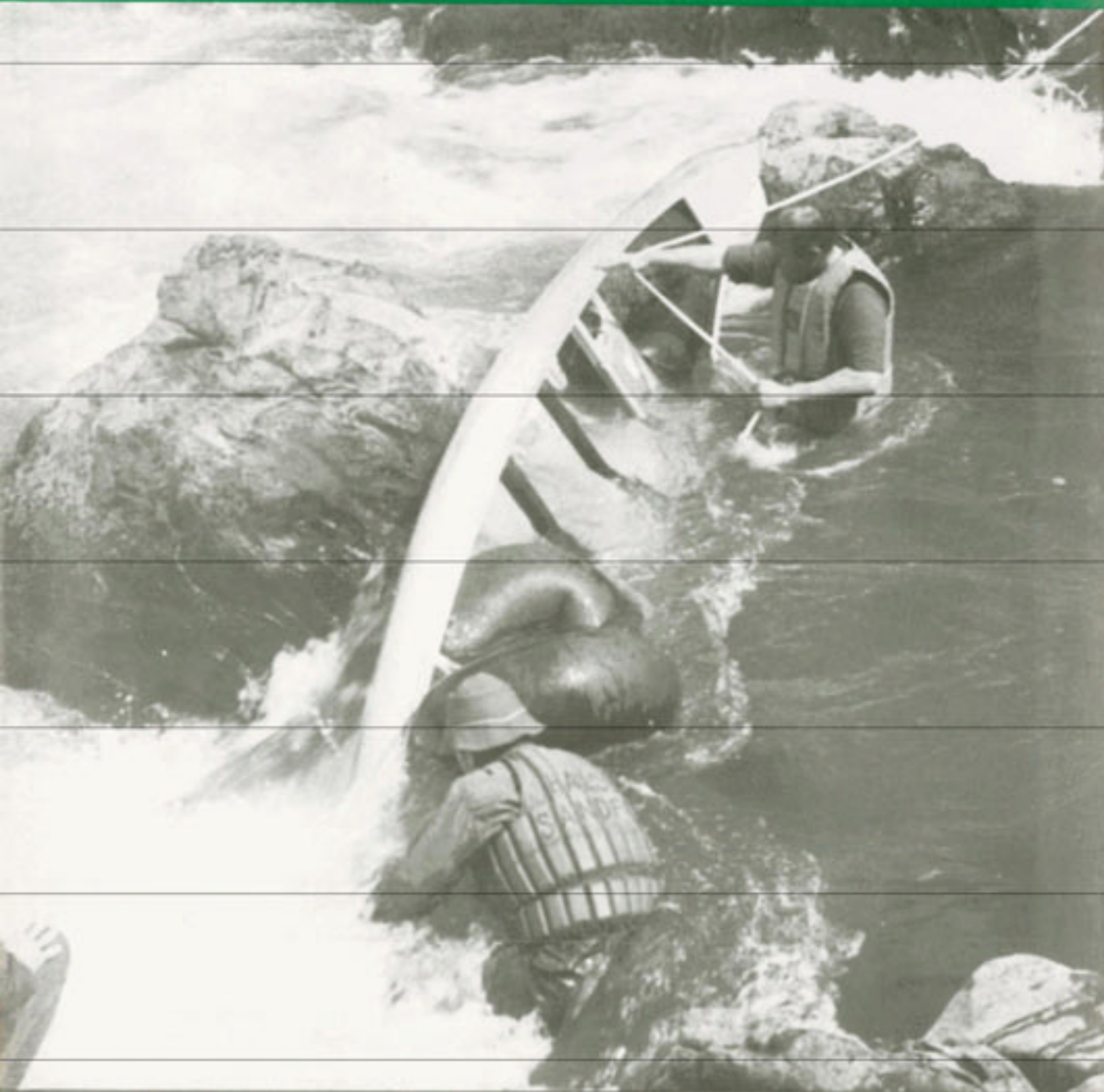


American

WHITEWATER

The Journal of the American Whitewater Affiliation



October-December 1979

Vol. XXIV, No. 5-6



COVER: Pinned, but not wrapped. Waist deep in the B.S.F. Gorge, Bill **Bolwell** hauls a throw line to his boat while **Halsey** Sanford struggles to tie another to the stern. (photo by Henry Wallace)

ABOVE: From the mountainous peaks of Chile to her soft sand beaches, **AWA's** explorers find more than whitewater. See page 30. (St. John photo)

The American Whitewater Affiliation

Executive Director
JAMES C. SINDELAR
264 East Side Drive
Concord, N.H. 03301

Board of Directors:
President
PETER N. SKINNER
Rm. 4772, #2 W.T.C.
New York, NY 10047

1977-1980

Mary Kaye **Hession**
3304 Iowa, Apt. 5
Anchorage, AK 99503

Murray M. Johnson
Oregon

J. Calvin Giddings
1425 Perry Ave.
Salt Lake City, UT 84103

1979-1983

Rob Lesser
1812 N. 21 St.
Boise, ID 83702

O.K. **Goodwin**
Fig Flat, Calif

Art Block
c/o **Rebell & Krieger**
230 Park Avenue
New York, NY 10017

Fred Young
Roscoe, Illinois

Treasurer
Alice Farrington
Box 1483
Hagerstown, MD 21740

Information and
Corresponding Secretary
Mindy Goodman
31 Eldorado Place
Weehawkin, NJ 07087

Contents

ARTICLES

B. S. F. Gorge	Henry Wallace	11
Wild & Scenic, What is it?	Dave Conrad	14
Safety Knowledge Checklist.		16
A Positive Approach to Conservation	Gordon Howard	18
Payette Faces Death	Rob Lesser & Pete Skinner	20
Champs '79 Decked Boat Nationals	Linda Harrison	24
Open Boat Nationals	Barb McKee	26
Chilean Impressions Part III	Pete Skinner	30

DEPARTMENTS

Editor's Soapbox.. . . .	4
Letters.	5
Fluvial News: Affiliate Notes	6
Conservation Notes	8
River Safety	29
AWA Affiliates	38

AWA STAFF

Editor: **Bart** Jackson, 38 Windswept Dr.. Hamilton Square, NJ 08690
 Racing Editor: To be named
 Regional Editors:
 Alaska: Jack Allen. Anchorage, Alaska
 Northmt: Joe Bauer. Box 394, Inverness, CA 94937
 California: Rich Bangs, Box 761, Angels Camp, CA 95222
 Rocky Mountains: Ed **Sibert**, Box 20055, Denver, CO 80220
 Idaho: Rob Lesser
 Midwest: Fred Young
 Southeast: To be named
 Middle Atlantic: Ernie Kincaid, Nettie. West Virginia
 Northeast: Dave Barnhart, 111 N. Bdwy., Irvinton-on-Hudson, NY 10533
 Membership Director: Phil Vogel. Box 1483, Hagerstown, MD 21740 (301) 733-7247 (HI)
Conservation Chairman: Robert **Lantz**
 River Enhancement Chairman: Tom Daniel
 Safety Chairman: O.K. **Goodwin**
 Legal Counsel: Art Block
 Expedition Chairman: Peter Skinner
 Advertising Chairman: Joel Freund, 1408 **Rockwood** Tr., Fayetteville, Ar. 72701
 Printing Consultant: Jim Muhlhahn

AWA INFORMATION:

How to Submit Articles: Deadlines for all material, including advertising, are the 25th of Dec., Feb., Apr., June, Aug., and Oct., for Nos. 1, 2, 3, 4, 5 and 6 respectively.

Publication is planned at 6 times yearly. Single copies \$1.50 each. Surplus back copies are available at reduced prices. Write to the Membership Chairman.

American Whitewater is **mailed** to all members of the American Whitewater Affiliation, an affiliation of boating clubs and individuals interested in whitewater paddle sport. Membership is open to interested individuals at \$10.00 per year and to clubs at \$12.00 per year. Businesses may affiliate at the rate of \$20.00 each year. Clubs and business affiliate names will be listed periodically in the Journal.

The Staff and Directors 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.

©1979 American Whitewater Affiliation. All rights **reserved**.

Editor's Soapbox

WHITewater

ANGER WITHOUT ACTION

It's nice to blame the Army Corps for the never-ending destruction of our rivers. It's fun. We gather in tight little knots and grumble earnestly about their evil daming and despoiling. Then, anger vented, we smile with a moral superiority that religion is powerless to bestow. And usually, there it ends.

Transforming this rage into organized, well-planned action seems a rare event. And frankly, this lethargy of the boating community is as big a conservation obstacle as the over-zealousness of the Corps.

Admittedly, the dedicated few have made great strides in battling dam projects, individually. Small but vocal whitewaterists show up at every hearing, and with their homework done, make oft-effective protests.

But politically, we are babes. We have not yet learned to play the game and make ourselves a force to be reckoned with. We lack that active unity already achieved by the National Rifle Association and its network of hunting clubs.

Let one Congressman make even the vaguest innuendo favoring gun control, and the NRA pushes the button: within 48 hours, the official is besieged with mail, telegrams and phone calls from his constituents, threatening loss of voter support unless he retracts his stance on the issue. Is this Machiavellian? Maybe. But as a group their political awareness has its effect and one cannot but envy their success. So, instead of making snide remarks at hunters,

I suggest we adopt two lessons from them:

First, that fear is the prime mover of man. Idealism may stir a politician's heart; soliloquies about preserving our free-flowing streams may moisten his eyes; but fear of not being re-elected (re-appointed) forces him to act.

More than harping only on the rightness of our cause, we must display to legislators that our cause has power. I do not mean we should enter every fray with bared teeth. Our goal is to keep the friends we have and win the support, however grudging, of the rest. This means adapting the hunters' second lesson:

Democracy is not the rule of the majority, but the rule of the most energetic. All boaters, and many other outdoor groups, want free-flowing rivers preserved. But seldom do we mobilize to show officials just how frighteningly numerous we river-savers are. And when we do, like sunshine patriots, we fight for one specific dam, then disband and return home.

Conserving our rivers must be an *on-going* battle. Not only must boaters fight every dam, but we must incessantly make officials aware of our belief. It would be wise for each club and association to begin a watchdog and letter-writing network. When your state or federal Congressman takes any stand regarding rivers, he should hear from boaters quickly and in force. If positive, he should be lauded and promised support. If negative, he should be aware not only of your displeasure, but that he has lost a vote.

1000 letters are more effective than one letter representing 1000.

Of course, we must keep fighting each separate dam proposal. But just as important, legislators must be made to view river-savers as a constant, energetic voting bloc, that effects their existence. If each club forms a watchdog committee, and each boater writes letters of response, continually, I believe we can make saving rivers a national consideration. We have the power if we can just gather our hidden sup-

porters and convert anger into action.

AWA has devoted this issue primarily to conservation. Through the "Fluvial News Conservation Notes" and various articles, we will continue to inform you of our problems and triumphs, and where action is needed. Please help us by sending in your local news.

Bart Jackson

Letters from Readers:

Dear Editor:

Some of your readers may also be radio hams. We have a small group of kayak and canoe paddlers who meet on the air Wednesday evenings at 7 pm EST on 3.9 or 3.68 MHz and would like to have some of your members join us for trip reports, etc. Ham radio is used for our down river races and can be useful on trips.

I hope you can include this item in your magazine.

Very truly yours,
Ernest Wim
York, PA

Glad to help. —Ed.

AWA Editor:

In the past, I have turned in a notice on how to get gage readings in our area. The number is still the same: 518-869-7891. But hours are now restricted to 8 am to 4 pm,

Monday through Friday. If you want something other than the Hudson at North Creek, the Weather Bureau people will usually call the hydrologist Bob Kilpatrick to the phone.

He is most helpful and will look up rainfall readings and guess how much a certain river will go up by tomorrow. He has readings as far away as Ausable Forks, Unadilla, and Barryville. The phone is at the Albany, New York Airport and you get a recorded message on weather report numbers before anyone live answers.

Betty Lou Bailey
Schenectady, N.Y.

We'd like to publish your letter in the Journal. What would you like us to publish? Let us know. Write the AWA Editor today.

The

FLUVIAL

AWA AFFILIATE NOTES

Affiliates, send your newsletters to our Editor to help AWA stay current with your club's activities and concerns.

