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### **CLUB BUSINESS AT THE PUT-IN: PRESIDENT'S REPORT**

We have had an erratic winter, warm, then cold again, intermittent periods of heavy rain, but no snow. People were anxious to start paddling again, and BRV wanted to offer a variety of trips for long-time members and the 20-plus new members.

We had quite a few trips on the trip roster thanks to the contributions of several club members, but now we have a pandemic keeping folks indoors and/or concerned about close contact during shuttling. This issue includes information on trips such as Mallovs Bay that do not require shuttles and, thanks to Mike Aronoff, we have information on trips that can be completed via attainmen--although some of these may not be appropriate under certain levels of quarantine. We will try to keep you updated on trips via the BRV website calendar and the Blasts. (Thank you, Mike Martin [webmaster].)

We have had to reschedule programs, but to prepare you for the next program and keep you entertained, we have included related trivia questions and links for Glen Canyon videos.

In this issue, Ed Evangelidi has a numismatic challenge that can be done indoors as you sort your change.

Immersion Research has provided step-by step instructions (complete with photos) for repairing your spray skirt.

RackAttack has a 10 day sale on rack-related gear for us.

Even yours truly has some book recommendations to make the lockdown more tolerable

Since we may be in a virtual world for a while, please make sure that you have renewed your membership (\$10 per calendar year, 1/1/2020-12/31/2020) and make sure that we have correct contact information. Dues may be sent to Ginny DeSeau (1105 Highwood Road, Rockville, MD 20851).

To spread out the activities provided by the newsletter and to keep it current in these changing circumstances, the March issue will be split into two. Please consider sending articles now for the next newsletter.

Again, because the Mayor of the District of Columbia and Governors of Maryland and Virginia just issued more stringent stay-at home orders because of the changing landscape of the deadly coronavirus COVID-19, BRV will not have club paddling trips or other gatherings until the danger has passed. If there is a change in or different interpretation of the orders, we will alert you.

SYOTR....sometime *Rick Koller*

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## MEETINGS

### March

The meeting that had been scheduled for Monday, March 16 was cancelled because the Clara Barton Recreation Center was being closed temporarily.

- Charlie Duffy had planned to review the safety statistics compiled by American Whitewater. To facilitate discussion, he prepared helpful graphics and a hand-out. This will be rescheduled—hopefully for May.
- We also planned to show a video from the National Paddling Film Fest that talks about Glen Canyon, its geologic features, its rapids, and its inhabitants, before it was flooded by the downstream dam near Page. Drought had lowered the reservoir levels and unmasked many side canyons. A group took the opportunity to explore the area and to record their expedition. This will be rescheduled as well.
- **But in the interim, since we may not be paddling as planned, this issue contains Glen Canyon-related Trivia Questions and links to various Glen Canyon related history, e.g., pre-dam hiking and rafting by Ken Sleight and archival government footage on the dam's construction. Happy Viewing!**

### May (and Beyond)

- We will tentatively reschedule the planned March programs listed above for May.
- We have some other programs on the docket:
  - “*The Birth of the Free Style Kayaking*” starts with how tandem open-canoeists upgraded their gear and skills to increase performance and permit paddling on more difficult rapids. It then travels through time and changes in boat design, but it focuses on the skills that contribute to fun play boating. But it does not focus only on rodeo boating for the elite. It specifically addresses paddling skills that make one become more efficient and directive in his/her strokes and moves. It shows how many rodeo moves were developed in response to unplanned circumstances on waves and in hydraulics and how these skills contribute to both safety and fun while cruising.
  - “*Dark Waters*” presents the true story of water contamination in West Virginia. The same type of contaminant has been found in well water in Michigan. This type of product has been used in outdoor gear.
  - Lisa Fallon has pictures that she has taken on several trips, and a slide show is being developed.
  - Beth Koller has Valley Falls pictures that are being put into a slide show.
  - The Glen Canyon Institute has expressed interest in giving us a roadshow presentation.

## **TRIP ANNOUNCEMENTS**

### **General**

Please check the club website calendar for the most current information.

We have received information from the Keelhaulers paddling club that the Grand River Race, the Cuyahoga Race, the Cheat Mass Race, and Cheat Fest have been cancelled.

The Potomac watershed clean-up has been postponed until the fall. A date will be announced shortly.

We do have a tentative date for the summer picnic: Saturday, August 1.

### **Paddling Possibilities**

The following are links to paddling trips that might be appropriate to the time in the boating season and when there are less rigorous quarantine circumstances.

- Water trails in the Chesapeake Bay area: <https://www.findyourchesapeake.com/places/trails>
- Water trails and other related activities along the Potomac River and its tributaries: <http://www.riverexplorer.com/details.php?id=235>
- Water trails in Charles County, MD: <https://www.charlescountyparks.com/home/showdocument?id=22>

### **Paddling Opportunities/Access Updates--Mike Aronoff**

*(Editor's Note: This was written prior to the more stringent directives issued by the District of Columbia and the States of Maryland and Virginia.)*

Social distancing has its impact on shuttle practices. Because people are avoiding group shuttling, paddling on moving water, now requires attaining in the river, or using the canal.

