

CLUB BUSINESS AT THE PUT-IN

The President Reports from the Canoe Saddle:

It has been a crazy last two months for paddling. The mid-Atlantic region has had a series of “precipitation events”. The high water and just plain bad weather have made it more difficult to plan and execute trips. Planned releases, such as those on Bloomington, were higher than expected or effectively cancelled for safety reasons. Please check the trip calendar for the dates of rescheduled trips/events.

We do need some additional trips for June and July. Several members have gone on paddling trips through cypress forests. Nassawango Creek Preserve, which is near Snow Hill, MD, offers recreation and relief from the Summer sun provided by its canopy of bald cypress and black gum trees. This could be an option. (nature.org/nassawangocreek; a Nature Conservancy preserve). There is an upcoming Savage Release (800-1000cfs expected). CCA (Barb Brown/Kay Fulcomer) is **looking for a BRV point person for the planned “Tire Rodeo”** at Brunswick (an important take-out) in August.

We do note the passing of Rick Tegethoff. He enjoyed the extra time he could devote to paddling after his retirement from a long career as a correctional officer and deputy warden. He was generous to all on an off the river. <http://www.legacy.com/obituaries/fredericknews/post/obituary.aspx?pid=188734926>

The newsletter also includes contact information on Larry Gladieux, who is now living on the West Coast.

We would like to **thank the many contributors to the newsletter** including Matt Anderson, Barb Brown, David Cottingham, Alan Dickerson, Charlie Duffy, Kay Fulcomer, Richard Hopley, Larry Lempert, Dean Naujoks, Court Ogilvie, Aaron Otte, Carrie Singer, John Snitzer, Phil Troutman, Lisa Weed, and Craig Wolfe. Please note the special “Ode to West Virginia Paddling”.

Please consider contributing to the newsletter. Each article will entitle the club member author to a chance for prizes at the Holiday Party. The drawing will include those who announced a club trip in advance on the website and/or newsletter and led the trip. By writing a trip report, one’s chances are doubled. (Rumor has it that that an entertaining report about a trip on the Conway is in the works.)

There will be separate prizes for those who reach the 200 point mark for the trivia questions. This issue’s questions focus on information that one will learn when planning a trip or when driving a shuttle.

Access issues for paddlers have been on the rise. American Whitewater is one of your best advocates. **When your paddling club is an affiliate member of American Whitewater** (at the cost of \$100 or more (<https://www.americanwhitewater.org/content/Affiliate/view/>), **you can**

purchase an AW membership at a discount. The standard individual membership price is \$35, but the affiliate individual member price is \$25. (<https://www.americanwhitewater.org/content/Membership/join-aw/>)

March and May provided the club with some great programs by Dean Naujoks from Potomac River Keepers and Roy Sewall, a professional photographer and author. We are **working on a program tentatively scheduled for mid-July**. An e-mail message will go out. The location will be the same: the Clara Barton Recreation Center (7425 MacArthur Boulevard, Ste. 151, Cabin John, MD 20218 followed by beer and pizza at Ledo’s Pizza (5245 River Road, Bethesda, MD 20816; 301-656-5336).

Mark your calendar for the **Annual Moonlight Club Picnic, Saturday, July 28**. The party master, aka our club vice-president, Mark Wray, benefits from knowing early who will be coming and who can paddle the necessary gear. Hopefully we will not again be hiding under canoes as a weather front blows in. In addition, the location of the Winter Holiday Party is getting pricy so if you have options that can be explored, please give them to Mark Wray.

Rick Koller

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PADDLING TRIP OPPORTUNITIES:

Upcoming Trips:

Saturday-Sunday, July 21, 22: Lehigh Release (Class 2-3). Alan Dickerson (dickerson_alan@yahoo.com).

Sunday, July 22: Team RiverRunner Family--new rescheduled date

TBD Family Fun Trip on the upper Rapp (12 miles west of Warrenton) (Class 1+). Phil Troutman (703-764-9106). This is a great trip for families. It is very secluded with no on-river traffic to get in the way of shore stops to cook hot dogs and smores and to let children (and adults) run some gentle rapids in life jackets over and over. **Get on the call list** because when the weather and water are right, Phil will give a four or five day notice.

Late Summer: Ocoee Multi-day. Contact Matt Anderson (mattaboater@gmail.com).

Festivals/Related Events

Potomac RiverKeeper River Palooza

Saturday, June 2—Harpers Ferry float trips

Wednesday, June 13--Birdwatching via boat

Thursday, June 21—History via *Antietam Creek*

Friday, June 22--Paddle to *shipwrecks in Mallows Bay* with an archeologist

Saturday, June 23--Paddle Piscataway Creek with the *Piscataway Kanoi Tribe*

Friday, June 29--Fish the Shenandoah

Saturday, June 30--Overnight trip through *the Trough* with its amazing geology

June 23-24 Harpers Ferry Outdoor Festival/Tim Gavin Memorial Downriver Race in Harpers Ferry, WV: <https://harpersferryoutdoorfestival.org/>). **Co-ordinator needed.**

Releases Needing Co-ordinators

Sunday, July 1: Savage Release. **Co-ordinator needed.**

Mark Your Calendar

Saturday, July 28: BRV Picnic

MEETINGS

March Meeting Twofer: A RiverKeeper Documentary Film and the “Fall Line” Film

On Monday, March 26, BRV hosted Dean Naujok, one of the Potomac Riverkeepers featured in an American University documentary film, “Keeping the Potomac”. The film addressed challenges to water quality and the impact on fishing and boating in three segments of the Potomac.

<http://www.potomacriverkeepernetwork.org/staff/dean-naujoks/>

<http://www.american.edu/soc/news/the-politics-of-water-potomac-grad-spotlight.cfm;>

[http://www.mpt.org/stationrelations/keeping-the-potomac/.](http://www.mpt.org/stationrelations/keeping-the-potomac/)



Mr. Naujoks grew up paddling on the Upper Delaware National Scenic River. Armed with an environmental degree, he served as a Riverkeeper for the upper Neuse watershed and the Yadkin River, both in North Carolina. As a Riverkeeper on the lower Potomac, he is particularly familiar with coal ash pollution. He fielded numerous questions about the film including the threats to aquatic life from paper mill debris in the Bloomington area of the upper Potomac as well as his work. He provided information on Riverkeepers and on how the hotline (202-871-8289) should be used.

As a recent transplant to the area he is anxious to learn more about the area. He just drove through the South Potomac watershed and is eager to paddle there. **He even paid BRV dues, so if you are headed in that direction, give him a call** (dean [at] Potomac riverkeepers.org). He has also forwarded the activities being organized by the Potomac Riverkeeper to this summer's RiverPalooza. Check out the festivals and events section.

The other entertainment was a National Paddling Film Fest movie produced by Watershed Films, "The Fall Line". Dr. Phillip Prince discussed the geology of the Potomac and relative height of the fall line in this region as compared to elsewhere along the East Coast. Tom McEwan (Liquid Adventures) discussed how the Great Falls was looked at as a possible training ground for expeditions elsewhere. As the boundaries were pushed, more part of the "Falls" came to be run. Geoff Calhoun (multi-time winner of the Great Falls Race) pointed out various routes.
<https://www.youtube.com/watch?v=Nikm9JY0G9U>



[May Meeting: Roy Sewall's Potomac Photography](#)

On Monday, May 21, BRV hosted Roy Sewall (<https://www.facebook.com/roysewall/>; <https://www.roysewallphotography.com/>), a local professional photographer who has spent many hours around the Potomac. Mr. Sewall started out with a detailed map of the Potomac from the Conn Island(s) to the Anglers Inn area. He started upstream and moved downstream--presenting information on the terrestrial and aquatic features on each side. He provided some unique views of the Potomac—from a National Park Service helicopter! These aerial views made it apparent how the number of islands above Great Falls and Mather Gorge would multiply and how new and different water routes at the falls and in the gorge would emerge at higher water levels. He showed us how Washington's water supply was diverted from the Potomac via the Washington Aqueduct and where the old and new gatehouses for the aqueduct are located and how they function. He had many pictures of the fish ladder at different levels and noted its intended use for shad was a failure because shad do not jump more than three inches. He compared the construction features of the original canal, the Patowmack Canal, and the later canal, the C&O Canal. He also discussed the construction of the locks themselves and the workmanship required for rebuilding and repair. He had pictures of the new packet boat, the Charles Mercer, and how it was assembled. He showed many photographs of flora and fauna from all seasons and times of day as seen along the shoreline and from the numerous trails. Of course, he had numerous

pictures of kayakers in the river: running drops, rolling, racing, and just hanging out. If you enjoyed the presentation and would like one of his books, “Our Potomac” or “Great Falls and Mather Gorge”, please follow the links above.

There were several photographers from area camera clubs. **If you would like to have someone photograph you, your group, or your paddling event on the river, give them a call Catherine Honigsberg (president [at] sscphotography.org) and Linda Eisenstadt (nihccpresident [at] nihcameraclub.com).**

SERVICE ACTIVITIES

Team River Runner—Lisa Weed

Kayak Football

On Saturday, May 19, Team River Runner (TRR) held its annual Kayak Football Tournament. The home team, Walter Reed, took the trophy, beating the University of Maryland’s TerpVets and six other teams, including Team River Runner chapters from Southeastern Pennsylvania and Sheperdstown, WV.



Team Walter Reed (blue) and TerpVets (yellow)

Family Day

The Paddling Community Family Event, co-hosted by the ACA, the CCA, Calleva, the Great Falls Foundation, and TRR. Adverse river conditions, however, scuttled plans for family day on May 20 at Riley’s Lock. Over 150 community members and more than 60 volunteers had registered in advance for the event. (Web-based registration systems were used for participants and volunteers.) TRR coordinated volunteers, who were recruited from the CCA, the kayaking community at large, the TRR family, local neighborhoods, and local school student bodies. (Middle and high school students are awarded Student Service Learning [SSL] hours in exchange for volunteer service. TRR attends periodic meetings with Montgomery County school officials in order to maintain its status as an SSL-certified organization.)

