

THE VOYAGEUR



www.BlueRidgeVoyageurs.org

May 2005

THE PRESIDENT'S PUT-IN

Spring is finally here. The days are getting longer. We had a mini deluge of rainfall a few weeks ago. Since then we have several weeks of dry weather that have lowered all the river levels. Despite the change of season there does not seem to have been much paddling. There have only been a few weekend trips. I have not been deluged with the usual amount of email. I hope this picks up as the weather continues to warm. We could use a little more rainfall. Please volunteer to lead some trips. When you come back please send a trip report to Frank for publication in the newsletter. The next meeting is Tuesday, May 17. Come and join us. There will be a program. I just cannot tell you what it will be at this time. In the meantime I am off paddling for a week with some of our members. I hope to see you on the river and at the meeting.

Ernie

Little Cacapon River (Higginsville to Little Cacapon), 3/26/05 by Ron Knipling

Moderate Level (approx. +6") Great Cacapon = 4.1' (~1500 cfs)
Patterson Creek = 4.6' (~500 cfs)
Opequon Creek = 3.8' (~480 cfs)

If you've ever driven Ed Evangelidi's "sneak route" to Bloomington via Springfield and Fort Ashby, you've crossed over the Little Cacapon River about 5 miles west of Slanesville on Hampshire County Route 3. Usually, it's a dry bed with trickle of water down the middle and some stagnant pools.

With WV rivers running flush a few days after a big March rain, and a dismal day in the 40s predicted, Will Greene and I decided to try to run the Little Cacapon. *Wild Water West Virginia* has just a short paragraph on it, describing most of the river as a slow Class 1. That's partially right – it is overwhelmingly Class 1 but it moved pretty good at this level. I'd call it a *fast* Class 1, if there is such a thing.

We paddled the lower 11-12 miles of the river (actually a creek) from Higginsville on CR 3 to an old, graffiti-covered bridge on CR 2 about a mile above the village of Little Cacapon and the confluence with the Potomac. From a USGS topo map, I estimated the gradient on this section to be about 16'/mile.

The river was at a nice water level – no scraping and hardly any flat stretches, but not at all pushy. In the first few miles there were several barbed wire fences, all perfectly placed at face level for maximum intimidation, and none marked with ribbons or other conspicuity enhancements. Only one required a boat exit, and there was just one other tree sweeper further down that required a carry. No rapid could even be called a solid Class 2, but there was a good current and many Class 1 and 1+ rapids throughout the 11-12 miles. Most of the river is isolated, and we saw deer, many waterfowl, and a Blue Heron. The scenery was reminiscent of Sideling Hill Creek or the North River, which is just to the east. Like the North River, the southern-exposed embankments are mostly shale barrens, and the northern exposures are mostly dark and lush with hemlock. In all, the Little Cacapon was a nice new discovery on a gray, winter-like day.

Used Bailer for Sale!

by Scott Gravatt

To give you a perspective on my boating history, I started in an aluminum Grumman canoe. Yes, it was a long time ago. In the years since, open boating has evolved, but not all that much. The same drawbacks that existed then, persist today: 1) Flipping and swimming, and 2) Filling up with water and losing maneuverability.

Kayakers tell me it's all a design flaw in the boat...there's no deck! (I admit I may some day end up paddling a kayak, but that will be when I am too frail and feeble to paddle an open boat!) Now that I have lost the kayakers from my reading audience, I can continue the discussion of the inherent problems with open boats.

In addition to production of smaller, plastic boats, the open boat roll has been one of the most dramatic evolutions in open boating. Flipping over is part of the game and always will be, but being able to roll back up has greatly reduced the number of swims. The only problem with the roll is, you come up with a boat full of water, giving you the stability and maneuverability of a log.

