or photos, or insight into the makings of AWA, but I can guarantee you I will learn quickly. I can't add lots of color, or ads, or fancy editorial slants unless you help me. I'm new to AWA and I'm still learning.

You'll find I have a different approach than Bart to subjects, layouts, ideas for format, and content. I would like to jazz up the AWA Journal and make it jump out at ya. I think Bart Jackson has done a tremendous job with the journal and kept it going when many abandoned him, supported him. He has kept the journal going in good and bad times.

Lastly, I would like to spark debate with our readers, controversy, and thoughtful exchange. You will see from the Grand Canyon story I would like to create a forum for a variety of subjects. Also, in the Mishaps in N.A. Mountaineering, we often need to step back and laugh at ourselves once in awhile. Let's hear from you.

Sincerely,




---

## AWA MEETING JAN. BOARD REPORT

A meeting of the AWA Board of Directors was held in Chicago in January. Many decisions concerning the future directions and goals of AWA were reached. The biggest step taken was the hiring of Weaver Executive Services to process the bunches of mail that AWA receives. This, in effect, has created a National Office for our organization, something that has been needed for years. A second decision reached was that the dues structure and fees of AWA needed to be revamped; hence the Board O.K.'d an increase in yearly dues and added other categories of membership as well. And, thirdly, it was agreed upon unanimously that a change in the Journal's editor be made. A complete copy of the minutes of this meeting is available to any interested member by requesting one from me and enclosing a SASE.

Before continuing on about what is to come, let me reflect just a bit on what has

been. The Journal's timeliness and content is no doubt of utmost importance to all. As this has always been an all-volunteer organization and no single one of us has the time necessary to do all that is needed, you, our members, have sometimes suffered. Several people working behind the scenes in their spare time, have literally held this organization together for the past four or five years. All members are in their debt for the many unselfish hours the following have devoted to AWA:

Phil Vogel, who has served as Executive Director, through three moves and as many job changes, faithfully, as time permitted, did the necessary paperwork facilitating address changes, members' questions, product orders, etc., etc., etc.

Bart Jackson stepped in as editor when things went askew in that department and for several years has produced the most provocative whitewater publication in the country.

Pete Skinner computerized the membership list, and also expedites things at the typesetters, printers and mailing.

Ken Horwitz actively pursued a new member recruitment campaign last year, and as a result our membership is now higher in numbers than ever before.

Dave Smallwood, has been "keeper of the Safety Codes" for innumerable years and fills all requests for them.

Ricke Richardson, a non-paddler by the way, served as our treasurer when no one else would do the job. She has recently been replaced by Claire Gesalman, a most efficient lady with the numbes and checkbook, who does a super job figuring out where the money goes.

Burt Uhr, has offered to take over the duties of Ad manager and is presently doing a great job in this department.

Fred Young, has been faithfully sending out the product orders for us for the past year.

Other Board members have lent their support via written communication and contributions to the Journal.

Should you happen to bump into any of these people in your journeys, remember to say thanks; they all deserve it.

Now, to introduce a few new faces to the AWA scene. First, selected by the Board to fill the position of Editor is Dave McCourtney. Hailing from Powell Butte, Oregon, Dave founded, edited, and published River Runner Magazine for two years. He is a journalism teacher, and also runs a guide service on north-western rivers. He paddles rafts and drift

boats, does some kayaking, and spends time mountain climbing and skiing as well. The Board feels confident of his ability to continue to produce the Journal in the manner to which we have all become accustomed.

The ballots cast by AWA members were counted by a small group of Chicago AWA members and the tabulated results are as follows:

Fred Young .....	104
Jim Stohlquist .....	96
Keith Thompson .....	93
Tom McCloud .....	80
Mike Beard .....	72
John Barton .....	63
Ron Reardon .....	53
Steve Harris .....	46

Thus the top five will serve as AWA Directors for the next 3 years. All who were willing to run for tha Board also deserve thanks, not just the winners.

As the year unfolds, I hope each of you will think about AWA as you paddle rivers around the world, and communicate with us about your experiences. For, only by this exchange, can white-water enthusiasts keep each other posted. We can all learn from each other, and that's what this Journal is all about.

Marge Cline  
President of AWA



## GET THE NEW AWA SAFETY CODE

The **1980** revised edition of the AWA Safety Code is now available. This revision includes the new system of universal river signals combined with the excellent text of the past codes and is a **MUST** for all whitewater boaters.

For your **FREE COPY** send a stamped, self-addressed envelope to: **AWA SAFETY CODE, Box 1261, Jefferson City, MO 65102.**

Write for price quotes on quantity purchases of **50 to 5,000** codes. Pre-payment is now required before codes will be shipped.



# The FLUVIAL

## OCOEE RIVER RELEASE INFORMATION

Listed below are the recreational water release days for the Ocoee River in 1984. The information provided is accurate, but should you wish to update this information you can call the TVA Citizens Action Line at (800) 251-9242. Information to the Ocoee Outfitters dated 12/8/83 indicates that TVA is attempting to require users to pay a fee starting at \$2+ per head and escalating to \$5+ per head over the 35-year life of the project. The State is seeking other ways to pay back the \$7.4 million to the U.S. Treasury without requiring user fees for that purpose; Commissioner Howell is arguing for a user fee of probably less than \$1 to be used for the maintenance of recreation facilities instead.

### Dates, Days & No. of Hours

**Mar. 24-May 28** Saturday and Sunday — 8 hours; plus Monday on Memorial Day Weekend—8 hours.

**June 1-11** Thursday, Friday and Monday—6 hours; Saturday and Sunday—8 hours.

**June 14-Aug. 27** Thursday, Friday and Monday—6 hours; Saturday and Sunday—10 hours; plus Wednesday, July 4th—8 hours.

**Aug. 31-Sept. 3** (Labor Day Weekend) Friday—6 hours; Saturday and Sunday—10 hours; Monday—8 hours.

**Sept. 8-16** Saturday and Sunday—10 hours.

**Sept. 22-30** Saturday and Sunday—8 hours.

**Oct. 1-12** Monday thru Friday are scheduled for planned maintenance; though the weekend is not scheduled for this maintenance, it is assumed that there will be no water release on the 6th and 7th.

