

American

WHITEWATER

the Journal of the American Whitewater Affiliation



SEP/OCT 1975

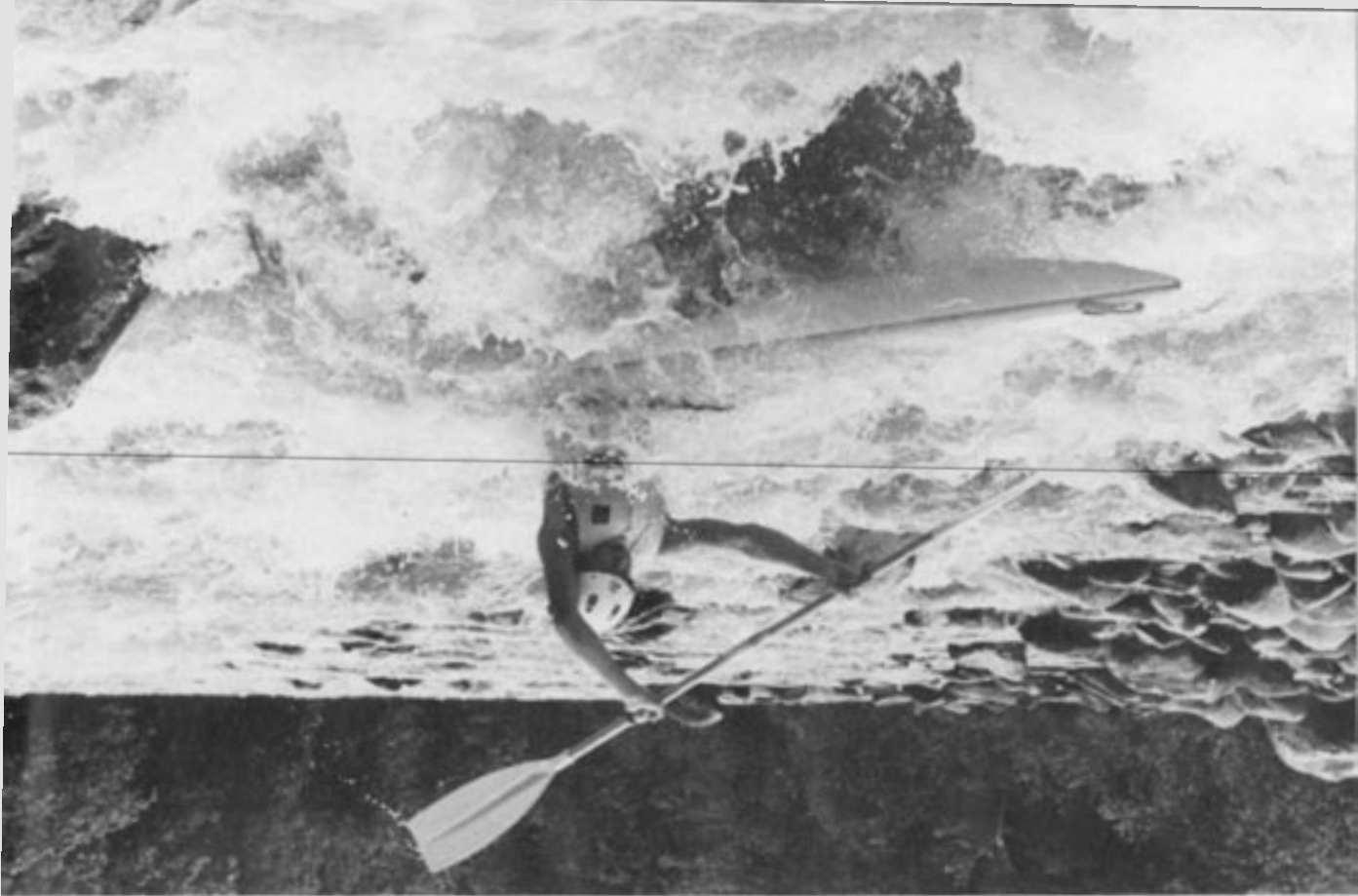
Vol. XX, No. 5



ABOVE: Greg Pierastrello, N. Santiam R., Oregon. Photo by Scott Arghit.

BELOW: David Johnson of Delray Beach, Fla., runs unnamed rapid on the Cullasaja R. near

Franklin, NC. Photo by Mark Little.





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Letters from Readers

July 2, 1975

Dear Iris,

Hey! I thought *American Whitewater* wasn't going to publish any **more** photos of people running rapids without proper safety equipment. But on the inside cover of the May-Jun issue you show Bob and Helen Peterson running the Yough with a fully decked canoe and **NO CRASH HELMETS!** Worse yet, you didn't comment on this in the photo caption. Bob and Helen obviously don't know any better, but you should. The Yough is a real head-splitter river. The best quality crash helmets have been split open when paddlers tipped at Rivers End Rapids, and many boaters have taken hard thumps on the helmet in the hydraulic at Swimmers Rapids.

And dammit, if we don't all make these silly mistakes. After years of kayaking I built a spray cover for my standard canoe and went rapids running without a helmet, because I wasn't accustomed to wearing a helmet in an open canoe. But I have tipped a decked standard canoe before, and should have remembered that you are upside down for a while before you can kick out of the cockpit.

To partially atone for the blunder in publishing that photo, you ought to publish a full article about crash helmets. Maybe a medical paddler could write it with some interesting facts about how much of a thump it takes to disable an unprotected head. I wonder how many open boat paddlers will see that photo, make themselves a spray cover, and go rapids running without helmets?

Sincerely,
Dean Norman
3336 W. 99 St.
Cleveland, Ohio 44102

(See "Head Injury in Whitewater" by Donald Wilson, M.D., *AW Vol. XVIII, # 1, Spring 1973.*—Ed.)

August 5, 1975

To the editor:

I read with great dismay in a recent issue of *AWA* of the tragic death of a canoeist in whitewater. Careful perusal of the account leads me to believe that the paddler was attempting a class IV rapid in an open canoe. In addition, the early part of the rapid — where the victim got caught — involved some maneuvering.

If both of these assumptions are correct then it is absolutely essential to add one more piece of important hindsight that might save someone else's life in the future!

NEVER USE AN OPEN CANOE BEYOND A CLASS II RAPID!

The open canoe is an exquisite piece of engineering — almost an art form, but is woefully misdesigned to run rapids. Its open decks invite swamping, and its hull shape makes quick maneuvering in rapids very difficult — and therefore dangerous.

My guess is that the maneuvering necessary at the entrance to that fatal rapid was a bit more than should ever be asked of a slow turning and relatively unstable open canoe.

Perhaps someday there will be legislation against the misuse of the open canoe in rapids. But until that time all we can do is to urge people to leave their **open canoes** to the lakes and gently **flowing** rivers for which they are so ideally suited.

For whitewater? Learn to use the nimble kayak, or the maneuverable and deck covered **C-1** or **C-2**.

Sincerely yours,
Jay Evans

Director
Recreational Athletics
Hampshire College
Amherst, MA 01002

(We expect to hear from some open canoeists on this point. Are you **REALLY** in favor of legislation regulat-

American WHITEWATER

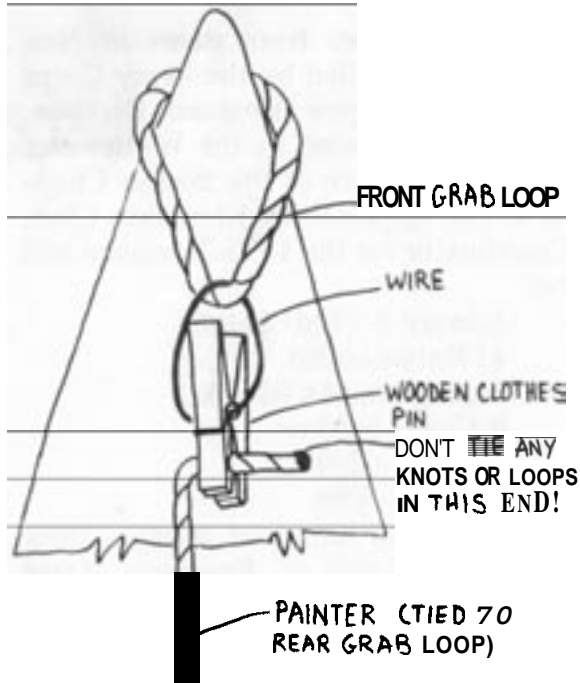
ing who can put in on what river in what kind of boat?--Ed.)'

Dear Iris:

Here's a variation of the West Coast kayak rescue method described in the JAN/FEB 1975 issue that might be worth trying. Instead of tucking the loose end into your spray skirt, run the painter to the front grab loop and secure the free end with a clothes pin. Wire the clothes pin to the grab loop so it can't get away. A firm tug on the rope snaps it out of the clothes pin for use and it stays put otherwise, thus avoiding the hassle each time you get in and out of your boat. I burn the rope end to fuse it and keep it from unraveling but I don't tie any knot whatsoever in it. I don't want any possibility of the rope hanging up if I want loose from the derelict! I believe this is a simple enough to beat Murphy's Law.

Everette Burkard
Box 184
Rough & Ready, CA 95975

(We would be wary of extending a painter past the cockpit, recalling Vern Rupp's letter, "Taut-line adventures," in the Summer, 1971 American Whitewater Journal. It told of a narrow es-



cape he'd had [hatched box] becoming entangled [hatched box] a line stretched past the cockpit from bow to stem.-Ed.)

Dear Iris:

The results of the Atlantic Div. Slalom Championships for 1974 as published in American Whitewater, Vol. 19 p. 170, 1974 are NOT incorrect—the only error is the omission of Manfred Parker as 2nd place in K-1.

The results published in Vol. 20, p. 110, 1975 are also correct results, but they are NOT the Atlantic Div. Slalom Championships—they are for the Esopus Slalom, an open race held in conjunction with the Atlantic Div. Championships.

Unfortunately many race organizers are not too explicit about things like this when printing results sheets, thus leaving the possibilities for error quite open.

Best Regards,
John Sweet

WATER ACCESS CONFERENCE SCHEDULED

On October 21-23, the Sport Fishing Institute and the Outboard Boating Club of America will again sponsor a National Conference on Access to Recreational Waters, the Wildlife Management Institute reports. This year's conference will be the ninth in a biennial series and will be held at the Flagship Hotel in Galveston, TX. For further information, contact the Outboard Boating Club of America, 401 N. Michigan Ave., Chicago, IL 60611.

E CATALOG of
good things for canoeing,
camping, kayaking. Write
GREAT WORLD, Dept W,
Box 250, W. Simsbury CT 06092

Dear Iris,

I am going to apply for private trip permits to run sections of the Colorado and Green rivers in July, 1976, and would like to invite interested AWA members to join the trips.

1. Colorado River, Westwater Canyon—4 days—first day is hairy white water for decked boats or large rafts. Rest of trip o.k. for open canoes. Limit: 25 persons*
2. Green River, Desolation & Gray Canyons—10 days—many easy rapids and a few tough ones. Decked boats or large rafts only, no open canoes or small rafts. Limit: 40 persons*

*These limits are set by the BLM, and I don't really want such large trips. But only one private trip per day is allowed regardless of the number of persons on the trip. I don't want to hog the river with a small trip.

However, we will split up into smaller paddling groups to avoid boat jams in the rapids.

Dean Norman
3336 W. 99 St.,
Cleveland, Ohio 44102
phone 1-216-281-6430
(after 6 p.m.)

ALASKA CLUB MERGER

Jim Hunter of Fairbanks, Alaska, has announced that the Alaska White-water Association recently merged with KNIK KANOERS & KAYAKERS, 3014 Columbia, Anchorage, Alaska 99504. All correspondence should now be directed to the latter address.

FILMS AVAILABLE

Water Meister Sports, agent for Chrisfilms of England, has several films available on a rental basis. These include: World Championships at Bourg-St. Maurice, France; Arkansas River Race, Salida, CO; Llangollen International 1969. For information write Water Meister Sports, P.O. Box 5026, Fort Wayne, IN 46805.

CATALYST DANGER

At the Labor-Management Safety Conference held in Vancouver, an eye specialist described a hazard that could affect all of us: the catalyst that is added to fiberglass resin before the resin is applied. He said that a drop of this catalyst in the eye will progressively destroy the eye tissue, resulting in blindness. This will occur even though an attempt is made to wash the catalyst from the eye. Furthermore, once the chemical has started to destroy the eye, there is no known way to stop or repair the damage. Colored slides were shown of the eye damage. Some of the slides were so unpleasant that several people left the room.

When handling chemicals of any kind, wrap-around eye goggles must be worn. I hope this will bring your attention to this hazard. The cost of safety goggles is a small price to pay for the protection of your eyesight.

