

American White Water

AWA

AMERICAN
WHITEWATER
AFFILIATION



SEPTEMBER, 1966

This issue is dedicated to

The MERAMEC RIVER
CANOE CLUB

and to

The KAYAK and CANOE CLUB
of NEW YORK

who have tried to keep communication
with AWA membership during the
Silence.

(left to right), Joy Drewel of Meramec
River Canoe Club, Joan Burchell of Kayak
and Canoe Club of New York, and Al
Beletz of Meramec River Canoe Club.

EDITORIAL

First we want to thank Peter Whitney on behalf of all members of the American Whitewater Affiliation for the job he has done. The editorial brilliance and journalistic skill of Peter Whitney were greatly needed by our group. Dave Stacey and Martin Vanderveen were energetic, talented editors who did much to make AWA a vital organization. We hope to hear from them early and often.

This issue of the Journal is starting with no files, pictures or information except from the personal files of Jim and Ruby McAlister plus what they could get on short notice from their friends in AWA. Therefore your articles, pictures and ideas are needed now and will be appreciated. We will do our damndest to acknowledge all help. We need your talent. This Journal represents every member of the American Whitewater Af-



filiation and our primary concern is the preservation of running rivers. If we seem hard nosed in our demands for river protective legislation, remember you must have some place to swing a paddle.

Your editor has been an omnivorous reader for a bit over half a century. In reviewing talent from Aristophanes, through Francois Villon to and including Hemingway, we find that classical education has little relation to writing ability.

In our experience, scholars, whom we admire, tend to be analytical. Your Editor, who was whelped in the Territory of Oklahoma and whose finishing school in social behavior was on the New York Waterfront in the area called Hell's Kitchen, favors a more direct approach. He found that, when an individual attacked with a knife or cargo hook clutched in his hairy paw, if one took time to analyze the opponent's motives, one became extinct. Your Editor survived.

American WHITE WATER

September 1966

The purpose of the American White-water Affiliation is to:

Encourage the exploration, enjoyment, and preservation of American recreational waterways for man-powered craft; Protect the wilderness character of waterways through conservation of water, forests, parks, wildlife and related resources;

Promote safety and proficiency in all aspects of white water activities such as the navigation of moving water, teaching, teamwork, leadership, and equipment design by publishing and demonstrating developments in these and related fields;

Promote appreciation for the recreational value of wilderness cruising and of white water sports. Opportunity for membership in this affiliation is open to all individuals interested in the recreational use of American waterways who will subscribe to the above purpose.

Note to all affiliates: The constitution of the AWA provides that each affiliated group will appoint or elect one AWA member to the General Committee. This representative is your voice in elections and in formulating Affiliation policies. You may wish to have this representative selected by your nominating committee along with your own officers for the coming year. If your group does not have a copy of the constitution and by-laws of AWA, write to the executive secretary.

Note to all affiliate representatives and individual members of AWA: Please send your zip code NOW to Henri F. Eblé 3115 Eaton Ave., Berkeley, Calif. 94709 and to Harold G. Kiehm, 2019 Addison St., Chicago, Illinois 60618. A post card will do.

Send all subscriptions, checks, changes of address and queries about non-receipt of copies to the Circulation Manager. Send advertising matter to the Advertising Manager. Letters to the membership and articles about boating should be sent to the Editor or a member of the Editorial Council.

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Cover: Kingfisher, by Dean Norman.

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Hoback River

Hoback, Grey's and Wind Rivers of Western Wyoming

by Oz and Dorothy Hawksley

The summer of 1965 was an unusual one for good water. A good supply of snow in the mountains and some supplementing summer rains continued to supply adequate water for boating in many western streams even into late August. On August 15, we met Heinz Jahnke and his family in the Jackson area and during the next four days we made runs on the Hoback, Grey's and Wind Rivers. Heinz used a Baschin glass K-1 and we used a Coffin glass C-2 canoe.

The HOBACK runs along U.S. 187-189, southeast of Jackson and can be pretty well scouted from the road. The lower 15 miles of it provide a reasonably

good whitewater run, but it would normally have the medium water which we saw, in July, not August. The gradient is about 31'/mile.

We put in at Kozy Campground, a Forest Service Campground about 1½ miles above Granite Creek. The run to Hoback Campground was about 5 miles and relatively easy except for one major rapids (rating about III) which can be looked over ahead from the highway. After a coffee break, we paddled 4 more miles to the bridge at Camp Davis, which is the University of Michigan Geology Field Camp, for lunch. The remaining 6 miles becomes progressively difficult.

Several rapids are caused by ledges across the stream but the channel is usually an obvious shoot. In a couple of these drops, there are strong cross currents of the "roll under" type. One nearly upset us so be prepared for good paddle bracing. The heaviest rapids, still only a strong III in the water we had, came less than a mile above the mouth of the river at a point where there is a sharp bend to the left just above a high black cliff on the left. The black cliff may be seen from the highway but not the rapids. Look this over but the best place to run it in medium water was right down the middle of the big V near the left bank. The V consists of two big roller waves which

will cover the boat as you make a drop of a couple of feet into them then, if you have sufficient drive, spit you out in the clear. After the Black Cliff Rapids there are no problems. You can take out at a little bridge on a side road near the mouth of the river or continue down the SNAKE about 3½ miles to Astoria Hot Springs where there is a beach to take out on, a good (fee) campground on the river and a hot spring pool for a relaxing swim and shower.

The GREY'S RIVER runs down a straight, deep valley between the Salt River Range and the Wyoming Range to empty into the Palisades Reservoir of the Snake at Alpine. Its 50 or more miles of "runnable" water have something to offer all classes of boaters. Two canyons in the lower river are extremely dangerous but since these can be seen on the way up the river along the Forest Service road, one is not apt to be taken unaware. We would recommend that none but the very experienced run below Lynx Creek Campground and we don't recommend the lower canyon to anyone. The river is runnable from Corral Creek Guard Station, a point about 50 miles up where there is a big corral in a flat. Although the road is being improved, it is fairly slow driving and one should allow two hours to drive up. For the 45 miles from Corral Creek to a point just below Squaw Flat, the river has a gradient of 39.5'/mile but don't let that scare you. Except for the section through the canyon below Lynx Creek, where the gradient is 50'/mile, it is no more difficult than most Ozark streams. In fact, we would describe it as an Ozark float stream with no pools, good trout fishing and western mountain scenery. Down to Lynx Creek, the only obstacles are of the brush and log type familiar to midwestern floaters and it can be floated in open canoes!