**Oct. 13-Nov. 4** Saturday and Sunday—8 hours.

by Stan Stor

## RECREATIONAL WATER RELEASE DAYS (BASED ON 1984 CALENDAR)

Month	Date (Hours per day)
March	23(8), 25(8), 31(8)
April	1(8), 7(8), 8(8), 14(8), 15(8), 21(8), 22(8), 28(8), 29(8)
May	5(8), 6(8), 12(8), 13(8), 19(8), 20(8), 26(8), 27(8), 28(8)
June	<del>1(6)</del> , <del>2(8)</del> , <del>3(8)</del> , <del>4(6)</del> , <del>7(6)</del> , <del>8(6)</del> , <del>9(8)</del> , <del>10(8)</del> , 11(6), 14(6), <del>15(6)</del> , 16(10), 17(10), 18(6), 21(6), 22(6), 23(10), 24(10), 25(6), 28(6), 29(6), 30(10)
July	1(10), 2(6), 4(8), 5(6), 6(6), 7(10), 8(10), 9(6), 12(6), 13(6), 14(10), 15(10), 16(6), 19(6), 20(6), 21(10), 22(10), 23(6), 26(6), 27(6), 28(10), 29(10), 30(6)
Aug.	2(6), 3(6), 4(10), 5(10), 6(6), 9(6), 10(6), 11(10), 12(10), 13(6), 16(6), 17(6), 18(10), 19(10), 20(6), 23(6), 24(6), 25(10), 26(10), 27(6), 31(6)
Sept.	1(10), 2(10), 3(8), 8(10), 9(10), 15(10), 16(10), 22(8), 23(8), <del>29(8)</del> , 30(8)
Oct.	<del>1(M)</del> , <del>2(M)</del> , <del>3(M)</del> , <del>4(M)</del> , <del>5(M)</del> , <del>8(M)</del> , <del>9(M)</del> , <del>10(M)</del> , <del>11(M)</del> , <del>12(M)</del> , 13(8), 14(8), 20(8), 21(8), 27(8), 28(8)
Nov.	3(8), 4(8)

# NEWS

What's Flowing in  
The Boating Community

3 WHITEWATER

## THE SECOND ANNUAL POTOMAC PADDLE-A-THON TO BE HELD IN WASHINGTON, D.C. ON JUNE 2, 1984

The American Rivers Conservation Council (ARCC) and the U.S. Whitewater Team are once again sponsoring the 1984 Potomac Paddle-a-thon on June 2. Last year, 100 participants paddled 6 to 13 miles and raised almost \$5,000 from their sponsors for the ARCC and the U.S. Team. In 1984, organizers hope that we can double that amount for ARCC, the sole voice in Washington lobbying for our free-flowing rivers, and for the Team, our top whitewater canoeists and kayakers representing the U.S. in international competition. Thanks to all for last years' success!

The 1984 Paddle-a-thon is a kick-off to ARCC's American Rivers Month, a month-long, nationwide celebration of our rivers. The site is a lazy stretch of the Potomac River in Washington, D.C. Features of this years' Paddle-a-thon are prizes for the most prolific fund raisers, and entertainment and refreshments for all.

If you'd like to help, call ARCC at (202) 547-6900. If you'd like to participate, or sponsor a paddler, look for further details in upcoming months!!

---

## PHILADELPHIA CANOE & KAYAK RACE

**Date:** Sunday, June 17, 1984.

**Mass Start:** 11 A.M.

**Rules:** ACA/USCA rules apply.

**Trophies/Medals:** 1st, 2nd, 3rd (all races)

**Ribbons:** 4th, 5th, 6th (4 mile race)

**Date:** Sunday, June 17, 1984.

**Mass Start:** 11 A.M.

**Rules:** ACA/USCA rules apply.

**Trophies/Medals:** 1st, 2nd, 3rd (all races).

**Ribbons:** 4th, 5th, 6th (4 mile race).

**Distance:** 11 mile race, 4 mile race.

**Course:** Schuylkill River (all races finishing at the Philadelphia Canoe Club).

**Registration:** \$3.00/person (if post-marked no later than June 1) \$5.50 day of race.

**Classes: Distance 11 miles**

K-1MO—One-Man ICF Kayak

C-2MO—Two-Man ICF Canoe

C-2—Men's Comp Cruising

C-2W—Women's Comp Cruising

C-2J—Junior Comp Cruising

C-2MA—Master's Comp Cruising

C-1—Single Canoe

K-1—Downriver/Wildwater Kayak

C-2AR—Aluminum Racing Canoe—(includes Comp Cruiser hull)

**Classes: Distance 4 miles** (to attract non-marathon racers)

K-1SL—Slalom Kayak (sex & age handicap)

C-2ST—Standard Canoe (sex & age handicap)

C-2REC—Recreation/Short Canoe (s&a hancp)

C-2A—Aluminum Standard Canoe—(sex & age handicap)—(excludes Comp Cruiser hull)

Total: 66 trophies, 21 ribbons

Pennsylvania Association of Canoeing  
and Kayaking

Scott Lee, President

P.O. Box 753

Wellsboro, PA 16901

---

## SAVE THE GAULEY & TUOLUMNE

With a tax free contribution to AWA's River Funds — Claire Gesalman, 6301 Hillcrest Pl., Alexandria, VA 22312.

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8 **RAPID REVIEW**



ket-tle \ˈkɛt-əl\  
 (krow) a metallic  
 vessel for boil-  
 ing old neoprene.

# KETT

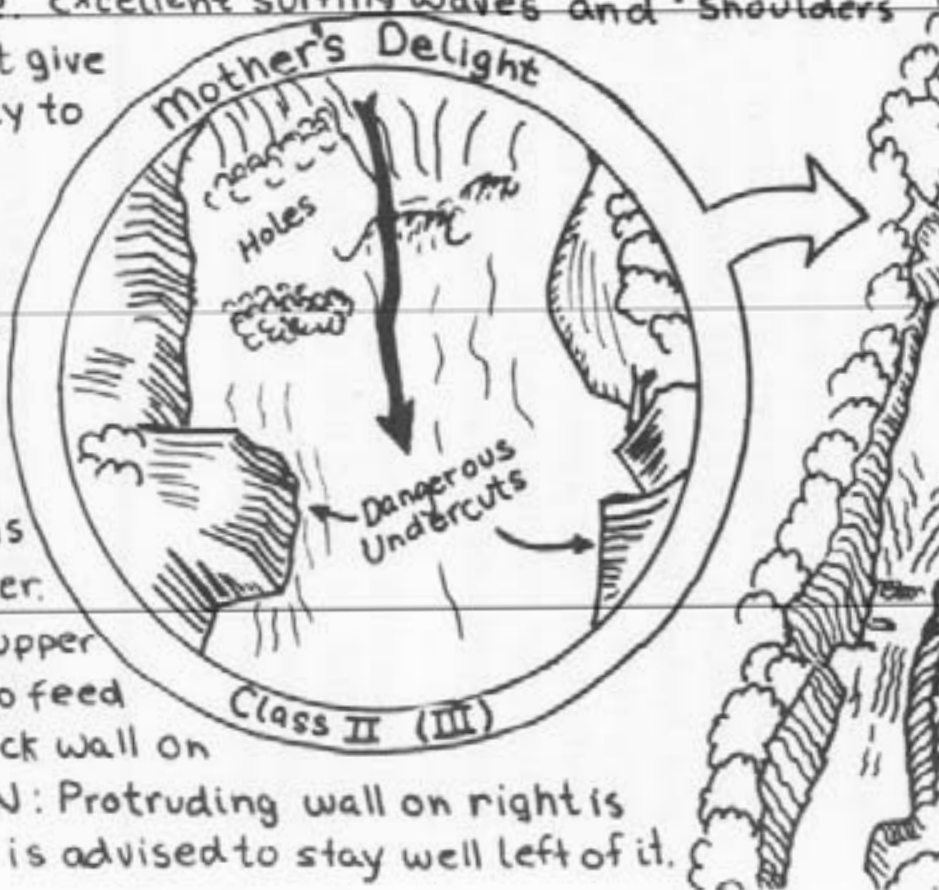
'Should  
 He

The Kettle was named after numerous potholes that were cut by the rivers swirling waters. These same swirling waters have carved many dangerous undercuts in the gorge section of this stretch; caution advised.