OPEN BOAT NATIONALS 1980 ON ESOPUS

To everyone grinding out those off-season calisthenics: your goal is just six months away. On July 19 and 20, the Whitewater Open Canoe National Championships will be held on Esopus Creek, Phoenicia, N.Y. Sponsored by ACA's Atlantic Division, over 150 contestants are expected in both slalom and in whitewater. John Berry has been asked to design the slalom course which will be held on Saturday, the 19th. The 11% mile wildwater course, held the following day, will start at the Allaben Release Portal and will run through Class II-III to the finish line at Boiceville.

Race spokesman Denis McLane promises a 900 cfs release from July 17-20 — three times normal flow. For entry forms and race information, write:

Marilyn Courtney
Long Pond Road

Mahopac, N.Y. 10541

—Thanks to A.M.C.'s Ann LeClair

LICK IT, THEN STICK IT

If you carry your car key with you while you go surf canoeing,

you're probably jamming corrosive salts and sand into your car lock along with the key. This can and has ruined many a paddler's lock, and can leave you stranded. Judd Smith's solution is simple: lick the key before inserting it. A good tip.

Thanks to Sierra Club's Judd Smith

NEW AWA RACING EDITOR

Perky Barb McKee has just taken on the never-ending job of Journal Racing Editor. We were lucky to get her. She's the one who has edited that beautiful *Whitewater Yearbook* for 1978 and 9, as well as being a constant Journal contributor.

As a racer, with Penn State Outing Club, she follows both the closed and open boat circuits, paddling both wildwater and slalom. She's a two-time National Open Canoe Champion and currently holds the decked C-2 mixed championship with partner John Sweet (ole "poetry in motion").

Barb craves your news. So please send notices of your club's upcoming races, its results, or just a squib about a boater who's up-and-coming, to:

Barb McKee

5 Marlborough Rd.

Rochester, N.Y. 14619

(To spot Barb on the race course, look for the cute, bouncy one with pigtails.)

NEWS

WARNING

To anyone running the Funks-town to Devil's Backbone of the Antietam Creek, please be aware that there is a large tree down in the middle of Roxbury Rapid. Portage is suggested.

—We reprint this item, not because it is of national paddler importance, but because we believe that Mason-Dixon Canoe Cruisers' "The Paddle" has an excellent idea here. If you run into a new obstacle that demands a portage, see that the warning gets into your local newsletter. It could save a life. —Ed.

SAFETY FORUM

For closed boaters, the helmet is an undeniable must; as is the PFD for anyone on whitewater. But current clamour has raised two issues:

1. Should open boaters wear helmets? — and when?
2. Should law or common sense enforce the PFD or helmet rule? Here's what your fellow paddlers think:

"I find myself . . . opposed to laws regulating boaters' wear on the river. Dress codes would fall into that useless, if not destructive, category of laws that serve only to protect us from ourselves. . . . I hope I won't seem inconsistent by stating that safety regulations should continue to apply to commercial trips.

Passengers cannot be expected to have the equipment or experience [necessary]. But clubs such as ours . . . will naturally continue to impose safety regulations governing club trips.

In the overzealous desire to keep citizens from hurting themselves, lawmakers often pass laws that deprive us of freedom . . . Fortunately at least for boaters, they won't be able to catch us before the takeout."

— Brian Olson, Calif.

"Here in the Southeast, we've been canoeing whitewater in open canoes for quite a while. Here's [our] rule of thumb:

Helmets are optional for Class I, II and III.

Helmets are almost mandatory for Class IV. If the canoeist cinches [his thigh] straps down tight so he can 'wear' his canoe, then a helmet makes sense in Class II.

Without knee straps, the open canoeist does not fall out of his overturning canoe in the same head-bashing manner [as a closed-boater], but he needs a helmet in Class IV turbulence."

— Bob Lantz, Tenn.

"I am against laws dictating boating safety. Not only do they impinge unnecessarily on our freedoms, but they are totally ineffective and unenforceable. Rather, I believe that

public awareness should be beefed up through education — that's our best weapon.

As for open boaters wearing helmets, I believe it's a judgement thing. Though some experts may not feel it's necessary, I personally always wear the helmet for Class III and IV, and usually not on Class II. But most important, the boater should know his river and the paddling situations he'll encounter. Then based on that choose all his equipment accordingly."

— Harry Kotses, Ohio
A.W.A.R.E. Psychologist

What are your opinions on these issues? Send them to AWA and let others hear your voice. — Ed.

Conservation Notes

PARISIAN INVADES THE HUDSON

Just one mile south of the Route 8 bridge at Riparius, N.Y., developer Grinspan plans to build a housing project just 76 feet from the river's edge. Adirondack Park Agency (APA) normally requires a 150 foot setback and they rarely, if ever, grant any variance.

But Grinspan who resides in Paris, France, has an edge: He has hired attorney Daniel Smith to do his fighting. Oddly, Smith is also the Warren County State's Attorney. . . a clear conflict of interest, but the wheels of politics are ever greased with cash.

John Berry, past national champion and well known local boat builder, is leading the fight. He begs

all of us to keep pressure on the APA with a raft of concerned letters. Thousands have run this scenic stretch of river. Now we must make an effort to preserve its beauty and prevent this potential polluter.

Please write to:

Adirondack Park Agency

Ray Brook, N.Y. 12977

Re: The Grinspan Variance
Hearing

TVA: DAMS LIKE DANDELIONS

You just finish battling the Tellico and the equally useless Columbia Dam springs up. This pawn of political patronage would inundate Maury County, Tennessee's Duck River, destroy over \$6 million farmland, destroy seven species of endangered mussels, six of snails, and two of fish. It would flood 12,600 acres, destroy 24,000, displace 326 families, violate state water quality standards, all to save 3,700 acres from "potential" flood.

And here's the gem: *No electric power generation is possible.*

AWA's Conservation Chairman Bob Lantz and Tennessee Scenic Rivers Association's Director Frank Fly have led the fight against the project.

For the first time, TVA was required to get a pollution permit from the Army Corps before building. But TSRC forced them to make the permit application at a public hearing. On 11/27/79 the hearing was held and testimonies given. The anti-dam defense was strong and, we hope, effective.

Now the hearing record awaits public letters. Though the record

closes January, 1980, later letters will still be noted. Please write your protest to Mr. John Case, Corps of Engineers, Box 1070, Nashville, Tennessee.

*—Thanks to Tennessee Scenic
Rivers Association*

CREDIT WHERE IT'S DUE

You can't make a point with hate mail alone. The TVA's recent management of the Ocoee River has been a great benefit to boaters and Don Spangler, Secretary of the Bluegrass Wildwater Association wrote the TVA Chairman, presenting the boating community's thanks and encouragement: we reprint it here in part.

"There are several actions the T.V.A. has taken that we would like to thank you for:

- Constructing convenient access points;
- Providing gauge information and the Citizens Action Line;
- Guaranteeing a release on weekends;
- Establishing useful and needed regulations for boaters and rafters;
- Last but not least, placing sanitary facilities along the river.

In the future we hope that you will continue to insure guaranteed releases on the weekends. It would be a great loss to many, to lose the opportunity to paddle the Ocoee. We hope that the policies you have established on the Ocoee will become models for other rivers in your jurisdiction."

Our thanks both to TVA for their work and Don Spangler for his sound example. —Ed.

Notice EMERGENCY Notice

A.W.A.R.E. may lose funding. A bill has passed in the House and is now in Senate committee that would halt the Coast Guards funding of safety research through non-profit organizations like A.W.A. This means that our A.W.A.R.E. and many other valueable boating safety programs would die.

Please send just a 4-line note saying:

Re: Senate Bill 1957 — Coast Guard funds. (5% Clause) Please include the 5% clause, giving money to the C.G.'s boating safety research programs conducted by non-profit organizations.

Send it to:

Sen. Warner Magnessen (Wash.)
Chairman Maritime Committee
Senate Office Bldg.
Wash., D.C.

The committee meets during February, so send it *now*,

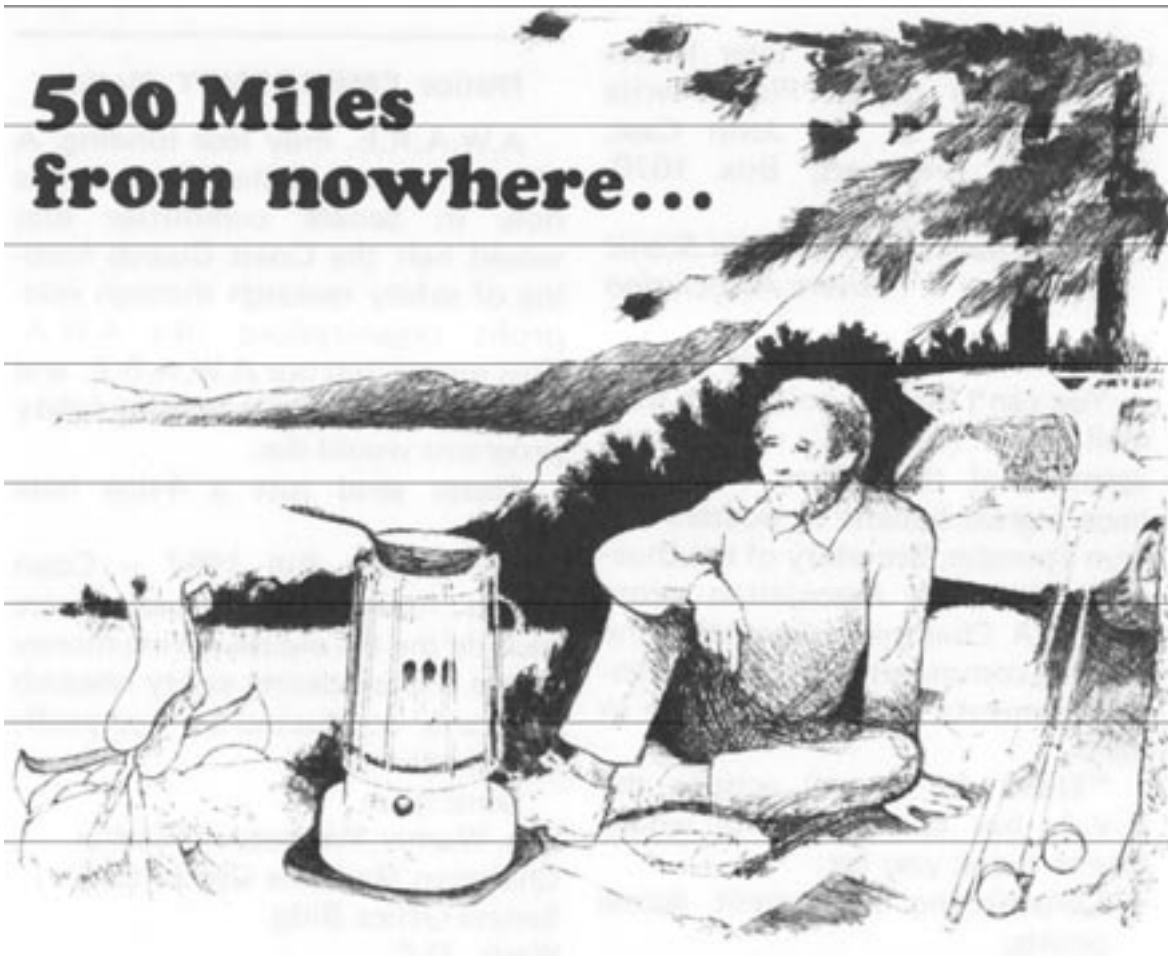
NEED A PADDLING PARTNER?

for your backyard river
or
foreign expeditions

write
AWA's Expedition News
and we'll link you up.

Address
38 Windswept Drive
Hamilton Square, N.J. 08690

500 Miles from nowhere...



warm & cooking with my Kero-Sun.

The Kero-Sun Omni 15 is the perfect kerosene heater to take the "rough" out of "roughing it", because an Omni 15 not only keeps you warm, (up to 9,000BTU's per hour) but it has a great cooktop. Heat up anything from morning coffee to a supper stew!

