

the Journal of the American White-Water Affiliation

Autumn, 1963



WHITE WATER

American



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A * WHITE WATER

Sponsored by The American Whitewater Affiliation

AUTUMN 1963

Vol. IX, No. 2



The American Whitewater Affiliation

Executive Secretary
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2853 Bellaire St.
Denver 7, Colo.

Advisory Committee Chrm.
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14 Norwood Ave.
Berkeley 7, Calif.

Editorial Chairman
PETER D. WHITNEY
1544 La Loma
Berkeley 8, California

Conservation Chairman
WILLIAM PRIME
300 East 71st St.
New York 21, N. Y.

Safety Chairman
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P. O. Box 113
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Lihrary Chairman
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El Paso, Illinois

Trip Planning Chairman
OZ HAWKSLEY
Route 5
Warrensburg, Missouri

Business Manager
CHARLES SMITH
1760 Walnut St.
Berkeley 9, Calif.



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Editor:
Peter D. Whitney, 1544 La Loma, Berkeley 8, California
Eastern Editor: Eliot DuBois, Sandy Pond Road, Lincoln, Mass.
Midwest Editor:
Nancy C. Jack, 805 Sandusky Ave., Kansas City 1, Kans.
Racing Editor: Robert Field, Haverhill St., North Reading, Mass.
Business Manager:
Charles Smith, 1760 Walnut St., Berkeley 9, Calif.
Circulation Manager:
Frank Cockerline, 2661 Oakmont Dr., San Bruno, Calif.
Eastern Advertising:
Mark Fawcett, Chadds Ford, Pa.
Midwest Advertising:
Harry Kurshenbaum, 6719 N. Greeuview Ave., Chicago 26, Illinois
Western Advertising:
Douglas Simpson, 1015 Keith, Berkeley 8, Calif.

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August 12, 1963

Dear Mr. Whitney,

I am enclosing a copy of the fourth edition of my book, **CANOEING WHITE WATER in No thern Virginia and Northeast West Virginia.**

Principally I am writing to ask your magazine about adopting some universal river marking system such as I have used in my guide book for the past five years. It would be much simpler if all rivers used one system for reading the height of water.

In the area covered by my book all rivers, and all important sections of these rivers, have a marker station which can be called by phone. In case the markers are placed by the Government the book gives a correction to make it read in the same system used in the book. This River Marker system saves many a long trip to a river too low to run, or too high. To most canoeists it is the most valuable thing about this guide book — to know the height of the river before starting out.

The readings are based on a reading of "0," the lowest water height on which an expert can make a run on this river section. This run can be made only with difficulty, and will require some dragging and carrying over shallows, but the run can be made, but it is considered too difficult to be worthwhile. It is on the verge of going from canoeing into hiking.

Next comes "1." A reading of 1 means one foot of water above "0," or about one foot of usable water. The next marker is in turn 1 ft. higher and means there are two feet of usable water, etc.

The whole thing hinges on the method of establishing the "0" for rivers. If we can all use one system then all rivers can be marked in the

same manner and all canoeists and boaters can use the same language in speaking of, or reading, water heights.

If you can get a better "0" than mine, go to it, but let's get one soon before somebody gets a different one, and still another uses something else, and nobody knows what anybody is talking about.

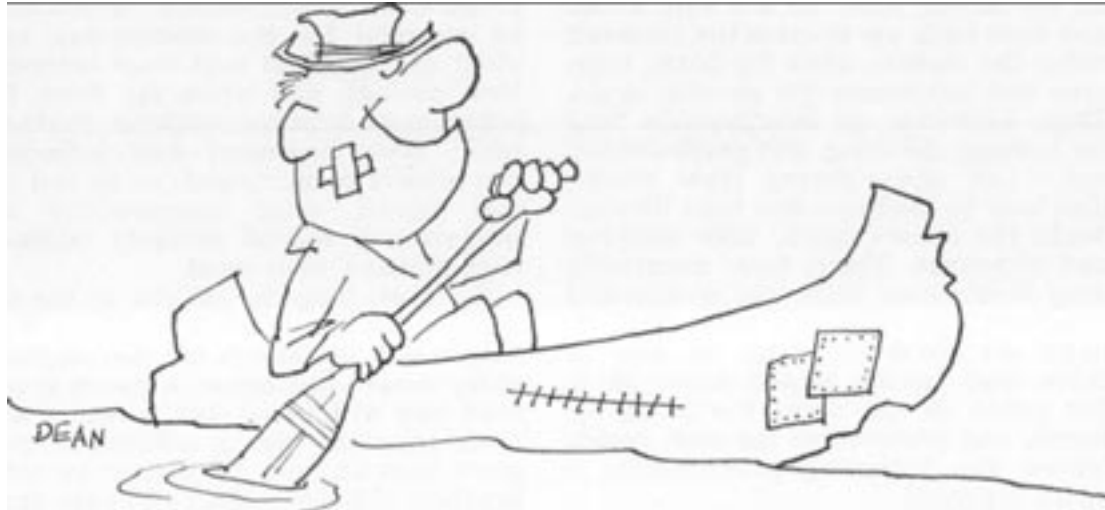
With Kindest Regards,
Sincerely,
Randy Carter,
430 Winchester St.,
Warrenton, Va.



The Cover (Cont.)



Manfred Baur hif a wall of water at an estimated 20 m.p.h. at the bottom of this chute in the Peterborough Slalom.—Photo by Al Zob.



Being a barreler may cost you bits of boat, but it spares you those nagging little doubts.

The Credo of a River Mooch

By **John Berry**

Cartoons by Dean Norman

For our last CCA meeting, I was asked to sit on a panel whose topic was to be camping lore and camping gear. I was unable to attend anyhow as it turned out; but I thought and so remarked at the time that our program chairman must be joking, since I, along with one or two others in the club, am notorious as an "indoorsman" on our weekend outings.

I must have talked a good game somewhere along the line to gain this erroneous reputation as a camper. I am now completely flabbergasted at the thought of preparing something useful for AWW on this same subject. Being married to essentially a non-camper, and with three daughters who insist upon hot running water and a flush toilet both a.m. and p.m., our family outings, needless to say, are of the one-day, late-morning-to-late-afternoon variety. For both economic and domestic reasons, those few occasions when the old man can escape are limited to long weekends at the very best.

All of this means that when I do get away, I want to chew up the maximum

amount of river at whatever cost may accrue to personal comfort. (As we shall develop, this need not necessarily entail any severe hardship.) I shun all club trips other than one or two for which I may have been designated "leader," because they are far too slow, and, too, most of the insane participants actually want to sleep out on the ground and hover over smoky campfires. Why, they even stop for lunch, and quit before dark in order to pitch tents and cook supper. They waste time in the morning building fires, tinkering with balky stoves, watching birds, drinking coffee, walking women upstream and men down, (or is it the other way around, I can never remember?) and breaking camp. It's awful! I wouldn't be at all amazed to learn that some enlightened cruise scheduler has instituted a 2-3 p.m. riverside matinee break for the couples aboard.

When these formidable armadas finally venture downstream, they stop well above the head of each rapids, clamber painstakingly along the bumpy shoreline and then discover that they're

on the wrong side. So it's slip, climb and slide back up, re-pack the cameras, redon the jackets, untie the boats, cross over and commence the process again. Then, following an interminable time for looking, debating, and gesticulating, one — just one — daring crew scrambles back to the boats and runs through while the others gawk, take pictures, and comment. These then eventually drag themselves back like condemned creatures, one crew at a time, until finally, all are down. After an hour or more, and having gained about 50 to 100 yards on the river, the group reforms, and proceeds to the next rapids where the foregoing performance is again repeated.

The Barreler's Bold Creed

I'd rather be a barreler!* It may cost a few holes in the old hull, and once in awhile the whole hull . . . and perhaps even a piece of hide, but one does cover a whole lot more river in one way or another. Also, there is seldom time for fright . . . sheer heart-warming terror, yes . . . but none of those little gnawing, nagging doubts which induce ulcers. I'm sure that if I actually got out to inspect everything I ran, I'd have quit this crazy pastime long since! The consequence of my style of boating is, therefore, one of absolute minimal equipment. . . and that small bit of the most expendable type. Thus, any discourse of mine relative to canoe camping and wilderness gear could scarcely inspire in outdoors connoisseurs, and their suppliers, anything remotely resembling ecstasies!

For the boater who has nothing, (except his boat), and who, for his own reasons, desires to acquire nothing, perhaps some of the following little gambits, gleaned through years of shoe-string operation, and in company with past masters of the mooching art, may be of helpful interest, even though they attract no plaudits from our friends and supporters in the camp equipping business. As already indicated, the plight of a canoeist in a non-camping and non-boating family, is one of short-duration expeditions at best. Thus, we may immediately scratch the need for fancy tents, sleeping bags, attire, and food

*See AWW, Vol. II, No. 2, for Eliot DuBois' article, "Stop, You Barrelers!"

preparation accoutrements, which may be essential for the modern-day survival of body and soul over extended time periods, and when far from the accustomed creature comforts. Furthermore, these basement dust collectors can always be borrowed, or in last resort rented, from unsuspecting acquaintances, should unlikely occasion ever demand their need.

To travel fast, one should, as the old wheeze directs, travel light. Since West Virginia is the Mecca for the majority of my canoe pilgrimages, a glance at any road map will reveal that in nearly any river situation, one is seldom, if ever, more than an hour by car, or by combination of Shanks Mare and auto, from some town or village. (The same fortuitous circumstance, I believe, prevails throughout most of the eastern U.S.). A little foresight in trip planning always finds a shuttle car parked near the finish of a day's run, so that the evening's initial camp can be sited with relation to the nearest village bistro. During relaxing libation, while seated in comfort and warmth, one may leisurely seek advice from the more likely of the local Duncan Hines types about the better places to dine. This pleasant inquiry always introduces an element of mystery and of expectation into the evening . . . much as the rapids themselves have done during the day. The rheumy-eyed, smoke-smudged unfortunates, quaking and scratching back at the river camp, already know all too well the consistency of their miserable fares, and therefore have little to anticipate.

The Quest for a Bed

Once past the cocktail hour, and over with what may always be counted upon as a stimulating if not daring brush with ptomaine, and having thoroughly explored the recreational potential of the town itself, one then seeks, or may already have sought, further local advice on where to spend the night. Should there be a regular inn or hotel about, one can always solve this problem with least effort. However, in the interest of both economy and of enhanced social experiences, the possibility of sleeping quarters in private homes should never be overlooked.