Blueberry Slide - Class II-III (III-IV, IV+) This is the first rapid in this stretch. At most levels the paddler finds the best route on the left. Be careful of the souse hole(s) located at the first slide. Excellent surfing waves and 'Shoulders Hole' on river right give the paddler plenty to play.

Mother's Delight - Class II (III) After Lower Teacher's Hole the river narrows and enters the gorge section.

Mother's Delight is run down the center. Be careful of the upper hole that tends to feed paddler into the rock wall on the right. CAUTION: Protruding wall on right is undercut. Paddler is advised to stay well left of it.





IV	5
III-IV	4
III	3
II	2
Low	1
Low	0

**Water Conditions:** The gauge is located on both sides of highway 23 bridge. River left has a drink-up gauge. Or you can call Banning State Park and get the current level from Randy Gordon the super nice park ranger who reads it daily during the peak season. (wid 245-266). The water level has been known to change 2ft. overnight. With this in mind and the corresponding change in difficulty, a current level is very important. This river has been run as high as 12 feet by experts, but this is not recommended. \*Illus. water level is about 3.

**Hell's Gate - Class II-III (III)** After about 1/2 mile calm water you reach this last major rapid. Starting just below an island, Hell's Gate has good holes and waves for playing above the lower ledge. Run the center of the upper and right of center over the lower ledge.

There is a good play spot at the bottom before the 1 1/2 mile flatwater stretch to Robinson Park. Don't miss scenic Wolf Creek Falls above take-out, (this has been run!).



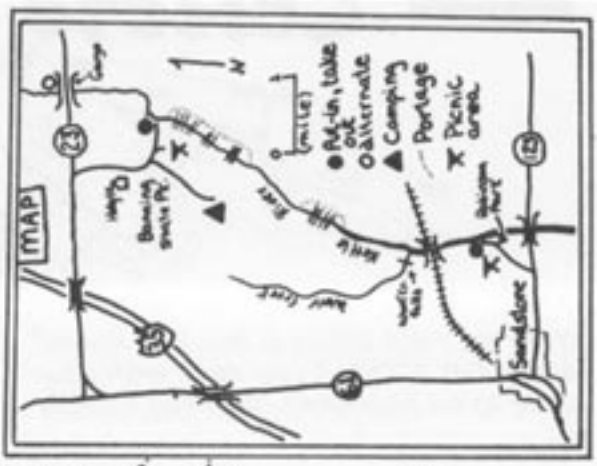
gorge all walls are undercut and extremely dangerous. Run left to avoid the nasty holes. The only way out of the upper hole seems to be into the undercuts when water levels rise above 3.5ft. The upper hole is easily avoided by catching eddies on the left side and picking your route down. There are nice surfing waves at the bottom.



**Little Banning Rapids - Class I (II-III)** Beginning just below Dragons Tooth these small pools and ledges continue for nearly 3/4 mile. Like the major rapids the degree of difficulty rises quickly with increased water levels.

**General Info:**  
Run length: Approx 4mi.  
Gradient: 22/mile or so.

This map is dedicated to the Cascaders Canoe and Kayak Club who helped show me the way. And to Gail who puts up with all this crap.  
© copyright 1993 by Jon Storek



## Letters from Readers:



Write the AWA Editor at Box 273, Powell Butte, OR 97753. If you don't wish your letter to be published, then say directly so.

Dear Friends,

Just by chance I have got in my hands your prospectus, from which I have got to know about the existence of your organization AWA. You write in it, you want to learn about the life on wild rivers all over the world. Therefore I send you some basic information from our country, which is faraway and small—from Czechoslovakia.

Riding on the rivers in our country can be divided into two basic groups:

- canoeing on the quiet water—this may not be of interest for you.
- canoeing on the wild water—expression "Whitewater" is new for me.

There are two sorts of riding on wild water—whitewater.

- racing canoeing—water slalom and downriver.
- water tourism, which includes all other ways of riding canoe on the wild river.

I want to write about the later sort of riding, because it becomes more and more popular in the last time. Its forms are different from a few weeks long—distance journeys to down-river racing on the short very difficult sections of rivers, often on the very frontier of human possibilities WWV-WWVI.

There are many water tourists in Czechoslovakia. Most of them are on a very high technical and physical level. Special competitions are organized for them during the year on some Czecho-

slovakian rivers every weekend from March till October. Everybody can try his skill there and also improve his riding. Competitions are called "Watter touristic rides of efficiency" and are divided into three grades of difficulty—according to the length of the track and its burdensomeness. The length of the track is between 8-20 km and there are 3-4 check points on it, each of which consist of 3-6 goals, which are overcoming and raced on points similiary as in water slalom. There are given only the maximum time limit to be given the possibility perceiving beauty of nature. In the end everybody gets resulting number of his bad points to know, how many fehlers he did. This competitions serve to everybody perfectly master his boat to stop, turn, avoid the danger, eskymo-roll etc. on the most difficulty rivers.

Competitions are very favorite, there are 80 competitions a year in Czechoslovakia and participation in each is 100-300 boats. Some of them is international—mentioned in the calendar ICF—andtake place on them watermans from German Democratic Republik, Poland, West Germany, Austria etc.

Besides competitions are existing of course other forms riding on the water. The family trips on thequieter rivers with open boats or riding on inflate boats. Inflate boats are used only very seldom because for the rivers in Czechoslovakia are not fitted. Rivers in Czechoslovakia may be characterized as big creek and in their upper parts are wild and difficult for riding. They are passable only in spring or in the time of permanence rains, from May to October exacting wattermans are refer on deflate watter from barriers—at competitions.



**Bela River in Eastern Czechoslovakia.**



**Hammer Creek Race in Southern Czechoslovakia.**

For extra experienced ones are arranging campaigns in abroad. Every year in Rumania, Karpaty Mountains, unique in the other European countries, Austria, Switzerland, Italien, France, Espania and in Scandinavian countries.

I want mention yet about aquatic armaments—boats and paddles themselves—and sometimes are better then the ones from factory production.

I hope, that my brief information together with some photographies from wild water in Czechoslovakia will be for you interesting similary as was for me prospectus about AWA. I would like to get to know more details about your magazine and activities.

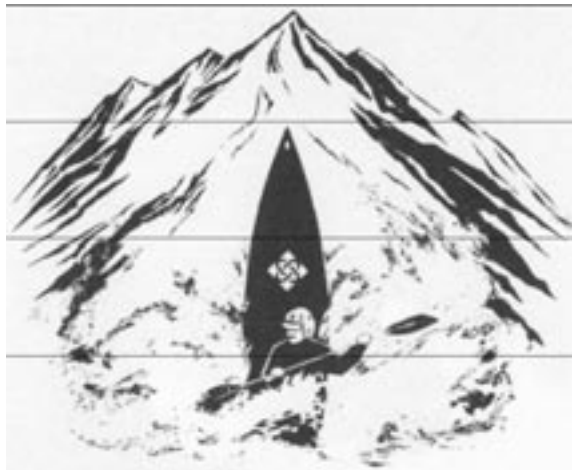
If you would be interested in more information or photographs about the life on rivers in the middle of Europe, write please on address:

J. Sup  
 Vojtesska 6  
 Praha 1, 110 00  
 Czechoslovakia



vauviree Creek in south.

