

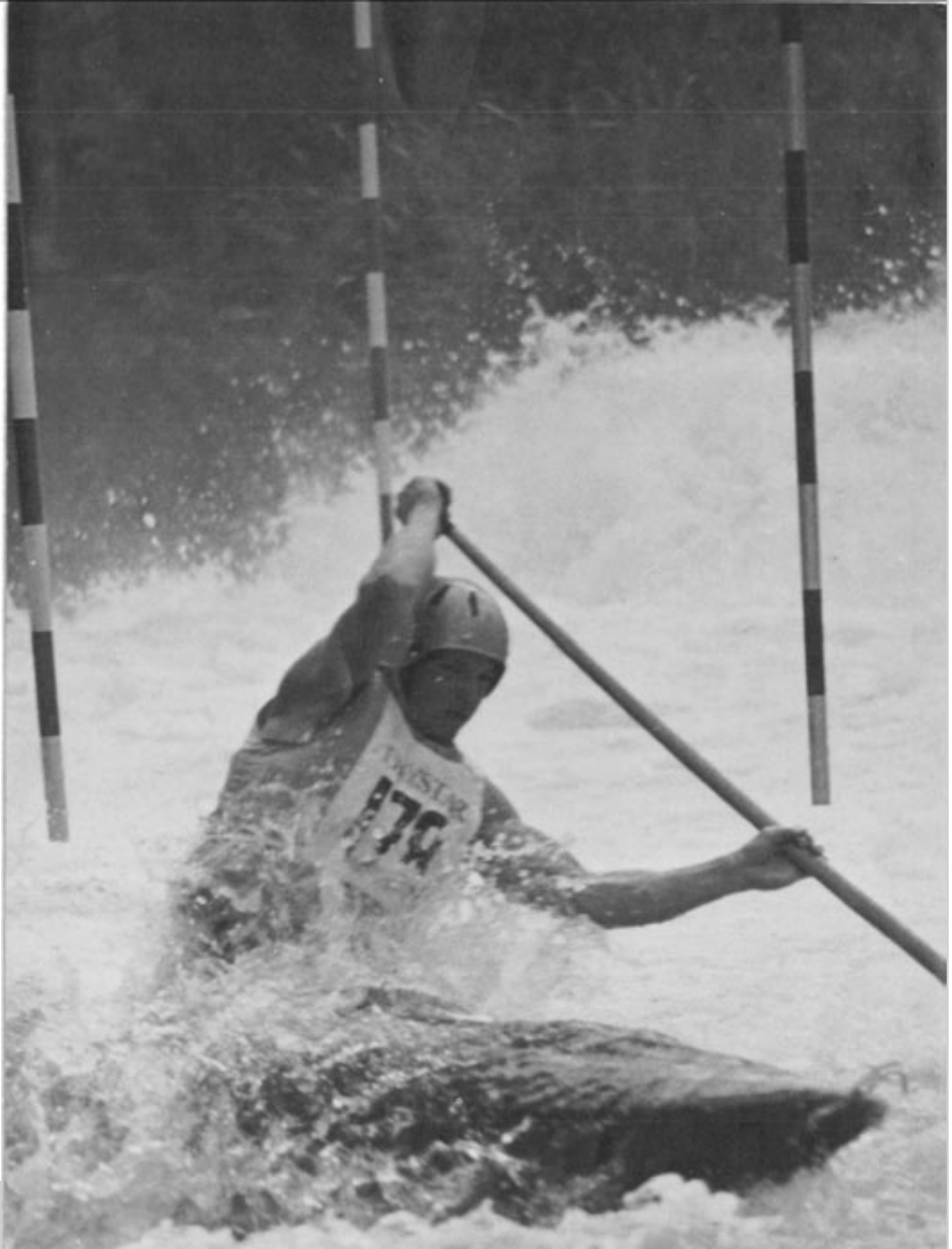
American

WHITEWATER

the Journal of the American Whitewater Affiliation



NOV/DEC 1976 Vol. XXI, No. 6





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American
Whitewater
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COVER: Dramatic rescue at Savage River Slalom. David Hearn keeps pinned canoeist George Lhota's head above water as ropes are thrown from shore. See account on p. 191. Photo by David Plott, Durham, NC.

AT LEFT: Yes, there is whitewater "down under." Kevin Mansfield is shown at the Australian Championships at Nyboida, New South Wales. Photo sent by Barry Ellis, Southern Cross Canoe Club, Victoria, Australia.

Letters from Readers

Dear Iris,

Two things are on my mind *re* river safety & rescue. 1) Perhaps I am a coward at heart, but I was greatly disturbed by Bill Heinzerling's rescue technique (AW, XXI#3, p. 78) because it requires that a person be "tightly" tied into a rope, and then move out into the river. I don't believe this technique should be tried except by an experienced rescue *team* because any screw-up of the shore party can cause the death of a second person (the rescuer on the rope). In my experience with white water and mountain rescue one simply does not put a rescuer's life in severe jeopardy to recover someone who may be already fatally injured, or unrecoverable. I'm not saying "take no risks," but rather balance the risk with probability of success. I personally know of one person who lost his life in a situation similar to the one suggested by Mr. Heinzerling: he was trying to get a raft full of people ashore on a river in flood; he tied into a rope and swam for shore. His body was hauled back to the raft after the attempt failed. My personal feeling is that one should NEVER ENTER A RIVER TIED TO A ROPE UNLESS YOU CAN RELEASE YOURSELF FROM THE ROPE QUICKLY AND WITH LITTLE EFFORT IN AN EMERGENCY. Bear in mind that the rope will most likely be under considerable tension.

2) It seems to me that there is an increasing mobility among white water enthusiasts which is resulting in a rich and healthy cross-fertilization of minds and skills. Associated with this mobility however is a problem of standardization in communication which at present makes it impossible for two boaters of different regions to agree on, for example, the rating of any given river. The AWA Safety Code and the AWA Guide Book Committee's Objective Rating Table are very important steps in the right direction (although the latter is

not sufficiently available, in my opinion). I feel that we should form a committee to study, compile and publish (in a form similar to the Safety Code) a set of *Standardized Hand Signals for Whitewater Boaters*. It is my experience that, even among the boaters with whom I boat most frequently, signals from a distance are frequently misunderstood or ignored or simply not used. For example whenever I point to something I either signal OK (index finger to thumb), tap my helmet (meaning "rock") or draw a finger across my throat (meaning "danger"). People frequently ask me what I'm trying to signal. I have never yet seen anyone else use these signals, or any other signal making this distinction associated with pointing. Mountain climbers standardized their rope handling signals long ago, perhaps because on a rock the climbers have each others' lives in hand; smooth team work is essential for safety. Many boaters don't seem to realize that this is true in river running as well, especially when boating unfamiliar rivers, or when boating with less experienced persons.

Here is a tentative list of messages for which we should develop signals:

- 1) EMERGENCY, STOP as soon as possible.
- 2) HELP! get people here as soon as possible.
- 3) ALL CLEAR, come on down
- 4) CANCEL the previous signals
- 5) CAUTION proceed with care (also "give me more room")
- 6) SCOUTING SUGGESTED
- 7) OK TO RUN HERE (point)
- 8) DANGER HERE (point)

A little further thought has convinced me that the total number of signals should be kept as low as possible (five would be great, but possibly not sufficiently detailed) as few persons will be willing to memorize a complex vocabulary of gestures and hand waving which is useful on the river in only a few

special places.

I would certainly like to hear other persons' opinions and experiences on this matter.

Good Paddling!
Fred Hartline
2714 N.E. 94th
Seattle, WA 98155

(Fred and Bev Hartline compiled the whitewater accident report which appeared in the SEP/OCT 1976 issue of AW.)

September 3, 1976

Dear Editor:

In its latest attempt to extend its control over the lives of the paddling public, the American Canoe Association has come up with a "National Whitewater Paddler Registration" which is supposed to establish a "direct personal communications chain" to reach everyone involved in slalom and wildwater racing. The links of this chain are forged by slapping a \$12.50 annual fee on non-ACA-members wanting to participate in A/B class races (\$5 if you're already rank-and-file ACA) and admonishing C/D race organizers to "encourage entrants to register so they too will be informed what is happening in the sport." An example of how this works is this summer's Esopus Slalom (ABCD) which cost \$18.50 for a non-ACA-member (\$12.50 plus \$6 regular race fee for two classes). At those rates, the crowding of competitors during practice runs will quickly cease to be a problem.

Consider the plight of Mr. Casual Racer. He's out there two or three times a year — for fun, friendly competition and to improve his river skills. He supports the U.S. Team, pays an entry fee for every race, and is still innocent enough to remember that a race can be more than just a date on an Olympian's training schedule. More to the point, he is shelling out bucks for club dues, subscriptions to canoeing magazines, newsletters, posters, T-shirts, and

programs — and now someone wants to sell him a "direct personal communications chain" at \$12.50 a shot (plus that much again for his daughter who's into racing as a junior paddler). Not just this season, either — but the next and the next and the next after that. Is it surprising that Mr. Casual Racer is now thinking of trading in his paddle for a tennis racquet?