There are numerous Forest Service campgrounds along the river but few campers except on holidays. Our first afternoon on the Grey's, we ran from Moose Flat Campground to Lynx Creek Campground with only one easy little rapids just above Lynx Creek. We were able to let 6 and 8 year old boys try running bow in this section.

Our second day was quite different. Soon after we left Lynx Creek, we began sudden drops which were the forerunners of a continuous drop through a boulder strewn section which had been formed by a gigantic landslide many years ago. This rapids, a clear cut V, was between one and two miles long. We had thought that we could rest in eddies but the rocks were so close together that we could not make an eddy turn without risk of swamping against a rock. We glanced over our shoulders occasionally to see that Heinz was still following in his kayak and just kept going. We finally came out of the canyon at a point shortly above Forks of the Grey's Campground. There, in the last big open wave, Heinz took his eyes off the river for a moment to look at his waiting wife and, irony of ironies, flipped. We pushed his boat ashore in the shallow riffle area a few hundred yards downstream, emptied it and pushed it across the river to him. The rest of the distance down to the bridge at Squaw Flat, where we took out, is relatively easy but has a number of "fun" rapids. Don't go beyond Squaw Flat unless you wish to run the lower canyon, which looked to us like Class V plus.

The upper WIND RIVER begins on the east side of Togwotee Pass and can be seen from U.S. 26-287 as one drives from the Tetons over to Dubois. Some of the river above Dubois looks interesting for canoeing if it has enough water but branches present some problem. The part we ran was a 15 mile section from Dubois down. This section includes a run known as Fish Canyon, about 4 miles below town. It is not much of a "canyon," but is a dandy whitewater run and can be seen easily from the road. Friends in Dubois had run it the previous spring in a raft and one of the three fellows was thrown clear out of the raft in one big bucking wave. They, therefore, advised us that if we were going to run it (it had just rained all night and the river was swollen) that they were going to "start selling tickets to townspeople to come watch." They didn't, but we ran it anyway.

We put in at a little bridge in town, just a block from our friends' store and the KOA campground where we were staying. The first few miles were easy but the canyon proved to be close to Class IV in places. Rock dodging was not really a problem but hydraulics were fairly heavy for this size stream due to the fact that huge rocks constricted the channel at places with good drops. The gradient was about 53' mile through the "canyon" but this was a much easier run than the one on the Grey's with similar gradient. There was a resting spot under a little wooden bridge on a private road just above Fish Ranch and we stopped before continuing the run through more good rapids. Actually, we could have stopped at numerous places in the canyon if we had wanted to. At a state fishing access point where the next U.S. 26-287 bridge crossed the river, our friends from Dubois met us with our car and lunch.

Our friends had brought their 15' Grumman along to run with us in the afternoon but we decided that the river at this water stage was no place for an open boat so he ran bow for me in the C-2. We finally took out at another state fishing access just below the mouth of the East Fork. The East Fork at high water discharges a chalky white clay laden water which changes the reddish-brown of the river to a light tan. The last couple of miles was still very good whitewater and there is still more good water below this take-out but we had had enough to know that this part of the Wind River was well worth doing, so we quit for the day. The general gradient from Dubois to our take-out was 40' mile.

Topographic map quadrangles which would be useful on the above rivers are:

HOBACK AND GREY'S—Afton 30', Jackson 30' (latter also has good part of Snake).

WIND RIVER—Dubois 7½', Mason Draw 7½', Fremont Peak 30', Blue Holes 7½'.

First U. S. National Poling Championship

by Al Beletz

What type of man would stand up in a canoe and try to pole upstream through a cascading white water slalom course?

Yes, all was planned out thoroughly and all possible problems were solved. We had experience, having run off our first slalom and poling events last year. After last year's headaches we started our planning early. In accordance with Red Cross requirements we had a doctor, an ambulance, a hospital and of course a mortuary on standby notice. We even thought about high water which is as rare in Missouri's August as our First National Poling Race. (Ed. note: nobody outguesses Missouri weather). However, what added to the worry, confusion and excitement was that we didn't think *deeply* enough about high water.

Late Friday afternoon we forgot about our usual tasks and headed for Times Beach, Missouri, 25 miles west of St. Louis on Highway 66. We arrived at Steiny's Inn overlooking the beautiful Meramec, one of our finest year-round float streams, now being dangerously threatened by our tax payers persistent dam builders. Here we met Jim McAlister and his lovely wife Ruby. Our club had chosen Jim as the recipient of our conservation award. He has given our club much assistance in our fight to save our Meramec, Huzzah and Courtois streams.

As we looked out of the window down to our race site we noticed that rain was coming down and the river was coming up. Jim and I attempted to discuss the problems of AWA but all I could see was the river coming up and I wondered how the devil we would hang up the poles for our slalom course. I shoved my fish aside and ordered more beer.

By now I should have learned the fascinating character of the river. She has been compared to a beautiful young woman with her fickle and changing nature. This one, the Meramec, we have been trying to save from the dams. Would she flood us out or was she just teasing?

My mind was racing with many problems. What would Jay Evans, our National Racing Chairman, say if we used purex bottles instead of slalom poles? Would our spectators have to stand in the weeds among the chiggers and poison ivy, or will they be able to stand on the large gravel bar? Also this gravel bar must be used for the officials' stand and the Communications center. Could we back a two ton truck halfway down the riverbank and situate the officials there on the truck bed? If the river rose five feet how could we start our flat water races upstream? Could they paddle against the stiff current?

Oh! How I longed for a peaceful float trip down Huzzah Creek or a cycling trip on Bluff Road overlooking the Missouri River. Had over two thousand hours of work and planning been insufficient? Somehow we managed to fall asleep that night in my cliff house above the river.

The next morning after a cup of black coffee, we all congregated on the river at the race site. Our first happy note was that the river had crested at two and a half feet above normal and was slowly inching its way down. We called the Weather Bureau and were informed that heavy rain had fallen up stream. Therefore we wondered if the river would rise again.

Did we have enough daylight to complete our numerous tasks? Saturday was a maze of activity mixed with wire and two-by-fours. Although the rain had stopped we looked at a clouded sky and wondered not if but how much it would rain again. Finally at seven P.M. the slalom poles were up and the water level had dropped a couple more inches during the day.