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# FORUM

## GRAND CANYON SPECIAL

by Claude Lutz

It is a dream for each whitewater paddler to run the Grand Canyon of the Colorado, and believe me, this dream is really justified. But, as you know, the "canyon" is subject to very strict restrictions.

I think it is really important that the whitewater paddlers aspiring for this wonderful journey to be aware of the permit system presently ruling the access of the river. Here is a copy of an information letter I obtained from the Park Service some 2 years ago:

"In 1979 the National Park Service completed, and the former Secretary of the Interior approved, the Colorado River Management Plan. That plan included provisions to eliminate motor-powered craft from the Colorado River by 1985; establish total use levels and allocate use between commercial and non-commercial users; set guidelines for managing commercial and non-commercial permits; establish environmental protection requirements; set health, sanitation and boating safety measures; initiate an information and education program; and establish an impact monitoring program.

Response to this plan culminated in a Congressional amendment to the 1981 National Park Service Appropriations Act. The amendment set use at a minimum of 1978 levels, required that an economic base for commercial operators be retained, and mandated continued moror use on the river during the prererrea use season, May through September.

The current plan addresses these congressional guidelines while maintaining the other provisions listed above.

Motorized trips may not launch from September 16 to December 15, inclusive. During the remainder of the year, motor and oar trips are allowed to launch within the following guidelines. Commercial use is set at 106,156 user days from May 1 to September 30, and 9,344 user days from October 1 to April 30. A limit of 150 commercial passengers may launch per day from May 1 to September 30. For the remainder of the year, only one commercial trip will be allowed to launch.

Noncommercial use is set at 43,920 user days from April 16 to October 15; and 10,530 user days during the remainder of the year. This user day guideline, based on historic trip size and management plan trip length requirements, computes to 220 noncommercial trips per year. New trips are scheduled in December of each year from a waiting list maintained at the River Subdistrict Office.

The management plan provides for an ongoing monitoring program to ensure the quality of the canyon and river environment. The National Park Service will conduct river trips, using aerial photography, vegetation transects and other means to measure the possible impacts of the new allocations. Monitoring results could indicate a need for management action. If so, consideration will be given to modifying

indicate a need for management action. If so, consideration will be given to modifying the plan. The National Park Service will seek input from the public on a continuing basis and specifically when changes in the plan are being considered."

On paper, the numbers don't look too bad. Throughout the year, non-commercial users have about 32% of the usage of the Canyon. But for the period of May to September, it drops to 29% for the non-commercial. Let's go further in our analysis. As a private trip candidate, what is your share?

- A private trip, with raft support takes 2 weeks in average using up 14 user days per person.

- The rest of the commercial outfitters use 42 foot rigs. They run a trip in 6 days. This means for a given amount of user days allotment, the commercial outfitters send almost 2% more people in the canyon than the non-commercial. This brings your share down to approximately 12½%.

- Then, what is not written in the above letter: if you want to paddle the Colorado during the months of July or August, which are the most favorable, you will find the private users share down to something between 5 and 10%.

No matter how you turn it around, the private user gets "screwed".

As you can see, approximately 220 private trips can be launched per year. A private trip leader can have up to 15 people in his party. The number of applications received by the Park Service presently have built up a "theoretical" waiting list of over 10 years long. "Theoretical" because of loss of interest of certain applicants during the waiting period and deletion by the Park Service of the applications when a candidate listed on a private trip with another trip leader during this period. Discouraging, isn't it?

That's exactly what the commercial outfitters want. Discourage you so that you sign up in their trips. A private trip of 2 weeks with a 2 raft support runs \$300 per person at the most. Last year, an outfitter charged \$800 for a similar trip. The week trips on motor rigs can run up to \$1500 a piece. Don't you think its worth fighting for the "equal opportunity" for the rights to run the river?

An outfitter can sell his permit rights to another outfitter. This year, 2 transactions took place at \$1 million a piece. If you have a permit as a private trip leader, and for some reason, you cannot make it personally at the scheduled date, you can postpone your trip once. But under no circumstances can you pass on your permit to somebody else.

As you can see, the system was originally thought for environmental protection. It still fulfills this function. But it works perfectly to shuffle huge profits in the accounts of a handful of outfitters. Under other words, your tax dollar is used to manage public land you don't have the equal right to use than the ones who use this public land just for their profit. It wasn't certainly meant that way, but it's surely the way it works now.

What can you, as a paddler, do against such a system? There are several actions possible, which without guaranteeing any result are still better than sitting back and doing nothing.

1. Write your congressman or representative expressing your indignation on such a system.

2. Write to the National Park Service and let them know how you feel. Most of the rangers are sharing your opinion.

3. Apply for a permit. You will get a number in the waiting list which will seem discouraging, but there are always cancellations and applicants who lose their right because they were on a trip with another leader, or applicants who forget to prove their interest during the yearly renewal period. Finally, the more applicants, the better the cards for the bargaining organizations like NORS or ARCC.

4. Join a river sport organization like NORS or ARCC. They have been fighting against the system since day 1 and are present at all meetings and hearings concerning the river usage. It has already been noticed that the number of customers for the commercial trips has considerably decreased. According to NORS, it is at a level of 50% of what it was in 1978. Presently they do not fill their allotments of user days. This versus increases in applications could motivate the Park Service to change the proportions between "commercials" and "privates".

5. Finally, and this is a hard recommendation—don't sign up in a commercial trip. River management systems prepared by the river runners' organization:

Several systems have been proposed in the past by the organizations representing the private users. The latest proposal by NORS and backed by the Sierra Club is the following:

Everybody agrees that a permit system is necessary to prevent overcrowding and to conserve as much as possible the natural integrity of the Grand Canyon.

Everyone who wants to go on a river trip in the Grand Canyon should apply for a permit. When the permit is granted, it is up to each individual to join a private trip with other river runners or to hire an outfitter to have all the trip organization problems taken care of.

If this seems unrealistic, why is it working for other outdoor activities: elk hunting rights or climbing of certain mountains or peaks. Everyone applies and the ones who get permits are free to form their own crew or to hire a guide or outfitter.

This would probably mean tough days for some of the companies running raft trips on the Colorado. But I don't see any reason why public land regulations should be formed for the profit of just a few sharks.

#### **ORGANIZATION OF A PRIVATE TRIP**

On a commercial trip, you leave the organization activity to the outfitter. Your only challenge is on the river. The 42 foot motor rigs propose the least challenge for its rider. An oar powered raft rider at least has to bail in the rapids. A motor raft customer is on a floating outdoor "Hyatt Regency". The only thing he has to bring to the trip are a few clothes, and a toothbrush (if it is omitted, the outfitter will have an extra one). Everything else is provided by the outfitter. All kind of challenge is eliminated.

On a private trip, everyone is part of the organization. When paddling is over and the group lands on the beach, everyone is needed to set camp, unload the raft, cook or take any other of the numerous duties required by community life.


Before the trip, everyone has to participate in the preparation of the expedition and put everything into place afterwards. You meet challenge on the river and ashore. It is a complete adventure.

#### **Food:**

For each week of the trip, a menu has to be defined and be packed with respect to the chronological order. Dehydrated freeze dried and cans are the main substance of the canyon paddler. It is amazing how this kind of food can vary if well prepared.

