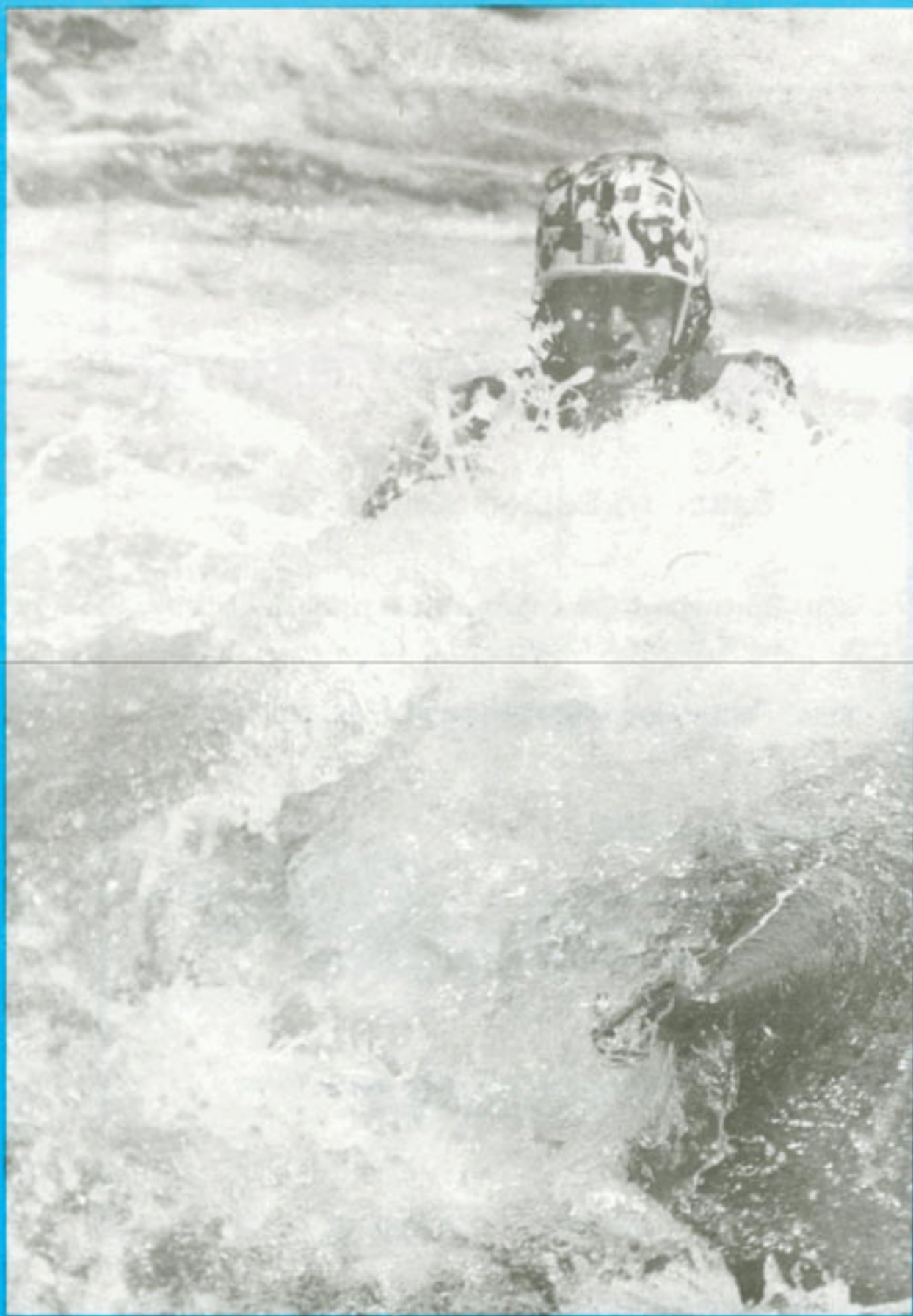


american whitewater



APR/MAY/JUNE
July - August 1987

Volume XXXII, No. 2

Plan to attend . . .

The 1987

Gauley River Festival-

Saturday, September 26, 1987

site: **Burnwood Campground, Route 19 at the
New River Bridge**

time: **Festivities commence at 5:00 pm**

this year's attractions:

- *LIVE MUSIC*
- *FOOD AND BEVERAGE*
- *EQUIPMENT DISPLAYS*
- *DOOR PRIZES*
- *WHITEWATER VIDEOS*
- *KAYAK AUCTION*
- *THE "WOMEN IN RUBBER"*

Sponsored by the American Whitewater Affiliation
with proceeds to help protect our whitewater resources.

C L A S S V RIVER . . . CLASS VI PARTY!

AMERICAN WHITEWATER

JOURNAL OF THE AMERICAN WHITEWATER AFFILIATION

~~April/May/June~~ July—August 1987
Volume XXXII, No. 2

IN THIS ISSUE

6 SAFETY LINES

River Fatalities *by Charlie Walbridge*
Accident Statistics *from the A.C.A.*

8 CONSERVATION CURRENTS

Klamath River Threatened . *by Marc Valens*

12 RIVER LOG

What the Hell's a Six? . . . *by Bob Gredekoh*

16 RIVER LOG

Carnival on the Black *by Chris Koll*



Page 12



Page 16

20 CUTTING EDGE

Perception Remains the Leader *by Chris Koll*

Fiberglass Proves Health Hazard *by Peter N
Skinner
Joanne Curtis*

24 AWA Undercurrents

30 THE LAST WORD

The Marriage Syndrome. *by Ken Burst*

4 EDITOR'S FORUM

Cover Photo: Bill Lampe captures Gboater descending
"Knife-Edge" on New York's Black River

THE AMERICAN WHITewater AFFILIATION

BOARD OF DIRECTORS

1986-1988

President

Marge Cline

1343 North Portage
Palatine, IL 60067

Pope Barrow

6321 Walhonding Rd
Bethesda, MD 20816

Rich Lewis

1304 Chinoak Trail
Frankfurt, KY 40601

Keith Thompson

1171 N. 10th Street
Laramie, WY 82070

Phyllis Horwitz

P.O. Box 329
Phoenicia, NY 12464

1982-1985

Ken Horwitz

P.O. Box 88108
Seattle, WA 98188

Peter N. Skinner

Box 272, Snyder Rd.
West Sand Lake, NY 12195

Ron Walters

Idaho State University
Box 8118

Pocatello, ID 83209

Treasurer

Claire Gesalman

6301 Hillcrest Pl.
Alexandria, VA 22312

Marketing/Products

Risa Shimoda

428 Page Ave. #11
Atlanta, Georgia 30307

AWA Journal

Editors

Chris Koll

Karen Collier

6 Farnham Street
Cazenovia, NY 13035

editor's forum



SECOND CHANCE

Later in this issue, Perception's Director of Marketing Joe Pulliam commented, "What's the younger generation coming to if they can't kayak?"

Pulliam was only jesting, but his question stopped me cold. I suddenly realized that in the past three years, I haven't paddled with anyone who couldn't legally drink a beer.

I don't like it, but I guess I'm just part of what sociologists call a "demographic trend." Face it, a composite of your basic whitewater paddler would be a college-educated professional between 25-35 years old. Our age group comprises the largest percentage of the American population, and now we're getting . . . older.

The implications are staggering. The entire whitewater scenerio will be effected. Sprayskirt manufacturers will have to reconfigure their sizing to accomodate expanding waistlines. The term "hair boater" will be replaced by the phrase "bald boater." Steep put-in trails will be replaced by handicapped ramps.

Like Mick Jagger said, "What a drag it is getting on . . ."

But, the important question remains: who is going to fill the gap when the big slug of baby-boomer paddlers retire? Who is going to keep the sport of whitewater paddling an active, growing sport?

With so many of our whitewater streams in jeopardy, it's crucial that recreational demand continues to grow. It's use it or lose it. And in order for the whitewater industry to develop new products, there needs to be a constant market. That means the sport needs to attract young boaters.

How do we do it? Paddling clubs can offer youth training sessions. Encourage boy or girl scout troops to establish whitewater programs. Public schools located near whitewater resources can provide supervised whitewater activities.

The sport of whitewater boating exploded during our generation. The infusion of large numbers of new paddlers brought forth improved skills and better equipment. If the sport is going to continue to develop, we've got to encourage new talent to pick up a paddle.

This is my second start out of the blocks as editor of American Whitewater. The opening issue was quite a learning experience, and I hope you notice an improvement this time around.

There's one thing that worries me—that's the lack of manuscripts and photos submitted for publication. Don't be shy in letting me hear from you. My home address is 6 Farnham Street, Cazenovia, NY 13035.

AWA STAFF

Editor: Chris Koll

Racing Editor: Barb McKee, 1167

Millstone River Rd, Hillsboro NJ 08876

Membership Director: Marge Weaver

146 N. Brockway, Palatine, IL 60067

Advertising Director: Keith

Thompson, 117 N. 10th St., Laramie,

WY 82070. (H) (307) 742-2512 (W)

(307) 742-0031 Phyllis Horwitz (O)

(914) 679-2300 (H) (914) 688-7401

Conservation: Pope Barrow

Safety: Charley Walbridge

Affiliate Coordinator: Keith

Thompson

Printing Consultant: Jim Muhlhahn

Safety Education Director: Dr. John

Woods

Missing Journals: Contact Peter

Skinner, Box 272, Snyder Rd., West

Sand Lake, NY 12196 (518) 674-5519

(H)

AWA Products: Marge Weaver, 146

N. Brockway, Palatine, IL 60067

Gauley Festival: Rich Lewis, 1304

Chinook Tr., Frankfort, KY 40601.

(502) 695-4424

Equipment Performance Evaluation:

Bob Patraw

AWA is published six times yearly:

Single copies \$1.50 ea. Surplus back

copies and other AWA Products are

available from AWA, 146 N. Brockway,

Palatine, IL 60067

Address Changes: Keith Morgan,

2601 Tanglewood Dr., Durham NC

27705.

1987 American Whitewater

Affiliation. All Rights reserved.

Volunteers needed for 1989 Worlds

A WORLD OF OPPORTUNITIES

In 1989, the world comes to America's Savage River in Western Maryland's Garrett County. The 1989 Whitewater Championships, Inc. as organizers of the 1989 World Whitewater Championships for canoes and kayaks, invite you to become a part of this historical organization. As you can imagine, persons willing to work and volunteer their time, will enjoy unique opportunities. Since access to the area will be highly structured, members of our organizations will have truly unique opportunities to view those first ever World Championships in the U.S.A. While there will be lots of hard work, there will be good times and celebrations as well.

Please consider volunteering your help!

1989 WORLDS VOLUNTEER FORM Complete all relevant information. Please print or type.

NAME: _____ AGE: _____
 ADDRESS: _____ APT #: _____
 CITY: _____ STATE: _____ ZIP: _____
 HOME PHONE: (____) _____ WORK PHONE: (____) _____
 ACA #: _____ NSWC #: _____ ICFJSW #: _____
 CLUB: _____ CLUB'S _____ ACA #: _____
 # YEARS # YEARS # YEARS
 PADDLING: _____ RACING: _____ OFFICIATING: _____

- I. AVAILABILITY. Please check the events you will attend.
- | | |
|--|---|
| <input type="checkbox"/> June 19-21 | USA Team practice & organizational training |
| <input type="checkbox"/> August 21-23 | Savage River International Whitewater Races |
| <input checked="" type="checkbox"/> mid-June, 1988 | Savage River Pre-Worlds & International Races |
| <input type="checkbox"/> mid-June, 1989 | ICF Slalom and Wildwater World Championships |
- II. LANGUAGES. Please indicate foreign languages spoken.
- | | |
|---------------------------------|--|
| <input type="checkbox"/> French | <input type="checkbox"/> Spanish |
| <input type="checkbox"/> German | <input checked="" type="checkbox"/> Other - specify: _____ |
- III. AREAS OF INTEREST. Please check your/the area(s) of interest. Be sure to check the discipline (Slalom &/or or Wildwater, or Either) and specific function(s) within your area(s) of interest. Where appropriate, training in functional areas will be available.
- | | | | |
|---|--|---|----------------------------------|
| A. SAFETY | <input type="checkbox"/> Slalom | <input type="checkbox"/> Wildwater | <input type="checkbox"/> Either |
| <input type="checkbox"/> boat | <input type="checkbox"/> shoreline | <input type="checkbox"/> raft | |
| B. JUDGING | <input type="checkbox"/> Slalom | <input type="checkbox"/> Wildwater | <input type="checkbox"/> Either |
| <input type="checkbox"/> section judge | <input type="checkbox"/> gate judge | <input type="checkbox"/> phone operator | <input type="checkbox"/> general |
| C. SCORING | <input type="checkbox"/> Slalom | <input type="checkbox"/> Wildwater | <input type="checkbox"/> Either |
| <input type="checkbox"/> phone operator | <input type="checkbox"/> score compiler/verifier | <input type="checkbox"/> general | |
| D. SCOREBOARD | <input type="checkbox"/> Slalom | <input type="checkbox"/> Wildwater | <input type="checkbox"/> Either |
| <input type="checkbox"/> phone operator | <input type="checkbox"/> general | | |
| E. START | <input type="checkbox"/> Slalom | <input type="checkbox"/> Wildwater | <input type="checkbox"/> Either |
| <input type="checkbox"/> phone operator | <input type="checkbox"/> on-deck support | <input type="checkbox"/> boat holder | |
| <input type="checkbox"/> section judge | <input type="checkbox"/> inspection verification | <input type="checkbox"/> general | |

continued on page 28



Contact Dick or Susie McCallum, 625 N. Beaver St., Flagstaff, AZ 86001 (602) 744-8176 G 779-3769. We run GRAND CANYON support trips for KAYAKS & CANOES. You can also go rafting with us for 5 to 18 days. Write for complete information or stop by our river running supply store if you are in the area and we will tell you all about the ultimate in boating experience.

