

American

# WHITEWATER

the Journal of the American Whitewater Affiliation



**AUTUMN, 1973** Vol. XVIII, No. 3



Sponsored by The American Whitewater Affiliation

AUTUMN 1973

Vol. XVIII, No. 3



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Send Race Schedules and results to the Racing Editor, Ray Gabler.

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Send Advertising copy, proofs and requests for information to the Editor, **Iris Sindelar**.

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The Staff and committee members listed above are unpaid. Whitewater enthusiasts who volunteer their time and efforts to bring affiliate/member subscribers this journal. Your contribution of articles, letters, race results and schedules, photos and drawings are essential for their continued efforts and the timely publication of the American Whitewater Journal.

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COVER: World Champion C-2M team Carol and David Knight of Springfield, PA, at U.S. Slalom Trials, West R., Jamaica, VT. Stowe Photo, Stowe, VT. Cover design by Murray Hunt, Menlo Park, CA. AT LEFT: Josef Sedivec and Chuck Lyda, U.S. Slalom Trials, West R. Photo by Sam Galpin. 156

## Letters from Readers

July 30, 1973

Dear Iris:

So many people make reference to "Deliverance." There must be something wrong with me! I can't understand, or get on, the Deliverance Band Wagon! I saw the movie, found the whitewater shots fake and the cliff climbing scene outrageous.

The only good thing about it was the banjo playing.

The rapids are made to appear and sound horrendous and yet this klutzy, inexperienced bunch broaches and makes every other mistake in the book but manages to get through.

I have seen many more advanced novices and intermediates with better technique wipe out in lesser water than the one the movie makers are trying to make us believe it is. And this guy climbs a wet, vertical cliff wall at night?

Maybe I should go see a psychiatrist so I can learn to enjoy this stuff.

Henri de Marne

June 30, 1973

Mr. A. R. McLain  
25 Elm Avenue  
Cincinnati, Ohio 45215

Dear Mr. McLain:

Many thanks for your note and the enclosed copy of the Gatlin item from the Christian Science Monitor. I appreciate receiving it.

As to the Corps' report on the feasibility of a whitewater slalom course at Meldahl Dam, we have received their final report this past week, and I have asked that a copy of it be sent to Congressman William H. Harsha, for his consideration, since the proposed site is in his Congressional District.

While the Senate has already passed S. 606, the Omnibus Rivers and Harbors and Flood Control Bill, on February 1, the House is at present considering a similar bill. While appropriations for such a project might not be a priority at the present time, it would seem to me that it would not be inappropriate

to consider authorization for the purpose of discussion and planning.

I am personally enthusiastic about a whitewater slalom course on the Ohio and would hope that at some point in time the Federal Government could consider appropriations for such a project. Certainly in the recreation area it represents exciting adventure and appreciation of the out-of-doors, which I feel should be encouraged.

I am sending a copy of this letter to Congressman Harsha for his files.

Sincerely,  
Robert Taft, Jr.  
U. S. Senate

June 18, 1973

Dear Iris:

Readers of AWA should know that the Dead River can now be run from Spencer Stream to West Forks, without the exhausting 85 mile up-car down-car shuttle from Flagstaff Dam to West Forks.

Ed Webb will take boats from West Forks to the campsite where Spencer Stream joins the Dead River. It is a rough 16 mile ride up an old logging road which parallels the Dead River. However, Ed is a gracious man who will even cut your firewood if you plan to camp overnight. The ride takes 1½ hours and costs five dollars a boat.

As you know, the Dead River is not dead, but is a 16 mile run of continuous class II-IV whitewater, interesting for closed-boaters and hair-raising for open-boaters.

Ed may be contacted at:

Webb's General Store  
West Forks, Maine  
Phone 633-2214

Yours sincerely,  
Donald H. Wilson, M.D.

June 17, 1973

Dear Sirs:

We have your name from the book **Water Sports** by Arthur Liebers.

I am starting a whitewater club in Panama and the Canal Zone. So far

we have had two meetings, 19 members, 7 canoes and two kayaks. We are having a letterhead printed and all the other things that go with a new organization. We plan to do a lot of camping, fishing, etc. In short, we need help, lots of it.

First we need plans to build canoes and kayaks, etc. We would like to join your club and have a subscription to your quarterly magazine, American Whitewater.

We could use any help you give us.

Thank you,  
Nicholas L. Unger  
Box 588  
Balboa, Canal Zone

May 22, 1973

Dear Sindelars:

. . . The 1973 GM cars, and I believe the other lines too, have eliminated rain gutters on their family cars. The Quik-N-Easy clamps so popular with boaters will no longer work. I've written to Q-N-E asking about alternatives. They have advised that they're working on a new arrangement but so far have nothing to offer. I'm trying others too but have little expectation of success.

Sincerely,  
Fred Dietz  
1590 Sleepy Hollow  
Coshocton, OH 43812

*(If any of our readers have found a way to deal with this problem, we would appreciate hearing your solution.—Ed.)*

July 30, 1973

Dear Iris:

Re: Henri de Marne's question (American Whitewater, Summer 1973) about the authenticity of the "Cro-Con Canal Plan" as reported in the Winter 1972 issue of the Journal.

He may take solace, as I often do when taken in by a satire, in the words of William Blake: "Everything possible to be believed is an image of the truth."

Yours,  
Gary T. Drummond  
31 Corte Del Campo  
Moraga, CA 94556

## Photographers Please Note

July 20, 1973

Dear Iris,

I was recently looking over several issues of American Whitewater and am disturbed that several pictures are printed in the magazine showing paddlers without life jackets. Some pictures do show paddlers wearing wetsuits, but the suits really are not buoyant enough. When teaching white-water canoeing and kayaking we emphasize the use of flotation vests and so it is particularly disturbing to see pictures of paddlers without them. Please edit your pictures to show all paddlers in proper attire — flotation vests and helmets.

Phil Mason  
Canoeing Chmn.  
American Youth Hostels  
Pittsburgh Council  
6300 - 5th Ave.  
Pittsburgh, PA 15232

*(This point is well taken. From now on it will be the Journal's policy to publish photos of properly-equipped boaters only. In all fairness, we should mention that many boaters consider themselves safer without a lifejacket in shallow, narrow, brushy streams, because people have been snagged on brush by their lifejackets. We found this attitude especially prevalent among California boaters. The paddlers in Joe Bauer's series (Spring, 1973) were boating just this sort of water. However, one would obviously be foolish to try this without being a strong swimmer. We strongly recommend wearing a lifejacket AT ALL TIMES in whitewater.—Ed.)*

### WHITewater

### COACHING MANUAL

by Jay Evans, U.S. Olympic Coach

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# NEW LIFE-VEST LAWS

By Carl Trost, 257 Pacheco Street, San Francisco, CA 94116

New Coast Guard regulations on "personal flotation devices" (PFD's) go into effect in their final form on October 1, 1973. The new federal code applies to all vessels, including canoes, kayaks, rafts, and sailboats, on waterways under federal jurisdiction. Many states will update their own codes by adopting the new rules. An interim ruling that exempted white-water boaters will be rescinded in 1974.

In addition to extending regulations to all types of non-motored recreational craft, the code contains new designations, to be carried on the "Approved" label, describing the "intended" performance of each type of flotation device. The new categories are given below in bold type in a slightly condensed version, followed by the older Coast Guard nomenclature in quotes and a brief layman's description. Photos refer to AWW, Spring 1972, page 14 (see page 13 for a partial listing by approval numbers). Jackets with the older labels and nomenclature are still valid.

**Type I: Designed to turn the unconscious wearer face up.** (Bulky "Life Preserver" for commercial vessels. More than 20 lbs. buoyancy. Note: kapok models may have 33 lbs. when new. Not everyone will be turned face up. Photo A.)

**Type II: Designed to turn the unconscious wearer face up.** (More wearable "Buoyant Vest" such as the popular model AK-1 resembling a horse collar. At least 15.5 lbs. buoyancy; less turning movement. Photos B, C, D.)

**Type III: Designed to keep a conscious person in a vertical or slightly backward position.** ("Special Purpose" jacket designed for wearability in activities such as sailing, water skiing. At least 15.5 lbs. buoyancy. Photo J.)

**Type IV: Designed to be thrown to a person in the water.** ("Buoyant Cushions" and "Ring Buoy." At least 16.5 lbs. buoyancy.)

**Type V.** (Approved only for a restricted, specified use, such as the "Work Vest.")

## KAYAKS and CANOES

Kayakers and canoeists may wear anything they choose, provided they carry on board one Coast Guard approved personal flotation device for each person. PFD's may be either types I, II, or III, provided they are "readily accessible," or a type IV if it is "immediately available." The PFD must be in serviceable condition, **legibly marked** with the manufacturer's Coast Guard Approval number (the vigorous wear in kayaking could be a problem), and of the proper size.

Because of the question of accessibility, a person using a canoe or kayak enclosed by a deck and spray skirt is exempted from having an approved PFD provided he wears a kayaking vest, the specifications for which (op. cit., footnote, pg. 11) are met by the Flotherchoc "Super" and "Shorty" models and apparently are not satisfied by some earlier Flotherchocs, the Peter Storm, the less sturdy copies, nor any of the newer, foam-filled types. This exception is to be rescinded on July 1, 1974, by which time the Coast Guard anticipates that manufacturers will have available approved Type III vests that are adequate for the white-water canoeist.

"Racing kayaks," along with rowing sculls and racing shells, are not governed by the new code. The exception obviously is intended for flat water racing kayaks. However, the only condition actually stated in the code is that the boat be "recognized by national and international racing associations for competitive racing . . . and does not carry any equipment not solely for competitive racing." (If you want to argue, don't carry lunch!)

## RAFTS, ETC.

Rafts, sailboats, motorboats, and other craft less than 16 feet long for non-commercial recreational use (even

when rented) follow the same basic requirements for one Type I, II, III, or IV device to be carried on board for each passenger. If the craft is 16 feet or over, only Types I, II, and III satisfy the "per person" requirement, but at least one Type IV cushion or ring must be carried in case someone falls overboard. (These length criteria do not apply to canoes and kayaks.) This part of the code applies specifically to recreational boats propelled by machinery, sails, oars, paddles, or poles. While the code redundantly encompasses "every description of watercraft . . . capable of being used as a means of transportation on the water" other than a seaplane, apparently people with air mattresses and inner tubes have escaped and can continue to drown with impunity.

Rafts carrying passengers for hire must carry the bulky Type I Life Preservers associated with ocean-going vessels or the far more expensive and less buoyant PVC foam pillories in this type group. Companies running the Grand Canyon with pontoon rafts 26 feet or longer may be surprised to learn that a strict interpretation of the code could require them to also carry one Ring Buoy on entering Lake Mead.

#### APPROVAL

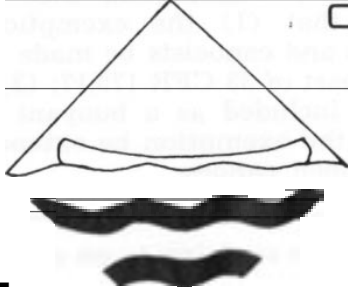
The testing of Type III vests is relegated to Underwriters' Laboratories, Inc. This includes examination of components, materials, and affidavits supporting their compliance to federal specifications. Then there is the swim test, buoyancy test, buoyancy distribution test, water retention test, impact test, two tensile tests, high temperature

test, low temperature test, and flame test. The **fee** to a manufacturer already geared to this type of production would be \$500 for a single vest and \$800 for a line of four sizes, assuming all goes well. The **cost**, according to a local retailer seeking some kayaking modifications from a supplier of approved vests, is \$1000 per vest per size. Possibly my friend is being hit with modification and overhead costs as well as reluctance to change a product. But kayakers are the tail wagging the dog in the Type III market.

Ironically, the foreign suppliers, the club entrepreneurs, the small manufacturers, all those that catered to our needs in the development of the white-water vest, and the continued improvement of vest design will be stopped, at least in areas where the law cannot be ignored or where buyers prefer a less satisfactory but labeled counterpart "just in case."

#### BACKGROUND

The PVC-foam canoeing vests have been by far the most popular vests for the last five years, at least with West Coast clubs. PVC foam is a standard buoyant material in Coast Guard jackets, yet the Coast Guard appears to be unaware that this type of kayaking vest even exists. Instead, the exemption is based on a jacket which is falling into disuse among kayakers: an early, pioneering design using air chambers, which the Coast Guard has never approved. This incongruity is the result of inadequate but legally proper hearings on the matter. Kayakers do not subscribe to the Federal Register. I found the notice of the 1971 hearings



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almost by chance. Jim Sindelar alerted the larger clubs, and testimony of a few eastern boaters and 50 letters, resulting largely from a special issue of Mike O'Brien's newsletter to Colorado boaters, obtained the exemption.