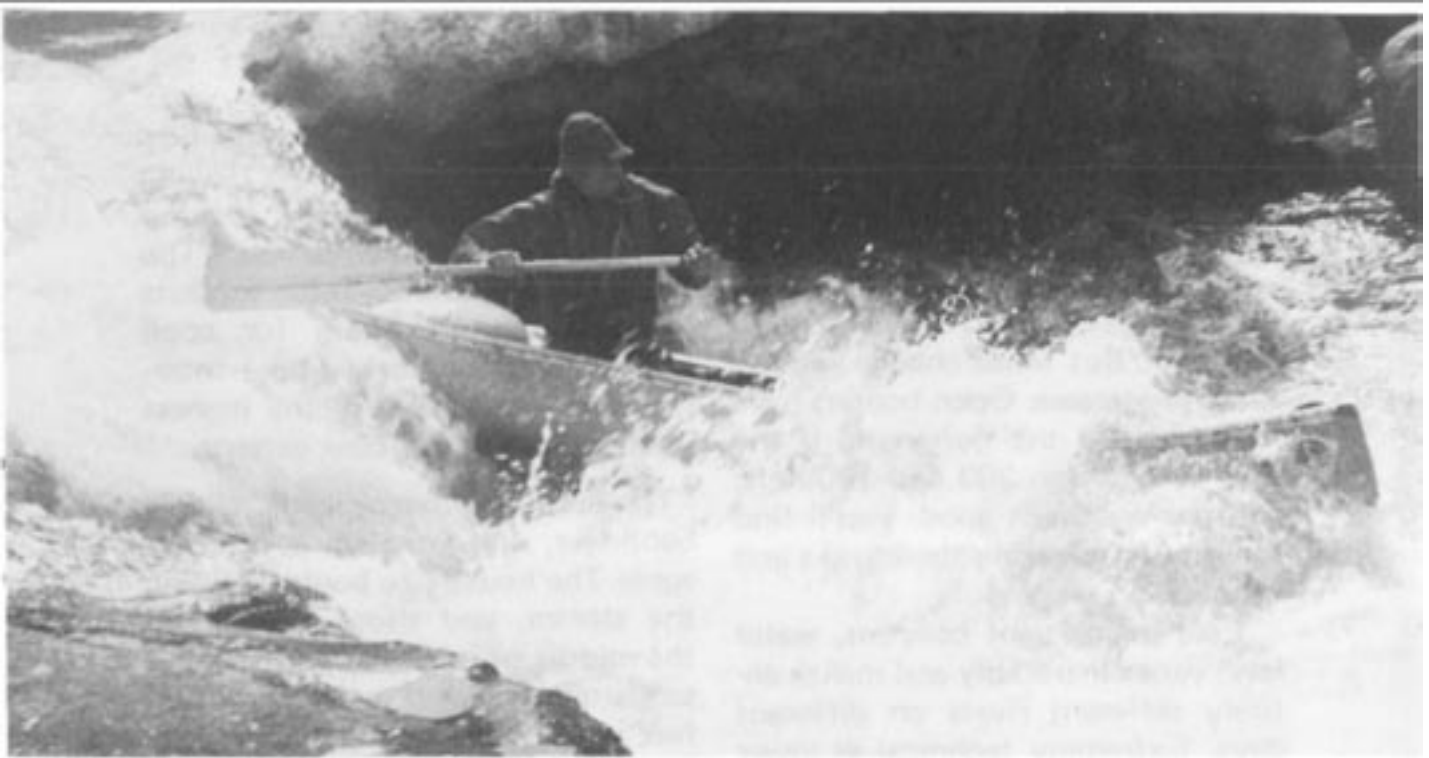
It's so lightweight (only 11 lbs.) that you can pack it up and head off wherever your fancy takes you. (Versatile, too: Use on boat, in cabin, workshop or greenhouse.) Cook on a Kero-Sun and there's no need to scrounge for wood (which is probably damp, right?). Not only that a Kero-Sun burns for 18 hours on only 1 gallon of safe, clean-burning kerosene. Non-pressurized, it's wick-fed with no smoke, no odor, and it's safety-tested. Has an automatic shut-off in case of tip-over, and you don't need matches to light it because it has a battery-powered igniter.

Pack up an Omni 15 for your next trip and that night. have dinner on Kero-Sun!

**Puts the WARM where
you want it!**

KERO-SUN

PORTABLE HEATERS
KERO-SUN, INC., KENT, CONN. 06757



Halsey Sanford tackles a rambunctious B.S.F. ■■ (Wallace photo)

TENNESSEE'S & *Kentucky's*

B.S.F. GORGE

by Henry Wallace

Several guides include write-ups of the Big South Fork gorge. Some are good; some are just plain wrong. Devout Kentucky paddler Henry Wallace sets the record straight with a rundown of his own experiences. Where the guides are right, he includes them, where not, he lambastes them.

The only thing Kentucky paddlers don't like about their best whitewater river, the rough and tumble Big South Fork gorge of the Cumberland, is its location: it's in Tennessee.

We Kentuckians usually can beat the Volunteer State's best in basketball, and quite often in football, but when it comes to whitewater, we've

just got to admit that Tennessee has the edge.

So before the low water sets in, our paddlers head southeast, and cross the state line to "The Gorge", (when a Kentuckian talks of this little beauty, "BSF" or "The Gorge" is title enough).

In his excellent *A Canoeing and Kayaking Guide to the Streams of Kentucky*, Bob Sehlinger calls the Big South Fork "far and away the most popular run enjoyed by Kentucky paddlers." It consists, he continues "of almost continuous Class III and IV whitewater. The run begins on the Clear Fork, which combines with the New River of Tennessee, to form the Big South Fork of

the Cumberland River, about 12 miles southwest of Oneida and ends at Leatherwood Ford, west of that town."

Not long ago, this section was generally proclaimed a decked-boat-only run. But times change and the sport progresses. Open boaters have now invaded the gorge and if the flow is between 300 and 1000 cfs, and the weather's good, you'll find them outnumbering the kayaks and C-boats.

Like many tight canyons, water level varies incredibly and makes entirely different rivers on different days. Extremely technical at lower levels, it transforms to a big and pushy run (much like West Virginia's New River Gorge) when it is up.

Speaking comparatively, when it's 500 - 1000 cfs, I'd say it's a mite more demanding than the Noli-chucky gorge; considerably more than the lower Yough; and roughly the same as the Obed from the Devil's Breakfast Table to Nemo.

You can usually find a runnable level from late Fall to mid-May in years of average rainfall. But be sure

to call TVA for approximate flow: 675-525-5751. Ask for the reading on the *Stearns gauge of the Big South Fork of the Cumberland*. The Sehlinger Kentucky Guide suggests a 1200 cfs maximum for open boats; 2000 for decked-boat intermediates; and 6000 as the highest possible for decked-boat experts.

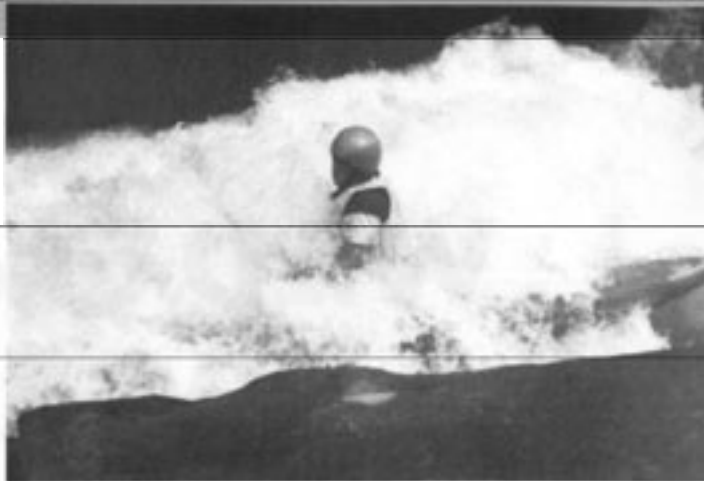
"The Scenery is magnificent" claims Sehlinger, and here none can disagree. The house-size boulders lining the stream, and those plunked in the middle of it, stand bracketed by sandstone canyon walls rising 400 feet skyward. "Dogwood and a profusion of other plants grow where there is purchase on (these steep palisades)."¹

Of course, the B.S.F. claims its share of battered canoes, bruised elbows, and dunked canoeists, but the hazards are considerably less than other Class III-IV streams. Even the holes, I can attest by personal experience, are washouts at most levels. So it is not unreasonable for

¹Michael Jenkinson, *Wild Rivers of North America*, B.S.F. gorge included in the "106 Wild Rivers to Run" section.

The wrong way to run the "L" - Final test of the Big Three (Wallace)





Ron Johnson, one of the Kentucky's best (left) negotiates Double Falls as Ray Reisert stands poised with Throwrope. Above, Neal Sanford buries self and C-1 into Washing-Machine, a four-foot drop with a strong reversal. (Wallace photo)

high-intermediate paddlers to accept the challenge, and many do so.

But don't be fooled. This is truly a demanding canyon. The drops are steep and huge, and extremely long, continuous rapids make rescue difficult. Sehlinger rightly cautions, "helmets are a must for all paddlers". And extra flotation is a wise precaution generally followed even by experts—those self-proclaimed, and those generally recognized.

FROM BROKEN RIB TO DELIVERANCE

Michael Jenkinson, in his classic *Wild Rivers of North America*,² suggests starting the Cumberland (B.S.F.) gorge run on the New River, in the town of New River, off Highway 27. However, except for a few Class III drops near the end, the New is a rather dull stream for most of its course. In addition, it is marred by mine waste and other run-off, and is usually dingy or downright muddy.

The more popular put-in is at Burnt Mills bridge on the Clear Fork. You quickly warm up on Rocky Top and Broken Rib, and then come to the four-foot ledge of First Drop, just before the confluence with the New. Here, at the mouth of the gorge, the two streams mingle to form the Cumberland, and the real action begins.

Almost immediately, you encounter the ominous Big Three, which separates the intermediates from the advanced, and usually from their boats. Packed in this 200 yard rapid are Double Falls, Washing Machine, and "L" — each Class III-IV depending on water level. The *Cumberland River Basin Canoe Trail Guide*² describes it best: "Double Falls consists of two turbulent four-foot drops with the added menace of undercut rocks at the end... The Washing Machine is a drop into a swirling pool amidst huge boulders. . . . the 'L' is so named because one must take an L-shaped course to negotiate it (with) a stopper for all (continued on page 33)

² This is a helpful publication of the U.S. Army Corps of Engineers, Nashville district, and can be obtained by writing them.

THE WILD and SCENIC RIVERS ACT

What is it?

Impressions from ARCC's Dave Conrad

Like the Lone Ranger, we all see 'Wild & Scenic designation' as one of the good guys, but few of us hold more than the vaguest concept of what's behind that protective mask. Currently, Congress is analyzing the entire nation's river systems to expand the Wild and Scenic Act to the utmost. (see AWA Journal XXIV, 3-4: Fluvial News, p.8.) So it is now more important than ever we should understand this federal act and make it work for us.

THE PURPOSE

In 1968, Congress passed the National Wild and Scenic Rivers Act, declaring". . . the established policy of dam and other construction . . . needs to be complemented by a policy that would preserve other selected rivers . . . in their free-flowing condition . . ."

With this act, came the first federal protection for our remaining, free-flowing streams. The Act's functional goal is to place specific rivers under the protective management of certain federal agencies, i.e. the U.S. Forest Service. No new agency was formed, nor old one assigned to gather rivers into the

system. Rather than federal fiat, it must be local interests that bring each river to the attention of Congress. If approved, the river falls under federal protection "forever". (You can trust Congress.)

WHAT "PROTECTION" MEANS

Generally, Wild & Scenic's protection aims at keeping a river as close to its current natural state as possible. The way you see a river when it is first considered, is usually the way it will be maintained. It is not the goal to weed out riverside dwellings and revert the stream to some natural wonderland. Rather, it is to hold onto the beauty, recreational value, and wildlife that already exist.

This means that the Army Corps, Bureau of Reclamation, Federal Power Commission, private dam builders, or anyone cannot build canals, irrigation diversions, or dams on the protected sections. Nor can they build anything that would despoil any natural aspect of that section. In short, it bans water projects.

But a river is more than just water. A narrow corridor of river



Hudson at Lake Luzerne (John Perkins)

bank falls under Wild & Scenic's wing. And here it can get sticky. Through donations, scenic easements, and rare purchases, the managing agency deals with landowners to maintain the riverside land as is. Basically, this limits or prevents subdividing, stripping vegetation, commercial development, and building too close to the water's edge. *It* does not offer open access. Who crosses the land remains the landowner's decision.