John Varhola
Media, PA

Dear People,

The Encyclopedia of Associations says you promote equipment programs. Please tell me where to get a list of wet suits [for (cold) street wear]. I prefer durable, inexpensive, easy on/off skins.

Sincerely,
R. P. Hart
New York, NY

CORRECTION

In our review of Yakima Industries products (XXI/4, p. 131), reference was made to "fine German craftsmanship." This should have been "fine Scandinavian craftsmanship" (sorry, Mr. Lagervall).

Also, a possibility of roof buckling was mentioned in the cartop carrier review. Mr. Lagervall says, "If the rubber discs are adjusted so they are just inside the curved edge of the car roof, there is generally no problem of the type you mentioned. The arch legs should be as near the outer edge of the car roof as possible. Many makes of cars carrying a variety of loads besides boats have been to our plant to have carriers installed. We are always quite concerned about buckling roofs. Also, some sports cars have a receding rear (like a giraffe), so we put taller legs in the rear. We make three heights of arch legs, and any length cables that people ask for."

RENEW NOW FOR 1977!

READERS' SOAPBOX

Shoulder Dislocation

Shoulder dislocation *can be avoided*. I've come close to this serious crippling twice; once reaching, fully extended and pulling hard, over a reversing wave at Hospital Bar on the American River in California, and once bracing into ocean surf. Both times I was in a high brace position with arms fully extended, my arms and body violently wrenched between paddle blade and kayak. For several days I suffered from a severe muscle pull that caused muscle cramps from the shoulder to the small of the back and to the finger tips. It could have been a serious shoulder dislocation.

In heavy water I no longer high-brace fully extended, but $\frac{3}{4}$ at most and with restrained muscle power initially in case the paddle grabs. In this lower, more relaxed position there seems to be natural shock absorbing that protects shoulders and muscles. Since I'm a small man I've tried to relate my physical capability to paddle size. I prefer an 82" scoop blade but for heavy water I switch to an 80" flat blade with the blade tapered to 6 $\frac{1}{4}$ inches. The smaller paddle provides adequate power and control while minimizing shoulder strain.

It's fun to run haystacks, ferry jets and slide surf waves relying on body balancing and hip swiveling rather than paddle bracing, and a dividend is more relaxed paddle bracing in heavy water and lessened chance of shoulder injury. However, it seems to me that improved muscle strength should help hold a joint in place and prevent dislocation. For several years I've been weight lifting, 3-4 times a week, 50 lbs. for high repetitions, 100 lbs. for less repetition but more stress. As a consequence I enjoy greatly improved paddling strength, endurance and muscle protection of the shoulder joint. Let's hear more regarding *protection from* shoulder dislocation, muscle pull and damage to ligaments and tendons to which we are

vulnerable in pursuit of the whitewater sport.

George Larsen
San Bruno, CA

The following letters are in response to Judd Smith's letter to the editor in the JUL/AUG, 1976 issue of American Whitewater.

September 7, 1976

Editor:

I think that Mr. Smith is absolutely right that the best treatment of a suspected dislocation may very well be making the victim comfortable as possible and getting him to a medical facility as soon as possible. If neither the victim or the *aidesman* is sure what has happened and how to handle it, then I think the old medical adage of "first do no harm" holds true. Fractures, torn ligaments, ruptured tendons and other injuries can sometimes mimic a dislocation. Maneuvers designed to reduce a dislocation might be harmful with one of these other injuries. In many cases, the victim has had his shoulder dislocate one or more times before and he can tell you with a high degree of certainty what is wrong. If the *aidesman* is a physician, ex-Corpsman or athletic trainer with the experience with these injuries, then I think river-side reduction is certainly a reasonable thing to do.

There may be some danger of injury to the shoulder if the diagnosis of dislocation is mistaken, or if excessive force is used, but there is no danger of pinching the artery in the relocated joint and the danger of fatal shock in an otherwise healthy person is negligible. The key to reduction of a dislocation without causing injury is extreme gentleness. Mr. Smith is absolutely right that any maneuver that causes severe pain should be abandoned immediately.

The method I employ in my practice is called the Stimson maneuver. The patient lies on a table face down with his arm hanging over the edge. I grasp the patient's wrist and pull straight toward the floor with a firm, continuous pull. While doing so, I talk to the patient and encourage him to relax his shoulder muscles. After several minutes, the patient will usually slowly relax his tight muscles and allow the joint to slip back in place without much pain. I have never had to do this on the river, but I have done it on the ball field without difficulty. If it is impossible to rig up a makeshift table with available canoes, paddles and rocks, I would do the same maneuver upside down with the victim lying on his back and the aidesman pulling straight up. The only difficulty with this maneuver is that the aidesman's muscles are likely to tire before the victim's.

If the shoulder has been dislocated before, it should go back in easily. If it has never been dislocated before, there is some room for doubt about the diagnosis, and if it does not go in relatively easily, attempts to reduce it should be abandoned. Under no circumstances should great force, sudden jerking movements or very painful maneuvers be employed.

After the dislocation is reduced, the victim should be put in a makeshift sling of some sort and should keep his arm at his side until he can get to a medical facility for X-rays and follow-up care.

Frank E. Jones, M.D.
Nashville Orthopaedic Associates
Nashville, TN 37203

September 10, 1976

Editor:

There are numerous injuries which may be sustained by individuals participating in whitewater canoeing and kayaking. The dislocation of a shoulder is certainly one of these injuries; however, the proper management of such an injury differs in some respects from that described by Mr. Smith.

As opposed to delayed reduction, there are definite advantages to the immediate reduction of a dislocated shoulder. When reduced early there is less pain associated with the dislocation and the reduction process. In addition, and probably most important, the early reduction of a dislocated shoulder lessens the chance of a brachial plexus compression and subsequent nerve injury. Particularly susceptible is the circumflex nerve to the deltoid muscle which is directly involved in shoulder dislocations. The longer the compression of this nerve plexus is allowed to exist the greater the chance of nerve injury.

Whether or not a shoulder dislocation is reduced immediately or is delayed, the time of immobilization is approximately the same in either case. I would, therefore, agree with Mr. Smith that in terms of recovery time there is probably no significant difference between immediate vs. delayed reduction.

I believe it is important to note, however, that, contrary to Mr. Smith's contention, occlusion of an artery supplying blood to the arm is extremely rare during reduction of a shoulder dislocation. Indeed, the danger is not occlusion of the artery during reduction but rather occlusion of the brachial artery by the dislocated shoulder itself. Immediate reduction of the dislocated shoulder thereby relieves brachial artery compression and reduces the likelihood of tissue injury of the extremity as a result of hypoxia.

The problem of shock, I believe, was unfortunately over-emphasized. It is very unusual for a victim of shoulder dislocation to sustain shock on any basis. Many shoulder dislocations are sustained by athletes in many sports. Shock is a complication rarely seen as a result of this injury. I would, therefore, disagree with Mr. Smith that the problem of shock is considerable but rather submit that shock is an unusual complication of a shoulder dislocation. Though it is quite proper to observe the presence or absence of shock at the time

of injury, its potential presence should never interfere with the proper management of the dislocated shoulder.

There is one point which Mr. Smith makes most strongly and to which I wholeheartedly agree. If a shoulder dislocation injury occurs in the presence of a medically trained individual who is capable of reduction of that dislocation, then indeed such reduction can be safely performed in the immediate post-injury period. If, on the other hand, an adequately trained individual is not present at the scene of the injury, it is far better to immobilize the arm and transport the individual to an appropriate medical facility where delayed reduction can be safely performed.

Phil Hunter, M.D.
President
Penobscot Paddle
and Chowder Society
Bangor, Maine 04401

September 29, 1976

Editor:

Having read Judd Smith's horror stories about shoulder dislocation, it amazes me that I continue to be a busy practitioner. I have found very little truth in his article except that every injury can have serious complications an occasional time and that unfortunately in our tort society everyone is suit conscious, certainly the physician.

I feel it is safe to point out however that it is extremely difficult and probably impossible to win a suit when a well-intentioned person, be it a doctor or a layman, is trying to help another injured person and who does so without compensation. "Good Samaritan" laws pretty generally protect people during first-aid maneuvers.

There are complications to shoulder dislocations and most of these occur during the violent dislocations which accompany airplane and auto accidents, but all of the complications are made worse by delayed reduction. The most serious of these is injury to the

nerve that wraps around the head of the bone.