We'd Like To Float An Offer Your Way!

Mail Today For A Free 1987 Catalog!

Northwest River Supplies, Inc. would like to float you our 1987 River Supplies Catalog. . . Free.

Interested? Simply fill out this handy ad and mail today. We'll introduce you to the world of quality whitewater equipment... from Northwest River Supplies, Inc.

Name _____
 Address _____
 City _____
 State _____ Zip _____



P.O. BOX 9186AW - Moscow, ID 83843-9186

WE DIDN'T SET OUT TO create the ultimate kayak school. It just happened. Originally our intent was to create the ultimate wilderness lodge. Kayaking was something we did just for fun. So much fun, in fact, we now offer the best instructional program available. **Everything is first class.**

Our physical plant consists of 40 acres completely surrounded by wilderness. Private ponds for instruction, private beaches and 1/4 of a mile of private river front on the emerald green California Salmon River are all located on the property.

Our instructors are well-known experts, our equipment the best (exclusively by Perception) and our lodge boasts numerous amenities including a spacious hot tub and Sauna and private decks off of each room. Our teaching technique stresses safety, the proper stroke and an **easy-to-learn** "roll" formula.

We are dedicated to making this one of the great vacation experiences of your life. Color brochure available. Personal size classes. **Beginning, Intermediate, Advanced.**



OTTER BAR LODGE
KAYAK SCHOOL

FORKS OF SALMON, CALIFORNIA 96031
 Message number 707-444-3044, or
 ask operator for: Forks #7 Salmon Toll Station 4772

safety lines

Fatal Accidents on the Rise

By
Charlie Walbridge
AWA Safety Director



ACCIDENT REPORT SUMMARY:

During the past few years the death rate among experienced whitewater kayakers has been running at the rate of six and eight a year. This is higher than in the early part of the decade, due primarily to an increased number of paddlers on the water and the running of increasingly difficult rapids by experts. Unfortunately, I expect this rate to continue through 1987.

The Annual Feather River Boat-In in Northern California was the scene of a drowning on April 20, 1986. **Al McManus**, a novice Kayaker, was running the Class II section of the Middle Feather from Sloat to Nelson Point when he lost control of his kayak and slammed into a midstream boulder. The rock, unfortunately, was undercut, and both boat and boater disappeared from view. Reacting quickly, the group got someone on the rock in seconds and with the help of a throw line the boat was pulled out in under ten minutes. There was a doctor in the party, and CPR was performed for 40 minutes without success.

On July 2, 1986 a group of experienced Kentucky paddlers attempted the "Narrows" section of Colorado's Crystal River. This deceptive section has been the scene of a number of near-drowning incidents in recent years; the river was high and extremely cold.

When the group entered the Narrows, two swam. One of these, Dave Weiland, 40, dropped into a huge hole and circulated several times. When he came out, he was unconscious. The group pulled him to shore over a mile downstream; CPR was attempted, but was unsuccessful.

The victim was wearing only polypropylene for protection; no wetsuit or drysuit was used. From what we know, cold water is more dangerous to older people, even when in good physical shape. There are several instances of people in their 40's and 50's having difficulty protecting themselves after flipping in cold-water rivers, and the "sudden disappearance syndrome" is linked to age, cold water, and sudden immersion.

It points out the need for a wetsuit or drysuit by paddlers attempting cold water rivers; the other swimmer was wearing a drysuit, and despite hitting a rock with stunning force in the top drop was able to swim to safety.

In August 10, 1986 Bob Porter, a well-known expert with a passion for big water, was killed on the "Garlic Falls" section of Kings Canyon. Apparently a subsurface rock threw off his line as he entered a class V drop, forcing him down a chute which he had no intention of running.

He and his boat pinned vertically, but he was able to work himself out with ropes thrown to him even though water was pouring over his body, while swimming to safety, he was pulled underwater and became wedged underwater between two rocks.

Rescue squads were unable to recover the body until fall low water; they stated that a foot entrapment was the reason for the pinning. This death shocked the Northern California boating community, which has been rocked by the deaths of a number of experts in recent years. The incident points out the seriousness of running class V rivers, particularly at high water.

On January 25, 1987 Glen Clark died during a high-water run on the Mulberry Fork of the Warrior River in Alabama. All members of his party were experienced and very familiar with this Class III run. Glen pinned against a tree stump in a way that seemed easy enough to manage. What the group did not know was that the top of stump had lodged against the edge of his coaming, spanning the cockpit opening and making a wet exit impossible.

The boat never folded, but the situation slowly turned desperate. Eventually three paddling groups and a local rescue squad battled a rising river as they fought to keep Glen alive. The battle was lost when paddlers who had waded out to hold the victim's head above water were unable to keep their footing. This was a competent, well-trained group which tried a great many things before giving up on this deceptively difficult situation.

Another accident occurred just a few days later, on February 2 near

Chattanooga, Tennessee, Mike Culbertson, an expert kayaker and small-stream enthusiast, decided to run Suck Creek, a class IV-V stream, with a buddy after work. The run was proceeding smoothly when he ran a ledge and disappeared without a trace.

His partner tried to reach him without success, then called a rescue squad. After he made the call, the water level on this tiny creek had fallen enough that he could see Mike, and was able to dislodge his boat. CPR was attempted, but it was not successful. More than anything this incident points out the danger of travelling in two-boat parties, which have little resources to deal with the unexpected.

In an incident occurring on April 5, 1987 Ben Hegner, an experienced paddler, died after attempting to run a low dam on the Shawankill River in southern New York State. This was the weekend of the Schoharie Creek bridge collapse, and rivers were extremely high.

He and a friend ran the river together, knew the dam was there, and stopped to scout. His partner tried to dissuade him from attempting the drop, the only complication in this class I-II flooded river.

With the dangers of dams so widely known, one can only speculate as to what lead to this appallingly poor judgement on the Hegner's part. The victim was outside throw-line range, and help was summoned. Eventually he lost consciousness, flushed out, and was recovered. Attempts were made to revive him, but they were unsuccessful.

In addition to these reports, I have sketchy information on the drowning of Andrew Palmer in the "Golden Gate" run of California's South Fork of the American. This steep class V-VI run is one of the most difficult in the state. The victim was a member of a four-man group.

The first person ran a steep drop and pinned momentarily at the base. He warned the rest of the group, which wisely elected to portage. The victim ran the drop, and was pinned underwater until the group could release him. It's surprising to me that he would attempt a drop in which the danger was well known and which had

THE STATISTICS SAY IT BEST

The U.S. Coast Guard has profiled fatalities to understand the common ingredients in boating accidents and to enable the public to learn from the mistakes of other boaters.

The profile of accidents reveals the same five problems in most accidents:

1. Paddlers are not wearing personal floatation devices. Life jackets are either forgotten or used as padding. The life-jackets are often found floating near a swamped craft or trailing after the boat as it floats downriver.

2. Cold water or cold weather is present. The majority of accidents occur in the spring, especially during the freshet period. The worst scenarios are spring weekends with warm, sunny weather when water levels are high. Often, paddlers are not dressed properly for the numbing effects of cold water. Drowning fatalities are often caused by hypothermia, where exposure to cold water and weather inhibits the ability of a paddler to help himself.

3. The victims are inexperienced paddlers. The bulk of the fatalities stems from inexperienced paddlers who have had no formal instruction or practice. The United States is generally a nation of self-taught paddlers who often do not understand the risks involved in canoesport, particularly the whitewater activities. However, an alarming increase in fatalities among skilled paddlers is occurring, although the total deaths are still less than those involving inexperienced paddlers.

4. Consumption of alcohol is a contributing factor. Autopsies of drowning victims reveal that alcohol is often present in their bloodstreams and that many victims are legally drunk at the time of the accident. Drugs and canoesport do not mix. Artificial stimulants affect the coordination and judgment of paddlers who need to respond quickly and intelligently in the face of hazards.

5. The victims are usually non-swimmers. A look at the swimming histories of drowning victims shows that people have limited or no swimming ability. A person's ability to be at ease on or about water increases his ability to perform well in stressful situations.

Concern in the paddling community is growing over the increased number of skilled paddlers who are fatal victims of boating accidents. The number of deaths among experienced paddlers has risen from one or two a year to four in one weekend in 1986. The increase is cause for the paddling community to explore the factors that contributed to these deaths.

The ACA's River Safety Task Force has examined those accidents since 1976 in two excellent, but sobering publications available through the ACA Bookservice. As outlined in The Best of the River Safety Task Force Newsletter and The ACA River Safety Report 1982-1985, several alarming trends in the accidents are cause for concern:

1. Misrepresentation of ability can lead to paddlers attempting rapids too difficult for their skills. A paddler can progress very quickly today through the progression of instruction with the result that he can suffer gaps in experience, especially in self-rescue or in recovery from potentially dangerous pinning situations. Paddlers are attempting harder rapids earlier in their development when they are less able to understand what can go wrong on the river and how to recover from it.

2. The nature of a familiar run or rapid has been altered by changing environmental factors. Complacency with a rapid paddled many times in the past can lead to problems in reacting quickly to unexpected changes. Fluctuating water levels (from rain or dam releases) can drastically affect the character of a river, just as the presence of hazards like toppled trees can create new dangers.

3. Equipment affects a paddler's ability to perform safely. Higher-performance equipment that is new to the boater can hinder his ability to paddle as effectively at the outset, and the paddler needs a practice period in which to develop the necessary skill and comfort with new equipment.

Inadequate equipment can also affect a paddler's performance. The absence of full floatation or adequate walls (in decked boats) can make recovery from a capsized a difficult or impossible undertaking.

4. An inadequate support party can limit the effectiveness of rescue operations in the event of an accident. Paddling alone or in parties of less than three boats is not recommended by the ACA. Paddling in a group increases the safety of all participants, since more people can offer the security of efficient and faster rescues.

An instructor has a responsibility to help students develop solid paddling skills, but he must also address the need for proper judgement among paddlers. Safety in the sport is based upon a paddler's ability to demonstrate solid judgement.

Klamath River Whitewater Threatened by Hydro Development

By
Marc Valens

Having survived Satan's Gate, we sweep around Hell's Corner. Too late to stop now, we are looking a quarter of a mile down a steep stairway. Whether upright or swamped, in the raft or out, one way or another we'll end up at the bottom. Too late to reconsider now. We are in the middle of a section of the Klamath River that drops an incredible 225 feet in just three miles.

The Klamath is the only river other than the Columbia that cuts all the way through the Cascade Mountains. The rapid elevation drop has attracted hydroelectric developers for years. The 126-foot-high Copco Dam, built in 1913 just south of the Oregon-California border, cut off forever the salmon and steelhead that once made their way far up into Oregon. In the 1950's the Boyle Dam flooded a beautiful deep canyon and dewatered the next few miles. However, from the Boyle powerhouse to Copco Lake the most rugged and steepest part of the Klamath River Canyon remains—17 miles of whitewater with many long, difficult Class III-V rapids.

But not for long. The city of Klamath Falls, Oregon wants to trade in the Upper Klamath for cash. The city has filed for a FERC (Federal Energy Regulatory Commission) license to build the Salt Caves Dam. At a height of 75 feet, it would divert all but a trickle of the river into a concrete conduit that would by-pass all the Class IV and V and most of the Class III rapids. The city is optimistically hoping to get three to ten million dollars annually from sales of electricity, to use as it pleases.

Though unrunnable ten years ago, this section of the Klamath is still just being discovered. Because of releases from Boyle powerhouse, the Klamath can be run all summer long and on through the fall. Pacific Power



Photo by Lee Juillerat

& Light, operator of Boyle, maintains a toll-free phone to keep recreationists advised of river flows. When almost all other Class IV and V rivers in the West have dried up, the Upper Klamath is still available. This summer especially, with so little **snowpack** for rivers like the Tuolumne in the Sierras, serious river-runners in the West who want the challenge of wild, difficult whitewater will have only the Klamath.

It is no wonder that American Rivers has named the Klamath seventh on its list of the "Ten Most Endangered Rivers" in the country. The Upper Klamath has unlimited access for both private and commercial boaters—no waiting lists or permit lotteries. Its warm water makes a spill refreshing rather than bone-chilling. The wildlife is abundant, from deer and bear to eagles and an osprey nest perched atop a streamside snag. The slower sections of the river are a fly-fishing paradise—Oregon Fish and Wildlife people call it the most valuable wild trout fishery in the state.

Great camping spots, historical homesites, and Indian holy sites are found along the river.

The city of Klamath Falls seems to be unaware of the regional and national significance of such a unique resource. Killing the river in a questionable attempt to solve the city's financial woes and combat the poor local economy easily takes precedence over "the small number" of rafters and kayakers who "mostly don't live here anyway." The lands affected are mostly public (Bureau of Land Management) property, but the city wants to convert it to its own purposes.

It looks like the city may get away with it. Through a play on the tax laws, trading on its ability to issue tax-free municipal bonds, the city has amassed a war chest of 20 million dollars. Even after paying for all sorts of studies, lawyers, accountants, bankers, consultants and PR men, there is plenty of money left. This is funding an elaborate media campaign to convince

Klamath *cont.*

local citizens, politicians and regulatory agencies that Salt Caves Dam will magically improve the environment and solve the area's economic problems. To mitigate for the loss of the whitewater recreation, the city proposes to build a ski resort.

A local group, Save Our Klamath River (SOKR), with help from state and national conservation groups, is trying to stop Salt Caves Dam. The coalition of rafters, fishermen and outdoors people is seeking help. One dollar or more makes you a member of SOKR and puts you on its mailing list. Much more money is needed to combat the city's media blitz. SOKR's immediate goal is to stop the city. Ultimately the group is seeking to gain the same status the Lower Klamath in California has already attained—permanent inclusion in the National Wild and Scenic Rivers system.