Water quality is not specifically the Act's concern. Control over small watershed segments, and narrow corridors can only help, not control water purity standards.

All this protection is permanent, starting from the time a river is first officially studied for acceptance. To remove a river from the system, or to except a specific project from the rules, takes a federal legislative act. (Ah, there's the rub.)

RIVER DESIGNATIONS

All conditions of rivers, for all kinds of use and conservation are included. But Manhattan's East River cannot be managed as the Colorado.

Thus each accepted stream is designated Wild, Scenic, or Recreational. Different sections of one stream may bear different designations. These categories are not based on the extent of protection, but on the stream's condition and the methods to be used in maintaining it.

Wild rivers are free-flowing, in primitive areas, accessible only by foot or rough jeep trail, and have water pure enough to support wildlife.

Motorized vehicles are forbidden/limited. No new non-primitive structures are allowed. These are our last wilderness sections; the goal is to keep them uninhabited and not overly visited.

Scenic rivers are nearly as primitive, but have access by driveable roads, and even a bridge over the river. Maybe some small farms.

No new unharmonious structures (farms — yes, quarries — no) may be built. Campsites, visitor centers, (continued on page 34)

FLOWING FREE

The American Rivers Conservation Council (ARCC) has an educational affiliate: The River Conservation Fund. Their book ***Flowing Free*** makes sense out of the government's hash. Simply, in full detail, it explains Wild & Scenic, and all other forms of river protection. It is a bible for every club interested in river conservation, and suggested reading for every boater. Why not buy a copy, read it, and then donate it to your public library? It's \$3.95 for one; cheaper in quantity. Write: The River Conservation Fund, 317 Pennsylvania Ave. SE, Washington, D.C. 20003.

SAFETY KNOWLEDGE CHECKLIST

A.W.A.R.E. psychologists Don Gordon and Harry Kotses continue their AWA-sponsored research on rivers throughout the country. Part of the questionnaire given to the local river-runners includes these very basic safety questions. To be an acceptably safe paddler, you should know them all. If you miss more than two, you'd better re-evaluate your entire method of boating. (See answers below.)

1. All open boats should be equipped with bow and stern lines.
☐ True ☐ False
2. A strong swimmer does not always need to wear a PFD (personal floatation device) in fast water.
☐ True ☐ False
3. A helmet should be considered an optional item of safety equipment in closed boats.
☐ True ☐ False
4. Intermediate paddlers should be capable of paddling difficult Class III and easy Class IV rivers.
☐ True ☐ False
5. On the river, the lead boat may be passed, but only on relatively long, flat sections of the river.
☐ True ☐ False
6. In case of an upset (check all appropriate statements):
☐ A. Release your boat and swim directly to shore.
☐ B. Go after boats, boaters, and equipment in that order.
☐ C. Get to upstream end of craft and attempt to ferry it to shore.
☐ D. Release boat only if this improves your safety.
☐ E. Try to stand in the current as soon as possible.
☐ F. Extend feet downstream when swimming in rapids.
☐ G. Try to get to an eddy before standing.
7. Of the following river hazards, four are frequent killers. Check the four *most* serious hazards.

<input type="checkbox"/> A. Massive Boulders	<input type="checkbox"/> G. Chutes
<input type="checkbox"/> B. Strainers	<input type="checkbox"/> H. Weirs, reversals, and souse holes
<input type="checkbox"/> C. Submerged rocks	<input type="checkbox"/> I. Standing waves
<input type="checkbox"/> D. Cross currents	<input type="checkbox"/> J. Surfing wave
<input type="checkbox"/> E. Hypothermia	
<input type="checkbox"/> F. High water	

8. The recommended length for a throw rope is:
☐ A. 10 - 20'
☐ B. 25 - 30'
☐ C. 35 - 40'
☐ D. 50 - 60'
☐ E. 85 - 100'
9. A swimmer caught in a hydraulic should:
☐ A. Swim upstream and to shore.
☐ B. Swim downstream on your back.
☐ C. Dive below the surface and swim downstream.
☐ D. Dive below the surface and swim upstream.
☐ E. Swim out at the center of the wave.
10. The most effective treatment for hypothermia is:
☐ A. Warm the victim with alcoholic beverages.
☐ B. Skin-to-skin contact.
☐ C. Immerse the victim quickly in hot water.
☐ D. Put in shade, sponge off, and administer cool drinks.
11. Hypothermia occurs most often in boating when temperatures are between 30" and 50"F.
☐ True ☐ False
12. When throwing a rescue rope to a spilled paddler going downstream, you should:
☐ A. Aim upstream of the victim.
☐ B. Aim right at the victim.
☐ C. Attach a buoyant weight to the end so it will carry a long distance.
☐ D. Aim slightly downstream of the victim.
☐ E. Wait until the victim has stopped moving before throwing.
13. What is the best type of rescue/throw rope?
☐ A. Nylon
☐ B. Polyproploene
☐ C. Manila
☐ D. Cotton fiber

To see how you did, turn this page upside down. Before you pat yourself on the back for a high score, ask yourself this question: Would I react as well on the river as I do on paper? If the answer is honestly yes, then pat yourself all over.

A Positive Approach to

CONSERVATION

by GORDON E. HOWARD

"Protected' National Rivers" by Steve LaPrade (American *White-water*-2315) reminded me of how many conservationists are like unwed fathers. They are great at bringing young into the world, and complaining when "their child" does not receive proper care. Yet the family with whom the child is left does not receive additional support. Rather, it must provide for the new child out of earnings already stretched too thin.

And so it is with our federal and state resource management agencies. We conservationists keep dumping new children on their doorsteps but refuse to take any responsibility to see that these agencies receive additional support.

The time is long overdue for conservationists to take positive actions in working with the resource management agencies. For example, the Forest Service worked with boaters and other users in classifying the Chattooga River and in designing its river management plan. Surveys of Chattooga users indicate that most boaters are happy with the Chattooga's management.

Here are some suggestions for positive action:

1. Learn about the land management agencies with which you will deal. Learn:
 - a) The agency's name. While there are National Forests, there is no National Forest Service, as

LaPrade and many others mistakenly refer to the U.S. Department of Agriculture, Forest Service. (Sometimes referred to as the U.S. Forest Service).

b) The department within which the agency resides.

c) The mission of the agency as prescribed by law.

d) The administrative structure within the agency, particularly within your region. Know the proper title of the positions; for example, most positions in the U.S. Forest Service do not carry the title of "Ranger."

e) The manner in which policy changes are implemented within the agency: Where to start; whom to see.

2. Watch the appropriations of funds for these agencies. Determine:

a) If sufficient funds are currently appropriated for proper resource management and protection.

b) If new areas have been acquired by the agency without concomitant appropriations.

c) If you can influence your political representatives to sponsor legislation that will provide the support necessary to properly protect the area from destruction by developers and avid "conservationists" who overuse popular yet fragile areas.

3. Watch for hiring freezes. When the federal government wishes to

"... you ~~can~~ influence your political representatives . . .
Yes, you need to understand how your governments work."

save money, it frequently puts a freeze on hiring within the National Park Service. Other agencies are not as frequently so restrained. Such freezes leave the agencies understaffed and unable to properly maintain the resource. This problem originates in the executive branch, though your Congressman or Senator may be able to help. —Yes, you need to understand how your governments work.

4. Work with your elected representatives to change the job classifications of the Office of Personnel Management (formerly Civil Service), so that persons trained in recreation resource management can be hired by any resource management agency. Part of the success of the Chattooga is due to the presence of a properly trained recreation re-

source manager. (The Army Corps of Engineers has recently initiated such a change. Look for better recreation management of Corps facilities in the future.) These persons should be given professional status rather than technician status (currently the case with the Forest Service).

5. Treat all agency personnel as individuals. There are many conservationists among the ranks of the agencies most frequently under attack by "our side". To accuse everyone in an agency does not serve any useful purpose and offends those friends within the agency that are working for change.
6. Remember most agencies cannot change dramatically unless their mission is changed by legislation. The agency staff is generally dedicated to carrying out this mission. As a taxpayer, I applaud their dedication. However, if I am unhappy about the mission then I must talk to my elected representatives.
7. Finally, work toward educating your local and regional resource managers. Regularly discuss the conservation problems with them. I said discuss, not fight or threaten court action. There are official federal volunteer programs. Offer to help the agency either as an individual or as a group to maintain or improve

(continued on page 34)



PAYETTE FACES DEATH

by Rob Lesser and Pete Skinner

It's tough enough to save the turkey streams: Those popular novice rivers that see 1000 paddlers a weekend. But when the hydropower boys seek to dam one of those tough little gems labeled "Experts Only", conservationist defense seems to melt like summer snow.

Ruttled in the theory that "Usage alone determines value", government planners busily Nielsen-rate our rivers, declaring the over-trammeled as worthy and the unspoiled as worthless. Based on this sage philosophy, Hamlet's value pales beside Mork and Mindy's because it draws a lesser crowd. And the Payette's North Fork might as well be destroyed because its public use is limited to a few experts. To those who believe this public use nonsense, AWA gives a little reminder: a decade ago, only a handful of paddlers were capable of running West Virginia's Gualley.

"A river crashing down a 13 mile rockslide."

"A three-foot deep, 15 mph hunk of hell."

"A place to test your upper limits."

This and much more describes Idaho's North Fork of the Payette River: a run so difficult that only within the past two years have kayakers successfully paddled this horrendous torrent near Banks, Idaho.

Truly, this is one of the top-end

streams for whitewater 1979; about what West Virginia's Gualley was in 1969. But if the Idaho Power Company has its way, the North Fork will not flow in 1981. For kilowatts' sake, they plan yet another hydropower project that will suck this stream into 16 miles of underground pipeline. What is now a fierce, aesthetic piece of nature, will be left an ever-widening erosion gully. For the paddler, one of those top challenges he now aspires to, will be irrevocably lost.

THE NORTH FORK'S CHALLENGE

Tumbling headlong out of the Cascade Reservoir, this river hurtles along Route 55, past Smith's Ferry,

A reach from the breach. Don Banducci (left) audaciously twirls his blade in the Payette's maw. While Michael Lyons (right) braces in the front of Hounds Tooth. (Rob Lesser photos).



down to Banks, where it joins the South Fork. It is an unnatural river bed: a jumbled mass of jagged riprap thrown in from a road running one side and a railroad on the other. These sharp, grabbing rocks peer up at your hull from the bottom of five foot deep troughs between the waves.

You dodge these vicious little boat-splitters while dropping well over 110 feet per mile for the entire length of the run. At 15 miles an hour, the water zooms you down this high-penalty slalom course.

To make matters worse, the normal flow of 1500 cfs holds the river to a thin three-to-six feet deep. This shallowness, matched with the high speed generates eight foot high waves about 15 feet apart. No sooner does your face emerge from one wave, you blink your eyes, then you burst into the next one. There's no

time for planning. . .for ferrying. . .for maneuvering; just time enough for frantic braces, panicky strokes and gallons of adrenalin.

And oh yes, there are *holes*: big, sticky, violent, deep ones. They open out of nowhere and shatter any rhythm of survival one can generate.

If someone boasts of running the North Fork, he probably has endured the lower five miles from the double rocks of Hound's Tooth rapid, downward. Damned few have run the whole 13 miles.

In 1975, local boaters Roger Hazelwood, Kieth Taylor, and Tom Murphy astounded everyone by being the first to run the final two and a half miles. In 1977, Idaho's Rob Lesser, Kentucky's Bob Walker, Dennis Whitehouse, and Bob Latter, and "The Crunch Bunch" negotiated the entire 13 miles for the



first time. A few others have boated the full trip from Smith's Ferry to Banks, but not without some scars.

ESCAPE FROM JACOB'S LADDER

This past summer John Wasson along with Rick Fernald and Don Banducci, three excellent boaters, attempted a full North Fork run, at an unusually high 2250 cfs. John survived until Jacob's Ladder, a steep, rock-hedged section that drops about 180 feet per mile. This toughest of all rapids has four rocky, distinct drops ending in "taffy pull", a destructive strainer.

In the second drop, John got caught in a diagonal curler. He back-ended, slammed into the rock wall and flipped, losing control of his paddle. He tried twice, but couldn't roll and was rocketed out of his boat, landing on the rocky shore, bruising hips and back, but avoiding the Ladder's third and fourth drops.