I have been out three times in the last six days and attained from the bottom of the George Washington Bypass back up the river in the company of Mark Brenneman and others. This is a lot of work! We started up the river right side until the mid-river islands, then ferried over toward the canal side. There is no best route. You need to read the water, use the eddies you like, and paddle hard! Going over to the canal side as soon as possible only works for a short distance. Then you need to get back into the flow.

Paddling all the way up to the Breaks on river right is possible, but I haven't done that yet. Paddling up the old Canal channel by Calleva Island is tough, but it is not awful and is short. You could then either attain or carry back to the main river and ferry below the Breaks, back to Violette's Lock. I have done it. Because the Park itself is closed, there are no port-a-potties available.

During the other two trips, we came back via the canal, which due to the intake lock being shut tight, is very, very low. We didn't get out of the kayaks, but were paddling in mud, in very shallow water. It wouldn't work in a canoe because vertical strokes are impossible. A bike shuttle from Pennyfield Lock back to Violette's would still work. I have done that.

Riley's is still accessible, but the Park is closed and there are no port-a-potties,

The Park Service has closed the upper and lower parking lots at Angler's. The rest rooms there are also closed off. People, however, are still mobbing the Angler's as well as Great Falls Park. Along the tow path, most, but not all, people seem to be aware of proper social distancing.

Parking at Carderock may be available, but I have not confirmed that.

So if attaining is your thing, there are opportunities! Flatwater trips and practice are still available wherever you can access and egress the water. I will try to paddle from Columbia Island soon. I am not sure the ramp is open, but if I can park, there are banks to slide down. I'm following the distancing guidelines; those that aren't, put everyone in jeopardy. Wish this could be cheerier, but hey I got a new boat (:



Mike (: (: (: and social distancing on the river

**[News from Canoe Kayak and Paddle Company—Mike Aronoff https://www.ckapco.com/](https://www.ckapco.com/)**

I have been paddling without shuttles, doing some hard attaining, and doing some extremely low flow (ELF) canal paddles. It is still cold out there so I have included a chart from useakayk.org and Shawn Baker:

Water Temperature in Degrees F (Degrees C)	Loss of Dexterity (with no protective clothing)	Exhaustion or Unconsciousness	Expected Time of Survival	Recommended Paddling Clothing*
32.5 (0.3)	Under 2 min.	Under 15 min.	Under 15 to 45 min.	Drysuit with fleece layers, neoprene booties, beanie, gloves
32.5 to 40 (0.3 to 4.5)	Under 3 min.	15 to 30 min.	30 to 90 min.	Drysuit with fleece layers, neoprene booties, beanie, gloves
40 to 50 (4.5 to 10)	Under 5 min.	30 to 60 min.	1 to 3 hrs.	Drysuit with fleece or polypro layers, neoprene booties, beanie, gloves
50 to 60 (10 to 15.5)	10 to 15 min.	1 to 2 hrs.	1 to 6 hrs.	Drysuit with polypro layers or wetsuit plus drytop, neoprene booties, hat
60 to 70 (15.5 to 21)	30 to 40 min.	2 to 7 hrs.	2 to 40 hrs.	Wetsuit with light paddling jacket, paddling shoes, hat
70 to 80 (21 to 26.5)	1 to 2 hrs.	2 to 12 hrs.	3 hrs. to indefinite	Thin or shorty wetsuit
Over 80 (Over 26.5)	2 to 12 hrs.	Indefinite	Indefinite	Swimsuit

If paddlers are less experienced or weather or water conditions are more challenging, paddling clothing should be increased.

Schedules for CKAPCO are out the window, but we did get some new boats including kayaks and a canoe.

We have upcoming instructor classes:

**Level 1-up to 4 Kayak Instructor Certification** (The first two days are for Level 1, the third day is for level 2, the fourth day is for level 3 (Class 1-2 rapids), and the fifth is for level 4 (Class 2-3 rapids).

**Level 1-up to 4 Canoe Instructor Certification** (See above.)

**Level 1 Stand-up Paddling (SUP) Instructor Certification**

**Level 3 Intermediate Coastal Kayak Instructor Workshops**

These will be coming when we can start them. Most are for May now.

We would also like to offer a **River Safety and Rescue** course for certification or just skills this season.

And our wonderful **Main Salmon** trip is still on for August 12-18 as of now.

## **HISTORIC/FOLKLORIC**

### **U.S. Quarters with a Boating Connection—Ed Evangelidi**

Apostle Islands (in Wisconsin): This area in Lake Superior includes some of the most popular shoreline paddling. The gale force winds are extra.

Cumberland Island National Seashore (in Georgia): This area in the southeast part of the state features sea camping at its best. Bring your sunscreen.