The possibility of shoreside accommodation in private homes should definitely be explored.

Whatever the prospects, direct application at the premises should go something like this:

"Howdy, ma'am! We're campers, and we planned to sleep out. It's a little cold and wet though, and Joe Schmaltz, down at the bar and grill, told us that you rent rooms. We just thought we'd stop by and ask how much you'd charge us to bed down on your floor."

The technique here, of course, is to pre-establish your independence of the service in a manner that is detached, yet, at the same time, ingratiating. Because you have pre-established the availability of a room and bed (or beds) you know that you will not wind up on the floor. God forbid! This reference merely serves to place the negotiations on an economy basis. Generally, a mutually satisfactory agreement will be reached within the scope of two to three bucks . . . including the critical bathroom privileges, and, of course, a good, solid country breakfast in the a.m. (Compare this, if you can, with the cheerless dawn on the river bank, where the wretched remainder must crawl shivering from their sodden sacks, groping through the mist to the final chore of scraping greasy, unyielding egg yolk from cold mess kits!)

The Non-Camper's Kit

Equipment requirements for this type

of highly recommended canoe camping are remarkably compact in bulk and very light in weight. Consisting of just a few small scraps of green paper, available for such purposes in denominations of one, five, ten, and twenty, they may be carried in a watch pocket, and a wetting won't hurt them a bit. They are negotiable in all sectors of the U.S.A., with the possible exception of the extreme South, where there isn't much white water anyhow.

Enough said about this preferred mode of roughing it, where both the length of the day's journey and the happy access to car transportation combine to make the village campsite a welcome and a glorious reality. (Now that we have available extensive guidebooks describing conditions to be found on Eastern rivers, it only remains for some enterprising luxury camper to prepare a gourmet and sleeping guide to accompany each stream.) Let us now consider how the no-equipment, reluctant outdoorsman can fare under the sometimes unavoidable, but never desirable, prospect of open air bed and board.

The real prospect, once again, as with most successful endeavors, lies first in the planning (scheming, if you will), followed by expert timing and execution in the instrumentation of the es-

tablished program. Let us assume that on this theoretical weekend trip, the campsite is too remote from civilized comforts to offer any hope for the niceties of living. . . even to the exclusion of station-wagoning-it in your friend's station wagon. We are here confronted with the dismal fact that lunch, breakfast, dinner, and another lunch, plus a whole dreadful night, must all be consumed, in minimal fashion, in the great outdoors.

The answer is found in what is best described as persuasion. Since each of us has his own peculiar weaknesses, as well as possessing varied means of inducement, it is hopeless to attempt any specific examples of influence brought to bear. Suffice it to say that a quick inventory of the other participants must be made, and speedy alignment arranged with those having the desired material characteristics. In my own case, owning — besides the beer can opener and an army mess-kit with no utensils — only a light tarp and a thin blanket, this means angling for dinner and breakfast at the very least. Also, pending the weather forecast, for tent

space too. In the latter instance, it is always best to team with a heavy sleeper, who can be rolled off of his air mattress and deprived of his covers during the course of the long, horrid night.

Be a Leader

A good system is to organize the trip yourself, by calling only those whose paddling abilities equal or surpass your own, and who further offer the possessions which you either do not have or do not choose to risk. In this way the group can be kept small and select. As the "leader," you set the pace and call the stops. Remember too, in developing club newcomers (fresh stock is a continuing necessity!), especially females, that it is far better for you to train a good cook into a fair paddler, than it is to reverse this procedure. Another thought in this building for the future . . . which is fairly simple when one always runs an empty boat, allowing for more freedom in playing the river . . . is to be on hand for enough rescue operations of both paddlers and their gear to accrue an indebtedness structure. Naturally, this entails some selectivity. That is to say, never take any

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risks yourself, unless some immediate or foreseeable advantage is apparent!

The resourceful mooch must number among his ever-changing river companions: those with tents; those who can cook and who are willing to share on a one-sided basis; those with beer; those with stoves; those with repair materials; those with station wagons, etc., etc. In short, he must have on tap acquaintances for any occasion, and he must learn to play upon their susceptibilities as on a fine musical instrument.

Now that we have touched upon the ways and means of having the cake and eating it too, let us turn finally to that most dreaded of all situations . . . where two or more river-gobbling mooches are the only participants on a remote area overnight trip, with logistics similar to those used in the above example. Since packing, tenting, cooking, etc., are simply unthinkable for the true professional, what, then, are the alternatives?

Two Moochers in Extremis

It now boils down, as pointed out at the very outset, to a simple question of time on the river versus creature com-

fort. My preference has already been stated. Even a mooch can come up with a little something, however, and here is mine. Carry one surplus waterproof rubber pack . . . they cost about \$2.00. In it, beside some routine emergency items like a limited first aid kit, matches, change of clothes, extra beer can opener, roll or two of plastic repair tape, I can also squeeze in the following two objects, which constitute my inventory of wilderness camping equipment:

1. A waterproof nylon tarp 8' x 10'.
2. One can of **Nutriment** for each meal plus a couple of candy bars.

That's it. An inflated air mattress, carried in the boat for added flotation, doubles as bed for the night. One can roll up in the tarp, or if the weather is warm, festoon it from a tree limb as a partial tent. The **Nutriment** . . . made by the same people who produce **Metrical** . . . requires only a shake and an opener or knife blade, is filling, and will provide the same food benefits as a full course meal over relatively brief time periods.

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We Learn the Austrian Way

By Winslow Myers and Dwight Gibb

In 1948 the Nature Friends, an outing group in Vienna, founded an annual white-water festival for the purpose of introducing more people to the facilities for white-water canoeing in Austria and of providing instruction for paddlers and for tour leaders. They chose the hamlet of Gross Reifling which is in the valley of the Enns, known as Austria's classic white water river, and from which it is easy to reach the Salza, a picturesque tributary of the Enns.

We arrived for this year's week on Saturday and set up our tent among those of about one hundred paddlers from Austria and Germany. Another fifty would arrive later. There were boats of every description and color, from the form-equals-function fiberglass boats of Baschin to Myers' sweeping new Geza eskimo boat. A VW carried five kayaks. A man from Vienna transported wife, tent, camping equipment, and two boats on a motorcycle with side-car! Sunday began with a welcome speech by the Burgermeister of the village and an introduction from Herr Zibelius, who has run the white-water week for the last fourteen years. A fee of sixty cents for each paddler paid for administrative expenses and for the meals of tour leaders and their assistants, who ate free at the village Gasthaus. Each day we would sign up for whatever trips we chose and pay about fifty cents for transportation. Maximum for a group was fifteen boats, in which there would be a leader, at least three assistants, and several apprentice assistants, i.e., boys learning to become assistant tour leaders. Life-jackets, flotation bags, and hand loops for bow and stern were required, and many paddlers had head protection. If a member upset, the whole group would stop, though only the "officials" were allowed to help him, and they would fish out bather, boat, and paddle in no time. With the leader choosing an

easy course, it was possible for a beginner trained in basic paddling techniques to start right out on Class III water.

First Run

Though the week's weather was excellent, it began cold and gray as we made our first run. There was a certain Class III rapid, terminating in a large, slow whirlpool, that was to prove the bane of the day. The sensation of a beginner, rushing downstream in a line of expert paddlers, trying to see the leader as he scooted from one side of the current to the other, pausing to wipe away rain and the fog of sweat that covered his glasses, ranged from terror to helpless humor. We gave ourselves to the whirlpool as best we could. Gibb passed through. Myers went over, and, feeling the whirl suck his legs downward, was glad for his life belt. In a flash a leader presented the stern of his boat to his reaching hands and soon, soaked to the skin and getting colder in the rain, he was in his boat and on his way again.

Never did a warm room look so inviting as the waiting room at Weissenbach station at the end of the run. We filled up this day, as on others, on wurst sandwiches and beer, while waiting for the train to take us upstream. This, incidentally, was a colorful operation to watch. The train would screech to a halt and fifty or so paddlers would rush and clamber aboard the flat car provided for us at the rear of the train. Astounded passengers watched as we literally threw boat after boat aboard — until they were piled six deep. Myers never overcame a sinking sensation in his stomach when he saw his new love deposited unceremoniously at the bottom of the heap.

Up a Grade

The third day he was ready for more difficult water. Gibb had been running

a stretch of Class IV and Myers was taken halfway up that part of the river and told to wait until the others came back down. A quiet hour in the warm Alpine sun went by all too quickly, and suddenly the first of the paddlers bounced cheerily around the bend. They were off — and Myers had never been quite so nervous. The froth came from all directions — the waves seemed to tower over him, as they curled and descended with a **thrump** on the tight canvas bow. He flipped once, and again was expertly rescued (this made all the difference), went the rest of the way and got out of the boat with his teeth chattering and his heart almost totally disillusioned with the entire sport. What was the use of exposing oneself to useless risks if the only reward was sheer terror — and embarrassment, because all around him young German and Austrian girls were having a great time. He took a day off.

Gibb made a one-day trip of about forty miles on the Enns farther up the river where it cuts between two majestic ranges of Alps, and on our last day he graduated to the Salza, friendly and

beautiful with crystal water and moss covered rocks. An idyllic valley gave way to a steep gorge with picturesque wooden footbridges overhead. The trip was climaxed by the "Salza Rake," a sharp pitch over boulders of various shapes. First-time luck put him through without a scratch, but many struck rocks or were swamped in the froth at the base of the fall. It was a great showplace with seats for spectators from the village and a carrying path for those who wanted to do it again. One boy ran it backwards. Eduard Kahl, whom AWW readers will remember as 1960 winner at Salida, and another expert ran it simultaneously. They went through all right but came out of the foam at the base with bows crossed, one on top of the other. They entered the following rapid this way, and the top man fell over. He rolled up heroically but arrived under Kahl's boat, toppling him over! But he too rolled up to complete a fine show.