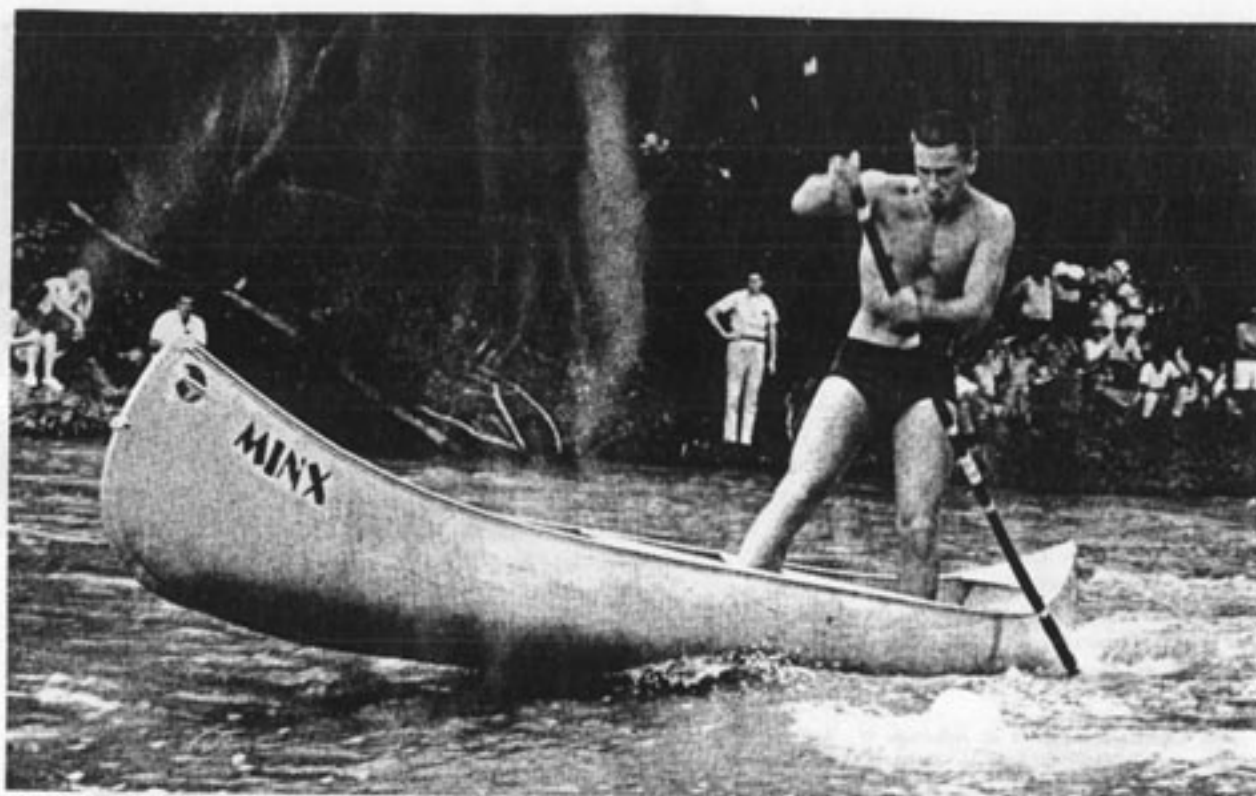
The Eureka Junior Chamber of Commerce, a fine organization of young men, had a barbeque ready for our nervous and empty stomachs. Entrants joined us from as far east as Chippiqua, New York and State College, Pennsylvania. Others came from as far west as Wichita, Kansas. Contestants entered from a total of eight states. We talked over the many types of equipment, canoes and rivers. However, some of us were struck on one question. This is the Grumman National Canoe Poling Championship. How the hell does a man pole up the swift slalom course?

That night many of us slept at the race site. Some argued over who would sleep on the officials' stand. Some slept in their cars. I managed to escape from the mosquitoes and crawled into my one man draw-tite tent.

Before falling asleep I realized that I had found no time to try out my new pole which I had especially designed for the poling championship. Also the new white water C-2 which my brother and I had spent eight months designing and building had been completed Friday evening. Mike Guenther and I had spent a total of thirty minutes in it together. Could we make enough points to go to Jamaica?

Sunday dawned with a clear blue sky and the sun shining hotly through the trees. Our true love, the Meramec, flowed fast and clear stabilized at two feet above normal. It galloped just over the top of the large boulders situated in the wildest part of the slalom course. This fast water would also be the place in which we would make our bid for the first National Poling Championship.

At eleven AM we sent off our flat water races without a hitch. O. K. Moore and Warner Brown from our club won the men's doubles over entrants from several states. When the flat water races were over I announced over the public address system that the most interesting place to watch the National Poling Championship was 150 yards down river and



Ron Kloemper of the Meramec River Canoe Club, crossing the finish line as he captures the first U. S. National Poling Championship.

I persuaded the spectators to move down there. They took off like a stampede out of range of our P. A. system. Three minutes later I realize my mistake. (Ed. note: what mistake?) I then made our Club presentation to Jim McAlister and he spoke to a few spectators and newspaper men still gathered near the officials' stand. The P. A. system went dead when Jim was two-thirds through with his speech. I then grabbed my newly designed pole in one hand and the megaphone in the other and took off down the gravel bar to start the National Poling Event.

Ron Kloemper explained to me that he had lost his aluminum pole and asked to borrow mine. I agreed to lend it to him especially since I figured that the real competition would come from others. Ron did not enter the poling event last year. Ralph Brown won last year so we all thought he was the man to beat. My brother, Syl Belerz took second place in

our first poling races, 1965, and I had managed to come fourth.

The judges decided that all contestants must pole up the middle through the fastest part of the rocky chute. I noticed that our entries immediately dropped by 30 to 40 percent. Who could blame them? After all none of us had tried the course which was at a two foot rise. Then remember that we had always poled in the eddies when traveling upstream avoiding the main current. This was right up the center of a cascading jet with no boulders high enough to make eddies. A left turn at the drop over was the flipper. However, we felt that it was more than interesting; a real challenge for anyone attempting to win a national title.

Five judges attribute points to each on the basis of consistent forward progress, good form, balance and command

of the canoe. We just hoped to be able to pole up the fifty yard course.