Everglades (in Florida): This quarter features the glades and two birds, an anhinga and a roseate spoonbill. There are lots of paddling adventures here. And you get to share them with gators ...



and panthers... and pythons... and crocs.

Harpers Ferry (in West Virginia): This 2016 quarter features John Brown's Fort. John Brown would have lived longer if he stuck to the two rivers here. Needle him to take the Staircase next time.



New River Gorge (in West Virginia): The quarter show the approach to the Fayette Station Rapid. The quarter does not show the full parking lots on weekends.

Ozark Waterways (in Missouri): There are some superlative gin-clear flowing streams. It takes two states (Arkansas as well) to show off all the waterways in the Ozarks.

The River of No Return (in Idaho): The Salmon River has a storied history. Many whitewater boaters do return here often.

Voyageurs National Park (in Minnesota): This area, which is part of the Boundary Waters, provides expedition traveling at its best. It might not be the whitewater that some Blue Ridge Voyageurs seek, but it is fine paddling nevertheless.



Check your quarters and find some of the other quarters with a boater connection.

Maybe someday we will have something like the tandem voyageur canoe Canada had on their silver dollars for almost 50 years.

**Editor's note:** There will be a prize for the first person to provide photographic proof that they have acquired all eight of the above quarters. There will be a bonus if that person also can say why the Salmon River was called the "River of No Return" and what quarter appears to have had some errors.

## **BOATING TRIVIA**



The questions for this issue focus on the Glen Canyon section of the Colorado River and the program for the intended March meeting. The answers to these questions may enhance your enjoyment of the video that is to be rescheduled.

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! We had two winners for the last issue: Lisa Fallon and Daniel Mullins!

Feel free to ask your fellow paddlers or Doctor Google .

**1--How long is Glen Canyon? 10 POINTS**

**2--What natural sandstone “bridge” (not arch) carved out by a creek and preserved as a national monument, is accessible from Glen Canyon? 10 POINTS**

**3--What is Fort Defiance in the Glen Canyon watershed? 10 POINTS**

**4--Which Spanish expedition documented the existence of the Glen Canyon? 10 POINTS**

**5--What natural pathway was expanded by the Mormons who crossed the river in 1879 in order to found the town of Bluff? 10 POINTS**

**6-8--Which author documented his pre-dam exploration of Glen Canyon in a 1968 book, and what was the name of his book? What BRV board member met this author? 30 POINTS**

**9--When was the Glen Canyon Dam built? 10 POINTS**

**10--What is the name of the reservoir behind the Glen Canyon Dam? 10 POINTS**

**11--Is Horseshoe Bend in Glen Canyon upstream or downstream of the dam? 10 POINTS**

**12-13--How is Navajo bridge related to Lee’s Ferry? How many land crossings of the Colorado River are there? 20 POINTS**

**14--What is the name of the put-in for the Grand Canyon downstream of the Glen Canyon Dam? 10 POINTS**

**15--How much water evaporates from Lake Powell daily? 10 POINTS**

**16-17--Bonus Questions: When and why did the Glen Canyon Dam almost fail? 20 POINTS**

## **AND THERE’S MORE**

### **On-line Videos about Glen Canyon**

For more on how Glen Canyon looked before the dam, view the documentary “*Seldom Seen Sleigh*”: <https://e360.yale.edu/features/seldom-seen-a-poignant-look-back-at-glen-canyon-before-the-dam>.

For more on the construction of the Glen Canyon Dam, view “*Operation Glen Canyon*” via government archival footage, see <https://archive.org/details/gov.archives.arc.53945>.

## **CONSERVATION**

### **General Updates**

- The Central Appalachian Spruce Restoration Initiative (CASRI) has several upcoming plantings:
  - **On April 17 and 18, there will be planting sessions at the Cranesville Swamp Preserve. This area, near the border between Maryland and West Virginia, was the subject of a recent BRV program given by Deborah Landau of the Nature Conservancy (and who also came on a BRV Malloes Bay trip). The date may be changed. The contact person is Deborah Landau ([dlandau@tnc.org](mailto:dlandau@tnc.org)).**
  - **On May 16, there will be a planting that requires access via the Blackwater River. It requires paddlers with canoe or kayak experience. The meeting place will be at the Canaan Valley National Wildlife Refuge Center. The contact person is Dawn Washington (304-866-3858 x3013, [dawn\\_washington@fws.gov](mailto:dawn_washington@fws.gov)).**
- The U.S. Supreme Court heard oral arguments about the Atlantic Coast Pipeline which traverses West Virginia. At issue is the permitting process for the route of the pipeline under the Appalachian Trail.
- The West Virginia legislature did not pass a bill to limit polyfluoroalkyl substances (PFAS) exposure through drinking water. A resolution to have the State sample water supplies might procure data for subsequent action.
- U.S. Senators from West Virginia (Shelley Capito and Joe Manchin) are working to change the status of the New River from the “*New River Gorge National River*” to the “*New River Gorge National River National Park and Preserve*”. The Sandstone Falls section and the town of Thurmond (put-in for the section just upstream of the main gorge section) would designated as national park land.