Moment of Truth

Meanwhile Myers was having his moment of truth. A gay group of Bava-

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rians, whose language he did not understand, accompanied him on the sunniest day of all. He rode the train at the top of the line and prepared to prove himself or drown in the attempt in Class IV white water. Instead of his eskimo boat, which had proven difficult for a newcomer to white water, he had borrowed a more maneuverable Klepper slalom. The ordeal was to come at the beginning of the run in a piece of water called the "Hieflau Hell," a long and disordered stretch of crashing waves. The party carried the boats off the train and down the bank to the take-off eddy. And suddenly, almost too quickly for fear to grab hold, the group had gone through the "Hell," all without mishaps. At first Myers thought it was still ahead, but then realized that he had done it already.

In a trice the whole aspect of the river changed. He had a little control. He was enjoying it in spite of himself. Fear had been left utterly behind. Ahead of him, on the slant of the sun-green river, rushing between the steep sides of the gorge, the paddlers drew out into a long single file in preparation for the next rapid. The paddles crossed and flashed and glinted in the warm sunlight. Above it all the great rock masses of the mountains filled the sky. The entire run went off without any further trouble, and crowned the week with an elated success.

Sad to say this will be the last time the **Naturfreunde** may use Gross Reifling as their headquarters since a dam is being built just above the village. But Herr Zibelius assured us that the white-water week, which is held in late July or early August, will continue — perhaps in the beautiful district of Carinthia where this year's championships were held. Readers interested in particulars should write to him, care of Die Naturfreunde, Diefenbachgasse 36, Wien XV, Austria.



The Right to Navigate Our Rivers

By Bestor Robinson

Ed. Note: We recall being pursued down the banks of the Beaverkill in New York State one cold spring day by a frumious caretaker who said kayak navigation wasn't permitted because it was private trout-club water. Recently, Affiliation members have met the same argument from ranchers and — believe it or not — officers of conservation groups, Boy Scout camps, etc.

The following legal opinion, by an outstanding attorney who is also a Sierra Club director, says in essence that a stream is legally navigable if you are navigating it. It has obvious application outside California; perhaps it will stimulate other attorney members to prepare parallel opinions for their own states.

If there is demand, this article will be reprinted and supplied to affiliates in bulk.

1. The right of navigation of swift streams exists [by California] law even though such navigation is entirely recreational in purpose.

2. If the stream is susceptible by reasonable improvement to commercial navigation, the public right of navigation also exists under Federal law.

3. The existence of rapids, riffles, swift currents and availability for navigation only at seasonable stages of stream flow do not impair or destroy the right of navigation.

4. The right of navigation includes the right to make necessary portages as close as practicable to the stream to circumvent obstructions such as rocks or waterfalls.

5. The right of navigation has always included the right to land on the shore for emergencies, such as repairs or when a boat is capsized.

6. In California the right of navigation has not been extended to include the right to engage in other water sports, such as swimming or water skiing.

7. The right of navigation does not include the right to travel across private land for the purpose of putting in or taking out of boats with the exception of emergencies, such as destruction of the boat or injury of the boatman.

8. The right of navigation does not include the right to use the shore for picnics or camping.

9. The right of navigation is not destroyed by the construction of a reservoir. If the dam is constructed under State law, the right of navigation can

be terminated only by specific action of the State licensing authority if such power is specifically granted by statute. If the stream is reasonably susceptible to commercial navigation by construction of dams, the Federal right of navigation exists irrespective of State action, unless the Federal government has taken similar action to terminate the right of navigation. The right of navigation is never destroyed by implication. This does not prevent the construction of dams on navigable streams, as above defined, but does require provision for a reasonable route of portage around the dam. If reservoirs are used for domestic water supply, it should be noted that the state as well as cities and counties within their boundaries have the power to impose police regulations for safety and sanitation, including prohibition of any body contact types of recreation.

10. There are plenty of laws protecting a recreationist's right of navigation. So far as the Federal right is concerned there are not only numerous statutes prohibiting interference with navigation, but in addition thereto, the right to sue for damages in the Federal courts under U.S. Code Title 8, Section 43. This is the so-called civil rights statute and authorizes actions for damages in the Federal courts irrespective of the amount claimed in case of the violation of any right, privilege or immunity secured by the Constitution or laws of the United States.

If a kayaker exercising his State right of navigation is arrested or detained by a land owner or his agent,

California Penal Code Sections 236 and 237 are applicable. The offense is false imprisonment and is punishable by a maximum fine of \$500 or one year in the county jail. If the detention or arrest is effected by violence, menace, fraud or deceit (such as by the use of firearms) the offense is a felony. The proper and cautious course for a land owner who contends that the stream running through his property is not navigable, is to get the name and address of the offender and to apply to the District Attorney for a warrant. The District Attorney can then decide whether he wishes to assert the non-navigability character of the particular river or reservoir involved.

Summary of Legal Background

The public right of navigation on large lakes and rivers has been long established and well settled under both Federal and California law. Such streams and lakes were and are usable for commercial navigation, that is, the carrying of freight and passengers. Recreational boating was recognized as an incidental but lawful right. The older cases took the position that a river which is navigable only by canoes or skiffs is not a navigable stream. 52 Cal. Jur. 2d 442.

In the last several decades the tremendous development of recreational boating using small craft with outboard motors, and including also the running of fast streams by canoe and kayak, has caused the courts to re-examine the ancient doctrine of navigability, and to determine whether waters which are too shallow for commercial navigation or so obstructed by stumps, boulders or other obstacles as to be unsuitable for commercial navigation, are nevertheless open to the public right of navigation by shallow draught boats operated for recreational purposes only. The first clear break from the commercial purposes limitation on navigability was established by the Supreme Court of Minnesota in *Lamprey v. State*, 52 Minn. 181. That Court in 1893 specifically extended the right of navigation to boating or sailing for pleasure without pecuniary profit, holding that "so long as these lakes are capable of use for boating, even for pleasure, they are navigable within the reason and spirit

of the common law rule."

The Minnesota doctrine remained a rather lonely minority rule until recently. California adopted it in 1951 in the famous "Franks Tract" case. (*Bohn v. Albertson*, 107 CA 2d 738). Since a petition for hearing in the Supreme Court of California was denied, the Franks Tract case stands as the settled laws in this state, as follows:

1. Waters which are capable of use for boating, even for pleasure, are navigable water (p. 744).

2. Navigable waters are such "despite the obstruction of falls, rapids, sand bars, carries (portages), or shifting currents" (p. 745).

3. Nor is it necessary for navigability that the use should be continuous (p. 745).

4. Impediments such as logs, debris and shifting sand bars do not necessarily make waters non-navigable (p. 745).

The public right of navigation is both a Federal and State right. Accordingly, if a recreational boatman can establish his rights either under the decisions of the Federal courts or under the decisions of the courts of California, he has the right to navigate the stream or lake in question. Let us look at the evolution of the Federal doctrine.

From the earliest days fur traders in this country used large canoes and bateaux on streams and lakes which involved portages. The treaty between the United States and Canada, negotiated by Daniel Webster, specifically recognized the right of portage as a part of the right of navigation open to the nationals of both countries through the international canoe waters on the northern boundary of Minnesota. The existence of the right of navigation through difficult or obstructed waters was reviewed by the United States Supreme Court in the case of *United States v. Utah*, 283 U.S. 64. In that case the United States Supreme Court held the following portions of the Colorado River system in the State of Utah navigable: The Green River from the mouth of the San Rafael River to the confluence with the Grand, 95 miles. This included Stillwater and Labyrinth Canyons; Grand River from the mouth of Castle Creek to the confluence with

the Green, 79 miles; Colorado River from Dark Canyon to the Arizona boundary, 150 miles. This is Glen Canyon so far as it lies within the State of Utah. It should be noted that the court did not pass upon the navigability of the remaining portions of the Colorado system in the state of Utah. Anyone who knows these waters must be convinced that they are not usable for commercial navigation in the ordinary sense. The court avoided this problem by stating that the streams were susceptible to use as highways of commerce, not that they were so used. The court also held that infrequency of use did not destroy the right of navigation, nor did impediments such as logs, debris, ice, floods, rapids and riffles destroy this right.

The landmark case on navigability of fast obstructed rivers is **United States v. Appalachian Electric Power Co., 311 U.S. 377**. The case involved the navigability of the New River, which admittedly could not be used for navigation

in the ordinary sense because of the swiftness of the stream and the obstructions in the channel. The court rejected the "present condition" test of navigability and held a stream to be navigable under the laws of the United States if it was reasonably susceptible to improvements, such as dams and locks, which would make it navigable. Multi-purpose reservoirs in our state do just that, that is, make the river channels **susceptible** to navigation for commercial purposes, even though such navigation does not and probably will not occur. The court also held that navigability existed "despite the obstruction of falls, rapids, sand bars, carries or shifting currents." The breadth of this decision is such that it is probably unnecessary for the Supreme Court to extend the navigability rule to exclusive recreational boating.



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Ron Bohlender in Colorado Rocky Mt. School Slalom.—Photo by Art Kidder

Canoeing as Exercise

Canoeing is a wonderful developer of the upper body, especially the shoulders. I have seen beautifully muscled men whose only exercise was canoeing.

On the other hand, I have seen men go on a motorboating vacation for several months. They leave the office flabby and pale, and after a few months of motorboating they return

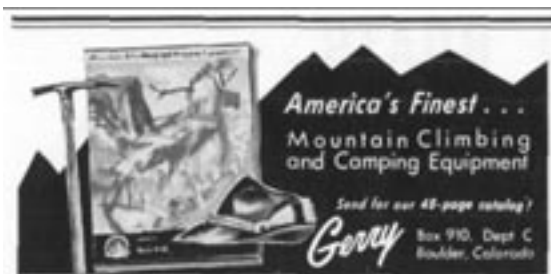
with a beautiful tan covering their lovely, soft, girlish muscles and their pot-bellies. They got their exercise working the throttle on the motorboat!

I have seen others spend a month canoeing, battling the challenging rapids, using their muscles and skill against the roaring water, fighting physically against the forces of the river.

These men return from their vacation standing with broad shoulders and trimmer waistlines, with rippling muscles, and feeling like men — and they look like men.

If you want strength and fitness, indulge in sports that require them.

From Randy Carter's **Canoeing White Water in Northern Virginia and Northeastern West Virginia**: Blue Ridge Voyageurs, Fairfax, Va.