For a unique float on a challenging and delightful river, come float the Upper Klamath this summer—it may not be here long. If you float it just once, you will surely join in the fight to save this beautiful river and its rare whitewater recreation opportunities.

For more info: write:

Save Our Klamath River
Box 1956
Klamath Falls, Oregon 97601

or call:

Jim Garvey
(503) 882-6841

or

Marc Valens
(503) 882-2390

Marc Valens is on the Board of Directors of Save Our Klamath River. His dream is to see the salmon runs restored all the way back up the Klamath River.

Who Controls Our Rivers The Feds or The State?

A California lawsuit now pending will have far reaching repercussions for river conservation. It deals with Federal and State authority over water rights and hydropower projects. The developer of a power project on Rock Creek in the American River basin obtained a declaratory order from the Federal Energy Regulatory Commission. The order is sending shock waves throughout the river

conservation community. It says that the States can no longer deny water rights to power developers seeking Federal licenses to build new projects. If the courts uphold the order, States will have even less chance than they now do to stop hydropower **projects**—even those which threaten vital State water resources. The villain in this case is the best-known hydromaniac in California, Keating and Associates, the same character who is working to dam up the Merced.

California Rivers: Merced, Kings, and Kern

KINGS: Bills to protect California's Kings and Merced Rivers are more or less on track. The Kings River bill has passed the House of Representatives and hearings in the Senate were completed as of the last week in May. The bill would designate 81 miles as Federal wild and scenic and protect an additional 10 miles. The Rodgers Crossing dam would not be killed, but would need separate Congressional approval. Only the Forest Service opposed the bill. (This after previously agreeing to support the compromise worked out in the House by Congressman Richard Lehman.)

MERCED: A bill to designate the

Merced River as a wild and scenic segment has also passed the House and seems assured of passage in the Senate although the House and Senate versions differ. The differences center on the status of the lower 8 mile section and will have to be worked out between the Senators and Representatives.

KERN: The Kern River bill may pass the Senate soon with strong backing from California's Senators Cranston and Pete Wilson, but House passage seems less assured. The key roadblock still seems to be Representative Pashayan. If this roadblock can be **loosened** up, 151 miles of the Kern will become wild and scenic.

Oregon Rivers

A coalition of boaters and river conservationists is launching a campaign to get a number of rivers in the national forests in Oregon designated as wild and scenic. Growing out of the national forest planning process, the campaign is led by Friends of Whitewater in Seattle, Washington with local chapters in Oregon. For more information contact Dona Cameron at 503-224-5858 or write to FOW at P.O. Box 88, Seattle, WA 98111-088.



Sucked into a hole . . . rafters enjoy summer whitewater on Oregon's Klamath River. The Klamath offers dependable water levels throughout the summer months.

Photo by Lee Juillerat

*Maryland's
Savage River
with its
world-class
whitewater
racing courses
threatened
by hydro
developer*

Savage River Update

A new group has been formed to deal with problems arising on Western Maryland's fabulous Savage River. The Savage is a nationally known whitewater river which provides a world class slalom and downriver race course. Although releases are infrequent, the river is perfect for whitewater racing when releases are made. Recently the International Canoe Federation selected the Savage as the site of the 1989 World Championships. The Savage also doubles as a fantastic trout stream.

Ignoring all this recreational activity, a power developer is proceeding with plans to install hydroelectric generating facilities at the Savage River Dam. So far the proponent of this incredible scheme has indicated no desire to even discuss the project with whitewater recreation advocates. Another competing developer (recently ejected from the case) aggressively fought participation by whitewater groups in the hydropower licensing process. The ACA and the AWA fear that this attitude could jeopardize whitewater releases, even for the 1989 World Championship event.

To respond to this threat boaters have formed the Savage River Defense Project. Members of the group have been meeting with the operators of the dam, the State of Maryland, the Corps of Engineers, and others to try to get assurances that the hydro project will not mean the permanent or temporary loss of whitewater at the Savage. The group plans to seek protective license conditions from the Federal agency (FERC) which will authorize the project. Unfortunately, FERC has never shown much enthusiasm for whitewater recreation (or for any kind of river-based recreation for that matter). Electric power is what turns the wheels at FERC and recreation is second fiddle at best. It could be an uphill battle to keep whitewater releases alive on the Savage.

The defense of the Savage looks like it could be expensive. A lawyer is required to deal with the Federal agency (FERC) and the power developer. The Savage River Defense Project is now raising funds through a raffle, a Labor Day raft trip on the Lower Youghiogheny, and through donations. More information on the raffle in the next issue.

The Gauley, Meadow, Bluestone, and Greenbriar

The West Virginia rivers bill (H.R. 900) is still moving, but progress has slowed. The bill would make the Gauley a National Recreation Area, protecting it from hydroelectric power development once and for all. It also stashes away the Meadow and several other West Virginia recreational rivers in the National Wild and Scenic Rivers System. No hydropower projects would be allowed on any of these rivers. All will be managed by the Park Service or the Forest Service for whitewater boating and outdoor enjoyment. With the backing of West Virginia's whitewater congressman, Nick **Rahall**, the bill sped through the House of Representatives like greased lightning, but the Senators have not jumped on the bandwagon.

WHAT YOU CAN DO: Fans of West Virginia's whitewater rivers need to write to the West Virginia Senators **AS SOON AS POSSIBLE**. Urge them to get this bill back on track. If you know the Gauley, the Meadow, the Bluestone, or the Greenbriar, or even if you ever hope to know one of these rivers, write NOW to Senator Jay Rockefeller and Senator Robert Byrd. Urge them to get behind this bill (HR 900) and protect these fabulous whitewater treasures from hydroelectric power exploitation. The address is Senator Jay Rockefeller (or Sen. Robert Byrd), Senate Office Bldg., U.S. Capitol, Washington, DC 20510.

Power Developer Foiled On Potomac

The Federal Energy Regulatory Commission rejected a permit application for a hydropower project on the Potomac River near Brookmont, Maryland. The location was just adjacent to the U.S. Whitewater Team Training course and posed a potential threat to the team's training site. The AWA and ACA intervened in the case and asked the Federal Energy Regulatory Commission to deny licensing. The Park Service also weighed in. Due to an obscure law preventing hydropower development on this stretch of the Potomac River, the power development application was thrown out—a victory for whitewater!

Are You One of the Ones Who Thinks Auburn Dam is Dead?

Think again! Auburn Dam got another revival last year with the floods of '86. In fact, Congressman Norm Shumway's bill, HR 1605, is dubbed the "Auburn Dam Revival Act." It is designed to address all the concerns of opponents of the project (a new fish hatchery, no Folsom South Canal, guaranteed flows in the Lower American, flood control for Sacramento)—except, of course, the 48 miles of river it would drown, the unneeded development of subsidized water and power supply, the earthquake hazard from a dam built directly on a fault, and the loss of a major recreational area for Northern California.

Meanwhile, Congressman Vic Fazio continues to play fence-sitter, though he has drubbed the Department of Interior in DC for not giving the project sufficient attention. He held the first of his "summit" meetings April 16—essentially an opportunity for proponents of the project to air their wish list. The next "summit" will be held in July, just after the Bureau of Reclamation (the agency that fervently wants to build the dam) completes its report on "Alternatives for Flood Control for Sacramento." The Alternatives (surprise!) include only dams, ranging from 450,000 to 2,300,000 acre-feet.

In contrast, fellow area Congressman Robert Matsui has clearly stated his opposition to the project because he correctly reads the proponents as jumping on the flood control bandwagon in order to get the subsidized water and the power revenues that the project will generate.

On the local level, Assemblymen Lloyd Connelly and Phil Isenberg are spearheading a local flood control task force which is seeking both short-term and permanent solutions to the flood threat facing Sacramento. The task force must meet deadlines posed by the Federal Emergency Management Agency (FEMA) in order to qualify for disaster relief and flood insurance, as well as federally funded mortgages. Failure to meet FEMA requirements (protection from 100-year floods) can result in a federally-imposed building moratorium. Several local officials are actively promoting Auburn Dam as the solution for even the 100-year flood, even though a recent Army Corps of

Engineers report clearly concluded that at least that level of protection is **available without doing anything except operating existing facilities appropriately!!** Proponents of the dam are using scare tactics to promote their project, crying, "A metropolitan area like Sacramento, our state's capitol, needs 250-year protection!"

WHAT YOU CAN DO: Top priority is letters to Sacramento City Council and County Bd. of Supervisors if you're in the area. Otherwise, write your Congressional Representative and Senators Cranston and Wilson.

Reagan Administration Plans To Charge Fees For Boating

Balancing the Federal deficit on the backs of whitewater boaters! What next! A new Reagan administration plan to charge \$37 a year for recreation boats is making its way through the Merchant Marine Committee in the U.S. House of Representatives. It is not clear whether the bill will cover kayaks and canoes or not, but the administration plans to raise \$476 million dollars a year after 1988 from these fees (and from fees on commercial boats). So far, no indication has been given of any benefit to be gained by the boating public as a result of these fees.

WHAT YOU CAN DO: Write to President Reagan and ask that his boating fee bill be clarified to exclude kayaks and canoes on inland waters since they do not benefit from Coast Guard services. Send a copy of your letter to Representative Earl Hutto, Chairman of Coast Guard Subcommittee, Merchant Marine Committee, U.S. House of Representatives, U.S. Capitol, Washington, D.C. 20515.

108 Dams In National Parks

This year Congressman Rick Lehman has reintroduced HR 1173, legislation that would prohibit construction of new dams in National Parks and prevent expansion of the Hetch Hetchy Reservoir on the Tuolumne River in Yosemite. The current bill is a comprised version of last year's proposal, which would have also placed restrictions on the operation of these dams in parks.

continued on page 28

Will proposed Federal boat licensing include Kayaks and canoes?

river log

If This is a Five What the Hell is a Six?

By
Bob Gedekoh

Sunday, May 26, we were midway through our third and final day on the Middle Fork of the Feather River. Mike Fentress, one of California's premier hair boaters and our host, caught an eddy on river left and beached his boat.

"This is it," he grinned roguishly, "The Do or Die Rapid."

Mike started to scout the river from the rocks at the base of the granite canyon wall. The rest of us followed nervously, not knowing what to expect. I, for one, had a sneaking suspicion that I wasn't going to like what lie ahead.

A few minutes later my suspicion had evolved into a certainty. For two and one-half days Fentress and Walt Garms, both

Middle Fork of the Feather veterans, had chuckled discretely about the Do or Die Rapid, but cold, hard facts had been difficult to elicit. All I could ascertain was that there would be but two options; a quick but hair-raising whitewater descent, or slow, miserable starvation at the bottom of one of the northern Sierras' deepest canyons. A third choice had been jokingly dismissed . . . a helicopter rescue that would surely have cost thousands of dollars.

No mention was made of a portage and I soon discovered why. I had heard tales of rapids that couldn't be carried, but I always maintained that where there is a will, there is a way. A do or Die, I found out

that I was wrong. On both sides of the river, bare canyon walls dropped vertically into the river. There could be no dry passage.

Do or Die begins with a long class four rock garden that terminates in an abrupt fifteen foot drop. On river right the water plunges onto an ugly rock jumble that looks most uninviting. On river left the water roars off the lip of the falls and smashes into the projecting canyon wall, which deflects it backwards and downward into a monstrous cauldron. Downstream a jagged boulder and impressive pourover await the unwary.

Fentress calmly explained that at conventional water levels, less than 1000 cfs, it was customary for the strongest





California Master of Hair Mike *Fentress* buried to the shoulders on the Middle Fork of the Feather.

Feather cont.

member of the party to catch a midstream eddy about 100 feet above the falls, then negotiate a treacherous upstream ferry into a microeddy about the size of a tablespoon on river right at the brink of the drop. Then this stalwart individual would intercept the less competent members of the group as they desperately attempted the same maneuver. From this microeddy, Mike continued, the boats could be safely lowered to the base of the falls.

But we were paddling the Middle Fork at 2200 cfs and it wasn't at all clear that even the strongest members of our party could manage the move. To miss meant certain injury and possible death.

Walt Garms gallantly decided to try. Walt's descent through the rock garden was flawless. We held our breath as he started the critical ferry; it soon became apparent that the current was stronger than any of us had anticipated. Walt reached the slot that led to the microeddy, but he was swept against the downstream boulder. For several endless seconds he teetered on the brink of disaster.

Finally, he clawed his way to safety. As Walt cautiously climbed out of his kayak he was shaking his head. Across the river, a serious powwow began. It seemed certain that *Fentress* and Dean Tomko, a well known C1 boater from Pittsburgh, could duplicate Garms' feat. But the rest of us, being mortal, had serious reservations.

It was what I call a three Twinkie dilemma. Some folks pray when they're afraid and some folks whistle. I eat. And I don't mean sunflower seeds. I'm talking genuine All-American junk food. Cream filled chocolate cupcakes and barbecued potato chips and Snickers. Washed down with Pepsi, and not that sugar and caffeine free **crap**.

But two and one-half intense days on the river had devastated my supply of goodies. On a 33 mile odyssey that must be made **self-contained**, there is only so much room for carbohydrate and cholesterol rich foods . . . the manna of life.

Mike *Fentress* chuckled as I nervously extracted and devoured the last few Frito

crumbs from the bottom of my **drybag**. I'd get no sympathy from him. Like most California boaters, Mike is all bone and muscle. To my mind at least fifteen pounds underweight. The kind of guy that jogs every day instead of eating lunch. The kind of guy who would rather be boiled in oil than eat a **Mallo Cup**.

Mike can't help it. He was California born and raised. A barbaric place where people drive ninety miles an hour on eight lane freeways to get to restaurants that serve steamed bean sprouts over brown rice. As incredible as it may sound, in two weeks of boating in northern California, I never saw a single Pizza Hut. Now that's depressing.

"Forget about catching the eddy, "Mike announced confidently. "We'll run the flume on the left. I've done it before at high water and it isn't half **as** bad as it looks."