#### **Garbage:**

Is a real problem since it has to be hauled out. It can get very voluminous if you don't take some measures to reduce it. We smashed all the cans and burned whatever was burnable and hauled out just the ashes. However, we had 2 large bags and 2 burlap sacks filled with garbage.



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**Human Waste:**

Have to be hauled out also. We drove out with 4 full shit boxes. One of the rafts was full of shit.

**Fire:**

Open fires are prohibited. If you use a fire, use a pan and throw the ashes in the garbage. We did all our cooking on gas or propane stoves.

**Hygiene:**

Not to neglect. The last thing you want to have is somebody in the party getting sick. So the dishes are washed carefully and rinsed in Clorox. It is safer also to treat the water you pick at the various springs or in the river.

**River runners qualifications and safety:**

Last but not least, thoughts about running the Colorado. Although my recommendations may be essentially turned to the high water level we had during our trip, I think it would apply at a lesser degree for a lower level.

The first realization when running the Canyon is of course, a scenery which is unique in the world, but if you paddle you have to take a few things into consideration before you can put in. You need to be in good physical shape. 280 miles or 230 if you take out at Diamond Creek is a long way and it demands physical fitness to the last day. Not to neglect that the hikes in the side canyons which were absolutely worth it are part of your energy expenditures. The Colorado has a pool-drop system but at a scale you are not used to. The width on the rapids can be as much as 200 feet. The pools are extremely swirly, essentially after the rapids and I can imagine a swim was extremely critical. This requires a close to 100% roll. Other foolproof criteria is the water temperature which reaches 48° in August.

Then, always paddle by groups of 3 or more. I don't see much use of a throw rope, but I had one in my boat. At the water level we ran it, the helmet is practically useless also but it does not constitute a big handicap to wear it.

Finally, more than anywhere else, teamwork is essential. It is not a trip for individualists. Here more than anywhere else, the following rule applies: One for all, all for one.

These are a few rules or tips, nobody really checks on you whether you follow them, but as a kayaker and a nature conservationist, one is convinced you will observe these rules.

**GRANDCANYONUPDATE**

As of January 1983, 3100 private boater names made up the exclusive Grand Canyon list. 220 summer season launches are granted each year. But things have changed for 1983, the National Park Service will allow people on the waiting list to call and take up vacancy. ~~The bad news is the vacancy fill up period is~~ December 1, 1983 to January 15, 1984. Sorry, you missed 1983-84 vacancy call in, but if you get on the waiting list then you can pick up on the vacancy call in. Write to: Grand Canyon Nat'l. Park, c/o River Unit, P.O. Box 129, Grand Canyon, AZ 86023.

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# Steamflow Prospects for the Rocky Mountain Area

by Keith Thompson



From the snowpack accumulations and streamflow forecasts so far this year (March 1st), the central and southern parts of the Rockies look like the best places to be for high flows this spring, and probably also for most any late-season boating. The storms of the early winter season seem to have stuck close to a path across extreme southern Idaho, northwestern and eastern Utah, and central Colorado. They left behind a mountain snowpack of 1% to 2% times the normal by early March, and streamflows for that area are predicted to be well above average. The abundant snowpack fades rapidly to the north, though. Unless weather patterns change drastically during the late winter, northern Idaho, Montana, and

northwestern Wyoming rivers will probably see a short boating season, with early flows slightly below average and later flows well below average. Central Idaho seems to have fared a little better, with near normal flows predicted. Here is a sampling of forecasted streamflows for some of the better-known rivers of the region (shown as percent of average streamflow):

- Colorado:
- Yampa River at Dinosaur.. . . . . 126%
- Arkansas R. at Salida . . . . . 140%
- New Mexico:
- Rio Grande R. below
- Albuquerque . . . . . 145%
- Utah:
- Colorado R. near Cisco . . . . . 166%
- Green R. at Green River . . . . . 148%

- San Juan R. near Bluff.. . . . . 133%
- Idaho:
- Salmon R. at Whitebird . . . . . 112%
- Middle Fork Salmon R. . . . . near 110%
- Clearwater R. (includes Selway,  
Lochsa, and Clearwater) . . . . . 80%
- Wyoming:
- Snake R. at Alpine.. . . . . 86%
- Shoshone R. at Cody . . . . . 75%
- Montana:
- Yellowstone R. near Gardiner . . . . 82%
- Gallatin R. at Gallatin  
Gateway . . . . . 92%
- Clarks Fk. Yellowstone at  
Belfry.. . . . . 72%
- Flathead R. at Flathead Lake . . . . 73%


In Washington-Oregon Cascades, that feeds the western Washington-Oregon rivers, snowpack is 135% above normal. Snowpack is way above normal for Snake River, Rogue, Deschutes, Owyhee, John Day. A wet spring should provide lots of water for the Illinois and Crooked River, premier Class V rivers in

Oregon.—editor

## MONTANA RACES

Here are a couple local events scheduled for May: the Bigfork Whitewater Festival, held on the Swam River's Class IV "Mad Mile" at Bigfork, Montana, is scheduled for the weekend of May 19-20. The fourth annual festival is sponsored by the Bigfork Chamber of Commerce, and usually includes an exciting "giant slalom" race, 25-mile team triathlon, and a big barbecue. Contact the Bigfork Chamber of Commerce, Box 237, Bigfork, MT 59911. The annual Gallatin Get-together, held on the Class III-IV Gallatin River below Big Sky, Montana, is scheduled for Memorial Day weekend. It consists of another "giant Slalom" race (in this case, sort of a grand prix race set over a wild-water-length course) and a hole-riding contest. A good time is guaranteed. There is also an ACA-sanctioned race on the Gallatin in July, but the date hasn't been set definitely, and another on the Stillwater near Absarokee which also remains to be scheduled. I'll let you know about those soon, as they should have dates shortly.

Sincerely,  
Keith Thompson  
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# Mishaps In North American Mountaineering

## *First Annual Report Of The Mishaps Committee Of The North American Climbers Coalition*

(Editors Note: Not intended as serious reading.)

### **Involuntary Argument, No Helmet Oregon, Portland, Stark Street**

On June 13, 1982, John Tymer (32) returned to his home late in the evening. His wife, Karen Lee, was waiting up in the living room and demanded to know where he had been. When Tymer said that he had just returned from Mt. Hood, Mrs. Tymer countered that she had met his climbing partner earlier that evening in the supermarket. Accusing him of sneaking around, she then grabbed his rock hammer and struck him on the head, opening a large gash. Hearing shouts, a neighbor summoned police to the scene. When the police arrived, they found Mr. Tymer huddled in a corner of the kitchen, protecting himself with a rucksack and Karen Lee nearby, throwing chocks and wedges at him. After calming the pair, Mr. Tymer was taken to Portland Community General Hospital, where he was treated and released. The following day, Mrs. Tymer filed for divorce. (Source: Portland Herald, June 14, 1982).