RACING REPORT

By Martin Vanderveen

To judge by the hordes of spectators at the Salida races, white-water competition seems to be catching the public fancy, at least as a spectator sport. Denver and Rio Grande Western Railroad reported that all seats on its special race train were sold out several days in advance. Your reporter talked to several people who rode the train and learned that many of them had come from considerable distances for this one event. Even though FibArk may be somewhat flamboyant in describing the race as "25 miles of white-water hell," the races **are** exciting to the general public as well as to the white-water aficionados.

Foreign competition was somewhat sparse this year, with four competitors from Canada and one from Germany. The races retained their usual flavor despite low water which made the course somewhat less difficult than in previous years.

In the slalom a couple of tricky gates accounted for a fair number of penalty points. Number 9, a free gate almost on the bank, was scarcely a boat-length upstream of 10, a reverse gate. Number 11, an upstream gate, was directly above 10, creating what appeared to be a psychological as well as a physical block. The last three gates before the finish were spaced fairly far apart, but some strong eddies made them a little more difficult than they looked to the unpracticed eye.

One of the highlights of the race was Bill Bickham's demonstration of C-1 paddling. Although he was the only C-1 paddler, thus failing to have a class, he gave a fabulous performance, his score coming within a few points of beating the best of the kayaks.

In the International R-1, Al Zob of the Ontario Voyageurs took first, with Ulrich Martins of Germany second, and Walter Harvest, Sierra Club RTS, third. In the Nationals the Salida boys ran

away with F-1 — Dannie Makris being first, Teddy Makris second, and Bennie Campton third. Ron Bohlender, Colorado White Water Association, led in R-1, followed by Walter Harvest and Dave Morrissey, CWWA. Denver took first in the team races, followed by Toronto and Salida.

Dannie Makris turned in the best overall score in the downriver races, taking a special traveling trophy donated by Inland Boating Magazine to add to his armful of awards. Ulrich Martins topped the International R-1, with Heinz Poenn of OVKC and Walter Harvest as runners-up. F-1 was taken by Dannie Makris first, Teddy Makris second, and Manfred Baur of OVKC third. Dannie Makris, Ted Makris and Chuck Campton placed 1, 2, 3, in the National F-1. R-1 in the Nationals was won by Walter Harvest, with Bob Waind of CWWA in second and Bennie Campton in third. Only one boat finished in C-2, manned by Camel and Roberts.

The races had their share of spills, with at least a couple of deliberate rolls. Bob Waind was making good time through Tincup when one of his buddies on the bank yelled at him to roll, so he deliberately capsized and rolled up, repeating the performance a few miles downstream in Cottonwood. Bill Bickham rolled his C-1, surprising many of the spectators, who had never seen a canoe rolled up.



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The old master, Roger Paris, Feather River, 1963—Photo by Peter D. Whitney

Old Man Feather River Again

**Pacific Invitational Slalom
Feather River, near Caribou, Calif.
June 29-30, 1963**

The Sierra Club's annual bash with Old Man Feather River demonstrated another sharp upgrading in the standards of competition this year. Although there were some tipovers, for example, every competitor finished the course at least once. And the best paddlers were very good indeed, closing in on the impeccable standard set by Roger Paris.

That grand master of the river once again gave at least one penalty-free round, something nobody else could aspire to. Roger and Jackie were back from their exciting 1962 season in European competition—wherein Jackie proved herself as good as we all thought she was, taking second place K1-W in the Swiss and third in the French national championships.

(Roger demonstrated something new

in virtuosity during last year's tour. His old World Championship C-2 partner, Claud Neveu, was a spectator at the French Nationals. Roger hadn't paddled with Neveu since 1959—much less practiced with him. But they jumped into a borrowed canoe and, racing out of competition, beat the times of all the regular competitors.)

Outstanding in the Feather Slaloms were the performances of Walter Harvest, fresh from his triumphs at Salida, and the newcomer Walter Townsend of Los Angeles, who took third place although he has been kayaking only since the spring.

The results:

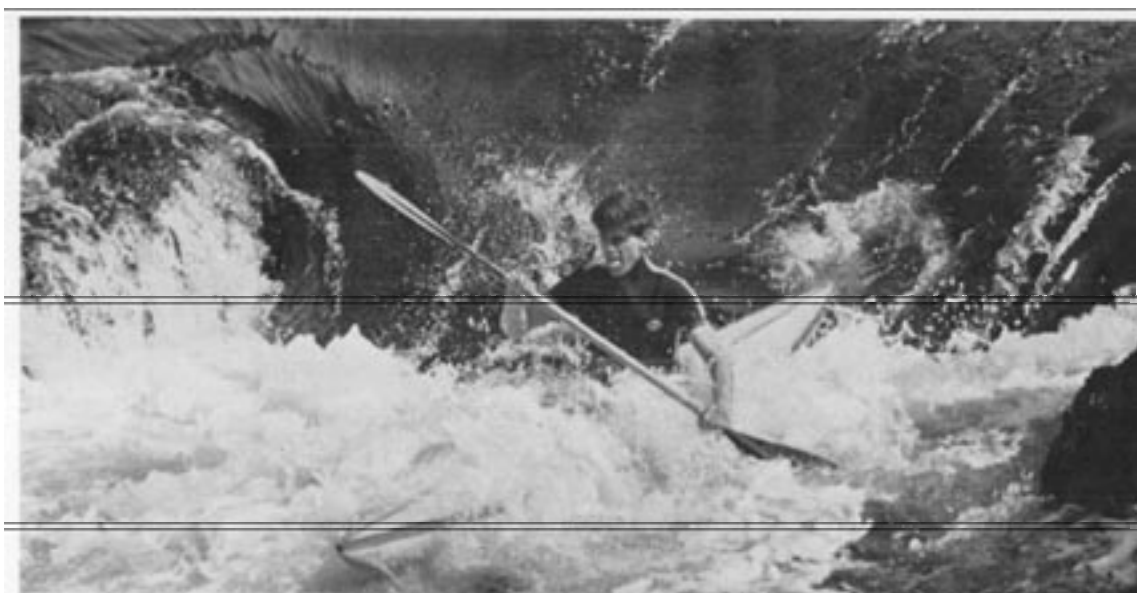
K-1	
Roger Paris	171
Walter Harvest	230
Walter Townsend	283
Jacqueline Paris	364
John Reid	407
	— P. D. W.



Yesterday's novice is today's expert. Walter Townsend of Los Angeles took third place.



Ted Postiak tights the drag of the eddy—Photos by Peter D. Whitney



Brad Dewey, Dartmouth collegian, runs the main chute at Cohasset.—Photo by Burt Hawthaway

A Tidal Slalom

By Bart Hawthaway

The Great Drought of 1963! Rivers all dried up? Favorite white-water course dwindled down to damp rocks? River schedules cancelled?

Tidal chutes provide the answer for those who live near the coast.

One such chute has saved the season for Boston boaters: Mill Rapids, Cohasset, just a forty-five minute drive south of Boston is the scene of the accompanying photographs. Offering year around, predictable boating, this chute has proved such a boon that former women's National champ Barbara Wright and Bart Hawthaway are sponsoring an invitational slalom on the site in September.

The Mill Rapids are formed daily by each high tide flooding a large, land-locked salt-water basin; as the tide ebbs, estuarine waters flow through a narrow, constricted gorge over a main chute, and a smaller, steeper one. Tides in the area average eight to nine feet in height, but each month following either the full or the new moon, the rise and fall increases to eleven and sometimes twelve feet! At Mill Rapids this creates an area of extreme white water approximately fifty yards long, with the

pattern of turbulence constantly changing as the tide drops.

The First Cohasset Invitational Slalom will be a fourteen-gate course, visible in its entirety from any vantage point along the run. Four still-water gates will be hung from a bridge above the main chute and will include two roll gates, with a penalty of fifty points for failure to roll in the proper direction (towards the next gate). A third roll gate will be placed in heavy turbulence below the main chute; other gates include standard downstream gates, reverse gates, free gates, a three-pole flush, and a 360-degree pole. By setting up at least one set of gates at each practice session, marking both the lines and their tie-down spots, the entire course can be set by three people in less than an hour at slack high water.

With the rapids located just out of the center of town, each practice session has drawn spectators. Two newspapers have run feature stories on the coming competition, stressing (for a change) the skills and techniques involved, instead of the usual daredevil approach. They admittedly think we're out of our minds, but the townspeople turn out in droves to watch whenever we arrive.

Writing on (White) Water

By Walter F. Burmeister

Ed Note: We asked Walter Burmeister to tell us ~~something~~ about the origin of his great and definitive "Appalachian Waters," the second volume of which has just appeared. Available through John Berry, 5914 Greenlawn Drive, Bethesda 14, Md., for \$5.00 the set. No Eastern paddler should be without it.

The idea of preparing a river guide came to me only after extensive boating, and related searching, indicated the need for some sort of helpful literature. Even after the idea became specific, such matters as format, approach, and all the other details that are a part of such a project evolved only after considerable trial and error. Writing is like building a house and a complete manuscript is the result of a brick-by-brick process.

My first boat was a canvas canoe, and early experience was gained on tidal waters of Long Island Sound and lower Hudson River. The next craft was a foldboat. It afforded me the first experience on white water. I had heard stories about the joyful rapids of the Delaware and had found enticing bits of river descriptions in "Seeing The Eastern United States" by John T. Faris (1922). Although the colorful reference to the Delaware was perhaps accurate from the standpoint of the layman, it was this dramatic projection that led me into action. My initial white-water trip on the Delaware took me from the upper reaches of the East Branch, past the junction with the West Branch, all the way to Easton, Pennsylvania. It was a lovely May, water was satisfactory, and the weather was perfect day after day. Little wonder that the trip remains a lasting memory with impressions nothing can discolor. Since I knew little or nothing about the art of white-water boating, the trip had the scope of a tremendous adventure.

During the years prior to World War II several foldboats served me and I made a determined effort to gain familiarity with as many difficult streams as time and economics permitted. It was then that I recognized the need for a guidebook. Existing material seemed either too brief or too general. I began

to work on a manuscript that suffered from romantic impressions rather than realistic presentations. However, I did boat, investigate, scout, and study a great number of rivers. It did not take very long before I realized that it would be necessary to make a thorough geographical survey to gain overall comprehension before I could even begin to get involved with the detailed job of describing individual rivers.