Bill Bechtel, Keel-Haulers Canoe Club

NEW ENGLAND WATER RELEASES

Water releases from dams in New England controlled by the Army Corps of Engineers, New England Division, will be coordinated by the Whitewater Canoe Committee of the Boston Chapter of the Appalachian Mountain Club. Coordinator for the 1975-76 season will be:

Edward S. (Ted) Acton
47 Robinson Rd.
Lexington, MA 02173
(617)862-6693 or
861-6299

Bus: 594-5086

All requests for water releases from the Army Corps of Engineers dams must meet certain requirements and must be submitted in writing to Ted, who will coordinate request's.

APURIMAC 'KAYAK EXPEDITION

As this issue of American Whitewater goes to press, five intrepid members of the AWA are engaged in an exploratory expedition on the Apurimac River in Peru. This is the longest tributary of the Amazon, making it the geological source of that famed river. Due to its remoteness and the rugged country the Apurimac flows through, all attempts to navigate it in its entirety thus far have proved unsuccessful.

Cal Giddings, AWA President, attempted to run part of the Upper Apurimac with one companion over a year ago but had to abandon the attempt for reasons of safety. We hope to print some of his diary of that trip in the NOV/DEC issue. The expedition was resumed this fall with a party of five: Cal; AWA Executive Director Jim Sindelar; Dee Crouch, expedition physician; Gerry Plummer, mountaineer; and Chuck Carpenter, among whose talents is an excellent command of Spanish. All are excellent kayakists with specialties that contribute to form a super-strong group. The first part of the trip will take approximately two weeks and bring them to a resupply point, and then they will be entirely on their own, living out of their boats, until the take-out approximately four weeks later. At the beginning of this latter section they will have to deal with a 60-mile canyon, one side of which rises an incredible 15,000 feet above the river, the other side only a few thousand feet less. They were hoping they wouldn't have to portage this!

The entire trip will cover some 300 miles and involve a drop in elevation of about 10,000 ft. No piranhas, but there are vampire bats, biting ants, etc. in the jungle along the lower reaches! An account of the trip will probably appear in

an upcoming *National Geographic* (Nat'l Geographic Society contributed 100 rolls of film to the expedition, would have contributed a photographer if they'd found one who could boat well enough). (Cont. 'in the next issue . . .)

AWA CONSERVATION CHAIRMAN NEEDED

Bad news, good news—The bad news is that AWA Director and Conservation Chairman Jerry Meral recently resigned from those positions. The good news is that he is now a deputy director of the California Dept. of Water Resources. In accepting this policy-making appointment he had to give up the AWA positions as representing a possible conflict of interest.

We wish Jerry success in his new job. Now, however, we need an able person for the Job of AWA Conservation Chairperson. This person will be expected to keep informed on conservation developments of importance to paddlers and to get this information to AWA members through the Journal. This might be done through a regular column, or by contacting key people to provide articles. He or she would also coordinate conservation activities with other organizations (ARCC, ACA, USCA, etc.). The position requires an active, organized and dedicated person. Those interested should contact Jim Sindelar, AWA Executive Director, 264 East Side Dr., Concord, NH 03301.

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Whitewater collisions can easily happen, especially 'in big water. North Fork of the Yuba River at 3200 cfs. Photo by Joe Bauer.

THE TIME HAS COME

by Joe Bauer, Box 394, Inverness, CA 94937

In regard to the discussion in the last few issues of *American Whitewater* on the sharp bows and sterns on the newest slalom kayaks and canoes: I have felt for some time that the most dangerous thing on the river was other boats.

Rocks and holes are generally pretty stationary. All you have to do is dodge them. Other boats can get you when you least expect it. Even expert boaters are sometimes guilty of misjudging an eddy when they are coming in fast. And that's all it takes for a serious accident if there is already someone in the eddy.

This brings to mind one of the best reasons I know for wearing a life-jacket. The padding it gives you around the rib cage is very important in an accident like being impaled by a Mark V.

There are other situations where two boaters can have unplanned and violent contact, and it seems to me that having sharp points on the ends of the boats is just asking for trouble.

Why do the new kayaks and canoes have those ridiculous points on the ends, anyway? What purpose do they serve?

Well, it has become evident in the search for the best slalom boats that the lower the volume on the ends, the less resistance there is when turning. Low volume is better than high volume on the ends and I guess no volume would be even better than low volume.

The point is that the only thing served by the sharp ends is the International Canoe Federation minimum



The sharp bow of a kayak can often be deflected with your hand if you are alert to the danger. Warm Springs Creek. Photo by Joe Bauer.

dimension rules.

I think our designers want to make shorter slalom boats. And why not? Why are we afraid of the short or narrow kayak or canoe? What sort of boat would go through a difficult slalom course fastest? It would probably be a beautiful boat.

So, I think the time has come, for safety's sake as well as just good sense, to abolish all design restrictions on racing boats and allow the best boats to be built.

I would also like to see boats designed for playing in whitewater. A boat that would surf well and catch small eddies. The daytripper. And if this boat turns out to be less than 400 cm., then so be it.

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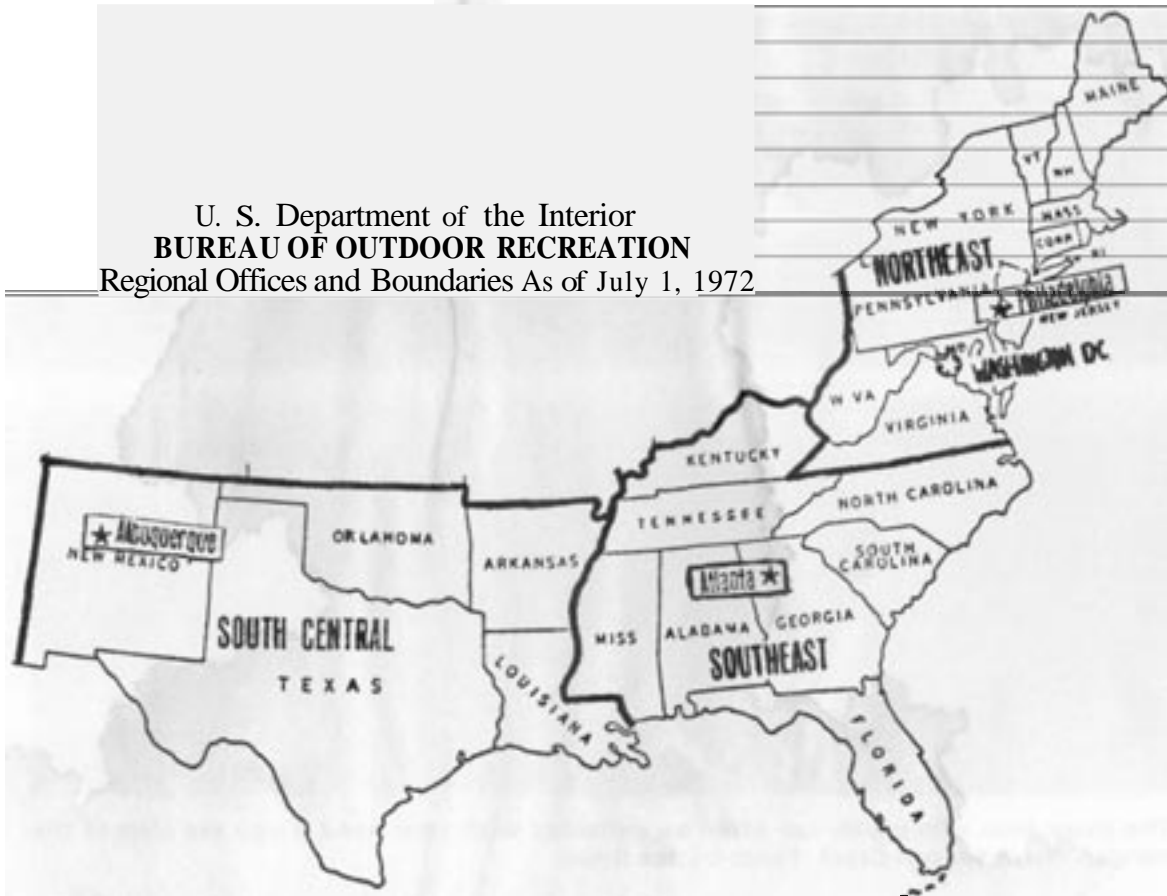
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U. S. Department of the Interior
BUREAU OF OUTDOOR RECREATION
Regional Offices and Boundaries As of July 1, 1972



BuRec Begins Rivers Survey

Dear Friends:

The following letter from Bill Painter of the American Rivers Conservation Council outlines a unique opportunity for knowledgeable river users and conservationists to participate more directly in the process of identifying and ultimately conserving the best of our river resources.

The Bureau of Outdoor Recreation fully endorses this cooperative, volunteer effort. I urge knowledgeable groups and individuals who are able and willing to donate their assistance to contact us and let us know of your interest.

Sincerely yours,
James G. Watt
Director,

Bureau of Outdoor Recreation
U.S. Dept. of the Interior
Washington, D.C. 20240

Dear Friends:

The Bureau of Outdoor Recreation is currently engaged in a comprehensive survey within three regions of the Nation to identify potential additions to the National Wild and Scenic Rivers System. This is an opportunity for knowledgeable and concerned groups or individuals to participate directly in the process of identifying and evaluating potential wild and scenic river segments.

The regions to be surveyed are identified on the attached map. To accomplish this survey and evaluation, a vast amount of specific river data must be collected. This is where many of us who are familiar with any of the rivers in these three regions can help.

The end product of this effort will be an objective evaluation and priority

grouping of potential wild and scenic river segments. On the basis of these priority groupings, decisions will be made for wild and scenic river legislative proposals,

I have talked to a number of people at BOR about this effort, and believe that it can be of great benefit to the campaign to protect our rivers. This is not to say that this process does not have some potential problems. I, for one, am concerned about attempts to objectify the values of various rivers, but I do see the necessity for some sort of analysis. I have told the BOR folks that it is essential that citizens be involved in the evaluation and ranking process from beginning to end, and I believe they are making a **good-faith** effort to bring this about. We, for our part, will have to continue to pursue involvement at all levels **throughout** this process.

There has never been a truly comprehensive screening of the rivers of the United States to see what remains that is worthy of protection. This BOR project could bring to the fore countless rivers that have been overlooked by government agencies and elected officials.

I believe that citizen river conservationists are in the best position to know which rivers need protection, and that it is essential that we give the BOR the benefit of our knowledge.

If you can be of assistance and wish to help, please contact any of the Bureau of Outdoor Recreation personnel listed on the attached list for more information. Also, please call or write me if you wish to discuss this further.

Bill Painter
 American Rivers
 Conservation Council
 324 C St. SE
 Washington, D.C. 20003

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 BUREAU OF OUTDOOR RECREATION**

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HOW TO HANDS-ROLL A KAYAK

*by Barbara S. McKee, Penn State Outing Club,
University Park, Pa. 16802*

Sometimes considered nothing more than a show-off, "hot-dogger's" trick, the hands roll, rolling without a paddle is a useful skill that will add to your poise in some tough situations. It is easy to learn. In fact, it is sometimes taught as a lead-in to paddle rolling because it focuses on the importance of a strong hip-waist flip, the body motion which is tantamount to a good paddle roll. Many beginners find it easier to do than the screw roll because it eliminates the paddle movement which is often confusing at first.

Once the hands roll is mastered in a pool, it is well to practice in current first by hands-surfing a hole. You are sure to

tip in your first attempts, providing an opportunity to try a quick hands roll which will bring you up easily especially if you can do it before washing out of the hole. When you are confident of your ability to hands-roll in a hole, try it in the main current. Someday, should you find yourself without a paddle after a mishap in a hard rapid you will be glad for the confidence you have in your hands roll, especially if you are upside down!

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Instructions, Step by Step:

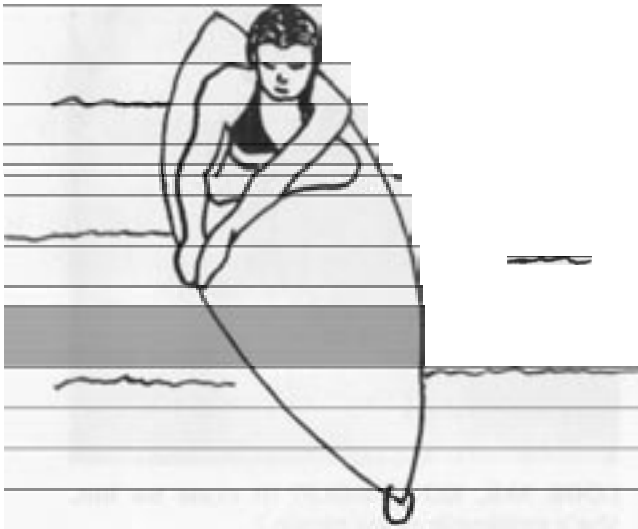


Figure 1

Figure 1: Begin with hands in front of you to either side (your preference). The illustrations show a roll from the right to the left side, falling in toward the right and rolling up on the left. Lean over the side of the boat curling around the edge and reaching toward the hull.