The family day event has been rescheduled for July 22. Be there!

FEATURE ARTICLE #1

Paddling Ecuador with Endless River Adventures 12/16/16 to 1/1/17--Carrie Singer

When I stumbled off an airplane upon a 2 AM arrival in Quito, Ecuador, I began a frantic search for the outfitter's (Endless River Adventures [ERA]) contact person and driver. Then an *angel* appeared quite literally, given that his name was, well, *Angel*. Angel rounded up three weary travelers and delivered us safely to our hotel. In a few short hours, we would be ready start our adventure!

Our first day started off with breakfast followed by a tour of Quito. A day in town provided several opportunities including the chance to stand on both sides of the equator, to visit the beautiful Old Town of Quito, which the Spanish built over the original Inca capital, to explore the stunning churches and presidential palace, to meet the other trip participants (seven guests total), and perhaps, most importantly, to acclimate to the elevation of nearly 10,000 feet.

Thereafter, we hopped on the bus with Angel, a 20-year ERA driver and land guide extraordinaire. We headed out-of-town, over a 14,000 foot pass, into what is called the "Oriente" of Ecuador. We reached our home away from home for the following three days, the Rio Quijos Eco-Lodge on the banks of the Quijos River. It was a huge contrast to the big city of Quito. For those who don't get enough exercise paddling, there is a yoga stand on the Quijos as well as miles of hiking/running trails through the jungle around the lodge!



The Rio Quijos Eco-lodge

Our second day began at dawn with the sounds of the river and the calls of Ecuadorian birds. Ecuador is home to over 80 species of humming birds alone. Several varieties of monkeys had free range of the lodge and posed for picture-taking.

Hummingbirds would greet us on the porch as we headed for a home-cooked breakfast of freshly prepared eggs to order, breads, coffee, yogurt, and various wonderful fruits. The food of Ecuador is not fancy, but is very healthy. Lunch was typically served on the river with a flipped-over kayak as a table. The full spread that included "a mystery fruit of the day," veggies, lunchmeats, bread, cookies, peanut butter, and chips. Dinners typically included fresh fish or chicken, the ubiquitous potato, plantains, rice, and local additions to make it all interesting and filling. Often we finished dinner and sat around to a night of photos and shared stories before retiring. One night, the locals, including Angel, jammed for us--dancing, singing and whooping it up Ecuadorian style.

Because there are no river gauges in Ecuador, while in the Quijos watershed, each day Juliet Kastorff checked out the water level on two particular upstream rocks. Armed with that information, she could determine which river and section could be paddled on that day. Before heading out, we outfitted our boats with help from ERA. On the first paddling day, we were assessed for abilities and limitations.

We always had at least two skilled guides, in addition to Juliet, who often paddled ahead to capture amazing pictures. In terms of put-ins and take-outs, the trip was structured to meet an individual's paddling abilities. Angel would follow us on a road above the river to pick up anyone who became tired or to deliver paddlers to an easier section and to spectator spots to watch fellow paddlers running the Class 4 drops. Safety considerations were paramount. Participants would be told what rapids they could not run and those that were optional portages. Guides assisted in carrying of the boats.

Depending on the river and water levels, some days were shorter (only five to ten miles) and others longer (as long as 20+ miles). Anyone who wanted instruction received it. I worked on speeding up my too slow roll. Many of my fellow paddlers worked on and achieved their alternate-side roll or tweaked other skills.



Lower part of Pica Piedra



A juicy rapid that I walked

Ecuador offers an immense variety of whitewater. The Quijos River alone offers 35 miles of whitewater with several sections from steep Class 4+ and others with big water Class 3 to 4. The rapids in Ecuador also tend to be long, but we would break them up with eddy hopping and scouting if needed/possible.

Mid-week we changed watersheds and headed to the Tena area. It's an interesting change in rivers and eco-systems. While Quito's elevation is about 9500 feet above sea level, the Rio Quijos Eco-lodge sits at about 5000 feet, and Tena's altitude is about 1900 feet. All the rivers we paddled in the "Oriente" were headwaters to the Amazon. This was really apparent in the Tena region. At this lower elevation, we went from cloud forest to rain forest.

The trip was truly all-inclusive. All of the food, lodging, and transportation was included. We often stopped at local grocery stores for additional beverages and snacks such as ice cream that could not be carried on the river. Fortunately, Ecuador uses the dollar as their currency--so no

issues there. My few swims were uneventful as the guides were quickly to assist--almost before I knew it. In Tena, there was always time after paddling for excursions to visit with the locals and get a feel for the culture. We were very lucky with the water levels; we could paddle every day. The following week, Tena was flooded, and those guests missed a day of paddling. Because there is always a back-up plan, they had some wonderful non-paddling adventures.

I loved paddling in Ecuador!!! The people are so friendly. I could walk to where ever I needed. I felt safe trying to step it up with the support from ERA. Needless to say, I am headed back down again this December. Hope to cinch my off-side roll and run some of the rapids I walked in 2016.

THE BETTER BOAT

The Eternal Battle: OC-1s Versus Kayaks

An open boat can be used to carry chainsaws

1 point



An open boat can be used to carry cool pieces of wood

1 point



A kayak spray skirt can be used to ferry a swimming box turtle across a raging river ½ point



.....**This battle round goes to the open canoes**.....

CONSERVATION

Potomac River Clean-up

A group of partner organizations including the Alice Ferguson Foundation, the Blue Ridge Voyageurs, Calleva, the Canoe Cruisers Association, the Muddy Branch Alliance, the Monocacy Canoe Club, the Potomac Riverkeeper Network, and Seneca Creek Watershed Partners along with unaffiliated volunteers earning service credits banded together at the Seneca Creek Landing at Riley's Lock on April 14 for a river clean-up. (This site has been a clean-up site for the BRV and the CCA since 2007.)

Long-time paddler Kay Fulcomer (kayfulcomer@gmail.com) was the mistress of ceremonies and laid out the various clean-up options. Ginny DeSeau helped to dispense the clean-up equipment. Kathleen Sengstock, who was delayed because of unexpected activities at the Capitol, held down the fort as back-up. Calleva staff helped to unload and later reload canoes for the clean-up volunteers. The water on the Potomac was high, very high—so only a few boats traveled along the Potomac shoreline to pick up trash. Barb Brown led a group from upstream Seneca Creek back down to the landing. Colleen Davies and Beth Koller worked at the site of an old mill that can be accessed via the tow path and via an upstream road.

Trash was divided into recyclable, non-recyclable, and bio-hazard. Many types of trash were recovered including a large block of deteriorating foam, a tire, various assorted metal pieces--some of which had been extracted from the ground, cans/bottles, and paper trash. Wendy's was the fast food of choice as evidenced by the items in the parking lot near the mill. The task, however, was broken up by the camaraderie, being on the water, the flowers just starting to emerge, and the wildlife basking in the sun.

The trash was off-loaded and sorted for disposal pick-up. Credit hours for service were awarded. Despite our bedraggled appearance, several of us headed to Potomac Pizza for a late lunch.



Getting ready at Seneca Creek take-out



Safety first! Protective gloves



Metal to be uncovered and pulled out



A croaker next to the metal bars



“Hope” at the old mill



Garbage removed



Mill metal assembled



Watchful eyes overseeing the work



Flora seen while working



Shoulder and hip bones



Basking turtles



Plenty of room for garbage on departure



Jo Cox and paddle partner with wire junk



Colleen (MCC) & Kay



Ginny at command station



Loading Calvea canoes



Trash grabbers at work



Garbage galore



Earning service points



Kathleen's haul



Barb gets trashed

Kay thanks everyone for participating on this sunny day clean-up. She is well aware that recovering trash from a stream or river bank is often more difficult and time-consuming than a land-based effort. By its location, the trash is *“often wet, muddy, tangled, broken, decaying, buried, heavy, and just plain yucky”*. She hopes that people will mark their calendars for next April. In addition, she notes that additional clean-ups using boats are planned for this summer. At least one of them involves tires.

Tire Rodeo—Barb Brown (BRV member and CCA Chairperson)

The CCA conducted a tire rodeo between Lock 8 and Lock 10 last summer. Over 200 tires were removed. Last year NRG Global Giving provided the CCA with a grant to cover the cost of a dumpster and the price of hauling the tires away. CCA is looking for partners for a late summer 2018 rodeo. Brunswick on the Potomac will be the likely site because of the mother-lode of tires right at the boat take-out ramp. The community is also behind the efforts. **Barb Brown indicated that having a point person from the BRV would be helpful.**

(See Lisa Fallon’s BRV newsletter write-up on the 2017 event.)

Logging in WV State Parks

Legislation (West Virginia Senate Bill 270 and House Bill 483) to permit logging in state parks was introduced at the request of Governor Justice. The bills faced public opposition from a broad spectrum of citizens. As such, neither bill had been voted on by the “cross-over day” deadline and so could not be acted on by the opposite legislative chamber during the current session. This, however, does not preclude future legislation in the next session.

https://www.wvgazette.com/news/legislative_session/wv-legislature-axes-state-parks-logging-bill/article_b8815320-16c0-55b4-9421-da41329817ba.html

Mine Run-off and the Blackwater

The Friends of Blackwater received a state grant to develop a watershed plan for Beaver Creek, a tributary to the Blackwater. Such a plan is important because of the problematic acid mine run-off from the Coketon Mine Pool and the associated aluminum and iron. The mitigation will use bicarbonate to neutralize the acid and facilitate precipitation of metals. An active treatment program will be instituted because of 1--the volume of daily acid discharge, 2.5 million gallons, and 2--the large amount of acreage required for a passive system,

<https://www.americanwhitewater.org/content/River/detail/id/4313/>

<http://saveblackwater.org/documents/Stateoftheriversmall2.pdf>

<http://saveblackwater.org/newsletter.html> (March 2018 issue)

RiverPalooza—Dean Naujoks

The Potomac Riverkeepers, along with the National Park Service, the U.S. Forest Service, and area river outfitters, are sponsoring a series of events to get folks out on the water so that that they come to understand and appreciate the role that the Potomac and Shenandoah watersheds play in our lives.