### **American Whitewater Association Update**

The AWA has supported Senator Joe Manchin’s (West Virginia) bill “*Land and Water Conservation Fund Permanent Funding Act*” (S.1081) and its companion bill in the House (H.R. 3195). This bill has been joined with the “*Restore Our Parks Act*” (S. 500) and its companion bill in the House (H.R 1225) to create the “*Great American Outdoors Act*” (S.3422). This bill addresses outdoor recreation and access to rivers. Go to the AWA website and use its “*easy action form*” to contact your representatives.



## TRIP REPORTS

### North Carolina's Green River in Early July

There are three sections on the Green River in North Carolina. Most people have heard of the Narrows of the Green (Class 4-5), a three mile section, which is the middle section. The upper section is Class 2-3 (two are 3+), but a key is required for access. We (Jean Hagan, Richard Hopley, Beth Koller, Carrie Singer, and David and Toria Elliott) opted for the Lower Green, which would put Richard well positioned for his drive home to Winston-Salem. This section is a relaxing Class 1-2. The number of hairpin turns on the shuttle (over 19) was hairier. We had plenty of time for conversation—which had some interesting turns. Toria noted that she had worked with the Green River Serial Killer (Washington State). “He seemed like a nice man.” In one rapids, we came across, young boys, likely from the legendary Camp Mondamin, handily paddling tandem canoes. We checked out river-side seating in an eddy. We encountered tubers who were substantially under-dressed compared to us. And we surfed and eddied and generally had fun.



Gotta get that shot!



Jean is ready to go!



David & Toria stroke in tandem



Jean makes a splash





Riverside seating



David over-dressed in comparison



Rope swing action



Happy Richard



Smiling David



Toria takes a big stroke with her paddle



Is that really a paddle?





Richard on a glassy wave



David floating through the waves



Carrie enters the wave for a surf



Carrie spins on the wave



A tuber & Richard—each in his own zone



How about us?

**If you would like to see some terrific action on the Narrows of the Green, including in OC-1s, check out the following videos:**

<https://vimeo.com/70283942>



[https://www.youtube.com/watch?v=\\_cwSrKgSU3A](https://www.youtube.com/watch?v=_cwSrKgSU3A)  
<https://www.youtube.com/watch?v=3V7ZBjseBdo>

### **A Classic Run on the Catawba**

This July 6<sup>th</sup> trip was an Edventure in North Carolina. Six of us (Beth, Cathy, Ed, John, and two Rogers) were game. The Catawba is a 220 mile long river. The Catawba along with the Paddy and the Linville (of Linville Gorge fame) form Lake James. The Bridgewater section is the outflow of the impoundment. <https://www.americanwhitewater.org/content/River/detail/id/1046/>

The put-in is fairly easy to find or should be fairly easy to find as it is just off of I-40. There was, however, contruction with detours near the dam. Eventually we were able to assemble. The river right concrete launch ramp is a bit steep and, and the eddy below is small. This is germane because immediately below are branches overhanging swift current on river right. So right out of the eddy one must make a near river-wide ferry. There is another canoe launch downstream, but with the water level, getting into a kayak would not have been feasible.

The run was not difficult; Class 1-2, but there was enough to keep busy. There was little other river traffic, and the area was very scenic. The water is clear and cold. Great on a summer day! Midway through the trip, a dense fog rolled in. The overcast skies made the colors of everything pop! There were no incidents—just a relaxing day.



Steep, irregular put-in; small eddy



Small eddy near fishing pier



Ed & John take in the view



John (of Texas) paddles of one of many ledges



The fog rolled in—limiting visibility



Fog band well defined under the bridge



The river remained narrow like Antietam Creek



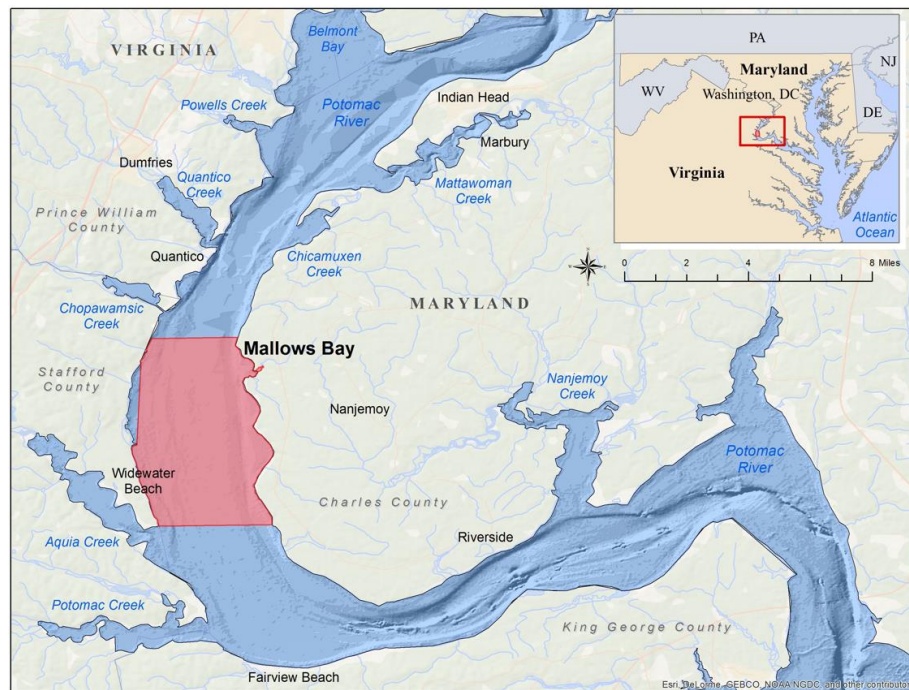
Roger, Ed, John, Cathy, & Roger at take-out