I did not mean to imply in my article* that all shoulder dislocations could be reduced by straight traction alone. Nothing could be further from the truth. We doctors all know that certain times ligaments are tangled over the end of the bone making reduction impossible without rather violent twisting maneuvers, which of course require a skilled surgeon and total anesthesia. These maneuvers do carry some risk which must be weighed against the necessity to open the shoulder and reduce it under direct vision. The great majority, however, of our shoulder dislocations which occur in whitewater can be reduced in the first five minutes by simple traction on the extremity with one's foot in the armpit. An equally safe procedure which I neglected to point out last time is to have the victim lie on his stomach with the dislocated arm over the edge of a table, placing a pail of water over a pad at the elbow, and tying the wrist at right angles to the table so the the elbow is bent at 90 degrees. The pail is then gradually filled with water from another source and almost always when the pail is completely full of water and having been pulling for four or five minutes with a gradually increasing pull, the arm will satisfactorily snap into place. It is this steady, firm, gentle pressure either applied with traction of a pail or with a sturdy back that is so safe that it should be part of all paddlers' first aid expertise.

My good friend, Dr. Don Wilson [Hanover, N.H.], is a big muscular brute of a man. It is not a bit surprising to me that [companions] were not able to reduce his dislocation on the riverbank. This year, however, I encountered a similar muscular fellow in my party who unfortunately was some distance beyond me and suffered a dislocation while on the Selway. It was perhaps two hours before I found him. I

*AW, Vol. XVIII, #4

October 4, 1976

tried with all my strength to pull his arm back into its socket and was not able to do so, and my muscle relaxants were further downstream on the raft and thus unavailable. I consequently got two of the biggest brutes in our party, put them both pulling on the arm while I used counter traction with a paddling jacket in the armpit pulling upwards [toward his head]. The patient had the definite feeling that we were trying to disarticulate him but we were able eventually to tire his spasmed muscles and pop the shoulder in. This made considerable difference in our ability to evacuate him from the wilderness and certainly made the hazardous raft ride out at high water much safer. With his arm adequately strapped at his side, he still could have safely swum ashore using his good arm and his big lifejacket.

Walt Blackadar, M.D.
Salmon, ID 83467

Editor:

Shoulder dislocations are a common hazard among vigorous kayakers, especially with the high brace which may end up behind the paddler's head. The mechanism appears to be forced abduction (arm out to the side) and external rotation which drives the head of the humerus into the weak anterior capsule producing a strain, stretch or disruption leading to anterior shoulder dislocation. Or more simply, a direct blow from the side can produce the same effect. Complications of untreated or unreduced shoulder dislocations may include musculotendinous injuries, occlusion of the axillary artery and vein (the main supply to the arm), brachial plexus nerve injuries, as well as assorted fractures about the shoulder joint!

Reduction of a shoulder dislocation is most easily performed in the initial fifteen to twenty minutes following injury

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and before significant muscle spasm occurs. Reduction should always be in a form of gentle continuous smooth traction to the arm. There is no place for brute force in shoulder reductions.

The arm should be evaluated prior to attempted reduction by checking for a radial (wrist) or brachial (inside elbow) pulse as well as a simple motor and sensation check of the affected hand (Can you move the hand? How is your feeling in the hand?). All boaters should be familiar and comfortable with taking their own radial pulse.

A suitable solo method for reducing shoulder dislocations is described by Walt Blackadar in Volume 18, #4, Winter 1973, of the American *White-water*. Care should be taken to place the bracing foot against the rib cage and not into the *axilla* (armpit). I prefer to use gentle manual traction on the arm with the arm abducted 45 degrees (out to the side) in the same plane as the body torso with an assistant providing counter traction using a sheet or towel through the armpit. Reduction is uniformly followed by complete relief of pain unless there is an associated fracture. However, there are some shoulder dislocations that will not reduce with manual traction despite good muscle relaxation and skilled assistance, and may require a general anesthetic or surgical intervention. The reduced shoulder is generally immobilized except for gentle range of motion exercises for at least three weeks to allow soft tissue healing. Early reduction does *not* lead to any earlier healing.

I believe the risks of attempted reduction by gentle traction (30 to 50 pounds of force) are minimal compared to the catastrophic results of delayed reduction with vascular (*axillary* artery or vein) compromise. I am not aware of any mechanism, as described by Mr. Smith, in which gentle traction could produce a vascular injury. It is conceivable that a reduction might displace an otherwise nondisplaced humeral head fracture, but this would be relatively minor compared to the loss of

all the blood supply to that extremity.

Shock is not a common problem in the patient with a dislocated shoulder.

The kayaker with such an injury is often able to hike out unassisted. If he feels faint—he should be kept lying down and given appropriate pain medication.

Too much time and energy is spent in our malpractice-oriented society worrying about what we'll say in court. Any paddler who ventures into the wilderness accepts the risks of injury and lack of routine medical care. He is, however, entitled to the highest level of medical care available, be it a first aider, EMT, nurse or physician.

1 — "Dislocations About the Shoulder" by Charles Rockwood Jr., M.D., in *Fractures*, edited by C. Rockwood and D. Green, J.P. Lippincott Co., Philadelphia, 1975, pp. 624-721.

William B. Krissoff, M.D.
Department of Orthopaedics
University of California, Davis

CHECK THOSE KNEES

In the *European Journal of Applied Physiology* (32, 55-70, 1973) is an article by K. Sidney and Roy J. Shephard of Toronto, Ont. entitled, "Physiological Characteristics and Performance of the White-Water Paddler."

As a result of tests conducted on ten men and two women, all aspirant members of the Canadian national white-water team, the authors conclude that the successful whitewater paddler "is characterized by many years of experience, a substantial standing height and lean body mass, good general muscle development with particular emphasis on the leg muscles" . . . and tends to have fat knees.

(Thanks go to Chuck Kaufman of U.R.I. for the above enlightenment.)

DON'T FORGET TO VOTE

Trapped at Gate 23

by O. K. Goodwin

Savage River International Slalom, Sunday, September 5th, 1976

George Lhota (bow) and Micki Piras (stern) in Boat No. 125 of the C-2M Class (first run) capsized at about Gate 16. Micki bailed out and was helped in to shore by a heaving line at about Gate 21. George stayed with the boat, tried unsuccessfully to roll and drifted downstream. The stern of the boat (low-volume "Hartung" cut-down by Steve Draper) rode high, 1 to 2 feet out of water; George's end was underwater. The boat drifted almost broadside onto an exposed rock at about Gate 23. The bow (inshore) tried to negotiate a narrow 8' channel as most of the boat tried for the main channel. The boat lodged on a point about 18" aft of the

bow cockpit, rolled slightly with the deck against the rock — and folded.

George did not come out and it appeared that his legs were trapped in the boat. He was able to raise his head momentarily above the fast flow of water to breathe. But the boat settled and water was diverted over the hull, making this more difficult. It seemed obvious that with any further collapse of the boat George would be trapped with his head totally underwater.

Rescue efforts began even before the boat lodged. Safety personnel from Gate 21 and Gate 25 areas reached the site as the boat settled. Several competitors and spectators jumped into the water to try to reach George but were swept downstream. The most effective

After capsize, George is still with the boat. Photo by David Plott.



RACE RESULTS

1976 SAVAGE INTERNATIONAL

SIALOM

K-1 (61 boats)

1. Dan Isbister	USA	245.7
2. Dieter Poenn	CAN	248.5
3. Gerhard Peinhaupt	AUS	249.8
4. Peter Wilson	USA	250.0
5. John Holland	USA	263.4
6. Dave Curran	USA	274.8
7. Phil Montgomery	CAN	282.5
8. Mike Terry	USA	284.9
9. Bill Stanley	USA	297.0
10. Dirk Davidson	USA	298.4

K-1W (17 boats)

1. Linda Harrison	USA	251.8
2. Claudia Kerckhoff	CAN	290.3
3. Jean Campbell	USA	303.0
4. Cathy Hearn	USA	339.3
5. Barbara Sattler	AUS	341.6

C-1 (35 boats)

1. Jon Luginbill	USA	286.8
2. Kent Ford	USA	292.5
3. David Hearn	USA	302.0
4. Angus Morrison	USA	308.9
5. Jamie McEwan	USA	309.5
6. Ron Luginbill	USA	346.2
7. John Burton	USA	350.2
8. Steve Fulton	USA	353.9
9. Bob Robison	USA	364.5
10. David Dauphine	USA	374.8

C-2 (9 boats)

1. Steve Draper	USA	338.1
Don Morin		
2. Steve Chamberlin	USA	375.0
Joe Stahl		
3. Tom Bolen	USA	385.6
Les Bechdel		

C-2M (7 boats)

1. John Hastil	USA	541.8
Alice Hallaran		
2. Carrie Ashton	USA	594.1
Dick Eustis		
3. John Sweet	USA	653.6
Barbara McKee		

U S I S C A

1977

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GAULEY DOWNRIVER RACE

September 19, 1976

K-1 (13 boats)

1. Tom McEwan	30:30
2. Ken Cooper	31:31
3. Jim Shelander	32:56.5

C-1 (8 boats)

1. Tom Irwin	33:35
2. Benjamin Cass	33:54
3. Allan Button	34:03.5

C-2 (2 boats)