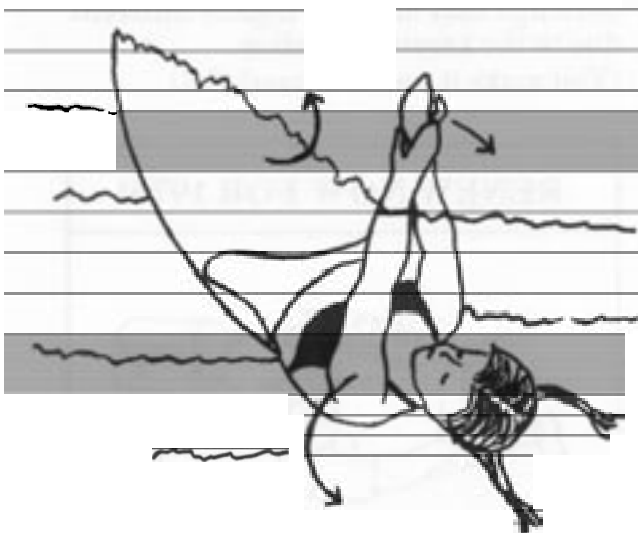


Figure 2

Figure 2: when you are upside down, this reaching will represent getting to the surface—your hands should be out of the water.

Figure 3: Then twist at the waist so that you face out away from the boat and hit or push down on the surface of the water with your hands while flipping your hips. Your face will then be looking down at the bottom of the pool. (Tip over by the edge of a pool first, reach up and place your hands on the pool deck. You will have to twist rather awkwardly to do so. This gives you a feel for position. Roll yourself up by

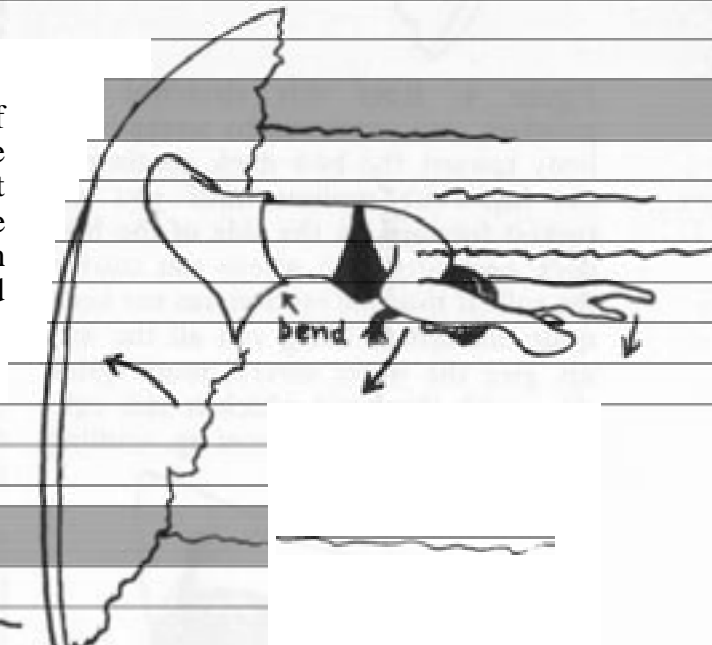


Figure 3

pushing on the deck while flipping your hips. The surface of the water is as solid as the deck when you use it to roll.) A snappy hip-waist motion must accompany the hands motion and the head must stay way down until the boat is stable. This should all be done in one smooth motion initiated by the hard hand slap of the water and a strong **hip-waist** flip. The hip flip is what actually causes the boat itself to turn over.



LOOK MA, NO PADDLE! (It must be fun, she's smiling in every photo.)

Figure 4: from this stretched out position, you continue to sweep your body toward the bow deck continuing the hip-waist motion until you are tucked forward on the side of the bow deck opposite from where you started the roll. If this one motion has not been quite enough to bring you all the way up, give the water several more quick slaps with the hand which is still submerged as you come almost up, sculling to the surface.

hand will be in the water on the water on the opposite side from where you started. When the boat is up and stable, you may sit upright again.

The technique for hands-rolling a canoe is similar to what is shown here for kayak. The movements of arms and upper body essentially look the same although they may feel slightly different due to the kneeling position. (You make it sound so easy!-Ed.)

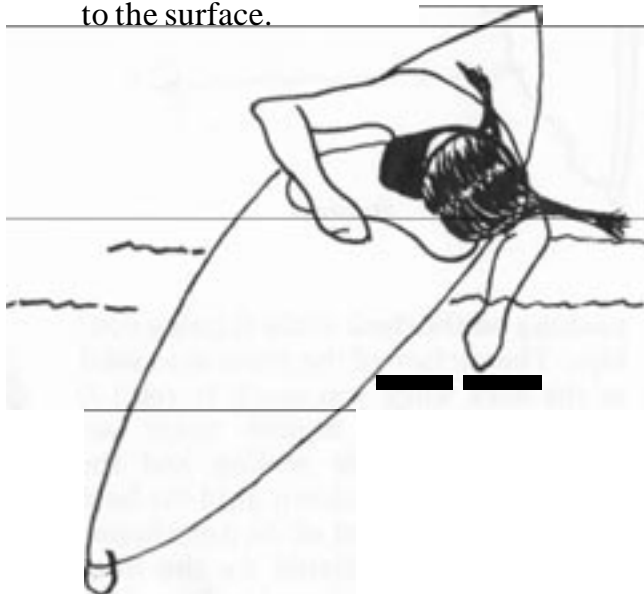


Figure 5: When the roll is complete your head will still be down, and one

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SUMMARY OF RESULTS FOR 1975 WORLD CHAMPIONSHIPS

C2M team (4)

1. France	13.08.04
2. West Germany	13.30.33
3. USA (Patlovich-Hanushevsky, Leibman-Mela McConaghy-Wright)	14.00.42

Wildwater

K1 (48)

1. Bumy	Belgium	27.00.75
2. Magdinier	France	27.13.13
3. Kast	West Germany	27.14.45
11. Nutt, Dave	USA	27.07.24
15. Nutt, Bill	USA	28.16.90
16. Armstrong	USA	28.19.72
29. Stanley. Bill	USA	29.29.03

C2M (13)

1. Rose-Rose	West Germany	12.40.23
2. Billet-Billet	France	12.41.97
3. Feuillette-Parisy	France	12.53.16
7. Liebman-Mela	USA	13.24.22
18. McConaghy-Wright	USA	13.26.91
19. Patlovich-Hanushevsky	USA	13.38.05
10. Chamberlain. Mike-Clarke	USA	13.58.53

C1 (28)

1. Verger	France	33.03.48
2. Schumacher	West Germany	33.41.29
3. Button	USA	33.45.25
15. Irwin	USA	34.49.97
20. Yeisley Hall	USA	35.46.51 DNF

C2 team (6)

1. France		32.19.40
2. West Germany		33.26.51
3. Switzerland		33.27.49
USA (Chamberlain-Stahl, Dyer-Cass, Brugger-Ferandini)		DSQ

K1W team (8)

1. Britain		12.27.41
2. Belgium		12.50.33
3. Switzerland		12.55.17
4. USA (Berglund, Fisher, Clark)		12.58.38

C1 (21)

1. Schindler-Pioch	West Germany	30.33.06
2. Lefauconnier-Lefauconnier	France	30.44.48
3. Bost-Meynard	France	31.37.43
4. Chamberlain, Steve-Stahl	USA	32.05.09
5. Dyer-Cass	USA	32.05.59
17. Brugger-Ferrandini	USA	34.18.04
21. Johnson-Queitzsch	USA	

K1W (31)

1. Grothaus	West Germany	11.56.31
2. Goodwin	Britain	12.02.80
3. Peacock	Britain	12.04.64
10. Clark	USA	12.28.94
12. Fisher	USA	12.30.50
15. Berglund	USA	12.42.92
16. Klein	USA	12.42.98

K1 team (13)

1. Austria		28.13.76
2. Belgium		28.26.83
3. West Germany		28.47.90
USA (Nutt, Nutt, Armstrong) DSQ		DSQ

C1 team (6)

1. West Germany		34.40.18
2. France		34.41.45
3. Czechoslovakia		35.23.40
4. USA (Yeisley, Irwin, Button)		35.55.33

Slalom

K1 team (16)

1. West Germany	247.62
2. Poland	291.79
3. East Germany	297.62
9. USA (Evans, Eric: Holland; Isbister)	383.37

C2 team (7)

1. East Germany	329.51
2. Czechoslovakia	473.43
3. Poland	493.28
7. USA (Evans, John-Toeppner, Knight-Harris, Lugbill-Lugbill)	

C2M (6)

1. Lyda-Gilman	USA	392.71
2. Lhota-Dentremont	USA	644.44
3. Draper-Piras Hastil-Halloran	USA	651.01 DNF

C1 team (5)

1. Czechoslovakia	403.27
2. East Germany	409.46
3. West Germany	471.65
5. USA (Morrison, Fulton, Jose)	795.82

C2 (26)

1. Kretschmer-Trummer	East Germany	264.45
2. Kudlik-Jez	Poland	265.57
3. Kadanka-Brabec	Czechoslovakia	276.71
21. Knight-Harris	USA	403.70
22. Lugbill-Lugbill	USA	426.65
23. Evans, John-Toeppner	USA	470.24
26. Langley-Langley	USA	591.00

C1 (26)

1. Sodomka	Czechoslovakia	283.39
2. Radil	Czechoslovakia	291.03
3. Heinrich	East Germany	293.00
6. Fulton	USA	297.75
8. Morrison	USA	317.13
19. Jose	USA	420.15
26. Hunter	USA	583.48

K1W (26)

1. Cwierniewicz	Poland	269.83
2. Deppe	West Germany	290.67
3. Bahman	East Germany	293.45
12. Harrison	USA	357.17
14. Ashton	USA	359.16
17. Watson	USA	415.85
21. Campbell	USA	459.54

K1 (63)

1. Horn	East Germany	211.18
2. Peters	West Germany	214.08
3. Gimpel	East Germany	217.18
14. Evans, Eric	USA	242.50
22. Holland	USA	254.28
43. Isbister	USA	307.34
46. Stanley. Chuck	USA	317.03

K1W team (6)

1. Switzerland		423.47
2. East Germany		430.35
3. Czechoslovakia		463.29
4. USA (Harrison, Campbell, Ashton)		474.43

THE BEST AND THE WORST

by Bill Endicott, 1975 U.S. Whitewater Team Manager

The fourteenth World Championship (ninth for wildwater), held in Skopje, Yugoslavia, will stand out as one of the most extraordinary from just about every point of view.

This was our biggest team ever (56 competitors) and the American contingent was the largest at the World Championships. We reasoned that having team members compete in both slalom and wildwater would be inadvisable since the slalom course was 100 kilometers away from the downriver, so we had two completely separate teams.

The 1975 U.S. team was truly a national team, comprised of athletes from all over the country. We had people from Massachusetts, Vermont, Tennessee, Minnesota, California, Oregon, Colorado, Maryland, Ohio and Kentucky on the team.

Team staff included slalom coaches **Les Bechdel** who handled the kayakers and **Norm Holcombe** who advised the canoeists. **Carol Knight** was coach-manager of the wildwater team, and team physician was **Ron Stradiotto**. **Bill Endicott** was overall manager and team leader and "floated" between the two race sites, spending most of his time at the slalom site. "Extras" included **Helen Yeisley**, **Candy Armstrong**, **Webster Hull**, **Dick** and **Rosemary Bridge**, **Lyn Hunter**, **Mr. and Mrs. Luginbill** and **Terry Halloran**, all of whose gracious help was enormously appreciated.

1975 was the most expensive year yet for U.S. athletes, costing them around \$900 out of their own pockets before everything concerned with getting to and from Skopje was done. But this does not even begin to scratch the surface of what these people had to spend in order to prepare for the racing season in the U.S. and get to the Team Trials.

In any attempt to appraise the U.S. results, this extraordinary sacrifice on the part of our athletes must be taken into consideration. For years, our people have had to compete against the fully government-funded teams of France, East Germany, West Germany, Czechoslovakia, Poland and others, and it is a tribute to the spirit of our athletes that, by and large, they did not flinch at making this sacrifice. Hopefully in the future fund raising efforts will help lift this burden from our competitors.