What happened was: My brother wound up in the drink after poling over the roughest waves and boils. I had it made, then my forearms cramped to such an extent that my arms would not function. Mike Guenther also made it over the fastest water then was trapped behind a snag sticking out from the west bank. He wore himself out trying to get around this limb and another contestant took the plunge. Andy Volmert, who took fifth in 1965, made a gallant effort but lost control in the swiftest water. He went overboard and his canoe filled and was mashed against a rock. Ralph Brown ran the course well as did Eugene Stumpf. However, my specially designed pole won the National Championship with an assist by Ron Kloemper who happened to be the man at the end of it. (Ed. note: much man).

(Continued on page 13)

A LUXURY CRUISE

In a Furnished Canoe

The Journal expects to devote more space to canoe and kayak cruising if we can get some of the cruisers to stay off the creek long enough to write about their favorite cruising rivers. Otherwise we need a constitutional amendment providing that the racing editor automatically becomes cruising editor when his term expires. Our racing editors have always been both brilliant and energetic.

Missouri has five rivers suitable for all year cruising with loaded or empty craft. If we lose the Meramec we will have four. These are the Current, Eleven Point, North Fork and Niangua. All are fed by great gushing springs which keep the water temperature cool in summer and above freezing in winter.

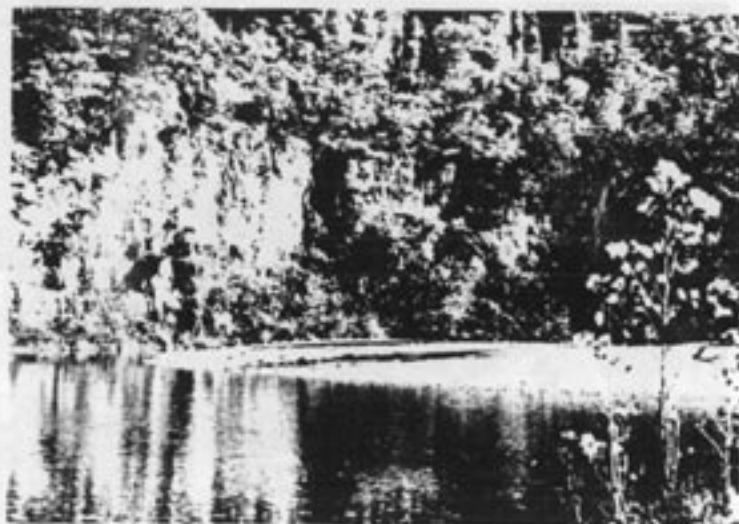
The Ozark Escarpment in Arkansas is where the Ozark Highlands peak in massive hills covered with hardwood and pine some two thousand feet above the Arkansas Valley. Streams which drop into the Arkansas Valley are Lee's Creek, Frog Bayou, Mulberry River, Big Piney and Illinois Bayou. As Frog Bayou drops about 15 feet a mile through a narrow rocky gorge, the frogs are nimble.

Because of our weather pattern, which follows no pattern, Escarpment rivers are IFFY. We have cruised them in May when the valleys are heavy with the perfume of azaleas and in October when the hardwoods blazed in glory.

The Arkansas River Seaway will, of course, ruin all this while conservationists are trying to save the Grand Canyon. We appear to be outnumbered.

Wyoming and Montana have miles of cruisable rivers, the North Platte and the Yellowstone for example, that seldom see a canoe. Even Kansas and Nebraska have rivers and canoe cruisers. We think it would be nice if you would write up your favorite river for the journal and send in some black and white pictures of the prettiest places on it. AWA membership is not big enough yet that you will be overrun.

Jim McAllister



Jacks Fork National River



Camp on Jacks Fork River.



Fun Run on the Mulberry in Ozark Escarpment.



Entering one of the canyons on the Jefferson in Montana.



Nancy Jack makes a rock chute on Lee's Creek—Ozark Escarpment.



Mulberry River—A deck is nice.

Personal Notes

Bill Waters of the Wisconsin Hoofers attended the OWWC August meeting in Kansas City's Swope Park and gave a slide show of Wisconsin Rivers.

Red Fancher of Chicago visited Kansas City and your Conservation Chairman while on his way to Salida, Colorado and points west. Subsequent word from him in Montana indicates that the Big Hole River is dry.

Joan Burchell of KCCNY was visiting the Meramec River Canoe Club at the time of the MRCC races on August 21. Her valuable advice and hard work helped to make a success of these races.

Dean Norman, artist and close personal friend of the Editor, suggests the Kingfisher for an AWA emblem. Let it be known what you think of this idea which he says could be adapted to paddle decals, canoe decals, windshield stickers, etc. to bring in a little additional income.

"Can you think of any more appropriate creature to represent the AWA than a kingfisher? My bird book says they are found from Canada to Mexico, and I have found them on just about every river trip I've taken. They also are not snotty like some birds which just sail around and look at you from afar, but the kingfishers always zoom by and fire a burst of chatter at you."—Dean Norman.

South Fork of the Cumberland

By John Bombay

The Cumberland River is one of the very few rivers that meanders through a remote area, is accessible at a few points only, flows in a 400' deep, rugged, steep canyon, contains a 10 mile difficult Class III plus stretch for the adventurous canoeist and a 35 mile easy Class II stretch for the canoeing tourist.

But just because it is located in such a deep canyon it is a natural target for the dam-building obsessed Corps of Engineers, and consequently a campaign issue of the local politicians who feel that money should be spent in their county for such dam building. It is pitiful that some politicians have to resort to the support of "creations" that will eventually destroy the most beautiful part of their country and also in the process of their campaign overlook alternate possibilities that could be a permanent asset to their county income. Luckily not all counties are influenced by short term gain-seeking politicians; Scott County in Tennessee is blessed with farsighted leaders who seek the best for their people. Thus instead of destroying their lush beautiful valley they exploit it for recreation of the tourist and provide income for the local people.