Coast Guard assurance that we would receive advance notification because of the considerable lead time required resulted in AWA and ACA having no knowledge at all of the 1972 hearings. The next question is how the availability of satisfactory, approved, white-water vests will be determined (satisfactory to whom?). To this I have another nebulous assurance that it will be done by actual use and in conjunction with our organizations.

### PRO & CON

On the plus side we have good (but not complete) assurance of quality materials, strength, and several pounds more buoyancy than the minimum set by the International Canoe Federation. At least one approved copy of the PVC canoeing vest and some almost satis-

factory (too long for kayakers) approved Type III's are now available.

On the debit side we have a bureaucratic attempt, initiated by the Federal Boat Safety Act, to legislate safety, and overlapping into an area where safety can't be legislated and falling hardest on those that least need it. The Coast Guard is unaware that the ideal kayaking vest does not exist, that only the individual can decide what is closest to satisfactory (like buying a pair of shoes), that collectively we have a considerable investment in expensive vests, and that no boater is about to pay another thirty dollars just to obtain an approved label on a copy of a vest he already owns. Wearing some type of vest is essential, but merely carrying an approved model is useless on many rivers; the option should be encouraged.

The exemption should be made permanent and broadened. Perhaps a partial solution would be a grandfather clause. Possibly the Coast Guard would consider a more practical and economically feasible approval of vests limited to use in kayaks and canoes as Type V devices. A simple inspection for reasonable quality and workmanship plus a buoyancy test would suffice. (The Boat Safety Act does say that a regulation must be "reasonable and appropriate" for the type of boat and equipment for which it is prescribed, and that substantial alteration of existing equipment may not be compelled. A vest may not be a major item to a yacht owner, but it is to a canoeist!)

### TAKE ACTION!

Send your arguments to the U. S. Coast Guard (GBBC/62), 400 Seventh Street S.W., Washington, D.C. 20590. Request that (1) the exemption for kayakers and canoeists be made a permanent part of 33 CFR 175.17; (2) PVC foam be included as a buoyant material; (3) the exemption be extended to include open canoes.

### FLOTATION BAGS

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C-1 Set	5 lbs.	8.50
C-2 Set	7½ lbs.	11.00

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**AMERICAN WHITEWATER**

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# 1973 RACING SEASON REVIEW



## RACE RESULTS

WESTFIELD DOWN RIVER WHITEWATER RACE, April 1, 1973, Huntington, Mass.

(Results given in (Hr:) Min: Sec.)

Expert Open Canoe C-2 (32 boats)		Expert Open Canoe C-2M (9 boats)	
1. M. Smith/D. Parsons	1:30:12	1. T. Foster/B. Freed	1:39:38
2. P. Donovan/D. Goodrich	1:31:06	2. J. Wolcott/P. Michaud	1:40:51
3. W. O'Brien/W. Shea	1:31:42	3. R. Johnson/C. Beers	1:43:29
C-2 Family (4 boats)		Expert Covered Canoe CC-2 (5 boats)	
1. D. Brightman/F. Brightman	1:38:44	1. B. Hager/B. Endicott	33:07
2. H. West/B. West	1:39:47	2. D. Wolmer/V. Wolmer	37:08
Expert Open Canoe C-1 (10 boats)		Expert Covered Canoe CC-I (4 boats)	
1. D. Mason	38:26	1. D. Joffray	31:22
2. B. Spenser	38:36	2. B. Allen	34:50
3. J. Tomkins Jr.	39:07	Expert Kayak (22 boats)	
Novice Open C-2 (32 boats)		Local C-2 (29 boats)	
1. T. Zion/N. Lyesiuk	1:00:02	1. J. Zuraw/W. Zuraw	0:59:46
2. L. Meredith/B. Pinckney	1:02:10	2. F. Stasz Jr./P. Sena	1:04:18
3. E. Stasz/B. Baker	1:06:14	3. G. Kawalec/L. Bristol	1:06:34
Novice Open Canoe C-2M (4 boats)		C-2 Family (9 boats)	
1. D. Plumley/F. Barnes	1:12:02	1. E. Thurber/S. Thurber	1:07:46
2. S. Markey/S. Andrews	1:15:35	2. D. Barnett/J. Barnett	1:10:06
Novice Kayak (7 boats)			
1. C. Danniell	1:02:38		
2. H. Perell	1:07:15		

### PESHTIGO RIVER WILDWATER RACE--MIDWEST DIVISION WILDWATER CHAMPIONSHIPS

April 1-2, 1973 — Class 3-4, 4 miles

K-1 Wildwater Class		K-1 Cruising Class		K-1W Wildwater Class	
1. P. Cary	27:58:09	1. T. McNally	29:26:00	1. J. Artz	33:58:07
2. J. Lainq	29:15:04	2. B. Obst	29:27:07	2. L. Honula	61:26:05
3. S. Rock	29:21:07	3. S. Kolb	29:50:04		
C-1 Wildwater Class		C-2 Wildwater Class		C-2M Wildwater Class	
1. A. Button	28:16:06	1. Button/Schuetzler	29:19:08	1. Marte/Button	27:59:00
2. B. Schuetzler	36:38:00	2. Weber/Campbell	31:44:07	2. Honula/Rock	32:58:01
3. S. Parsons	40:26:03				



U.S. Team Members Eric Evans and John McCandless at West R., Jamaica, VT. Stowe Photo, Stowe, VT.

YAHARA ICEBREAKER SLALOM, March 17-18, 1973

Sponsored by Wisconsin Hoofers Outing Club — 16 Gates, Class 1-2

- K-1 Expert** (12 boats)
1. P. Cary 130:3
  2. D. Demaree 137:0
  3. J. Strahler 167:6
- C-1W** (3 boats)
1. J. Marte 358:9
  2. K. Williams 375:3

- K-1 Intermediate** (2 boats)
1. L. Smith 200:8
- C-2** (4 boats)
1. Landry/Olsen 278:3
  2. Steed/Steed 281:2
  3. Demaree/Demaree 324:5

- C-1 Expert** (8 boats)
1. D. Demaree 188:9
  2. C. Steed 203:8
  3. E. Olsen 208:7
- C-2M** (5 boats)
1. E. Olsen/M. Olsen 277:2
  2. M. Smith/V. Smith 316:6

- Men's C-2 Cruising Class  
(5 boats)
1. Diebold/Diebold 39:08
  2. Bergman/Spoehr 40:15
- Men's C-2 Pleasure  
(3 boats)
1. Steele/March
- Sec.**
- C-2 Decked (2 boats)
1. Haug/Bynson 356
- C-1W** (3 boats)
1. J. Marte 463

- Long Distance Downriver—Class 1**
- Junior C-2 Cruising  
(3 boats)
1. Weintz/Miller 42:08
- C-2M Open  
(3 boats)
1. Capek/Capek 19:25
- Sprint Downriver
- Sec.**
- C-2M Decked** (4 boats)
1. Marte/Schuetzler 394
  2. Williams/Johns 417
- C-1 Decked** (3 boats)
1. D. Demaree 345

- C-1 Open** (6 boats)
1. B. Capek 372
  2. S. Nischan 383
- K-1** (6 boats)
1. D. Demaree 285
  2. P. Cary 300

**WOLF RIVER SLALOM, May 5-6, 1973**

Sponsored by Whitewater Assoc., University of Wisconsin Hoofers Outing Club

**22 Gates — Class 3**

**K-1 Expert (18 boats)**

1. Seaman	208.6
2. C. Frame	249.0
3. P. Cary	256.6

**K-1 Intermediate (5 boats)**

1. S. Landick	432.5
2. D. White	512.1

**K-1W Expert (4 boats)**

1. L. Seaman	382.4
2. M. McNally	585.4

**C-1 Expert (7 boats)**

1. A. Button	286.4
2. C. Steed	332.8
3. S. Rock	450.2

**C-2 Expert (3 boats)**

1. Campbell/Weber	560.4
-------------------	-------

**C-2M Expert (4 boats)**

1. McNally/Steed	820.2
------------------	-------

**K-1 Teams (5 teams)**

1. Johns/Cary/Button	733.6
2. Button/Steed/Weber	926.5

**HOUSATONIC WHITEWATER WEEKEND, Connecticut, June 9-10, 1973**

**10-MILE DOWNRIVER**

**K-1**

P. Dyka	1:27.47
D. Sinish	1:38.15
R. D'Entremont	1:40.32

**OC-2**

M. Smith/D. Parsons	1:32.10
Peacock/F. Hatlee	1:36.48
S. Thomson/B. Allen	1:42.20

**CC-2**

S. Feldman/A. Cairns	1:33.35
M. Stoughton/C. Flynn	1:37.17
T. Aldrich/C. Mathey	1:38.25

**5-MILE DOWNRIVER**

**K-1**

P. Meade	36.57
J. Klewick	40.02
P. Petruski	40.20

**K-1W**

C. Aller	38.37
L. Arnault	39.51
K. Bryens	41.08

**OC-1**

R. Osthues	37.36
J. Tompkins	40.08
W. Hyer	40.39

**CC-I**

D. Joffray	36.33
R. Joffray	36.44
R. Flynn	43.39

**C-2M**

D. Taylor/G. Taylor	46.41
P. Smith/I. Wolcott	47.08
E. James/H. McKinley	48.59

**OC-IFAM**

B. Lougee/C. Lougee	38.26
R. Spinnler/K. Spinnler	39.13
D. Hankins/J. Hankins	39.14

**SLALOM**

**K-1**

M. Patlovich	173.5
P. Petruski	191
M. Parker	214.5

**K-1W**

L. Arnault	244
R. D'Entremont	245
D. Flynn	311

**OC-1**

B. Osthues	312
J. Tompkins	344.5

**CC-1**

S. Feldman	235.5
R. Flynn	389
D. D'Entremont	419

**OC-2M**

Crouthand/Huffman	373.5
Tompkins/Tompkins	568
Bloomer/Bloomer	580

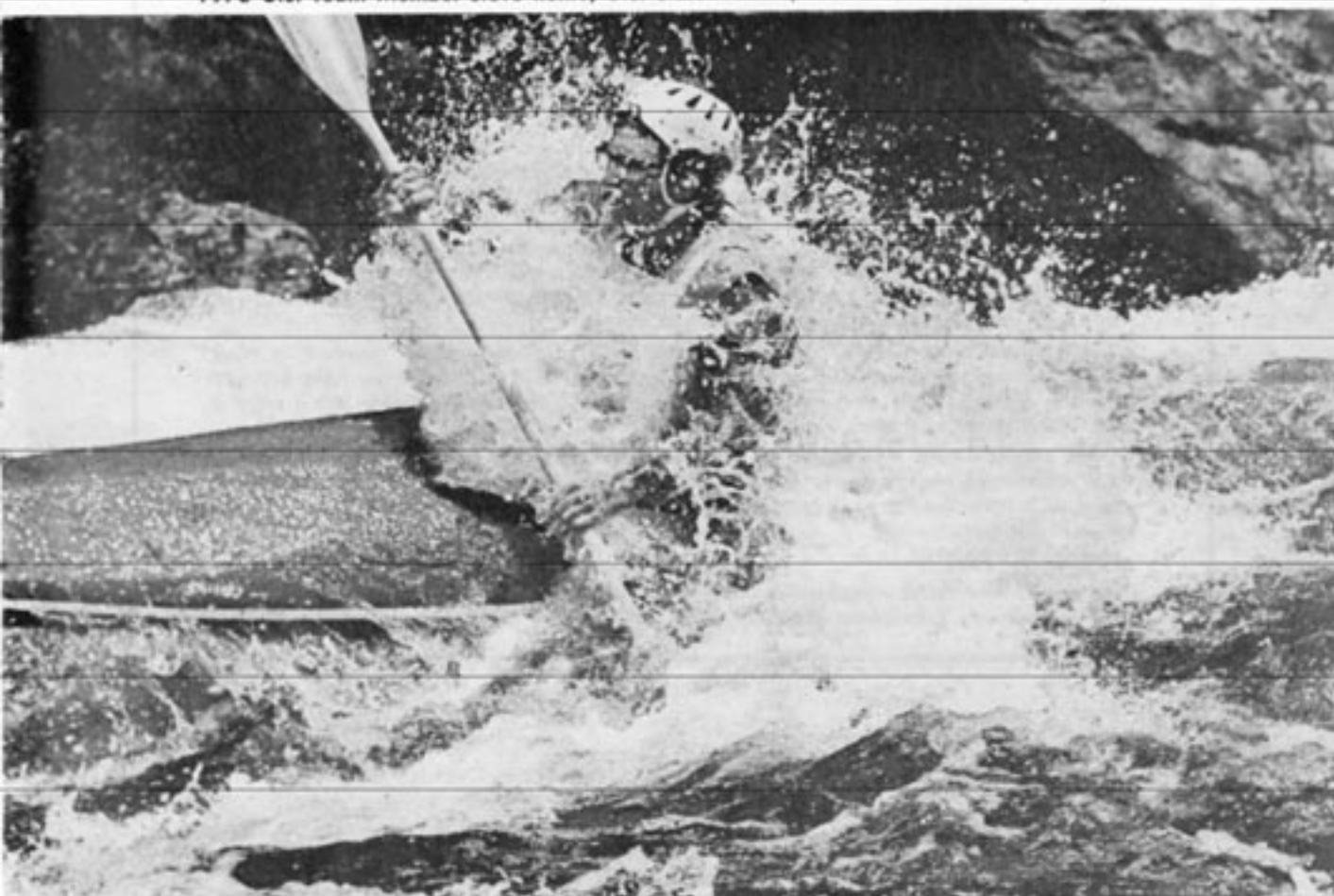
**CC-2**

S. Feldman/A. Cairns	238.5
G. L. Hota/D. Olda	239.5
E. Huffman/K. Huffman	255

**OC-2**

D. Parsons/M. Smith	284.5
D. Hankins/J. Hankins	313.5
M. Bettinger/P. Gordon	482

**1973 U.S. Team Member Steve Ruhle, U.S. Slalom Trials, West R. Stowe Photo, Stowe, VT.**



## SEND IN EARLY RACE DATES

Many letters have come in complaining about the unavailability of information for races held in early spring. If your organization is planning to sponsor a race in March or April of 1974, please send pertinent information to the Editor, Iris Sindelar, 264 East Side Dr., Concord, NH 03301. This information should be sent no later than Nov. 30, for publication in the Winter issue of **American Whitewater**, which will probably appear in January, 1974. Even if you haven't decided on a specific date, at least give an approximate date and location, and, most important, a **name and address** by means of which readers may obtain further information.