#### **Analysis:**

"Been climbing" is generally accepted as a poor alibi or cover for anything, especially clandestine love affairs. (Source: Miss Karen Lee Martin)

### **Unfamiliar With Conditions, Fall On Linoleum Hamilton, Ontario, Al's Place, Beech Street**

On July 10, George Schlep and Jack Tomson, two West Virginians, were returning from a weekend of climbing at Bon Echo in Ontario. Thirsty, they stopped for a few beers at a popular blue collar bar in Hamilton. Both had several drinks and later agreed they were feeling good when Schlep told Tomson that he

thought "these Canucks are all right guys." According to Tomson, Schlep became increasingly friendly and boisterous with additional beers and then approached a table of Canadians who were quietly drinking.

Slapping one of the men on the back, Schlep declared, "Hi ya pal, you from here?" The shocked Canadian replied, "No, I'm visiting from Montreal." Schlep laughed and bellowed, "Yeah? Well, come on down south and drink with us anytime. You frogs are okay in my book!" Schlep quickly disappeared behind the men as they sprang up from their seats. When Tomson and several bystanders managed to break the group apart, Schlep was found face down on the floor, unconscious, with a broken jaw. One of the Canadians told Tomson, "He seems to have slipped." Schlep was rushed to Hamilton General Hospital and admitted in fair condition. (Source: Jack Tomson)

#### **Analysis:**

There is an obvious lesson in cultural sensitivity here for climbers traveling in other countries, even those as close as that of our Canadian neighbors. (Source: Jean-Claude Bouvier)

### **Forced Bivouac, Inadequate Protection Wyoming, Tetons**

On the morning of March 4, 1982, Jon Neber and Susan Shifly were preparing to hike out of Granite Canyon where they had been camping and climbing. Neber explains the circumstances:

We had enjoyed two days of great weather and decided to begin hiking out after doing a morning gully climb up

Housetop Mountain's east side, an easy route. Halfway through the climb, a storm hit from the west where we couldn't see it coming. It was bad. We struggled back to camp by about 3 p.m. and decided to wait until the following morning to hike out. It snowed hard all night and by the morning of March 5, two or three feet had fallen. We had no snowshoes. We also had minimal storm gear and knew we had to sit tight. I shoveled snow off the tent all day.

Nothing improved by the second morning, the 6th, but we headed out anyway. After struggling three or four miles that day we were forced to bivouac without food. It was very cold. We had the tent but the poles had been lost, so we just wrapped it around. That provided no protection, so I dug a snowcave with my ice axe and we crawled in. That night, Sue began to show signs of hypothermia. I decided I had to warm her any way possible and remembered someone saying that making love burned a lot of calories. It seemed to work, although she wasn't too enthusiastic about the idea. But we made it through the night, and the next morning were met by a rescue party coming to search for us.

Both Neber and Shifly sustained minor frostbite on their extremities. Based on medical tests, a district court in December 1982 ruled that Neber was the father of Shifly's baby and must make child care payments. (Source: John Neber)



Analysis:

Both Neber and Shifly learned a hard lesson. Inadequate protection has probably caused problems for countless other climbers. (Source: Janice Shen, Jackson Planned Parenthood Association)

Poor Decision, Unfamiliar With Traditions, No Helmet  
New York, Shawangunks, Camping Road

On August 5, three Ithaca climbers, Ted Clinch, Todd Silverman, and Bob Clark, were drinking in a New Paltz bar after arriving for a weekend of climbing at the Shawangunks. At 11:45, Clark told Clinch and Silverman that, because it was his first visit to the cliffs, he wanted to be fresh for climbing the following morning. Clark then drove up to "family camping" a popular dirt side road near the cliff where climbers are allowed to sleep. Clark parked the car, bedded down on the shoulder of the road. About 1:30 a.m., Clark was run over and severely injured by the car of two Connecticut climbers returning from New Paltz. (Source: New York State Police)

Analysis:

Two standard Shawangunks procedures, if they were followed, might have prevented this mishap. Had Clark remained and drank into the wee hours, as is usual for many Gunkers, he would have avoided that nearly tragic encounter. Also, veteran family campers usually bed down behind or between vehicles to shield themselves from drunken climbers arriving late to avoid drunken climbers. (Source: B. Medely)





# NEW PRODUCT



## JETI

Even Noah Company didn't expect such radical improvement by shortening their popular 11-foot kayak design another foot. The handmade 10-foot Jetti kayak has only been out a few months and its sweeping acceptance led Noah Company to also produce it in rotomolded plastic. It's not as rushed a decision as it looks, since Noah was experimenting with designs the last seven years to find the optimum shape of a boat which would eliminate the weight burden.

At around 30 pounds, Jetti is not only the lightest boat on the plastic market, but is the easiest to learn in and offers the best control, most safety, and unprecedented comfort.

Noah Company will market some of the boats directly and will appoint a national, or at least west coast, distributor as well. They are so confident about this boat that their marketing campaign includes a \$10 offer for not buying a Jetti kayak.

It's nice to see that the sport is developing in the direction which will attract more beginners, especially since the price is expected to be less than \$500.



# NEW PRODUCT



(EASLEY, SOUTH CAROLINA) — Laura Sargent takes her Aquaterra Blazer through its paces on the world famous Chattooga River. The Blazer is fast, rugged **AND** responsive — all at an affordable price.

## BLAZER

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"At Aquaterra we understand that each individual who comes into the sport of solo boating does so for his or her very own reasons," says Chris Jensen, general manager.

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"Some people want to travel, to ex-

plore. Still others want to experience one-on-one the vastness and power of the open seas."

"At Aquaterra we know that people don't run a river or go sea touring for the same reasons they go jogging or play handball. The need for the 'sport' comes from a deeper level. The reward of the sport is far richer."

"We have two boats in our line right now — Blazer for river running and Chinoook for open water kayaking."

The Blazer is a medium-low volume whitewater playboat. Rotationally molded for strength and durability. Its long, sleek waterline and shallow-arch bottom provide superior tracking and stability; yet it surfs, turns and plays like a pro.

# NEW PRODUCT



## PERCEPTION INTRODUCES RIVER MITTS

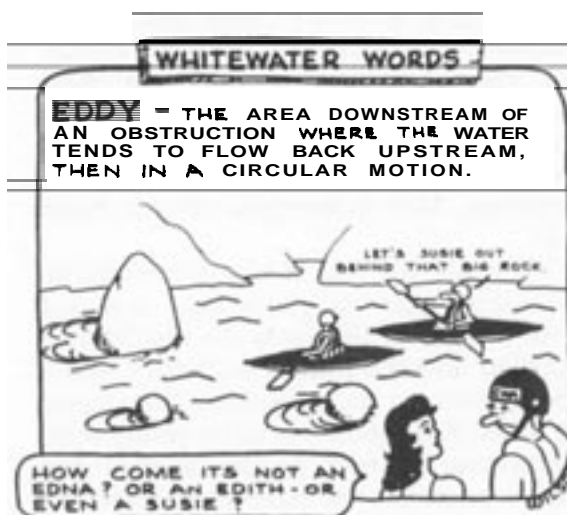
New River Mitts from Perception are designed especially for the all-weather whitewater kayaker. A unique velcro closure fits securely around most K-1 paddle shafts, snugly enough to keep cold air and spray away from hands.

Borglite pile creates a layer of warm air next to skin which allows the paddler to maintain greater flexibility in hands and fingers, even in every cold water.

The outer shell of the River Mitts is a durable blue nylon, highlighted with silver graphics.