Saturday, June 2—Go on Harpers Ferry *float trips*

Wednesday, June 13—Try *Birdwatching* via boat

Thursday, June 21—Learn history via *Antietam Creek*

Friday, June 22—Paddle to *shipwrecks in Mallows Bay* under the tutelage of an archeologist

Saturday, June 23—Paddle Piscataway Creek with the *Piscataway Kanoi Tribe*

Friday, June 29—*Fish* the Shenandoah

Saturday, June 30—Take an *overnight trip through the Trough* with its amazing geology

Saturday & Sunday, July 14-15—Do an *overnight camper trip* through the *Paw Paw Bends* section

Saturday, July 21—*Snorkel* on the South Fork of the Shenandoah

Saturday, July 21—*Women's trip* from Edwards Ferry to Seneca Creek

Sunday, July 22—Participate in *activities on the Shenandoah* near the Low-Water Bridge Campground, Bentonville VA. Advance registration/fees required.

Friday, July 27—*View the monuments* during a paddle around Columbia Island

<https://www.potomacriverkeepernetwork.org/riverpalooza-2018/>

FEATURE ARTICLE #2

Urban Paddling on a Late Fall Afternoon—Alan Dickerson

The Anacostia has a long and not undeserved reputation of being an ugly, polluted eyesore at best, but the coordinated and concerted efforts of a number of individuals, local governments, and interest organizations such as the Anacostia Watershed Society and the Anacostia Riverkeeper have turned the tide, so to speak, for this gem of an urban waterway. Many of the pollution points have been eliminated; relic industrial eyesores have disappeared, or at least been hidden behind a screen of mature riverside trees and new parkland; and a strong commitment to developing the lower section as open recreational parks have all contributed to making this a delightful day-paddle no matter the season.

On a warm, sunny fall afternoon with a slight breeze, my wife, a dedicated shuttle driver, dropped me off in the early afternoon at the Bladensburg Waterfront Park on the Anacostia River in Bladensburg, MD for an afternoon paddle down river to the Potomac and across to the park and boat ramps of Hains Point in Virginia.

This park provided an easy access point and launch for my 16-foot tandem tripper. Once around the bend, the signs of the urban park dropped off. I was soon was enveloped by the solitude of the sights and sounds of a wide, water trail, which was bounded by tall mature trees, which, in turn, fronted wooded or open rural acres. All of this was courtesy of dedicated parkland on both sides. Fellow compatriots on this trip included a group of bird watchers were checking up on the southbound fall migration and an occasional walker or biker passed by on the Anacostia Riverwalk Trail.

Anybody paddling this waterway would do well to check the tide charts in advance as some of the side trips along the way are only accessible at high tide and any lingering may make for a mucky extraction. On my excursion, I was riding the beginning of the outbound tide, and the gathering strength of the tide would make the ride easier.

The Kenilworth Aquatic Gardens are on your left. This is a very lovely side diversion. If you are alert, you will find a very inconspicuous entrance channel, which is even more obscured during

late spring/early summer when the lotus flowers are in bloom. Again remember to plan your trip around the tide charts because you must stay in your boat as you navigate the inner channels.

Farther downstream on the right is a small dock and a gated entrance to the National Arboretum, which is only unlocked during normal operating hours, but it is worth getting out and stretching one's legs and perhaps taking a short hike along one of the forest trails.

About another mile downstream, you can take another diversion on the right through a channel and under a bridge behind the 2.5 mile-long Kingman Island. Again, mind the tide because, even though I was at the beginning of ebb tide, several times I had to pole with my paddle across some disconcerting mud. Fortunately, my efforts were rewarded, and I ended-up herding several very large flocks of geese ahead of me. This resulted in loud honking and a cacophony of wings and webbed feet beating at the water.

In addition to the tides, one must also be alert to some man-made features on the Anacostia. Currently, there is a very determined effort to restore much of the aquatic vegetation. Much of this is being done through "fenced" corrals, which enclose planting areas. The density of these corrals is very high in the water behind Kingman Island. They form a maze of sorts through this shallow water. Many of these have been in place for some time and are in marginal condition. These fences are much stronger than they appear, and some parts are submerged. This fencing does not yield easily and is waiting for an unsuspecting canoe or kayak to run over them. (Oh, paddle snake!) If you try to traverse then, your boat will ever after bear the deep scars of your folly.

Finally, after having passed under several car-traffic bridges, one Metro bridge, and one disconcertingly low CSX railroad bridge (whew—especially when a train is passing overhead!), new features appeared: the open lawns of Anacostia Park on the left, the first of several marinas on the right, teams of rowing sculls emerging out of the blue, and a single-bladed paddler attaining his way upstream. Who else but the paddling community's own Ed Gertler? We stopped and chatted. I provided him with the status of the water level behind Kingman Island.

I continued past the Washington Navy Yard, now absent the destroyer that once tied up there as a visitor attraction, past the Nationals stadium, past the Coast Guard helicopter station, and past the sometimes-very-congested entrance to the now gentrifying Washington Channel, and over to Hains Point. After paddling upstream on the Potomac for a short distance, I made the half-mile dash straight across the Potomac. This involved negotiation of the turbulence cause by the motorized river traffic and trying remain visible to said river traffic. Thereafter you are finally in the safety of the Gravelly Point channel, where you will find two boat ramps.

You have survived the restoration fencing, the low bridges with the Metro trains and freight trains immediately overhead, the boat traffic, and the river conditions on the open Potomac. Then you are greeted by the startling shock of the inbound and outbound jet traffic of National Airport. It is so close overhead you think you can just reach up and touch the underbelly of a descending Boeing. **But, it was another wonderful day on the river!!!**

MEMBERS: COMINGS AND GOINGS

Larry Gladieux

Larry Gladieux has relocated to Eugene, OR. He has a good view of the MacKenzie River from his apartment. Larry's phone number is 458-205-2198. At the May meeting, Gus Anderson brought a card that many of us signed. He also arranged for Roy Sewall's book on Mather Gorge to be sent Larry's way.



Larry in his new digs



Views outside his windows

MEET YOUR FELLOW CLUB MEMBER

Matt Anderson

1--When and how did you first get into paddling?

Growing up in West Virginia, we would go rafting annually in Fayetteville. I grew up with my father's relatives, friends, and their friends coming to our house every fall to go rafting on the Upper Gauley. In addition, my brother and I floated the Upper New each summer. When I was older and able to raft the Upper Gauley, it ended up being all my friends and my Dad. I guess his friends were too old by then. While in Afghanistan, during moments of self-reflection and thinking about what is important in life, I realized that I wanted to do

more whitewater. But I couldn't get my friends to raft more than once a year. So I decided to take up hard-boating! Like many people, I had no idea what I was doing. I started with a Dick's Sporting Goods fishing kayak, realized it would get destroyed, bought a recreation kayak, and had an epic run down Accotink Creek (https://en.wikipedia.org/wiki/Accotink_Creek) after a hurricane. I realized I needed professional help!

2--What kinds of watercraft do you paddle? Which is your favorite?

Kayak. I like a lot of boats that I haven't purchased yet. But my old Perception Pirouette is one of my favorites.

3--Are there any particular features you look for in your kayaks?

Lack of cracks and holes.

4—Any particular piece of paddling gear that you would recommend?

Of course, a throw rope, a first aid kit, and float bags (right Bob?) are required. But a flip line/ guideline is one of my favorite pieces of gear. NRS has a good video about making a flip line here: <https://www.youtube.com/watch?v=s2y2Bt7l2wE&t=3s>.

5—We know that you paddle whitewater. Do you ever paddle quiet water or go on extended paddle trips?

Nope. But I dream of sea kayaking in British Columbia, Ireland, Maine, and Nova Scotia.

6--What is the hardest thing that you have paddled? Why was it so difficult?

The fourth time I paddled South Sauty Creek (Alabama) was the most challenging run I've done. The water level was not anything special or rare. But I was boating with a Who's Who of the best boaters in the state. I had no problem making it down the river. But they pushed me and showed me lines and moves that I'd never contemplated.

7--Tell us about a(n) epic swim(s).

That happens just about every time I go boating!

8--What was one of your most fun trips?

Many of the Personal First Descents (PFDs) on which BRV Members have taken me!

9--What do you enjoy most about paddling?

Being outside, challenging oneself, deciphering the science behind predicting water levels exercising, and socializing.

10--In how many states and countries have you paddled?

States: Alabama, Alaska, Arizona, the District of Columbia, Georgia, Maryland, Michigan (Yes, there's white-water in Michigan!), North Carolina, Pennsylvania, South Carolina, Tennessee, Virginia, and West Virginia,

Countries: Kenya and Uganda.

11—How did you end up moving to Alabama? How does the water that you paddle differ from that in the mid-Atlantic?

While living in Virginia, my paddling progression had slowed. I was still paddling new rivers and streams, but they weren't a challenge. When my job moved to Alabama and I had to find new paddling friends, it opened up the opportunity to challenge myself in new ways on and off the water.