1. D. Jones/M. Warren	33:15
2. B. Bills/D. Beyer	33:35

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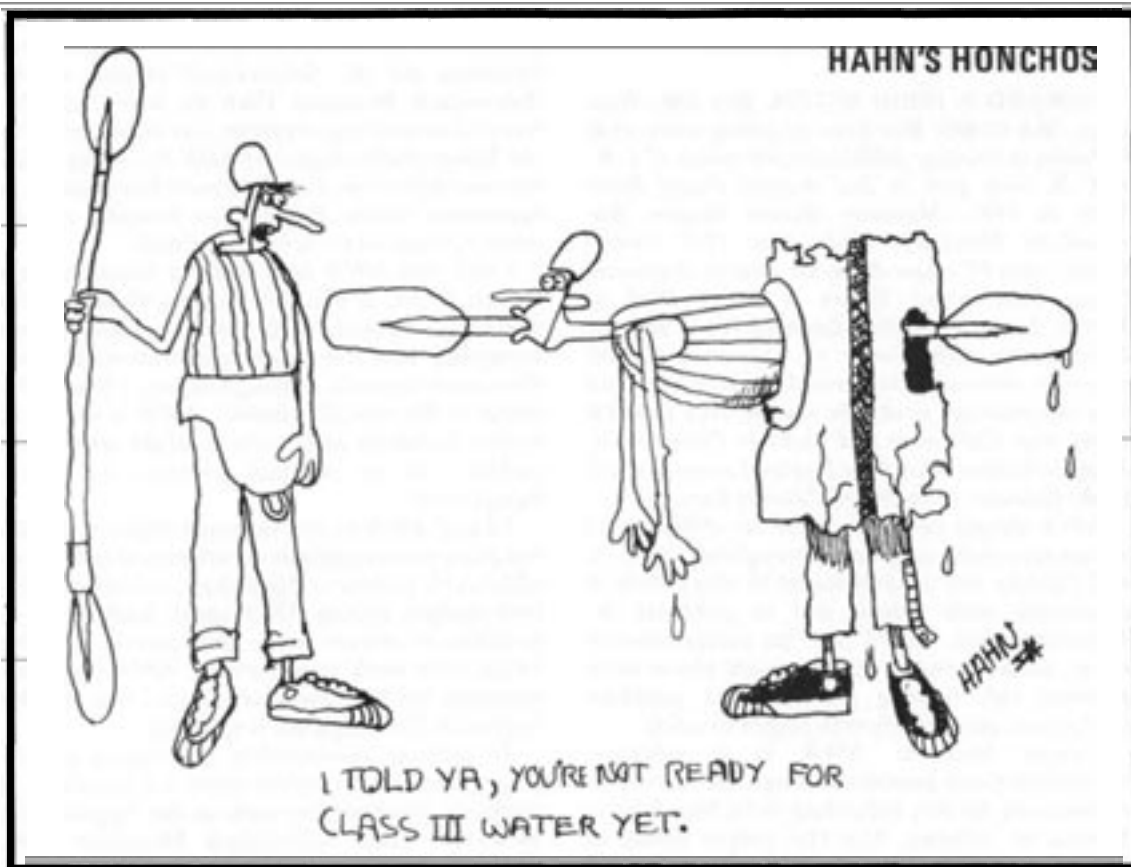
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Co-sponsors are: University of Minnesota, Interagency Whitewater Committee, B.L.M., Corps of Engineers, T.V.A., National Park Service, Bureau of Outdoor Recreation, et al.

Many papers are being presented by university and government people on impact, carrying capacity, etc. Some

titles: "How Much and What Kind of Use: River-Running in the Grand Canyon," J. Nielsen, U. of Colo., and Bo Shelby, Ore. State U. "Regional River Recreation and Management through Integration and Cooperation," Robert Yearout. "Why you Cannot Get a Float Permit," Sam Warren. There will be four general sessions plus workshop sessions on Jan. 25-26-27.

Papers to be presented, and also papers that have been contributed but won't be presented will be sent in advance to registrants. Advance registration (before Jan. 4 1977) is \$37, which should be sent to the Dept. of Forest Resources, College of Forestry, U. of Minn., St. Paul, MN 55108 (phone 612-373-0840). Make checks out to Dept. of Forest Resources, U. of Minn. After Jan. 4 and at the Symposium, registration is \$42.



ELECTION: AWA DIRECTORS, 1977-1980

Nominees for this election were asked to make a policy statement in order to give AWA members a concrete basis for choosing among them. The policy statements are based loosely upon the following questions: Does AWA serve a necessary and unique function now that there are competing commercial magazines on the market? Does AWA have a function other than the magazine, that no other organization fulfills? If yes, then GROWTH (=increase in membership) is necessary to sustain our existence amid rising production and distribution costs for the Journal. How may this growth best be achieved? If no, what then? Merge with ACA (American Canoe Association)? What do you see as AWA's future?

Here is an election small enough that each voice will be heard, so speak up and name your choices. Feel free to add your own comments on the above questions in the space provided on the ballot, or with your renewal.

Vote for no more than four, and send in your ballot by Jan. 15, please. Votes received after Jan. 31, 1977 will not be counted.

SLATE OF CANDIDATES

EDWARD S. (TED) ACTON. Box 280, West Lynn, MA 01905. *Has been paddling since 1930 (wilderness touring; foldboat, open canoe. C-1, K-1, C-2), took part in 2nd Annual Rapid River Race in 1941. Member: Boston chapter Appalachian Mountain Club since 1947 (senior leader, class IV canoe & kayak; former chairman, Canoe Committee); Kayak & Canoe Club of Boston. Is at present New England Water Release Coordinator with Corps of Engineers canoeing interests, also provides water level and flow information weekly in season. Has paddled rivers from California and Idaho to Canada's St. John, including most New England rivers, as well as the Danube, Moselle and Ziller in Europe.*

AWA should continue to be an affiliation of whitewater clubs or groups throughout the U. S. and Canada, and as such should be able to help in organizing such groups and to publicize information when needed (i. e. for preservation of rivers, access to rivers, etc.). It should also actively promote safe boating practices and publicize equipment, particularly with regard to safety.

Unique function: AWA is a volunteer organization and provides through the Journal an opportunity for any individual to be heard, or to express an opinion. Also the unique listing of names and addresses of affiliated clubs and

groups permits contact with boaters in other parts of the country.

Apart from the Journal, AWA brings together, as officers and Directors, people from widely scattered parts of the country. Improvement of communications among these people could be an objective of new Directors.

Growth can be achieved by contacting more boaters via existing clubs affiliated with AWA, and through ads in other magazines. But as long as AWA is an amateur organization, we should not grow it to the point where it is unwieldy. It should be a "mouthpiece" for the affiliated groups and for interested whitewater boaters. Could we get one member from each club to write a yearly paragraph on some unique activity the club or group is engaged in? This would surely stimulate more local interest and provide ideas to others.

BETTY LOU BAILEY, Schuyler 16, Netherlands Village, Schenectady, NY 12308. *Started paddling whitewater in late 1960's with the Wilmington Trail Club and Delaware Valley chapter of the A. M. C. Has been whitewater chairman for the Schenectady chapter of the Adirondack Mountain Club for four years. Interested in river conservation, was instrumental in the Schenectady chapter of ADK becoming an intervenor before the Federal Power Commission in opposition to the Breakabeen pumped storage project proposed for Schoharie Creek.*

I feel that AWA does fulfill a function other groups do not, in that AWA covers whitewater (in depth) as opposed to all types of paddling, and recognizes that the majority of whitewater paddlers are not racers, although racing is of some interest to the typical member. AWA is set up to pursue problems and interests of the whitewater paddler with an informal structure for getting things done.

I'd like AWA to stay informal organizationally but place more emphasis on subjects of concern to whitewater paddlers—life jackets, helmet designs, boat designs (closed AND open), legal rights of paddlers to stream usage and access, etc. The safety code work is important. AWA's greatest weakness has been member services; this must be improved. The magazine is splendid.

To increase membership I'd suggest a campaign centered on publications for members of outdoors organizations such as the Appalachian Mountain Club, Adirondack Mountain Club, Sierra Club, etc.

JOE BAUER. Box 394. Inverness, CA 94937. *Co-founder of the Tomales Bay Kayak Club, contributor of many articles and photographs for the Journal, including verbal and pictorial descriptions of most of California's Eel River system (see index, Vol. XX, #6 for complete list of articles).*

As far as the American Whitewater Affiliation is concerned, I would probably be considered a conservative. When I discovered AWA about five years ago, I was absolutely delighted to find that there were other boaters like myself out there. My feeling is that AWA is an amazingly direct communication between boaters who might otherwise be confined to the experiences of their own group. The volunteer nature of all AWA contributions is the important thing that sets the Journal apart from any other publication I've seen. People send in articles and photographs simply because they want to share them. All contributions are an act of love and I think it shows.

So I'm in favor of keeping AWA basically the same as it has been for the last 15 years. We shouldn't sacrifice our unique format in hopes of widening appeal and circulation.