### RACE DATES

Second Annual Moose River White Water Weekend, October 6-7, 1973. Slalom on Saturday, White Water on Sunday. Contact Lawrence R. Chrysler, Box 133, Old Forge, NY 13420.

Second Annual Housatonic White-water Weekend to be held May 18-19, 1974. Write Rod Aller, Lakeville, CT 06039.

Above right: **Ledyard** Abroad Instructor Skip Iltis, Farmington R, Spring, 1973. Stowe Photo, Stowe, VT.

Lower right: Randy Spencer, U. S. Slalom Trials, West R. Stowe Photo, Stowe, VT.

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### STARTING NEXT ISSUE

A column on racing techniques, written by racing experts throughout the country. Send questions you'd like answered to:

RAY GABLER, AWA Racing Editor

151 Jensen Circle

West Springfield, MA 01089

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When replying to an ad, don't forget to say you saw it in

**AMERICAN WHITEWATER**

### THE SECRET IS OUT . . .

Whitewater paddlers and those interested in getting started have discovered AMERICAN WHITEWATER. We never were a secret Journal for selected paddlers; it just seemed that way. Thanks to you, avid reader of this Journal and member of the American Whitewater Affiliation including paddling clubs and equipment suppliers, the word is out that AMERICAN WHITEWATER is THE exciting, informative, instructive publication for the would-be to the expert whitewater paddler. Every day the mail brings us 5 or more "Count Me In" membership cards from new member/subscribers, many of whom request back issues as well.

We sent over 9,000 membership/subscription cards to you our members, and we thank you for getting them circulated. We also thank you for sending us names of likely candidates, of publications and businesses who will help us increase circulation.

We still need your help, lots of it. As clerical detail grows, it becomes too burdensome for voluntary help. We must pay for part-time help to do circulation detail or errors and delays will worsen. Paid help requires increased membership and substantially so. Help us to help you . . . spread the word that AMERICAN WHITEWATER is IT in the wonderful world of wildwater-whitewater paddling.

We are grateful to Klepper and Old Town for recommending our Journal in their catalogues and to various club news letters who give us a mention. They have brought us many inquiries and new members. Help us get more such publicity. We'll send a back issue to anyone who inquires.

As you should know, AMERICAN WHITEWATER's staff is non-professional. We give our time, effort and energy as do our contributors of stories, photos and artwork. Won't you give a little too for your Journal, your American Whitewater Affiliation?

Help us get advertising . . . Send ad copy to Editor Iris Sindelar, 264 East Side Dr., Concord, NH 03301.

Help us get new **member/subscribers** and store distributors of AMERICAN WHITEWATER. Send inquiries to Circulation Manager, Geo. Larsen, Box 1584, San Bruno, CA 94066.



# A, B, C & D RACES

By Sid Feldman, Baker St., Mohegan L., NY 10547

Now that Dave Kurtz has completed his monumental task of rating American paddlers into finite groups,\* it behooves us to use that information for the betterment of whitewater racing. The ranking of paddlers into A, B, C and D groups will allow us to run an even more exciting program than we have to date.

My suggestion is to use the current system of rating paddlers to decide the level of competition within a race, i.e., decide that a race is a "B" race and allow only "B" rated paddlers to be eligible for trophies. A separate division could be set up for "C" and "D" paddlers too. But the important issue here is that the "B" level paddler would not be competing against the "A" paddlers. Many fine "up and coming" paddlers feel it is a losing battle to compete against the "big names" in racing, or, as a friend once said, "I'm tired of pay-

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\*A computerized ranking/classification of paddlers competing in ACA-sanctioned races, published in the 1973 Whitewater Racing Program.

ing for —'s trophies." The "A" paddlers, although not eligible for trophies, would still be allowed to race, thus allowing a "B" level paddler to compare his score against the best in the country, and also enabling the "A" level paddler to paddle in a race that weekend. (Another solution would be to give trophies for A, B, C and D divisions, but obviously the cost would often be too great. Besides, "A" level paddlers often have a disdain for trophies anyway.)

In addition, the artificial Junior and Senior divisions, which at present often lump together extremely proficient juniors (or seniors) and total novices, would be eliminated. Each paddler would thus be competing against **equivalent** level paddlers.

Besides the obvious advantage of more motivation, this system would produce more exciting results because the scores of equivalent level racers should be very close. Of course the "A" level paddlers would have Savage, Tar-rifville and others of the more difficult variety.

Paul Liebman and Sid Feldman, U.S. Slalom Trials, West R. Stowe Photo, Stowe, VT.





Eric Evans at U.S. Slalom Trials, West R. Stowe Photo, Stowe, VT.

## EVANS WINS TWO GOLDS AT PRAGUE

"Eric Evans of Hanover, NH captured both the slalom and straight race today in men's kayak singles competition at an international whitewater meet with racers from 10 other countries.

"Candy Clark of Lafayette, CA was second in the women's kayak straight race. In the slalom's Canadian mixed pairs, Steve Draper of State College, PA and Michelle Piras of Levittown, PA finished fourth."—**New York Times**, July 9, 1973.

According to Jay Evans, this marks the very first time an American has ever won any kind of a medal in the tough K-1 class in either slalom or wildwater to say nothing of both being gold and both at the same race. "As far as I know," says the former Olympic slalom coach, "in whitewater sport this has happened only twice before: Czechoslovakia's Sodomka in 1967 and Austria's Kurt Presslmayr in 1965."

## PROPOSED AWA ARTIFICIAL CANOE SLALOM POSITION

1. The American Whitewater Association places highest emphasis on conservation of ecologically fragile areas.
2. In order to meet AWA approval, modifications to streams for purposes of enhancing recreation benefits must not result in significant ecological damage.
3. The cost of providing artificial canoe slalom recreational facilities should be paid by participants, spectators, promoters, supporters and other beneficiaries of the facility. If public funds are used for construction and operation of such facilities, those funds must be paid back (with interest) from revenues generated by the facility.

Readers' comments on the above proposal will be greatly appreciated. Write to A. R. McLain, Chmn., AWA Artificial Slalom Course Committee, 25 Elm Ave., Cincinnati, OH 45215.

# KANU-WELTMEISTERSCHAFT (WORLD CHAMPIONSHIPS)

## 1973 — Muotathal, Switzerland

### WIIWWATER

<p><b>K-1 (48 boats)</b></p> <ol style="list-style-type: none"> <li>1. Burny BEL 17:28.01</li> <li>2. Kast BRD 17:41.2</li> <li>3. Pech BRD 17:42.1</li> <li>10. D. Nutt USA 18:01.9</li> <li>17. D. Peterson USA 18:16.1</li> <li>25. J. McCandless USA 18:22.1</li> <li>28. W. Nutt USA 18:31.9</li> </ol> <p><b>C-2 (18 boats)</b></p> <ol style="list-style-type: none"> <li>1. Lefauconnier/Lefauconnier FRA 19:05.8</li> <li>2. Rose/Pospisil BRD 19:08.3</li> <li>3. Roock/Schmidt BRD 19:13.31</li> <li>7. S. Chamberlain/J. Stahl USA 19:30.1</li> <li>11. B. Hager/B. Endicott USA 19:37.3</li> <li>13. T. Braman/C. Braman USA 19:42.9</li> </ol> <p><b>K-1W 123 boats</b></p> <ol style="list-style-type: none"> <li>1. Grothaus BRD 19:05.3</li> <li>2. Deppe BRD 19:13.5</li> <li>3. Kaser SUI 19:14.1</li> <li>4. P. Nutt USA 19:22.4</li> <li>8. C. Fisher USA 19:30.1</li> <li>18. C. Clark USA 20:09.7</li> <li>22. J. Campbell USA 20:28.5</li> </ol> <p><b>K-1 Team (13 nations)</b></p> <ol style="list-style-type: none"> <li>1. BRD</li> <li>2. BEL</li> <li>3. AUT</li> <li>8. USA D. Nutt Peterson McCandless</li> </ol>	<p><b>C-2M (15 boats)</b></p> <ol style="list-style-type: none"> <li>1. Kremsehner/Ramelow AUT 19:29.4</li> <li>2. Ritter/Ritter BRD 19:31.7</li> <li>3. Habermann/Burngruber BRD 19:19.7</li> <li>5. B. Losick/C. Lyda USA 19:52.2</li> <li>7. L. Mela/P. Leibman USA 19:52.64</li> <li>8. C. Knight/D. Knight USA 19:52.7</li> <li>12. L. Wright/J. McConeghy USA 20:10.2</li> </ol> <p><b>C-1 (28 boats)</b></p> <ol style="list-style-type: none"> <li>1. Heinemann BRD 19:39.4</li> <li>2. Verger FRA 19:44.0</li> <li>3. Gut TCH 19:47.6</li> <li>12. T. Irwin USA 20:16.2</li> <li>15. A. Button USA 20:17.9</li> <li>17. R. Nichols USA 20:20.4</li> <li>26. J. Conrad USA 20:45.1</li> </ol> <p><b>K-1W Team (5 nations)</b></p> <ol style="list-style-type: none"> <li>1. BRD</li> <li>2. USA P. Nutt Fisher Clark</li> <li>3. BEL</li> </ol> <p><b>C-2 Team 15 nations)</b></p> <ol style="list-style-type: none"> <li>1. BRD</li> <li>2. FRA</li> <li>3. SUI USA dnf</li> </ol> <p><b>C-1 Team (8 nations)</b></p> <ol style="list-style-type: none"> <li>1. BRD</li> <li>2. TCH</li> <li>3. FRA</li> <li>4. USA Button Nichols Irwin</li> </ol> <p><b>C-2M Team (4 nations)</b></p> <ol style="list-style-type: none"> <li>1. BRD</li> <li>2. USA Losick/Lyda Knight/Knight Mela/Leibman</li> <li>3. SUI</li> </ol>																																																																																													
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<p><b>K-1 (65 boats)</b></p> <table border="0" style="width: 100%;"> <thead> <tr> <th></th> <th>Pen</th> <th>Tot.</th> </tr> </thead> <tbody> <tr><td>1. Sattler AUT</td><td>0</td><td>134.6</td></tr> <tr><td>2. Horn DDR</td><td>0</td><td>137.3</td></tr> <tr><td>3. Gawronski POL</td><td>0</td><td>139.3</td></tr> <tr><td>11. E. Evans USA</td><td>0</td><td>141.6</td></tr> <tr><td>39. S. Ruhle USA</td><td>30</td><td>185.3</td></tr> <tr><td>45. J. McCandless USA</td><td>60</td><td>214.9</td></tr> <tr><td>47. W. Nutt USA</td><td>80</td><td>222.4</td></tr> </tbody> </table> <p><b>C-2 (30 boats)</b></p> <table border="0" style="width: 100%;"> <tbody> <tr><td>1. Krejza/Pollert TCH</td><td>0</td><td>146.0</td></tr> <tr><td>2. Kretschmer/Trummer DDR</td><td>10</td><td>168.0</td></tr> <tr><td>3. Schumacher/Baues BRD</td><td>20</td><td>178.1</td></tr> <tr><td>8. R. Benham/A. Harris USA</td><td>30</td><td>214.8</td></tr> <tr><td>12. R. Nichols/J. Evans USA</td><td>60</td><td>237.3</td></tr> <tr><td>17. B. Hager/B. Endicott USA</td><td>80</td><td>282.2</td></tr> </tbody> </table> <p><b>K-1W 128 boats)</b></p> <table border="0" style="width: 100%;"> <tbody> <tr><td>1. Spindler DDR</td><td>20</td><td>288.4</td></tr> <tr><td>2. Cwiertniewin POL</td><td>40</td><td>292.2</td></tr> <tr><td>3. Falke DDR</td><td>60</td><td>295.2</td></tr> <tr><td>7. C. Ashton USA</td><td>60</td><td>327.3</td></tr> <tr><td>14. L. Holcombe USA</td><td>90</td><td>380.4</td></tr> <tr><td>18. C. Clark USA</td><td>150</td><td>412.8</td></tr> <tr><td>24. L. Hibbard USA</td><td>120</td><td>482.5</td></tr> </tbody> </table> <p><b>C-2M (7 boats)</b></p> <table border="0" style="width: 100%;"> <tbody> <tr><td>1. D. Knight/C. Knight USA</td><td>103</td><td>474.1</td></tr> <tr><td>2. N. Holcombe/B. Holcombe USA</td><td>190</td><td>522.0</td></tr> <tr><td>3. van Stipdonk/van Stipdonk HOL</td><td>160</td><td>590.1.</td></tr> <tr><td>7. S. Draper/M. Piras USA</td><td>590</td><td>992.8</td></tr> </tbody> </table> <p><b>C-1 (20 boats)</b></p> <table border="0" style="width: 100%;"> <tbody> <tr><td>1. Eiben DDR</td><td>30</td><td>269.1</td></tr> <tr><td>2. Tresnak TCH</td><td>30</td><td>270.1</td></tr> <tr><td>3. Muller DDR</td><td>20</td><td>284.0</td></tr> <tr><td>7. A. Morrison USA</td><td>40</td><td>297.5</td></tr> <tr><td>9. J. McEwan USA</td><td>50</td><td>310.7</td></tr> <tr><td>19. R. Spencer USA</td><td>100</td><td>404.1</td></tr> </tbody> </table>		Pen	Tot.	1. Sattler AUT	0	134.6	2. Horn DDR	0	137.3	3. Gawronski POL	0	139.3	11. E. Evans USA	0	141.6	39. S. Ruhle USA	30	185.3	45. J. McCandless USA	60	214.9	47. W. Nutt USA	80	222.4	1. Krejza/Pollert TCH	0	146.0	2. Kretschmer/Trummer DDR	10	168.0	3. Schumacher/Baues BRD	20	178.1	8. R. Benham/A. Harris USA	30	214.8	12. R. Nichols/J. Evans USA	60	237.3	17. B. Hager/B. Endicott USA	80	282.2	1. Spindler DDR	20	288.4	2. Cwiertniewin POL	40	292.2	3. Falke DDR	60	295.2	7. C. Ashton USA	60	327.3	14. L. Holcombe USA	90	380.4	18. C. Clark USA	150	412.8	24. L. Hibbard USA	120	482.5	1. D. Knight/C. Knight USA	103	474.1	2. N. Holcombe/B. Holcombe USA	190	522.0	3. van Stipdonk/van Stipdonk HOL	160	590.1.	7. S. Draper/M. Piras USA	590	992.8	1. Eiben DDR	30	269.1	2. Tresnak TCH	30	270.1	3. Muller DDR	20	284.0	7. A. Morrison USA	40	297.5	9. J. McEwan USA	50	310.7	19. R. Spencer USA	100	404.1	<p><b>K-1 Team (17 nations)</b></p> <ol style="list-style-type: none"> <li>1. DDR</li> <li>2. POL</li> <li>3. FRA</li> <li>7. USA E. Evans W. Nutt McCandless</li> </ol> <p><b>C-2 Team (9 nations)</b></p> <ol style="list-style-type: none"> <li>1. BRD</li> <li>2. TCH</li> <li>3. DDR</li> <li>8. USA Nichols/J. Evans Benham/Harris Hager/Endicott</li> </ol> <p><b>K-1W Team (7 nations)</b></p> <ol style="list-style-type: none"> <li>1. USA Holcombe Ashton Clark</li> <li>2. SUI</li> <li>3. DDR</li> </ol> <p><b>C-2M Team</b></p> <p style="text-align: center;">No Event Not enough entries.</p> <p><b>C-1 Team (8 nations)</b></p> <ol style="list-style-type: none"> <li>1. TCH</li> <li>2. DDR</li> <li>3. BRD</li> <li>5. USA McEwan Morrison Spencer</li> </ol>
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**LEGEND:**