The War Intervenes

World War II meant military service and new responsibilities. Fortunately, during the initial year, prior to going overseas, I had an opportunity to become thoroughly familiar with a great number of the wonderful rivers of the South. In addition, I continued my research program and compiled data. It is amazing in what distant library one will find some related volume and how one can gradually piece together the individual parts of a vast mosaic. My own project was very much in that particular vein. Military service in different parts of the world supported many of my earlier concepts dealing with the study of rivers. My interest in rivers had become somewhat of an obsession.

At the end of the war I accepted a government assignment in Austria. Needless to say, I found myself in a white-water paradise par excellence. I boated, scouted, and studied and thus gained familiarity with many of the famous alpine courses.

When I returned to the United States I had firm ideas about the scope of the guidebook I wanted to prepare. For a period well over ten years I ran rivers no one had ever given much attention to. From a white-water standpoint many of the rivers were completely unknown. In order to complete my program, I had to take chances that often ended in the loss of a boat. I also wore out

boats simply because of the pace I had set. However, the direct familiarity with a great number of courses gave me the background to judge, to compare, and to arrive at a sound measure of river grading. In my own opinion, this gave me the chance to begin categorizing of streams and to initiate actual literary treatment. Since it would have far exceeded the limited time at my disposal, I could not run all of the courses completely. Accordingly, I ran selected sections of rivers, almost the way a wine taster samples only a glass, or even less, of a barrel of wine. It was generally satisfactory and helped to classify the streams. Further, I reconnoitered extensively and patiently assembled a multitude of fragments of information. During the winter months, when scouting became impossible, I studied all the large-scale maps that were available. Any historical, geological, or otherwise related text was also considered. Actually, it is impossible to specify the overall demand such a project can make. It often appears that everything one does is somehow related to the principal effort.

The Investment in Material

Statistics are not very conclusive but they do point out a measure of any effort. The automobile I used during the first ten years of this effort had over 100,000 miles just in serving this one project. I used 7 double-seater foldboats and 3 single-seaters. Some of the boats were lost in attempts to master falls and challenge rapids that were simply too much for the state of my white-water technique. The matter of maps is another interesting point; all in all I must have purchased more than 4,000 quadrangles. Every time I had a complete set, new maps would be made available and cultural changes would demand reevaluation of the prepared material in the manuscript, which was gradually taking shape.

An early manuscript combined a modest number of river descriptions and also outlined appropriate techniques for paddlers using foldboats. A publisher was interested in the technique portion but not the river descriptions. At the time I did not want to separate the material. Several years

later, Jeff Wilhoyte of the Buck Ridge Ski Club extracted West Virginia, and Pennsylvania river descriptions and published 200 mimeographed copies. These copies were quickly exhausted and served as an early stimulus for Washington, D.C., boaters to visit the fabulous streams of West Virginia. John Berry, an early admirer of this effort, continued to support my aims and was later instrumental in bringing the present two volumes to the white-water public.

Approximately four years ago I decided to forget about the technique section of my manuscript and to concentrate exclusively on river descriptions. I believe this was a wise choice. Since then we have had the excellent "how-to" book by Peter Whitney but little has been done about a comprehensive guidebook. For many years I had attempted to gain more than the moral support of the American White-Water Affiliation. Yet its resources were limited and the burden always remained firmly implanted on the shoulders of the author. However, when Walter Kirschbaum was appointed Chairman of the Guidebook Committee of the AWA I did finally receive enthusiastic and driving support.

Efforts That Failed

While these time-consuming processes were slowly going through a bizarre metamorphosis that would have tried the patience of a saint, I made an effort to interest private organizations in publishing the material. The publishing house of Alfred Knopf found merit in the vast treatise and searched for a way of bringing the costly effort to fruition, yet was unable to find a promising means of publishing the manuscript. They were faced with the problem of a very costly publishing task having, at best, a limited circle of interest. Next, Walter Kirschbaum and I tried to interest the Hans Klepper Co. in publishing the work as a means of promoting the sport in the United States. After a year of discussion the matter was dropped because sampling (based on voluntary advanced subscribing by individuals and white-water organizations) turned out to be most discouraging and the Klepper people shied



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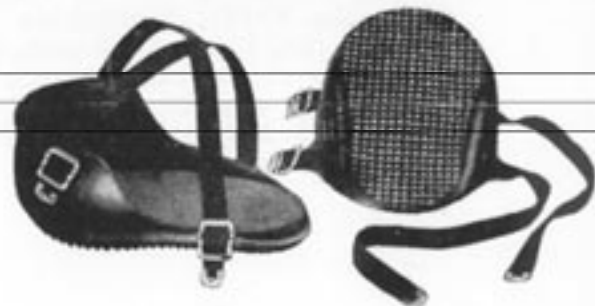


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away from becoming involved in the financial venture.

It was at this point that John Berry acted. With the CCA of Washington he took over the responsibility of getting the manuscript into print. John Berry and his friends needed no convincing; they had learned first-hand how valuable and necessary a good guidebook really is. In conjunction with associates, and with the help of Walter Kirschbaum and other energetic individuals, the book finally appeared in the form of two volumes.

No matter how perfect an author may consider his own efforts, there is always someone who finds fault with the work of another. My own book is no exception. It makes me terribly vulnerable because rivers are subject to many changes. These changes are continuous and can be man-made or the result of natural causes.

Revision Already Begins

Since publication of Volume I, I have been critically analyzing the material and have studied new maps and new material, I have listened to many suggestions, and I have taken note of cultural changes. All of these factors have induced me to begin a vast rewriting and revising task. This process will take me perhaps 1½ years. Much of the present material will be expanded and there will be additional river descriptions. The present two volumes should serve as a sort of advertisement so that, when the present 1,000 copies are gone, someone will help me to bring the revised book to press. This is a trying job, one that needs considerable enthusiasm and know-how. The manner in which the present 1,000 copies are selling should be an indication to publishers

how very promising a formal production job would be. As pointed out in the introduction of the book, it should serve not only the white-water enthusiast but everyone who has a recreational or professional interest in nature.

I like to think that my book will be instrumental in widening the horizon of white-water boating in the United States, that it will stimulate interest in this unique sport, and that it will be one of the tools to bring the importance of conservation to the American public.

One of the criticisms of the approach I have used in the book concerns itself with the detail in each river description. Theoretically, this detailed treatment is supposed to be a negative approach because it destroys the spirit of adventure each boater must feel if he runs a river. In other words, my descriptions would be better if they were terse, spartan, perhaps even based on a simple code, giving only the merest hint of things to expect. I strongly differ with such a meager approach because I do not see such limited use for my book. Rather than to dehydrate the material and condense essentials, I want to expand and, in doing so, attract interested people along the fringe of white-water boating who may have only a partial interest in the boating aspect but see a knowledge of rivers as an important tool in fighting water pollution. Others may be interested in recreational projects, the establishing of State and National parks, or in the historical connection between river study and the immediate environment. Thus, I like to think that my effort will do more than orient the white-water boater.

A book is inevitably a creative impulse and as such becomes a personal discipline which motivates and pushes the writer into all the phases of work involved in the task he has set for himself.

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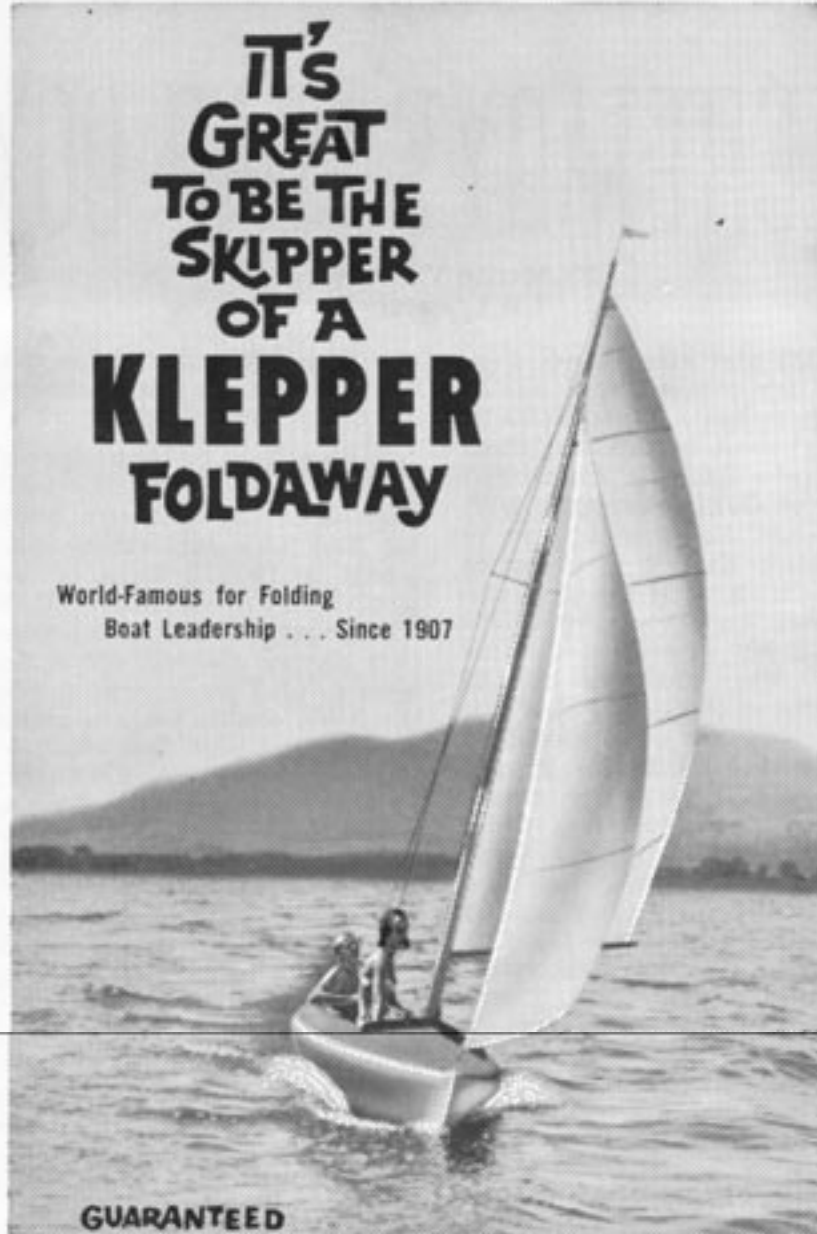
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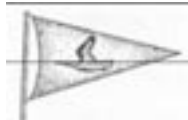
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SECRETARY'S SOAP BOX

By Martin Vanderveen
AWA Secretary



Safety and Stern Lines: Personal experience impels me to answer Sargent Janes' letter in the last issue of this magazine. Like John Bombay, I have had an unpleasant experience with long lines. Sarge points out in his letter that it is easier to rescue a canoe if the lines are at least equal to the boat's length. No argument on this point! The weakness of the idea lies in the question of priority — **we are concerned first with saving the boater**; saving the boat is a secondary consideration. Some years ago, while using 15-foot bow and stern lines, I spilled on a fast and turbulent river. When I grabbed for the rope I got an arm and a leg entangled, virtually immobilizing me. I was dragged by the boat for more than a half-mile before I disentangled myself. Had the rocks been closer to the surface the results could have been serious; as it was I swallowed more than my day's ration of muddy water in an unpleasant few minutes. Since that experience I have used short ropes or none at all.