On November 7, 1964, I was invited to a Kiwanis Club meeting in Oneida, Tenn. to speak about the alternate possibilities of use of the river and to show evidence and examples of what could be done. That evening I presented my own figures of cost and feasibility of the dam building versus the figures and study made by the Corps of Engineers. I proved that the dam would never pay for itself out of the money collected from the sale of power, that the wildly fluctuating steep walled "lake" could never be a recreation area, that the flood problem was now non-existent since the area had been reforested after the merciless lumbering years ago; that the money spent for the dam building would mainly go to big out of state contractors and very little would be received by the local folks. Then I showed conservative figures of the number of people that would come

to float the stream for vacation recreation, how the local folks would be able to cash in on this tourist traffic and how if the river became a park many local people could find permanent employment with the park service. I backed up my standpoint by showing movies and slides of my trips down the river with local and remote clubs and showed also movies of trips organized by river raft outfitters in the west. The end result was that I left a very enthusiastic group of people who were in full favor of the inclusion of the river in the Wild River Study and who in the meantime have gone ahead by organizing river tour outfitting and river running promotion just to prove to all in doubt in our government what can be done with a natural river.

I feel that our AWA organization has concentrated too much on the fun of river running and racing through very exciting and difficult rapids and neglected to establish a solid and convincing practical guide and to make available and produce any useful persuasive material to support their cause of river conservation. Too much talk and arguments and not enough practical evidence will doom all of our rivers to dead lakes and our sport to extinction.

I propose that our organization AT ONCE solidly go behind our Conservation Chairman. Send all information on rivers suitable for inclusion in the Wild Rivers Bill to him; this information should include flow data, flood data, cost data on dams, remoteness of river, access, present development, present use, possible future use, fishing data, maps, good color slides or 16 mm movie. This data can then be organized into documentation that once presented will be hard to beat and can give a deadly blow to any dam promotion.

It is rather late now, but if we all work hard we may be able to save a goodly number of rivers, especially if we do not forget the easy streams so that we may find support among our great number of touring rats.

Secretary's Soap Box

In general, the recent months have been good ones for the paddling fraternity. The State of Maine has moved to secure the classic Allagash run from development, New York State has expanded its program of "Boater-Only" campsites in the Adirondacks, and the conservation movement in general seems vigorous.

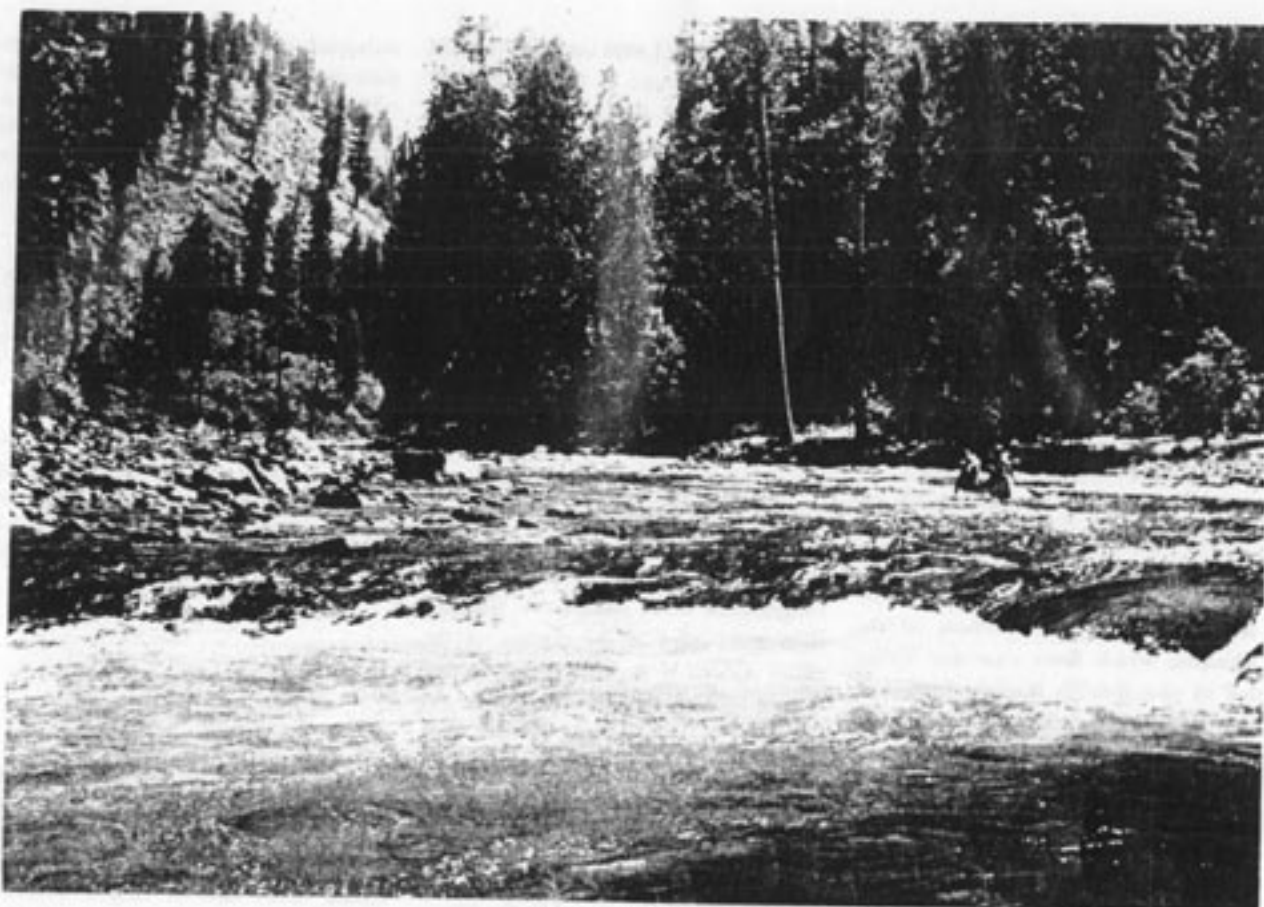
Over the past year I have visited, and paddled with, many of the eastern clubs, and I am happy to report that the old timers are still at it while the youngsters are coming out in increasing numbers.

There is one point we hope to make in the Journal this year, and that is that it is perfectly possible to have fun on water that is less than torrential. Even the most dedicated Class V paddler would benefit by coming off his paddle brace long enough to watch a bird, or photograph a flower. We now have superb slalom canoes, but cruising in them is as good as a double tourniquet for cutting off blood flow to the legs. Slalom kayaks lack room for gear, and wander badly in quiet water. Can someone design and build a 15' by 28" kayak with removable stern skeg for ocean or lake paddling, in fiberglass?