BEL — Belgium  
BRD — West Germany  
FRA — France

SUI — Switzerland  
TCH — Czechoslovakia  
AUT — Austria

DDR — East Germany  
POL — Poland  
HOL — Holland





U.S. C-1 Slalom Team: Angus Morrison, Jamie McEwan, Randy Spencer. Stowe Photo, Stowe, VT.

# World Championships 1973

By Bill Endicott, Harbor St., Manchester, MA

The World Championships of 1973 will be remembered because they produced two separate American World Champions and two Vice World Champions, an extraordinary event in the history of the sport. We had been knocking on the door for several years and the hammer blows of the Olympic team, in my opinion, set that door ajar. None of us trained harder than in 1972 and as a nation we took a quantum jump forward in proficiency.

Americans learned much about training techniques from European paddlers and we began to realize that there were not very many secrets behind the success of the East Germans; they simply train harder and more consistently than anyone else. Once we began to train like this, development came quickly. Many Americans took the whole of 1972 off to train, something they had

never done before. The result was that Jamie McEwan got a medal and inspired Americans anew.

Furthermore, 1973 saw an improved team selection method which was based on the method used for choosing the Olympic team and allowed us to field a stronger, deeper team. Ironically, even though the slalom trials course was difficult to the point of being ridiculous, so was the Muota course on the first day of slalom racing and we were prepared for the fast-changing, anything-goes situation that Americans traditionally love. At Muota, the water rose dramatically and made the course impossible.

The wildwater trials on the Cheat (W. Va.) were well conceived but the level was absurdly low. We were fortunate that, with one or two exceptions, no one got on the team who could not

handle whitewater competently. The easy water conditions of these trials could have cost us dearly.

Muotathal is a small village, or rather collection of small villages, situated in the Swiss Alpine region near the ancestral home of William Tell (Altdorf). Anyone who has been there will probably remember with a mixture of amusement and impatience the myriad of cows milling around the place. The villagers liked to parade these animals by our barracks at all hours of the night and for a couple of minutes every day all you could hear was cow bells.



Al Harris (bow) and Bob Benham (stern) placed 7th, the best U.S. C-2 showing ever in World Championship or Olympic competition. Photo by Bill Endicott.

The Muota itself is not a technically demanding river, class three for the most part, but it is not dam controlled and this hurt the race. On the first day of the slalom races, a sudden rise in the water level between the first and second runs made an already tight course out of the question. The second runs were all poor so, in effect, the race was decided after the first runs. Race

organizers would do well to ponder this problem of uncontrolled water for future international races.

Our team arrived in Muota in a most impressive manner. We had a chartered bus followed by a large, drab, Communist-looking truck carrying all of our boats. In past World Championships, U.S. team members have always come separately, each one running the gauntlet of foreign officials, surly airline employees and car rental agents.

Traveling as a group, as the Olympic team did, helps build team spirit and excitement and should be continued. I'll never forget sitting up front of the bus with Olympic coach Jay Evans as the Olympic team rode from the Munich airport to Augsburg. One had the sense of belonging to an elite group, something bigger than oneself, and the feeling of an American juggernaut was stirring. How much better than slinking into Europe and driving all night to get to the World Championship site! The year 1973 was just the same as 1972 and it was great. We have our manager Mark Fawcett to thank for this, as well as for the first rate job he did in all aspects of moving, housing and feeding the team. Mark "took the bull by the horns" in all situations and was the best manager we have yet had.

Our unprecedented troika of coaches, Olympians John Burton and Tom Southworth, and two-time World Champion Roger Paris added immeasurably to organization and team spirit. One cannot overstate the value of having these men available to help the team; they were indispensable.

The Muota World Championships will also be remembered because of all the weird boat designs floating around. The dropping of the rule prohibiting concavities in wildwater boats came too suddenly, in the opinion of some of the boat manufacturers I talked to, and no one was able to come up with a really good boat. It will probably take several years before really good designs are made which truly take advantage of these new rules without creating other, more severe problems. Some trends, however, do seem destined to continue: gone are the days when you

could cruise comfortably in a race boat, especially a canoe. The new boats are too tippy because of low edges and thin ends. The wildwater boats were very tippy (Lettman and Prijon were coming out with new designs the month before the World Championships), although kayak designs did seem to be more controllable.

The first day of racing (wildwater) was held on a drizzly, cold afternoon and our entries performed creditably, especially K-1W Peggy Nutt, who came in fourth. In general, the other finishes were higher than ever before, especially in terms of our second, third and fourth entries, thus attesting to our growing depth.

The next day, in the team races, our depth was obvious as we took two silvers, in C2-M and K1-W, and narrowly missed a bronze in C-2 when one of the boats capsized after being solidly in third place two-thirds of the way through the race.

The first day of the slalom races ended, on one hand, with Dave and Carol Knight emerging from a terribly rainy, cold day as the U.S.'s first World Champions and they were way out in front of the pack. On the other hand, even though Olympic medalist Jamie McEwan had the best second run of the day, the rise in water level made second runs uncompetitive with first runs and he was out of medal contention.

The second day of the slalom, and the last day of the Muota competition, saw the slalom races finally become worthy of the title World Championships—but not until race organizers cut the course down to 22 gates and moved them around some.

In K-1, Siegbert Horn, World and Olympic Champion, lost a memorable duel with Olympic silver medalist Norbert Sattler. Both were clean, both were fast, but Sattler, who admitted to me that he had trained extraordinarily hard this year, had the privilege of beating a great champion.

Sattler's victory began a series of disappointments for the perennially strong East German team. The "Easties" expected Horn to win, as well as their crack C-2 team of Trummer-Kretsch-

# U S I S C A

## 1973

I desire to support the United States Slalom and Wildwater Canoe Team.

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mer, and their K-1W team. None did, and the cause of the latter's demise was the surprising USA team of Candy Clark, Lyn Ashton, and Louise Holcombe. Candy, whom everyone calls Candy Kayak, had been in the K-1W wildwater team which won a silver medal!

One of the truly great moments of Muota '73 was the party on the night of the closing ceremonies. The international fraternity of the sport was renewed as the Swiss team succeeded almost to a man in exchanging uniforms with us. In fact, as the evening went on it became increasingly difficult to say who was on which team, as everyone danced by in a swirl of national colors. I have visions of Tim Braman hugging Peter Sodomka (of Czechoslovakia), Klaus Lettman (indefatigable boat designer of West Germany) jumping like a baboon, and John Burton posing as a member of the West German Olympic team.

There are two postscripts, one bad,

one good. It seems that our sport is in danger of being dropped from the Olympics because the Canadians do not want to spend money on it. If that happens, East Germany and Czechoslovakia might drop out, thinking that they would be better off spending money for Olympic sports where the propaganda value is supposedly greater. This would be a shame because their departure would lower the level of competition at World Championships, at least for a few years. And we are powerless, as far as I can see, to do anything about this.

The good thing is that the Polish National team has expressed a desire to come to the United States and participate in our race circuit next spring (1974). This started at the Olympics when they asked me if I could obtain an invitation for them, and I gave them one, on behalf of the ACA, at Muota.

There is one big hitch. We do not know yet where they will stay, what they will eat, and how they will get from race to race. I am tentatively thinking that perhaps we could house them at schools and colleges near the various race sites. For example, during the week of the Tarrifville race maybe they could stay at Lcomis school; for the Mascoma race, at Dartmouth College and so on. But none of that is firmed up yet and I would appreciate all the help I can get. Please send any suggestions or invitations to Bill Endicott, Harbor St., Manchester, Mass.


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# WILL WE LOSE THE GASCONADE AND OTHER "5 (a)" RIVERS BY DEFAULT?