Boating in the Southeast is much different than boating in the Mid-Atlantic.

a--The paddling season is different and largely dependent upon rain during the winter and spring. In the summer and fall, it is dam release dependent. (Hurrah for the Ocoee!)

b--Creeking in the Southeast is very different from river running in the Mid-Atlantic. The rapids are more technical, and the rocks are "stickier". I keep envisioning a Class 4 rapid on a Southeast creek looking like Lower Keeney on the New River Gorge. It never does!

c--The lessons of Steve Ettinger are even more useful and important when chasing rain in the Southeast. This year I've been lucky and caught about 20 streams for Personal First Descents (PFDs).

d--Also, Facebook and Jackson Kayaks are VERY common amongst the Southeastern Boating Community.

12--How did you come to join the BRV? Were/are you a member of other clubs?

While living in Virginia when I started paddling, I knew that to learn I needed mentors. While looking at the American Whitewater Affiliated Clubs listing, I found the BRV was the closest paddling club to where I lived. So I joined and attended my first meeting two years later!

I am also a member of American Whitewater (of course) and the Huntsville Canoe Club, which is where I've met almost all of my friends in Alabama!

BOATING TRIVIA



Once a question has been correctly answered, it will be pulled from competition—so enter early to reach that 200 point total and earn a prize!

1--On what river/branch/fork is Kitzmiller located? **10 POINTS**

2--On what river/branch/fork is Bloomington located? **10 POINTS**

3--On what river/branch/fork are Circleville and Judy Gap located? **10 POINTS**

4--On what river/branch/fork is Hopeville Canyon located? **10 POINTS**

- 5--On what river/branch/fork is the “Trough”? **10 POINTS**
- 6—On what river/branch/fork is the Smoke Hole run? **10 POINTS**
- 7—Where (downstream of what town) do the North Fork of the South Branch of the Potomac and the South Branch of the Potomac intersect? **10 POINTS**
- 8—Where do the South Fork of the South Branch of the Potomac and the South Branch of the Potomac intersect? **10 POINTS**
- 9-10--Where (between which two towns) do the North branch of the Potomac and the South Branch of the Potomac meet and what boundary is formed/extended? **20 POINTS**
- 11—Horseshoe Run empties into what river/branch/fork? **10 POINTS**
- 12-13--The Shavers Fork and the Black Fork join where and form what river/fork/branch? **20 POINTS**
- 14--The Laurel Fork empties into what river/fork/branch? **10 POINTS**
- 15--Red Creek empties into what river/fork/branch? **10 POINTS**
- 16-17--Which stream has more volume at their intersection Gandy Creek or the Dry Fork? They a part of which watershed? **20 POINTS**
- 18—The Lost is part of which watershed? **10 POINTS**
- 19-21--Who gave the “Trough” its name? What important event occurred there in the 18th Century? When? **30 POINTS**
- 22-23--What two geologic features constrict the “Trough” waterway? **20 POINTS**
- 24-25--What two geologic features constrict the South Branch of the Potomac River near its intersection with the North Fork of the South Branch? **20 POINTS**

FEATURE ARTICLE #3

Annual Smokies Trip: A Multi-state Paddler Roster & Multi-state Trip—Richard Hopley

We had a total of 14 participants for the 2018 Smoky Mountains paddling trip of the Monocacy Canoe Club and the Blue Ridge Voyageurs, mostly current and former BRV or MCC members. From Maryland: Chris Oberlin, J Robbins, Guth Robbins, and Jenny Thomas. From Virginia: Kim Buttlemann and Ned Howenstine. From North Carolina: Lee Belknap and Richard Hopley. From Colorado: Karen Egbert and John Hitchings. From Massachusetts: Dan Bertko and Lois Cara. From Missouri: Chris Kelly. From Florida: David Bernard.

For the sake of the tent campers, we try to stay in each campground for several days. This year, for the first three nights (four nights, for a few of us), we camped at the Hot Springs (NC) Spa and Resort campground. We then drove to Long Creek, SC, and stayed at the Chattooga River Resort campground for two nights. Next we drove to Tennessee and stayed one night at the North River (USFS) Campground near Tellico Plains, and finally back to the Hot Springs campground. Then we split up, and those who were northbound found various places to camp.

During the week, beside paddling great Class 3 whitewater, we saw eagles and turkeys flying across the river and an otter.

Friday, May 11: Several of us arrived at the Hot Springs (NC) Spa and Resort campground that evening.

Saturday, May 12: *Toe Gorge*, 126 CFS (Celo). The early arrivals ran the approximately four mile stretch of the Toe River, a short Class 3 run from the Toecane bridge (near Bakersville, NC) to the NC-197 bridge (near Red Hill). We had a perfect level for this stretch. It would be a

wonderful run if it just had two or three more miles of equivalent rapids. We ate at the Iron Horse Station and stayed Night One at the Hot Springs campground.



Kim Buttleman on the Tellico



Jenny Thomas on the Tellico

Sunday, May 13: *French Broad*--Section 9, 2,400 CFS (Marshall). We ran the full Section 9, from Barnard into camp at Hot Springs. This was a higher level than we have been accustomed to, so we all took the sneak sides of the islands at Kayakers' Ledge and Frank Bell's Rapid. This

was a pity because both are so much fun at the right levels. We ate at the Spring Creek Tavern and stayed Night Two at the Hot Springs campground.

Monday, May 14: *Nolichucky River*, 1,230 CFS (Embreeville). We all drove over to the Nolichucky Gorge Campground in Erwin Tennessee in five vehicles. We used Lee's van and my van to shuttle eight of us to the Nolichucky Gorge put-in, and then shuttled two other vehicles to the Sawmill take-out for four of us to run the lower Nolichucky. We ate dinner at Los Jalapenos and drove back for Night Three in Hot Springs.

Tuesday, May 15: *Pigeon Gorge*, 1,200 CFS (two-tube release). David left us in the morning and headed back to Florida. The Pigeon is a reliable short run on the route from Hot Springs to north Georgia/South Carolina. This year there had been a lot of water so the releases began at noon. We hit the road again around 5:00 PM and were at our favorite Kostas Family Restaurant in Dillsboro by 6:00 PM. We arrived for Night One at the Chattooga River Resort campground (Long Creek, SC) just early enough to pitch tents before dark. We endured torrential rains all night.

Wednesday, May 16: *Skunked*. With gauges skyrocketing, no one wanted to put on the Chattooga, but I thought I finally had my chance to catch the Chauga River with enough water. When we got to the put-in described in *American Whitewater*, the river was scary-high, and all four corners of the bridge had "posted" signs. We bagged it and drove down to Chau Ram County Park. The park is located at the two-thirds point of the planned run and is where the biggest rapids are. There was, however, so much water pouring through the river bed that there was no definition to the rapids.

Chris K., Dan, and Lois left the trip. Several of us drove into Clayton, GA, for shopping and laundromat duties. Several of us hiked to the spectacular Brasstown Falls (Brasstown Creek) and Riley Moore Falls (Chauga River). Still others hiked down into the Tallulah Gorge to see Oceana (albeit dewatered) up close and personal. Ten of us met for dinner at Mama G's Italian restaurant and Night Two at the Chattooga River campground.

<http://www.exploregeorgia.org/city/tallulah-falls>
https://www.youtube.com/watch?v=nFvWI8z_yxY

Thursday, May 17: *Tellico River*, 1.7/320 CFS (Tellico Plains). We had a long drive in the rain to put-in for the Middle Tellico. As we finished lunch, it began to rain again, so we didn't delay—resulting in a relatively short day on the river. That evening, we ate at the disappointing El Jacal in Tellico Plains (should have hit our usual, the Tellicafe!). Then we drove up the Tellico River and its tributary to the wonderful North River (USFS) Campground, where we enjoyed watching the rare unblinking blue fireflies.

Friday, May 18: *Tellico River*, 1.6/290 CFS (Tellico Plains). The sun was out, the Tellico is everyone's favorite, soooooo we did it again. I had been developing a cold all week, and, by that time I just didn't feel up to boating, so I followed along taking pictures from roadside. This time, unfortunately, Guth dislocated his shoulder on BOB (Bounce-Off Boulder), the third big rapid, just a mile downstream from the put-in. Karen reduced the dislocation. I was right there

with my van so we loaded his boat and I took him in to the CVS in Tellico Plains (by way of the Tellico Beach Drive-In for corn dogs and milkshakes) to buy a sling. After an early start that morning, they were off the river by around 3 PM. We ate at the Sagebrush Steakhouse (Newport, TN), and camped at the Hot Springs campground again.



Jon Hitchings on the Tellico



Guth Robbins on the Tellico

Saturday, May 19: *East Fork, Pigeon River, 550 CFS (Canton).* J and Guth headed back to Maryland from camp. The East Fork was a lovely little mountain stream. I was very sorry to

miss it, but I was getting even sicker. It turned out to be a strainer-fest. I'm glad that I didn't let temptation over-ride my good judgment. After unloading at Camp Hope, just downstream from the Blue Ridge Parkway, and running shuttle to get all vehicles to the takeout at Burnette Cove Road, I did a little scouting of other access points on the East Fork and the West Fork, had another milkshake from Jukebox Junction on the West Fork, and then drove home (stopping twice to nap at I-40 rest areas). Others drove to the vicinity of Mount Rogers/Damascus, VA, to camp.

Sunday, May 20: *Skunked.* Chris O, Jenny, Kim, and Ned scouted Whitetop Laurel, in Virginia, but, as on Wednesday at the Chauga, were skunked by high water and went hiking instead.

Postscript: On Monday, the 21st, Guth saw an orthopedic physician who felt that surgery would not be needed since this was Guth's first dislocation. He had his first physical therapy session on the Wednesday, the 23rd. I was over my cold by the 25th.