Whether from a roll, surfing, or rapid running, what do boaters do about all that water in the boat? We bail it. We hand pump it. And we stop along the way and dump it. But when you are in the middle of a hairy rapid, you brace! brace! brace! and hang on hoping for a big eddy! For years my open boat comrades and I have sat around talking dreamily of having an electric bilge pump. But we thought the reality was a heavy pump and a car battery, so we kept bailing. I

don't know if the equipment has been available for a long time and we didn't know it, or whether new innovations are responsible. What I do know is that you can now buy a very lightweight pump that does not draw much juice, and a powerful rechargeable battery that weighs less than 3 lbs.

A couple of years ago I heard the first rumors of a distant boater who had a working bilge pump. But it wasn't until last spring on a BRV boating vacation that I witnessed Jim Pruitt's setup in person. Very slick! (See story, and photo of Jim in big water in the July 2004 Voyageur.) I examined Jim's setup and was very impressed. Back home in New England, I found out that the Canadian boat company, Esquif, had started offering bilge pumps as an option in their new boats. Hmm. This is really getting me interested. In the fall I got down to the Gauley for a weekend, and Jack Shuler, a boater from North Carolina (a friend of Court Ogilvie's) showed up with a setup similar to Jim's. Jack's setup was slightly different, but it also looked very good.

Now, anyone who has paddled with me can attest that I tend to take on a fair amount of water when I run a river, more than most. OK, I admit it! I'm virtually a submarine 60% of the time! The point is, I am a perfect candidate for a bilge pump. Considering how much water I carry around, I think trading a couple of hundred pounds of water for 3 pounds of pump and battery is a pretty good deal!

I had gathered information

from both Jim and Jack in person, and later they both provided even more detail via email. I shopped around and bought everything I needed. I finally got to work on the installation over a cold March weekend. Installation went smoothly, and then came the time to test it out. I dragged my boat out into the blowing snow, ran a garden hose from the basement sink, and filled the boat above the seat of the saddle (air bags out). The moment of truth! I flipped the switch and the pump jumped to life! Four and a half minutes later, the boat was empty! Right now I'm guessing that with the air bags in, a few inches of water can be pumped out in about 30 seconds. That is faster than I can bail by hand, and no letting go of the paddle to bail!

My setup cost a little less than \$100. The unexpected big hit was the battery charger, which was \$30, which was \$10 more than the battery itself! The most important things to know are:

1. Use an Attwood V1250 pump. They have other models, but for the lightweight and water-moving capability, the 1250 is the way to go. Water is sucked in through slits at the bottom of the pump, so the pump must sit on the bottom of your boat, as close to the center of gravity as possible.
2. Get a sealed lead acid battery. There are many brands out there. The more minutes of power you want, the more weight you will carry. Roughly speaking, every "amp hour" of power adds a pound

of weight. Jim uses a 5 AH (amp hours) battery, and he says it gets him through an entire weekend. But he is carrying 5 lbs of battery. Jack is using a 2.2 AH battery, which weighs about 2 lbs. Jack says he has no problem getting through a day of paddling with his battery. I decided to start as light as I dared, so I went with a 2.2 AH battery. The pump draws 2.6 amps, which means I will get slightly less than one hour of pumping time per battery charge. Jim, with his 5 AH battery should get about 2 hours of pumping time.

3. You will need to get a charger that is suited to the battery you buy.

4. You will need a hose that fits the pump.

5. A “through-hull exhaust port” is a nice finishing touch, but you can also devise a way to shoot the water over the gunwales, which is what Jack did.

6. Everything else is basic. Wire, connectors, a fuse, and a toggle switch.

One thing I found quite interesting has to do with waterproofing. Jim went to great lengths to waterproof his whole system, while Jack just slapped the connections together and figured power loss via water conductivity would be minimal. Jack’s system

seems to run just fine. I went half and half.

I waterproofed all “permanent” connections. But I decided it wasn’t worth mounting the battery in a waterproof box like Jim did, even knowing that the battery terminals couldn’t be waterproofed (because the terminals



need to be accessible for charging purposes). I did mount the battery as high as I could, putting it on top of the foam block that holds the back end of the foot pegs. The battery terminals are about 8 inches from the bottom of the boat, meaning the water will need to be 8 inches deep inside the boat before the terminals are submerged.