I licked my fingers and eyed the route under discussion. Even if it was only **one**-twentieth as bad as it looked, it was bad enough for me.

Feather cont.

And I wasn't the only one who was concerned. Wisconsin Denise Handrich, known for her daring, was attacking her bubble gum with a vengeance, and Sacramento architect Chip Kaufman was starting to pace. But Mike focused his attention on me.

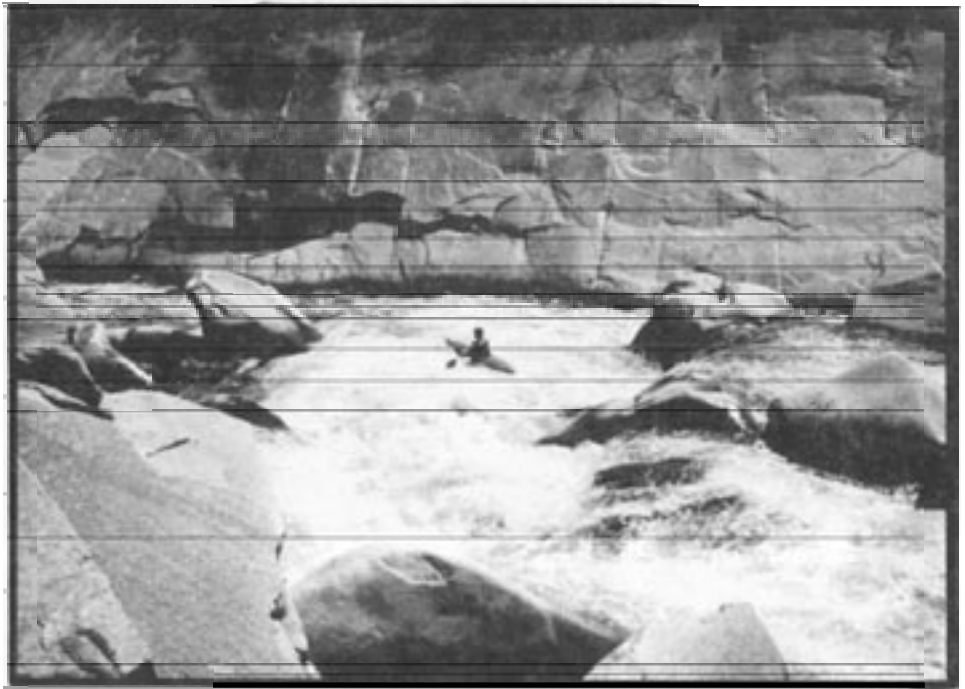
"You really don't have much choice," he **observed**. "You're completely out of Mars bars and the candy man doesn't stop here anymore."

On that note he sauntered off to his boat as casually as if he were headed to his hot tub. Not long thereafter, **Fentress** plummeted off the lip of the falls, braced into the gigantic pillar of water careening off the canyon wall, and disappeared into the maelstrom below.

Ten seconds later he resurfaced 30 feet downstream, adroitly dodging the jagged rock and punching the **pourovers** with his usual finesse. Tomko and **Handrich** followed, and though their runs weren't quite as pretty, they all survived, apparently unscathed.

At least they appeared to be unscathed from my vantage point, 500 feet and one thousand light years upstream.

I don't remember much about what happened between the time I shoved off and the time I found myself with the others but my teeth were intact and, amazingly enough, my hair was still dry. According to Denise I virtually flew over the rapid, which



Californian Walt Garrns deep in Bald Rock Canyon, one of the West's most dangerous and difficult runs.

proves two things: there is strength in sugar, and terror can be inspirational.

But terror was not the only source of inspiration on the Middle Fork of the Feather. The river is, quite simply, one of America's most pristine and spectacular whitewater runs. Between the put-in at Nelson Point and the **take-out** at **Milsap Bar** the river flows through three geologically

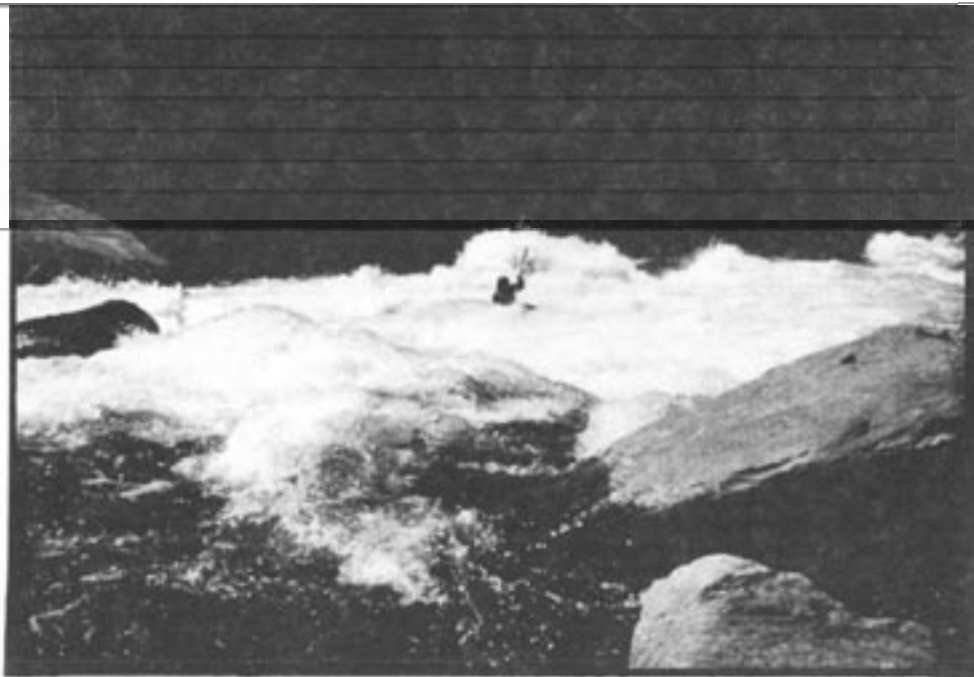
distinct canyons, accessible for the most part only by hiking trails. As one progresses downriver, cedar gives way to pine and sculptured red rock gives way to sheer granite walls. An occasional deserted mining claim and a solitary bridge for hikers are the only signs of civilization. The final portion of the run is through Devil's Canyon, a deep, mysterious gorge that overwhelms the senses.

The Middle Fork, deservedly protected by the National Wild and Scenic Rivers Act, drops 2300 feet over the 33 miles, between Nelson Point and **Milsap Bar**, a mean gradient of 70. Although mostly pool-drop in character, the gradient ranges from 30 **feet/mile** at the put-in to 110 feet/mile within the bowels of Devil's Canyon.

Actually, the most difficult section of the Middle Fork of the Feather lies downstream of **Milsap Bar**. This 6.5 mile stretch, through Bald Rock Canyon, is one of the most dangerous and difficult runs in California. Bald Rock Canyon, gradient 110 feet/mile, is infrequently challenged . . . and only by experts.

On the initial descent of Bald Rock in 1980 Lars Holbek, Chuck Stanley and Richard Montgomery portaged 19 times. Some of these rapids have been run since then, but others remain unconquered. Bald Rock is not paddled at levels greater than 1500 cfs because of Atom Bomb Falls, an obstruction similar to Do or Die, but, and I found this hard to believe, considerably more intimidating.

The first thirty-three miles remains more popular for obvious reasons, though this is a relative popularity. Because of its difficulty it is tackled by fewer than ten groups most years. In their classic guide



Californian Walt Garrns tackles the Middle Fork of the Feather at high water.

Feather cont.

to California whitewater, Holbek and Stanley rated the upper section an easy class five, assuming an optimum flow of 1000 and a minimum of five portages. At higher levels the river becomes a solid California Class 5 and most will choose to portage a few more rapids. I did.

Note that I said California Class five. In their guidebook, Holbek and Stanley acknowledge that they are loathe to assign a class six rating to any rapid that has been successfully negotiated, in respect of apparent danger. Depending on your perspective, Holbek and Stanley consistently underrate rivers, or most eastern guidebooks consistently overrate rivers. In any case, California class five water can be very intimidating and California class four water is not to be taken lightly.

Before you scoff at this, and I know I did before I paddled the Golden State, consider this. I can't name a single eastern class five rapid which I consistently portage; but I'm not ashamed to admit that I carried almost half of the rapids which Mike Fentress designated as solid fives during our two week stay there.

Our experience was not limited to the Middle Fork of the Feather; Fentress also accompanied our group on the Burnt Ranch Gorge of the Trinity, the California Salmon and its South Fork, the South Fork of the Yuba and the Giant Gap Section of the North Fork of the American.

California class five water is steep, powerful and technical and the consequences of a mistake are likely to be unpleasant. Witness the inordinate number of deaths that have occurred on California rivers during the past few years. And the fact that so many of the California rivers are inaccessible makes them even more intimidating.

Running a river like the Middle Fork of the Feather at high water with 20 pounds of gear in your boat is no cakewalk. The run is too intense for effective raft support. Most will choose to paddle short boats because the river requires tight maneuvering, and you can only get so much gear into a Dancer. Every effort must be made to lighten the load.

By necessity meals were simple and light. The biggest problem I faced in that regard was finding a source of appropriate fare. California supermarkets are elaborate affairs, bigger than K Marts. Aisle after endless aisle of kelp, tofu, dried fruit, rice crackers, bran and granola bars. Buy trying to buy junk food in California is like trying to buy heroin in Iowa. Ask for the candy counter and you're treated like a pervert. Directed to the darkest corner of the store, where three tiny bags of salt free pretzels and four microscopic Tootsie Rolls are stashed between the Hustler and Playboy magazines.

On our trip the California elected not to carry tents, maintaining that rain was unlikely. Indeed the sky was clear at the put-in, but within a few hours, shortly after we made camp, the first of several horrendous thunderstorms blew in.

My one man tent had been the subject of ridicule when we packed out boats, but with the coming of the rain I felt vindicated. Unfortunately I was in no position to gloat as the others huddled, wet and miserable, under flimsy sheets of plastic. After all, I was to be at their mercy on unknown class five water the next day.

The Middle Fork of the Feather is runnable about four weeks most years depending on snow melt. At peak flow it may be unsafe to run.



Del Kendrix tackles Curtain Falls, a 30-foot plunge, in Bald Rock canyon.

Thanks to Fentress and Garms we were able to run many rapids without scouting. Mike led most of the time, demonstrating an uncanny ability to select appropriate routes through lengthy, steep rapids. More often than not he would casually ferry back and forth across the brink of a Class 5 or 6, nonchalantly scouting over his shoulder as if he didn't have a care in the world.

This from a man who worries about what simple sugars might do to his teeth. After seeing the kind of water Fentress paddles, week in and week out, I marveled that he had any teeth left at all.

"Follow me," Mike would shout, turning downstream, and one by one we would join the parade through eight foot

waves, dodging boulders, pourovers and stoppers. When Mike indicated the need to scout from shore, we knew we were in for it. Even with scouting there were surprises.

In the midst of one memorable class five, Walt Garms was swept over a precipitous ten foot chute barely wide enough to allow a kayak to pass. Wide enough to let a kayak pass . . . but not an extended paddle. And so Walt hung suspended over the lip of the drop, his arms outstretched and his paddle high above his head, bridging the chute. His paddle began to bow until it seemed certain it would break; Walt let go just in time.

Walt disappeared into the hole below; his graphite paddle, apparently, spring loaded, was launched fifteen feet into the air. Miraculously the paddle was recovered unscathed.

Near the end of the run we encountered an eight-mile long class five that featured a particularly vile hydraulic in a most unfortunate location. On shore there was much discussion about how it might best be avoided, and whether it was, in fact, terminal. By design or not, no one ran the rapid the same way. In the ensuing pandemonium Denise Handrich tested the hole, proving that given enough time, the Middle Fork of the Feather will forget and forgive.

After our last day on the river we made a beeline to Oroville for a quick meal. At the insistence of the famished easterners we stopped at McDonalds. Denise, Dean and I all had Bic Macs, fries and milkshakes. Mike, of course, had a salad.

"That stuff you're eating is full of cholesterol," Mike sniffed.

"I know," I replied between mouthfuls, "and I'm glad of it. Cholesterol is the chemical precursor of all the steroid hormones in the body."

"Including testosterone," I continued deviously.

For the first time in three days, Mike looked a little shaken. Fentress is an engineer, not a biochemist.

"You mean that if your cholesterol level gets too low your body won't make enough testosterone?" he asked with knotted brow.

"Depends on what you mean by enough," I replied, my mouth full of fries. "People with low cholesterol levels do alright, I guess. I mean things may shrivel up a bit but they usually don't fall off. I just don't like to take any chances."

Mike looked genuinely concerned. Almost as if he were ready to order a hamburger of his own.

But he needn't have worried. From what I'd seen of California Class five boating and boaters, they've got more than enough balls to go around.

river log

Carnival atmosphere pervades Black River's rebirth



BEFORE and after . . .

Kayakers leap from the lip of the dewatered Glen Park Falls. Moments later, following the water release, boaters run the drop in their kayaks.

Photo by Bill Lampe

Photo by Bill Lampe

By
Chris Koll

Only a trickle of water leaked through the weep holes of the Glen Park Dam. Spreading evenly across the limestone shelf above Glen Park Falls, the water splashed over the two entrance ledges before spilling in a sheer curtain of spray over the final 15-foot drop.

It was a sad sight. The volume of water passing over the falls was barely enough to wet the rock. And below the drop, stretching downriver, a garden of boulders lay bleaching in the sun where once ran a Class 111 rapid.

But the 50-odd commercial rafters and the three kayakers, festooned over rocks along the Black River's former waterline, were in a festive mood.

After all, how often do you get to witness the rebirth of a whitewater river?

Two years ago, the upstream dam did not exist. All summer long, an average of 2,000 CFS of water poured over Glen Park Falls and funneled into the Black River Gorge.