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# Rivers of Surprise



Rakaposhi. Hunza. Karakorum. Nanga Parbat. Gilgit. Indus. Ultar. Hopar, Hispar and Batura...These are magic names for trekkers and mountain climbers, magnets that year after year draw the best from around the world to meet their challenges. For river-runners though, northern Pakistan remained untested. The challenges had not been met.

I first felt the pull of the Indus and its tributaries several years ago, but not until the fall of 1979 was the last barrier hurdled and the Indus reached. I was a participant on an expedition organized by SOBEK Expeditions of Angels Camp, California. We had decided to meet the Indus head-on, to attempt to navigate the toughest section of river that we knew of. The effort was noble, but the river was king. The Indus whipped us, intimidating and overwhelming us into portages, lining, capsizes, general defeat. And whetted our appetites for more.

In our travels around Pakistan after the first Indus attempt, several other rivers proposed themselves as candidates for exploration. Their names did not have the awesome ring of Indus though. A return bout was what we really wanted, so our attentions focused on using the Hunza and Gilgit Rivers as avenues to the main event.

Later I was back as leader of another SOBEK-sponsored exploratory, tackling a 250-mile stretch of whitewater from Baltit on the Hunza River to Thakot on the Indus.

With the benefit of prior experience and plenty of stateside prep time, the last minute details in Rawalpindi fell neatly and conveniently into place. Permits, food, equipment, road transport, flights, passport registration and schedules presented few problems. Then I was on board a flight to Gilgit with the group, happy to be on the way, and wondering why I should be happy to return after the intimidation of the previous year.

The Hunza was first on the agenda. We expected a small, fast-dropping river, rocky but runnable. First views of the river on the way to our put-in confirmed this, and even as we unloaded our equipment and began organizing and rigging, the river next to us looked small. The scale of the landscape held some surprises though, and when a 70-foot safety line I was testing only went a quarter of the way across the river, some quick reevaluations followed. 20,000' peaks and crystal clear air had tricked our senses into a scaling-down of everything we saw. An effort was required to put the river in its proper perspective. Having made the effort, holes, waves, and currents grew. The Hunza looked more exciting.

The focus on the river grew even clearer when we launched our three Avon Professionals and headed downstream. The current was swift, the rapids difficult and the penalties high. Potential wrap rocks, flip holes and tight maneuvers were everywhere. The Hunza was a time-consuming river, the rapids demanding more scouting time than actual river time. And although for the oarsmen the rowing was exciting, for everyone else in the boats things were a bit dull. For two days we cheated everything, skimming along the shore, catching little bridges between holes, ducking behind rocks, and generally avoiding the river's pitfalls. Mistakes could have led to severe problems, but because we were proceeding with caution and rowing well, the trip was uneventful.

Waking to the sight of Rakaposhi (25,550') glistening in the early morning sun just miles away can make the uneventful special. To be working downstream, dealing with another river not so different from so many others, to round a bend and stare into the throat of a glacier or up a peak some four vertical miles overhead, or to startle and idling local, to float by a mountain hamlet—surprise—this is Pakistan! We had not come those thousands of miles just for whitewater.



Whitewater Rafting on the Indus River in Pakistan.

**For Not Buying A  
JETI KAYAK**

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If, after testing Jeti at a participating dealer you buy a plastic competitor, send for \$10 to **noah company, route 3, box 193b, bryson city, nc 28713** — Free Brochure

The third day brought a portage and some excitement. The time on the river was a little tougher, with boats filling with water and a near flip. We portaged to avoid a double rapid, which was conceivably runnable in two separate sections, but which held enormous, permanent penalties that dissuaded us from the water route. We covered all of three kilometers. Things were bogging down.

The Hunza is cold and glacial, dingy grey and deceptively strong. The landscapes are stark earth tones, brown, grey, black, streaks of ochre and alabaster. Looming snow-dappled peaks and refreshing oases of green save the views from grandiose boredom. The banks are embellished with fruit trees, willows, poplars, maize and vegetable fields wherever water seeps down from the snowfields. The area is a high altitude desert, receiving only 4" of rain a year, so the land is dry and bleak where there is no seepage. Chilly mornings give way to warm days. In the afternoon the high peaks often gather a cloud cover, the winds come up and it is cold out on the river.

Short river days, monotonous scenery, and careful river-running were beginning to lull us. The runs got a little sloppier, a little more daring. The Hunza lay back and waited to surprise us. Instead we surprised ourselves. The miles began to flow by. By the end of the fifth day we were camped at the confluence of the Gilgit and Hunza, ready to tackle leg two of the journey.

The turquoise Gilgit was enfolded by the grey swirls of the Hunza, the sun sank behind distant peaks in a fiery display of its glory, alpenglow turned the mountain snows phosphorescent, the sand cushioned and warmed us. A perfect evening. When a glowing, undulating caterpillar of enormous dimensions appeared in the darkening a mile back up the Hunza, it hardly seemed out of place. When the caterpillar metamorphosed into a vast torchlight procession winding its way into the hills we began to wonder. And when, well after dark, the pinpoints of light showered down the hillsides in a meteoric display, our surprise and enjoyment gave way to curiosity. The explanation of the pyrotechnic fantasy was worthy of the awe it had evoked in us: This was a celebration of the Aga Khan's birthday! The Aga Khan? Yes, the people of the Hunza Valley regard the Aga Khan as their spiritual leader, maintaining their own separate sect of Mohammedism. October 20 is one of their principal festival days, with a traditional torchlight procession. Perfect...

The Gilgit. A much bigger river, but mild. We sight-run, do some short scouts, and have fun. There is big stuff out there but we handle it with no more than some near-problems hardly worth counting. After lunch we scout a one-obstacle rapid with a turbulent entry, a huge pour-over rock covering virtually all of the river. We try to sneak left around the rock, a delicate move down a five-foot-wide channel and in behind a rock by shore. I volunteer to go first, and as I drift into the rapid realize that my scouting had been a bit perfunctory. The approach moves down the far left do not look so simple now. After taking a couple small drops I am forced to make a quick decision, whether to run through a hole just above the pour-over or to take its right corner then cut back to the left of the rock. I settled on the latter, mistakenly. Unable to get back left, I caught the edge of the pour-over, dropped five feet into a keeper hydraulic, and stayed there.



The boat had not flipped, but was being sucked down, thrashed and roundly abused. We high-sided, shifted our weight, pulled at the oars. On shore a safety throw-line was hurled towards us, but missed. Then, as we appeared to pull free, the water decided to finish with us. The upstream tube sank from sight, and we were over. The usual post-flip excitement was increased by the sight of the upside-down boat still sloshing around in the hydraulic. We began to formulate wild ideas on how we could attach something to the boat to pull it out. Fortunately, the river saved us that difficulty by deciding to spit the poor Pro back out. These Pakistani rivers never dished out quite what we expected.

A couple of hours of easy river led up to our first taste of the Indus' power. This river is in scale with the huge landscape around it; it is proportioned to accommodate four mile differences in elevation. When its power is demonstrated by a drop, it is intimidating. Ten-foot-deep waves or holes are the rule, much larger and totally unforgiving drops are not unusual. Our boats were totally dwarfed, and any hint of casualness vanished.