ACCESS ISSUES

Shenandoah Staircase Run and Weaverton Access

Access at this location (which is two miles downstream of Sandy Hook) appears to be in flux. The operator that owns the rails, CSX, is no longer using warning horns on approach. In addition to being important to paddlers as an alternative take-out to Sandy Hook, the location is important to the National Park Service because of the C&O Canal and the Appalachian Trail crossing. The public has not been expressly prohibited. But potential for Weaverton to be have less safety in place and/or to considered to be a private crossing has raised concerns. Contact Barb Brown for more information updates.

SPRING CLEANING: MEMBER EQUIPMENT FOR SWAP OR SALE

- RUBBER MAT with rim for the back of a Subaru Outback. \$25. Beth Koller
- PADDLE: Lightning Gradient. Right fix. 197 cm. Used 10 days. \$80. Jim Pruitt.
- KAYAK: Red BlissStick RAD 185 playboat. Good condition. \$350. Gus Anderson
- KAYAK: Slate River tandem Nyami Nyami kayak with bags/pillars. Limited use. Protected from UV light. \$600. Beth Koller.
- CANOE: Mohawk "12II" solo whitewater/play boat OC-1 with two airbags. ABS/Royalex. Pedestal saddle with quick-release thigh straps. Stored in shade. No major incidents. Light for carrying. \$795 firm. Ron Knipling.
- CANOE: Caption tandem with wood gunwales. More sporty than the workhorse Dimension. Stored indoors. \$1000 (or call). Dean Geis.

BOATING GEAR

GPS-Not the End-all and Be-all for Boaters--Aaron Otte

I am having a professional map maker put four states, Maryland, Pennsylvania, Virginia, and West Virginia, on a single, 3 foot by 4 foot, map. The map will feature only state lines, highways, towns, and rivers. I am focusing on rivers the size of "Passage Creek" and larger. The professional who will create and print the map will emphasize rivers—especially those suitable for paddling, float trips, and fishing. As such, this is not intended for extreme creekers. The cost for a single map will be \$230. The cost per map for 10 buyers will be \$100. **I am up to seven so**

far—so if you are interested, contact me at aaronreston@comcast.net (preferred route to keep track of requests) or 703-796-6060.

[Boat Racks with Loader](#)



This is a rack that facilitates loading. The boat can actually be tied down prior to being seated in position on the roof. The sled loader is detachable and can be hung in the garage separately if height on the vehicle is an issue. The rack can be viewed on this youtube video:

<https://www.youtube.com/watch?v=DJA9ZRozIMA>. For more information on the EZ product, contact Max Perry at maxperry48@gmail or visit <https://www.facebook.com/EZRecRacks/>

Of note, the subsequent video is for the Thule hullavator (https://www.thule.com/en-us/us/sport-rack/kayak-roof-racks/thule-hullavator-pro_-1685448)

[FEATURE ARTICLE #4](#)

[WV Week of Rivers: Almost Heaven, In Song—Lisa Weed](#)

River songs talk about movement.

In the *Ballad of Easy Rider*, The Byrds compare riding a motorcycle to riding a river: “The river flows, it flows to the sea; Wherever that river goes that's where I want to be... Take me from this road to some other town.”

We are inspired to seek and to be free.

REM urges us to go and leave home in *Find the River*: “A need to leave the water knows... Pick up here and chase the ride; the river empties to the tide; all of this is coming your way.”

Moon River sweeps us up into a carefree voyage with a friend, calling the river a dream maker and avers, “Wherever you're goin', I'm goin' your way; Two drifters, off to see the world; There's such a lot of world to see.”

Songs of rivers also tell us to persevere,

as in *Many Rivers to Cross*, by Jimmy Cliff: “Yes, I've got many rivers to cross; but I can't seem to find my way over.”

But we are inspired by music's rivers to keep going: *Ol' Man River* contrasts the constant rolling of the Mississippi to difficulties faced by African Americans: "Ol' man river, that ol' man river; he don't say nothing; but he must know something; 'Cause he just keeps rolling; he keeps rolling along."

It's like struggling to attain up the down flow; but you want to get there.

Songs portray these watery ribbons as both beautiful and terrifying.

In *River Stay 'Way From My Door*, Sinatra implores the rising river to spare his home and life.

Our favorite Man in Black sings of the river at "*Five Feet High and Rising*," raising his vocal octaves with each verse to illustrate the threat.

Moody River, covered by John Fogerty and others, depicts the water as "... more deadly than the vainest knife; Moody river, your muddy water took my baby's life."

Rivers in song take us away, they can take our homes and loved ones; but they can also bring us home, wash us clean of sin and pain, and bring serenity.

Alison Krauss takes us "...down to the river to pray..." and speak to God.

The Reverend Al Green's *Take Me to the River*, covered by many artists, begs "Take me to the river...wash me down...cleanse my soul...put my feet on the ground."

Willie Nelson uses the river as metaphor for numbing his pain: "Whiskey River, take my mind; don't let her memory torture me; Whiskey River, don't run dry; you're all I got, take care of me."

J.J. Cale and Eric Clapton "Ride the river in this boat; All my worries far behind; Floatin' down that old river, boy; Yesterday is slowly fadin'; All my life I've been waitin' for this time."

Dickey Betts describes a carefree "Walk along the river, sweet lullaby; It just keeps on flowing; It don't worry 'bout where it's going," in *Blue Sky*.

Green River by John Fogerty evokes home, comfort, and happy memories: "...if you get lost come on home to Green River."

Colombian artists Aterciopelados reminds us to take care of our vital rivers in *Rio*: "...The river waters come running, singing; Through the city they dream of being clean, being clear" (translated from Spanish).

So, country roads, take *me* home, to WV;

where at the Week of Rivers, I can ride the Dry Fork of the Cheat, the Middle Middle of the Tygart, the Gladly Fork, Red Creek, the North Fork of the South Branch of the Potomac, Hopeville Canyon, and more....

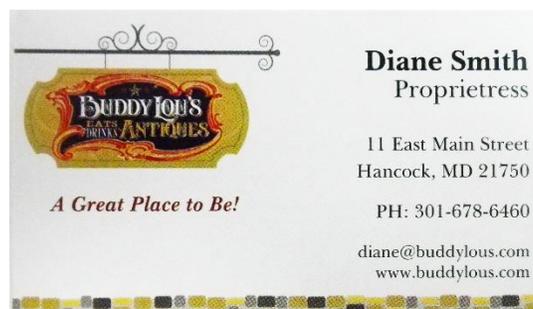
I will leave home to find home. I'll fear and persevere. I'll marvel and endure,... until next time. Take me home, Corridor H.

THE BOATERS' DINING GUIDE

Another Dinner Option in Hancock

We were hungry, very hungry, after paddling the 12 plus miles of Sideling Hill Creek (Pennsylvania). We raced down to mountain hoping to make it to Weaver's in Hancock before the 8 PM closing time. We made it, but the restaurant had already closed—perhaps because it was Sunday evening.

We proceeded a couple of blocks further east on Main Street to Buddy Lou's (11 E main Street, Hancock, MD 21750; 301-678-6460; diane@buddylous.com; www.buddylous.com). The patio was full of diners, but there was still parking right in front of the restaurant. Should there be a line, one could peruse the antiques in the anteroom. We proceeded directly to the back patio. The menu was extensive. The beer list included many local ales on tap, including those by Devil's Backbone. Sandwiches and dinners were not inexpensive, \$8-\$15 and \$15-\$25 respectively, but the food was terrific and the portions filling. Two of us sampled the BBQ salmon grilled in a cornhusk accompanied by two sides (a garden salad and polenta parmesan for us). Yummy! The menu also includes crab cakes, duck, pork loin, and tuna; each of these is prepared in ways that differentiate the entrée from the norm.



<https://buddylous.com/menus/chefs-dinner-features/>

<http://buddylous.com/wp-content/uploads/2014/08/BuddyLous-Main-Menu-PDF1.pdf>

The Unexpected in the Cacapon Watershed: Moonshine and Barbecue Sauce

The group that ran the Tearcoat came across this gem. Calvin Riggleman has a variety of enterprises in the Loom/Pleasantdale, WV area. Mr. Riggleman has a six-generation family farm. He joined forces with Jim Gearing to open Flying Buck Distillery. It enabled them to utilize the Riggleman corn crop. The first brews produced by the reflux still were moonshine varieties including Apple Pie Moonshine, which utilized apples from the family orchard. The distillery is moving into other liquor products. The farm sells organic produce in season with an 80 mile radius of distribution and prepares packaged foods such as Ramp BBQ Sauce, Ramp Hillbilly Holler'n Hot Sauce, Ramp Mustard, and Sweet and Sassy BBQ Sauce.

<http://biggriggs.com/>
http://americanroads.net/off_beaten_trail_winter2018.htm



SAFETY

Safety Boating—Lisa Weed

On May 12, along with Gus Anderson, I was a sweep safety boater for the CCA Downriver Race. After the last racer took off from the starting line at Rocky Cove at 11:30 AM, Gus and I peeled out of the eddy. We headed downstream to Wet Bottom, where we met up with fellow sweeper, Mark Brenneman. As we made our way down to the Sycamore Island finish line, we picked up safety boaters without incident. One of the most important things to know in advance is the identities of all the other safety boaters stationed along the way. That way, one can account for all at the finish line.

Defibrillators on Colorado's Arkansas River—Court Ogilvie

The Arkansas River Outfitters Association and the Arkansas Headwaters Recreation Area have joined forces to locate external defibrillators at eight sites along the Arkansas River. The Arkansas River system is notable for whitewater on the eastern slopes of Colorado. Several sections have lots of river traffic, both rafts and hard shell boats. The defibrillators will be located at backboard locations from Leadville all the way down to Canon City. See: associationsnow.com/2018/05/arkansas-river-outfitters-group-adds-layer-safety-whitewater-rafting/.

FEATURE ARTICLE #5

Helmet Construction—Charlie Duffy

Introduction

Helmets (AKA: The Brain Bucket) are another crucial piece of safety gear for paddlers.