Getting our two teams to Skopje was a real chore, although ultimately this aspect of the trip went smoothly. We had to get 64 persons and 54 boats into the Balkans, and the boats had to be transported free in order to cut costs. Olympic Airlines was the only one interested in taking the boats free. In fact Olympic bent over backwards to help us, and they deserve our sincerest thanks for having done a highly professional job. The result was that the largest number of boats was taken the furthest distance ever at no cost.

After a day's rest in an Athens seashore hotel, to which the boats were brought so the athletes could loosen up if they wished, the team and boats took an all-day train ride to Skopje. Up to this point, everything had gone smoothly.

Conditions in Skopje

In all candor it must be said that the 1975 World Championships were possible the worst organized and worst run in the history of the sport. Thus most of the participants from all nations left the place with a sense of disappointment and frustration.

The stunt that caused the greatest resentment was the fact that the

Yugoslavs had chosen to let a highly capitalistic tourist agency, "Centrotourist," run the entire accommodation and transportation end of the races. This outfit was headed up by a cross-eyed, mustachioed bandit, who consistently tried to cheat the visiting nations by pretending that there was no way to accomplish anything except by going through Centrotourist. For example, he said that the cheapest way to get the slalom people to and from Matka, the slalom site, was to rent a bus at \$100 per day. After two days, coach Bechdel found that there was a public bus service running almost door to door for a few pennies per person!

Centrotourist also controlled the food situation. Pre-race literature promised that each athlete would get 5000 calories a day, but in reality manager Endicott had constantly to stand in the kitchen at both Skopje and Mavrovo (site of the wildwater races) and badger the staff until the food was brought out. Often this took so long that the team had to leave for practice before the athletes had had enough to eat.

However, our lodgings at both Skopje and Mavrovo were by far the most luxurious a U.S. whitewater team has ever had, including the Munich Olympics. The slalom team stayed at the Hotel Olympic Village as did most of the other teams, and this was great because it facilitated meeting and talking with the athletes from other countries. The wildwater team stayed at a spectacular ski lodge in Mavrovo, the Bistra, which also housed the French and West German teams.

There was so little water on the downriver course, the Radica, that one week before the race, the race committee was thinking of changing the site. Up to that time no one could even run the river because of the low level. Finally it was decided to proceed with the plan to have the races on the



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Radica, and more water was released to make the river just barely runnable. Even on race day, it was hardly a World Championship caliber course.

The potential for a first-rate World Championship does exist in Skopje. The countryside is breathtaking in its beauty, with a strong Moslem influence in the form of Turkish mosques spicing up a green Alpine-like environment. The fields at this time of year are a kaleidoscope of color, bright yellows set off by red poppies and blue flowers. But the Macedonians just were not experienced enough to anticipate the inevitable problems of a World Championship.

The Wildwater Races

Our wildwater team, equipped for the most part with Kevlar boats, survived the scrappy Radica better than other teams with their conventional fiberglass craft. Even so, patching after each run was common, and repair materials began to be in high demand. Many thanks must go to the Hyperform boat company which both made the Kevlar boats and had the foresight to send along two huge boxes of repair materials. In addition, two companies, Wood-Lyte and Rapid Design, supplied the team with paddles, which has never been done before. We owe them our sincerest thanks.

On the first race day, Tuesday, Jean-Pierre Burny of Belgium not only won his third K-1 World Championship, but thereby also laid claim to the title of the best wildwater K-1 of all time. Since Burny had also won the Europa Cup, he really has no serious rival at present.

All of our K-1's paddled the "Challenger," a boat designed by Dave Nutt, and a number of Europeans were favorably impressed by it.

Although we won nothing in the C-2 class, our fourth and fifth places represent an all-time high. There ap-

pears to be every reason to expect a real breakthrough in this class before long.

The U.S. pulled the upset of the World Championships when big Minnesotan Al Button steamed into third place in C-1, recalling memories of the other great U.S. C-1 triumph, that of Jamie McEwan in the Olympic slalom. It seems that every World Championship has its surprise U.S. heroes and this time Al was it. Button's unusual paddling style, switching hands and taking lots of sharp little strokes, was apparently just the thing for the shallow rock gardens of the Radica. Al always kept up forward momentum by steering his boat from the front by sweeping instead of falling back on a dragging pry. Furthermore, Al designed the boat he used and so was able to minimize his weight disadvantage (over 200 lbs.).

The K-1W race was won by Gisela Grothaus of West Germany. This was

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her second championship and since she also took the Europa Cup last year, she must now be considered the K-1W wild-water contestant with the best record of all time. The big surprise in that race was Great Britain's taking second, third, fifth and sixth, thereby dominating the class.

Wildwater Team Races

The team races were all run on Wednesday, beginning with the K-1's. One of the greatest controversies of the World Championships occurred in this race when the French team, which had won, was disqualified for allegedly jumping the start. There had been some confusion as to just where the starting line was, since the starting banner was not on the same line as the bar which one had to push back in order to start the clock. In a team race, one boat must start in the starting blocks and push the bar back before the other two boats out in the current pass the start line. The French claimed that they thought the banner was the actual start line, and so their two boats out in the current were 2½ boat lengths past the starting block—but not yet past the start banner—when the boat in the blocks started the clock. Unfortunately, it turned out that the blocks were the starting line. Later on our C-2 team was disqualified in exactly the same way but since they **tipped** over and failed to finish anyway, it didn't matter to us.

Austria, then, was declared the winner, and the U.S. team was disqualified because Doug Armstrong's paddle broke and he had to take out. According to people on the banks taking splits,* our team was in medal contention when this unfortunate accident befell them.

*See Sid Feldman's article, "Splits? Vaz Dats?" A W Vol. XVII, No. 2.

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To no one's surprise, the British won the K-1W team race. One member of this team was Peggy Nutt Mitchell, sister of Dave and Bill Nutt, former member of several U.S. teams, and now the wife of British paddler Dave Mitchell.

On Thursday afternoon, back in Skopje, the opening ceremonies for the slalom were immediately followed by the awards ceremonies for the wild-water champions. The opening ceremony was one of the most beautiful ever: the parade went through the middle of town and it seemed as though all of Skopje's half-million inhabitants had come out to watch. The U.S. team marched with a big bicentennial flag carried by two American women up front, and this attracted a lot of European photographers.

The ceremony itself was held on the shore of the river Vardar which, flowing through the middle of Skopje, provided

an ideal setting. Macedonian folk dancers wearing colorful native attire put on an unforgettable performance replete with leaps and bounds and quick, squealing Middle Eastern music. It seemed as though everything was under control at last.

The Boycott

Then, with all of this being televised as the first live color international sports event on Yugoslav national television, the French wildwater team boycotted the awards ceremony to protest the disqualification of their K-1 team the previous day. Since they had won at least one medal in all but three of the ten events, their absence was highly visible.

The Macedonians were outraged, and an international incident ensued when the Yugoslav government formally protested to the French government. The I.C.F. then apparently felt that it had to take some drastic action so

declared that the rest of the French team was disqualified from further competition in the Skopje World Championships. This meant only that the slalom team would not be allowed to compete, and the great injustice was that the slalom team had had absolutely nothing to do with either the incident of the previous day or with the boycott of the awards ceremony.

It was felt that the I.C.F. had made a gross error, and the French team asked U.S. team manager Endicott to organize an international petition to get the French slalom team reinstated. Team leaders from most of the participating nations signed. But the effort was for naught because the I.C.F. then gave France the following choice: the French slalom team could participate in the World Championships but French whitewater teams would then be banned from all international competition for two years; or, if the slalom team did not compete, everything would be

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back to normal following the World Championships. It was no choice, and the French agreed to withdraw their slalom team.

The disqualification of the French marked the nadir of the 1975 World Championships and cast a pall over the rest of the races.

The Slalom Races

The slalom race began on Friday with the practice runs. Immediately everyone noticed that the water level was much higher than it had ever been in practice. In fact during the 10 days of practice, U.S. boaters had often run the course without spray skirts!

The course was very difficult, but basically of World Championship caliber, and the race was a test of technique and speed rather than stressing big water handling as the two previous World Championships had.

Of prime interest in the C-1 race was whether Rainer Eiben of the DDR could continue his dominance of this class, having been Olympic Champion, World Champion and Europa Cup Champion. But Eiben did not look as strong as in the past, placing only 12th. For some reason, all of the East German C-1's this year relied to an unusual extent on cross-bow strokes, much as Americans used to, and this seemed to make the DDR paddlers awkward and unsteady on the course.

The Czechs took four out of the first five places in C-1. U.S.'s Steve Fulton, in his very first World Championship, took 6th. That took some of the pain out of the fact that Jamie McEwan (winner of the U.S. C-1 team trials) was unable to attend the World Championships.

The C-2 team race is always interesting because one has the impression of furious activity by a crowd of people on the water—but the poles

never get hit! The DDR's C-2 team performed a ballet of incomparable beauty.

Marija Cwierniewicz in K-1W won Poland's first World Championship ever in a very popular victory. Linda Harrison led the U.S. pack by virtue of a rerun, granted because of water fluctuation, which moved her up six places.

DDR's Siegbert Horn proved himself the best K-1 slalomist of all time at Skopje, making not one but two clean runs, either one of which would have won the race. Horn's record is unbelievable: Olympic Champion, twice World Champion and Vice World Champion.

In the C-1 team race that followed the Czechs upset the East Germans by three seconds and it was here that 31-year-old Petr Sodomka got his seventh gold medal. It was heartwarming to be at the line with the Czechs when they heard that they had won after having spent several anxious moments. They all grabbed each other, jumped up and down and whizzed away to their coach.

The K-1W team race was a big win for the Swiss, their first slalom gold medal since 1953 and their first women's gold medal ever. The U.S. team was 12 seconds out of third, whereas we had won this event two years previously.

The C-2 individuals race boiled down to a question of whether the old incomparable masters Trummer & Kretschmer of the DDR would be able to win their second World Championship. They had said before the race that this would be their last fling. Suspense built as they blew their first run entirely, and the Polish team of Jez-Kudlik took only one ten. But then on the second run, screaming down the course with a running time only seven seconds slower than Eric Evans' kayak time, Trummer & Kretschmer took first by one sec-

ond! Kretschmer sat on the bank anxiously waiting for all the other boats to finish, and when the last potential threat took a fifty, he threw up his arms and ran off to embrace his partner, who had designed the boat they used in the race. These two have paddled together since 1967 and have always been a prime contender for the gold medal.

The slalom awards ceremony was memorable only in that when the U.S. C-2M paddlers were on stage to collect their three medals, the wrong national anthem was played three times before things got straightened out. But it was a fitting ending for the World Championships which indeed had been "the best and the worst."

**RESULTS--ATLANTIC DMSION
WILDWATER CHAMPIONSHIPS AND
ESOPUS WILDWATER RACE,
MARCH 23,1975**

K-1 (17boats)

1. David Jones
2. Tom McEwan
3. Charles Cowen
8. Robert Alexander
14. Roger Farrington
15. Nick Krasutsky

26:50
27:21
28:12
29:42 A1.
32:26 A2.
32:41 A3.

K-1W (3 boats)

1. Rasa D'Entremont
2. Mary Hesselgrave
3. Lynn Wilson

32:45
34:12 A1.
34:39 A2.

C-1

1. Warren Yeisley
2. Cleve Tedford
3. Robert Kaufman
4. Mark Dindorf

32:50 A1.
33:51 A2.
34:51
37:09 A3.

C2 (5 boats)

1. Stahl-Chamberlin
2. Harris-Knight
3. Bliss-Bliss
4. Akers-Nelson

29:47
30:14
33:41 A1.
35:25 A2.

C-2M (6boats)

1. Yeisley-Yeisley
2. Cooley-Durnin
3. Kraft-Westover
4. Morse-Euneguess
5. Hesselgrave-Hesselgrave
6. Thomas-Stemmler

33:04 A1.
33:33
34:01
34:52
35:18 A2.
36:02 A3.

Note: AX, where X = 1, 2, 3, . . . denotes ranking order of participants eligible for the Atlantic Division Wildwater Championships.

RENEW NOW FOR 1976!

OBITUARIES

~~May McEwan~~ Canoeing lost a true friend when May McEwan died on July 12,1975. At the time of her death she was Vice Commodore of the Middle States Division of ACA. She was active in the Slalom Division of CCA and had been trainer of the Slalom Team and the C-Cats. Her enthusiasm for the sport was transmitted to the many canoeing students she taught at the Valley Mill Camps, George Washington University, for the Red Cross, and in Mariner Scouts. Her support of the U.S. Teams, and her pride in their accomplishments was well known. Her family, Bob, Tom and Jamie, ask that any contributions in her name be made to USISCA, Box 45, Elwyn, PA 19063. (From the *Canoe Cruiser*, July, 1975)

David Eneguess, 24, of New Hampshire, in an auto accident June 30. Well-known open canoe competitor, he appeared on the cover of the JAN /FEB 1975 *American Whitewater Journal*.