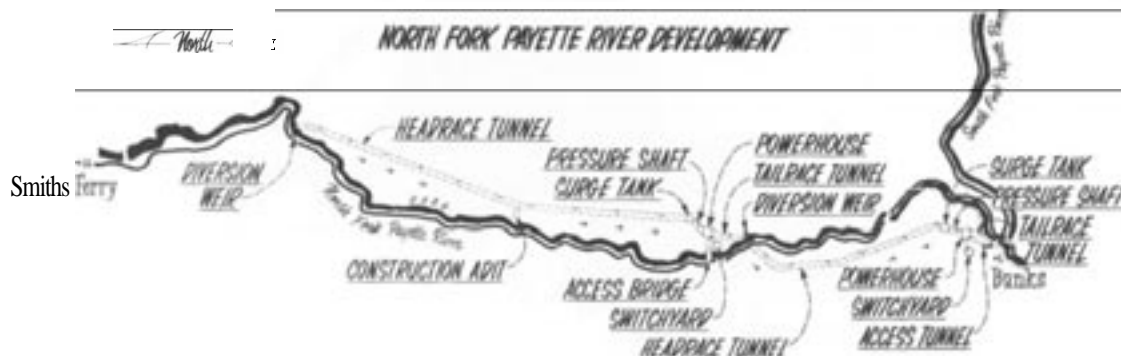
Rapids like Jacob's Ladder, the Golf Course which follows, and The Island are each Class V+ in themselves. But when strung end to end, they make a run that is truly awe-inspiring. In the entire 13 miles, there are only three or four short pools, making the action intense and continuous. Maybe four other rivers in the 48 states are as challenging.

THE PROPOSED PROJECT

By 1988 Idaho Power Company plans to install two powerhouses: Ferncroft and Banks, capable, they claim, of generating 258 megawatts. This \$218 million development would suck water out of the river at the top of the run, pump it through 16.5 miles of underground tunnels, and discharge it at Banks, Idaho. (See the diagram below.) Idaho Power would perhaps concede 50 cfs to flow, for "aesthetic reasons" — enough to float a ping pong ball.

Idaho's need for power is undeniably dire. In 1979 this seventh-fastest growing state in the nation saw a 10% increase in population. But even more unfortunate is a pricing set-up that makes hydro-electricity the cheapest choice for all power uses, and the most likely candidate for wastage.

In the past year, Idaho natural gas prices have risen three times. Oil, here as everywhere, is skyrocketing beyond reason. Yet electricity remains a low 2-3¢ per kilowatt hour. This means that the vast stream of new houses will tend to heat electricly. The Public Utilities Commission (PUC) is working on all possibilities. Basically, they are sympathetic with us and want to see a quick end to the state's overdependence on electric power.



THE FIRST ROUND:

On November 27th, a Public Utilities Hearing was held to determine the feasibility of the North Fork Project. The Idaho Whitewater Association, formed by myself (author Rob Lesser) and other paddlers to fight for the North Fork, attended the hearing and pled the paddlers' case. Unfortunately, PUC decided to support Idaho Power and fund its Phase II Study.

This means that we did not nip it at the state level. Phase II is the main and final study which will be presented before the Federal Energy Regulatory Commission, (FERC).

In short, this project has gained momentum, and the odds against the dam's being built are slim. But even if it is built, we have not necessarily lost the North Fork.

We can still salvage scheduled water releases throughout the entire season. This is the kind of negotiating that Eastern paddlers have become quite adept at, but we Westerners still have a lot to learn. The Idaho Whitewater Association is hoping to get two weekend releases a month. Idaho Power wants no water released, because every drop in their pipes is hydromoney in the bank.

So we still have a fight ahead of us, and you can help. Here's how:

1. Come out and run the North Fork... even just the lower section. We need to show that it is used.

2. Write Idaho Public Utilities Commission, c/o State House, Boise, Idaho 83720. Stress that this is a *nationally* significant stretch of whitewater. State where you are

from and tell them when and how often you have paddled the North Fork. If you haven't yet, tell them that you intend to. Don't forget to use your company's stationery and stress your profession for the sake of respectability.

3. Keep in touch with events by writing: Idaho Whitewater Association, c/o Rob Lesser, Box 699, Boise, Idaho 83701.

Help us save this one. You may be capable of running it sooner than you think.



THE

CHAMPS of '79

A report on our nation's top races and racers

DECK BOAT NATIONAL CHAMPIONSHIPS

by Linda Harrison

The Savage River contest of September 1-2nd, coming so close on the heels of our Jonquiere International victory, had a shuffling of the usual tensions this year. Absent was the standard mad scramble to break into the top four and make the team. Jonquiere veterans came to the race having shot bolt, blade, and in some cases, will. They had already peaked and proven themselves. As

a result, they arrived at this race relaxed.


On the other hand, those racers who had just missed the team, came to this competition incredibly geared up. They were, in many events, competing against the world's best and they wanted to place themselves in that league. All this led to some rather odd results.

The slalom course was designed with its usual malicious difficulty. Out of 224 race runs, only nine were completed with no penalties. The continuous flow made a tight course. The paddler had to work with the water and continually place his blade at precise points, or flush past two gates in two seconds.

The wildwater course was better than ever. The run was standard: from the dam to the confluence, and the level was excellent. But sunny Labor Day skies, unusual for the Savage, burned off all the fog giving full visibility. In past years, fog has been so thick that you couldn't see 10 feet in front of you — makes for a spooky and hazardous race.

*Dealer Inquiries Invited !
WE HAVE IT !

DAUBER



NEOPRENE SKIRTS
Lined 1/8" Rubatex (TM) Material
Shock Cord may be Adjusted
Kayak and Canoe Models

FLOTATION
Electronically Sealed Seams
20 mil Pigmented Vinyl/Clear 12 mil Vinyl
Canoe and Kayak Sizes

OTHER ITEMS
Wet Suit Garments designed specifically
for Kayaking and Canoeing
Flotation Jackets Paddling Jackets

DAUBER CANOE AND KAYAK
P.O. Box 59 W
Washington Crossing, Pa. 18977
TELEPHONE (215) 968-4345

WRITE OR CALL FOR MORE INFORMATION

**MOVING?
LET US KNOW!**

CHAMPS of '79



Dan Isbister—K-1 Nat'l Champ
(Linda Harrison photo)



John Sweet and Barb McKee—C-2M Nat'l Champs (Ken Gutshick photo)



Dave Hearn—C-1 Nat'l Champ
(Janet Cass Herman photo)

WILDWATER RESULTS

K-1 Class	NSWC	TIME
1. Dan Schnurrenberger	9391	23:37.7
2. Daniel Johnson	9259	23:52.7
3. Bill Stanley	9402	24:09.5
4. Bob Alexander	9010	24:43.4
C-1 Class		
1. Chuck Lyda	9431	25:57.4
2. Angus Morrison	9100	26:03.7
3. Kent Ford	9087	26:06.0
4. David Hearn	9190	26:25.6
K-1W Class		
1. Cathy Hearn	9006	25:14.5
2. Carol Fisher	9382	25:39.1
3. Donna Berglund	9123	26:53.1
4. Becky Judd	9052	27:12.2
C-2 Class		
1. Ben Cass/Joe Sta	9106	24:59.6
Joe Stahl	9316	
2. Paul Brabow	9077	25:26.7
Jeffry Huey	9063	
3. Steve Drobuick	9367	26:05.2
Steve Parsons	9048	
4. Howard Foer	9336	26:09.8
Andy Bridge	9440	
C-2M Class		
1. Michael Hipsher	9127	26:06.4
Bunny Johns	9022	
2. Steve Chamberlin		26:09.1
Linda Harrison	9254	
3. Margret Osburn	9076	26:34.2
Bern Collins	9359	
4. Eric Thorp	9085	27:13.8
Carmony Thorp	9086	

SLALOM RESULTS

K-1		
1. Dan Isbister		185.6
2. Mike McCormick		186.1
3. Chuck Stanley		189.0
K-1W		
1. Linda Harrison		198.6
2. Cathy Hearn		211.9
3. Carrie Ashton		227.0
C-1		
1. David Hearn		193.2
2. Jon Lugbill		207.6
3. Angus Morrison		212.0
C-2		
1. Hearn/Lugbill		227.8
2. Lugbill/Robison		228.1
3. Flack/Gutschick		229.2
C-2M		
1. Sweet/McKee		403.3
2. Johns/Ashton		445.3
3. Brockwell/Kingmar		556.5

WATER

OPEN BOAT NATIONALS

SIGN OF AN ADVANCING ART

A few years ago, decked boaters used to scoff, "If you can't win a closed-boat race, go pick up a ribbon in open boats." It was snide then, now it's a total crock. Open boat skills and competitiveness have skyrocketed in the past four years, and this year's Nationals showed it.

On July 28-29th the Salmon River in Pulaski, New York saw a strong group of racers who showed just how far the art of paddling a traditional canoe, has advanced.

Open canoe whitewater racing's rapid development is similar to that of decked boat racing 10 years ago. Interestingly, both variations of the sport have followed the same course of change: the equipment has become more specialized, the top racers more highly trained and conditioned, while races are held on increasingly more difficult rivers.

Some of this has been pushed by the cruisers. A strong contingent of good, big-water open-boat paddlers has developed in the Dixie Division and to some extent in the Northeast. Rivers once considered beyond open boat limits, have been run by this new aggressive breed.

To meet the demand of improved skills, races are now set in much more difficult water, particularly Championship-level events. Slaloms are tighter, require more difficult moves, and contain a full 25-30 gates.

by Barb McKee

The 1978 National Championships held on the Youghiogheny River, marked a milestone in open boat racing. Never had traditional canoes been tested competitively on a river that difficult — Class III-IV. The slalom was technically as challenging as the 1974 Decked Nationals, held on the same rapid. The event saw the emergence of a new group of athletes who gained confidence and learned that they could race as well as cruise heavier water.

This year, the 1979 Open Nationals, both slalom and downriver, were held on the Salmon — a river that maintained this new level of open boat difficulty. The slalom course, while not as tight and technical throughout as the previous year, was long and demanding, with several extremely difficult moves separated by long, tiring sprints. This challenged not only the paddler's quick, precision boat handling, but his stamina as well. The run climaxed with the big, pushy Bridge Rapids in the town of Pulaski. Several ferries across the biggest waves required maximal skill to stay dry. And more than a few boats swamped from sight here before the weekend was over.

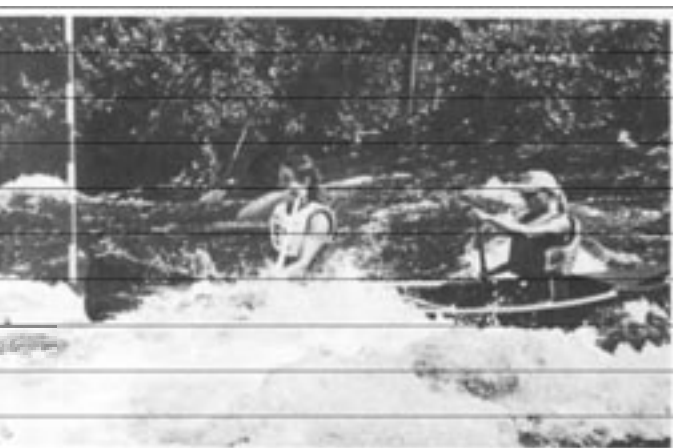
The downriver course ran 13% miles from Altmar to Selkirk Shores State Park. The two short portages: one at the start and the other about 9% miles downstream in Pulaski,

CHAMPS of '79

WHITEWATER



Kevin LeClair—2nd place OC-I Junior.
One in a long and aggressive line of
LcClair racers.



Bunny Johns and Eve Eaton winning the
C-2W Slalom championships.
(Forest Proper photos)

added fun-to-watch, but exhaustive touches.

Open boat competitors today are wonderfully enthusiastic and very serious. While still not getting the desired geographical spread, this year's Nationals saw more contestants than ever. New, strictly open boat races are springing up everywhere. Open boat competition has a way to go, but it's getting there fast.