When I tested the pump, I filled my boat until the battery terminals were underwater. I flipped the switch and everything worked perfectly.

I am happy to share more details with anyone who is interested. I can’t wait to try this out on the river! I think it will be just about like paddling a decked boat, but I won’t have to wear a skirt!

PS – I have now been out twice with my new toy. It works great! In typical situations, I would have several inches of water in the boat, but still be in whitewater that demanded both hands on the paddle. The boat would be pumped out in 30 seconds or so while I kept the boat stable. The only drawback I discovered is that the pump is not fast enough to make a difference when you are in the big sh_t. On my first trip of the year I was in a 100 yd. long rapid with big water, and filled up near the beginning. The pump was running, but the boat was full and with every wave/hole, more water poured over the gunwales. The pump didn’t have a chance

against that, so it was the usual “brace for your life” scramble. At the end of the trip, I did a practice roll and then timed the pump-out. It took 2 min. 20 sec. to pump dry. It may not be instantaneous, but I don’t think I could have bailed the water that fast, not to mention bailing is no fun!

Down the Gunpowder Falls with Angus Phillips, 4/19/05

by Steve Ettinger

About every two years, when Angus Phillips wants to add some diversity to his columns (which are normally about fishing, hunting and sailing), he calls me to take him along on a Thursday Paddle – but preferably on Tuesday or Wednesday, as Thursday is a writing day for him. This time, I gave him a choice of trips – Muddy, Codorus, Brandywine, Patapsco, upper and lower Gunpowder – and he chose the last, as being close to his home in Annapolis, pretty, and without major hassles (like the Muddy access, the Codorus smells, the Brandywine dams, and the upper Gunpowder put-in carry).

Of course, figuring out the water level on the lower Gunpowder is not straightforward – unless you find an up-to-date report on the Baltimore Canoe Club website. But I have worked out a pretty good system, for whenever the Loch Raven Reservoir is full: add the cfs on the Gunpowder at Glencoe, Western Run and Beaverdam Run, subtract the Baltimore water consumption (about 125 cfs now, 150 cfs when lawns are being watered), and you have a good estimate of the flow 2 days hence (because the water moves slowly across the Loch Raven Reservoir). About 250 cfs on the lower Gunpowder is minimal (i.e. 375-400 as the sum of those 3 gauges, two days

earlier), and you initially get 1 inch for every additional 40 cfs (as the level rises, you need more cfs for each new inch). I calculated we would have 1-2 inches, and the bright red RC gauge at the put in confirmed that.

The lower Gunpowder, at a low level on a warm day, is pleasant and non-threatening. But Angus had hardly ever used his long, pink Pyranha kayak in whitewater, so after getting him to practice catching eddies and ferrying a bit, I stopped above Potts Rock rapid to show him the alternative routes. He caught the eddy on the right, handled the upstream ferry below the top boulder just fine, and then had a straight shot through the final drop. At the main falls, he followed me down the first half, and then set up to photograph the other paddlers; that's where he got the photo of Jon Hitchings surfing. Same for the second half. At Lorelei Ledge (a.k.a. S-Turn), he followed most of us into the left eddy (his write-up was a bit muddled here), but then blew his ferry. No harm done, and a swim always adds a bit to the story. As he quoted Hemingway to me: "What is a bad event for most people, is usually a good event for a writer" – or something to that effect.

Dear Blue Ridge Voyageurs,

West Virginia Rivers Coalition would like to renew our membership in the BRV for 2005. We would like to thank you for the support you have given us in the past. Not only is your support appreciated but also it's nice to know we care about the same issues.

WVRC is ready for more challenges this year. We are glad to have you by our side in our efforts to restore and preserve WV streams and rivers for your members, and people like them, to enjoy. We hope to see you at our events and would be grateful for BRV's continued support of WVRC in the future.