Here's a possible solution to the conflicting problem of safety for the boater and for the boat. Have a short line fastened to the boat with a small eye spliced into the free end. A longer line with a strong snap or carabiner can be taped on deck. After the boater's safety is assured, then

the long line can be snapped into the eye on the short one for boat rescue.

Financing International Teams: Still in the "Letters" column of the Summer issue, we find some interesting comments by Bill Bickham on the problem of financing U.S. white-water teams in competition abroad. Correct me if I'm wrong, but I see no reason why the AWA couldn't set its sights on assisting with this expense. We are currently embarking on a few new activities such as publishing canoeing booklets; this was set up to be a self-amortizing scheme, but there's no reason why we shouldn't plan on a small profit which could be earmarked for our contestants. It's a matter of personal satisfaction to all of us, not to mention national prestige, to have our paddlers appear in the World Championships. Certainly, then, we can't go wrong in planning to help in a small way.

American Canoe Association: There has been some discussion in the past, and some acrimony on both sides, of the question of AWA vs. ACA. This antagonism has been largely a personal matter; **there is not, nor has there ever been**, any official AWA policy of opposition to the ACA. Although there may be some overlapping of interests, the AWA and ACA perform basically different functions. There is room for

both organizations, and the sport benefits from both! This is not to say that we renounce the privilege of criticizing; we will continue to offer what we consider constructive criticism when it seems justified, and we sincerely hope that the ACA will take the same attitude towards us.

Conservation: After a somewhat protracted period of inactivity in conservation matters, we again have an energetic Conservation Chairman who is interested in fighting to preserve our rivers and canyons. He will need help. If each affiliated club will designate one person to work with the AWA Conservation Committee we will have the sort of committee we need for the fight against the spoilers. Individuals, too, will be welcomed by the committee. Designate your conservation representative now and have him get in touch with Bill Prime, 300 E. 71st Street, New York 21, N.Y.

Maps: While AWA affiliates have been working on guidebooks and individual river guides, professional riverman Leslie Jones has been producing a series of maps of western rivers. Les's maps are made in a continuous roll 7" wide by as long as necessary to depict the river; in addition to the maps they contain a list of rapids with their locations and ratings as well as profile guides. The ratings are the ten-step type originated by the Western River Guides rather than the International ratings favored by AWA, but it should not be too difficult to interpret these in terms of our more familiar designations.

The maps, listed below, can be purchased from Leslie A. Jones, 1718 North 2nd West, Bountiful, Utah:

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- Grijalva, Mexico 1.00**
- Rogue 2.00**

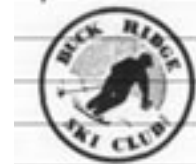
Training: It's too early to have had many replies to my inquiry in the last issue about training. If we get an expression of opinion and can crystallize plans in the next few months we may be able to get a workable program going for 1964. Let's hear from you, folks.

New affiliate: It's always a pleasure to see old familiar names pop up in new places. When George Siposs left Canada for Southern California almost a year ago, he took his love for white water with him. Now a group of Angelenos has organized a new white-water group, the Haystackers Kayak Club, and George is the Affiliate Representative. About a dozen members are reported; President is Paul Kipers, Treasurer, Gail Minnick. Welcome aboard!



Classified

WANTED: Kayak for 1 or 2 suited for general use. Must be in good condition. Please specify dimensions and accessories included. A. Jordan, 13 Forest St., Cambridge 40, Mass.



The Value of Danger

(This is not for youngsters — they have an exciting life just being young.)

A famous Englishman once said, if a man would live happily he must be happily married, work hard, and risk his life occasionally.

White-water canoeing on Class V and VI rivers may be a risk of life — at least it seems like it occasionally. This is what gives it such tingling excitement.

I remember when we swamped in a flooded Rappahannock at Kelly's Ford — the closest I ever came to leaving this world! Here I learned how precious one gulp of fresh air is, and what a privilege it is just to breathe!

Somehow or other we survived after a fierce battle and crawled up the rocky bank, alive!

I remember the five-mile walk back

to the car. It seemed as nothing. We were exhilarated that we were laughing and having the most wonderful time, and it seemed I was walking about ten feet above the ground. It was a "shot in the arm" that lasted two weeks. Even now, thirty years later, when I think about it I feel better.

There is no greater tonic for the harassed businessman than physical exertion against danger. It even lowers your blood pressure. It makes life worth living.

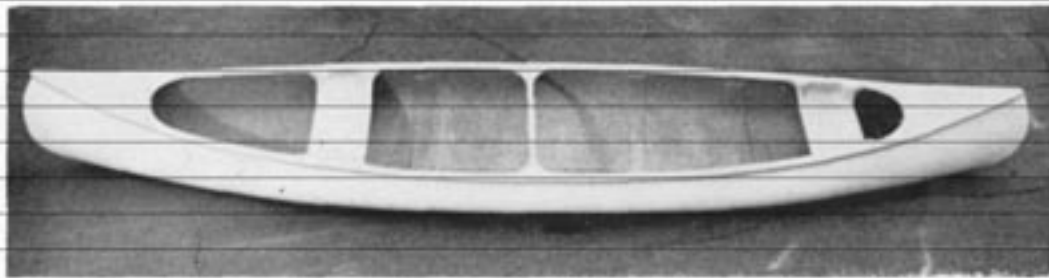
From Randy Carter's **Canoeing White Water in Northern Virginia and Northeastern West Virginia**: Blue Ridge Voyageurs, Fairfax, Va.



A NEW CANOE

Five years of extensive development have been spent before presenting this all-purpose fiberglass canoe.

A HIGH QUALITY Canoe: The Lincoln Fiberglass Canoe is hand-made by experienced craftsmen. Its design is carefully engineered to give the canoeist a lightweight canoe which has a long, effortless glide and all the maintenance advantages of fiberglass.



SPECIFICATIONS: Length 15½'; width 34"; weight 65 lbs.; retail price \$229.00.
For further information, contact: Russell Robb ■

LINCOLN FIBERGLASS COMPANY
CONCORD, MASSACHUSETTS

EM 9-2131

New Products

Proving that good things too can sometimes come in bunches, we have another fine new American paddle to report on. It's Bart Hawthaway's lightweight double slalom blade. We have had a chance to consumer-test this along with that by Stew Coffin, mentioned in our last issue.

Ours was a fixed-blade feathered job with an unusually light shaft — Bart hand-selected these from a stock of fir he discovered at a lumber yard. The total weight was under 3 lbs., making a definitely elegant tool for fine and quick steering control.

There's enough similarity between the Coffin paddle and the Hawthaway one to create the impression that these two makers are friendly rivals and sometime collaborators — which we understand is the case. The somewhat pear-shaped blade of both paddles is the idea of Dr. Barbara Wright, erstwhile woman's champion (see photo, page 16, Summer issue). The Hawthaway blades are pressure-moulded isophthalic polyester, as against the Coffin's epoxy.

As to choice between them, we'd say the Coffin paddle is probably more rugged for cruising, while the Hawthaway is preferred for competition, particularly for those whose own light weight dictates a choice of speed and finesse over brute force.

✓ ✓ ✓

Also on hand is a fine superlight life-jacket made especially to Bart's specification by a cooperative national manufacturer. This appeared too late to be considered in John Bombay's article on lifejackets in the Summer issue, but John has since tested it and is preparing a supplementary report, which we understand to be highly favorable.

Without anticipating the complete verdict of our Safety Chairman, we will say that one striking thing about this jacket is the superb material of which it is made — chiefly nylon fabric that promises a long life for the admittedly

fairly stiff price of \$18.00. Those of us who have relied on the Navy "BUA-ER" jacket, with its quality construction and expensive fabric, will appreciate this in the Hawthaway jacket. And the latter has a lightness, convenience, and stowability that the big Navy jacket lacks.



Most of you will remember a valuable article on canoe construction that Howie LaBrant contributed to AWW in 1962. Howie is one of a group of Middlewestern canoe enthusiasts whose activities have raised up a generation of fine paddlers scattered around Chicago. The Affiliation owes much to their efforts and their knowledge.

Now another redoubtable Middlewestern canoe man, Ralph Frese, is announcing his "Canadien" 16-footer, on the LaBrant design. Also available are lengths of 17'3" and 18'6".

Moulded in fiberglass, with ash gunwales, stainless steel fittings and nylon cord seats, the Canadien looks like a real challenger.



Another new canoe is announced by the Lincoln Fiberglass Co., Westboro, Mass., proving again that good things can come in clusters. This one, we are told, was developed by the former gold prospector Richard Perkins after his experiences in Canada demonstrated the need of a rugged but light craft. White-water racing was also considered in the development process.

Fifteen-and-a-half feet long, the Lincoln canoe is all-fiberglass, weighs 65 lbs., and has 34" of beam.

K-1 and NOVICE FIBERGLASS KAYAKS

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Safety as We See It

By John Bombay
AWA Safety Chairman

I recently received a letter from our friend Vern Rupp of the B.C.K.C.C., stressing the need for a rescue procedure outline. Vern very correctly pointed out that our emphasis on skill alone without proper attention to rescue leaves us on a limb. In his words, "It's just like learning how to fly, but not how to land."

The AWA, in many previous articles, has coached its members to master the eskimo-roll or the equivalent recovery stroke to get upright after a tipover, since this is an all-important factor in self-rescue. A boater might, however, find himself in a situation that he could not recover from by a roll or brace. Such situations arise in shallow water or when his paddle has been broken. In such cases (and for non-rolling paddlers) team rescue is mandatory.