### [Mallows Bay and the Ship Graveyard](#)

In late October, Beth Koller organized the first BRV Mallows Bay trip to see the ghost ships. The bay area is south of Accocek, MD and is an inlet off of the Potomac River on 1440 Wilson Landing Road, Nanjemoy, MD. The drive itself, which will take most people between and hour



and ninety minutes, is pleasant because Charles County is rural and has wetlands full of waterfowl. Our group (Mike Arnoff, Marilyn Jones, Temmy Kimes, Beth Koller, David Newson, and Deborah Nolan) elected to meet at the Marine Sanctuary, but it would be possible to make a longer trip by putting in at Fort Washington and checking out the light house, heading south to check out the raptors on the northern part of the National Colonial Farm, disembarking at the boat ramp at the National Colonial Farm proper to check out the historic buildings, the heritage livestock, and any field demonstrations, and then paddling to Mallows Bay. The area is tidal so a round trip would be possible.



From the Sanctuaries-NOAA website

The site has extensive parking on the upper level. There is only limited parking at the lower level launch site so be dressed and ready to go when you drive down. The county staff control the traffic flow there and will ask someone from your party to call the county parks department with a report on the trip so that they can secure more funding. They also hand out paper maps of the bay. We had come prepared with waterproof maps that could be taped to boat decks.

Paddlers can launch from the stone beach, from the concrete ramp next to a pier, or via a kayak dock. We had timed the trip to coincide with low tide so that we would be able to see more of the boats. The front bay boundary is marked with orange buoys. The various ships and other features are marked with blue buoys. Many of the boats are wooden ships built for World War I. The wood that is above the water surface is generally gone, but the shape of the hull remains because of the vegetation that has filled in the area and the metal elements of the hull. If the sky is overcast, however, these nails and ribs are not easily seen if they are only a few inches below the surface. They could damage a boat--so proceed with care.

Three of us had sea kayaks; three of us used our whitewater boats. As we left the beach, we passed a line of posts occupied by comorants sunning themselves and paddled west towards one

of the metal ships. The *Accomac* is a ferry that showed up overnight in this ship graveyard. Raptors have created nests on the deck. We passed the *Benzonia*, a ship that saw action in the War and an area with many gulls. With river left cliffs in the distance, we paddled by the *Mono*, which did post-war Pineapple-runs between San Francisco and the Hawaiian Islands, the *Yawah*, which made at least one trip to Italy, and the *Casmalia*. We took some time out to view the fall foliage on the cliffs and to look at the bald eagle that was perched on one of the cliff's trees. Marilyn was prepared with binoculars.

We turned east and passed by *Grady's Spit*, which has been formed by a mass of submerged ships and driftwood. The area can serve as a nice lunch stop. We were able to paddle close to and through the *Bayou Teche*, which was sailed in the Gulf and to France, and the *Three Sisters*. Along the shore nearby there were some interesting coves to explore.

As we continued to paddle south, we passed the submerged *North Bend*, which also sailed between the Pacific Coast and the Hawaiian Islands, and two vessels, the *Flower Pot Wrecks*, aptly named because of the vegetation that has overgrown their hulls. The *SS Afrania* is so close to shore that its remains appear to be part of the shore. The *SS Boone*, which is the last ship left on the circuit in the outer bay, was actually named by President Woodrow Wilson's wife.

The back bay is called the burning basin. Bethlehem Steel had built a salvage basin during World War II to burn the out-dated ships and recover metal for the war effort. Just inside the *Gateway to Bethlehem* are pieces of a barge that may have been used as a work platform. The final boat on the tour is *Sea Scout Wreck*, which may have been a Coast Guard patrol boat or a Navy patrol torpedo boat. The colors of the rust, peeling paint, and algae rivaled the fall colors. The far side of the bay was wetland and had an old pier. We were unable to determine as to whether the pier was connected to Riverside Road via a road.