By Oz Hawksley, Central Missouri State, Warrensburg, MO 64093

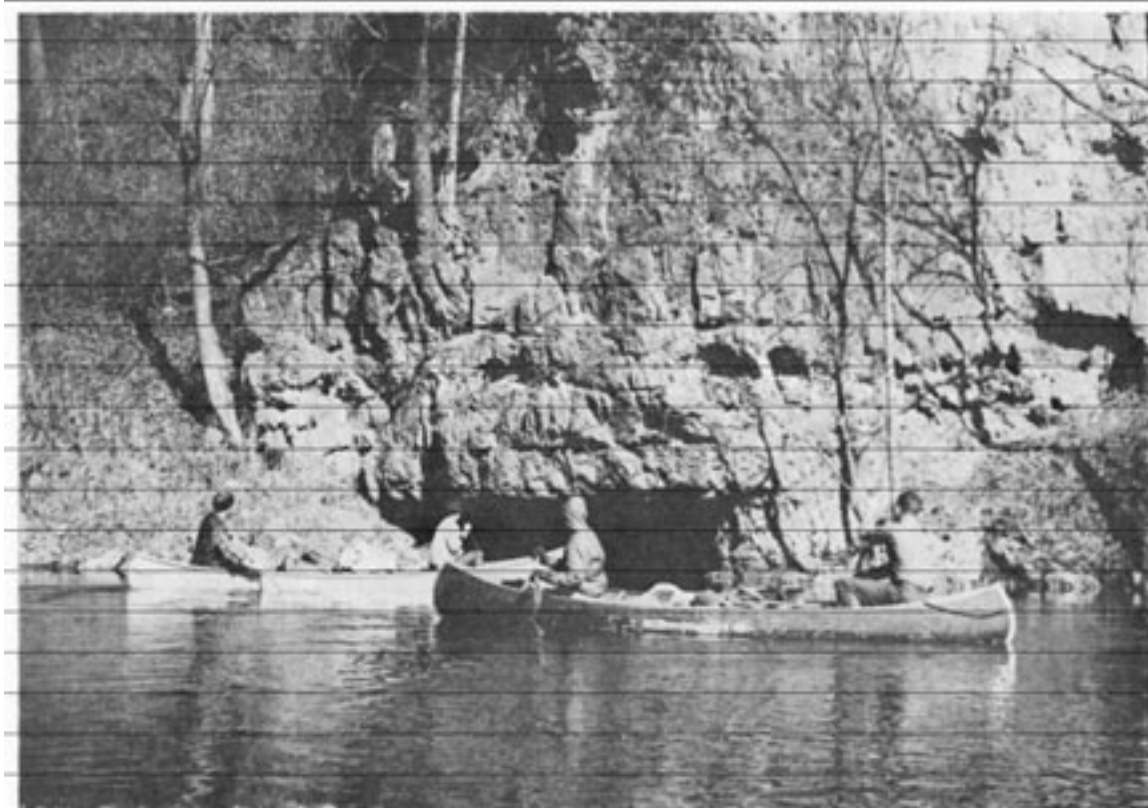
The National Wild and Scenic Rivers Act of 1968 provided, in Sec. 5, for the designation of potential additions to the System. Section 5 (b) instructs the Secretaries of Interior and/or Agriculture to "proceed as expeditiously as possible to study each of the rivers named in subsection (a) . . . in order to determine whether it should be included in the . . . system." The 27 rivers or portions of rivers named are commonly referred to as the "5 (a) rivers." The law provides that the studies must be completed within ten years (by Oct., 1978) but it only prevents from licensing dams and other construction for five years.

Recently, the American Rivers Conservation Council and other organizations have backed Rep. John Saylor's H.R. 4864 to extend the 5-year moratorium on licensing and are backing several bills which would add eight more rivers to the study category. However, passage of these bills will have little value if river conservationists don't become very much involved in preservation efforts which must precede and go beyond the mere studies. What has happened and is happening with the Gasconade in Missouri provides us with some experience and I'd like to use it as a basis for discussion of this very important facet of scenic river preservation effort.

With the Gasconade, "the entire river" was designated for study so this included the tributaries, most noteworthy of which are the Big Piney and the Osage Fork. The system includes over 400 miles of canoeable water, most of which is in a pastoral and/or scenic condition. The Gasconade is said to be the longest river which is all within one state. Although there are areas of contact with roads, railroads, towns and a few resorts, development is minimal compared to many other midwestern rivers.

In 1971, we began to get vague rumors about funds provided to the Forest Service and even to the Corps of Engineers for a study of the river, but not even high ranking Forest Service personnel could furnish any details. Again, in 1972, grapevine information indicated that a study team, made up of persons from various state agencies would work with the Bureau of Outdoor Recreation on a study. Later, after it was too late to attend, clippings from Ozark newspapers reported "hearings" at a town in the river drainage but the fact that the Corps seemed to be involved caused confusion on what this was. It eventually turned out that Corps hearings in that area in 1972 concerned review of prospective dam plans for the Gasconade and final public declaration by the Corps that the dams were economically infeasible.

When recently asked why information was not more generally available, The BOR replied that the study "was initiated in November 1971 by holding three public information meetings within the Gasconade River basin. The purpose of those meetings was to announce the study, explain why a study was being made, and to provide general background information regarding the Wild and Scenic Rivers Act. . . . Initial information meetings of this type are customarily held in the immediate area of concern. Radio, television, and newspaper announcements were made throughout the state in an effort to make Missourians aware of the study." (The bold face is mine.) Although the BOR undoubtedly did provide news releases, they were not much used outside the "immediate area of concern." The result, in Missouri, was that landowner groups knew what was happening and organized their usual opposition very early, to the point of obtaining a commitment to oppose scenic rivers from one Congressman and pretty well convincing a second that he should be



Since the Gasconade and Piney flow in entrenched meanders through porous dolomite, springs and caves are common along the rivers. Photo by Dorothy Hawksley.

opposed; all this before any Study Team report was made! By the time conservation and boating groups became aware (by accident) that expressions of support were in order, Congressman Ichord, in whose district much of the Gasconade and Piney are located, had received a great deal of mail concerning the Gasconade, which he claimed was **all against** scenic river status. Although a number of people set about correcting that impression immediately, the initial impression will be very hard to overcome. Copies of proponents' letters to Congressmen, which were sent to the BOR, elicited form replies which indicated that there would be further "public information meetings" before the study was completed, but no indication of **where** these meetings would be held. We had visions of meetings being held again only in the "immediate area of concern" in a lynch mob atmosphere such as prevailed at so many "scenic river" hearings in the past and recently at two of the three initial BOR meetings.

In order to obtain better information on what was going on and to ensure that there would be information meetings held in the larger urban (principal river user) areas of the state, we enlisted the aid of some of our Congressmen. Representative Randall and others were very helpful in this respect and we have now been assured (by personal contacts with the Study Team, not officially by the BOR) that such meetings will be held in Kansas City and St. Louis, as well as in the three original locations, sometime in September. Now we must organize an effective support movement for the Gasconade, both in and outside the state, solicit letters and get people out to the urban "meetings" (hearings). This is an uphill task since very few people, even in Missouri, know much about the rivers in question and they have not built up any special feeling for the issue through long exposure to it. If we are not successful in rallying considerable support, we have been told

that the BOR will probably downgrade its proposal.

At this time, there is still no official report or brochures on the results of the study from the BOR. Consequently, what information we have has been obtained through unofficial sources, and we must use it to plan action as best we can. You can bet that the opposition is doing the same.

Reasonably reliable information indicates that only parts of the Gasconade and Big Piney will be recommended for inclusion in the System. This includes 54 miles of the lower and 51 miles of the middle Gasconade in the "Recreational" category, 66 miles of upper-middle Gasconade as "Scenic" and 52 miles of the Big Piney above Fort Leonard Wood as "Scenic." Alternate courses of action will be presented as with the Salmon River in Idaho. However, there are only three alternatives in this case, and only one of them, protection "through enactment of appropriate legislation" seems sound. It would probably include a minimum of acquisition of fee title land, mainly for access, while the basic protection would be achieved through public use (streambed) easements and scenic easements.

All this sounds fairly good but it won't be accomplished by sitting back and relaxing. Most of the opposing forces are totally opposed to any form of scenic river protection in which government agencies have a part. They maintain that the landowners are taking care of the river and government intervention is not needed. A perfect example of land-owner stewardship of the river can be seen on the North Fork in Missouri which is a "5 (d)" river — one designated as "potential" but not having study status at present. The North Fork was of higher quality than the Current River, in my opinion, but in the past couple of years, dozens of new homes have been built on the lower section, several trailers have moved in, banks have been stripped, and one developer is building a new bridge across the river to open up a new section of stream-side homesites.

#### What to do for Your 5 (a) River:

1. Don't wait for the BOR. Initiate

your own study group now so that you will be "on top of it" when and if the BOR goes into action. A helpful booklet entitled "Guidelines for Evaluating Wild, Scenic and Recreational River Areas . . ." should be available from any regional BOR office. The Lake Central Region office is at 3853 Research Park Drive, Ann Arbor, Michigan 48104.

2. If you get news of a study to be made by BOR, try to get someone on the Study Team. At least make sure that proper state agencies with which your group may have influence are represented. If a state agency requests it, BOR **must** include their representative on the Team.
3. Keep in contact with "your" Team member so that you can keep a jump ahead of the local opposition or at least abreast of it.
4. Start your PR work with local boating clubs and conservation groups

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early by providing programs for them and alerting them to the field activities and their progress.

5. Start the letters flowing to your Congressional delegation (copies to BOR) early and don't forget your Governor.
6. When meetings are announced, get a good turnout there. If you feel it is better not to stir up more opposition by testifying in hostile territory, at least know what the opposition says and make plans to counteract it. Actually, if you do some good PR work with landowners during your initial study period, opposition will be much less. It is easier to win them over first with correct information than to have to fight them later after they have been exposed to all sorts of wild stories about loss of their rights and their land.

**What to do for the Gasconade and Piney Now:**

If you live outside Missouri, your letters are especially needed. This is a national, not a local issue, and the same

will be true of all future proposals for additions to the System. United we stand a chance; divided, we stand to lose!

At this point, letters to Missouri Senators Thomas F. Eagleton and Stuart Symington and also to Governor Christopher S. Bond are needed. Send a carbon to the BOR (address given above) and one to your own Senators and Congressman so they also know of your interest. Address for Senators is Senate Office Bldg., Washington, D.C. 20510 and for Gov. Bond, State Capitol Building, Jefferson City, MO 65101.

A paragraph will do. Just express your support of scenic river status for the rivers. You might also mention that the Gasconade and Piney would "buffer" the heavy impact of users on the Current, Jacks Fork and Eleven Point rivers by spreading the tourists (and their dollars) around a bit more. Remember, 223 miles of Scenic and Recreational river is not to be sneezed at. It is a sizable addition to the System and the state that provides it certainly can't be hurt by doing so.

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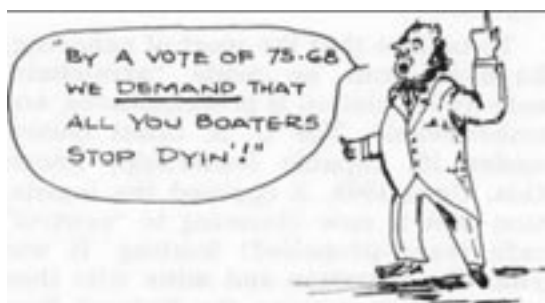
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# FREEDOM OF WHITEWATER PADDLERS

By O. K. Goodwin, 1240 Moyer Rd., Newport News, VA 23602

"Don't legislate my personal safety; don't smother me with your pompous patronage; I don't want to live forever; let me enjoy the thrill of a wild ride on the rapids of America; it's a free country: I want to have the freedom to decide what risk I am willing to undertake!"

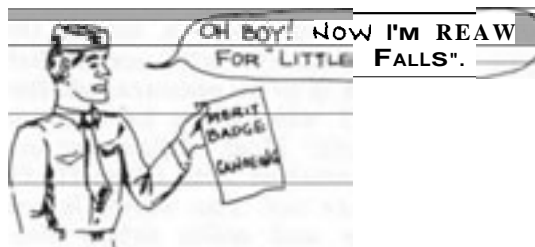


No, not the words of a fanatic. This is the collective voice of the white-water canoeist/kayakist who is just beginning to feel the paternal shackles of the lawmakers bent on saving every single paddling soul of these United States—from himself. It is a gathering voice, weak and hesitant at the moment, but not alone. Through the myriad strata of our society, many hitherto unlegislated activities are feeling the grinding force of Congressional whim. And, as it grows and joins with others, it must be heard and heeded.

The paddler's acceptance of risk is a personal thing. When he steps into his first canoe or kayak he has not experienced the tippiness of these least stable of all craft. Once initiated and on the **second** boarding, he has accepted it. Approaching his first rapid he is totally unprepared for the gripping, turning violence of water in motion. If the thrill is worth the risk, he accepts it. Until his first upset the momentary panic, clammy (sometimes cold) dunking and scattering of flotsam and jetsam is indescribable. If the experience is totally unacceptable, it

turns him off; if not, it helps prepare him for the future. Each experience is accompanied by a decision. From the kindergarten beginner to the cum laude expert these experiences, **if progressive**, provide a solid basis for sound decision making. Each paddler is his own judge. No two have exactly the same background but each one accepts or rejects the risks based on his own experience.