But the Black River's healthy gradient and dependable summer flows proved as attractive to the Glen Park Associates, a private hydro developer, as to whitewater aficionados. A mile-long, 60-foot deep diversion canal paralleling the river was



blasted from solid bedrock and the dam built to channel the river from its ancient course.

After passing through the penstock and the plant's turbines, the water is fed back into the river a mile downstream. But the intervening section of the gorge—including five of its best rapids—was left high and dry.

But not permanently . . . thanks to the efforts of Ron Smith, the stiff-necked owner of Adirondack River Outfitters, and the AWA.

From a whitewater standpoint, the Black River was an unknown quality until Smith "discovered" the gorge's commercial rafting possibilities in 1982. By 1985, ARO had a full-scale operation on the

Black River cont.

Black when Smith learned of Glen Park's plans to terminate the whitewater.

At first, mounting a fight against the well-heeled developers seemed a fruitless task to Smith. But he was enough of a child of the sixties to be attracted to a Davey vs. Goliath confrontation, and he continued to muck about, trying to find some way to toss sand in the gears of what appeared to be the inexorable demise of the Black.

During his preliminary investigations, Smith discovered he was not alone in his concern for preserving whitewater recreation. Combining resources with the AWA, Smith allied with Pete Skinner of Albany, NY, and Steve Taylor and Pope Barrow of Washington, D.C., to form a team that eventually, if not won, at least tied the battle of the Black.

While appealing to reopen proceedings to investigate the recreational possibilities of the gorge, the team discovered a chink in the developer's armour. Glen Park had built its diversion canal to accommodate substantially more water than permitted on its original license. Faced with the possibility of ARO and the AWA creating lengthy delays to the plant coming on line while Glen Park amended its license, the developers proved willing to come to the bargaining table.

In a precedent-setting agreement, the ARO-AWA team came to terms with Glen Park. The Associates would release 2,500 CFS of water back into the gorge during a set schedule through the course of the paddling season.

Which is why we were all gathered on the banks of the Black in early May—hoping to see diplomacy at work.

In predam days, the Glen Park Falls was a chilling sight. Sliding over smooth limestone outcroppings, the water accelerated into high gear before charging over a four-foot ledge, then a five-foot drop, and finally a sheer 15-foot freefall.

Only five paddlers had braved the falls before the dam. The two preliminary ledges created powerful hydraulics that could easily throw a boater off line for the final drop. And across most the river below the final drop, an ominous hole spread outward like batter.

For 99% of the boaters, and all of the commercial rafters, the falls meant a mandatory portage on the right. The drop had a particularly lethal aura. Boaters would commence their carry far upstream and tip toe across the rocks until well below the fall's backwash.

With the dam in place, the fall's intimidating presence had diminished. Maybe it was the fact that the river, once so powerful and uncontrollable, had been brought to heel by man. Or maybe it was that with the water practically turned off, the falls seemed more like a delightful grotto than a crashing display of elemental force.

Whatever the reason, the kayakers and



Boater braces into a wave at the bottom of a class IV rapid on the Black River near Watertown, NY
Photo by Bill Lampe

rafters gathered at the falls, waiting for the release to begin, clearly considered the cascade more of a liquid playground than a life-threatening obstacle.

Several of the boaters amused themselves by leaping off the lip of the falls into the deep pool below while the rafters relaunched their crafts below the drop and paddled back under the spray to enjoy a natural shower.

The sideshow continued while the water began to spill over the dam. Because of the delay until the river reached full release, the kayakers were able to choose the level with which they felt comfortable in running the falls, and also were able to start their run of the final drop below the second ledge.

The more tentative boaters pushed off

into the flow as soon as there was sufficient water to float their kayaks—but not enough to create a dangerous hydraulic at the bottom. More adventuresome paddlers waited until nearly full release before taking the plunge, secure in their knowledge that their line was a relatively easy one.

As the kayakers boofed the falls, the rafters, now collected in their boats in an eddy, greeted them with an ovation. And as the water quickly filled the gorge, the ensemble peeled out one by one to challenge the rapids below.

The Black River had been reborn, but clearly, the child delivered that day was on a different stage of evolution than its primeval parent. Not necessarily better—or worse—but definitely different.

Purists may contend that from a



Photo by Bill Lampe

The Black's deep eddy lines provide squirt boaters with plenty of play spots.

whitewater standpoint, the river was irreparably damaged . . . that a class VI challenge has been replaced by a long drop of only class IV difficulty.

It's true. The falls are no longer the realm of only the expert. The Black has been made accessible to a greater range of boaters.

But that accessibility may work to the paddler's advantage. Included within the agreement with the developers is an article that increases the number of release hours if the river sees use by greater numbers of paddlers.

The present contract calls for five hour releases on the weekends during the last two weeks of May and during September

and October. Throughout June, the Black is scheduled to run eight hours on Friday, Saturday and Sunday. In July and August, water will be released Tuesday through Sunday.

Conceivably, as the numbers of paddlers on the Black swell, water could be available every day throughout the summer. That's good news, because the overall quality of the whitewater found within the gorge rivals that of other "summer rivers" such as the New, Lower Yough, Kennebec and the Ottawa.

The other major objection paddlers may have with the reborn Black is the wait at the falls for the water to spill. However, The AWA and ARO are continuing to

negotiate with Glen Park Associates to develop a workable format in which paddlers arrive at the dam to find the water ready to go, thus avoiding any potential bottlenecks.

Across the country, there are graybeard boaters who, after a day's run, will gather around a campfire and reminisce about "the good old days."

They'll recall back when a boater could put-on the Lower Yough without buying a ticket and passing a check-point, or running the Gauley without dodging a fleet of rafts, or planning a trip on the Selway without waiting years for a permit. . . and now of boating the Black before the dam.

But whether the changes wrought on the Black are for better or worse is inconsequential. What is important is that the Black has a future to compare to the

past

With the carnival atmosphere surrounding the water-release program and the altered conditions of the Glen Park Falls, it would be easy to forget that 95% of the Black River's whitewater remains unchanged.

Which would be a shame. Because the Black still offers some of the finest summer-time paddling in the East.

Starting at the put-in downtown Watertown, NY the Black boasts two miles of intermediate water with three warm-up rapids perfectly suited for practice or play.

After leaving the city, the river gets down to business with "Knife-Edge Rapid"—a tricky class IV drop at moderate levels that can get downright dangerous at higher levels.

Downstream from "Knife-Edge" is Glen Park with its subsequent portage or water-fall jump. At Glen Park, it acts like a hot knife drawn across a table-top before plunging into a pat of butter—the water drops off the ledge into a sheer gorge bordered on both sides by 100-foot walls.

Inside the three-mile gorge section, the class III rapids are nearly continuous. Surfing waves abound and the deep, swirling eddy lines produce a squirt-boater's paradise.

The scene around the Glen Park falls may be receiving most of the current attention, but when the novelty of the water-release arrangement dims, the Black's quality whitewater will remain a star attraction.

Black River Gorge Release Schedule

As the result of negotiations between paddlers and the Glen Park Project on the Black River downstream of Watertown, NY, a schedule was worked out for releases into the Glen Park gorge, a favorite spot for all over the East. Below, you can see the times and dates of releases planned for the balance of 1987.

Since this is the first year such

releases have been implemented (the project was just finished in early 1987), scheduling arrangements are still being worked out among rafters, private boaters and the project operator. For particular information, contact Adirondack River Outfitters by phone before arrival for the up-to-the-minute details of how it works. You can call anyone at 315-788-1311.

3. There is no carry-over of balances in the drawing account from year to year regardless of the cause of the balance.

4. GPA shall maintain an account of such actual kw-hr value foregone by trade-in or expended upon request. The calculation and measurement methodology required for this mechanism shall be set forth in Attachment A. GPA will provide information on the status of the account upon the request of any party to this agreement.

RECREATIONAL RELEASES FLOW TRADE-INS

1. Upon 12 hours notice from ARO and AWA, the project will cancel up to an aggregate annual total of twenty (20) days of flow releases set forth in Schedule A. The actual value of kw-hrs of flow for the day(s) not utilized for releases shall be credited to a drawing account for utilization during the same year.

2. Upon 24 hours notice from ARO and AWA, GPA will modify the operations of the Project to permit releases above the flow rate ceiling or daily flow period allocations set forth in Schedule A. GPA shall not be required to provide more actual kw-hrs of releases than are contained in the current year's drawing account or additional minimum release turbine restrictions or additional hours of Project releases, or a combination of both.

RECREATIONAL RELEASES FLOW MINIMA

ARO and AWA believe that flow rates in the River segment affected below 1000 cubic feet per second (cfs) represent inappropriate flow rates for any satisfactory recreational release program. Therefore, if ambient river flows fall below 1000 cfs for more than one half hour during any scheduled releases period, GPA shall extend the flow release period a duration that day equal to the period of time ambient river flows fell below the 1000 cfs minimum.

July
 All Sat. 9 hrs.
 All Sun. 7 hrs.
 All Fri. 5 hrs.
 All Wed. and Thurs. 3 hrs.
 One evening per week 2 hrs.
 July 4 Holiday 7 hrs.

August
 All Sat. 9 hrs.
 All Sun. 7 hrs.
 All Fri. 5 hrs.
 All Mon., Wed., and Thurs. 3 hrs.
 One evening per week 2 hrs.

September
 All Sat. 7 hrs.
 All Sun. 5 hrs.
 All Fri. 1.5 hrs.
 Labor Day Holiday 5 hrs.

October
 Four Sat. 5 hrs.
 Four Sun. 3 hrs.



Photo by Bill L.

Kayakers find challenging water throughout the summer on the Black.

the cutting edge

perception maintains edge in kayak design

...or, how can a company developed in the seventies remain No. 1 with the Michael J. Fox generation

When you think about it, Bill Masters and the folks down at Perception have probably only made one false marketing step since incorporating 11 years ago . . .

Back in 1976, the company was called Fiberglass Technology and built fiberglass and kevlar boats. Then, in 1978, Masters chose the road that has made all the difference when he opted to produce a roto-molded plastic design called the Quest.

The Quest wasn't the first plastic kayak on the market. Roto-molded boats originally appeared in 1972 with designs by Hollowform and White Brothers. But at the time, going plastic must have seemed like a huge risk. The cost of roto-molding equipment is exorbitant compared to fiberglass fabrication and the whitewater market 10 years ago was limited at best.

Still, Masters pressed on, forging ahead in his mission to expand the public's interest in whitewater boating—and to produce the plastic boats to meet the increased demand.

He was the correct man in the right time and place. This was the seventies. The baby-boomers were coming of age and an environmentally-conscious generation was searching for outdoor activities. Kayaking, an individual sport with its inherent thrills, was a perfect pursuit for psychics nurtured in the turbulent sixties.

The company's fresh direction merited a new name. Masters settled upon "Perception." It must have seemed like the perfect marketing move—what better name to appeal to a generation who had spent the past 10 years trying to get in touch with itself?



BACKENDER! perception's roto-molded C-1 Gyromax explodes out of a hydraulic.

Of course. Perceptions's remarkable success can't be attributed to Master's choice of a name. Improved designs, bold colors, flashy graphics and intelligent advertising were the real reasons behind Perception's emergence as the world's leading manufacturer of whitewater boats.

Consider Perception's savvy advertising come-on: "Picture yourself in a boat on a river . . ." I mean, really, what self-respecting child of the sixties could ignore an invitation from the Beatles?

But the question remains. . .will the trade name "Perception" stand the test of time? Remember, this is the eighties. Can the Michael J. Fox generation identify with such an intangible concept as "perception?"

When you want a nose tissue, you ask for a Kleenex. When you want a photostatic copy of a document, you look for a Xerox machine. So when you go to buy a kayak, are you likely to request a Perception? Even though the company sells kayaks all

Perception cont.

over the world?

No . . . not hardly. You missed the boat on that one, Perception.

Joe Pulliam, Perception's Director of Marketing, just laughed when asked about his company's name.

"Yeah. . . I guess it does make us sound like a bunch of old hippies." Pulliam said.

Pulliam can afford to be facetious. His quiet, serious demeanor is the antithesis of your basic Dead Head. He's been with the company since 1982 and his relationship with Masters dates back a lot further.

"We go all the way back to 1973." Pulliam said. "We went to school together at Clemson. He had a lot of molds and a bunch of us would get together and build boats. At the time, I was just building boats for my own use while Bill was already thinking about selling them."

And sell boats he has. Early in 1980, Perception introduced a design called the Mirage, and the rest, as they say, was history.

"The Mirage catapulted Perception into the forefront (of kayak manufacturers)." Pulliam said. "It established Perception as a step ahead of the rest."

"Our success definitely had something to do with being in the right place at the right time." Pulliam said, but there were several kayak companies that started up at about the same time. We were the one with the most drive and the most enthusiasm."

"Yeah. . . I guess it does make us sound like a bunch of old hippies."

"I can tell you that Perception sales have increased every year the company has been in business. I don't know if I could say the same for the entire industry."

The Mirage proved to be the most popular whitewater playboat ever produced and its emergence elevated Perception into the role of Top Gun in the kayak

world—a position it cemented three years later with the production of the Dancer.

"The Dancer is our largest seller." Pulliam said. "Since its introduction, it's outstripped everything we expected it to do and it continues to do so. It's simply a boat that more people can get into to and look good paddling in different water."

But don't let Perception's preeminence among kayak manufacturers give you a false impression of the company. It's not like the Perception executives hang out in three-piece suits, or something. After all, Easley, SC is a long, long way from Wall Street.

Perception may be an absolute monster of a fish, but in reality, the whitewater market remains a veritable mud-puddle of a pond.

"There's definitely a limit to the number of people who would be interested in buying a boat." Pulliam said. "Our marketing is largely based on how much effort it would require to get to those people and also a question of how big we want



Surfing a hole in a Dancer. The Dancer remains perception's biggest-selling kayak and is one of the most popular designs for whitewater rodeo competitions.