Sincerely,
Joe Peabody, WVRC Development Director

Potomac Downriver Race Needs Volunteers by Star Mitchell

The Potomac Downriver Race is Sunday, May 15th. This is the 50th running of this race.

It is my hope that you will join the fun and run the race, **BUT** in the meantime if you do not paddle the race, we need about 30+ people volunteering of their time to make this race happen.

Last year 80 people entered the race! We need about **15 Safety Boats**, as we are trying to cover more rapids and spots of confusion on the river. Last year, 5 boats put in at S-Turn (people who really should not have been in the race) and swam all the way to Wet Bottom! They had no start time as they swam past the start point!

If you do not feel you can be a safety boat, good -- we need lots of **land workers** starting at Great Falls at 8:30 and then moving down to Sycamore Island after the race has

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WHAT IS THE VISION FOR THE OCCOQUAN WATER TRAIL?

Creation of a regional, recreational water trail promoting low-impact use, conservation, and resource stewardship within the Occoquan and Potomac River watersheds and the Chesapeake Bay.

Natural, cultural, historic, and recreational resources abound along the planned 40-mile route of the Occoquan Water Trail. From the narrow, shaded banks of Bull Run to the open water of the tidal Potomac, the trail traces the flow of water and time. Visitors to the northern section of the water trail can enjoy Bull Run, a natural area steeped in Civil War history. Paddlers, boaters, fishermen, and birdwatchers will also find relaxation in the calm waters of the Occoquan Reservoir and the open-water, quiet coves of the tidal stretches, from Occoquan to Pohick Bay. The trail links seven Regional Parks, two Fairfax and Prince William County parks, two Virginia state parks, and two National Wildlife Refuges. It connects to the Potomac River Water Trail and several land-based trails. Convenient to nearby cultural sites and other leisure activities, there is adventure here for everyone!

WHAT IS THE OCCOQUAN WATER TRAIL?

- 1 The water trail is a mapped route on the water, noting access locations, waypoints and facilities and areas of interest along its way.
- 2 The planned route connects Bull Run to the Potomac River and to the Chesapeake Bay.
- 3 The water trail offers opportunities for stewardship of the resources within our local tributaries, protecting their watersheds and those of the Chesapeake Bay.
- 4 The trail provides a new link between local and regional water and land trails, greenways and public open spaces.

HOW CAN YOU GET INVOLVED?

Explore the ways you can take part in a wide range of on-the-water experiences! The Northern Virginia Regional Park Authority and our project partners invite you—our supporters and friends—to join us in this exciting new project. For more information, visit:

www.nvrpa.org and click “water trail” or
www.baygateways.net and choose “Occoquan Water Trail” from the drop-down list.

You can also sign up to receive updates electronically by emailing:
OccoquanWT-subscribe@yahoogroups.com

Extended Life for Damaged ABS Canoes by Scott Gravatt

I believe my reputation precedes me; I am hard on boats! By necessity, I have become pretty darn good at fixing dents, gouges, etc. About a year ago I smashed the stern of my boat so badly that I thought I was going to need a new boat very quickly. Although I had patched previous boats, this damage was serious and in a difficult place to patch. But it takes time and money to get a new boat and custom outfit it to my liking. I decided to try patching the boat, just so I could keep paddling, but I did not expect it to hold up for long. After I patched the boat I paddled many trips, and whacked the stern hard several times. (So hard that I pulled over to the side and checked the patch.) I am pleased to report that I have postponed plans to buy a new boat for another season! I had notes from previous patching jobs, and this time I improved them and think they are worth sharing. So here they are! If you have an ABS canoe with a wear or a tear that goes through to the ABS foam core, you may not need to retire that boat quite yet. Try this method first! (Kim Buttleman and Rick Koller have also used this method, and I drew from their experience as well as mine in refining this method.)