If, by chance or intent, the steady progression of learning is abrogated, a sound decision is difficult, if not impossible. This is one of the major causes of the canoeing/kayaking accidents that have triggered the concern of our Congressional Godfathers. Unfortunately, it is a cause which is completely within the jurisdiction of the "victim." It cannot be legislated against. It can only be influenced by the education of each individual to help him make sound decisions.



A second cause of accidents: There will inevitably come a time in the life of every canoeist/kayakist when a sound decision based on good data will be destroyed by a change of conditions that are beyond his control. One of the most common of these changes occurs to the river. One might think that the River is the River is the River. Nothing could be further from the truth! The character of a river is constantly changing: with the weather, with the drainage basin, with the calendar and clock, and as man works his will on the environs.

(Based on the last time it was pad-

dled, it was a pleasant-enough stream. Today, at this point of entry, the wide river shows only a slight increase in depth. But downstream, where the narrow gorge is out of sight, this added water has formed an unmanageable maelstrom that only the blessed can survive!) Good data is good only as far as it goes. Incomplete good data can be dangerous, but no form of legislation can correct it!

Third: Among the more capable boaters there is a group of thrill seekers who explore new fields and push at the limits of endurance and ability, both of themselves and their equipment. Running the "unrunnable" rivers, "hot-dogging," "enders," dam-jumping and "catching - the - river - when - it's - up" (flood-waters) are some of the activities of this group. How long will it be before the legislators will decide to curtail this freedom? In many places it has begun already.

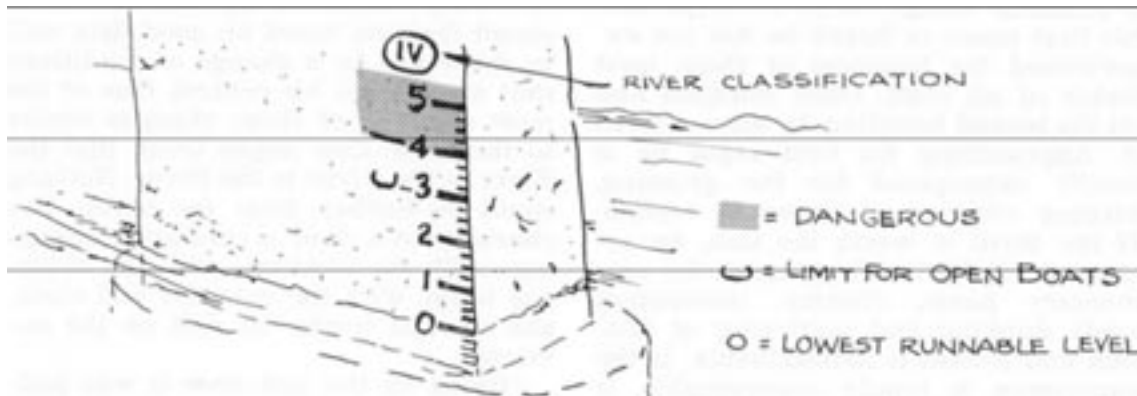
With reason, there **should** be some restriction placed on certain waters. The National Parks have already established some limited regulations. Warnings are posted on some other streams. The State of Virginia is in the process of establishing gauge markers at access points and warnings correlated to water flow. In our opinion, this is the type of help which will accomplish some good and is to be encouraged. But who is to tell who when he may or may not embark? Most whitewater enthusiasts are satisfied with Class III-IV water; some are not. The writer is one of the former and quite safety conscious, but he believes in preserving the individual liberty of the others to make their own decisions.

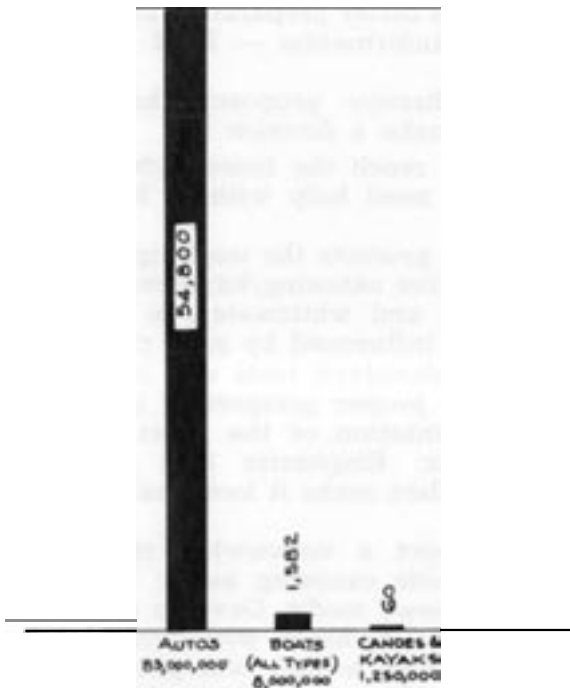


Finally, there are accidents (and fatalities) in this sport just as in life that occur through some unaccountable, unavoidable combination of events which are absolutely beyond the scope of legislation.

To believe that the sport of canoeing/kayaking can be made "arm-chair" safe by legislation is presumptuous, and unbelievable. The U. S. Coast Guard, under its capable leadership, knows this. Until 1969, it opposed the legislation that is now blooming to "control" safe (hand-propelled) boating. It was **your Congressman and mine** who then succeeded in passing the Federal Boat Safety Act of 1971 (Public Law 92-75). Perhaps there will be some good resulting from their efforts, but we get the feeling that the USCG and the Boating Safety Advisory Council, under the prodding of Congress, will grab the ball and run, roughshod, over **this segment of boating** where legislation is unneeded and unwanted!

In 1971, according to available (US CG) statistics, there were 60 deaths in the United States attributable to canoeing/kayaking accidents. As the popularity of the sport grows, the sta-





tistics will grow. I believe this to be true by the very nature of the activity.

For the moment, however, let's examine these 60 fatalities and the efforts to reduce that number: they were 60 of an approximate 1¼ million paddlers,

which figures to less than one per 21,000. From supplemental data (not covered in statistics) it seems evident that **most** of these 60 accidents befell beginner or novice paddlers. As such, it follows that they lacked experience and/or made unsound decisions. It is not known how many of the deceased had ever had any instruction, but the number who had any club affiliation must have been very low or it would have been reported in this magazine. Further, several of the victims were participating in a group activity of a youth group which implies that not only were they inexperienced but that they had been led into the activity by **inexperienced leadership.**

From the foregoing, it appears that the majority of accidents occur for one of four reasons:

1. Inexperience  
Lack of required skills  
Underestimation of conditions  
Overestimation of one's own ability
2. Incomplete information on the conditions to be encountered.  
Inadequate scouting of river  
Subtle changes in the character of

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the river which are not recognized as clues to downstream obstacles

- 3. Thrill-seeking
- 4. Unavoidable

**Conclusion:**

To improve the safety of participants in this sport is a most difficult task. Legislation is **not** the answer! The sport has inherent danger which, for some, is the attraction it offers. To this group, restriction in any form is a violation of their personal freedom.

It is a mistake to think that regulations will prepare an inexperienced person to make sound judgment decisions of his own ability to survive the demands of turbulent water. A person who lacks the skills and also lacks the knowledge of this fact will not be miraculously educated by the limitations of law.

To improve the safety of participants of this sport will require education:

- A progressive training experience
- Group activities under controlled conditions
- More readily available information on the rivers (guidebooks, descriptions, etc.)
- More water level gauges by which to assess the character of the river at a given time
- Education of the group leaders and, ultimately, the public

The only solution to preventing the so-called "unavoidable" accidents that

I can see is better preparation and more complete information — **NOT LEGISLATION!**

Be it hereby proposed that each canoeist make a decision to:

1. Help reach the loners who probably need help without knowing it.
2. Help promote the teaching of progressive canoeing/kayaking skills, basic and whitewater, in the region influenced by your club.
3. Put daredevil feats and safety in their proper perspective in **every** presentation of the sport to the public. Emphasize that capable paddlers make it look easier than it is.
4. Support a nationwide effort to promote canoeing safety through the news media. Develop a working relationship with your local newsmen so they will publish articles for you and so that your local club can add an endorsement to published items from other sources.
5. Fight against unnecessary legislation. Write to your Congressman and explain to them what you expect from the sport and where he can (and cannot) help. Protect the freedom we have had in this sport from the meddling of ill-advised, restrictive legislation. It is an **expensive** approach that accomplishes little!

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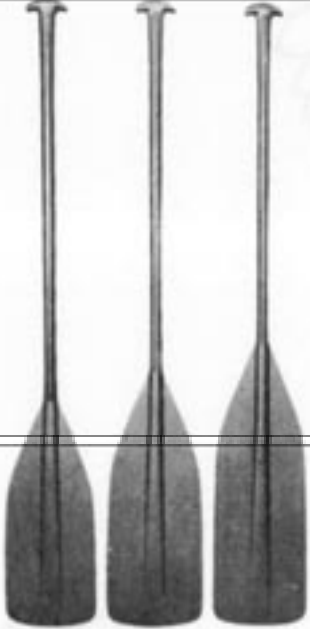
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# Are Beavers Engineers?

By Dean Norman, 3336 W. 99th Street, Cleveland, OH 44102

*(A lot of people seem to be getting the idea that the engineers are our baddies now, and some of them ~~are~~ individuals. But I notice that they still are trying to dam some of the best rivers, and the comment by the chief of the engineers that calls beavers engineers just can't be ignored. Not by me, anyway. I don't mind portaging around a beaver dam in the rare instances when I paddle a tiny stream—but that just isn't comparable to portaging around something like Hoover Dam.—DN)*

I was delighted to read in the March 1973 issue of *Audubon* that the chief of the U. S. Army Corps of Engineers suggested that the beaver become our national emblem, because the beaver is "gentle, diligent, a great conservationist, an engineer in the service of the American people."

I became intimately acquainted with a family of beavers a few years ago when I made a Ph.D. study of beaver ecology at the University of North Dakota, and I thought my beaver friends might be happy to hear what the chief of the Army Engineers thought about beavers. So I wrote to Ben Beaver and family, enclosing a xerox copy of the *Audubon* article, and asked Ben how he would feel about becoming the national emblem.

Ben was not completely taken by the idea, and before a "Make-the-Beaver-Our-National-Emblem" campaign gets underway, I think people should know how a real beaver feels about it. Following is Ben's letter except for a few x-rated adjectives.

"Dear Human,

"Thanks, but no thanks, I do *not* want to become a national emblem. I don't want to have my likeness printed on stationery, decals, flags, posters, etc. or other wood consuming products whether it is recycled paper or not. I just want to have a place where I can earn my own living, raise my kids, and see them go out and make their own way in the world.

"The Army Engineers, of all people,

should have the hypocritical gall to come up with the idea! Nobody has done more to make life miserable for beavers than the Army Engineers, and then to have them praise us and call us "engineers" is the crowning insult!

"You ought to know that every time they build one of those big —g dams on a river they wipe out miles and miles of beaver habitat. The reservoir covers up the river floodplain where the tree species we need for food grow —trees like cottonwood, willow, box elder, green ash and aspen. The sides of the reservoir are usually covered with oaks or pines or other stuff that we can't digest. I don't suppose the engineers know the difference—to them a tree is a tree. In fact, I don't think they know their aspen from a pole in the ground!

"And downstream from the dam the river is screwed up, too. One of those multi-purpose dams usually has a big



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afterbay. A daily fluctuation in water level on the river below the dam may be 8 to 10 feet! This daily flood kills our willows at the river edge, and drives us nuts trying to locate our dens. And they call this flood control! Those —s!

"We river beavers expect a flood or two every spring, and we can cope with that. Sometimes it's close, but we usually get the kids out and onto high ground in time. We get flooded out of our den for a few days, but then the river goes down. It doesn't hurt our food trees on the floodplain, in fact it fertilizes the floodplain with silt deposits and makes it produce better for us.

"I am sick and tired of hearing human engineers compared to beavers just because we both build dams. Let's get a few facts straight. First, beavers never build an unnecessary dam, and I can't remember the last time the Army Engineers built a **necessary** dam! Anyway, as far as beavers are concerned any river with some deep holes and dirt banks is just perfect, and we **never** dam those rivers. We only build dams where the water is extremely shallow. The northwoods beavers get all that publicity because they build those dams and lodges that look so picturesque in the canoe country. The truth is all beavers would rather live in a natural river, but in the northwoods the only way for a beaver to survive is to make ponds in marshy ground, and build lodges in the ponds. They can't dig dens in the solid granite, so they have to build lodges. But I've known a lot of beavers who moved south into rivers, and they dig bank dens now, and never mess with dams or lodges anymore.

"Anyway, when a beaver builds a dam it's always a small one, and he only builds it to make a homestead for his family. No beaver ever built a dam because somebody has speculated in real estate, and bought a couple of congressmen and maybe a senator.

"A beaver dam may take an acre or so of pasture, but we never put a farmer out of business, and we help a lot of folks. Deer and moose come to browse on the stump sprouts where


we cut trees, song birds and insects live in the brushy openings we create in the forest, and waterfowl nest in our ponds.