WHAT ABOUT RACE RESULTS?

We'd like to take this opportunity to ask AWA members what our future policy should be regarding race results. Space is becoming more and more valuable as more and more good material is sent in (to the delight of your editor). Race results at present are generally printed in both the *Journal* and ACA's CANOE magazine. Do you feel this is an unnecessary duplication? Shall we continue to print race results as before, or perhaps limit it to the "biggies"—regional, national and international championships? If you have an opinion on this, scribble a little note along with your renewal. Many thanks for your help.

Iris Sindelar, Editor

INDEFATIGABLE INFLATABLES

by Robert T. Cook, 811 Woodside Dr., Woodside, CA 94062

Until several years ago, inflatable kayaks were strictly bath tub issue. I bought and cherished my first plastic fantastic some 15 years ago and I will admit that they suffered in white water. Light, convenient, and portable they were; but, durable, maneuverable, and speedy they were not.

Well, times have changed and 3 years ago I was introduced to a Hutchenson inflatable kayak from France. It was made of tough rubberized fabric and came close to solving the deficiencies of plastic inflatables, but not close enough. Then Metzler of West Germany, which produces fine quality inflatable sailboats, motor boats, and rafts, took up the banner. With superb designing and engineering they have developed three styles of inflatable kayaks worthy of any serious white water devotee. Two of the kayaks have an open design, while the third is an enclosed single seater.

Inflatables have always been the champions of portability and the Metzlers are no exception. Gone are the garage storage racks, the cumbersome car racks, and the head banging portages. When hiking or flying to remote lakes or rivers, inflatable is the reasonable way to go.

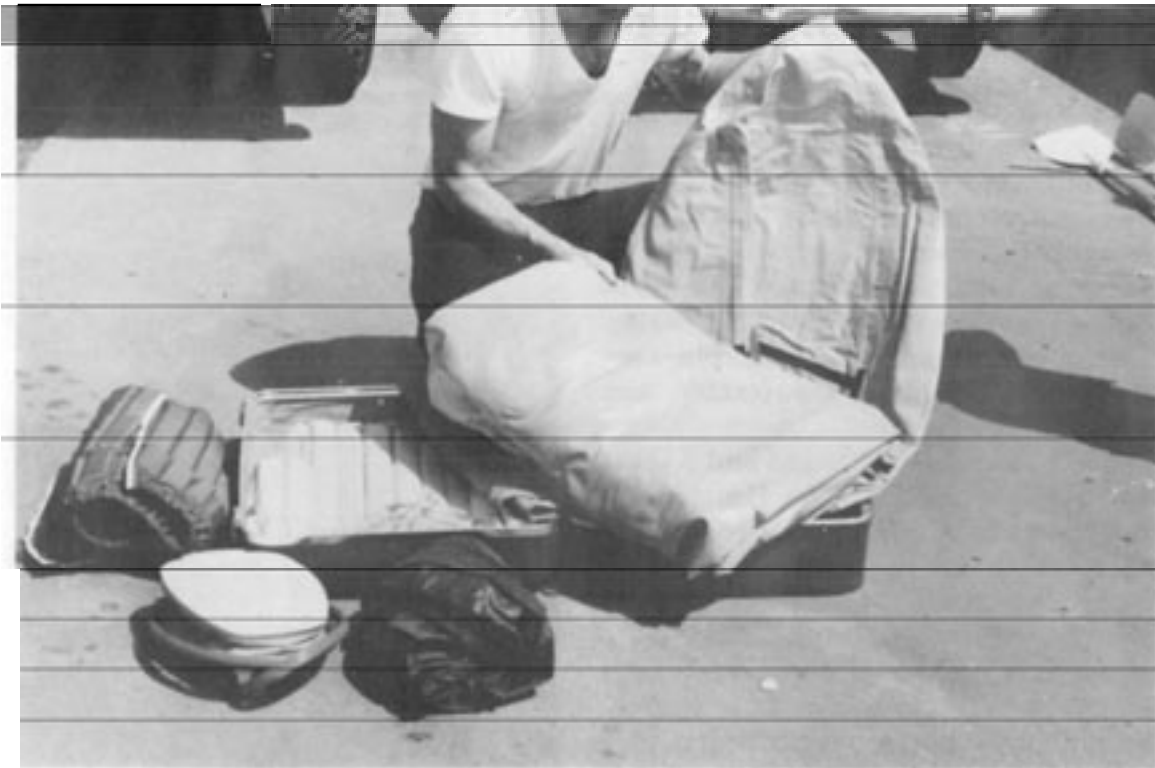
For traveling around the country, my wife and I pack two inflatable kayaks into a medium sized suitcase (24" x 20" x 8") and we are ready to go. For gentle weekend sorties we prefer to pack only our 2-man kayak. This leaves room in the other half of the suitcase for two life vests, a foot pump, a patch kit, a splash cover, and some storage bags. Such compactness makes it even feasible to bus or hitchhike to river localities with gear in hand.



The epitome of portability—author packing break-apart paddles and a suitcase containing kayak and accessories.

One of the major drawbacks with the plastic inflatables has been their affinity for ripping on rocks and snags. With the new rubberized fabrics the Metzler kayaks are as indestructible as top quality river rafts. These super materials allow the air chambers to be inflated with 3-4 pounds of air as opposed to the less than one pound found in plastic kayaks. At these pressures the Metzlers are sufficiently stiff to resist the flexing and buckling that have always plagued low pressured inflatable kayaks.

The first of Metzler's three kayaks hit the rapids about two years ago. Being



Author is unraveling a two man kayak from one side of the suitcase. The other side contains a splash cover, a pump, and two life vests.



less than **13** feet long, this two-man open kayak was designed for touring situations in which minimum of gear is required. Due to the low profile of the sides, a splash cover is particularly helpful for use in surf or rough river waters. Although the Trampler would make an excellent single man kayak, Metzler has chosen to install permanent seats, fore and aft. This makes use by a single person rather awkward.

The second inflatable kayak from Metzler appeared late in 1974 as a chopped-down version of the Trampler. It seems strange that they would chop off six inches and still retain the two man design, but that is what they did. Fortunately the seats are removable, so it is possible to convert the Joker into a very comfortable single man kayak. Combined with a custom-made splash

AT LEFT:

Inflating the Trampler, Metzler's two man kayak. It takes about 15 minutes to inflate the 6 air chambers.

cover, the buoyant Joker converts into an extremely versatile and tenacious whitewater kayak. At \$200 a copy this kayak is a much better buy than the Trampler which sells around the \$250 mark. However, considering the materials and workmanship that go into these kayaks, neither price is high.

The first inflatable closed kayak, the Spezi, was introduced in 1975. Although this unique kayak is not a sleek racer, it manages to duplicate the size, feel, and performance of general purpose hard shelled kayaks. Consider the following comparison with Old Town's Slalom kayak:

	Spezi	Slalom
weight	34 lbs.	32 lbs.
length	12'11"	13'1"
width	2' 4"	2'
height	12"	12"
cost	\$350	\$375

Due to the Spezi's extra width, it is super stable even in the roughest of waters. However, this in turn makes doing an Eskimo roll a real grunt. The extra width also hinders turning somewhat, but in general it handles like any fiberglass kayak of similar design.

The only real drawback in the Spezi is the lack of seating comfort. The cockpit must have been designed around a 300 pound hunchback with long spindly legs and size 4 feet. Most irksome are the plastic knee cups inset into the top deck. Supposedly they provide indents into which the knees can be braced during a roll. They appear to be positioned wrong and as a result they chafe the kneecaps.

The design of inflatable kayaks has advanced considerably in the last few years. Hopefully further improvements and innovative ideas will be forthcoming not only from Metzler but other

In the foreground is the author in the Spezi, while in the background two kayakers race along in the Trampler.





The author about to launch the Spezi from a very precarious perch.

AT RIGHT:
Inflated two man kayak with splash cover installed. Photos by Ana Cook.

manufacturers as well. After 15 years of the plastic cheapies, the market appears overdue for a variety of top quality inflatable kayaks.

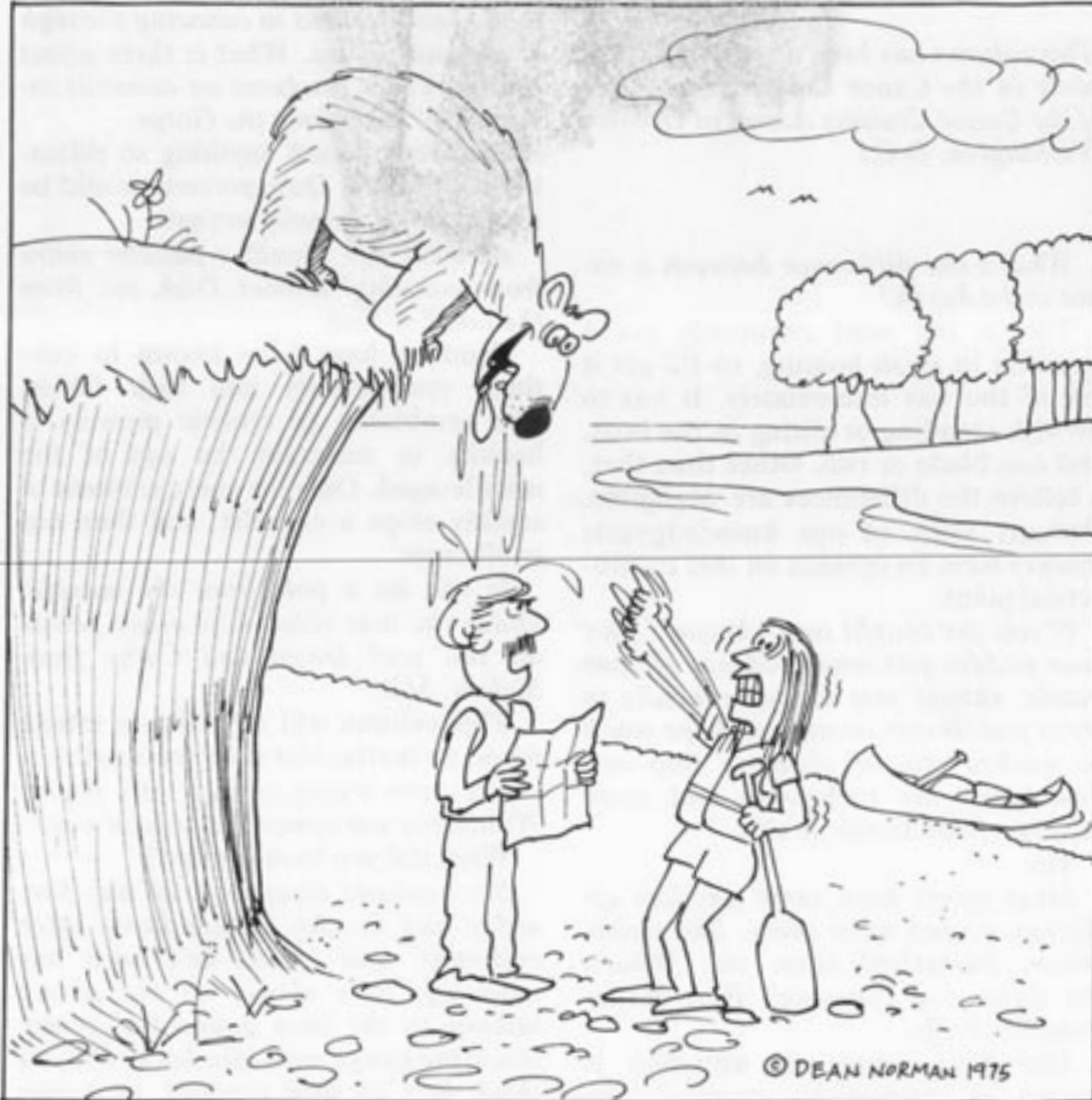
Unfortunately for inflatable kayak fans, the dealers and distributors of Metzler products are far and few between. The best source of information on the availability of inflatable kayaks is the Metzler importer, who is Helmut Peters at

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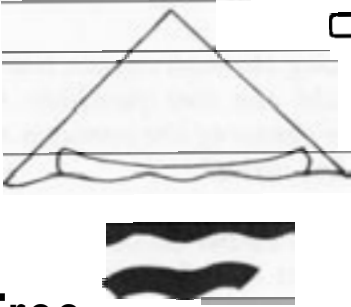


JAN and DAN BOONDOCK



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DR KAYAK

(This column has been a regular feature lately in the Canoe Cruiser, newsletter of the Canoe Cruisers Assoc. of Greater Washington, D.C.)