J. CALVIN (CAL) GIDDINGS, 1425 Perry Ave., Salt Lake City, UT 84103. *Professor of Chemistry (University of Utah), active in research and education dealing with the chemistry of environmental and population problems. As president of AWA Board of Directors, 1972-76, addressed problems of river use quotas and conservation. In 1974 and 75, organized and led expeditions exploring the Apurimac River in Peru published an article on this in MARIAH magazine and is at present writing a book on the same subject.*

AWA is at the crossroads. Born at a time when river running was not profitable, it nourished the growth of an American whitewater community. Now commercial publications are usurping much of the vital communications role.

Is there anything left for AWA? I think so. American Whitewater is still the standard of quality in the field. Conservation and river-use quota problems abound. Special projects—like the AWA safety code—continue to enrich our sport. We have a legitimate role in all these areas.

AWA is a membership and volunteer organization. Members run it, but members must do the work. The overwhelming problem of keeping AWA functions alive in recent years has been a dearth of active volunteers. AWA simply cannot function without them. I appeal again for anyone seriously interested to contact Jim Sindelar, our Executive Director. We need—with equal importance—everyone's help in expanding membership and readership in order to dilute rapidly rising publication costs.

While I strongly encourage the continuation of AWA as a multi-faceted organization representing whitewater enthusiasts, I recognize that the decision, more than ever before, lies with the members and their willingness to help. If this help is not forthcoming, AWA will be forced to close shop and the affairs of whitewater boaters will move one step closer to commercial control. The new board of directors should take immediate steps to determine if membership interest is truly high enough to avert this erosion. I hope it is.

MARY KAYE HESSION, 3304 Iowa, Apt. 5, Anchorage, AK 99503. *A free-lance editor, has been paddling whitewater for six years, mostly in Alaska but a few rivers in the Seattle area too. Paddling is a major part of her life includes wilderness river touring (that's all there is in Alaska) and teaching, organizing pool session and kayak lessons every year for the Anchorage area club, the Knik Kanoers und Kayakers. Would be an avid participant in slalom races if there were any in Alaska.*

I feel that AWA still serves and must continue to serve a unique function that cannot be fulfilled by general-purpose commercial magazines. I definitely do not favor a merger with A. C. A.

A specialized, technical journal like *American Whitewater* is best for presenting articles on how to improve whitewater paddling skills. But AWA's importance goes far beyond its printing of the Journal. It need not promote whitewater sport—which is already suffering growing pains as it is—but it must defend it: defend paddlers' rights to reach and use the nation's rivers; fight dams, development and pollution that threaten our remaining waterways; keep safety standards high and impart them to new paddlers; protect against commercialization; and guard against ill-advised governmental regulation that seeks to eliminate all risk from our lives. No magazine alone can fulfill these vital functions; it will take an active, powerful, politically sophisticated organization of committed paddlers.

Yes, AWA needs to grow. More suppliers need to be convinced of the value of advertising in the Journal. Short articles about AWA and how to join could be provided to its club affiliates for printing in their newsletters. Boat manufacturers could be encouraged to give out a copy of the Safety Code—complete with its advertisement for the AWA, of course—with every whitewater boat they sell. Perhaps we should make more effort to reach whitewater rafters, with whom we have a great deal in common.

I would also like to see the AWA take a major role in getting a number of Alaskan waterways established as wild rivers. Finally, the AWA

should involve itself in trying to get whitewater racing included as a permanent Olympic sport. It's far more worthy of such status than most of the featured events.

MURRAY M. JOHNSON. 310 Brockford Rd., Heflin, AL 36264. *Member. Tennessee Scenic Rivers Assoc. (past member, Board of Governors). Georgia Canoeing Assoc. (past vice pres.), and Birmingham Canoe Club. Eastern River Contact for Chattooga River—Interagency Whitewater Committee. Instructor at TSRA river canoeing school. 1972 & 1974, at Ga. Canoeing Assoc. river canoeing school. 1974 and at Chattahoochee Chaper Sierra Club Training Session. Graduate forester with U. S. Forest Service (Oregon. Kentucky. Georgia. Alabama).*

I feel that AWA offers a fraternal-like spirit of comraderie for non-competitive whitewater boating and related interests, and I want our activities to be directed toward maintaining and increasing this spirit.

We should work for growth by reassessing, restating and redefining our purpose, and focussing activities at this purpose. I would like to see growth result from subtlety, i. e. people join because they want to be a part of AWA, as opposed to a promotional, highly publicized membership solicitation.

My interests and hopes for the future of AWA include: 1) Continued emphasis on non-competitive whitewater paddling through articles, pictures and trip reports in the Journal; 2) Safety and whitewater instruction, again through articles, etc. in the Journal, and also through an organized, coordinated role with A. C. A. This could be a "sanctioning-type" program, actually carried out through AWA/ACA affiliates; and 3) Increased role in working with governmental regulatory and river-managing agencies in volunteer/advisory basis toward the objectives of protecting streams AND the rights of all users. ***In addition*** to the input we now make (through individuals and organizations such as ARCC) to Wild & Scenic River Programs, ***we should maintain contact*** (cooperatively) with river managing agencies for offering ***input*** into river management plans ***and the implementation of those plans.***

Our AWA Journal is our strongest "selling point" at present. It should not change format and should increase and encourage more articles and pictures within our ability to produce them.

I am not in favor of a merger with ACA, but would actively support the above causes and interests through the appropriate "arm"/committee of same, should a merger come about in the future.

OHIO KNOX III, 510 E. Jefferson, Carthage, TN 37030.

AWA does have a unique function. AWA serves as a forum for the recreational river runner. The racer is well taken care of by ACA and the Marathon paddler has USCA, but neither organization spends a great deal of time on the recreational paddler who is the backbone of our sport.

What do I see in the future? I see our sport as seriously deficient in three areas. I feel that AWA with its flexible hierarchy and its open forum in the journal could provide an excellent vehicle for realizing these ends.

Training & Safety. As the sport grows and becomes more organized, we are attracting large numbers of novices, and our own experts are attempting rivers we classed as unrunnable a few years ago. Too often the result is either serious injury or drowning. One way I feel AWA can alleviate these problems is by sponsoring regional training clinics from Senior Canoe Instructors and Canoe School Chairmen from the various clubs and universities in the area. I see these meetings as clinics and workshops to discuss what works and why, what doesn't work and why, with the end result that we will all be better able to train our own assistant instructors and members.

Paddlers' Rights. From Georgia we hear of paddlers being barred from the river by the County Sheriff. In Tennessee, paddlers are shot at and their cars are vandalized. In New Mexico, a few paddlers have been met by "No Trespassing" signs. In Texas, a road use fee of \$5.00 a head is charged. The Right of Free Access to the Normal High Water Mark of Navigable Streams varies from interpretation to interpretation. In fact, the Corps is presently redefining Navigability. This is an area the recreational paddler is vitally interested in, but I know of no national organization co-ordinating efforts on it.

Co-ordination of Conservation efforts. American Rivers Conservation Council does an excellent job of lobbying in Washington in favor of our rivers. However, too often they are only talking to themselves. By making people in the neighboring states aware of what is happening next door or even what one state is doing to a river that flows in both states could be a very real function of the Journal. All too often we read about a river only after the appropriation has been passed.

Is growth necessary? Yes! For economic reasons, for political reasons, for safety; all will be very ineffectual without growth. I see our sport today where skiing was in the early 50's. We can learn from the mistakes and capitalize on the good points.

PETER N. SKINNER. Rm. 4772, #2 W. T. C.. New York, NY 10047. *Avid big-water boater; works as environmental engineer for New York State Attorney General, dealing with technical and legal aspects of water shed management and conservation.*

I have a group of observations about the future of AWA. They may seem a bit selfish. but right now they are mine. The unique function of the AWA Magazine is to serve the interests of exploratory and aggressive whitewater boaters who are testing the edges of our sport. Some of the AWA articles can be similar to those presented in other commercial magazines, but all of them must transcend the mediocrity and lack of specificity that marks these publications. The format must cover the existing areas of interest such as safety, product quality, injury reports, exploration reports, river descriptions, reprints from local club newsletters, as well as such new ones as dialogue on management and implementation of river protection and enhancement programs. However these must focus on the needs of the senior and influential members of water sports.

The AWA organization must remain autonomous and represent the needs of experienced whitewater boaters. ACA on the other hand, represents everyone from tubers to flat-water strip boats. Whitewater boaters need their own organization. This group won't grow in numbers as fast as those in other related water sports. However, these people are among the most influential and energetic. This constituency wants and deserves the exclusive representation only AWA can provide.

The future of AWA can provide for moderate growth and more aggressive representation of boaters' needs in regulatory proceedings and other fora* for conservation and enhancement of rivers perhaps on a nationwide basis. I will look forward to working in this capacity as director on issues like these.

*Plural of forum

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Kerrv Heidenis
AWA Circulation Mgr.
P.O. Box 51
Wallingford, CT 06492

RON WATTERS, Box 9024, Idaho State University, Pocatello. Idaho 83209.