AWA Marketing Director Risa Shimoda paddles a perception Mirage. The Mirage's success propelled perception into the forefront of kayak manufacturers.

Perception cont.

to be and how many people we want to see out on the river."

"We don't want to be a huge conglomerate corporation." Pulliam said. "There's a lot of problems with rapid growth."

"My basic feeling is . . . what's the younger generation coming to if they can't kayak?" said Pulliman.

That philosophy is only natural, coming from an executive from a company with a name like "Perception." It's kind of a sixties attitude—stay within yourself . . . explore the limits of our own parameters.

"The direction of kayak products we offer is a function of demand." Pulliam said. It's what the people want. We spend a lot of time asking people questions and listening to what they say. We're real open to those ideas."

"We've placed more of an emphasis on our accessory line over the past two years. I think we've got some real nice

products—some innovative products as well as real values."

"We design gear specifically for paddling. There's no pretenses. We're not making something just to wear when you run down to the mall. We don't sacrifice function for style."

Perception's latest design, the Sabre, is an example of the company responding to demands of paddlers. Pulliam noted that there is a growing interest—particularly in the East—for lower volume boats, but he doesn't see the "squirt boat" craze as a real threat to Perception's standard designs.

"We design gear specifically for paddling.. There's no pretenses. We're not making something just to wear when you run down to the mall. We don't sacrifice function for style."

"A lot of very good paddlers are moving into radical, low-volume designs." Pulliam said. "It's simply a maturation of the sport. People are taking the sport to its fullest degree. But I see a lot of the same people getting back to their Dancers to do a lot of things . . . when they want to surf a big hole or pop some enders."

"We're doing some design work in the low-volume line—we're not going to have anything on the market in the very near future, but it's possible we'll come out with something of a lower volume than the Sabre. It's difficult to do with roto-molding, but not impossible. The sharp lines require a sophisticated molding process, but we have very sophisticated machines."

Advanced designs geared to the experienced paddler. That could be one way Perception maintains its position of kingpin of the kayak world. After all, demographics are changing. The percentage of young, outdoor-oriented individuals within the population that Perception targeted in the seventies is declining.

There simply aren't as many youngsters around to entice into the world of whitewater. And Lord knows that kids' values have changed. What can you say about teenagers who choose to peruse Inc. ahead of *Rolling Stone*?

How will a company with a name like "Perception" appeal to these children?

"My basic feeling is . . . what's the younger generation coming to if they can't kayak?" said Pulliam.

Spoken like a true aging hippie.

Fiberglass a Health Hazard

By Peter N. Skinner
Joanne Curtis

Joanne Curtis is an industrial hygienist who has been working in New York State protecting worker health for years. She lives in the Adirondacks and has been professionally involved in such celebrated cases as Love Canal and the PCB contamination of the Hudson River. This is the first of a three part series dealing with the hazards to boat builders involved with fiberglass boat building.

The construction and repair of modern fiberglass boats involves the use of fiberglass, epoxy and polyester resins and synthetic organic solvents. These materials have been shown to cause a variety of adverse respiratory and nervous system effects.

Construction of fiberglass boats involves mixing of resins and introduction of these resins into layers of cloth materials including "E" (electrical) and "S" (structural) glass, Kevlar, nylon, carbon, boron and polyester fibers. After construction, boat builders often shape or repair these laminates with sanders and other mechanical shaping devices.

Part I of this series deals with the hazards of fiberglass by itself. The later parts will detail the dangers of resins and solvents.

Fiberglass in Boat Building

The main problem with fiberglass is that handling and working with it creates small glass shards which float about in the air and if they settle can be resuspended easily, and thus can be breathed in by people in the shop. The home builder is particularly exposed because so little attention is paid to facility design and personal hygiene.

Sanding of the laminates exacerbates these problems as it creates small and large particulates which are dispersed in the air of the shop and can be inhaled by the boat builder. Once removed from the laminate by the sander, these particulates will be partially coated with catalysed resin and absorbable solvents and other materials. The additional risks from such shards will be discussed in Part II in the next issue of the Journal.

Although industry has generally portrayed fiberglass as harmlessly inert, occupational health experts have long suspected that fiberglass is the asbestos of the future, capable of causing lung scarring and even cancer. Recently, industry and regulatory agencies have admitted that fiberglass shards can cause temporary respiratory irritation and other problems.

Fiberglass did not come into heavy use until the early 1970's, when asbestos was banned and a substitute was needed. The latency period for asbestos, the time between exposure and cancer manifestation, is 20 years or more. If fibrous glass is capable of the same health effect, we may be just entering the period when the effects, will be epidemiologically demonstrable.

Fiberglass and the Body

Everybody knows the prickly skin irritation which results after contact with fiberglass materials, especially S glass. Although some people are less susceptible to this phenomenon, most people complain of forearm prickling after repeated contact.

The more serious side of fiberglass exposure is inhalation. Lung irritation, nodule formation and other sub-acute difficulties have been documented among workers routinely exposed to fiberglass dust. As early as the mid-1950's, some research had shown serious lung disease in lab animals could be traced to exposure to fiberglass and plastics. (G.W.H. Schepers, 1955, 1958, 1961) Although most research in the 1970's seemed to indicate fiberglass was harmless, one study did reveal 3 or 4 cases of malignant lung tumors. Although the findings were considered inconclusive, another study noted 16.22 percent of workers tested showed "radiological abnormalities."

These conflicting findings were clarified in the early 1970's when Dr. Mearl Stanton of the National Cancer Institute exposed rats to small particles of fiberglass he had milled specially for the experiment. Based on the results of the tests, he concluded that "...in the pleura of the rat, fibrous glass of small diameter is a potent carcinogen." The pleura is the outer casing of the lungs and the same place asbestos creates cancer. Dr. Stanton further concluded in considering the potential for parallel cancer risks for fiberglass and asbestos, "...it is unlikely that different mechanisms are operative in man."

Dr. Stanton's research clearly showed that the thin (3 microns in diameter) and/or long (greater than 20 microns) particles are potent carcinogens. These smaller diameter fibers capable of causing lung cancer. Studies of fiberglass workers in Pittsburgh published in 1971 revealed that indeed, the average sizes of fiberglass particles found in their lungs were around 2 microns in diameter and 20 microns long. Finally, the National Institute for Occupational Safety and Health (NIOSH) in 1977 reported that "... suggestions of increased mortality due to nonmalignant respiratory disease in humans have been reported."

A major manufacturer of fiberglass used for boats and for a variety of other products, OwensCorning, now has placed health hazard warnings on its "material safety data sheet" (MSDS) dated December 17, 1986 which it is required to give to industrial users. The manufacturer warns that some research supported by industry indicates glass wool plant employees first employed over 30 years ago have an increased rate of lung cancer, and studies on animals have produced cancer.

Health Protection

Based on their 1977 review of fiberglass dangers, NIOSH concluded that strong efforts should be made to limit exposure to fiberglass dusts. They said "In summary, occupational exposure to fibrous glass should be controlled so that no worker is exposed at an airborne TWA concentration greater than 3,000,000 fibers/cu m of air having a diameter equal to or less than 3.5 μ m (microns) and a length equal to or greater than 10 μ m."

Testing the air in one's shop (especially the home builder) to determine compliance with the NIOSH recommendation is too expensive. Therefore, good ventilation is critically important. Likewise, wet floors can keep the dust down and fastidious housekeeping can minimize the quantities of respirable fibers available for resuspension.

Respirators with high efficiency particulate filters of the type rated for asbestos protection can also reduce exposure significantly. OwensCorning recommends use of the 3M model 9900 or equivalent. Disposable coveralls will also help minimize body contact with these fibers. OwensCorning further recommends that workers shower after work, wash work clothes separately and "...wipe out washer at the end of cycle."

Conclusions

Exposure to small fiberglass shards can be hazardous to your health. Sanding of laminates may be one way small shards are created. The additional risks posed by exposure to toxic chemicals associated with resins and solvents which are ubiquitous in any boat shop may compound this risk. Strong ventilation and fastidious shop and personal hygiene can reduce the risks of harm.

For more information, boat builders can contact the New York State Department of Health, Bureau of Toxic Substance Assessment, Empire State Plaza, Corning Tower, Albany, NY 12237. 518-474-4987.

AWA UNDERCURRENTS

AWA to Sponsor Gauley Festival

The 6th Annual Gauley River Festival, sponsored by the American Whitewater Affiliation, will be held Saturday, September 26 at the former Burnwood Campground near Fayetteville, WV.

Initially organized by the Citizens for the Gauley River, the AWA assumed sponsorship of the festival in 1986 and attracted nearly 1,000 participants to last year's event. More than \$5,000 was raised to finance AWA river conservation activities.

But the festival is more than a fund-raiser. It's an annual whitewater convention where paddlers from across the country gather on a yearly basis to renew old acquaintances, catch up on the latest tales and gossip, and have a good time in general.

Like most conventions, although comradery seems to be the first order of the day, the festival also allows for the sharing of vital information. The Gauley Festival serves as a focal point for Eastern whitewater conservation efforts—where between food, drink and stories, the assembled paddlers also absorb important issues that threaten their sport.

If you're a veteran of past festivals, you'll feel right at home this year. The AWA has no intention of tampering with the festival's traditional activities.

After a day on the river, your arms will be too tired from bracing to have to pump up a balky Coleman stove—so leave the cooking to us. This year's festival will boast a menu similar to the one that drew rave reviews last year.

Naturally, you'll be able to relax over a few well-deserved beverages at the festival. Your admission ticket can be redeemed for a number of beverages inside the gates, and more is available to the particularly thirsty.

As in past years, musical entertainment will be provided during the course of the evening. Whitewater videos will be continuously displayed and, as a

special highlight, the Women in Rubber are scheduled to make a command performance.

The annual equipment auction and raffle promises to be a much anticipated event, and paddlers can also browse through the exhibits on display by equipment manufacturers.

Should the celebration last too long or prove too arduous for the festival goer, you're welcome to crash right on the festival grounds as part of price of admission.

The festival will begin at 5 p.m. and activities will continue until after

midnight. The event will proceed rain or shine with Burnwood's covered pavilion and a festival tent providing protection in case of inclement weather.

The AWA anticipates a larger volunteer staff at this year's festival and the minor difficulties experienced in last year's initial effort, such as parking and beer lines, will be eliminated.

We'll even come by and shake you awake Sunday morning. You won't want to miss a second day on the river.

A Q U A B A T I C S



Sabre

3-Dimensional Now Playing

Paddling at a River Near You!

Experienced paddlers are a critical bunch. Any new kayak design that hits local river has to offer a bold new dimension, a sense of fresh excitement, to win their approval.

The radical new Sabre from Perception meets those tough expectations. Small, flat and fast. Sabre is the kayak advanced paddlers have been waiting for.

Says designer Bill Masters: "When you're in your kayak on top of the water, you're in an X-Y plane — left and right, forward and back. But at the end of a drop, or whenever your boat plunges underneath the water, you're in a 3-Dimensional world. X, Y and Z."

The Sabre allows you to respond to those underlying currents with a symmetrical new Hydrofoil™ design. Hydrofoil makes use of the river currents through which it passes, the same way the wing of an aerobatic airplane makes use of air currents to lift and pivot. We call it Aquabatics™.

The Sabre can do on-point pivot turns or squirts while playing an eddy line. And its rugged Gyraflo™ molded construction will let you play as hard as you want.

It's a new dimension, a new style, a new action. 3-Dimensional Paddling. And playing now. At a river near you. Ask your Perception dealer. Or fill in the coupon and mail it today. We'll send you the details. Free.

Specifications: weight 34 lbs. (15.4 kg), volume 50 gallons (189 liters), length 12'2" (3.7 m), width 24" (60 cm).

Mail for a free copy of Perception's new color catalog and the names and address of my nearest dealer. (I enclose \$1 for speedy first class mail.)

Name: _____
 Address: _____
 City, State: _____ Zip: _____



Mail to: P.O. Box 686, Liberty, SC 29557

River Assumptions, River Goals

By Dr. Jim Phelps (Stolen from the TVCC newsletter.)

Ever wonder, while you were in the middle of a horrendous rapid, "what the hell am I doing HERE?" Have you come up with a good answer yet? After talking with a lot of folks at Otter Bar and else where, I'm convinced many people have no answer at all—and yet they find themselves asking the question, often, over and over again.

What's going on here? Why are otherwise sensible people taking their hard earned leisure time and making themselves so rigid with fear they can't possibly enjoy themselves? I think the answer lies somewhere in the unstated expectations of the sport.

Compare downhill skiing for a moment. "Extreme" style decents (defined by one participant as "You fall, you die") are the exception, not the norm. A beginner approaching the slopes finds the majority of skiers on the traditional green to black slopes, and only a few extremely committed individuals out there pushing the limits of the sport. There is no expectation that the beginner will become an "extreme" skier.

In kayaking the situation is quite the opposite. There seems to be an assumption, calmly and quietly accepted by virtually every aspiring paddler with whom I've ever spoken, that the "goal" in the sport is be able to paddle class V water. I have never heard anyone say they have no interest in class V and don't plan to ever paddle it. It's as though every beginning skier tacitly accepted the assumption that to get involved in skiing meant to ultimately be out there on the 50 degree slopes.

Well I think it's time for a change. This is not a safety issue per se, though a case for that could be made. (Unfortunately, we all know of stories of beginning paddlers getting in trouble on easy runs, and of experts dying on class III). But the issue here is perhaps even more fundamental: what are we out there paddling for? There are some in the sport who are there for the raw thrill of vertical drops

and plowing through big waves, and if the adrenalin rush for them is enough and enjoyable, then fine for them. But the more I talk about this with people the more I become convinced that a lot of paddlers don't enjoy the adrenalin at all (and those who do nearly always appreciate it more in retrospect than in the moment). In fact, it may even be the majority of people who simply enjoy the feel of moving with the water and the sense of control that comes from working your way down a rapid making the boat do what you want it to do.