Speaking of salt water cruising, can't we scare up some articles on that aspect of the sport from Washington Foldboaters, or from our Nova Scotian affiliate? There are many superb still water cruising areas in the east, at least. The Maine coast, Lake Ontario and the St. Lawrence River, Georgian Bay, Nantucket and Martha's Vineyard, and the Saguenay in Quebec. Some of you should get thee hence, paddle, and write up the trip for the Journal.

I'll close this soapbox with a conservation suggestion which I believe is original. To Save the Redwoods—ask all those who want them saved to stop buying redwood products! It's really very simple; as soon as it is no longer profitable to cut them, they won't be cut.

Note: The proposed dam on the Cumberland is at Devil's Jump in McCreary County, Kentucky. The person in charge of the drive in Scott County, Tennessee is Dr. Roy McDonald (M.D.), Alberta Avenue, Oneida, Tennessee.



Upper Selway River

CONSERVATION *Opinions and Suggestions*

From Jim McAlister

Do you believe the rivers you are running now will be flowing ten years hence? It is doubtful. In 1866 the plains Indians still had buffalo (bison). They had a better chance of conserving bison than you have of keeping your rivers running. Of course the Amerind had an excuse. He had to make a living, feed his children and have his fun. Also he had signed treaties assuring his people of eternal use of their land. As you know, in a short time, smallpox, cavalry and traitors who sold out for silver and were themselves betrayed, had pushed his people back into the waste lands.

We are different? We are faced by the power of the Corps of Engineers, the Federal Power Commission and the Bureau of Reclamation plus every citizen who believes he can enrich himself or his neighborhood by impounding a river.

Give up? Neither do I. If Miltiades had chickened out at Marathon we would not now have representative government. Before you fall into the error of the Cherokees, note some tactics of the opposition:

Sierra Club opposes impoundment of Grand Canyon and is attacked by Internal Revenue Service. Conservationists take up the fight and the Buffalo River impoundment which had been dropped by the Corps of Engineers is picked up by the F. P. C. who ask for three huge dams on the upper Buffalo.

Are you still with us? Are you going to help or immerse yourselves in plans for next year's race?

In the House of Representatives when a member wishes to actively support a bill, such as H.R. 14922 the National Scenic Rivers Bill, he introduces a duplicate bill in his own name. Representative John D. Dingell (Michigan) has now introduced H.R. 16744 in support of Representative John P. Saylor's National Scenic Rivers Bill. These congressmen who are two of our leading conservationists are probably fighting harder for our interests than any elected officials. These bills should be supported by every paddle bouter. You will never have a better chance to save clean, free running rivers.

I suggest you get a copy of H.R. 14922 from your representative, study it and see how much backing you can get. Use this backing to request your congressman's support of the National Scenic Rivers Bill.

I have found local political organizations more receptive to the ideals of conservation and good government than groups who have banded together under a righteous name to push a special interest.

The sportsmen's organizations are brave in their disapproval of dams in other states. They are composed of high minded men who believe conservation agents should spend their time feeding game birds and hatching trout while ignoring those who catch bass out of season and shoot a few quail in October to train the bird dog. These are the clubs who, in Missouri, are loud for the preservation of the Buffalo River in Arkansas, yet who acquiesce in the impoundment of the Meramec which flows clear and spring fed all year through Missouri instead of the eight month average as the Buffalo. According to Al Beletz, who with the Meramec River Canoe Club is fighting against odds to save the River, the support he has received from state conservation groups is as vacillating as the wind on Yellowstone Lake.

NATURAL RESOURCES ACT

Senator Moss for himself, Senators Clark and Metcalf have introduced S. 2435, cited as the Natural Resources Act of 1965.

S. 2435 proposes to redesignate the Department of the Interior as the Department of Natural Resources. This Bill would transfer the Tennessee Valley Authority, the Federal Power Commission, Forest Service, functions of Dept. of Agriculture under watershed protection and flood prevention act, civil works functions of Corps of Engineers, functions of Secretary of H E W under water pollution control act, all to be in the department and under the control of the Secretary of Natural Resources.

The name has a fine sound and the idea of combining the responsibility for all of our natural resources in one department is appealing. Those who believe that the purpose of the Bureau of Recla-

mation is to RECLAIM and that the Soil Conservation Service is fighting to halt erosion of topsoil, should believe S. 2435 will preserve natural resources. We are not among the believers. Having read the obituary of Admiralty Island, the death sentence of the Grand Canyon and studied the pictures of the frantic destruction of the Redwoods, I believe our natural resources should, in some way, be placed under the protection of the Senate and House of Representatives who are directly responsible to the electorate.

A government bureau will inherently and constantly dream up projects such as the Rampart Dam and Arkansas River Seaway. Such plans will find favor with congressmen whose constituents hope for short term gains at the expense of the entire nation. If it were necessary that each of such projects be approved by the Congress, WITHOUT the pressure of a powerful, patronage dispensing bureau, the attrition of our resources might be slowed.

We feel that this bill and the similar bill H.R. 15705 introduced in the House by Representative Wm. S. Moorhead is an attempt to curb the wholesale impoundment of our rivers. We are entirely in favor of the goal but doubt the effectiveness of the means. The combination of POWER of the Corps of Engineers, T V A, Bureau of Reclamation and Forest Service in ONE ALLIANCE could create a monster with more power than the Congress of the United States. The problem is, not how fast we can exploit our country but how much can we save.

It is possible for a cabinet member to write a book favoring conservation, to float the Curren and Potomac Rivers with attendant publicity while planning the destruction of the Grand Canyon of the Colorado. The prize, of course, is a few billions from the treasury for the home folks and a megalopolis in the desert. Meanwhile many of our Representatives and Senators are working desperately to save our rivers.

Now that conservation is popular instead of merely a subject pursued by the

dedicated few who love country more than money, it would be well if the conservationists in every canoe club increase their efforts. It would be helpful if strong River Protective Legislation on the order of H.R. 14922 were introduced in the Senate.

My opinions on S. 2435 and H.R. 14922 were sent to Representative Richard Bolling also to Senators Symington and Long on July 11, 1966.

In closing, I remind you of what the Moroccan King of Granada was told by his mother as he wept looking back on his beautiful kingdom in Spain, "Do not cry over the loss of a kingdom you were not man enough to defend."

News from the Upper Selway

Word from Doris Milner, Chairman of the Save The Upper Selway Committee, Rt. 1, Box 355, Hamilton, Montana follows in the form of a news release under date of August 1, 1966. Doris expresses appreciation to all those in AWA for their letters and contributions and will keep us informed if additional hearings are held on Area E.