Helmets:

- Avoid life debilitating injuries
- Protect through multiple hits (as opposed to bicycle helmets)
- May help breathing while submerged via a small bill
- Are inexpensive insurance for one of the most critical parts of your body – the brain

History

My background only goes back as far as 1979. For many years, paddlers didn't have a standard like Bicycle (Snell) or Motorcycles (Snell, DOT) for certification. There were very few vendors. In my era, novice paddlers and racers often wore flexible shell helmets that in many cases lacked foam and used a suspension system similar to hockey or rock climbing helmets. As they gained more experience, they migrated to rigid shell helmets often with mini-cell as the shock absorber inside the helmet

During the 80's, the major helmet vendor was Protec (www.protechelmet.com). Their design came from skateboarding and was a fairly flexible shell with minimal foam. A great feature of theirs was full coverage: forehead, temples, and neck. Unfortunately, their helmet was essentially a one hit wonder that often split down the middle along a seam.

On July 12, 1998 a major accident that would forever change the whitewater helmet industry occurred (<https://www.americanwhitewater.org/content/Accident/detail/accidentid/516/>). A 22 year old Class 5 boater by the name of Lucas Turner suffered a fatal head injury on the North Fork of the Payette River (Idaho). This set in-motion a series of studies at Johns Hopkins University, the development of an international standard (CE EN 1385), and eventually resulted in the launch of the helmet manufacturer WSRI (Whitewater Safety & Research Institute) (www.wrsisafety.com) by his father – Gil Turner.

Around 2000, both Sweet Protection (<https://sweetprotection.com/>) and Shred (<https://www.shredready.com/>) had already entered the whitewater helmet business. They offered many designs, both semi-rigid and hard-shell helmets. Both used single density foam systems and hard hits would leave paddlers on river sides complaining about sore necks and seeing stars.

In 2002, two Johns Hopkins engineering students worked on a scientifically-based whitewater helmet design (http://pages.jh.edu/~news_info/news/home02/may02/helmet.html). Their test procedures were eventually used to form the only whitewater paddling helmet standard CE EN 1385.

In 2006, WRSI entered the whitewater helmet business with helmets that would meet the CE EN 1385 international standard. Their helmets are reasonably priced and use a semi-rigid shell and multiple density foam layers.

On December 17, 2011 the current CE EN 1385 standard for whitewater helmets was published. (There was a previous version published way back in 1997.) Over time, all commercial helmet makers have adopted CE EN 1385, and you can verify that by looking inside or on the helmet for the certification label. Most major organized races in the US mandate participants wear helmets with this certification label. The only other standards organization that has a watersports helmet standard is Snell, but no helmets are certified under their standard.



Surprisingly, helmet costs have dropped dramatically and new designs have mostly eliminated earlier helmet issues.

Protection Components

Helmets use several strategies to provide protection:

- *Outer Shield.*
 - Disperse residual energy over a large surface area (hard shell). This is very similar to using a sheet of plywood to support a tent pole in a beach tent.
 - Disperse residual energy via resistance compression (semi-rigid shell). This is much like our automobile crumple front-ends.

Sweet Protection uses a mix of these strategies:



- *Foam.* Suitable foam systems are one of the most important design features in a helmet. They provide gradually increasing resistance to slow down acceleration. Look for multiple density foam systems, which can handle a wider variety of impacts. The foam liner also needs to be thick enough to leave enough room to slow down the head before full compression.

Shred Ready (SR) provided me a nice comparison of the common foam types used in helmets these days:

- Expanded Polystyrene (EPS): Many variations and densities.
Foam of choice for single impacts.
Usually must be molded in the densities good for bike helmets.
Has no memory.
- Vinyl Nitrile (VN): Multiple impacts, better than EPP at two or three hits and equal at six impacts.

Sort of heavy compared to EPP and EPS.

Used in football helmets, hockey helmets, and some kayaking helmets.

SR uses this in the Shaggy, Vixen, Sherlock, Shensu, FMJ, TDUB helmet models.

- Expanded Polypropylene (EPP):

By far the choice for most helmets needing multiple impacts.

Must be molded in densities for meeting bike, snow standards.

Lightweight.

Hard to find.

Some really cool new EPPs coming out; SR is using it in the Phly and Lektor Protektor.

- Zorbium Foam: A breakthrough in foam.

Soft at low impacts where EPS would hurt in low impact velocities, but hardens up in higher velocity impacts.

It is a special variation of PU foam so it soaks up water. A coating is required to stop the water from being soaked up.

Heavy when initially put it out on the market, but weight reduced considerably since.

Not used in many sports helmets currently.

Used primarily in helicopter pilot helmets.

- Polyethene, cross linked. This is mini-cell.

Not as stiff as VN and rebounds more quickly than VN.

Many custom helmet manufacturers like MadHat, Grateful Heads, etc. use this as their liner.



An example of multiple foam layers from ProTec helmets

- Retention System

A well-engineered retention system is critical to prevent the helmet riding up on the forehead. This can also be accomplished via proper shimming the helmet for a custom fit.

- Chin Strap

A helmet doesn't work very well if it comes off. A solid chin strap design needs to withstand the strong forces of water currents when you are upside down in your kayak.

For a much more in-depth explanation of helmet design strategies, I highly recommend this article from Sweet Protection: https://sweetprotection.com/sp_no/technology.

The International Standard CE EN 1385

The EN 1385 standard consists of six requirements:

- **Field of vision.** Making sure the helmet design does not interfere with the user's field of vision.
- **Extent of coverage.** Making sure the helmet covers all necessary parts of the head.
- **Shock absorbing capacity.** The most important is the shock absorbing capacity of the helmet. This is tested in a specialized instrument where the helmet is dropped with the speed of 2.5m/s onto a solid metal anvil with a 4 kg metal head inside. Inside the metal head there's an accelerometer that measures the forces within the impact. The helmets are tested in four conditions: high temperatures (+35°C), low temperature (0°C), after artificial aging, and after the helmet has been submerged for four hours. Each helmet is tested on several areas (crown, front, rear and side). The peak acceleration must not exceed 250 G for any of the impacts.
- **Retention system performance.** This test covers the strength of the retention system (webbing), as well as its effectiveness, i.e., the webbings ability to keep the helmet securely positioned on the head.
- **Buoyancy.** After being submerged for at least four hours, the helmet must float to the surface.
- **Durability.** After all these tests the helmet should not show any damage that would cause any additional damage to the wearer.

Note: A helmet tested to the CE EN 1385 standard is not intended for use in Class 5 and 6 white-water as defined by ICF because of the nature of the test standards, i.e., such use is outside the scope of the CE EN 1385 Standard. To function under these conditions, such helmets will need to meet performance requirements in excess of this standard.

Common Problems

- **Wrong type of helmet.** Bicycle, hockey, football, and motor cycle helmets are often worn by novice paddlers. Each style poses various problems such as one-hit performance with the shell cracking open, becoming very heavy when submerged, rusting attachments, visibility constraints, etc. Take a close look at the standard above, each test has a compelling reason.
- **Poor fit.** Helmets should come with a label "Some assembly required". I strongly recommend purchasing your helmet locally where you can try the helmet on and get some professional assistance in tailoring the helmet to fit your particular noggin. Heads come in all sorts of shapes and sizes. There is no such thing as a universal fit helmet. Some helmet makers provide sticky shims to customize a snug fit; others have mechanical systems that require practice for optimal adjustment. When properly customized, your helmet should be able to withstand some moderate upward pressure with two fingers and not expose the forehead. Too tight can be an issue as well. You need to wear this helmet all day – it needs to be comfortable.
- **Full coverage.** Your forehead, temples, and neck need to be protected. Impact to any of these three areas may end your paddling career. Those cool baseball cap styles are notable for their limited coverage.



Baseball style



Full coverage

- Brim or no brim. This is really a preference. Brims may provide some limited sun protection for the eyes and generally provide a larger air pocket when submerged. On the other hand, there is the potential for a brim get caught on a protrusion such as a tree branch, something that can torque the neck area. This can be remedied with a flexible visor attachment. Testing the degree to which one's helmet forms an air pocket is a useful exercise during training sessions such as swift water rescue classes.



No brim



With brims

- Full face or not full face. Full face helmets may be beneficial in select circumstances such as steep creeking and large slide rapids. (In close to four decades of paddling, I haven't encountered a need for a full face helmet despite owning one.) The extra coverage has some downsides. It may interfere with communication because one's voice is muffled. As noted above, the face protection may also get caught on protrusions such as branches. This can be partially mitigated by using a helmet with a detachable chin bar
- Hand me downs. This is a major issue with and for children. A helmet that doesn't fit is a real hazard, and it's a real challenge finding helmets that fit smaller heads (women and children). The WRSI Trident and the Sweet Protection Wanderer helmets may be viable options. The next best alternative is a good skateboard helmet that meets most of the design criteria listed above.
- Retire that helmet. A good helmet isn't cheap, but your health is worth a whole lot more. Checking your helmet annually and after every big hit. If any cracks are evident, it's time to retire the helmet. Forget about a homemade repair.

Summary

- These days, there are many great options for reliable safe helmets from which to choose. Protec and WRSI Safety make great helmets at very affordable prices. Sweet Protection and Shred Ready cater to the higher end of the market. NRS had their own line of helmets, but recently purchased WRSI Safety. There are many other vendors as well.
- Definitely try on a wide variety of helmets before settling on a specific brand. Purchase locally and take full advantage of their service in customizing the fit.
- Get in the habit of wearing your helmet whenever you paddle – even pool sessions.

- Keep your helmet clean using white vinegar periodically to remove fungus that may grow on the foam liner.
- Inspect your helmet at least annually.