And that's why I'm so puzzled by this class V standard. Maybe this is a holdover from the macho image the sport originally had. Or maybe it is a side effect of the continuous stream of videotapes featuring yet another famous figure, nearly always a male, plunging in various degrees of control down yet another awful looking rapid with even bigger holes than you saw in the last film. Or maybe it simply reflects what happens when too many people keep their mouths shut for fear of being labeled—at some level, in some subtle way—a "chicken". (Can that child's most biting derogative still be pushing us around as mature adults? When do we become mature adults anyway? Do you feel like a mature adult when somehow you end up in the middle of a rapid you never would have undertaken if given half a choice?)

Whatever the explanation, there is very little support in the sport at present for those who want to obtain something from the river besides adrenalin. So let's hear it from those of you who just want to go out there and do an enjoyable little run, with a few good friends, in a beautiful spot; and let's hear it for playing the heck out of an easy run until your skills just demand a more challenging stretch of water. If we will support each other in taking these approaches, maybe class III will become the norm of the sport and class V will return to the realm of the dedicated expert, where it belongs.

Ten Things to Remember When Paddling With Girls

By Bob Gedekoh

1. Restrict fluids before long drives.
2. Don't let all the women ride in the same vehicle.
3. Don't let them run a rapid last.
4. Tell them the meeting time is 1/2 hour before it really is.
5. Don't let them help take the boats off the car—tell them to start getting dressed.
6. Carry toilet paper.
7. Don't let them look at road maps.
8. Carry a breakdown paddle.
9. Don't let them talk about sex.
10. Don't let them talk at all.

Ten Things To Remember When Paddling With Boys

By Jan Mathew

1. Don't let them choose the restaurant.
2. Make sure they don't put their wet gear on in your sleeping bag.
3. When they turn their back and down their zipper—look the other way (but know that the conversation will continue uninterrupted).
4. Don't believe it when they say they never swim.
5. Don't listen to them when they say you are paddling over your head.
6. Don't let them sleep in their baseball caps.
7. Isolate their polypro and encourage regular fumigation.
8. Carry earplugs to tolerate snoring.
9. Don't let them talk about boat building or carburetors.
10. Don't let them talk at all.

Reprinted from The Paddler's Gauge, newsletter of the Three Rivers Paddling Club.

VOYAGEUR'S LTD.

Waterproof Storage & Flotation Bags
for Canoeing • Kayaking
Sailing • Hunting

Box 409

Gardner, KN 66030

(913) 764-7755

undercurrents . . .

The Nantahala River To Be or Not To Be

By John Burton

The question is: will the 130,000 paddlers who enjoy the Nantahala River each year lose a part of this wonderful recreational resource to some special interest groups trying to kidnap the water itself?

There is a movement afoot to require Nantahala Power & Light (NP&L) to operate the dam so that either 1) they would divert at least 100 cfs into the original stream bed, miles above our launch point, 24 hours a day, 365 days per year, and/or 2) Nantahala Lake draw-down would be limited to 15 feet during the summer and fall. Since either of these proposals would threaten the existence of whitewater recreation on the Nantahala by drying up the river, they deserve our serious attention.

Minimum Stream Flow

Minimum Stream Flow (MSF) is a proposal to reestablish about 8 miles of virtually dry river bed on the "Upper Nantahala" as a trout stream. It is worth noting at this point that there are already over 600 miles of trout streams in the NP&L service area and 4000 miles in North Carolina. Under this proposal 100 cubic feet of water per second (cfs) would bypass the pipeline and powerhouse at all times. This would draw down the reservoir-fast! Some of the consequences of MSF could be:

1. Early death in most years to the paddling season as the lake runs out of water-perhaps in July or August.
2. The destruction of a stable wetlands ecosystem created more than 40 years ago by the original dam construction.

3. A large capital expense for the diversion through or around the dam and higher power bills for all NP&L customers.

4. A tremendous blow to area tourism causing financial hardship throughout this region, known for its limited economic resources.

Lake Stabilization

Homeowners, real estate developers, and lake-oriented businesses around the shores of Nantahala Lake have suffered along with the rest of us in the second year of the worst drought in this century. On October 1, 1986 the lake was 107 feet below full, making the water inaccessible to boaters and impacting recreation and property values on the lake. Normally the lake fluctuates 20 to 40 feet through the year; since 1973 the lake level has averaged 29 below full. Extreme conditions have set off a wave of resentment as NP&L operated the plant to generate and purchase electricity at the lowest cost possible.

Lake users and land owners want NP&L restricted from drawing the lake down more than 15 feet during the season. Some of the consequences of this could be:

1. Water releases and whitewater recreation ending in mid-to-late summer.
2. Higher power bills for NP&L customers.
3. Millions of dollars of lost revenue and taxes in the local economy.

4. Increased unemployment in an area with chronic employment problems.

5. Reduced land values in the river area.

These are complex issues, but river runners would directly suffer from changes in the current NP&L operating plan. Minimum stream flow and lake stabilization threaten not only whitewater recreation, but the stable economic and environmental ecosystems already in place.

Please help us by writing to the address below with a copy to John Burton at NOC to express your views in this matter.

Mr. Richard P. Hunt, Director
Division of Hydro Power Licensing
Federal Energy Regulatory
Commission
825 N. Capitol St. N.E., Room 302-RB
Washington, DC 20426



Whitesell
Canoes by Whitesell, Ltd.
Quality — The absolute best.
Craftsmanship — Each canoe is hand built to your requirements.
Service — The only shop completely custom building canoes specifically to your size and paddling style.
Own the best.
Canoes by Whitesell, Ltd.
(404) 325-5330, Box 9839, Atlanta, GA 30319



HARMONY PADDLES
PO Box 1727
Easley, SC 29641
PERCEPTION/HARMONY PADDLES combine the balance and flexibility of wood with the durability of epoxy-fiberglass construction. Pressure molded epoxy blades feature a molded-in Aluminum tip; epoxy vaulting pole shafts are chosen for the right amount of flex and ovalled for a good grip. Superior craftsmanship, light weight, and careful attention to detail has made this paddle a favorite throughout the country. The take-down model is especially recommended as a spare paddle with absolutely no loss of performance. Canoe paddle T-grip is especially comfortable.



SERIOUS EQUIPMENT
FOR SERIOUS PADDLERS
A FULL LINE OF GEAR FOR
CANOES • KAYAKS
RAPIDS • LAKES • OCEANS
Featuring quality products from Perception, Aquaterra, Extrasport, Voyageurs, Pacific Water Sports, Blue Puma, Body Glove, Werner and more.
Write for our FREE Catalog of River Gear. Dealers: Ask about our Rescue Bags, Sprayskirts, and Pogies.
WILDWATER DESIGNS
230 PENLLYN PIKE, PENLLYN, PA 19422
215-646-5034

Reasons for Opposing Boat Licensing

(These are suggestions that you can use when calling and writing. Trying to include all of them will make your telephone call and letter too long—just pick the ones you feel most comfortable with and rephrase them.)

* Most non-motorized boats can be hand carried by 1 or 2 people from the car top racks to the river. Often there is not even a path to follow. You and your group (including rafters, mention them) not need boat ramps.

Non motorized boats do not need ramps, in fact you (and those you boat with) tend to avoid areas with boat ramps.

* Non motorized boats seldom need parking lots, as you (and others) usually frequent rivers that offer more solitude.

* You and your group tend to prefer quietness and solitude (wilderness settings) for your trips. A boat ramp and a large parking lot are usually not indicators of quietness and solitude!

• Much of your boating is done in the smaller streams and headwaters of larger streams, in sections not navigable by trailered boats. You don't need boat ramps and the use of these sections is so limited that parking lots are not needed, either.

* This bill does not benefit the majority of non-motorized boat users—just those few with boats heavy enough to require a trailer and then a place to park the vehicle/trailer combination.

* To charge so many boaters a fee regardless of whether they will be using the facilities is not fair.

* There is no provision in the bill exempting visiting boaters (from states without registration), including friends of yours, from having to buy numbers, even for just a day trip. How do they think that out of state boaters (day trippers, weekend boaters, vacationers—all clutching tourist money in their hot little hands) might find out about this requirement if it passes?

* Non-motorized boats receive few benefits presently from the Marine Board, and, as we have few needs that are shared with power boaters, this new tax would not add significantly to benefits received (if at all).

• If there is a boat ramp available, you might walk down it (carrying your boat)

if it isn't too crowded. If it is crowded, you walk around them. Either way, your impact on a boat ramp is low. (Personally, I seldom use boat ramps because, on them, I usually have to get my feet wet to get into my boat.)

Conservation News— NEW YORK

By the time you receive this issue of the Journal, we hope the legislation we have worked so hard for in 1987 is now enacted. This bill would facilitate a new level of river protection for a state whose rivers face well over 150 small hydro project proposals. Assemblyman William Hoyt and Senator James Donovan have introduced the bill into the two houses of the legislature.

This bill would require that the state establish in the Department of Environmental Conservation that "Office of River Recreation" to act as an ombudsperson for recreational considerations during their project review process.

This legislation would also require **Encon** to prepare cumulative impact assessments for major river basins, especially those threatened by small hydro projects, and integrate them all into a comprehensive river plan for the state. During the 15 months allotted for preparation of the report, **Encon** would not be allowed to issue Section 401 water quality permits for small hydro projects.

This enactment would also permit the state to identify rivers which possess "unique natural, recreational, cultural and scenic attributes which would be adversely affected by hydroelectric development."

Finally, this legislation would require that **Encon** notify paddlers and other concerned citizens of hydro development proposals and seek out their input prior to completing the cumulative impact assessments. Environmental impact statements will be required as well at all breached dam sites and where the proposal contemplates a "significant increase" in the elevation or area of the impoundment and/or distance of water diversion.

Best of all, the bill would prohibit issuance of a Section 401 certificate for projects at sites where no dam has ever existed.

Something this good will not come cheap. AWA and many other groups have worked long and hard this year to get this far. For their part, the small hydro developers lobby has convinced legislators they need more money for the power they would generate. At the time of writing, the exact amount of increase is in dispute and because the utilities are opposed to any increase at all, it will no doubt be debated until the very end.

ROCKY RIVERS KAYAKS

Don and Carmella Cochran

Now featuring new "Lazer" Kayak

9 Greenlea Rd.

Honeoye Falls, NY 14472

WILDWATER RACING

KAYAKS

312 Duff Ave., Wenonah, NJ 08090

(609) 468-4646 evenings

Featuring: Greenmachine '87

Ultra-Marathon '87

Single/Double '87

Volunteers needed

continued from page 3

- F. FINISH Slalom Wildwater Either
 phone operator timer time compiler/verifier
 section judge inspection verification general
- G. INSPECTION Slalom Wildwater Either
 boat PFD/lifevests general
- H. REGISTRATION Slalom Wildwater Either
 number bib support racer profiles general
- I. PUBLIC ADDRESS SYSTEM Slalom Wildwater Either
 announcer phone operator general
- J. COMMUNICATIONS SYSTEMS Slalom Wildwater Either
 phone radio/CB general
- K. RACE COURSE Slalom Wildwater Either
 design construction maintenance-land
 maintenance-boat general
- L. SPECTATOR SUPPORT Slalom Wildwater Either
 "Whitewater Program" sales ACA booth 89 Worlds booth
- M. CLERICAL SUPPORT Slalom Wildwater Either
 typing word processing personal computer
 meeting recorder/secretary duplication general
- N. FOREIGN TEAM SUPPORT Slalom Wildwater Either
 general liason
- O. MEDICAL SUPPORT Slalom Wildwater Either
 drug testing first aid specialized
- P. GENERAL MANPOWER POOL Slalom Wildwater Either
 competition oriented non-competition oriented

IV. ADDITIONAL INFORMATION. The space below is for your use to request areas of interest not listed above or to provide additional information to support a specific request made above. (optional)

EBMUD: "Give me your American River Water!" State Water Board Staff: "Take It!"

The claim of East Bay Municipal Utilities District (EBMUD) to American River water recently got a boost from the staff of the State Water Resources Control Board (SWRCB). The staff has recommended to allow EBMUD to divert American River water before it flows through the American River Parkway (a Peripheral Canal by every definition except alignment). Their recommendation will be acted upon in June, following two public hearings on the matter. Hearing dates are TENTATIVELY June 17 and June 24, one in Sacramento and one in the Bay Area. **Hoirds of signcartying people are needed at the hearings.** Please call FOR for firm dates and plan to be there.

At issue here is more than just EBMUD's entitlement to a small amount of American River water. The question is one of continued upstream diversion and the damaging effects of that on Delta and Bay water quality. If EBMUD gets its water, there are several **more** eager southern counties waiting to get in line for theirs. The Bureau of Reclamation has marketed water to EBMUD while local water districts in Sacramento are already having to ration water this year.

WHAT YOU CAN DO: Make a statement by attending one of the meetings, tentatively June 17 and June 24, Sacramento and Bay Area. Call FOR for information on the specifics. If you can't be there, write to the SWRCB and let them know what you think of this mini-peripheral canal. INFO: FOR

already given a member of his party a bad scare. Unfortunately, many of our newer paddlers seem to be less willing to take advice, and more prone to test things out for themselves with unfortunate results.

Lastly, there is the tragic demise of two experienced paddlers on the railroad tracks by the Quaboag River in Massachussets. The two arrived early for a trip and elected to scout the rapids from a trestle. They apparently never heard the Metroliner which struck them down with such speed that they were unable to jump aside onto unoccupied tracks.

This should make us all more wary about the tracks we come across during our travels, which demand more respect than they are given. A recent article in my local paper describes the difficulty of stopping a

train, stating that the average engineer will kill between eight and twelve people during a 30-year career.