News Release: Senator Metcalf announced today that at his request Secretary of Agriculture Orville Freeman will appoint a committee to review Forest Service plans for managing resources in the Magruder Corridor, of the Selway River drainage.

The senator said that the secretary told him the committee, yet unnamed will be composed of "individuals from outside the government service, with experience in various phases of wild land resource management."

The committee is to report its finding in January, 1967.

Metcalf said the committee members will report on whether, in their opinion, the management plans are in the best public interest and whether the execution of the plans is feasible.

Commenting on the planned study, Secretary Freeman said, "The committee will study the lands, the resources, and the effect of planned development on fragile soils and on downstream fisheries. Questions have centered particularly on the Forest Service management in a 175,366 acre area in the Upper Selway River drainage, which I did not include in the Selway-Bitterroot Wilderness in 1965."

Forest Service plans for the Magrader area call for the use and development of the various resources in a manner which will maintain satisfactory wildlife and water-soil relationship. The plans provide for coordination of the various uses and activities so that they are developed in a combined pattern which is of the greatest public benefit.

Harvest of commercial timber, for example, would be done only on slopes and soil types where, in the opinion of experienced Forest Service land managers, satisfactory soil and water conditions can be maintained.

"I know the Forest Service administrators have cooperated with the Idaho Department of Fish and Game and the U. S. Bureau of Commercial Fisheries in their effort to restore and maintain salmon and steelhead in the Selway drainage," the secretary pointed out. "They do not intend to permit activities which will damage this program."

"Unprecedented floods during the winter of 1964-65 in western Montana and northern Idaho resulted in damage to fisheries and other downstream values. I believe I must have additional information about the problems and development in such areas and in possible relationship of such development to the effects of similar floods in the future," the secretary concluded.

Senator Church had a similar release and his final comment on the secretary's statement was, "I am most hopeful that such a committee can provide the answers



Upper Selway

we need—particularly whether or not the logging would result in siltation of the river, which would ruin the salmon runs now being re-established in the Selway. The Selway is one of the rivers we plan to include in the initial National Wild Rivers System, and I will vigorously oppose any activity which might impair the fish runs or mar this beautiful river."

Poling Champion

(Continued from Page 7)

Our slalom races were about to start when someone asked me if gate twelve was in correct position. What gate twelve?

"We are only supposed to have eleven gates," I bellowed.

The judges score sheets were set up for only eleven gates. After the required amount of confusion and hysteria, another of our thoughtful club members suggested making gate twelve the finish line which solved THAT problem. After the usual delays designed to allow gate watchers and judges to perish without food or drink, we got the slalom race underway. Our only means of communication was our C. B. hand radios. When we gave the

count down for the slalom starters, other C. B. operators on the same band wanted to know what was going on. Of course we asked them politely to shuddup and get the hell off the air. As this suggestion was not accepted, we invited them to the races. All in all the slalom course was fast enough to create considerable excitement and several of us made enough points to enter the Jamaica Nationals in 1967.

I must add that Ron Klopper did an excellent job of poling. Some have compared poling as the up stream version of the down stream white water slalom. After having seen the Nationals at Jamaica, Vermont this year I believe it is. Only one third of those entered in our poling championship finished, about half wound up overboard.

The Meramec had treated us well. She knew we loved her and knew we were making efforts to save her from the 31 dams planned for her basin. We had worried, but we did hold faith.

As one of our senior members, Harold Teshmacher says, "Every thing will come to you on the river."

Next year we will have a two day event. Come see us.

HYPOTHERMIA

(The effect of cold water immersion on the human body)

By Jay Evans, ACA National Slalom Chairman

Back in the days of bowler hats and plus fours, each spring, Dartmouth's President Hopkins tacked the following statement on the door of the Ledyard Canoe Club's boathouse:

"No canoeing until May 1st."

This occurred before the days of neoprene rubber, fibreglass and the other marvels of modern science which now make white water sport possible. It was deemed prudent by the College authorities to keep undergraduates away from the cold Connecticut River whose drainage area included the vast snowfields of the Presidential Range. It would be hard to argue against this simple, yet effective ban: it worked with one-hundred percent efficiency.

Today, however, with the increase in popularity of white water sport, the optimum season occurs during the spring run-off when water temperatures are often under forty-five degrees. This new dimension demanded a reappraisal of the dangers of cold water on the human body. Accordingly, I was asked by the directors of the Ledyard Canoe Club to look into this matter and to come up with some recommendations which would suit present day needs. Unfortunately, specific information is hard to get. The plain truth is that each of us does not know how long we can be immersed in cold water before becoming incapable of self-rescue. In order to draw up an accurate chart, it might be necessary to take several thousand people of various sizes, ages and physical condition, throw them into cold water and force them to stay there until they died. Medical science, humanely enough, has not seen fit to go this far, although the Germans did some experimentation along these lines at Dachau during World War II. The rationale used by the Nazis ran something like this: Why shouldn't a "criminal be used as a human guinea pig, especially if the results obtained will help save the lives of young, brave German soldiers."

One of the grimmest charts ever drawn by the hand of man was located by the United States Army among Himmler's private papers in 1945. Entitled "EXLTUS", it probably stands as the most laconic account of seven murders in modern times. Seven victims were dressed in aviator suits, flight boots, helmets and life preservers and were plunged into water between thirty-six and forty degrees Fahrenheit. They were forced to remain there until they expired. Fully clothed and thus protected, these wretches lasted from a little more than fifty minutes to over an hour.

From these and other grisly experiments, the Nazis learned that a person's ability to withstand cold water depended on many interrelated factors: his age, physical condition, the air temperature, wind, water current, condition of the heart, his weight, the amount of body fat and what happens after he is removed from the water. A person's ability or prowess as a swimmer doesn't seem to make much difference, except, possibly, to ward off early panic. Whether it takes a person five, ten or twenty minutes to die in water below thirty-six degrees is immaterial. What is important is the length of time (a period of grace if you wish) that a person has before he becomes immobilized — unable to hang on — unable to grip a safety line thrown to him or to utilize any means of self-rescue. This point of no return, after which paralysis sets in, unconsciousness and finally death, is the thing to keep in mind.