TRIP REPORTS

Cacapon Kick-off

In mid-April, there had been quite a bit of rain in the mid-Atlantic so there were hopes that the water levels would hold for the West Virginia Week of Rivers. A group of us headed to the Cacapon for the first run of the trip (Saturday, April 21). It ticked off a number of boxes: 1—It is a good warm-up run, 2—It has an easy put-in and take-out that could accommodate a paddler wearing a brace, and 3—The river and the drive to the river are scenic. The drive along Route 50 usually has abundant red bud blooms and the trees form an archway over the road. 4—The shuttle is straight forward. Well, *maybe uncheck two of those boxes* on this particular excursion!

There are two routes to get to the river from Canaan Valley; one via Corridor H and WV 55 and the other via US 50. Because of the cool spring, there was little greenery or red bud bloom on either route. Less scenic, but with more run-off into the river because of the lack of foliage to absorb the precipitation. The river level was 985 cfs (3.36 ft)—actually just 55% of these readings because the gauge is so far downstream. Great level!

One is able to park in a field along the river for a small fee (\$3/boat). This is three to four miles downstream from Capon Bridge (US 50) on CR 15. It cuts off some relatively flat water. Sounds good! The last shuttle driver to peel out, *however*, did not pay attention to the sweet flag growing in his planned exit route. Sweet flag grows in moist areas. Four-wheel drive may not mean much when you are up to your hubcaps in mud. Fortunately, West Virginia locals came to the rescue. (See Postscript.) We were on our way..... The run was a personal first descent for multiple paddlers!



Just had the vehicle detailed the day before ☹



Howard (Matt's father) in command



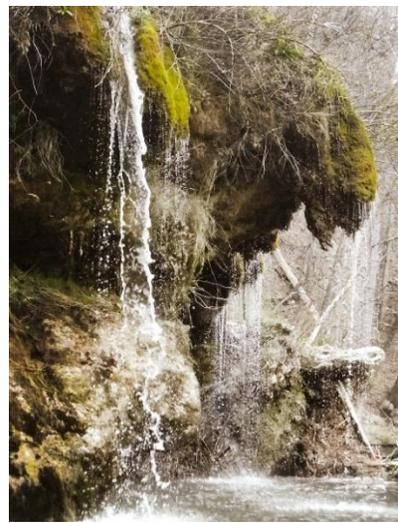
Lisa W. getting her first taste of WV WOR



Stark sycamore trees



Colorful John S.



Weeping rock



Ron F. on one of the later ledges



Nancy styling



Ken (yup, all the way from Colorado)



Ron F. making waves



Checking out the weeping rock. The dripping water was quite cold.
Note the absence of downstream understory vegetation & water cascades along the valley walls.
Very different one month later.



Photo op under the weeping rock



Barb B. on a ferry



Gaudy's Castle



Beth in waves (Barb B. photo)



Why you want to wait for this shuttle vehicle at every turn on the route



The motley crew

Postscript. We would especially like to thank Mr. Curtis Sine (3045 Cold Stream Road, Capon Bridge, WV 26711; 304-856-3286; bmorec@aol.com and Chuck Braithwaithe. Mr. Sine is the person who permits us to park at the Cacapon put-in for a small fee. He is also the kindly fellow who initially tried to get the jeep out of the field. When that was unsuccessful, he had his friend, Mr. Braithwaithe, come to the rescue.



[A Good Day on the Black Fork](#)

The Black Fork of the Cheat is formed by the intersection of the Blackwater and the Shavers Fork of the Cheat at Hendricks. This is a good run when you have cooking duties or otherwise need a short day. There are several take-outs on the river that are part of the water trail. One can take out on river left at CJ's Pizza in Parsons or several miles further on river right at Holly Meadows. There is a ramp at the latter. There is a turn-around for loading boats at the top of the ramp, and there is what appears to be a nice parking lot closer to the road. Curiously the lot is bounded by two "no parking" signs. It is unclear as to whether the signs apply to the turn-around or the lot itself.

That being said, the water levels were bountiful on Sunday, April 22 (1100 cfs at the Hendricks gauge). The 6.3 mile trip to Holly Meadows took about two hours. There was plenty of water for surfing. Indeed there was water cascading off the walls. Just a relaxing day. At the take-out, we did meet the owner of a truck with the biggest towing attachment we had ever seen. It weighed over 50 pounds. Wonder if that shackle hitch would have helped at the Cacapon???

http://www.cheat.org/wp-content/uploads/2012/12/UCRWT-Designation-Request_12.12.12_Final.pdf

<http://cheatriverwatertrail.org/plan-your-trip/river-access-points/>



Good waves, no rocks



Cascading water on river left



Always moving



Ken Kloppenborg (from Colorado) surfs



Now that's a shackle hitch!

The Tearcoat: Part 1—Barb Brown with additional input by David Cottingham and John Snitzer

The Tearcoat is a tributary of the North River, which in turn, is a tributary of the Cacapon River. Ordinarily it's a breathtaking Class 2+ and rarely with enough water to be runnable. Steve

Ettinger liked it so much the first time that he ran it that he immediately ran it a second time! So far, so good.

We were also lucky to receive some shuttle assistance from “Jimbo” (affiliated with the nearby Flying Buck Distillery). (See the Boaters’ Dining Guide.) The take-out is located on private property. Hmmmmm! Our new BFF then arranged with a homeowner friend to permit us to park in his driveway! Looking up again.

We (Gus Anderson, Mark Brenneman, Barb Brown, David Cottingham, Virginia del Rosario, Larry Lempert, Gisela Zarcufsky-Padmali, and John Snitzer) should have been more suspicious when the water was in the trees at the put-in. The high water on Thursday, May 17 created a pounding Savage-like thriller. One person decided that the run was not for them and walked out. Thereafter the “fun” accelerated. Larry Lempert, with his visibility in an OC-1, served as probe. But the paddle snake came calling at a river-wide ledge and resulted in a flip, a swim, and a separation of boat and paddler. The paddle snake continued with visitation rights. Gisela tipped over, but executed a roll. Barb did one of her three-minute braces as she bucked and typewritered. Although she managed to stay upright and pointed downstream, she noted that it still took determined stroking to keep from being sucked back into the hydraulic. Gus had a similar memorable surf.

We were very close to having three swimmers washing down into what could only be described as a gorge! As it turned out, we only had one loose, misbehaving OC-1 as Larry was soon on shore. Round two, however, was just beginning. There were no breaks. There were no eddies. The water just kept on flowing. Gisela finally corralled the OC-1 just upstream of a cliff with a pinning “cave” reminiscent of walls in Mexico. (We thank the river gods that no swimmers were headed into that “thing”.) The boat was emptied, but the stream was too wide to rope it across. We elected to set it free to dance down the rapids. It did so with more finesse than the manned boats. Its freedom came to a sudden halt when it chose a tree-guarded braid of the river. After disappearing out-of-sight under wood, the boat became pinned against a hemlock growing out from the shore horizontally. Lesson learned!!! With great effort, the boat was unpinned and tied. There it awaited recovery by its owner, who would need to find it in the wilderness.

Four miles later, after continuous pounding rapids and four carries over terminal strainers, we finally reached the mouth and the junction with the also flooded North River. Cheers of relief were in order. Vaguely we remembered seeing stunning cliffs in a wilderness setting. Only, John, with his botanical eye fully appreciated the varied and bountiful foliage: golden ragwort was in flower as were a few pinxterbloom azaleas. The number of baby hemlock and pine seedlings suggested that local deer hunting keeps the population in check. Unfortunately, the banks were thick with exotic multi-flora rose and Japanese barberry, which coordinated with indigenous greenbriar, to chew up portaging paddlers.

All agreed we wanted to comeback with at about half the flow. In the interim, we concluded our excursion by sampling the assorted moonshine brews and barbecue sauces at the well-stocked Flying Buck.



Postscript. The Ocoee canoe spent some quality, if lonely, time on the river before being

retrieved several days later. Perhaps that chapter will be recounted in the next newsletter. Then again, perhaps it will remain a state secret.



The put-in

[Tearcoat—Part 2: Operation Boat Recovery—Larry Lempert, John Snitzer, and Phil Troutman](#)

...So much for dithering in the write-up of trips and said state secrets.

On Sunday, May 20, Larry Lempert, Phil Troutman, and John Snitzer headed back to the Tearcoat in search of the aforementioned canoe.

The water levels meant that we might have a fighting chance. The Waites Run gauge was running in the 120 to 130 cfs range as compared to 500 to 600 cfs range four days prior. **The Tearflesh, oops we mean the Tearcoat**, had dropped and estimated 15 to 20 inches, so the estimated level was 300 cfs.

Then we had to resolve other logistics. The preferred takeout for the Tearcoat is via the left-sided, rough road that branches off from US 50/19 and not the US 50/19 dead end of private property. That road was not passable on the prior Thursday because of a downed tree with an eight inch diameter trunk. On our return visit, we scouted out the road and takeout on foot. The take-out itself was flat. The road was steep and, after all the recent rain, still muddy. To avoid the long uphill carry of about 1000 yards, we decided to attempt the road. That meant dealing with the downed tree.

Here is where “Boatngus” comes in. In an e-mail, he had suggested that we bring a machete to hack away the brambles on the portages around strainers. John did indeed bring a such a razor sharp machete. When challenged by Larry and Phil "You can't chop a tree trunk with a machete", John's response was "Sure you can". With expert technique, John made short work of the trunk within ten minutes. After dragging it aside, we proceeded to take three cars down the muddy incline. Larry's Subaru Forrester was turned around to head towards the put-in. Phil's minivan needed to be pushed out of the riverside mud. We left the fun part—the backing up of the two

remaining cars (John's Honda Element and Phil's minivan) halfway up the hill where there was enough room to turn around until the end of the trip.