DOWN RIVER RESULTS

OC-2 Men's	Time
1. D. Weber/E. McNett	1:35:31
2. N. Osburn/B. Tingley	1:36:09
3. R. McLain/R. McLain	1:38:29
4. R. Duncan/S. Bennett	1:38:42

OC-2 Short	Time
1. G. Walsh/E. Mendes	1:41:47
2. J. Edwards/C. Barton	1:44:22
3. N. Paquette/A. Canon	1:45:15
4. D. Pateneau/H. Roberts	1:46:48

OC-2 Mixed	Time
1. R. Gay/R. Gay	1:36:49
2. B. Johns/M. Hipsher	1:38:43
3. C. Shelton/R. Shelton	1:41:18
4. J. McCauley/C. Barnes	1:42:50

OC-2 Junior/Senior	Time
1. J. Hill/R. Hill	1:42:33
2. K. Eaton/T. Kent	1:42:59
3. D. Stasz/F. Stasz	1:44:13
4. W. Hastings/E. Hastings	1:44:57

OC-2 Women's	Time
1. D. Shelton/K. Lambert	1:44:57
2. S. Andrews/P. Thacher	1:49:19
3. L. Gilbert/N. Shelhane	1:49:47
4. J. Weaver/K. DeLillippo	1:55:42

OC-2 Masters	Time
1. J. Ayer/J. Rouse	1:40:58
2. L. Wiggins/M. Smith	1:42:50
3. B. Thomas/D. Brown	1:43:59
4. R. Courtney/M. Courtney	1:48:39

OC-I Men's	Time
1. T. Stouz	1:41:10
2. R. Vincent	1:42:35
3. D. Crocker	1:43:21
4. W. Hackett	1:45:11

OC-I Masters	Time
1. C. McDermott	1:45:19
2. D. Wellington	1:53:16
3. E. Stetson	1:58:08
4. R. Raab	2:05:09

CHAMPS of '79

SLALOM RESULTS

OC-2 Men's

	Score
1. N. Osborn/W. Tingley	466.9
2. P. Kennedy/P. Williams	517.3
3. S. Zdunek/J. Underwood	531.1
4. D. Brown/B. Pope	591.8

OC-2 Mixed

1. M. Carlesle/J. Zeibizarreta	391.2
2. B. McKee/J. Sweet	392.8
3. S. Zdunek/C. Zdunek	550.6
4. B. Johns/E. Weatherby	646.2

OC-2 Junior/Senior

1. K. LeClair/K. LeClair	527.1
2. J. Hill/R. Hill	645.0
3. R. Courtney/H. Courtney	702.7
4. D. Massie/E. Weatherby	710.4

OC-2 Women's

1. E. Eaton/B. Johns	543.6
2. C. Zdunek/B. McKee	717.6
3. J. Allen/A. LeClair	858.1
4. N. Medford/M. Carlile	1020.1

OC-2 Masters

1. A. LeClair/K. LeClair	600.3
2. R. Courtney/M. Courtney	608.8
3. D. Bridge/J. Goertner	803.0
4. C. Tummonds/D. Bridge	1053.4

OC-1 Men's Short

1. J. Sweet	333.4
2. F. Orr	386.8
3. S. Epps	505.2
4. T. Schlinkert	529.7

OC-1 Men's Medium

1. S. Scarborough	591.4
2. T. Burnett	620.8
3. J. Berry Sr.	689.2
4. D. Johnstone	698.8

OC-1 Women's Short

1. S. Harrington	641.4
2. B. Osgood	726.2
3. E. Eaton	761.0
4. M. Courtney	764.5

OC-1 Masters Short

1. John Berry Sr.	553.1
2. B. Zeller	680.8
3. J. Hill	869.3
4. R. Berenson	1003.2

OC-1 Junior Short

1. R. Hill	456.6
2. K. LeClair	861.2
3. D. Massie	1010.8



Holly and Bob Courtney chugging their way for gate 13, on their way to a third place in the OC-2 Junior/Senior. The Courtney Clan is one of open canoeing's biggest and best competing families.

CATALYST vs YOUR EYES

Laying **up** a boat holds hazards most paddlers never dreamed of!

Not all river safety is on-river. For many, fiberglass and resin are as inherent to boating as holes and haystacks. And like holes, the dangers they hold are hidden.

Most of the polyester resins used in home-built boats use *Methyl Ethyl Ketone Peroxide* [MEKP] as a catalyst. Just one drop of this catalyst in the eye will progressively destroy the eye tissue and result in blindness – unless it is washed from the eye immediately: *within four seconds*.

This stuff is incredibly vicious and insidiously gradual. One man, while making a fiberglass repair got MEKP in his eyes. Within a few minutes he found water and washed them out thoroughly. One eye was lost instantly; the other dimmed slowly, but totally, over a period of eight years.

Tests show you have one hope: washing the eyes with water within four seconds prevents injuries in all cases. So for the boatbuilders who work with polyester, we recommend the following:

PREVENTION

1. If you use a syringe to measure catalyst, don't look into the needle to determine why it's clogged. This is no joke. It is a natural, but potentially tragic reaction.
2. Your best bet is to wear chemical safety goggles, at least while

mixing resin. [Most boaters are too lazy and/or cheap to do this so at least do #3.]

3. Keep a bucket of clean water within fast reach – and a clean cup as a dipper.

EXPOSURE TREATMENT

1. Once exposed you have four seconds to save your eyes. Using the cup as dipper – not your resin-soaked hands – splash large cups-full of water into your eyes.
2. While rinsing from the bucket, take it and you to the nearest bathtub and stick your eye underneath the spout. Rinse for *15 minutes minimum*.
3. Get to a doctor as quick as possible. This is a medical emergency. The eye may look and feel fine, and yet deteriorate within succeeding days.

AWA would like to thank the Kayak and Canoe Club of New York newsletter for bringing this eye hazard alert to our attention. Let's hope it scares all into taking precautions.

–Ed.

FREE...

AWA SAFETY CODE

Send self-addressed, stamped envelope to:

AWA Safety Code

P.O. Box 1261

Jefferson City, MO 65101

CHILEAN IMPRESSIONS

by Pete Skinner

Part 3 – From the Andes to the Pacific

When we last left the AWA/Sobek Bio Bio exploradoes, they were guzzling cervasas and gobbling fresh green grapes under the hot Chilean sun on the Rio Maule. Like men to their own hanging, they gloomily boarded the train for Santiago and their flight home. But at the Estacion Centrale, advance scout Rob Lesser rushed forth with a last minute reprieve: ASA Airlines cancelled its Tuesday flight and would not fly again until Saturday. The trip goes on.

Our boats were posted back to the Bio Bio for next year's trip, so additional paddling was out. But we could still scout up some new streams and other points of interest.

We decided to head for the volcano just above Santiago. By bus and foot, the route passed along the Rio Maipo, Rio Claro, Rio Volcan, and Rio Yeso. All looked potentially paddleable. Besides, a therapeutic hot spring, spectacular waterfalls, and massive geologic formations all lay unexplored by our eyes. So off we went up into the Andes toward San Jose de Maipo.

We clambered into the oven-like bus that was heated by the brilliant

afternoon sun. Fortunately, it soon started rumbling up the steep highway into the mountains, and cool air relieved us somewhat. Reduced from exploradoes to plain old tourists, we watched the towns slip by and waved at the chiquitas.

RIO MAIPO – THE ULTIMATE

Then, through the low trees, what doth blow our minds, but a riverine dream come true . . . a Class V continuous big watertorrent unlike any other river we have ever seen. 4,000 cfs of brown fury pulsed convincingly down a steep walled canyon without let up. Many kilometers passed with continuous five-ten foot waves interspersed with Class V++ drops. Wow, if this is Chile's late summer, her early spring must be incredible.

The bus turned and passed over another chasm. Beneath us gushed the parallel Rio Claro, another Class V+. It is a narrow vicious little killer, littered with jagged chunks of granite; similar to the Idaho's North Fork of the Payette (see page 20).

We followed upstream kilometer after kilometer and the Rio Maipo refused to get easier. Finally, 40 kilometers up into the mountains, the river splits into two powerful,

pushy tributaries. We paused and gaped at the confluence: a mass of cross-curlers. One fork, the Rio Yeso, poured off the slope and battled its way right through a 20-story landslide that hindered, but couldn't block this river.

The other branch, Rio Volcan, tumbled uproariously from far above us. While inching across it on a thin bridge without guardrails, we peered down into the swirling current and saw a lone eddy formed by

4000 cfs of brown fury pulsed convincingly down the steep walled canyon . . .

the cab of a snowplow truck that fallen right below us. I'll never again complain about my commute to the city.

The bus stopped at the one-store town of Volcan, dropping us off at the foot of talus slopes of two towering mountain ridges. We walked up a ways, studying the Rio Volcan as it splashed down through the craggy pieces of lava. No pools anywhere . . . runnable we think, but very marginal. We had found an entire watershed in the wilderness that would test any boater's upper limits.

Camping that night beside this challenge was both exhilarating and depressing. The water's roar stirred our blood. But, in fact, our boats reposed in a shed near Bio Bio. The clearest of stars sparkled overhead in the Via del Santiago, like a ribbon flowing toward Chile's capital.

Next day, Fred Young found the fabled hot pool and took his thera-

peutic swim. After hiking 10 kilometers back to Volcan to pick up the bus, none came. So we hitched a ride in the back of a huge truck jouncing its way over the crushed stone road toward Santiago. All the way down we watched the Rio Maipo wash out of the mountains. Each of us mentally picking our own route down this barely possible run. We must return.

THE LAST DAY

The next was our last full day in Chile, so we urgently needed memories. Our choice was Vina del Mar, a resort community 90 kilometers from Santiago, famed for the luscious string bikinis and seafood. Two Chileans took time off to guide us and we zoomed down the super highway to the seashore.

Reports of both delicacies were accurate. Our friend Rafo soon introduced us to several of the most pulchritudinous ladies we had ever seen. He seemed to know them all. Slightly dazed, we lolled, stared, and half-heartedly played paddle ball on the beach.

Seafood in Vina was also without equal. We moaned in appreciation *(continued on page 33)*



Vina Del Mar — our last day's Chilean memories (St. John photo)

Paddle with AWA



AWA

**P
R
O
D
U
C
T
S**

Bumper Stickers – 50¢ each

T-shirts – \$4.00 each (S, M, L, XL)

Journal samples & back issues – \$1.50

Embroidered 3-color patch – \$3.00

White Water: Running the Wild Rivers of North America – by Bart Jackson
hardcover – \$10.00

Article Index 1971-1979 – \$1.50

Safety Codes – one free with stamped
self-addressed envelope; 50 for \$6.50

American Rivers Conservation Council
Checkoff – \$4.00

I have enclosed a check for \$ _____
to cover my order!

Name _____

Address _____

City & State _____ Zip _____

Local Club _____

Mail this order blank and your check to:
AWA, Box 1483, Hagerstown, Md. 21740

CHILEAN IMPRESSIONS

(continued from page 31)


over a lunch including three types of shell fish, fish soup, and fish fillets. If only we could bring it home.

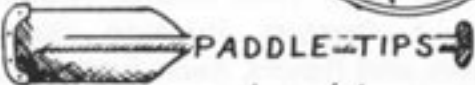
Returning to the capitol, we stopped at an empanade oven along the highway. The warm glow of the charcoal helped keep alive the fervent hope that we would return.

Saturday, ASA Airline's 707 took off per schedule, with us on it. In a matter of hours, we left life and returned to civilization. Well, months have passed, slides have been viewed, and the dreams have been recurring. Based on those dreams AWA is trying to work up another expedition as soon as possible. It cannot be January 16th as planned, but it will be. This I have promised myself night after night.

Tell your friends about
AMERICAN WHITEWATER!

WHITEWATER WEST
622 BANCROFT WAY
BERKELEY, CA. 94710
(415) 848-3929





PADDLE-TIPS

replacable **ABS**
tips for kayak or canoe
paddles 8½" wide or less.



PADDLES

the **original**
dihedral kayak paddle.
Glass canoe paddle
with wooden T-grip.



GEAR-BAGS

reinforced vinyl
with **fold** down and
velcro closure.

B.S.F. GORGE

(continued from page 13)

those who fail to maneuver correctly." But tough as it is, Big Three can be portaged, and in higher levels there's a sneak route left.