The entire water circuit can be completed in less than an hour, but folks can find plenty to explore, have a long lunch, and easily fill up another hour or two.



Mike checking out the comorants



The ferry with a raptor nest on the deck





Temmy, Mike, & Deborah in the boat skeletons



The remains of a hull at low tide



Iron pins held the hull together



Marilyn & Deborah



Marilyn prepared for bird watching



Fall making an appearance on the cliffs

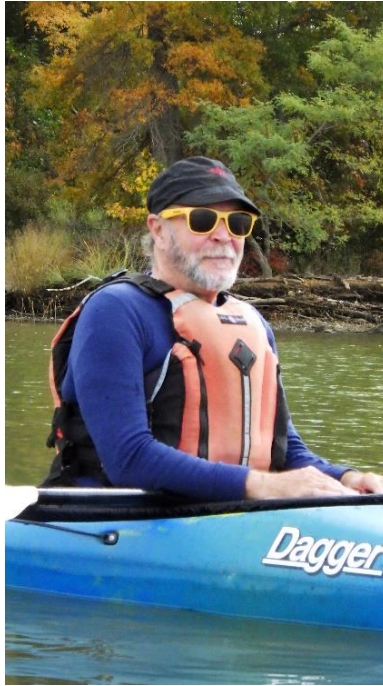


Mike paddling around the hulls with the *Accomac* in the distance

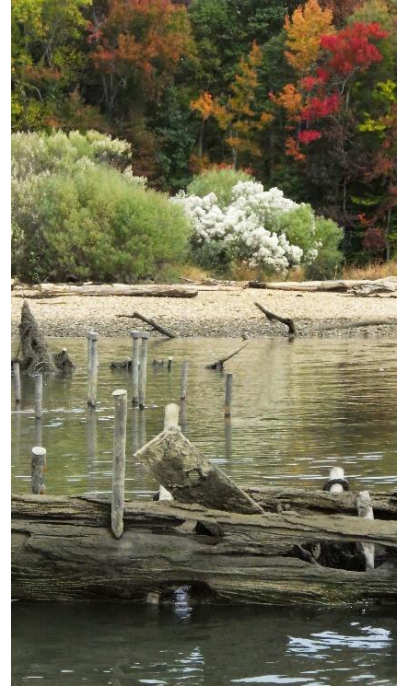




Trees growing in a hull



David in his sea kayak



Shore near the 3 Sisters



Barge remnants in the *Burning Basin*



More barge remnants in the *Burning Basin*



Deborah & David view the fall colors



Marilyn & Mike at the pier in the *Burn Basin*





*Sea Scout Wreck bolts*



*Sea Scout Wreck rust and peeling paint*

Marilyn Jones led the terrestrial leg of the trip. Prior to the trip, she identified a short hike. On-site, we found free trail maps with a series of hikes. After looking through the park's observation scope, we started out on our hike. Marilyn did not think that she had time to change into her shoes, so she hiked in her Tevas.

The hike led us through a series of micro-environments. The bay is rimmed with short cliffs, but the land inside the cliffs is much lower and filled with dense vegetation that keeps changing in character. We completed the hike in short order--so we kept going. The subsequent loops were longer and more challenging. Turns out that Marilyn is quite knowledgeable about plants and David is quite knowledgeable about amphibians and reptiles and the habitats that they like. When we came across a dried wetland area, David told us to look for the beaver dam. And so it was. The final loop took us north the entry road and along runs with ephemeral water flow. There was an abandoned farm building and an awesome rusted vehicle. Near the end, Marilyn spotted an interesting green and purple rock. She knew that Beth would want a picture. We cleared out the dried brown leaves and dropped in a complementary sweet gum leaf, and the rock was ready for its portrait!



The latest in footwear for hiking



Yes, it was a big drop-off into the bay





Effective beaver dam—No downstream water



Persimmon—from the nightshade family



Colorful shelf fungus



Trees above the beaver dams



Seldom used trail from here



Lush moss on the trail







Self-driving car?



Purple-green rock with sweet gum leaf

We then headed to Accokeek for barbeque and ice cream at B&J's carry-out complex.

For more information on Malloes Bay including maps, how the ships came to be there, how the area came to be a national sanctuary, and the flora and fauna of the area, check the following websites:

<https://sanctuaries.noaa.gov/mallows-potomac/>

<https://dnr.maryland.gov/ccs/Pages/mallowsbay.aspx>

<https://nmssanctuaries.blob.core.windows.net/sanctuaries-prod/media/archive/mallows-bay/mallows-bay-potomac-river.pdf>

[https://savingplaces.org/places/ghost-fleet#.Xn\\_ud3dFxPY](https://savingplaces.org/places/ghost-fleet#.Xn_ud3dFxPY)

<https://www.charlescountyparks.com/Home/Components/FacilityDirectory/FacilityDirectory/41/123>

<https://www.charlescountyparks.com/home/showdocument?id=20>

<https://edition.cnn.com/2016/01/08/sport/ghost-fleet-graveyard-nature-green-environment-sanctuary/index.html>

[https://www.youtube.com/watch?time\\_continue=198&v=0Ed9zhjHslc&feature=emb\\_title](https://www.youtube.com/watch?time_continue=198&v=0Ed9zhjHslc&feature=emb_title) (MPT video)



We had lunch at B&J Carry-out: BBQ and onion rings and cole slaw. Then ice cream.