There is something very appealing about the informality of the AWA as reflected in its journal. It reads as though it is a group of paddling friends huddled around a fire, talking with one another. joking, arguing, and expressing their hopes and fears. And yet, in this type of journalistic style there is a great wealth of useful and valuable information. The other competing commercial magazines lack the friendly style and the wisdom that comes with being established for a good number of years. The AWA needs to continue this role as a clearing house where boaters can pass on new information and exchange ideas.

Growth is one of those things that is tough to talk about. On one hand, encouraging growth means more boaters and increased crowding on our limited amount of rivers. But growth, whether we like it or not will occur, and associated with it is the ever increasing array of government regulations. The AWA must grow to keep up with this regulation of our sport. There are some tough battles coming and it is absolutely essential that we monitor and lobby in the interest of the private boaters' rights.

I do not advocate merging with the ACA, but rather working closely with them on issues where a united group will serve to exert a greater influence and have a better chance to benefit the boating community. With some promotional work and the demonstration that the AWA is a viable force, this increase in our membership can occur, and provide a wider base to meet the challenges ahead.

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BOOK REVIEW

AMC RIVER GUIDE, NORTH-EASTERN NEW ENGLAND, VOLUME 1. Philip Preston, Appalachian Mountain Club, 5 Joy St., Boston, MA 02108 Editor Ppb, 186 pp, illus., index, 1976, \$6.00.

The King is dead, long live the King. The AMC New England Canoeing Guide is being replaced by the AMC River Guide; buy another copy of the original Canoeing Guide.

Not that the new guide, Volume 1 is bad; in fact it is good. The descriptions of the rivers have been rewritten, water level information is included, and the mile by mile, rapid by portage style has been changed. Major rapids and portages are mentioned, but the canoeist now has the opportunity to discover what is around the next bend without instructions from the book. He can, though, feel secure that it will not be disastrous.

Volume 1 covers from the Androscoggin watershed north — all of Maine except the Saco region. (The region covered in Volume 1 was not covered by Phillips and Cabot's classic, *Quickwater* and *Smooth*, published in 1935. This guide book, the ancestor of the AMC books, left the region to the professional Maine guides.)

All important rivers and popular runs are described. The descriptions are, in general, accurate. One feels confident with the descriptions since most were obviously written by canoeists and many include the date they were run and written, an excellent idea. There are, however, errors of omission. For example on the Union River below Great Pond, Hell's Gate is not mentioned even though many beginners get into trouble there. Lower, near the

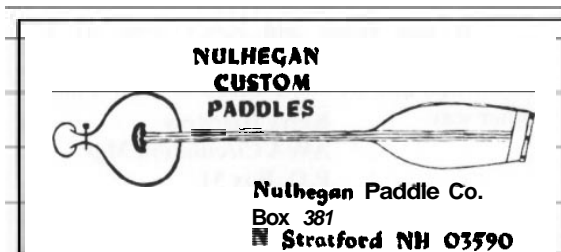
gauging station is an unmentioned rapid (which is used as the setting of the cover photograph) followed by an unmentioned Class IV rapid. The same errors are made in the previous edition, but other new information has been added to this river's description.

Where did the AWA safety code go? Large maps and on-the-river maps are missing, but very nice general location maps, showing the rivers, towns, highways and access roads are included. These supplement the paddlers' own Topo maps. Still, as a guide book for the average canoeist, this edition is an improvement over the old Canoeing Guide, and is a must for people who paddle this area.

The old guide had more character. Notes as to what is a rip, rapid, or falls in Maine (and why) are fun. Comments such as "above this point the river is believed uncanoeable" and "impassable gorge" present a challenge to the experienced canoeist. Many fine runs are in the old book that are not in the new one. This is the major difference between the two books, the old one tries to be complete, and the new one makes no attempt to be. Perhaps this is OK, it can be more fun to find these special runs for yourself, or to know about them and not tell anyone.

Volume 2, Southern New England will be available in early 1978, and the old Canoeing Guide will be available until then.


Bill Stearns
Stillwater, ME 04489



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DISTRESS SIGNALS ON WHITEWATER BOATS?

The Coast Guard is trying to determine whether visual distress signals should be required as associated equipment on certain recreational boats. The following advance notice solicits public input to many aspects of this question. I ask that you give this wide distribution and encourage as many people as possible to provide information and opinions prior to our comment closing date of 1 February 1977.

The effectiveness and acceptability of any resulting regulation will depend to a large extent on the public input we receive. This is your opportunity to speak out — don't miss it!

*Sincerely,
D. F. LAUTH
Rear Admiral, U.S. Coast Guard*

**DEPARTMENT OF
TRANSPORTATION
Coast Guard
[33 CFR Chapter 11
(CGD76-1831
BOATING SAFETY
Advance Notice of Proposed
Rulemaking
for Visual Distress Signals on Boats**

● **Purpose.** The purpose of this advance notice of proposed rulemaking is to solicit public participation in the formulation of a proposed rule that would require operators to carry visual distress signaling devices on boats. ●

In a survey conducted by the Coast Guard in 1974, the Coast Guard found that approximately 782,000 boating incidents occurred in 1973 on the waters of the United States in which operators found that they were in need of rescue or assistance. One-third of these

operators did not receive any assistance when they felt they needed it. In another study conducted by the Coast Guard, it was found that up to 45 percent of the search and rescue incidents responded to by the Coast Guard would have been facilitated in some way if the operators had had a means to alert someone of their predicament or to assist in determining their location. The Coast Guard believes that a visual signaling device designed to alert a potential rescuer and to assist rescuers in locating a distressed vessel would be effective in many of these situations. Such signals would reduce the time required for rescue or assistance and would lessen the risk of further mishap to the distressed boater due to prolonged exposure in a distress situation.

This advance notice of proposed rulemaking is being issued because the Coast Guard seeks public assistance in developing a rule for the carriage of visual distress signals. Comments are requested on the following areas of specific interest and any other area pertaining to this problem.

A. APPLICABILITY

(1) The Coast Guard has gathered extensive distress incident statistics for the coastal waters of the United States, including the Great Lakes, but has little information pertaining to inland waters. Should visual signaling devices be required only on boats operating on coastal waters, or should this be extended to inland waters? If so, which waters, and why?

(2) There are several thousand boats such as dinghies, rowboats, canoes, small sailing and powered vessels, which never venture far from shore. However, there is no clear distinction as to which boats get into distress situations and which do not. Almost 65 percent of all boats are less than 16 feet

in length and storage space is a problem in many of them. Should carriage requirements be based upon the length of a boat or upon operating environment (type or body of water)? If "operating environment", should the many very small craft be excepted from carriage requirements? If so, which boats, and how many can they be excepted?

(The section on specifications of signaling devices has been omitted— Ed.)

The National Boating Safety Council (NBSAC) was consulted and they concurred that a need exists for the carriage of visual distress signaling equipment on boats. The minutes of this meeting are available from the Commandant (GBA), U.S. Coast Guard, Washington, D.C. 20590, or in room 4224, 2100 Second Street, S.W., Washington, D.C.

Any interested persons may submit written data, views or arguments concerning this notice of the Executive Secretary, Marine Safety Council, U.S. Coast Guard, Room 8117, 400 7th Street, S.W., Washington, D.C. 20590. Each person submitting a comment should include his name and address, identify this notice (CGD 76-183) and the specific subject matter in this notice to which his comment applies, and give the reason for his comments.

All comments received before February 1, 1977, will be considered before further action is taken on this proposal. Copies of all written comments received will be available for examination by interested persons in Room 8117, Nassif Building, 400 Seventh Street, S.W., Washington, D.C. If the Coast Guard determines, after an evaluation of the comments received, that it is in the public interest to proceed further with this rulemaking, a

notice of proposed rulemaking will be issued.
(46 U.S.C. 1454, 49 CFR 1.46 (n)(1).)

Dated: September 22, 1976.

D.F. LAUTH,
Chief: Office of Boating Safety.

ENTRAPMENT CLAIMS TWO VICTIMS

Entrapment, fast becoming recognized as the most lethal situation for the experienced whitewater boater, recently claimed two lives in separate accidents, and endangered a third (see "Trapped at Gate 23," p. 191 this issue).

In July, Jack Tucker of the Washington Kayak Club succumbed after being pinned against a submerged log, in spite of desperate attempts by his companions to free him. This tragedy will be analyzed in detail in the next issue.

On September 18, a 34-year-old Lehigh University professor, Rolf Adenstedt, drowned in the Lehigh River (Penna.) after his ankle was caught between two rocks following a capsizing near the Hetchel railroad tower. He and his partner reportedly were experienced canoeists. Entrapment occurred in five feet of water and there was speculation that he may have been trying to walk on the bottom.