Working your way downriver, you negotiate Undercut Rock; Big Rock; Standing Wave; Long Shoals; and then aptly named Deliverance — the last major rapid on the run, followed closely by Railroad Rapid, a Class II anticlimax. Just downriver, you pass beneath an abandoned railroad bridge, signifying the end of the gorge. Sehlinger's book talks you through all 13 major rapids and several smaller ones via a comprehensive text and map.

Most boaters take out at Leatherwood Ford, 12 miles west of Oneida. You can park riverside or on the Scott County Rescue Squad grounds where primitive camping is permitted. The Squad offers a real time-saving shuttle service: for \$10 you can drive to the Burnt Mill put-in and find your car at the takeout when you reach Leafherwood Ford, eight hours later. Well worth it.

If you're anywhere within striking distance, The Big South Fork gorge is well worth the trip. Oneida lies about three-and-a-half hours from Louisville; two from Lexington, and a bit more from Nashville and Knoxville. On your way down you might want to stop in the Scott County Courthouse, Oneida, and pick up their county map which shows the rivers' courses and accesses. Or you can get USGC quads Oneida South and Honey Creek. But however you get there, don't miss this run, it is truly one of "Kentucky's" finest.

CONSERVATION—Positive Approach

(continued from page 19)

7. [cont.] an area (trail maintenance, trash removal, education of visitors). Walk a mile in the agency's shoes.

It's time to put some balance in conservation activities. Certainly it is necessary to fight for certain cherished things. But fighting is almost always done on an item by item basis. A battle may be won but the war lost. Changes in policy (mission) win the war without battles, antagonism and soreheads. If conservationists are to have credible standing with the resource managing agencies, they must have balance. Unbalanced articles with blanket condemnation, such as "'Protected' National Rivers" make us conservationists look ignorant and boorish.

Editor's Note: Concerned and intelligent governmental officials are often caught in the middle between competing interests. Keep that situation in mind as you pursue your dam fighting and river enhancement efforts.

BUMPERSTICKERS for paddling folks!

DON'T LET YOUR FAVORITE RIVER
BECOME A LAKE

NATURE DID IT BEST — LET'S
SAVE WHAT'S LEFT

WILDWATER—SECOND ONLY TO
WILD WOMEN

HAVE YOU HUGGED YOUR
BOWPERSON TODAY?

Others Available

Any 3 stickers for \$5.00 postpaid
Muskingum Valley Outfitters
P.O. Box 25
Adams Mills, OH 43801

WILD & SCENIC

(continued from page 15)

and cars allowed. Water pure enough for recreation and/or wildlife needs.

Recreational rivers may have been and still be (for short stretches) impounded. But they're mostly free-flowing. They show the most marks of man, but are still scenically and recreationally valueable.

Some development is allowed, but recreational use is the prime criterion for new construction.

HOW TO SAVE A RIVER

The process is simplicity itself, really. You have your choice of getting an act of Congress, or pushing it through the top levels of the federal bureaucracy. But, with either method, adding a river to the Wild & Scenic system takes mammoth and endless *Public Support*. It is the Act's ideal that clamour to save a river must swell from the bottom, rather than descend as a dictum from on high. Thus strange bedfellows i.e. boaters, hunting clubs, farmers, and fishers, must first unite to initiate the proposal; then ceaselessly battle for it every step of the way.

Via Congress. Local groups must first prod their Congressman to introduce a bill to study their river for Wild & Scenic inclusion. Then, the entire legislative process must be hurdled: hearings, debates, and passage in the House and Senate; then Presidential signature. If the river is O.K.'ed for study, a federal agency works with state and local people.

After more public hearings, an environmental impact statement, and much more, a management plan is drafted. The Office of Management and Budget, and the President edit the plan. Then the draft runs through the entire legislative process again. Then, and only then, is a federal agency funded and assigned to manage it. Seem Impossible? Look at the second method.

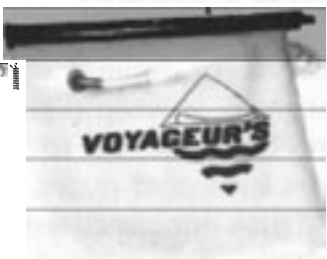
Via Bureaucracy. Local groups must persuade their river into the state protection system. (Only 23 have one. If your state doesn't, you must start one.) Once state-protected, the governor must be convinced to present it to the Secretary of the Interior for national inclusion. The Secretary mulls it over and must be pressured accordingly. Then, if he agrees, the river gets federal protection with state funding and management.

Either way, it is like pushing toothpaste back in the tube, and lumberingly slow compared with the process of destroying the same stream.

MANAGEMENT

If the river lies within a national park or other federal land, the Dept. of Agriculture's U.S. Forest Service handles it. Otherwise the Dept. of Interior's Bureau of Outdoor Recreation takes management. If passed via Secretary of Interior, it may be state managed. But regardless of the agency, the goals are still the same and the enforcement has been quite good. Currently, Wild & Scenic management is moving closer to local control. While the restrictions

Whitewater



Whitewater

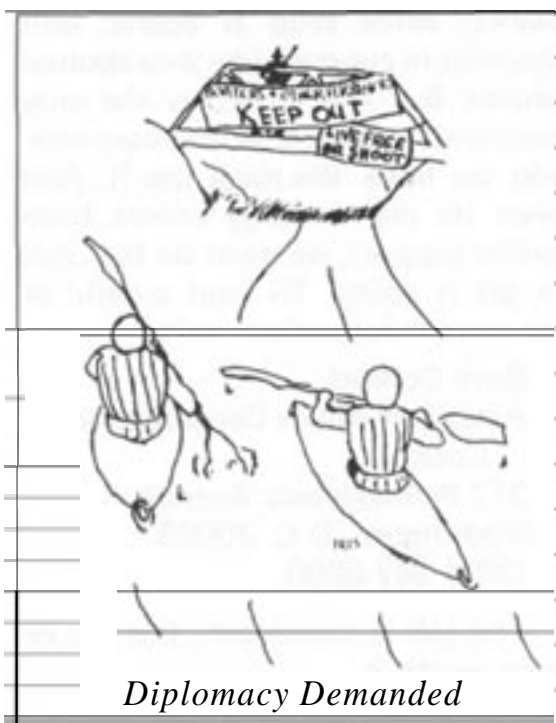
Patented **Sliding Closure**, tested by the U.S. Navy to depths of over 90 feet, makes water proof air tight seal. Blue 20 mil vinyl bag, is lined with nylon covered closed cell foam. Optional inflation valve aids floatation and cushioning. Built in tie downs.

Model	Size	Price Post-Paid
V6	12" x 14"	\$10.95 (non-inflatable)
V6A	12" x 14"	\$12.95 (inflatable)
V7A	17" x 20"	\$15.95 (inflatable)

YES! Please send today:
☐ Check ☐ Master Charge ☐ BA/Visa
 Card No. _____ Exp. Date _____
 Name _____
 Street _____
 City _____ State _____ Zip _____

**VOYAGEUR'S LTD. P.O. BOX 512-A
 SHAWNEE MISSION, KANSAS 66201
 PHONE 1-913-262-6611**

**INCLUDE A SELF-ADDRESSED,
STAMPED ENVELOPE WHEN
WRITING FOR INFORMATION.**



WILD & SCENIC

still carry federal clout, more and more local people and governments are being asked to supervise their own backyard rivers.

Once implemented, Wild & Scenic usually does a good job. But many arrows justifiably have been fired at the process.

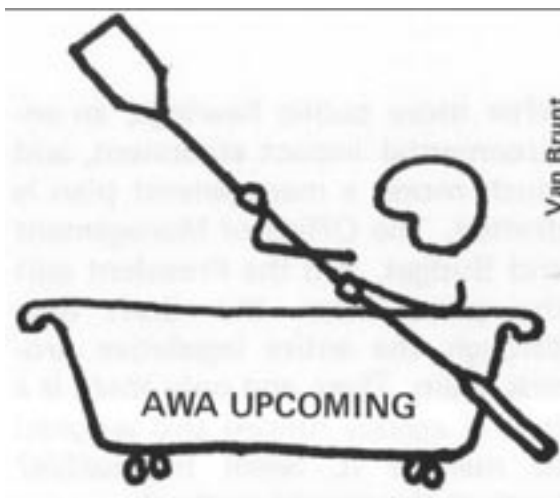
→ It is random. There has been no system to the Act's river-saving. But fortunately, this is no longer true. The National Parks and Insular Affairs subcommittee (of the House Interior Committee) under Chairman Philip Burton (D-Calif.) has commissioned several groups for nationwide plans listing all potential rivers.

→ Landowners are forced to yield control of their land to federal agencies. Though rare, it does undeniably happen, occasionally.

→ It is slow. The process desperately needs streamlining. Dam projects swim through the bureaucracy like sharks, while Wild & Scenic bills flounder in congress like shorebound whales. But it is currently the only permanent, federal protection weapon we have. We must use it. And since its main energy comes from public support, we must be the ones to get it going. To lend a hand or for more information, write:

Dave Conrad
American Rivers Conservation
Council
317 Pennsylvania Avenue
Washington, D.C. 20003
(202) 547-6900

The job is mammoth, but the results worth it.



While you're waiting for the Spring Thaw . . .

The next issue of AWA is well on its way to you with a full range of articles for every kind of paddler. Here's a brief sample of what's floating your way.

- **The Eel's Secret Fork**

You may have paddled California for years, but odds are you've never set your blade on this narrow, hidden beauty. *Joe Bauer reports.*

- **Running an English Gate**

In over 20 years of whitewater training no one has yet come up with a more effective boathandling exercise. *Bob Kaufman* not only talks you through the maneuver step by step, but gives you technique tips as well.

- **The Cossatot**

Jim Simmons reports on one of the Ozarks finest streams run well up at flood stage.

- **News of a Peruvian Expedition** seeking members – in raft and kayak.

- **And Much More!**

So send in your renewal notice now and don't miss the next issue!



Jay Doub
7 Foot Falls
Chattooga River
South Carolina

The Sage, when Your Experience demands more than an open canoe!

The SAGE, a rotational molded decked canoe designed as a medium volume river cruiser. Made of tough cross linked Marlex™ Polyethylene the Sage lets you experience the strength and durability of our Quest K-1 in a C-1.

The Sage, the only boat of its kind in the world! But could you expect less from PERCEPTION!

Perception. Leaders in whitewater technology! A complete line of Roto molded Kayaks, ABS canoes and accessories for your whitewater adventure.



**Write for a free catalog
and info on nearest dealer**

Perception, Inc./Box 64/Liberty, S.C. 29657

AWA AFFILIATES

Adirondack Mt. Club
Schenectady Chapter
c/o Ken E. Robbins
29 Callaghan Blvd.
Ballston Lake, NY 12019
Adirondack Mt. Club
Genesee Valley Chapter
John A. Robertson, Jr.
581 Lake Road
Webster, NY 14580
Adventures, Inc.
Gary Morgan
2905 No. Taylor
Little Rock, AR 72207
Allegheny Canoe Club
c/o Walt Pilewski
755 W. Spring St.
Titusville, PA 16354
Alpine West
Tom Lovering
1021 R St.
Sacramento, CA 95814
Annapolis **Valley** Canoe & Kayak
P.O. Box 1180
Middletown, Nova Scotia,
Canada BOS 1P0
Appalachian Mt. Club
Boston Chapter
5 Joy St. (Library)
Boston, MA 02108
Appalachian Mt. Club
c/o Jim & Marylu Rideout
Decker Lane Rd 2
Boonton, NJ 07005
Appalachian Mt. Club
Connecticut Chapter
John Kotchian
50 Meadow Brook Rd.
Hamden, CT 06517
Appalachian Mt. Club
Delaware Valley Chapter
476 Kerr La.
Springfield, PA 19064
Appalachian Trail Outfitters
29 South Main St.
Doylestown, PA 18901
Appomattox River Co.
Rt. 3 Box 362
Farmville, VA 23901
Arkansas Canoe Club
c/o Carla Freund, **Sec./Tres.**
1408 Rockwood Tr.
Fayetteville, AR 72701
Arkansas Canoe Club
c/o Jerry A. Johnson
403 S. Hillcrest
Harrison, AR 72601
Arkansas Canoe Club
Joe Reed, Secretary
Box 507
Springdale, AR 72764
Arnold Whitewater Assn.
c/o John J. Schuh, Pres.
490 Pine Ct.
Arnold, MO 63010