## **THE BOATER'S DINING GUIDE**

### **B&J Carry-out**

This food establishment complex came highly recommended by David Newson, and it was the perfect way to end a trip to Malloys Bay.

There are some pluses:

- ✓ It is easy to find. It is on the main road (MD 210) and is right at the well-marked turn-off to the National Colonial Farm.
- ✓ It has excellent BBQ, especially the vinegar-based pork Dixie BBQ, and the onion rings are homemade. There are other options including seafood and tomato-based beef BBQ.
- ✓ They know exactly what you mean when you ask for a “disassembled BBQ to go” so that your friends back home can enjoy the treat.
- ✓ The prices are very reasonable.
- ✓ There is an ice cream store behind the BBQ carry-out. The milk shakes are excellent.

There are some limitations:

- X Parking is limited.
- X “Dining” is outside at picnic tables.

**But the food makes one forget these limitations.**

Contact information: 301-292-5631, 15808 Livingston Road (PO Box 228) Accokeek MD 20607  
Website with menu: <https://www.bjcarryout.com/>

## **THE LITERATE PADDLER**

### **Two Book Reviews—Rick Koller**

I want to begin my reviews of the two books the club generously gave me by thanking everyone.

Both books are really well authored and I recommend them to anyone interested in the outdoors in general and particularly to those of us who have experienced the subject matter presented.

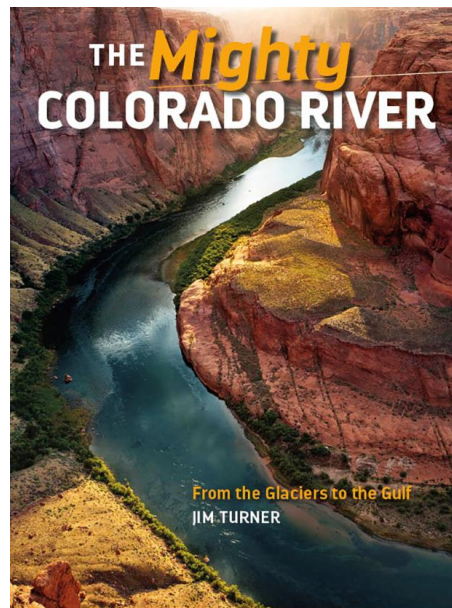


West Virginia's Allegheny Mountains: A Photographic Journey

Photography by Kent Mason • Text by Rodney Bartgis

<http://wvphotographs.com/index.html>  
<http://wvphotographs.com/KentMasonBio.htm>

The first book “*West Virginia’s Allegheny Mountains: A Photographic Journey*” is an outstanding collection of photos of the nearby West Virginia mountains that a great many of us have visited and recreated in. Many of the scenes pictured are ones I have personally seen and enjoyed--specifically, the Dolly Sods and the Potomac headwaters in the Potomac Highlands. If you have an opportunity to see or borrow the book please do it. You will not be disappointed. The photos are absolutely stunning in my opinion. The author is Kent Mason. “He teaches photography, leads photo tours, sells fine art prints in galleries, and volunteers for The Nature Conservancy, the West Virginia Land Trust and other conservation organizations”.



<https://rionuevo.com/product/mighty-colorado-river-from-the-glaciers-to-the-gulf/>

The second book “*The Mighty Colorado River*” by Jim Turner is another photographic gem, but it also provides an excellent text describing the path of the river from source to mouth. The Green River, a major tributary of the Colorado, is also described in great detail. The geologic history of both rivers is outlined which adds to the fascinating story of these two impressive river systems.

Check out both of these books for some real enjoyment.

**Editor’s Note:** Beth still has two copies of Kent Mason’s book. He donates all the profits from the book to preservation of wild lands in the Canaan Valley area.

## **CANOE HUMOR**

### **Musings from the Mind of Ed Evangelidi**

I uploaded all the very low gauge readings to the cloud, but the clouds still ignored them.

The gauges say that all the creeks are too low to paddle. I guess the only thing left is to go streaming online.



How do creek boaters like you get by during extreme drought periods? *"I make an extra contribution to my rainy day fund."*



This very experienced paddler died in a flood and was greeted by the devil down below who said: Funny how you often used the phrase *"Come hell or high water."*

I'll believe *"practice makes perfect"* when the hole that keeps flipping me over and over quits laughing at me.

I wrote a book about all my exploits driving to and from the river and driving shuttle. It was clearly an *"auto"* biography.