We cannot overemphasize the importance of KEEPING YOUR FEET ON THE SURFACE when you are out of your boat in swift water. Opinions are divided on whether to keep your feet in front or behind—this probably depends on the individual and situation. But in any case, DO NOT ATTEMPT TO STAND unless you are in an eddy or very shallow water. —ILS

skills for the four-day trip down the wild section of the river which culminated the two-week school.

In the evenings we would eat huge meals, read, and occasionally make forays into Grant's Pass where it was still possible to see first rate movies for \$1.50! Invariably while driving into town we would see numerous deer crossing the roads. They were an interesting compliment to the many ospreys, turkey vultures, and hawks which soared high above our boats during the days.

As time passed our approaches to the river became manifest. As in life my wife was a steady, intelligent albeit conservative paddler with a keen sense of balance who rarely tipped over. Bill couldn't get enough of the whitewater! One day as I was somewhat tentatively eyeing several large standing waves encased in a pool of turbulence and wishing I were elsewhere, Bill paddled up to me exclaiming, "This is great! I could do this all day!" before he disappeared into a mass of white froth. Though I frequently observed the bottom of his white kayak floating by with him in tow, I saw that Bill learned quickly, and there was no question but that he would eventually be an excellent kayaker. I was satisfied with my own steady progression of learning, though my inability to roll up consistently in whitewater was disappointing and limited my playing in rapids as I became tired of washing downstream behind my boat.

Finally it was Thursday, and we were helping pack the support raft which would accompany us down the Rogue. Six others joined our group, a boatman to guide the raft and five customers going on the raft trip, two of whom would be paddling inflatable kayaks.

Around noon we pushed off from Almeda Bar and progressed down-

stream for several miles to Graves Creek, beyond which our class had never paddled. All successfully handled the class 3 rapid there and enjoyed the five-foot drop over the falls immediately following it. This section of the Rogue is protected by the Wild and Scenic Rivers Act, and the scenery is spectacular. Steep, wooded hills slope away from the rocky banks, arching up to the high ridges which are frequently speckled with golden meadows. The dark green water of the Rogue is warm as it winds its way through many gorges on its journey to the Oregon coast. Though August meant a low water level, in my view it made for more interesting paddling as at higher water many of the rapids would have been washed out.

After making our only portage of the trip at Rainie Falls, a ten-foot drop with a deadly reversal at the bottom, where we saw a large salmon or steel-head trout leap in the air trying to work its way upstream, we paddled on through several challenging rapids to our first night's campsite on one of the many sandy beaches all along the Rogue.

Our new instructor for the trip was Casey, a talented, innovative man in his mid-twenties. Hang glider pilot, former trampoline champion, and skier, he was a superb athlete and kayaker. With amazement I watched him hang in a variety of positions from the rocky cliffs along the river during stops, and enjoyed tremendously his gourmet riverside meals, which include such specialties as Banana French Toast, Potato Pancakes, and Shishkabob. Concerned that people enjoy themselves on the trip, Casey kept up an interesting dialogue with us on the vicissitudes of kayaking, rivers, wildlife, and culinary delights in the outdoors.

On the second day we covered about twenty miles of fairly continuous rapids rated class 2 and 3. The most

challenging paddling came the next day, when we encountered Mule Creek Canyon and Blossom Bar. In the former a large volume of water goes into a narrow gorge, creating boils and swirls that lay in wait to grab the edge of one's boat. Casey led the way followed by the inflatable kayakers. Victoria was next before me, and Bill went last. Suddenly I was being thrown to one side of the wall and then back towards the other. I kept paddling and bracing trying to stabilize my boat, totally preoccupied with the task at hand. The ride seemed incredibly fast. In front of me Victoria broached, and I braced turning my boat so as not to drive into her side with my bow. Water bouncing off the wall grabbed my upstream edge, and I was over before I could brace. Several attempts to roll failed, and I was forced to come out of my boat and swim a hundred yards with it, till I could find one of the infrequent eddies in Mule Creek Canyon.

After regrouping we continued on to Blossom Bar, the only other rapid rated class 4 on this section of the river. Our strategy was to enter this long rapid, interspersed with house-sized boulders, on the left. Then we would paddle hard to the right to catch an eddy from which we were to drop down a chute directly ahead, pulling sharply left around three rocks into which the chute washed. After that the run was fairly straightforward to the large eddy on the left where it was agreed everyone would assemble, in or out of their boats. The first inflatable kayak piloted by Jane, a high school senior from Seattle, went over the drop and pinned herself on a rock. While Casey was assisting her, Victoria came through the chute paddling hard to her left and banked beautifully around the stranded boat. As I went into the eddy before the chute I couldn't decide whether to stay there

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or continue down to the drop. When I noticed I was being pulled in that direction anyway, I turned my boat around and went over it, but the slight hesitation didn't allow me enough time to clear the rocks straight ahead and get over to the left. I caught a narrow tongue of water running between them, shot through, and headed towards an enormous boulder, trying to remember what we had been taught to do when pinned against a rock. A few quick strokes somehow turned me around, and I pinwheeled frantically by the edge of the boulder looking upstream. I finished out the run, avoiding a mean-looking hole before reaching the large eddy where the group was to congregate. When I looked upstream for Bill, I could see only his boat bobbing through the drops, although he followed it not long after. He had stopped to do some eddy hopping only to be sent for a rocky swim. Undaunted he paddled and dragged his kayak as far as possible back up into Blossom Bar as if possessed by some demonic force. This time he beat the Bar as he paddled down through it upright with a determined look on his bearded, angular face.

Our last day on the river was a short one. As we left the protected section of the Rogue, jet boats and riverbank cottages became frequent sights. Raftloads of beer-drinking fisherman pursuing the elusive steelhead asked us many questions about our boats. A group of teenagers from a camp program challenged us from the bank to perform Eskimo rolls. And then too quickly our forty-mile trip was over, and we were met by the trailer from Sundance. A two-hour drive through rugged mountain terrain covered by an uninterrupted blanket of pine brought us back to the school headquarters in Galice. Unwilling to terminate the ex-

perience, Bill and I carted our boats down to the river to our practice rapid as the sun began to fade. We shot across waves, practiced our rolls, washed downstream a few times, and generally tested out the learnings of our trip at the spot where it had all begun two weeks earlier. Finally with a pulled muscle in my side, a twisted left knee, and numerous bruises over my body, I decided enough was enough. We dragged our boats one at a time up the steep clay slope adjoining the river and walked back to the house for dinner.

As we talked over our experience that night both my wife and I agreed it had been a rich and stimulating one. We'd met interesting people, learned many new skills, tested ourselves in direct ways often absent in daily living, and felt more integrated as people than either of us had for months.

Early the next morning we drove out through Galice, Merlin, and Grant's Pass towards lofty, snow-capped Mt. Shasta, which directed us southward, down central California, past Los Angeles to our home on the outskirts of San Diego.

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THE ANCIENT AND THE NEW

by *Mitchell J. Sandos, 410 Look Ave., Marion, VA 24354*

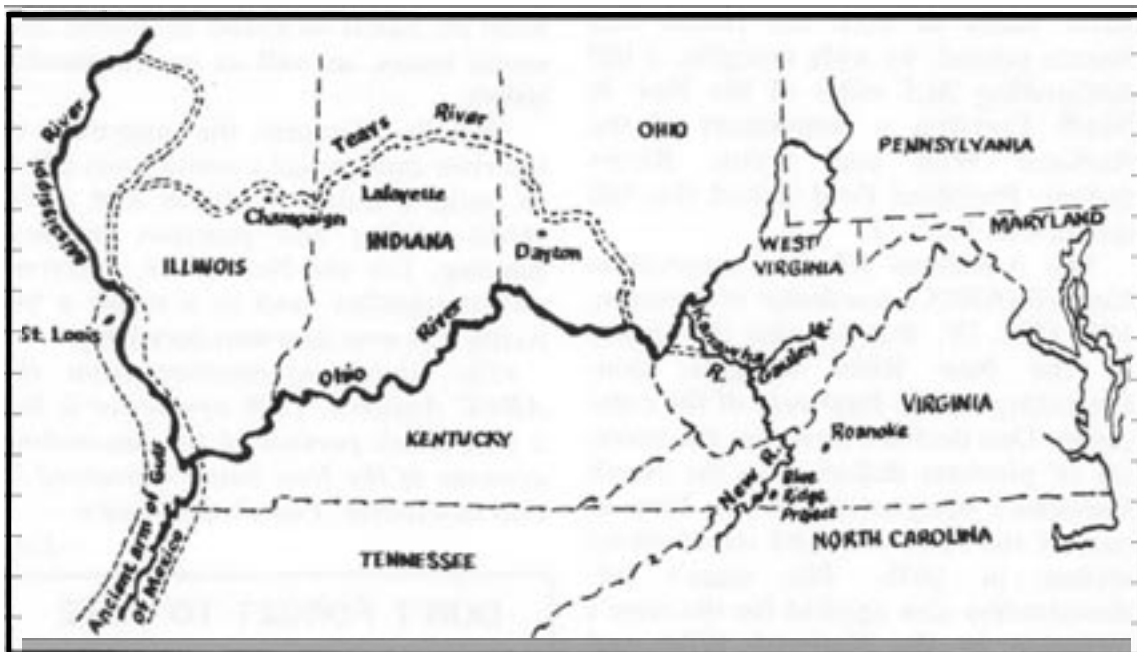
How the New River got its name is a puzzle historians are still trying to unravel, but one thing is for sure, the river is misnamed. The New is part of an ancient stream which dates back perhaps 100 million years and which is known to geologists as the Teays River.