We had seen this stretch of river the previous year when we had ended our trip a couple of days below the Gilgit-Indus confluence. We knew enough to lend us some assurance, but too much to allow for confidence. Just below the point at which we had taken out the previous year was the Raikhot Gorge, a fearsome narrowing of the 40,000 cfs of the Indus into a fifty-foot-wide space with a drop of many feet over a distance of only a couple hundred yards. Awesome! We camped at the old take-out and walked down to the gorge to get a glimpse of the water before inalterably committing ourselves to run it.

What we saw was as expected, except for one detail. It looked runnable. We used a bridge spanning the gorge to scout the mess from both sides, and what was there looked surprisingly possible. Three drops, the first seeping right to left in a long series of gargantuan waves, the second just a set of mammoth wave-holes which no boat we knew of could survive, and the third of V-wave on the left of the river leading to a



**A tight pullover for lunch and reconnaissance on the Indus River.**

madhouse of turbulence which we all preferred to avoid. The possible run was a messy, fast, dangerous sneak through some rocks on the left of the first drop, negotiating some small holes on the left side of the second thrasher, then using a downstream ferry right to bust through the side of the V-wave just before its apex and pull hard away from the maelstrom. The penalties were nightmarish. Number Three was not so bad, but if on flushing out of the rocks on the left of Number One we were unable to make the very dicey move to the far left, it was goodbye and off down the middle of Number Two, a sure flip.

After a not-so-sound night's sleep, we did a quick scout of a large rapid down by our camp and headed off to our chosen pull-in above the gorge, a half-mile away. Thirty seconds later I was upside-down underneath my boat, my leg caught between two rather unyielding objects. I wrenched it loose, leaving my shoe behind, pulled myself from under the boat and managed to get myself and it to shore. The passengers also got quickly ashore. Once again, surprise! Having cut behind a hole a split-second sooner than the boat in front of me, I had been swept right into a rock wall. I couldn't recover from the rebound before the next set of holes.

Once out of the cold water, my leg looked bad and felt worse. A murky bruise was already appearing all along the shin, and my calf muscle was charley-horsing violently and painfully. As soon as I was ready to get back in the boat, someone else rowed me across to our pre-gorge pull-in.

In the clear light of day, with the reality of rowing the gorge imminent, the run through Number One looked tougher, the penalties less thinkable. We looked and thought, thought and looked, finally deciding to portage my boat since I was in no kind of rowing shape anyway. The other two could then think about the Raikhot Gorge with a safety boat in mind, not much consolation since the recovery time between One, Two and Three was minimal. Eventually we all portaged Number One. Enough time

and activity had returned my leg to life, so I rowed.

There was no way to portage Two and Three; sheer gorge walls pinched down to river level. I left, and the horrible sensation of being pushed out into the central disaster area was overwhelming. My boat and both of the others were able to fight the force of the holes pushing us off the side to the maw and stay out of trouble. Trying to bail between two and Three was an experience unmatched in my ten years of world-wide boating. The force of currents underneath the boat was immense, swells, boils, eddies, current lines and basic crazy water bobbed the boat like the proverbial cork. I fought to keep off the wall, sure that the boat would be driven up against it and flipped. This power in the gentlest water of Raikhot put the turmoil down the middle on a level beyond comprehension.

Number Three went smoothly, as planned. The Indus was not going to get us with the obvious. We kept on downriver, managing at least to foul off whatever curves the river threw us, staying out of trouble. The river was magnificent, everything we had hoped. The whitewater was huge, heart-stoppingly so, but manageable. Nanga Parbat (26,660') stayed in view for a day and a half, its summit four and a half vertical miles above us! Beautiful basalt gorges, dripping green moss waterfalls, serene stretches of relaxing water, hot springs, and lots of fascinating people. We met everyone from the local administrator to the village children, sharing food, joking in English and sign language, generally appreciating the absurdity of our presence on this river in the middle of Pakistan.

Although we had thought that we would be the first negotiating this stretch of the Indus, just before the trip we had met a gentleman in Gilgit who claimed to have been with a Czechoslovak expedition a few years previously. He described to us something resembling a huge 37' pontoon raft with wooden decking, powered by both motor and oars, which would dwarf our puny 15-



footers. His story was laced with potential problems, including a flip and a wrap, as well as taking a month to do a section we had allotted ten days for. There was enough in it to make us believe, and enough strange loose connections to make us doubt. One thing he told us did stick however, and that was specific warning about three trouble spots. Our informant was a Mr. Baig; his account of the bad spots was jokingly labelled Baig's Book of Biggies, our waterproof guide to the Indus. BBB #1 was the Raikhot Gorge, behind us. #2 and #3 were somewhere ahead, and the thought of them capsizing and wrapping a pontoon schooner like the one he had described was discomfoting.

At least it gave us something to talk about. The Book and its translations from the original Urdu into French, German and English were a good source of creative inspiration. Doubts or belief in the previous expedition, and speculation about #'s 2 and 3 provided us with a focus other than the Indus itself. When we negotiated a particularly sticky run down the left of an island, requiring hours of scouting and a few tricky moves, it seemed as though we had found #2 and conquered it. Yeah. The location seemed about right from the BBB description. The problem was trying to look at the rapid from the perspective of a different water level and a 37' boat to decide whether there could really have been a flip there. We concluded that the big boat could not have made the same tight cuts we did, would have been forced to the center of the island drop, and might have flipped. Therefore, this rapid must be BBB #2.

So the real #2 caught us by surprise. It was ridiculous, impossible, the whole river plunging steeply through a series of boat-destroying holes before shooting over and around Hotel Rock, an obstruction the size of a two-story townhouse. We portaged, and had a measure of our humility restored to us. After the portage, the river calmed down, and we drifted and enjoyed. We encountered a ferry-boat made of sticks lashed onto cowskins tied off and inflated, and spent some time rowing these rickety craft

while the local oarsmen experienced the pleasure of rowing with our modern, well-designed equipment. A couple pleasant days went by before #3.



**Captain Sohail rowing John Yost, author, in the stern.**

**Photos by Jim Slade and Richard Bangs.**



**Rafting on the Indus below the towering Karakorum Mountains.**

BBB #3 had been give a place name. With that information we could talk to the men along the shore to narrow down exactly where this rapid would appear. It was widely compared to Raikhot and other such horrors, so we expected the worse. What we got was a fairly easy cheat down the left, complete with a choice of possible routes. The middle looked messy, but temptingly runnable. With our take-out only a mile below in flat water, the big stuff in the center, our last shot at the power of the Indus, drew more interest that it might normally. I snuck my boat safely down the left to allow another boatman to try the middle.

He pulled on his full wetsuit, doubled-tied his boat, cautioned his passengers and pushed off. The spot at which he

wanted to enter was center-left, a bridge between two long, steep holes. Once on the water he didn't find it. A good ten feet right of the slot, he hit the first wave and tipped over. The benevolent river swept him left around the rather frightening large waves at the bottom right of the rapid. We recovered the boat and people, rowed a few minutes downstream, and the Indus encounter was over.

The fight was a fairer one this time, and we even won a few rounds, but the judges unanimously agreed that the Indus won on points. If I can get a rematch, I'd be glad to accept it. Not so much for the action in the water, but for the magic of the Karakorum, of Hunza, Rakaposhi, Nanga Parbat, of the rivers and the glacier.



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