How many of us know how to proceed in a rescue?

Let us look at a simple accident and rescue (**Fig. 1**). A boater tips over in a rapid which has a pool below. He does not succeed in esquimautage. We take it for granted that he feels it safer to hang on to the upstream end of the boat and ride the rapid out with his feet pointed downstream. If another boater has already run the rapid, he will immediately paddle up to the swimmer, who will grasp the loop in his stern. The rescuer will tow him to shore or the rescuer then will tow or push the boat

to shore if this has not been done by others.

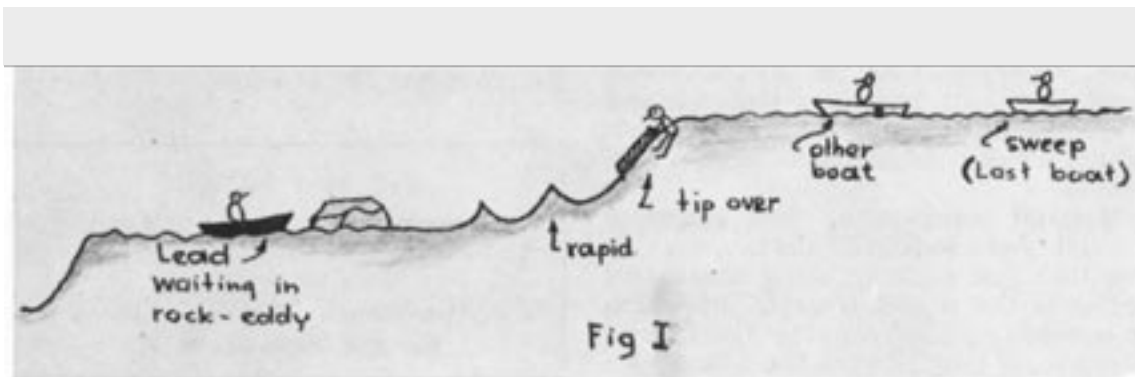
If the rapid was dangerous, a boat should have been portaged below the rapid in order to have a rescue boat available or else have been on standby with a long enough throw-line to proceed with the rescue (**Fig. II**). If the rapid was easy then the second man should follow through immediately, ready to rescue the first one and another should be ready to follow. Only good boaters should participate in river rescue, to eliminate additional accidents.

From the above it is apparent that the best boater should run the rapid first and the second-best boater should run the rapid last.

Don't Tie Yourself!

When towing a boat to safety, do not tie the tow-line to yourself or your boat in such a fashion that you cannot very readily release it. It would increase the rescue problem considerably if the rescuer were pushed against the rocks too! The safest method is to let the swimmer cling to the rear of your boat and hold onto the gunwale or a rope. Boats should be pushed to shore rather than towed if there is danger. (See AWW, Vol. VIII, No. 4, p. 21.) Both the leader and sweep (or "rear admiral") should have throw-lines with them on rivers with extensive rock-gardens or brush.

It is also apparent that everyone



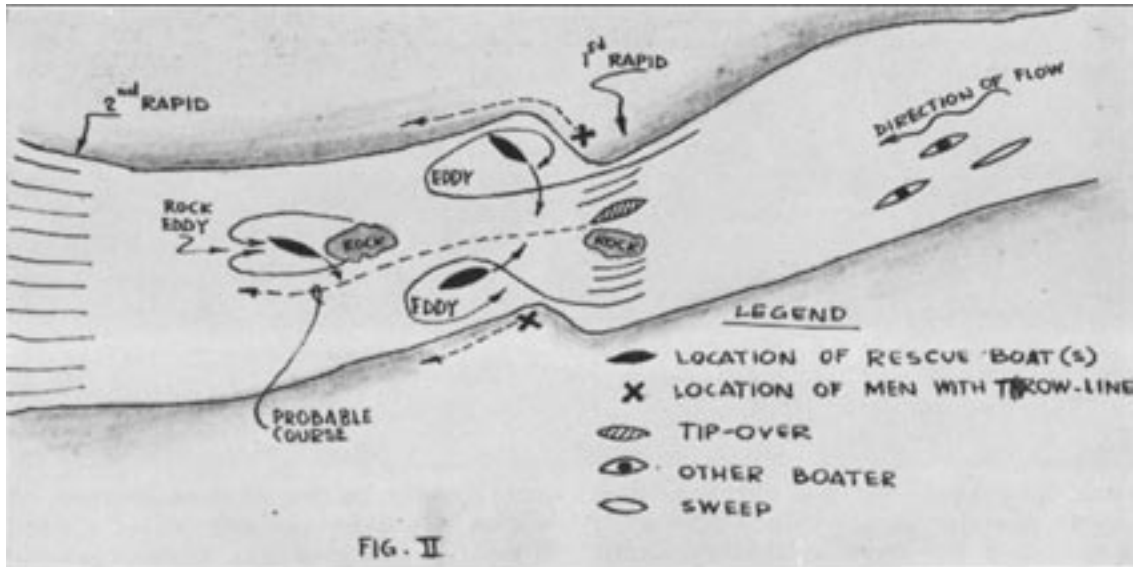


FIG. II

should wait below a rapid until all have run it before proceeding to the next, unless the group is large or the pools are too small to hold all the boats.

When using a throw-line, the rescuer should try to position himself in such a place that the boater to be rescued can be pulled into an eddy or to the shore without being smashed on the rocks. The best method is to let the current do the work. See **Fig. III.**

A rescuer should be able to cross fast eddy lines or fast chutes with high waves efficiently and accurately to enable him to carry a line across to a boater stuck on a rock in the river.

We should train ourselves in chute-crossing procedures on every trip. (See AWA Vol. III, No. 4, p. 14.) One should

also be able to jet in and out of an eddy behind a rock, the so-called rock-anchor, in order to reach the rock that a victim or boat is pinned against. (**Figure IV.**)

In trying to rescue a capsized boat, avoid approaching it from the upstream end unless you wish to land **under** that boat. (**Figure V.**)

The Swimming Rescue

The combination of throw-line rescue and on-the-river rescue will cover nearly all possible situations. Rescue by swimming is not advisable unless carefully planned and absolutely necessary, as when someone is caught on something under water. The rescuer must be an excellent swimmer and have a thor-

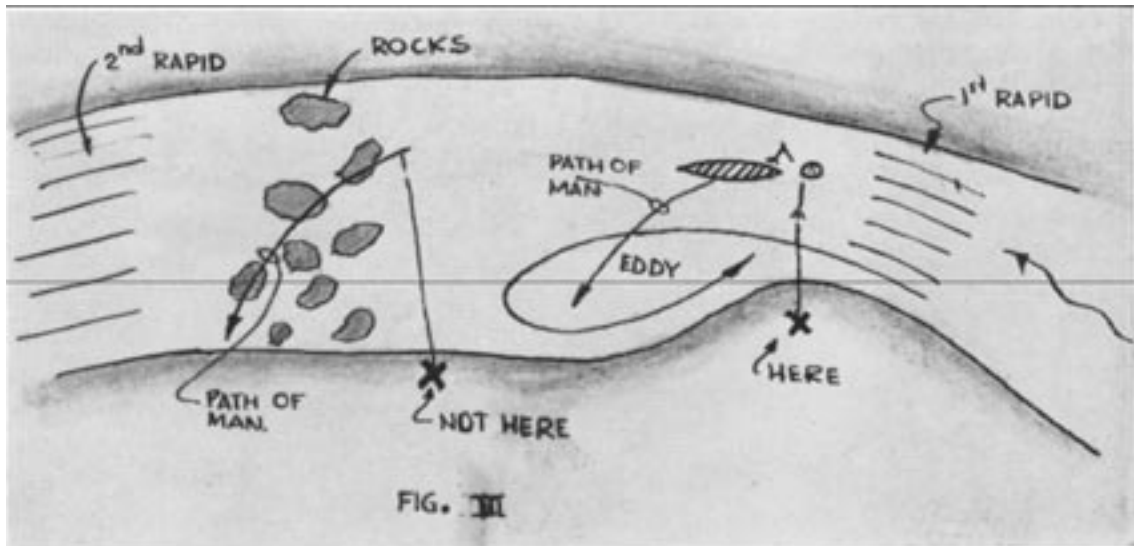
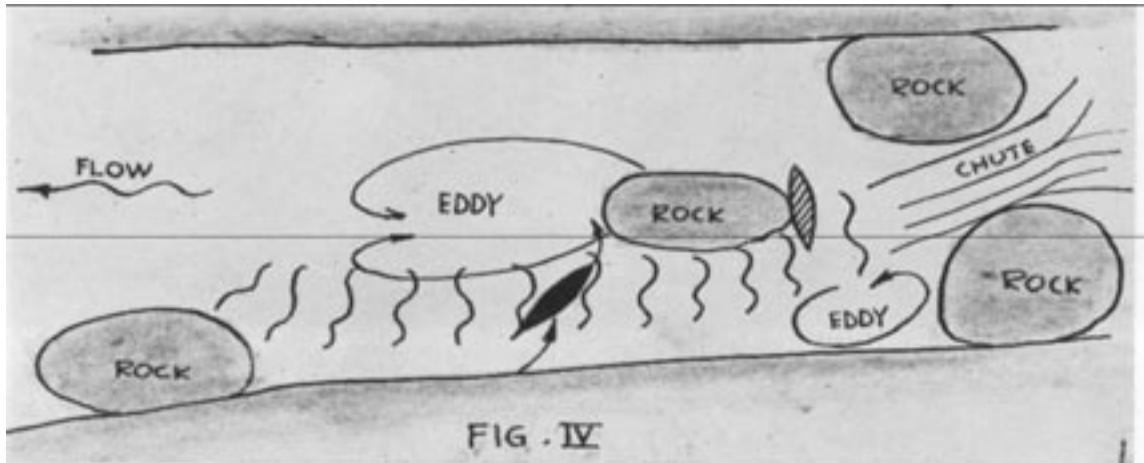


FIG. III



ough knowledge of the currents and power of water. A line attached to such a swimmer, fed from a strategic point to make sure that such line does not impose additional hazards by tangling with rocks or brush under water, is strongly advised.