These incidents run the gamut in terms of types of party and difficulty of the water. No one is immune from the combinations of river difficulty and individual judgements which lead to these fatalities. It is important to realize the potential danger even when on rivers with which you are comfortable, to always carry rescue gear, and to be prepared to come to the aid of your paddling companions.

It is also important to be able to learn from past mistakes, so that each of us do not have to run each dam or ledge to learn about its dangers. Charlie Walbridge
Safety Chairman
American Canoe Association



Agreement Spells Protection For The Kings!

On April 21 the House passed an amended version of H.R. 799 resulting from a compromise worked out between the bill author, Congressman Richard Lehman, Congressman Pashayan, the Committee to Save the Kings River, and the Kings River Conservation District. California Senators Cranston and Wilson have agreed to support the amended version of H.R. 799, ensuring passage in the Senate.

The legislation has several features:

- 1) 81 miles of the Kings from its headwaters in Kings Canyon National Park to elevation 1595 feet on the main stem will be designated within the National Wild and Scenic River System;
- 2) the Kings River from elevation 1595 feet to elevation 990 feet—below the Rodgers Crossing Dam site—will not be designated "Wild and Scenic" but will nonetheless be protected "in the same manner as if it were so designated";
- 3) a new 48,000 acre Kings River Special Management Area (SMA) will be established to protect the natural and recreational resources of the Kings River and land adjacent on both the north and south sides of the main stem;
- 4) additional protection for the Kings will be provided by a prohibition of the use of any federal lands within the Kings River SMA for dam projects without specific authority from Congress;
- and 5) 1-1/2 miles omitted from both the SMA and the Wild and Scenic designations will allow Pine Flat to be raised 20 feet (which would flood the campgrounds at Kirch Flat). A major benefit of the legislation besides the two-tiered dam prohibition is that the Kings River SMA preserves far more canyon than would have been protected by Wild and Scenic River designation. Recognition of the lower canyon and river by inclusion in a national system—be it Wild and Scenic, Wilderness, or Park—has been left to another day.

WHAT CAN YOU DO: Thanks are due to Congressman Richard Lehman and Senator Cranston for their exemplary leadership in this effort—write and say so! Then open a can or bottle of your favorite beverage and toast the Kings.

South Fork Yuba Yes to French Hydro & No To Protection?

Nevada County's request to study the South Yuba for State Wild and Scenic seems to have fallen on deaf ears at their local Assemblymember Chris Chandler's office. Sacramento Assemblymember Lloyd Connelly took up the flag, however, and introduced AB 2208. The bill was changed at the last minute from a Wild and Scenic bill to a "no hydro" bill in a vain attempt to win Chandler's support. Ideas for changing his mind are being solicited in all corners; the fight's far from over.

The most interesting event of the last week was the receipt of internal documents which confirmed that a subsidiary of the national nuclear industry of France is a primary participant in the project.

Still Waiting on Sayles Flat But Fast Moves on Rock Creek On Same Issue!

The hydroproject on the South Fork of the American River at Sayles Flat is ready to generate—almost. Construction had continued even as a federal judge debates as to whether or not the Federal Energy Regulatory Commission (FERC) license gave Keating, the developer, right to build and operate without a state water right. Before construction was completed, however, the Forest Service revoked the project's Special Use Permit (SUP) because of repeated violations. Construction has been halted.

Meanwhile, the developer has asked FERC to confirm that an SUP isn't needed for construction either!

Simultaneous to these events, via another Keating-&Friends project on Rock Creek (also in California's American River basin), the issue of who ultimately controls water rights at hydroprojects is moving quickly towards the Ninth Circuit Court of Appeals, on a faster track than Sayles Flat. In this case, the applicant requested and received a declaratory order from FERC stating that the federal power license pre-empted state water rights authority. The CA Attorney General's office has appealed on behalf of the SWRCB. They expect a denial of their appeal to FERC and then it's on to the Court of Appeals.

(The applicant, meanwhile, has

filed in federal district court for an injunction against the SWRCB and CA Fish and Game, to keep those agencies from enforcing their permits for the project. It is before the same judge as Sayles Flat, Karleton.)

Hearings Ahead For "Bum" Project on the Lower Kern

Staff of the State Water Resources Control Board have advised hydro developers with a Lower Kern proposal that public hearings must be held soon—probably in June. The hearings are required by California environmental law, as a means of soliciting public comment. Don't disappoint them.

This proposal, the Hobo project, would suck up most of the flow of the Kern below Lake Isabella for the 12 miles between Miracle and Democrat Hot Springs. long a favorite of Southern California boaters (and certainly their closest option), the river also flows past a number of picnic and camping areas and—you guessed it—some hot springs. The project is a small hydro "PURPA" proposal (24 MW), designed to make a bundle for private developers Fluid Energy Systems of Santa Monica.

Sofar Project Still Kicking!

The three-dam water supply and hydropower project planned for the upper reaches of the South Fork of the American River by EIDorado County looked doomed when the financing scheme fell apart earlier this year. But this project, which would greatly alter flows in the South Fork American, has rejoined the ranks of the living with a pledge from EBASCO, the project engineers, to finance it.

NOVA

c/o Chuck Spaulding
Box 8337
Palmer, AL 99645

By Ken Burst

About two years ago I called my paddling buddy, Tom, to go to the Ocoee for the weekend. I was a little surprised at his negative response. "What do you mean you can't go?", I replied.

"Cathy and I are getting married."

"This weekend?"

"No. In June."

"What does that have to do with paddling?" I replied naively.

"Well, we're going house hunting this weekend."

I understood. After all, they had been dating for over two years. These things happen you know. So I gave my

"Well, Cathy has a shower Sunday afternoon."

"You're not going to the shower are you?"

"No, but I told Cathy I'd help carry the presents to the car."

I didn't protest, but that seemed like a pretty lame excuse to me. Could Jim be right? A few weeks later, I got a call from Tom.

"Hey Ken, What's happening?"

"Tom! You're ready to go paddling."

"Well not exactly."

"What do you mean not exactly?"

"Actually, Cathy's parents are coming to visit next weekend and we

gave our best wishes to the happy couple. We talked about paddling, and Tom and Carol talked about their honeymoon plans, and how, when all this was over, they were going to get back to paddling with their old friends. My optimism was unbounded. I just knew, as soon as the honeymoon was over, things would be back to normal. A couple of weeks after the honeymoon I got a call from Tom. "Hey, how's it going Ken?"

"Great! How about you? I guess you're finally ready to paddle now that you've got this marriage thing out of the way. How about a trip to the Chatooga this weekend? It should be

"Marriage syndrome" sinks boaters

congratulations and began planning our next trip.

"Call me in a week or two," Tom said.

"A few days later I talked to my friend Jim, filling him in on the news about Tom and Cathy. Now Jim has been paddling a long time and has seen a lot of paddlers come and go. But I just couldn't buy what he was telling me.

"What do you mean he's done for?" I asked, a little angry and alarmed. His diagnosis was the "marriage syndrome" and his prognosis was "terminal." I refused to believe it. After all, Cathy is a paddler, and they met on the river.

"That's the worst case" Jim countered. "Couples who don't paddle before they get married have partial immunity. So do couples where only one of them paddle. But when they meet on the river, it's almost always fatal."

I disagreed vehemently, and the next day I called Tom to set up a trip in a couple of weeks. I figured Tom's situation had changed. I needed to give him some lead time so he could plan ahead a little. "Hey Tom, how's it going with the wedding plans?"

"Great"

"Let's go to Little River the fifteenth. There should be plenty of water this time of year."

"I'd really like to, Ken, but we've got an appointment with a real estate agent Saturday."

"What about Sunday?"

were going to take them and her little sister down the Ocoee in a raft."

"You're going to ride in a raft?"

"Yea, I was wondering if you wanted to go with us."

"A . . . yea . . . a . . . I guess I could." Well, after all, Tom is a good friend.

Have you ever ridden a raft down the Ocoee? I never realized they made the trip that fast. Two hours, start to finish, and that included swimming and resting at the doldrums. I just kept a low profile and prayed no one recognized me.

Talking to Jim later, he couldn't believe I did it, but he just shook his head about Tom. "Worse than I thought" he said. "You've got to buy his boat."

"Buy his boat? How is that going to help?"

"Trust me. Just offer to buy his boat. It's his only hope."

A few weeks later, I talked to Tom again. "What's it look like this weekend for the Tellico. We haven't run Baby Falls in a while."

"Ken, I'd love to, but we've got wedding rehearsals this weekend."

"Tom, have you ever thought about selling your boat?"

"Sell my boat! It's practically new. Besides, I'm going to do a lot of paddling as soon as we get this wedding thing out of the way."

The wedding took place as planned. The paddling community was there in force. The reception was a blast. We danced and celebrated and

close to two feet with all the rain we've been having."

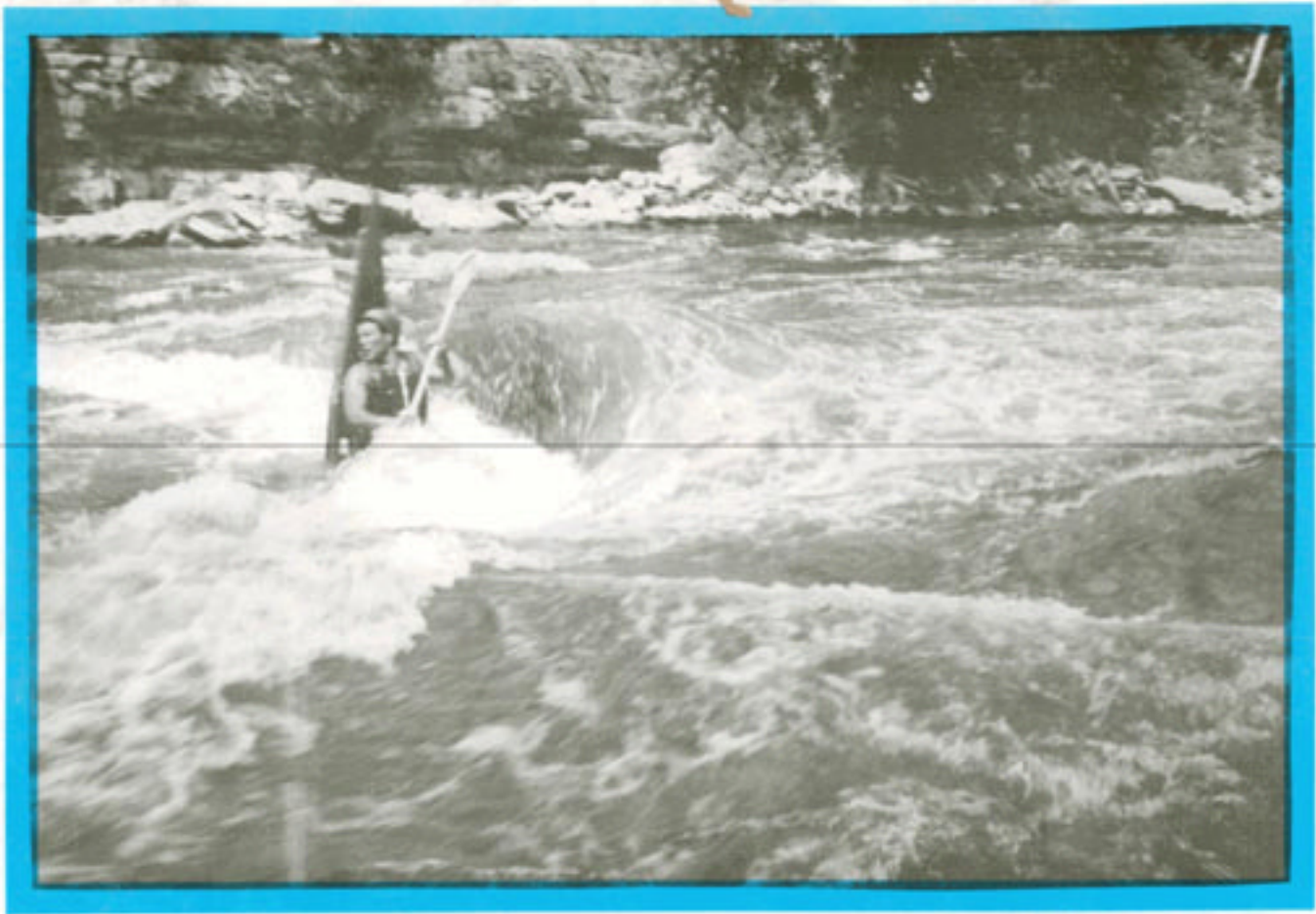
"Actually Ken, the reason I was calling was . . . you see . . . well, Cathy and I are moving this weekend, and I was calling to . . . that is . . . could you give us a hand?"

Things just kept going down hill. The excuses were unlimited. There was painting the bathroom, finishing the hardwood floors, and putting up ceiling fans. I was undaunted. When the baby came it was **lamaze** classes, midnight **feedings** and colic, but I refused to give up. Every once in a while I'd offer to buy Tom's boat again. It never failed to arouse his ire. He'd puff up like a balloon, and bluster on about a trip he was planning somewhere, as soon as he finished this or that, and how he wished I wouldn't bring up the subject since he'd made it clear he wasn't in the market to sell.

As time went by, my attempts became less and less frequent, and my determination and enthusiasm slowly waned. Then one day, in early spring, I got a call.

"Hey Ken, how's it going? I hear every river in East Tennessee and Western North Carolina is up. I've finally got the yard landscaped and I'm ready to paddle this weekend."

"Tom, I'd really like to, hut . . . well, You remember that girl I met at the Christmas party? Well, we're but I'll be ready to paddle in a couple of weeks, and no, I don't want to sell my boat."



FLYING CHEAP

AMERICAN WHITEWATER

AWA Journal
146 N. Brockway
Palatine, IL 60067
Address Correction and Forwarding Requested

NON-PROFIT
BULK RATE
Permit No. 9
West Sand Lake
NY 12196