Ashville YMCA Kayak Club
c/o Charles Hines
30 Woodfin St.
Ashville, NC 28801
AYH Columbus **Council**
Tom Anderson
505 King Ave.
Columbus, OH 43201
Belleville Whitewater Club
c/o Linda Seaman Tansil, Pres.
3 Oakland
Belleville, IL 62223
Big Water **Assoc.—South**
Rick *Gustafson*
10009 Oxborough Road
Bloomington, MN 55437
Birmingham Canoe Club
P.O. Box 951
Birmingham, AL 35201
Blue Ridge Voyageurs
Harry W. Patch, Treas.
1610 Woodmoor Ln.
McLean, VA 22101
Brattleboro Outing Club
Donald L. Kinley, MD
1 Deacon Pl.
Brattleboro, VT 05301
Buck Ridge Ski Club
c/o Jay E. Bradbury
1024 Carolyn Dr.
West Chester, PA 19380
Camp **Merrie-Woode**
General Delivery
Sapphire, NC 28774
Canoe & Paddle Centre
212 Parramatta Rd.
Stanmore, Sydney, Australia 204
Canoe Assoc. of West Virginia
Herbert C. Rogers, Pres.
111 18th St. E.
Wheeling, WV 26003
Canoe Camping, **Ltd.**
112 Ohiro Bay Parade
Wellington, 2, New Zealand
Canoe Cruisers Assoc. of
Greater Washington, DC, Inc.
P.O. Box 572
Arlington, VA 22216
Canoe Kayak & Sailing Craft
c/o Doug Ettinger
7011 Wood St.
Wilksburg, PA 15221
Carolina Canoe Club
Box 9011
Greensboro, NC 27408
Central Missouri State Univ.
Outing Club
Warrensburg, MO 64093
Chasm Outing Club
P.O. Box 5622
Orange, CA 92667

Chicago Whitewater Assoc.
Pamela Allen
5460 S. Ridgewood Court
Chicago, IL 60615
Cleveland Public Library
325 Superior Ave., N.E.
Cleveland, OH 44114
Clinton River Whitewater **Club**
c/o Morley Hewins
23705 Audrey
Warren, MI 48091
Coastal Canoeists, Inc.
P.O. Box 566
Richmond, VA 23204
Conewago Canoe Club
c/o Ernie Weiss
168 Kirch Rd.
York, PA 17402
CSU Whitewater Club
James Stohlquist, Rep.
P.O. Box 531
Fort Collins, CO 80522
Cuyahoga Canoe Club
Chuck Tummonds
Box T
Mantua, OH 44255
Dallas Downriver Club, Inc.
Charles Hummer
3125 Flakland Rd.
Carrollton, TX 75007
Desert Kayak & Canoe Club
Al Ebens
1303 Maple Lane
West Richland, WA 99352
Dover Dunkers
QYB Cabin
West Dover, VT 05356
East Tenn. Whitewater Club
P.O. Box 3074
Oak Ridge, TN 37830
Edmonton Whitewater Paddlers
☎ 3415-109th St.
Edmonton, Alberta, Canada T6J2U
Experiment with Travel
28i Franklin St.
Box 2452
Springfield, MA 01101
Explorer Post 999
c/o R. Steve Thomas, Jr.
3509 W. Colonial Dr.
Hopewell, VA 23860
Fairfield Whitewater Assoc.
100 Vermont Ave.
Fairfield, CT 06430
Greater Ft. Worth Sierra Club
River Touring Section
525 N. W. Hillery
Burleson, TX 76028
Hampshire College
Kayak Program
c/o Carol Fisher
Amherst, MA 01002

AWA AFFILIATES

Headwaters
c/o Doug **Woodward**
P.O. Box 128
Lilburn, GA 30247
Hong Kong Snakes K C
Tarriffville Branch
22 Bushing Hill Rd.
Simsbury, CT 06070
Hoosier Canoe Club
c/o Bill Bucher
6200 Sunset Lane
Indianapolis, IN 46260
Humboldt River Touring Club
650 10th St.
Arcata, CA 95521

Idaho Alpine Club
Whitewater Coordinator
P.O. Box 2885
Idaho Falls, ID 83401
Idaho State University
Pocatello, ID 83201

Idlewild Yacht Club
Bob Symon
800 Market St.
San Francisco, CA 94102

Insignificant Boat Movement
c/o Russell Bogardus
Rd 2, Echo Rd.
Vestal, NY 13850

Kayak & Canoe Club of New York
Sandy Johns
18 Riekens Trail
Denville, NJ 07834

Keel-Hauler Canoe Club
c/o Dan Novy
16309 **Elsienna** Ave.
Cleveland, OH 44135

Kekionga Voyageurs
Heinz Wahl
1818 Kensington Blvd.
Fort Wayne, IN 46805

Kentucky Canoe **Assoc.**
Lifeline Editor
2006 Marilee Dr.
Louisville, KY 40272

LERC Voygeurs
12814 **Arminta** St.
North Hollywood, CA 91605

Ledyard Canoe Club
P.O. Box 9
Hanover, NH 03755

Lehigh Valley Canoe Club
200 So. Delaware Dr.
P.O. Box 877
Easton, PA 18042

Lewis & Clark Adventure Club
P.O. Box 31
Yankton, SD 57078

Marlboro College Outdoor Program
Malcolm Moore
Marlboro, VT 05344

Mason-Dixon Canoe **Cruisers**
c/o Ron Shanholtz
222 Pheasant Trail
Hagerstown, MD 21740
Mattawamkeag Wilderness Park
Robert Kelly, Manager
P.O. Box 104
Mattawamkeag, ME 04459
Meramec River Canoe **Club**
Earl C. Biffle
26 Lake Rd.
Fenton, MO 63026
Minnesota Canoe Assoc.
Editorial Staff
P.O. Box 14177 Univ. Station
Minneapolis, MN 55414

Monocacy Canoe Club
Box 1083
Frederick, MD 21701
Murray Hill Canoe Club
Mr. Yankielun
Bell Labs, RM **2C51**
Crawfords Corner Rd.
Holmdel, NJ 07733

Nantahala Outdoor Center
John P. Kennedy
Star Route
Bryson City, NC 28713
Nelson Canoe Club
P.O. Box 793
Nelson, New **Zealand**
Nlagara Gorge Kayak Club
Douglas Bushnell
41 17th St.
Buffalo, NY 14213
Northern New York Paddlers
Box 228
Schenectady, NY 12301
Northern Vermont Canoe **Cruise**
Dick Trudell
39 Franklin St.
Winouski, VT 05404

Ocoee Outdoors, Inc
P.O. Box 172
Ocoee, TN 37361
Ontario Voyageurs Kayak Club
J.G. Shragge
166 St. Germain Ave.
Toronto, Ontario, Canada **M5M1W1**
Oregon KayakIng & Canoe Club
P.O. Box 692
Portland, OR 97207
Outdoor Recreation Club
c/o I.B. Rikhof
Otero Jr. College
La Junta, CO 81050
Outdoors **Unlimited**
Millberry Union Recreation Dept.
500 Parnassus
San Francisco, CA 94143
Ozark Wilderness **Waterways**
P.O. Box 16032
Kansas City, MO 64112

Pacific Water Sports
c/o Lee & Judy Moyer
1273 So. 188th
Seattle, WA 98148
Paddle Pushers Canoe Club
c/o Miss Ike Thomas
All Saints School
Vicksburg, MS 39180
Palouse River Whitewater Raft Club
c/o Rich Ransom
P.O. Box 142
Albion, WA 99102
Penn State Outing Club
John Sweet
118 So. Buckhout St.
State College, PA 16801
Penobscot Paddle &
Chowder Society
Wm. F. Stearns
Box 121
Stellwater, ME 04489
Permian Basin Whitewater Assn.
Ronald D. Rains
501 E. 56th St.
Odessa, TX 79762
Philadelphia Canoe Club
4900 Ridge Ave
Philadelphia, PA 19128
Potomac River Paddlers
Sea Scout 444
Jim Hill
18505 Kingshill Rd.
Germantown, MD 20767
R & M Outfitters
Maurene Hufford
2534 Teaque
Houston, TX 77080
Raw Strength & Courage **Kayakers**
Jerry Gluck
2185 Mershon Dr.
Ann Arbor, MI 48103
Rogue River Outfitters
☞ Chuck Schlumpberger
8890 Rogue River Highway
Grants Pass, OR 97526
Rutgers University Outdoor Club
Rutgers Post Office 2913
New Brunswick, NJ 08903
Sage—School of Outdoors
209E High St.
Lexington, KY 40507
Sewanee Ski & Outing Club
c/o Doug Cameron
Univ. of the South
Sewanee, TN 37375
Sierra Club
John Muir Chapter
Rosemary and David Wehnes
3261 No. 87th St.
Milwaukee, WI 53222
Slippery Rock State College
Co-op Activities Committee SGA
Slippery Rock, PA 16057

AWA AFFILIATES

South American Explorers Club

Robert Cook

Casilla 3714

Lima 1 Peru

South Illinois Canoe & Kayak

Aldon Addington, Adv.

Box 263, RR #1

Carbondale, IL 62901

Southern California Canoe Assoc.

c/o Ron Ceuwost

3966 So. Menlo Ave.

Los Angeles, CA 90037

Sport Rites Club, Inc.

c/o Le Clair

Brayton Park

Ossining, NY 10562

St. Joe Valley

Canoe & Kayak Club

200 E. Jackson

Elkhart, IN 46514

Superior Whitewater Assoc.

c/o Michael Rankinen

Box 451

Republic, MI 49879

Tennessee Valley Canoe Club

Box 11125

Chattanooga, TN 37401

Tennessee Scenic Rivers Assoc.

Box 3104

Nashville, TN 37219

Texas Explorers Club

Bob Burleson

Box 844

Temple, TX 76501

Texas Whitewater Assoc.

Tom B. Cowden

P.O. Box 5264

Austin, TX 78763

The Bear Boaters

c/o Philip C. Lang

6925 Wilton Dr.

Oakland, CA 94611

The Bow & Stem

Joel S. Freund

440 Mission Blvd.

Fayetteville, AR 72701

The Tacoma Mountaineers

Kayak & Canoe Comm.

Bob Hammond

3512 Crystal Spg.

Tacoma, WA 98466

The Tripper

c/o Sam Yost

8 South Third St.

Clearfield, PA 16830

Univ. of Washington Canoe Club

Intramural Activities

University of Wash., Bldg 6D-10

Seattle, WA 98195

University of Montana

School of Forestry

Studies in Recreation

Missoula, MN 59812

Wanda Canoe Club

c/o Warren Yeisley

337 Herrick Ave.

Teaneck, NJ 07666

Washington Kayak Club

P.O. Box 24264

Seattle, WA 98124

Watauga Whitewater Club

Richard Furman, MD

State Farm Rd.

Boone, NC 28607

Water Works

P.O. Box 163

Kent, CT 06757

West Virginia Wildwater Assoc.

Idair Smookler

2737 Daniels Ave.

So. Charlestown, WV 25303

Whitewater Sports

c/o Gary Nichols

3495 W. 8245 So.

West Jordan, UT 84084

Whitewater Upside Downers

c/o Russ Oldfather

60390 S R 15

Goshen, IN 46526

Wildcountry Wilderness Outfitters

203 S. Linden

Normal, IL 61761

Wildwater Expeditions Unlimited

P.O. Box 55

Thurmond, WV 25936

Willamette Kayak & Canoe Club

P.O. Box 1062

Cowallis, OR 97331

Wisconsin Hoofers Outing Club

Wisconsin Memorial Union

Madison, WI 53706

CUT & RETURN

Count Me In!

As a Member of the American Whitewater Affiliation, dedicated to the sport and adventure of whitewater paddling and to the saving of wild, free-running rivers, I will receive the *American Whitewater Journal* bimonthly, 6 times a year. My options are checked off below, and my check or money order is enclosed.

☐ Membership for one (1) year \$10.00, foreign \$11.00.

☒ Affiliation of our club for one (1) year, includes club listing in *AWA Journal* plus one (1) copy of each issue. \$12.00, foreign \$13.00.

☐ Specified back issues \$1.50 each or 6 for \$6.00.

☐ Index, 1971-1978 — \$1.50.

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP CODE _____

Name of Club _____

Mail to: AMERICAN WHITEWATER, P.O. Box 1483, Hagerstown, MD 21740