*What's the **difference** between a canoe and a kayak?*

This is the most commonly asked question in small boating, so I'll get it out of the way immediately. It has to do with standing or sitting in the boat, and one blade or two. Other than that, I believe the differences are negligible. Perhaps some of our knowledgeable readers have an opinion on this controversial point.

*If you get caught in a "keeper" and your paddle gets wrenched out of your hands, should you use your hands to try to **paddle** out, or roll and hope you'll be washed out, or abandon ship and dive below the turbulence and swim out? Jim from **Suckhole City**.*

Yes.

*Most sports have some physical **affliction** named after them, like tennis elbow, basketball knee, etc. What's the disease of canoeing? Holy Roller from Rockville.*

The most pernicious affliction is known as "sternman's mouth." The symptoms are loud obnoxious shouts, threats, intimidations, obscenities, contradictory orders, mutterings and sarcastic pleadings. The only known cure is for the bowperson (women's libbers please note) to take up solo paddling. (Ed Gertler, canoe consultant to the Doctor, reports on a temporary cure for "sternman's mouth." He claims it can be treated by 4 inches of duct tape judiciously applied across the afflicted part. I'd be interested in hearing of the results of this method from our readers.)

An aura of romance and love has long been ascribed to canoeing through songs and poems. What is there about the sport that produces an amorous inclination? Judy from the Gorge.

I've never heard anything so ridiculous in my life. Only perverts would be turned on by a smelly wet suit.

*At what age should a paddler retire **from** canoeing? Homer, Dick, etc. from the Land of Nod.*

Paddlers have been known to continue semi-actively into their fifties. The semblance of athletic prowess is healthy to maintain the ego of the middle-aged. Only the encroachment of senility stops a canoeist, and then not in all cases.

If you hit a pole from the outside, under the new rules, how many points do you get? David and Cathy from Slalom, MD.

This column will not tolerate ethnic jokes, no matter how deftly concealed.

I've been trying to meet Mr. Right. Would you say canoeing is a good way?

What did you have in mind?

My husband disappears all day Saturday and Sunday, comes home after midnight, and claims he's been out canoeing. He's always on the phone talking to the river gauge and sometimes the gauge calls him back. Do you think he's an avid canoeist, or something else? Suspicious.

This letter was obviously intended for Ann Landers, who writes for a competing journal.

When going through rapids, like Bull Falls, should the two paddlers move towards the center of the canoe in order to take in less water?

I've tried many techniques, but the one I've found rather successful is lightening the boat by inhaling deeply and flapping your arms.

I keep forgetting which is which when my partner yells for me to move to port

or starboard. How do you remember which is right or left?

The moment my partner shouts "Starboard!" I whip off my helmet and read the definitions I keep posted on the inside. I find by the time I've wiped off my glasses to read, he has completely forgotten about the whole thing.

Is it true, Dr. Kayak, that canoeists make great lovers? Just wondering.

This journal goes into the homes of hundreds of clean, upright American families. Children may innocently pick it up and read this column. For obvious reasons, I can't answer your question.

Is the wearing of asbestos knee pads a safe way to run a lava river in an epoxy fiberglass boat? Bob from Tephra Falls.

Someone is trying to push my leg. Only serious questions will be entertained.

Meyer Rubin

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USCG REQUESTS CANOE FLOTATION INPUT

The following letter requesting input on the subject of possible USCG regulation of canoe flotation was received in past months by many members of the paddling community. It is being printed here so that as many paddlers as possible will have a chance to voice their opinions. Note that no date deadline has been mentioned; the more letters Capt. Baetsen receives, the more representative will be the input. Frank Das-pit, Safety Chairman for the Middle States Division of the ACA, says: "My experience to date with the Coast Guard has convinced me that they are sincere in asking information and advice concerning possible regulations. If we can present them with a realistic analysis of the situation which shows that regulation will not have a significant beneficial effect on canoeing safety, then I don't think they will attempt regulation. If we fail to respond to their request, then we shall almost certainly have regulation by default."

Following the letter are responses from O. K. Goodwin, AWA Safety Chairman, and Carl Trost, whose meticulous articles on lifejackets and whitewater fatalities bear witness to his knowledgeability on the subject of whitewater safety. These and other responses we've seen are unanimous in urging *education of the public* as the only feasible way of reducing paddling fatalities. According to Dave Knight of the Philadelphia Canoe Club, "A naive public must be impressed with the risks. They must become beneficiaries of our experience. In that regard, both the Boating Division of the Pennsylvania Fish Commission and the Coast Guard are thinking about public-service commercials for radio and TV. Another approach would be to include boating and safety instructions with each canoe

and raft when it is sold. Paddling journals must emphasize safety, especially in regard to photos showing whitewater activity. Furthermore, we as paddlers should consider ourselves on patrol while on the river and be prepared to intervene when watching boaters set a collision course with trouble."

AWA has made a significant contribution in the realm of public education with the AWA Safety Code, but the help of our members and affiliates is needed for as wide a distribution as possible.

Let your voice be heard on this subject. If you think that O. K. Goodwin and Carl Trost have said what you want to say as well as or better than you could, at least write to Capt. Baetsen in support of their positions.

14 Mar 1975

Dear Sir:

In the present boating regulations established by the Coast Guard, canoes were excepted from the Safe Loading, Safe Powering, and Flotation standards. The need for regulating canoes was not justified by accident data and boating statistics available when the regulations were being drafted. In 1973 the number of canoe accidents and the number of fatalities resulting from those accidents increased 51% and 59% respectively over the previous year. This substantial increase in accidents and fatalities warrants a closer look at the canoe accident problem.

The canoe accident can be broken down into two distinct phases. There is the avoidance phase which might be handled with a loading standard, or wearing of PFD's, analogous to a prevention concept. It incorporates all those items leading up to the time the accident occurs. The recovery phase

concerns itself with the events following the accident, i.e., establishing a stable recovery platform for the victim; providing him with an opportunity to adequately bail the canoe.

Coast Guard research in the area of recreational canoeing indicates that the solution to the problem might be found in the recovery phase of an accident rather than the avoidance phase.

This does not mean the Coast Guard will ignore the avoidance phase of canoe accidents. Through continued research, efforts will be made to more fully define the avoidance problem. There may still be some area of the avoidance phase which may be controlled to the extent of reducing the number of accidents.

Presently, indications are that regulation of the avoidance phase, within practical limits, might not reduce the canoe accident rate. The design of a canoe to prevent accidents from occurring could result in a design not recognizable as a canoe. Because of the canoe's inherent design and shape, and its intended usage, attempts to make it safe both dynamically and statically may be impracticable.

Canoes are easy to capsize but it does not seem fair to blame canoe hull design. The design does leave little room for user error during use, but it is basic to the popularity of canoes.

A review of the canoe accident data indicates less than 2% of the reported accidents were caused by overloading. Approximately 67% of the canoe's reported accidents had 1 or 2 persons in the canoe. Presently, this data appears to preclude the need for a loading standard for canoes.

None of the 1973 canoe accidents resulting in fatalities were involved in overpowering. Only one of the 145 canoes in the reported accidents had a motor. At this point, a horsepower

regulation for canoes does not appear justified.

In the majority of cases rescue was minutes away. The victims either had no PFD or were unable to rely on the canoe as a safe recovery platform. With no PFD and/or being unable to get back into the canoe the victims would tire and give up.

The basic flotation presently recommended by industry standards in canoes appears inadequate. The swamped canoe becomes neutrally buoyant about its ends and rolls like a log, thus tiring the victim who tries to get back in. Once in the canoe, the basic flotation is not always adequate to keep the gunwale above water. That condition can impair a victim's feeling of safety and may cause him to leave the canoe (also he can't bail).

In conjunction with the level flotation project now in progress, the Coast Guard is looking into the application of level flotation to canoes. A level flotation standard might require the canoe to float level with its gunwales out of the water while supporting a specified percentage of the rated persons capacity.

Recent research in level flotation for canoes has given satisfactory results, such as righting a capsized canoe and entering it, while taking on very little water. This allows relative ease in bailing and a renewed feeling of safety. There is also a substantial increase in the feeling of safety when sitting in a swamped canoe that has level flotation, due to the buoyant forces of the flotation along the gunwales.

More research is required to find a fair and equitable ratio of flotation needed versus capacity, and how it is to be placed in the canoes. The amount of flotation and its placement in the canoe can have an adverse effect on the portability of a canoe, and also the available

room in the canoe.

The Coast Guard anticipates initiating first draft standards for canoes within a year. The approach to be taken or the exact requirements have yet to be determined through more research and investigation. There is a high probability of a level flotation requirement in a canoe standard.

The Coast Guard needs input from the canoe industry and public. The areas of conflict or topics to be considered generate many unanswered questions, some of which are listed below:

1) Do you feel there is a canoe accident problem? Why?

2) Do you think canoes should be regulated? Why?

3) With respect to question 2, if you answered "yes," under what considerations should they be regulated: powering, loading, level flotation? Why?

4) Do you think it's more important to avoid the canoe accident or be provided means to safely recover from the accident? Why?

5) With respect to question 4, are there canoe design parameters that could be changed to provide relief for the avoidance phase and/or the recovery phase of an accident, and yet not remove the attractive characteristics of the canoe?

6) Do you feel the basic flotation recommended by industry standards is adequate with regard to the recovery phase of a canoe accident? Why?

7) What do you recommend as alternative means to alleviate the canoe accident problems?

8) While avoiding dictionary definitions and general terms, how would you define a canoe, with regard to the fine line where a square stern canoe becomes a rowboat?

Any response to these questions, and ideas and other **information** received from the canoe industry and public will

be appreciated. We anticipate holding a seminar on canoe safety if the responses to this letter indicate that it would be helpful.

Sincerely,

R. H. Baetsen

Captain, U.S. Coast Guard

Chief, Boating Standards Division

400 Seventh St. S.W.

Washington, D.C. 20590

O. K. Goodwin's response to Capt. Baetsen's eight questions:

1. No. There is an innocent canoeist problem.
2. No. A uniform regulation is impossible.
4. Avoidance through education will certainly provide better recovery possibilities.
5. No.
6. Yes/No. O.K. for some maybe, but not realistic in decked boats.
7. Education. Public relations efforts. Support those who CAN educate.
8. I cannot. The variations preclude simple definition.

Dear Captain Baetsen:

First off, I think you should know that your request for input by the boating public is appreciated. Until now many of us have had a feeling of frustration. Even if you don't listen to the comments we make, the psychological effect is soothing.

We in the sport are quite aware of the sudden increase in accidents, but we think we know the reasons. It is not the boat or the equipment. Take any field of activity you want — something that requires a certain level of expertise in order to function with reasonable **efficiency** — put "x" number of new people into the activity and your accident rates will inevitably climb in proportion. If you would direct your attention to finding a way to provide these

people with the expertise they need, the effort and money would be better spent. It is not a simple case of not knowing; it is more that *they don't know that they don't know*. All the standards or regulations you can devise for boat and equipment will not make a dent in this!

Please note that instruction *for the basic skills is available* from many organizations but there seems to be a prevalent attitude among the majority of new paddlers that it isn't really necessary. In any level of boating above the rank beginner, instruction is not that easy to find. Many of our clubs realize this and are making an effort to provide this instruction. Still, the beginner, the novice or intermediate paddler without knowing what skills are demanded for his survival will venture innocently into situations he should have avoided.

There's where we need help. *Find a way to educate the boater that learning means survival and you will be doing something.*

Well, enough lecture. Now to address your immediate problem:

I'm sure you are already aware of the variety of ways that the canoe can be utilized and the variety of types of water on which it is used. Your question on the definition of a canoe makes me wonder if you are lumping kayaks, piroques, log canoes, flatwater competition boats, whitewater slalom boats and wildwater (downriver) boats all into this generic term. Also, I wonder if the materials of manufacture or the home-built boats will be considered in your research. I cannot believe that *one standard* to establish minimum flotation requirements is possible for all these possibilities.

I think that almost all boaters recognize a need for a minimum amount of reserve buoyancy in a boat. In the *decked* canoes with which I am very

familiar even this minimum is open to argument. In a competition, where the safety of a river bank is close by, and an organized rescue effort is on hand, many of our people will risk the loss of a boat rather than add one ounce of weight to the bare boat. *If* he capsizes in the rapids and is unable to right the boat by the so-called "Eskimo Roll" and if he must then abandon his cockpit, the boat *may* swamp and be destroyed on the rocks.

On the other hand, there are those who paddle in extremely heavy water who will fill every available inch inside the boat with flotation material. This does help prevent the loss of the boat and does provide additional support for the paddler (swimmer) after capsize.

Now you can't find two more extreme extremes than that. And who is to say that either group is wrong?