So we managed to put on the river at 11:30 AM. Phil and Larry paddled tandem. John was the kayak side-kick. There was more of a chance to see the river and its surroundings. Compared to the maelstrom of Thursday, the stream had more going on with a greater number of ledges and eddies. These features required maneuvering. There was less power to the water, fewer boils, and no suspense about strainers around the next corner.

We were able to dissect the geometry of the problematic ledge. A typical ledge crosses flow at 90 degrees to the direction of travel. Backwash comes directly upstream. There is no side-to-side component. Stated more graphically, if you're using the clock face as a reference and paddling to 12:00, ledges run 3 to 9 and the backwash is at 6. By contrast, the ledge at which we had problems ran from 2 to 8. The backwash coming back upstream was funneled along the face of the drop. This resulted in a powerful push towards 8, an acute angle left turn. Hence the greater flipping potential.

Ironically, the machete was not needed on the river. The portages that had been so grueling on Thursday were dealt with easily and without bushwhacking. We were able to quickly line the boats under the three obstacles we encountered. John did do a brief carry around the first strainer because of the debris that had accumulated.

We also saw wild geranium in flower and a nice variety of ferns including a patch of Maidenhair fern, which is rare.

When the lost boat was reached, the newly minted tandem team broke up. The rest of the voyage was uneventful. Larry and Phil proceeded to run Passage Creek (approximately 650 cfs) on the way home. More fun!

Larry is very grateful for all the help he received recovering his only boat.

Sideling Hill Creek: The Upper Reaches—Barb Brown, Beth Koller, and Craig Wolfe



The original intent of the trip was to be for skills development in a place with lots of eddies. Bloomington was the intended location. The persistent rain changed that. The estimates for the Bloomington flow were only that, crude estimates, and ones that were ever increasing. Indeed the final release on Sunday, May 20 was 3000 cfs.

The search for alternatives started on Thursday. A potential run was Sideling Hill Creek. Ron Knipling was an amazing source of information!!! It looked doable on Friday, but river levels continued to rise. Catoctin Creek came under consideration. Another round of phone calls. The meeting place was Meyersville, which permitted a view of the Catoctin from I-70: narrow, brown, and rimmed by trees. As we learned later, there were reports of multiple, new downed trees (strainer city), road closures near Catoctin Creek Park, and closure of the C & O Canal near the Lander Boat Ramp along with the loss of a landscaper's truck at the U.S. 340 bridge.

Sideling Hill Creek again came into play, but instead of running the Maryland section below I-68, we would run the Pennsylvania section which would have less water (approximately 800-850 cfs). Craig Wolfe had run both sections of Sideling Hill many times, but repeatedly commented on the river that the river looked so different that at this particular water level that it was unrecognizable. It was a personal first descent for Barb Brown, Virginia del Rosario, Beth Koller, Carrie Singer, and, in some ways, for Craig as well.

The Gertler Guidebook has a put-in on the west fork, but we found the water volume to be substantially higher on the east fork of Sideling Hill Creek. The intended put-in was on a tributary to the east fork, but there is a new landowner, and no parking is permitted. We ended up putting in on the east fork proper. We were able to find adequate parking for multiple vehicles at the bridge at the intersection of Purcell Road and Robinsonville Road.

We scouted out a bridge approximately 10 miles downstream, but the banks were relatively steep with the high water so we traveled an additional two miles downstream to a low water ford crossing, which is remote (something to consider if there are multiple shuttle cars or anything of value in them). We did look at a mid-point take-out, but knew that the run could be completed in two hours with minimal playing and only the expected deadfall. (Of course, the four kayakers played and doubled the time.)

Here is the shuttle nitty-gritty: To get there, one needs to pass the anticline on I-68 and then start looking for PA 26-Orleans Road going north. Then one will take a short jog. After a quarter mile, turn right onto US 40, and then after about 200 feet turn left back onto Orleans Road. After approximately four miles, there will be a fork in the road. The right fork will turn into Buck Valley Road (PA 484). After a half mile or less, there will be a new bridge over Sideling Hill Creek. This is a "key" intersection. The bridge here is a standard take-out (which we did not use because of the high flow). If one crosses the bridge and travels three quarter's of a mile, one will cross a small stream labeled "The Trough". Soon thereafter there will be a dirt road (Wolf's Den) on the right. The road will go up until it drops down to the ford crossing at river level. This was the take-out we used. After dropping a vehicle, return to the "key" intersection. Turn right on Silver Mills Road. After about one mile, the road will again cross Sideling Hill Creek. This bridge marks the mid-point of the run. In approximately one-half mile, take a right turn onto

Purcell Road. Travel one to two miles and make another right turn onto Robinsonville Road (SR 2011), where there will be another bridge over the river. This is the put-in. There is a small power station upstream and on the river left side.

The Class 2/Class 2+ river picked up volume and steam as we paddled. (Not a place for novices or those without boat control.) The first tributary was the west fork; others followed. Initially there was just steady gradient. Two thirds of the way into the run, there were some ledges that were somewhat blind as they were after river bends. There were multiple spots for ferries-- although eddies, where present, were small. There was deadfall. Most of the deadfall was passable. Craig had quite good recall for the potential hazards because they tended to recur in the same location. Craig did cut a passage way for the harem (ah, group) early in the trip. Later in the trip, what looked to be potentially passable on the left required upstream attainment to the river right side by one paddler and chainsaw work by Craig. The river right route was very open, but this was not immediately apparent. The high water created several islands with open passages that might not be passable or might require boat dragging at lower levels.

Lower Sideling Hill Creek, which travels along a nature conservancy has a reputation of being very scenic and more scenic than the upper stretches. We found the upper river valley to be a hidden gem. There were cliffs and the depth of the valley made it very private. There were beautiful hemlocks everywhere. We saw wild azaleas (pinxterbloom azaleas) and clusters of yellow and black butterflies.

This trip ended up being a complete switch of plans, but opened up the chance to paddle with different people and to explore something new. Put this on your to-do list!



Chainsaw Craig at work



Barb inspecting the work



Barb surfing below one of the ledges



Tight and blind



Butterflies



Wild azaleas



Virginia working on ferries



Barb hamming it up



Carrie and Virginia



Carrie surfs



Craig in his element



Craig checks out the geology



Note the continuous (albeit not steep) gradient



Sunshine & clouds alternated in the canyon



Beautiful light as we approached the take-out

[PARTING SHOTS AT THE TAKE-OUT](#)

[New Logo](#)

Mike Martin (webmaster) arranged for a **new club logo** and had some stickers for boats and cars printed up. There are still a few free giveaway stickers. The next batch will be available at a nominal cost. Be sure to thank Mike for his efforts.



[Dues](#)

Dues for 2018 are a mere \$10 and should be sent to Ginny DeSeau (1105 Highwood Road, Rockville, MD 20851) unless you pay directly at the meeting. We are working on the website installation of PayPal. The first set of beta testing has been done. Please complete your member roster information regardless of the payment route used. **We would like to have a more complete set of renewal memberships before we finish and distribute the roster.**

[Trivia Assist](#)

Ken Dubel took parts of the Gazetteer and had them combined into a very large map. This map was very helpful in understanding the geography and geology of the areas we most commonly paddle in West Virginia. Kudos to Ken!!!!!!!!!!!!!!



[Webpage](#)

Mike Martin is looking for photos for the webpage.

[Facebook](#)

Frank Fico is looking for participation on the Facebook page.

Trips

Consider what kind of trip/event you might be able co-ordinate. There are some great upcoming family trips that combine several activities and trips that involve paddling in swamps/marshes. There have been requests for easy cold weather trips, warm-up early season events, relaxed scenery trips, and trips for families (which may involve water soakers). Check out the dates of the festivals and releases. Consider putting together a meeting program or organizing a mini-film festival.

The club is about fun and camaraderie.

It can't happen without YOU!!!

BRV MEMBERSHIP/ROSTER INFORMATION

Name/Spouse Name:

Address:

Phone: home: work: cell:

E-mail address(es) (in order of preference or marked by location work vs personal):

Preferred Boat: K-1 C-1 OC-1 K-2 C-2 OC-2 Inflatable kayak Shredder Raft
Other(s):

Other boat types used: K-1 C-1 OC-1 K-2 C-2 OC-2 Inflatable kayak Shredder Raft
Sea kayak Stand-up paddleboard Sit-atop kayak Other(s):

Preferred boating difficulty level(s) WW grade range: (perhaps by boat type): Flatwater (under what circumstances):

Other types of boating aspects: Cold weather paddling Canoe camping trips Extended trips
Family boating Play boating Racing Removal of safety hazards-gauge painting River
conservation activities Safety clinics Boating for service activities (e.g., safety support for
races/ triathlons, teaching) Other(s):

Availability for weekday paddling: Yes No If yes, times/days:

Other activities that you might participate in during longer trips or with low water or cold
conditions: Biking Hiking Skiing (DH) Skiing (XC) Other(s):

Willingness to lead a trip or clinic (can include limits as to type or location of trip): Other ways
in which you are helping BRV (or another club): Officer/Board member Newsletter
contributor Photos for web Program presentation Social activities Trip solicitation
Other(s):

Ways in which you could help BRV: Officer/Board member Newsletter contributor Photos
for web Program presentation Social activities Trip solicitation Other(s):

Membership in other clubs Benscreek CCA Conowingo Carolina Coastals Greater
Baltimore Mason-Dixon Keelhaulers Monocacy TSRA 3-Rivers Other(s):

QUICK TRIP REPORT

Trip date(s): _____

Trip destination(s): _____

Trip participants: _____

_____ Water
levels/gauge readings: _____

Any access or safety issues: _____ Notable

aspects on or off the river: _____

_____ Photos available: _____

Can be submitted to newsletter editor electronically (brvnewsletter [at] earthlink.net) or via mail PO Box 9513 Silver Spring, MD 20916

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