After having pulled ourselves or our friends out of the water, we still must attend to some details. The rescued person often needs a small band-aid to cover small cuts from rocks after he has gone through a rough rapid. The shallow rapids especially are known as "skin-eaters." A larger group should carry along a more complete club-owned first-aid kit, while every boater should have with him a small personal first-aid kit for his own use on any trip. I am personally very tired of supplying band-aids, etc., even dry clothing, to moochers.

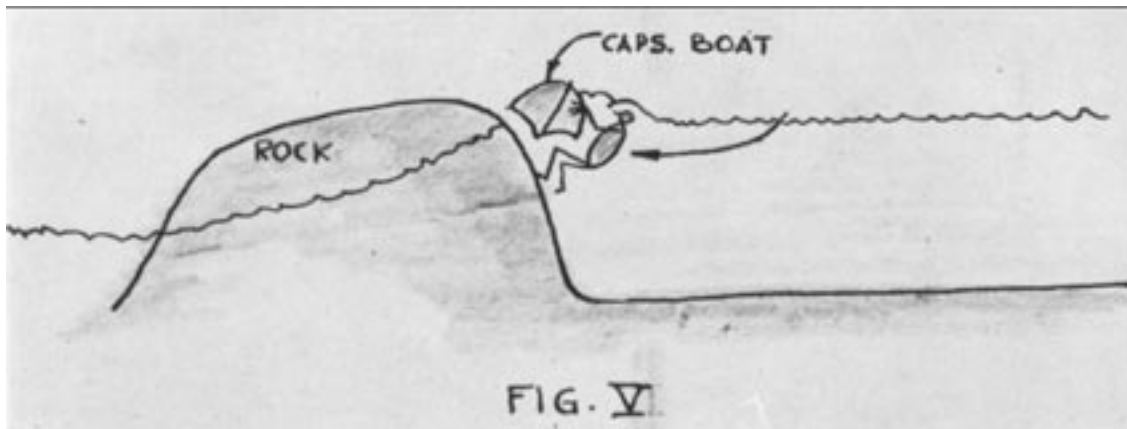
The waterproof bag with warm clothing and dry matches is a necessity on any trip unless all have rubber wet suits. It is most important that a res-

cued boater be warmed as soon as he comes out of the chilling water during the early spring season. Warm clothing and a small fire are a great help.

Spare Paddles!

Repair kits and spare paddles are also important since a paddle cannot always be rescued—the darn things have a tendency to become snagged under rocks. Also, boats often get punctured when being bounced about in rough shallow rapids. Each boater should have a spare paddle with him; less desirable, he may make an agreement with his buddy to share a spare. Each boater should carry his own repair kit: often this kit will consist of a roll of 1" waterproof tape, medical or plastic, which is quite sufficient for temporary repair of boats on short trips.

The foregoing is a summary of the basic rescue procedures. Of course, more ideas can be added. I would welcome members' ideas and experiences.



I. PERSONAL PREPAREDNESS AND RESPONSIBILITY

1. NEVER BOAT ALONE. The preferred minimum is three craft.
2. BE A COMPETENT SWIMMER with ability to handle yourself underwater.
3. WEAR YOUR LIFE JACKET wherever upsets may occur. The life jacket must be capable of supporting you face up if unconscious. A crash helmet is recommended in rivers of Grade IV and over.
4. HAVE A FRANK KNOWLEDGE OF YOUR BOATING ABILITY, and don't attempt waters beyond this ability.
5. KNOW AND RESPECT RIVER CLASSIFICATION. See Section IX.
6. BEWARE OF COLD WATER AND OF WEATHER EXTREMES; dress accordingly. Rubber wet suits or long woolen underwear may be essential for safety as well as comfort.
7. BE SUITABLY PREPARED AND EQUIPPED: carry a knife, secure ~~your~~ glasses, and equip yourself with such special footgear, skin protection, raincoat, etc., as the situation requires.
8. BE PRACTICED in escape from spray cover, in rescue and self rescue, and in first aid.
9. SUPPORT YOUR LEADER and respect his authority.

II. BOAT PREPAREDNESS AND EQUIPMENT (Changes or deletions at ~~the~~ discretion of the leader only).

1. TEST NEW AND UNFAMILIAR EQUIPMENT before taking hazardous situations.
2. BE SURE CRAFT IS IN GOOD REPAIR before starting a trip.
3. HAVE A SPARE PADDLE, affixed for immediate use.
4. INSTALL FLOTATION DEVICES, securely fixed and designed to displace from the craft as much water as possible. A minimum of 1 cubic foot at each end is recommended.
5. HAVE BOW AND STERN LINES, ~~optional~~ for kayaks depending ~~on~~ local club-regulations Use $\frac{1}{4}$ " or $\frac{3}{8}$ " dia. and 8

Safety Code

to 15 ft. long rope. Fasten securely to the boat at one end and other end must release only if tugged. Floats and knots at the ends are not recommended.

6. USE SPRAY COVER WHENEVER REQUIRED; cover release must be instant and foolproof.
7. CARRY REPAIR KIT, flashlight, map and compass for wilderness trips; survival gear as necessary.

III. GROUP EQUIPMENT (The leader may supplement this list, at his discretion)

1. THROWING LINE, 50' to 100' of $\frac{1}{4}$ " rope.
2. FIRST AID KIT with fresh and adequate supplies; waterproof matches.

IV. LEADER'S RESPONSIBILITY

1. HE MUST HAVE FULL KNOWLEDGE OF THE RIVER. He determines the river classification on the spot and adapts plans to suit.
2. HE DOES NOT ALLOW ANYONE TO PARTICIPATE BEYOND HIS PROVEN ABILITY. Exceptions: (a) when the trip is an adequately supported training trip, or (b) when difficult stretches can be portaged.
3. HE MUST KNOW WHAT CONDITIONS IN WEATHER, VISIBILITY AND WATER TO EXPECT: he should instruct the group relative to these conditions and must make decisions on the basis of the related dangers.
4. HIS DECISIONS IN THE INTEREST OF SAFETY ARE FINAL.
5. HE DESIGNATES THE NECESSARY SUPPORT PERSONNEL, and, if appropriate, the order and spacing of boats.

V. ON THE RIVER

1. ALL MUST KNOW GROUP PLANS, ON-RIVER ORGANIZATION, HAZARDS EXPECTED, LOCATION OF SPECIAL EQUIPMENT, SIGNALS TO BE USED.
2. LEAD BOAT KNOWS THE RIVER, SETS THE COURSE, IS NEVER "ASSED

3. REAR-GUARD IS EQUIPPED AND TRAINED FOR RESCUE, ALWAYS IN REAR.
4. EACH BOAT IS RESPONSIBLE FOR BOAT BEHIND; passes on signals, indicates obstacles, sees it through bad spots.
5. KEEP PARTY COMPACT. Divide into independent teams if party is too big.

VI. ON LAKE OR OCEAN

1. DO NOT TRAVEL BEYOND A RETURNABLE DISTANCE FROM SHORE.
2. KNOW THE WEATHER. Conditions can change drastically within minutes. Beware of offshore winds.
3. SECURE COMPLETE TIDE INFORMATION for trips involving tidal currents.
4. LEAD, REAR - GUARD, AND SIDE - GUARD BOATS ARE STRONGLY RECOMMENDED to prevent large groups from becoming dangerously spread out.
5. ESKIMO ROLL mastering should be seriously considered by Kayakists on tidal or large lake waters. Canoeists should learn to right, empty of water and board a swamped canoe.

VII. IF YOU SPILL

1. BE AWARE OF YOUR RESPONSIBILITY TO ASSIST YOUR PARTNER.
2. HOLD ON TO YOUR BOAT; it has much floatation and is easy for rescuers to spot. Get to upstream end so boat cannot crush you on rocks. Follow rescuers' instructions.
3. LEAVE YOUR BOAT IF THIS IMPROVES YOUR SAFETY; your personal safety must come first. If rescue is not imminent and water is numbing cold or worse rapids follow, then strike for the nearest shore.
4. STAY ON THE UPSTREAM END OF YOUR BOAT; otherwise you risk being pinned against obstacles, or, in waves, may swallow water;
5. BE CPLM. but don't be complacent.

VIII. IF OTHERS SPILL

1. GO AFTER THE BOATER; rescue his boat only if this can be done safely.

IX. INTERNATIONAL RIVER CLASSIFICATION

Grade I. Very Easy. Waves small, regular; passages clear, sandbanks artificial difficulties like bridge piers; riffles.

Grade II. Easy. Rapids of medium difficulty, with passages clear and wide; low ledges; spraydeck useful.

Grade III. Medium. Waves numerous, high, irregular; rocks; eddies; rapids with passages that are clear though narrow, requiring expertise in maneuver; inspection usually needed; spraydeck needed.

Grade IV. Difficult. Long rapids, waves powerful, irregular; dangerous rocks; boiling eddies; passages difficult to reconnoiter; inspection mandatory first time; powerful and precise maneuvering required; spraydeck essential.

Grade V. Very Difficult. Extremely difficult, long and very violent rapids, following each other almost without interruption; riverbed extremely obstructed; big drops, violent current; very steep gradient; reconnoitering essential but difficult.

Grade VI. Extraordinarily Difficult. Difficulties of Grade V carried to the extreme of navigability. Nearly impossible and very dangerous. For teams of experts only, at favorable water levels and after close study with all precautions.



Learn boating skills. The safest boater, to himself and his friends, is the skillful one.



THIS SAFETY CODE HAS BEEN WORKED OUT BY THE EXPERIENCED WHITE WATER CLUBS OF THIS AFFILIATION. IT IS THE RECOMMENDATION TO BOATERS BY THE FOLDBOAT AND CANOE EXPERTS IN ALL PARTS OF THE COUNTRY. PLEASE MAKE IT A PART OF YOUR BOATING HABITS AND PLEASE HELP OTHERS TO DEVELOP THESE SAME HABITS.

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Also an excellent white-water cruiser.

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makes for positive latching. It also makes Chauveau boats steer truer.

5. Comfort. Foam-rubber or hammock seats provided in all boats, as are back-rests. Thigh and foot-braces fitted as extras.

6. Ruggedness. Chauveau boats stand up to rocky rivers. French rivers, like American ones, require durability.

7. Speed in erection. The touring single-seaters can be put together in seven minutes with practice.



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