"Another thing the Army Engineers do is drain swamps with canals, and channel rivers to eliminate plants that "waste water." —m! You think any beavers can live in a drained and plowed swamp, or in a river where there aren't any quiet pools, and no trees or bushes growing on the banks?

"I hear the current national emblem, the bald eagle, is in danger of becoming extinct. Is that what the Army Engineers have in mind for us? Kill off beavers by eliminating our natural habitat, but honor our memory by printing our pictures in magazines? I have a better idea. Let's make the Army Engineers our national emblem, but eliminate them from real life.

"I wish humans would stop thinking of beavers as cute little dam builders, and get the picture of what's happening to the real world when the engineers destroy rivers with dams. No, I don't want to be the national emblem. I just want to survive. Here's what you can tell people for me. Damn the engineers, but let the rivers run!

Yours toothly, Ben Beaver  
Forest River Inkster, North Dakota"



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# CHATTOOGA!

Donald H. Wilson, M.D., Hitchcock Clinic, Hanover, NH 03755

Boaters beware! Post this sign at the four doors to the Chattooga River. Formed in the great troughs of the Smoky Mountains in northern Georgia it thunders through a fifty-eight mile wilderness to the Tugaloo reservoir far below. The movie "Deliverance" was filmed here. Since then the residents of nearby Clayton speak grimly of the "Deliverance Syndrome" — a fatal attraction to the mystery and power of the Chattooga. Ill-prepared canoeists round the quiet corner of Earl's Ford, laughing in the beauty and stillness. Then they drown in the huge rapids. Their smashed canoes are often found before their bodies are.

We came to test ourselves on big water—running in kayaks.

Even then it was a hard time and a bitter learning. Our faces were often masks of horror as we scrambled, flipped, smashed and swam our way through mountains of brown water which roared through gorges and over ten-foot ledges. In sombre March, the Chattooga was at flood level, whipped by wind and driving rain.

I am a neurosurgeon. I brought to the river a basic knowledge of kayaking, a capacity to think in a crisis, intense interest and a good kayak. It wasn't enough. Don Sanborn, a clinical psychologist, is an intermediate boater, strong and well coordinated. Sensitivity and inate caution got him through. Hanson Carroll is a good kayaker, a wildlife photographer, whose office is the outdoors. The three of us closed our eyes when we saw Bull Sluice in flood. Only Walt Blackadar laughed in exultation. He is a big water kayaker, a doctor from Salmon, Idaho, best known for his nightmare run down the Alsek River in Alaska — alone. He looked like a hairy cherub. Kay Swanson, another doctor from Columbus, Montana, came with Walt. A slight, mild-mannered gentleman with rimless glasses, he showed superb technique with a big flat-bladed paddle.

Our leaders were Payson Kennedy and Claude Terry. Payson is quiet and unruffled, with a luxuriant brown beard, and in command of all situations. He left the life of things as a systems analyst to live outdoors where he belongs. He runs the Nantahala Outdoor Center in Wesser, North Carolina, an hour from the Chattooga River. Claude Terry is an intense, driving man. He lives for boating and practices microbiology at Emory University when the river lets him go. He has intimate knowledge of the Chattooga and he wrote two superb articles about its anatomy in Brown's guide to Georgia, which should be read by those who dare explore it.

Don and I arrived a few days earlier to attend a teaching clinic given by the Dartmouth kayak team. We had travelled far from the New Hampshire upper valley, down the spine of the Blue Ridge mountains, through the wind and floodwaters of Tennessee and across the Great Smokies into North Carolina and Georgia.

That Sunday morning was washed clean by sunshine. We crossed the highway 76 bridge to the South Carolina side of the Chattooga. Twenty kayakers from all over the country were putting on wet suits and checking their boats. Then our caravan wound its way up to Earl's Ford where we put in. "How are you planning to teach so many of us?" I asked one of the instructors. "The Flushing technique," he replied. Did I catch a slightly malicious grin? I thought that Flushing might be a famous kayaker but I really knew what he meant.

Most of us were oddly silent as we pulled ourselves into our kayaks. We paddled into the high quiet water of the ford. Beneath that stillness, though, there was a menacing surge. The river was clearing from a dirty brown to a cold green-about fifty degrees. As we approached the first bend of the river Don Sanborn said, "Do you hear a faint

roaring?" I nodded weakly. We turned the corner, some giant pulled a chain, and we were flushed down eighteen miles of roaring water which smashed us with a thousand clubbed fists. Overturned kayaks, loose paddles and orange-jacketed bodies littered the white foam. From a distance it looked like someone had thrown bright-colored confetti into the rapids. We washed onto a beach halfway down. I had been unable to roll up at all and had come out of my boat so many times that I was stiff and very tired. Beside me a boy stood shivering and shaking his head. "I've had it," he said, "No more for me." This was the last road out and he took it.

Then the flushing method began to work. From sheer exhaustion many of us began to stay in our kayaks and roll up. For the first time I checked the instinctive urge to scramble out of my boat while upside down, tumbling and turning. The noise was frightening. So was the swirling foam and knowing I was headed for other horrible things below. I rolled, deliberately, but very quickly, forgetting everything else. I popped up so fast that I went over the other side. Then up again to glorious air and sunshine and blue skies. I had passed some great barrier. From then on the trip became more and more fun.

In the evening of that endless day we returned to Clayton a few miles away from the river. We had a huge buffet supper at a long trestle table in the Dillard Motor Lodge. Many of us plopped down in our wet suits. Louise (Dillard) Coltern owns the hotel and with her big, smiling ways she has made it the center of action for Rabun County, Georgia. The Dillards are a large, powerful family in the hill country. They are everywhere and know everything. Tiny old women make Louise's hotel their home for the winter. They sat in the lobby, chirping like birds, delighted to watch us repair our broken boats in front of them. We slept well.

Then the weather turned around. In fog and rain we drove up through the mountains to the Nantahala River. It was narrow, black and fast. We put in

below a power station, eight miles above the Outdoor Center. A white kayak, broken almost in half lay over some boulders like an epitaph. "R.I.P.?" I thought. Still, we pushed out. A few minutes later I skidded into a hole sideways. "Stay in your boat," I remembered reading somewhere. I stayed about two turns in that washing machine before pulling out. The book was right. Out shot the boat but I stayed in—thrashing over and over. I felt a sting over my left eyebrow and then the thunder stopped. I popped up downriver to meet a horrified stare from Don Sanborn. In his eyes I read my own trouble. A rock had opened a four-inch gash over my left eye and blood was running over my face. It must have been a glancing cut, for I wore a helmet and I was not even dazed by the blow.

We returned to Clayton where Doctor Ed Fowler put nine meticulous stitches in my forehead. He was the doctor in "Deliverance" who took care of Lewis (Burt Reynolds). Ed rides motorcycles for fun. "You're crazy," I said, prone on his table. He paused in his work. "Well," he laughed, "I'm here and you're there—who's crazy?"

The time had come. Don and I had prepared as well as we could for a complete run down the Chattooga River from Burrel's Ford to the Tugaloo reservoir. We met Blackadar, Swanson, Carroll and Terry at the airport in Atlanta and returned to Clayton. That evening Claude Terry showed us behind-the-scenes movies of "Deliverance." He was one of the stunt men in the movie. There was Burt Reynolds lazily flexing his muscles in the afternoon sun, surrounded by twittering "groupies"—teenage girls who followed him around; chipmunks with dark glasses, perched on rocks. There was the canoe, hinged in the middle ready to break open with the twitch of a rope. There was Voigt, quiet and friendly, looking at the churning water with anxiety and there was a stunt man being hurled into the river by a fantastic catapult.

Our first day together was clear and bright. We wound up the morning road to Burrel's Ford, on the North Carolina

border. The river was cold, pure. Trout fishermen stalked the banks. Section I from Burrel's Ford to Russell Bridge is about fifteen miles and had never been run in kayaks before. Payson Kennedy had travelled it once in a raft. Don and I decided to travel with him in a big assault raft rather than commit ourselves to kayaks; the ill-prepared in the unknown was too much. Soon the boats were hurled into wild water. The river laughed with us as we plunged over ledges, surfacing in sunshine and foam, turning in great eddies and always dropping. The trees ahead curved down and disappeared as the pitches became steeper. Then the roaring gorges slammed us through giant shadows and bars of light with water drenching us and stinging our faces. Behind us, I saw Walt Blackadar come over a huge ledge. He and his boat were buried in water. Only his red helmet with the eagle feather in it could be seen. Out he shot, flipped, rolled up, flipped and rolled up again. Then Hans Carroll was thrust down a narrow chute. The force of the waterfall drove him against rock wall and smashed him under the surf. He rolled up, but smashed against the wall and went under again. This time he waited, upside down, until he was swirled away into a wide eddy farther down. He rolled up, scrambled for the nearest bank, climbed out of his boat and leaned against a tree, panting, exhausted, but joyous. Jonah must have looked like that when he was spewed out of the whale.

We came to the quiet water by Russell Bridge in the late afternoon. Against a background of mushrooming storm clouds, we had a short, wild party — expressing relief, fatigue and excitement as we danced around in our wet suits.

Then we made camp. We took our kayaks a mile below the bridge and hauled them onto a quiet, grassy bank. Hans leaned into the cockpit of his kayak and undid the clasp to the fore and aft storage float bags. From the stern bag he removed his sleeping bag. Everything was dry. The kayak can carry about forty pounds of material over and above the kayaker himself.

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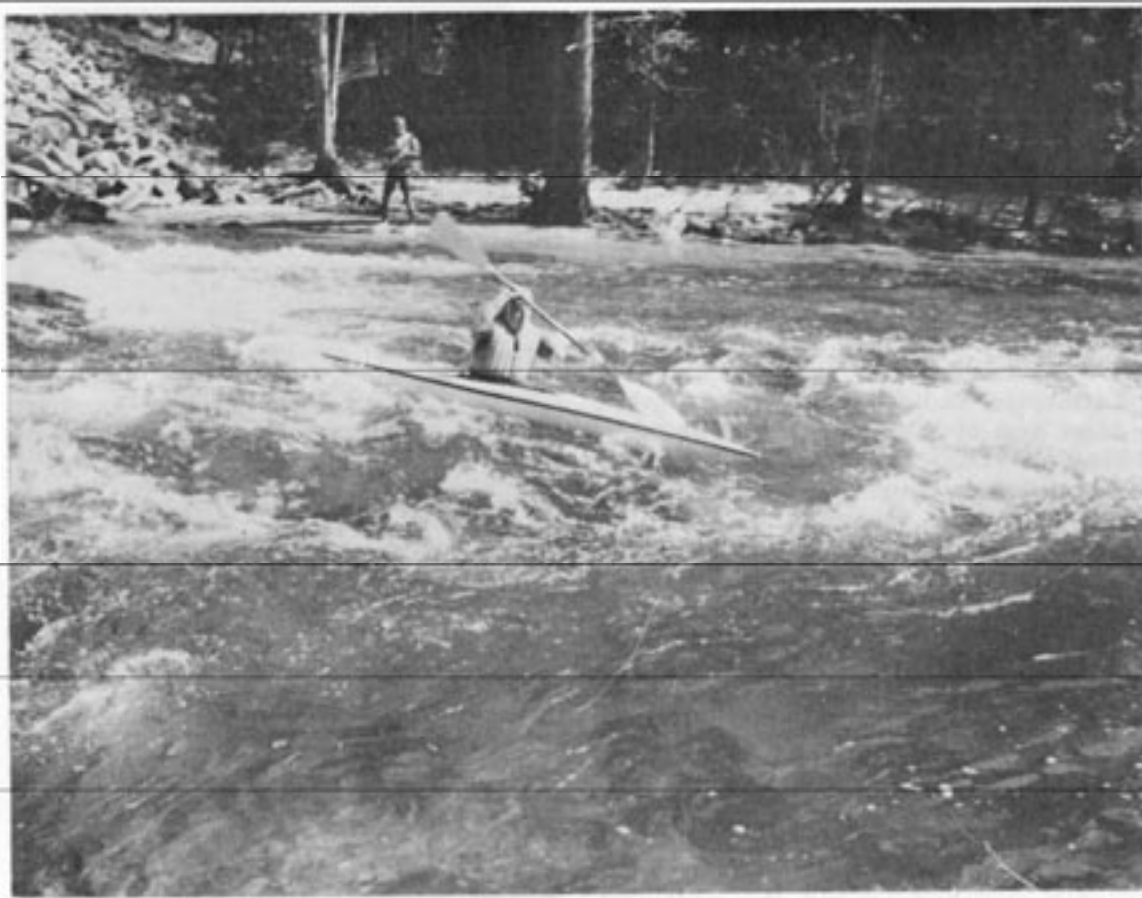
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Walt Blackadar at Burrel's Ford. Photo by J. Hildreth, Clayton Tribune, Clayton, GA

The backpacker and the kayaker have similar problems—to be self-contained with minimum weight. With careful planning, kayak camping can be comfortable and complete for one week or longer. Walt Blackadar does this often, paddling on the Salmon River in the wilderness of northern Idaho or some glacial river in Alaska where grizzlies lumber along the banks.