This does not mean, however, a person is safe the minute he is pulled from the water. The Nazi experiments indicate that a person's body temperature continues to drop for several minutes after the victim is removed from cold water. And the situation can be especially serious if several conditions are present; namely — cold outside air temperature, wind, failure to remove wet clothing immedi-

ately, failure to rewarm the body by external means. The Nazis determined that the best and quickest way to restore a victim (contrary to earlier beliefs) was to plunge him quickly into a tub of hot water. This, however, is an almost impractical solution in most situations. *Once ashore, after being dumped into icy water, a person can still die of exposure unless external warmth and protection from the wind are quickly supplied.*

The United States Navy has developed a chart for use in training air personnel who fly over arctic waters. At thirty-five degrees Fahrenheit water temperature, the Navy suggests, a man has approximately twenty minutes before he can be expected to become unconscious which will probably result in drowning. At forty degrees Fahrenheit a man has thirty minutes and at fifty degrees should be able to last a full hour.

For the Sunday afternoon white water enthusiast, however, only dressed in tennis sneakers, cotton pants, a sweater and jacket, his "period of grace" must be even shorter. It is reasonably safe to assume that without wet suits or life preservers, if the water temperature is under forty degrees, a person will have considerably less than twenty minutes from the point of immersion to the start of the rewarming process, assuming it is a warm, sunny day, with no wind and he is in good physical shape with a strong heart. The forty to forty-five degree range is still critical and around fifty degrees a person can become extremely chilled with a strong possibility of cramps and further complications.

The information that we have—scanty as it is—points out a stern truth: the wet suit and life preserver must be an essential part of anyone's white water equipment if he plans to do any boating in water less than fifty degrees.

BOOK REVIEWS

By Ruby McAlister

DEATH OF THE SWEET WATERS.
By Donald E. Carr. W. W. Norton & Company Inc., New York, 1966, \$5.95.

Mr. Carr, a professional chemist, is eminently qualified to write a book of this scope. His background information gives facts which show us the relationship between land use and soil erosion and how ignorance, apathy and greed have led to the unthinkable contamination of our waters.

Covering the role played by water in the rise and fall of ancient cultures, through the Black Death phase in Medieval Europe, he moves into the modern waters of the world and the power struggle for their use and control.

Mr. Carr delineates the facts of the national scandal of the inconceivable pollution of our waters and plainly pinpoints pollution control as our #1 problem.

We may not wish to acknowledge the problems our present society faces with respect to its water resource, but we cannot afford to ignore them. Mr. Carr's treatise is exceptional in every way.

Reviewer's note: The Clean Rivers Restoration Program, S. 2947 passed unanimously by the Senate in late July is a hopeful beginning. The House version, H. R. 16076 reported by the Public Works Committee in mid-August is similar; both authorize control on a river basin approach but the difference in allocation of grants is so great that the measure may have to be completely rewritten by a joint Committee.

MISSOURI OZARK WATERWAYS.
By Oz Hawksley. Missouri Conservation Commission, Jefferson City, Missouri, 1965, \$1.00.

This detailed guidebook to 2,000 plus miles of clear, fast water in the Missouri Ozark Highlands is the culmination of over twelve years of paddling and study

by Dr. Oscar (Oz) Hawksley, Professor of Zoology at Central Missouri State in Warrensburg, Mo. Oz's talent in applying his considerable knowledge of stream ecology and other related environmental factors to his text is on display here.

This book has appeal for a wide range of paddleboaters. For the novice there are helpful suggestions about how to equip yourself for and to actually accomplish river canoeing with safety. For the experienced canoeist the book offers an invitation to seek yet another facet of this great geological region—the Ozark Highland.

Text is accompanied by maps giving access points, springs and points of scenic interest. The mileage between access points is valuable to anyone planning a float because he can plan a day, or a week's float on any of these streams before or even without purchasing the quadrangles; however, as quadrangle collectors, we think, and Oz thinks, that a quad adds to the enjoyment of a canoe cruise.

We commend Commercial Publications in general for actively carrying the message of conservation to the millions of citizens that cannot be reached through the Journals of Conservation Groups. If this trend continues, consider the potential impact the combined forces can have on the voting populace. An informed electorate can influence legislation. Quoting from Mr. Donald Carr, "What must somehow be pounded into the heads of the people who govern us is that so far as the eye can see into the future, our only big problem in water is the pollution problem. The problem of water shortages is a problem of treating dirty water, whether the dirt is in the form of municipal sewage, industrial waste, salt or silt."

If you feel discouraged in efforts to achieve your conservation goal, read what a few courageous people on Biscayne Bay did in **VICTORY IN MIAMI: A Follow-up Report**, by Polly Redford, HARPER'S, August, 1966.

Just off the press, **PLAYBOY**, September, 1966, has an article you will not want to miss; **NOR ANY DROP TO DRINK**, by James Dugan.

Statistical Results

Meramec River Canoe Club Races, Times Beach, Mo., Aug. 21, 1966

Gramman National Canoe Poling Championships

1st place	Ron Klopper	18 pts.
2nd place	Gene Stumpf	17 pts.
3rd place	Ralph Brown	16 pts.

C-2 Slalom	Total points
1st place	Denzel & Hamm 466
2nd place	Raab & E. Stumpf 572
3rd place	Ellison & Ellison 615
4th place	Guenther & A. Beletz 615
5th place	Teschmacher & S. Beletz 627

C-2 M Slalom	Total points
1st place	Klopper & S. Stumpf 595
2nd place	Woltjen & Woltjen 605
3rd place	Yeisley & Yeisley 685
4th place	R. Brown & J. Brown 686
5th place	Volmert & Volmert 833

C-1 Slalom	Total points
1st place	LaBrant 527
2nd place	Woltjen 609
3rd place	R. Ellison 614
4th place	G. Stumpf 626
5th place	R. Brown 675

Flat Water Races 1.2 miles

Men's Doubles

1st place	Okie Moore & W. E. Brown
2nd place	Marvin Whitters & John Houston
3rd place	Jack Held & Bill Schulte

Mixed Doubles

1st place	Stwalley & Stwalley
2nd place	Abeln & Abeln
3rd place	Klopper & S. Stumpf

Junior Doubles

1st place	Moore & Goin
2nd place	Wright & Price
3rd place	Pope & Hamilton

Open

1st place	Ellison & Ellison
2nd place	Moore & Sauerwein
3rd place	D. Ellison & Nelson

Singles

1st place	P. Moore
2nd place	Held
3rd place	LaBrant

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