The New River rises in the mountains near Boone, N.C., and flows in two branches into Virginia. The North Fork and South Fork of the New come together near the tiny mountain village of Mouth of Wilson in Grayson County, Va. Not far downstream, the river curves briefly back into the North Carolina mountains before slicing across the southwest tip of Virginia and continuing on through its ancient gorge in West Virginia. There, the Gauley River rushes out of its own gorge to meet the New and the two form the Kanawha River, which then empties into the Ohio.

Dr. Raymond E. Janssen of Huntington, W. Va., a retired geology

professor, has written several articles on the Teays and said in one that the New River is one of the oldest streams draining the Appalachians. He also wrote that the New is the only stream which crosses the entire range from east to west. As the headwaters of the Teays, he wrote, the New pre-dates the mountains through which it now flows. The original Teays rose in North Carolina and followed the same course as the New River and about half the Kanawha now travel. The ancient river then cut through Ohio, Indiana and Illinois to the north part of the present day Ohio River, and then joined the then smaller Mississippi River at Lincoln, Ill. Both emptied into an arm of the Gulf of Mexico which extended north of present-day St. Louis. During the Ice Ages, glaciers buried much of the Teays and the Ohio River cut a new path to the sea after the glaciers melted.

Canoeists travel almost every inch of the New. Beginners and those wanting



to gain more experience like the portions of the river in North Carolina and Virginia because here the river is tamer than in the gorge, where class four and five rapids abound and a few of the rapids are even more difficult.

For the past 14 years, conservationists and a utility have been waging a running battle over the river. The utility, Appalachian Power Company, is a subsidiary of the American Electric Power Company, the same firm which reminded us that American has more coal than the Arabs have oil and urged us to "dig it." Appalachian Power Company proposed to build two dams in Grayson County for use as a pumped-storage facility, generating power for peak demand periods. Called the "Blue Ridge Project," the twin dams would have flooded most of Grayson County and two counties in North Carolina.

(Mitchell Sandos is a reporter for the Smyth County News in Marion, VA.)



Conservationists this year finally won the long fight to save the upper New River valley as both the House and Senate passed, by wide margins, a bill designating 26.5 miles of the New in North Carolina a component of the National Wild and Scenic Rivers system. President Ford signed this bill into law on Sept. 11.

The American Rivers Conservation Council (ARCC) newsletter of Autumn, 1976 (Vol. IV, #2) presents the history of the New River struggle, concentrating on the final year of the campaign. One decisive factor on the reversal of previous defeats was the North Carolina's designation of the New as part of the state wild and scenic rivers system in 1975. The state's administration also applied for the river's inclusion in the National Wild and

Scenic Rivers system.

Perhaps the most important development was the formation of the National Committee for the New River, which throughout 1975 and 1976 organized, coordinated and financed the public relations and citizen action aspects of the battle. Working together with ARCC, they carried on a highly effective lobbying blitz which culminated in passage of the bill.

From ARCC come these conclusions: "Briefly, one can say that in order to save a river and at the same time stop a big project which is planned for that river, there are certain elements which are essential. The first and most important is well-organized, adequately financed local support, complemented by informed, experienced representatives in Washington . . .

"Secondly, the pro-river forces must make an effort to fight the project and save the river on as many fronts as necessary: in Congress, on the state and local level, in the courts, in the administrative agencies, in the press, radio, and TV, and by means of both public appeals and events and private contacts. A successful anti-dam effort must be based on sound economic and social issues, as well as environmental issues.

"Finally, of course, the supporters of the river must make a continuous effort to build a united coalition and avoid credit-seeking and partisan political fighting. For the New River, everyone pulled together, and as a result a big battle was won, and won decisively."

(The above information from the ARCC Autumn, 1976 newsletter is but a very small portion of the fascinating account of the New battle contained in that newsletter. You should read it.

—Ed.)

DON'T FORGET TO VOTE

ROGUE RIVER QUOTAS PROPOSAL

Rogue River quota policy for 1977 was being decided as this issue went to press. The current proposal would limit the number and size of trips starting into the Wild River area at Grave Creek according to the schedule shown in Fig. 1. The schedule would go into effect on the Memorial Day weekend each year, starting this coming season, and remain in effect through Labor Day.

Advance registration for permits would be required except that one of the non-commercial trips would be held open for a 48-hour reservation each day, and four such trips for each Friday and Saturday, two of which would be 12-person parties that could not start until 4 p.m. To allow for contingencies, commercial trips are allowed two or three extra passengers on not more than 50% of the trips.

Fig. 2 shows past use using data from the Forest Service. "Proposed 1977" is Carl Trost's calculation based on rules and a season of 14 weeks plus a three-day weekend.

Issues which Carl intended to bring up at the public hearings in late November include: 1) Why has the government abrogated its responsibility to a committee? 2) Why have commercials been given a big hunk of a public river? And

	Commercial		Non-Commercial	
	Trips	People	Trips	People
Sunday through Thursday	4	x 24	1	x 24
Friday and Saturday	3	x 24	1	x 24
	1	x 12	8	x 12

Figure 1

why the doubling of commercial use for 1977? 3) Why are they allowed to continue advertising and exploiting the river when use must be limited? 4) "Party" size and quota effectively cuts our use in half. In the past, amateurs have averaged about five people per party (see Fig. 2). Thus, the typical amateur group will use less than half of its 12-person quota, and the 50-50 split becomes in reality 75% commercial and 25% non-commercial. 5) What can be done about motorboats and commercial tour boats running up almost to Blossom Bar?

The question which most concerns boaters is whether the government should be turning over a large part of our recreational and wild resources to commercial entrepreneurs (as happened with the Grand Canyon). The Rogue River is a relatively easy and forgiving river that is eminently suited for amateur, public use. Further, when

	Commercial		Noncommercial		Hikers	Total	Noncomm. people/party
	Parties	People	Parties	People			
1973	255	3340	207	1002	809	5151	4.8
1974	246	2704	277	1735	1241	6681	6.2
1975	285	4000	415	2520	1500	8020	6.1
1976	290	4510	640	2980	950	8440	4.6
Proposed 1977	479	10875*	693	9240		20115	Avg: 5.3
Actual			693 x 5.3=3673				

*Includes 663 extra passengers allowed (2 or 3/trip) to commercials.

Figure 2

the government must limit the use of a river, it is not reasonable that commercial operators be allowed to increase the demand on that river through advertising, while at the same time arguing that there is a need for increased commercial services and quotas.

Notification of hearings on the Rogue River quota proposals typically arrive only a few days before the hearing, with the result that we can't notify members in time for them to take any action. But a letter sent immediately to the Director, Oregon State Marine Board, 3000 Market Plaza N.E., Salem, OR 97310, expressing your opinion, might possibly still have some effect.

(Figures and information supplied by Carl Trost, San Francisco, CA)

TWO KAYAKERS MAKE 7,500-MILE TRIP

Randy Bauer and Jerry Mimbach, both of Coon Rapids, Minn., believe they have set a long-distance record for kayaks during their 23-month odyssey which began Oct. 13, 1974 at Winona, Minn.

They paddled down the Mississippi River, along the Gulf of Mexico and up the Eastern Seaboard, then across the northeastern U.S. via canals, lakes and streams, completing the round trip this past summer. They had spent the previous winter at Britt, Ont., Canada.

The men estimated they had eaten "about 10,000 peanut butter and honey sandwiches" in the course of their journey.

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Johnson Whitewater Club
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Brattleboro, VT 05301

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Coastal Canoeists, Inc.
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Explorer Post 999
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Washington Kayak Club
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Seattle, WA 98124

White Water Sports
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Seattle, WA 98115

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Kayak & Canoe Comm.
Bob Hammond
3512 Crystal **Sp**
Tacoma, WA 98466

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S. Charleston, WV 25303

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Wisconsin Union Directorate
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Madison, WI 53706

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

Fond Du Lac Voyageurs Canoe Club
114 Harrison Pl.
Fond Du Lac, WI 54935

Sierra Club
John Muir Chapter
Rosemary & David **W**
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WYOMING

Western Wyoming Kayak Club
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General Delivery
Wilson, WY 83014

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Burlington, Ontario
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Canot-Kayak-Camping L'Aval
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Edmonton Whitewater Paddlers
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Edmonton, Alberta
Canada T6E-4S8

Manitoba Kayaking Assoc.
Wray Pearce
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Winnipeg, Manitoba
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North West Voyageurs
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Riverina College of Adv. Educ.
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Australia

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