1. Items needed:

- a) Extra Coarse (40 grit) sandpaper
- b) Goop glue (see #7, below)
- c) A sheet of 1/16" thick ABS. (Read Plastics, Rockville, or www.usplastics.com)
- d) One pair of heavy-duty scissors or shears.
- e) Solvent alcohol and a rag.
- f) An old iron (like for ironing clothes), available cheap at Goodwill stores.
- g) You may also need PC-7 to fill dents (epoxy paste available at hardware stores). (See #4, below.)
- h) For PC-7, you will need an empty tuna can and a strong stirring stick.

2. Cut out ABS patch with a pair of heavy-duty shears.

3. Mark and clean area to be patched.

4. Fill deep gouges/dents with PC-7. The reason for this is because the ABS patch will only conform to mild dips and bumps. Therefore, sharp ridges and deep dents and gouges need to be smoothed out with the PC-7 filler before patching, or you will end up with air pockets/voids under the patch.

- a) Sand the area where you will be applying the PC-7 with 40 grit sandpaper
- b) Wipe the area clean with solvent alcohol
- c) Mix the two parts of the PC-7 epoxy in a tuna can with a strong stirring stick
- d) Apply PC-7
- e) After the PC-7 dries, sand it to the desired contour.

5. Sand one side of the patch, and the area to be patched, with 40 grit sandpaper.

6. Clean both surfaces with solvent alcohol.

7. Apply "Goop" brand glue to both surfaces ("Marine Goop" and "Plumbers Goop" both seem to work). Be sure to get thorough coverage, but keep it as thin as you can. Use a scrap piece of ABS as a spreader. A 5" x 15" patch (both surfaces) will use about an entire tube of Goop. (?)

8. Allow the glue to dry, at least 1 hour. I usually give it 2 or 3 hours, but have gone as long as 24.

9. Heat an iron to a medium or medium/low temperature. Better to start off not hot enough and increase the temperature, than to melt your patch on the first touch!
10. Put on heavy leather gloves, with liners or insulation.
11. Heating the patch into place:
 - a) Set the patch in place and iron one spot (about 3" x 3"). Pressing the iron down on the patch and moving it around a little for 30 seconds to a minute or so (depends on how hot the iron is) should make the patch flexible enough to conform to the contour of the boat. When the patch has become flexible enough, and hot enough to melt the glue, remove the iron and press hard on the heated area (wearing heavy gloves) for a minute or so, while the glue cools and sets. Move to the next area and repeat. Note that the ABS is very "springy". When ironing on a curve, watch out for the edges of the iron inadvertently digging into an un-ironed area that is still sticking up. The edge of the iron will melt through the ABS quickly.
 - b) I recently found a crack inside my boat that went all the way down into the ABS foam core. It was in a hard to reach spot, partially under the saddle, where I could not get the iron in to heat the patch. I used a propane torch to heat the end of a crowbar, and pressed the patch into place with the hot crowbar. Keep the crowbar moving. It will melt a hole in your patch, then you will have to put a patch on your patch...not that this happened to me or anything.
12. Go back over the patch and re-iron or touch-up any spots that need it.
13. Later: Run a bead of Goop around the edge of the patch.

This method really works and can postpone the expenditure of buying a new boat. More importantly, it can get you back on the river the next weekend!

Cedar Creek, March 2005 **by Bob Youker**

The Thursday group with four boats led by Tim Tilson did lower Cedar Creek from the low water bridge to the high bridge at Rt. 622, Mine Ford Road. The Cedar Creek gauge at Rt. 11 was at 3.5 on Thursday and had dropped from 3.75 at 6 pm the night before. There was plenty of water. We do not have published gauge correlations for these new gauges like Cedar Creek. Two years ago we did the upper Cedar at 3.9. I suspect minimum for the lower section would be well below 3 feet. With the problems of CCA they did not publish the gauge correlations in the 2005 directory. Is there anything we can do to update and publish these gauge readings? By the way there are a lot of new houses along the creek and I suspect we will have access problems in a few years like the Cowpasture River in southern Virginia.

There were about five places along the creek where logs were down that should be cleaned out in low water. None blocked the creek totally but with more high water more could be caught. The area by the waterfall just upstream of Fort Stephens where hundreds of logs were caught some time ago was starting to fill up again.