Rain. The next day clouds were so low in the silent Chattooga valley that they scudded a few feet above the gaunt, leafless trees. All sounds were muffled except for the endless drumming of the river. We broke camp and paddled in loneliness. Section II from Russell Bridge to Earl's Ford was an easy six miles but I was becoming apprehensive. Now, a week later, Don Sanborn and I were to be tested once more on Section III—those eighteen miles we had been flushed down on our first day. We looked at each other as we glided into Earl's Ford and be-

yond to that first turn. Our mouths were dry and shut tight. It was like repeating a nightmare, but underneath there was a curious anticipation. Around the turn and away we shot. Down the ledges we slipped, spun and flipped but everytime a good rollup. I followed Blackadar with growing confidence. We were flung around a corner and into a quiet pool. Ahead of us was a house-sized boulder. The river blasted against it and divided into huge haystacks on either side. These monsters guarded narrow slots through which the whole river boiled. I had swum through the whole revolting thing on the first trip and that memory was still fresh. Don Sanborn and Hans Carroll decided to sit this one out. They carried around. Blackadar pulled out of the pool, going hard upstream. He peeled off and shot toward the boulder. I followed him, terrified. I kept wanting to shut my eyes tight and I had to force them to stay open. The boulder

loomed up. A huge wave suddenly lifted me up like a feather just before I smashed into the rock. It flung me sideways to the right and into the foaming slot. I remember thinking "What a way to go," as the water buried me completely. Then I was in a calm pool — upright.

Bull Sluice waited. Here, just above the highway 76 bridge and at the end of section III, the Chattooga narrowed and blasted over a ten foot waterfall with a huge holding hole at the bottom. Tons of water slide over the fall, hit rocks below and return to the fall as a reverse wave. A boat caught in the hole tumbles over and over, caught fast in the reversal. There is a real risk of drowning or injury. Both have happened.

Most of us finished our day above Bull Sluice. Only three ran it—all well.

Rain again the next day, and a driving wind. With the river at flood level, some wise ones believed that Section IV, from the 76 bridge to the Tugaloo reservoir, was impassable. This final part was the true test of a good kayaker. It was six miles of continuous gorges, a land owned by trolls who gave strange names to parts of the river: Screaming Left Turn, Sock 'Em Dog, the Corkscrew and ominous Raven's Rock.

Don and I, along with a few other dedicated cowards, decided to run in rafts — although we hated the big, ugly blundering things. The whole day passed in a blur of speed and terror. I still do not know how those frail kayaks got through. Endless haystacks, six-foot standing waves, big holes beneath monstrous boulders, hidden by water gone mad with power — water rising to furious strength, spending itself desperately before dying in the reservoir. The river was an ugly, boiling, muddy broth, I remember, when our raft lumbered over a waterfall and spilled us out. I still see that black thing falling over me as I tumbled backwards into the bottom of the fall. Three of us were spit out into an eddy. As we scrambled onto the rocks, we saw Don Sanborn below us, holding onto the back of the overturned raft, heading for another and bigger waterfall. Then

he was alone, the raft wrenched out of his grip, and hurtling over the lip into the biggest, most terrible hole I have ever seen. Our fingers dug into the rocks as we watched him disappear. When his orange life jacket suddenly bobbed up one hundred yards below, we cheered ourselves hoarse. "It was a total blank," Don said later. "I don't remember a thing after looking at that hole." His mind refused to register the unbelievable.

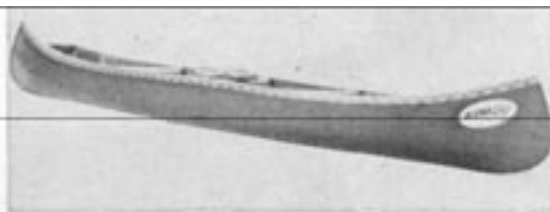
We saw the full excitement of kayaking that day, when Walt Blackadar ran that last waterfall. Down he came, bobbing like a tiny leaf on those monstrous waves. He slid over the fall and skittered to one side of the hole. Here the wave, instead of wrenching him back under the waterfall, corkscrewed him up and sideways, then squirted him downriver to safety.

It was all over. We parted the next day, each of us going our separate way. But the Chattooga had changed us. How? Most of us lead careful lives, surrounded by small fears, unwilling to take risks. We never know our reserves as they leak away with passing time. Once in a while it is good to call upon everything we are and can be. We can't do this without risk. When we use ourselves completely we find that we can do more than just survive. We can endure. Not so bad.

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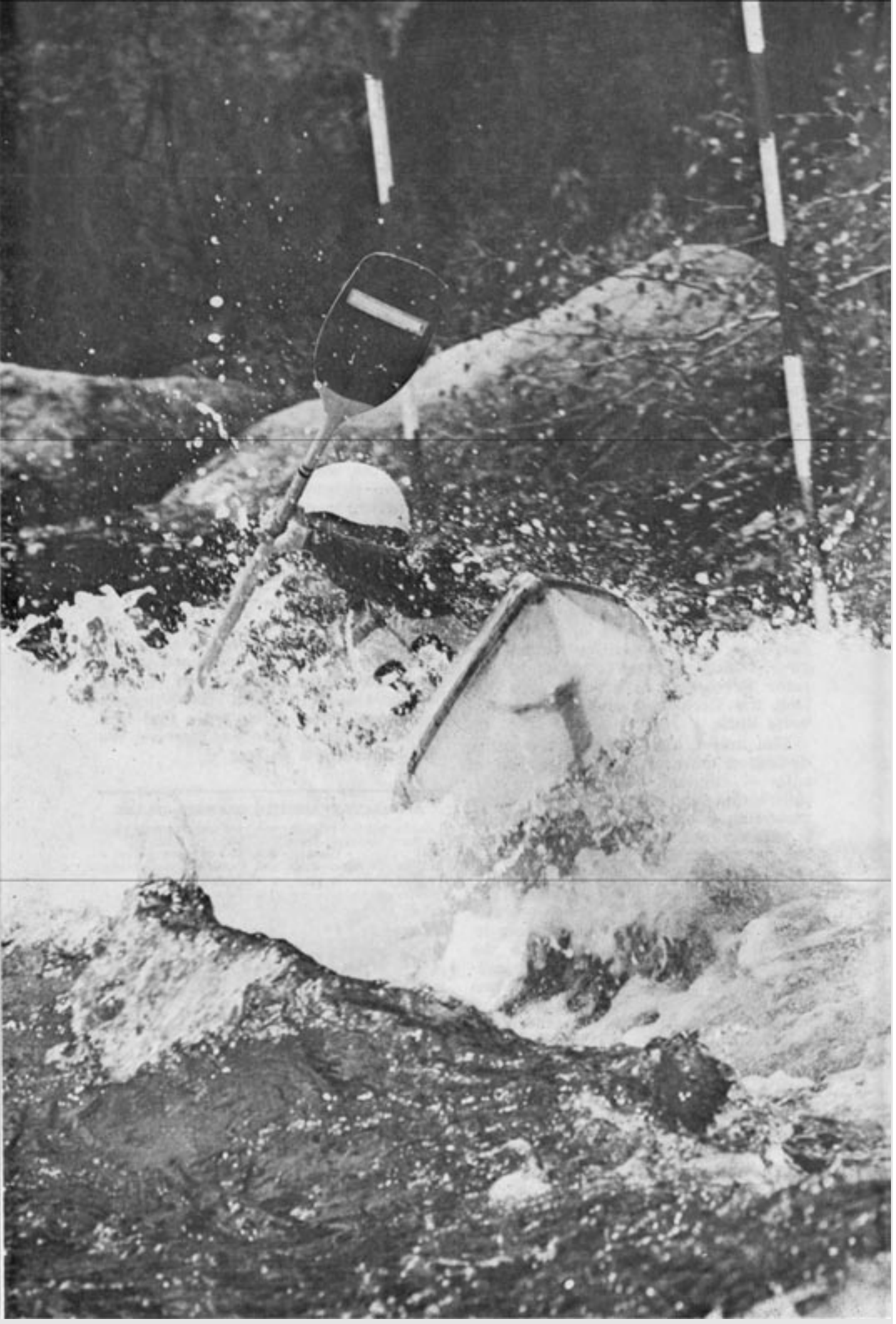
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Wilderness Adventures  
Charles Comer  
17 Lonsdale Ave.  
Dayton, OH 44519

## PENNSYLVANIA

Penn State Outing Club  
John R. Sweet  
118 S. Buckhout St.  
State College, PA 16801

**Philadelphia** Canoe Club  
Dr. David Knight  
4900 Ridge Ave.  
Philadelphia, PA 19128

Sylvan Canoe Club  
Donald Huecker  
Arch Street  
Verona, PA 15147

Wildwater Boating Club  
Robert L. Martin  
LD 179  
Bellefonte, PA 16823

Canoe, Kayak & Sailing Craft  
Douglass Ettinger  
701 Wood Street  
Wilkesburg, PA 15221

Wilderness Voyageurs  
Lance Martin  
Box 97  
Ohiopyle, PA 15470

Appalachian Mt. Club,  
De Leware Valley Chap.  
Don H. Pitkin  
923 Springwood Dr.  
West Chester, PA 19380

Buck Ridge Ski Club  
Louise Metzger  
986 Anders Rd.  
Lansdale, PA 19446

## SOUTH CAROLINA

Carolina W W Canoeing **Assoc.**  
Jerry L. Paul  
3412 Harvard Ave.  
Columbia, SC 29205

Savannah River Paddlers  
**Explorer** Ship 121 &  
Sea Scout 404  
Jim Hill  
1211 Woodbine Rd.  
Aiken, SC 29801

## TENNESSEE

Carbide Canoe Club  
Herbert Pomerance  
104 Ulena Lane  
Oak Ridge, TN 37830

Bluff City Canoe Club  
L. Migliara  
Bpx 4523  
Memphis, TN 38104

East Tennessee White Water Club  
Rht. G. Humphries, Jr.  
119 Alger Rd.  
Oak Ridge, TN 37830

Tennessee Valley Canoe Club  
Geo. M. Marterre  
Box 11125  
Chattanooga, TN 37401

Sewanee Skiing & Outing Club  
Catherine Perry  
University of the South  
Sewanee, TN 37375

Tennessee Scenic Rivers  
Association  
Box 3104  
Nashville, TN 37219

## TEXAS

Texas **Explorers** Club  
Bob Burselson, Rep.  
Box 844  
Temple, TX 76501

**Explorer** Post 425  
B. [redacted] [redacted] [redacted]  
708 Mercedes  
Fort Worth, TX 76126

Boy Scout Troop 51  
Tom Sloan, Scoutmaster  
2008 Bedford  
Midland, TX 79701

Down River Club--Dallas  
Paul W. McCarty  
1412 Oak Lea  
Irving, TX 75061

## VERMONT

Canoe Cruisers of  
Northern Vermont  
Mrs. Bruce C. Hodgman  
100 MacDonough Dr.  
Vergennes, VT 05491

## VIRGINIA

Explorer Post 999  
R. Steve Thomas, [redacted]  
3509 N. Colonial [redacted]  
Hopewell, VA 23860

Blue Ridge Voyageurs  
Ralph T. Smith, Rep.  
8119 Hill Crest Dr.  
Manassas, VA 22110

University of Virginia  
Outing Club  
Box 101X, Newcomb Hall Sta.  
Charlottesville, VA 22901

## WASHINGTON

U of W Canoe Club  
IMA Bldg.  
University of Washington  
Seattle, WA 98105

## WEST VIRGINIA

West Virginia Wildwater Assn.  
Idair Smgokler, Rep.  
2737 Daniels Avenue  
South Charleston, WV 25303

## WISCONSIN

Wolf River Canoe Club  
R. Charles Steed  
Wolf River Lodge  
White Lake, WI 54491

Wisconsin Hoofers  
Outing Club  
Shirley Delsart  
1309 W. Dayton  
Madison, WI 53715

Sierra Club  
John Muir Chapter  
[redacted] [redacted]  
10261 [redacted] Sunnycrest Dr.  
Mequon, WI 53092

Kayaks Ltd.  
John Weil  
5980 Dawson Ct.  
Greendale, WI 53129

## CANADA

B.C. Kayak and Canoe Club  
1606 W. Broadway  
Vancouver, B.C., Canada  
North West Voyageurs  
Canadian Youth **Hostels** Assn.  
10922 - 88th Ave.  
Edmonton, Alberta T6C-021

## AUSTRALIA

Indooroopilly Canoe Club  
Box 36, Indooroopilly,  
Queensland, Australia