Floating in an essentially *level* position is the second criteria you are addressing. I have witnessed the loss of several of the decked canoes and kayaks in whitewater due *only* to the concentration of flotation material at or near amidships. If this material had been divided in the ends of the boats, all could have been salvaged, but as it was, one end of the boat would fill and submerge, making it vulnerable to every rock in its path. I would support a regulation that promoted this equal division of flotation material in the ends of the boat.

As to the third criteria — flotation in an *upright* position — I think I can speak for all paddlers of decked boats (canoes or kayaks) when I make the plea: "*Please* do not require our boats to be self-righting."

In the first place, an upright, swamped boat (decked canoe or kayak) is of no value in whitewater. The turbulence of the rapids and the characteristics of the boat make re-boarding a

practical impossibility. The best the paddler can do is make a swimming rescue of self and boat and equipment.

- A. In capsizing, this boat does not collect an appreciable amount of water.
- B. Just so long as the boat remains upside down it will maintain trapped air inside which provides extra buoyancy. The boat, floating high, is relatively easy to haul to safety and provides buoyant support to the swimmer.

If the boat rights itself, it does so at the expense of adding more water aboard, sinking it deeper in the water, making it heavier and more unwieldy.

If you had ever been in this position (as I have on many occasions) you would understand why I oppose this third criteria.

How about providing 10 lbs. of reserve buoyancy in the bow of a motorized canoe and 90 lbs. in the stern to support that 50-horse outboard? Ridiculous? No more so than adding 2 lbs. (dry wt.) of buoyant material into a racing canoe or kayak.

So that you will not get the idea that *all* the competitors paddle boats with no flotation, let me say that many of us sacrifice carrying the additional weight so that we will have a better chance of recovering an undamaged boat. The flotation adds nothing to our personal safety, otherwise.

Government, and the Military in particular, seems to have a penchant for neatly categorizing things. Your "avoidance" and "recovery" phases are overly simplified. The solution to reducing accidents in canoes and kayaks is definitely *in the avoidance phase* if you put knowledge of "How-To," and "When-To" and "Why-To" under "Avoidance."

I can't believe that the U.S.C.G. can do such an about-face from their pos-

ture of just five years ago. Then, before you were saddled with the responsibility of canoeists and kayakists, you supported education before regulation. Is a Congressional mandate so important that you now ignore the education process in trying to save canoeists? They didn't tell you not to try to educate canoeists, did they?

If you're not equipped to educate in this field, then you're certainly not equipped to provide meaningful regulations.

Sincerely,

O. K. Goodwin

Safety Chairman

American Whitewater Affiliation

P. S. Please note that my comments relate in particular to the *decked* canoes and kayaks. I trust the open boat paddlers will also respond.

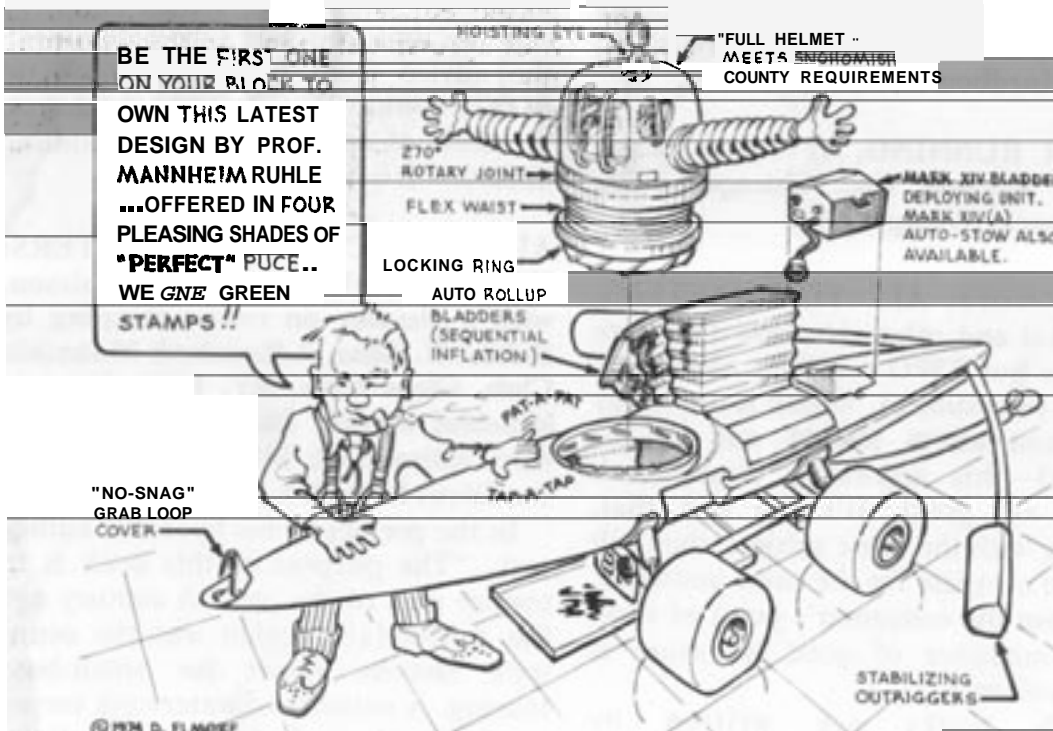
Gentlemen:

Below are my answers to the questions in Captain Baetsen's letter of March 14, 1975.

1. No, there is not a canoe accident problem. Using the Coast Guard's fatality rate for canoes, we note that 1 hour in a canoe carries exactly the same risk of fatality as 100 miles by auto or 4 minutes (9 miles) in a private plane. The Coast Guard has created a canoe problem by comparing it with motorboats. Unlike planes, autos, and motorboats, the canoe is not known for crippling injuries and injuries and fatalities to others.

2. No, canoes (and canoeists) should not be regulated. The public demand is for protection from the actions of others and from complex products and processes (building codes, pure food laws) — **things** over which we have no control. The canoeist has a simple product over which he has full control and is a threat to no one but himself. It is questionable

The cartoon below is so appropriate that we couldn't resist lifting it from the September, 1975 *Washington Kayak News Bulletin*. Don Elmore is a regular contributor to this excellent and entertaining bulletin; to get it on a regular basis; write Washington Kayak Club, P.O. Box 24264, Seattle, WA 98124 for membership information.



whether a canoeist's judgment can be

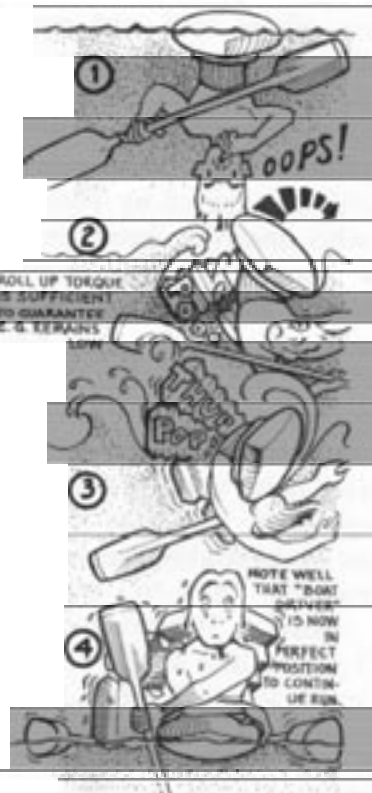
replaced by regulations.

4. To the Coast Guard's thinking, a capsizing is an accident. To an experienced canoeist, a capsizing is an ordinary event in the sport. Thus, accidents in canoeing are really swimming accidents that happen to people who are inexperienced in the problems of swimming in lakes and rivers. (It is important that the public come to understand that a canoe capsizing is a common event!).

7. Education (See #4, and the AWA Safety Code).

8. I once devoted considerable research and an entire column to the definition of a canoe. I wouldn't attempt to answer this question!

Sincerely,
 Carl Trost
 257 Pacheco Street
 San Francisco
 CA 94116



BOOK REVIEWS

WHITEWATER RAFTING, by **William McGinnis**. **Quadrangle/The New York Times Book Co., New York, 1975. Hardbound, 361 pp. \$12.50.**

RIVER RUNNING, by **Verne Huser**. **Henry Regnery Co., Chicago, 1975. Paperback, 294 pp. \$4.95.**

ALL RIGHT, ALL YOU RAFTERS, potential and otherwise, now there are not one but TWO excellent new books out on your subject. Which is not to say that non-rafters should not be interested—this non-rafter thinks both books are great. It's too bad that, dealing with the same subject, they will have to compete for the same audience, but from the consumer's point of view, the abundance of good literature is most welcome.

Both books are written by professional raftsmen of long experience, whose love and concern for the wilderness are evident on every page. Both are meticulously researched and thoroughly referenced, with lots of good photos. The McGinnis book is also richly illustrated by Tom Joyce, an artist who deserves fame and fortune (for a sample of the contents of *Whitewater Rafting*, see the excerpt "Rowing Frames" in *American Whitewater*, Vol. XX, No. 1, JAN/FEB 1975, p.28.).

The temptation might be to get just the Huser book since it is considerably less expensive, ~~but that would be to~~ miss out on probably the most delightfully readable "how-to" book that has come along. *Whitewater Rafting* doesn't sound like a title you would sit down and read just for fun, but you can and should. It's a real classic. And though the content is similar in many ways, the books are by no means iden-

tical and are indeed complementary due to varied emphases on the part of the authors. So if ~~you~~ are ~~at~~ all interested in whitewater rafting (and who can say that you won't be someday?), the advice from here is to pick up BOTH books. They deserve a place on the shelf of any high-quality paddling library.—Iris **Sindelar**

ADIRONDACK CANOE WATERS: NORTH FLOW, by **Paul F. Jamieson**, with a chapter on canoe camping by **Robert N. Bliss**. **Adirondack Mountain Club, Glens Falls, NY, 1975. 300 pp., looseleaf bound. \$6.95 + 35c postage from Adirondack Mt. Club, 172 Ridge St., Glens Falls, NY 12801.**

In the preface to his book the author says, "The purpose of this book is to restore part of the past. A century ago the Adirondack region was the country's favorite resort for small-boat touring. A network of waterways served as almost the only highways. But the advent of paved roads and motorcars caused people to neglect and then to forget a large part of the resource that once aroused wonder in vacationing Americans."

The book describes over 700 miles of canoe trails in the St. Lawrence River and Lake Champlain drainage basins, including lakes, ponds and canoeable brooks. Since the scope is limited to the north-flowing waters of the Adirondacks, there is plenty of room for historical detail, which makes attractive reading.

For this area as well as for many others in the U. S., access is an ever-increasing problem. The author's hope is that reawakened interest in the Adirondack canoe routes will help protect and preserve them.—ILS

RENEW NOW FOR 1976!

NEW EDITIONS

Newly revised editions of several popular guidebooks have recently come out. Among them:

Whitewater; Quietwater, by Bob & Jody Palzer. Includes technique for canoes, kayaks and rafts, and a guide to the wild rivers of Wisconsin, Upper Michigan and N.E. Minnesota. See review, *AW*, Vol. XVIII, No. 4, Winter 1973. Available for \$7.95 from Evergreen Paddleways, 1416 21st St., Two Rivers, Wis. 54241; or 1225 Richmond St., El Cerrito, CA 94530. AWA affiliated clubs are eligible for a quantity discount.

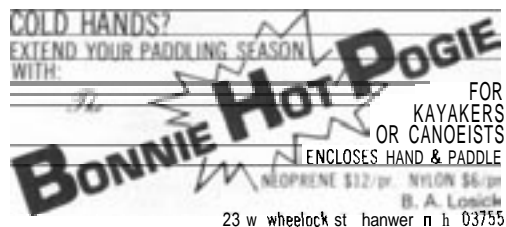
Wild Water West Virginia, by Bob Burrell and Paul Davidson. See review, *AW*, Vol. XVII, No. 3, Autumn 1972, p. 107. This highly regarded paddling guide is available for \$5 plus 25c postage from Paul Davidson, Dept. of Medicine, W.V. University, Morgantown, WV 26506. 50% of all proceeds are donated to river conservation.

A Sketchy Introduction to Whitewater and Kayaking, by Bev and Fred Hartline. 24 pp. An outline, via sketches and brief comment, of the essentials of whitewater paddling technique. See review, *AW*, Vol. XIX, No. 3, May/June 1974. Single copy 45c, 20 or more 35c, 100 or more 29c. Bev and Fred Hartline, 2714 N.E. 94th St., Seattle, WA 98115.

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WHITEWATER COACHING MANUAL — by Jay Evans, U.S. Olympic Coach. \$5. 11 Cottage St., Belchertown, MA 01007.

BOAT BUILDING INSTRUCTIONS — Non-technical, step-by-step. For first-timers. \$1.00. Dwight Gibb, 2123 NW 201, Seattle, WA 98177.