Someone put a sign on my tent last night after we were sitting around the campfire that said: *"Stories of river trips or Ed's canoe humor need to expire after three retellings."*

## **GEAR**

**Vehicle Racks and Related Gear--Sale for BRV—Manya Kovacic from RackAttack**



We're still around, and we want to help you get outside and have some fun in the great outdoors when circumstances allow!

Save **20%\*** on your new **rooftop tent, bike rack, kayak rack** or **cargo box** from various major brands. <https://www.rackattack.com/blog/flash-sale> The sale is March 31 to April 10, 2020. The selection: <https://www.rackattack.com/water-sport-racks/kayak-racks/> How to select the a rack: <https://www.rackattack.com/blog/what-is-the-best-kayak-rack-for-my-car/> \*The offer excludes iKamper, Dometic, Goal Zero, Curt, Aries, Luverne and Truck Hero tonneau covers, and special order truck accessories. The offer cannot be combined with any other offer or discount. The offer does not apply to installs. Other restrictions may apply.

Most orders qualify for **free shipping**. Use code **SPRING20**.  
**Shop online** ([www.rackattack.com](http://www.rackattack.com)). Don't forget to wash your hands and stay active.



## Spray Skirt Tear DIY Repair—Max Blackburn from Immersion Research



Spray skirts can last a long time with proper care, but rock hits, paddle strikes, and general wear can tear the neoprene. Most spray skirt tears are quick and easy to fix at home using products from our repair collection.

### **Things you'll need:**

1. An iron
2. A sharp pair of scissors
3. *Gear Aid Aquaseal + Neo Contact Cement for Neoprene*
4. *Gear Aid Tenacious Tape Iron-On Neoprene Patch*
5. Latex or nitrile gloves
6. Clamps to hold the tear open when gluing (optional)



### **Setup:**

You'll want to figure out some way to hold the tear open while you apply glue and let it cure. We use a few clamps for weight to hold the tear open. Use your scissors to clean up the edges of the tear if the edges are tattered. You can also use a utility blade if that's easier.



### **Applying the glue:**

There is a glue brush in the cap of the Aquaseal Neo can. Paint the glue onto both sides of the tear. Wait five minutes. Paint another coat of glue onto the tear, and wait 10 minutes.



### **Mending the tear:**

Lay the skirt flat and carefully press the glued edges back together. Go slowly and work carefully to be sure both sides are aligned. After the tear has been joined, pinch the joint together for a minute or two. Then let it cure for 10 minutes.





### **Patches:**

This step is optional, but recommended. Adding tape patches will reinforce the seam and protect it from abrasion. Take a look at your completed repair's inside and outside to get an idea what shapes you'll need to cut out to cover them with tape. Pre-heat your iron to Acrylic, low or delicate. Don't go above 275°F. Patches will not stick to the silicone grip strips on the inside of IR skirts. Don't worry about patching the inside if you fix a tear in the grip strip areas.



### **Cutting Patches:**

Cut your patches to overlap the repairs by  $\frac{3}{4}$  of an inch. Pro Tip: Round the corners.



**Applying patches:**

Place the neoprene patch over the repair with the coating down. Place the heat-shielding paper (included with patch material) over the patch. With a pre-heated iron, press the neoprene patch down with firm even pressure for 10 seconds. Lift and rotate the iron and then apply the iron for another 10 seconds. Allow to cool for a few minutes before handling.

**Inspect your work:**

Take a look at your repair. The patch should be fully bonded to the fabric below. If it looks like it's not fully bonded go back and do a second heat application.





Repairs can only be done on a fully dried skirt. If your skirt is wet, let it dry before attempting a repair.

If you don't have a tear that goes the whole way through, you can apply a patch to that area for extra abrasion resistance. Think of neoprene seam tape as a sacrificial layer that can be worn through and replaced over time.

**If you have any questions about repairing your own gear or sending gear to IR for repair, please reach out to our customer service team at 814-395-9191 or [info@immersionresearch.com](mailto:info@immersionresearch.com). We're here to help.**

### **PARTING SHOTS AT THE TAKE-OUT** **American Whitewater Trip to the Rogue River June 18-21**

AW is running a trip on the Rogue in conjunction with the Northwest Rafting Company ([www.nwrafting.com/rogue](http://www.nwrafting.com/rogue)). The price is \$1045, and one must be an AW member. Paddlers can be in the rafts, bring a boat, or rent a boat.



**These are frustrating times. Keep your eye on the big picture!**



## **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

***The club is about fun and camaraderie.***

***It can't happen without YOU!!!***

*If you can organize a trip or a conservation activity, please consider adding it to the web calendar and the newsletter. If you want to do it, it is likely that someone would like to do it as well.*

*If you can put together a program or have an idea for a program, please consider contacting a club officer. We have ProShow Gold for the preparation of digital slide shows.*



Get your club sticker from Mike Martin (Webmaster)  
OR go to the website for directions about ordering items with the logo.

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