AWA WHITEWATER SAFETY CODE — single copy free, send stamped, self-addressed envelope. 50 copies — \$5.50; 100 copies — \$10.00. AWA, Box 1584A, San Bruno, CA 94066.

AWA CIRCULATION MANAGER NEEDED — To process new memberships, renewals at end of year, address changes. Volunteer job requiring responsibility, dedication and a lot of hours. Send resume and references to: Jim Sindelar, AWA Executive Director, 264 East Side Dr., Concord, NH 03301.

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GEORGIA

Georgia Canoeing Association
W. D. Crowley, Jr.
Box 7023
Atlanta. GA 30309

IDAHO

Idaho Alpine Club
Pat Leonard
460 N. Ridge
Idaho Falls. ID 83401

ILLINOIS

Northern **Prairie Outfitters**
Randy Hendee
206 N. W. Highway
Pox River Grove, IL 60021

Chicago Whitewater Assoc.
Pamela Allen
5460 S. Ridgewood Ct.
Chicago. IL 60629

Belleville Whitewater Club
Linda Seaman. Rep.
No. 3 Oakwood
Belleville, IL 62223

INDIANA (Cont.)

St. Joe Valley
Canoe & Kayak Club
YMC 200 F
Elkhart, IN 46514
Tukunu Club
Nancy Rea
952 Riverside Dr.

South Bend, IN 46616
The Viking Canoe Club
Ken Wentworth

5117 W. Pagan Ln.
Finchester Ridge, KY 40258
SAGE—School of Outdoors
209E High St.
Lexington. KY 40507
Four Rivers Canoe Club
Brad Betty Arterburn
Alben Barkley Dr.
Lucas, KY 42001

LOUISIANA

Days
Stackers
Susie Latham
624 Moss St.
New Orleans. LA 70119

MAINE

Sam Bound Canoe & Kayak
Ned McSherry
Fryehurg. ME 04037

Bates Outing Club
Steve Rhodes
Box 580. Bates College
Lewiston, ME 04240

Mattawamkeag Park
Roht. Kelly. Park Mgr.
P.O. Box 104
Mattawamkeag. ME 04459
Sunrise County Canoe Exped.
Marty Brown
Cathance Lake
Grove, ME 04638

MARYLAND

Terrapin Trail Club
Bx 18 Student Union Bldg.
U. of Maryland
College Park. MD 20742

Potomac Paddlers
Sea Scout 489
Jim Hill
18505 Kingshill Rd.
Germantown. MD 20767

Baltimore Kayak Club
Al Karasa
1099 Tollgate Rd.
Belair, MD 21014

Monocacy Canoe Club
Box 1083
Frederick. MD 21701

Mason-Dixon Canoe Cruisers
Ron Shanholtz
222 Pleasant Tr.
Hagerstown. MD 21740

MASSACHUSETTS

Hampshire College **Outdoors**
Program
Eric M. Evans
Amherst, MA 01002
Experiment with Travel Inc.
Box 2452
281 Franklin St.
Springfield, MA 01101

AWA Affiliates, continued

MICHIGAN

Kayakers
Mrs. John Dice
2022 Day St.
Ann Arbor, MI 48104

MINNESOTA

Water Association
Andy Westerhaus
1905 River Hills Dr.
Burnsville, MN 55337

Catalina Canoe & Kayak Club
Stephen Parsons
3124 W. Calhoun Blvd.
Minneapolis, MN 55416

MISSISSIPPI

Canoe Club
P.O. Box 3317
Mississippi State, MS 39762

MISSOURI

Arnold Whitewater Club
John J. Schmitt
490 W. 1st St.
Arnold, MO 63010

Meramec River Canoe Club
Earl G. Bille
26 Lake Rd.
Fenton, MO 63026

Central Missouri State University Outing Club
Dr. O. Hawksley, Re
Warrensburg, MO 64493

Ozark Wilderness Waterways
George Chase
4941 Laramie La.
Kansas City, MO 64129

Ozark Cruisers
Robt. A. McKelvey
Blue Acres Ct.
Columbia, MO 65201

University of Missouri
Chris Wilhelm
Wilderness Adventures
18 Read Hall
Columbia, MO 65201

MONTANA

Montana Kayak Club
Doug Abelin
Box 2
Brady, MT 59416

NEW HAMPSHIRE

Ledyard Canoe Club
Steve Ruhle
Robinson Hall
Hanover, NH 03755

Nulhegan Paddle Co.
David Hawkins
Box 381
N. Stratford, NH 03590

NEW JERSEY

Murray Hill Canoe Club
Carol MacLennan
Bell Labs. Rm. 1 E-436
Murray Hill, NJ 07974

Mohawk Canoe Club
Dartery Lewis
455 W. State St.
Trenton, NJ 08618

Rutgers University Outdoor Club
RPO 2913
New Brunswick, NJ 08903

NEW MEXICO

Grande River Runners
Buck Cully
110 Central Ave., SE
Tuerque, NM 87106

Norwichian York

John Ch...
RFD 1, Box 573
Princeton, NJ 08540

Kayak and Canoe Club
of New York
Fd Alexander, Rep.
6 W. Winslow Ave.
Benswick, NJ 08816

Adirondack Mt. Club

Schenectady Chapter
Betty Lou Bailey
Schuyler 16, Netherlands Village
Schenectady, NY 12308

Wild River Canoe Supplies
Wm. Machonis
Ludingtonville Rd.
Holmes, NY 12531

Adirondack White Water
E. Hixson, M.D.
103 Riverside Dr.
Saranac Lake, NY 12983

Colgate Outing Club
c/o Recreation Office
Colgate University
Hamilton, NY 13346

Niagara Gorge Kayak Club
Doug Bushnell
41-17th St.
Buffalo, NY 14213

Adirondack Mt. Club
Genesee Valley Chapter
John A. Robertson Jr.
581 Lake Rd.
Webster, NY 14580

NORTH CAROLINA

Carolina Canoe Club
Tom Erikson
Box 9011
Greensboro, NC 27408

Nantahala Outdoor Center
Payson Kennedy
Star Rt. Bx 68
Bryson City, NC 28713

River Transit Authority
Amber Alley
Chapel Hill, NC 27514
& West Market
Greensboro, NC 27402

OHIO

Columbus Council, AYH
Joe Feiertag
1421 Inglis Ave.
Columbus, OH 43212

Toledo Area Canoe & Kayak
John Dunn
5837 Elden St.
Sylvania, OH 43560

Pack & Paddle
Ronald J. Morgan
4082 Erie St.
Willoughby, OH 44094

Keel-Holes Canoe Club
John A. Kobak
1649 Allen Dr.
Westlake, OH

Cuyahoga Canoe Club
Chuck A. Turner
Mantua, OH

Wilderness Canoe Club
Ch...
256 W. Dayton

OREGON

Oregon Rafting Club
Joe Chappell
Rte. 1, Box 300
Hubbard, OR 97032

Oregon Kayak & Canoe Club
Box 692
Portland, OR 97205

Northwest Outward Bound School
3200 Judkins Rd.
Eugene, OR 97403

Wilderness Waterways
Bryce Whitmore
12260 Galice Rd.
Merlin, OR 97532

PENNSYLVANIA

Sylvan Canoe Club
132 Arch St.
Verona, PA 15147

Pittsburgh Council, AYH
6300 Fifth Ave.
Pittsburgh, PA 15213

Canoe, Kayak & Sailing Craft
Douglass Ettinger
701 Wood Street
Wilkinsburg, PA 15221
North Allegheny River Rats
Tim Hawthorne
1130 Sandalwood Lane
Pittsburgh, PA 15237

Mountain Streams & Trails Outfitters
Ralph W. McCarty
Box 106
Ohio, PA 15470

Slippery Rock State College
L. H. Heddleston, Director
Student Activities & Recreation
Slippery Rock, PA 16057

Oil City Canoe
Rt. 62 N. Rd. 2
Oil City, PA 16301

Allegheny Canoe Club
Walter Pilewski
755 W. Spring St.
Titusville, PA 16354

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

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

Allentown Hiking Club
Bill Bevan
124 S. 16th St.
Allentown, PA 18102

Appalachian Trail Outfitters
29 S. Main St.
Doylestown, PA 18901

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

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

RHODE ISLAND

Island Whitewater Club
Bonnefond
10 Pond St.
Westerfield, RI 02879

Summit Shop
Christopher H...
135 Weymouth
Providence

AWA Affiliates, continued

SOUTH CAROLINA

Palmetto **Kayakers**
Russell Jones
210 Irene St.
N. Augusta, SC 29381

Carolina Paddlers
Jim Parker
112 Pine St.
Walterboro, SC 29488

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

TENNESSEE

Tenn-Tucky Lake
Canoe-Camping Club
Calvin Phillips, Jr.
Rte. 1, Box 23-A
Tennessee Ridge, TN 37178
Tennessee Scenic Rivers Assoc.
Box 3104
Nashville, TN 37219

Sewanee Ski & Outing Club
Hugh Caldwell
University of the South
Sewanee, TN 37375

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

Footloggers
P.O. Box 3865 CRS
2220 N. Roan St.
Johnson City, TN 37601

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

E. Tenn. WW Club
Tom Berg, Bx 3074
Oak Ridge, TN 37830

Chota Canoe Club
Box 8270 University Sta
Knoxville, TN 37916

Bluff City Canoe Club
P. O. Box 4523
Memphis, TN 38111

TEXAS

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

Texas **Explorers** Club
Bob Burleson, Rep.
Box 844
Temple, TX 76701

Explorer Post 425
A. B. Millett
Mercedes
Ft. Worth, TX 76126

TEXAS(Cont.)

Trinity **Univ.** Canoe Club
Major **Sharpe McCollough**
Bx 180, 715 Stadium Dr.
San Antonio, TX 78284

Texas Whitewater Association
Thomas B. Cowden
P. O. Box 5264
Austin, TX 78763

Explorer Post 151
Tom Sloan, Scoutmaster
2008 Bedford
Midland, TX 79701

VERMONT

Marlboro College
Outdoor Program
Malcom Moore
Marlboro, VT 05344

Northern Vermont Canoe Cruisers
Edwin Amidon, Jr.
Bx 254
Shelburne,
VT 05482

VIRGINIA

Canoe Cruisers Assoc.
John Sessler
1623 Seneca Ave.
McLern, VA 22101

Blue Ridge Voyageurs
Ralph T. Smith
8119 Hillcrest Dr.
Manassas, VA 22110

Coastal Canoeists, Inc.
Hope Gross
RFD 4, Mockingbird Lane
Spotsylvania, VA 22553

Explorer Post 999
R. Steve Thomas, Jr.
3509 N. Colonial Dr.
Hopewell, VA 23860

WASHINGTON

U of W Canoe Club
Jean M. Dewart, Pres.
IMA Bldg.
University of Washington
Seattle, WA 98105

The **Tacoma** Mountaineers
Kayak & Canoe Comm.
Roh Hammond
3512 Crystal Spg.
Tacoma, WA 98466

Whitewater-Northwest Kayak Club
Box 1081
Spokane, WA 99201

WEST VIRGINIA

West **Virginia**
Wildwater Assoc.
Idair Smookler
2737 Daniels Ave.
S. Charleston, WV 25303

White Water Canoe Club
Mt. Lair Recreation Ctr.
West Virginia University
Morgantown, WV 26506

WISCONSIN

Sierra Club
John Muir Chapter
Howard Kietzke
7541 S. 31st St.
Franklin, WI 53132

Wilderness Club
Steve Kaufman
4901 36th Ave., Apt. 206
Kenosha, WI 53140

Wisconsin Hoofers Outing Club
Wisconsin Union Directorate
800 Langdon St.
Madison, WI 53706

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

WYOMING

Croaking Toad Boat Works
Game Hill Ranch
Bondurant, WY 82922

Western Wyoming Kayak Club
Donald L. Hahn
General Delivery
Wilson, WY 83014

CANADA

B. C. Kayak & Canoe Club
c/o Dave Steenes
1247A Cambie Rd.
Richmond, B.C., Canada
North West Voyageurs
10922 88th Ave.
Edmonton, Alberta
Canada

AUSTRALIA

Indooroopilly Canoe Club
Box 36, Indooroopilly,
Queensland, Australia

NEW ZEALAND

Gisborne Canoe & Tramping Club, **Inc.**
Tony Geard
Box 289
Gisborne, New Zealand
Palmerston North Canoe Club, Inc.
Box 1126
Palmerston North, New Zealand

SPAIN

Alberche Kayak Club
Jesus Trujillo Morla
Calle Camarena, 7B
Madrid 24, Spain

SWITZERLAND

Kanu Club Zurich
Otto Kosma
8008 Zurich Dufour Str. 3
Switzerland