RACE (Continued from page 4)

started. I need a volunteer to pick up the food and someone who will be a parking lot attendant on the Clara Barton Parkway at the parking lot at Sycamore Island. No degrees are needed for any of the jobs. In fact, you can probably do any job even if you never finished high school.

All you need is the desire to have a good time with your buddies and make this day and this race a suc-

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Help Preserve Access to the Cheat Canyon Takeout **by Charlie Walbridge, American Whitewater and Friends of the Cheat**

Mountain Streams and Trails, the oldest outfitter in West Virginia's Cheat Canyon, recently purchased the takeout for both the Cheat and Big Sandy Rivers. This key piece of property, located just below the High Bridge at Jenkinsburg, has been used continuously by canoeists, kayakers, and rafters since the mid-1950's. Increased use by ATV riders and college party groups during the last two decades has caused considerable damage to the land. Jenkinsburg is now known for terrible erosion and industrial strength litter.

After more than five decades in the hands of a regional power company the property was sold to Allegheny Wood Products, a large hardwood timber producer based in Petersburg, West Virginia. Efforts to negotiate an access agreement with AWP were unsuccessful. Although the access remained open, there was no formal agreement and the company regularly threatened to close it down.

During the past year Dave Hough, the managing partner of Mountain Streams and Trails, negotiated a land swap. He traded a portion of his property below Albright for the Jenkinsburg Access. He and his company are committed to maintaining river access for private paddlers but they need our support.

American Whitewater has agreed to take responsibility for upgrading and maintaining the upper parking lot, which is where most private paddlers park. The area is now filled with deep potholes and truck-stopping mega-puddles, so considerable grading and filling is needed. The project is currently going out to bid, and ball-park estimates range from \$5000 - \$10,000.

We need your donations to make this happen and to fulfill our promise to the outfitter. Any money raised beyond the cost of improving the parking lot will be used to pay for other improvements at the site and to fund a police presence during busy weekends.

American Whitewater has established a Cheat River Fund at their relocated offices in the Washington, DC area. Your gifts will be tax-deductible. To donate, make checks out to American Whitewater - Cheat River Fund and mail to: American Whitewater - Cheat River Fund, 204B Philadelphia Avenue, Takoma Park, MD 20912.



Covington and Rush Rivers, 4/2/05

by Frank Fico; photos by Bob Kimmel

BRVers squeezed in fun runs on the Covington and Rush Rivers in between the rains on the first Saturday in April. Above, Doug White (left) and trip coordinator Jennifer Plyler (right) encounter no problems at Volkswagen Rock rapid on the Covington, which is considerably easier with the 1' of water we enjoyed. By leaving all the shuttle vehicles except one at Rock Mills and with the help of paddlers not staying for the Rush, we were able to make both runs with a single shuttle. Other paddlers included Bob Kimmel, Frank Fico, Ron Knipling, Paula Sorensen, and Coastal Canoeist Tom McCloud.

RACE (Continued from page 7)

cess. This race is now totally the CCA's again (as it was last year; the BCE is not involved in the race).

If there is someone you know who is not on this e-mail and you think they might like to help, please invite them. Please e-mail me or call me if you can help with the 50th Potomac Downriver Race! It ain't easy pulling all of this together, but every worker makes it happen.

New Members

David Bussey & Colleen Davies 18711 Cross Country Lane Gaithersburg, MD 20879 301-947-3708 H 703-289-2186 W busseyd@toad.net	1200 N. Herndon St., #421 Arlington, VA 22201 203-695-2740 C gbherd@hotmail.com	202-254-0488 W kmcbride@cw.net
Lisa Carlisle 25458 Brickell Drive South Riding, VA 20152 703-327-4649 H 703-810-1202 W lcarlisle@ecslimited.com	Richard Hopley 819 Madison Avenue Winston-Salem, NC 27103 301-775-0471 C 336-713-5077 W	Lisa M. McGrath 201 Massachusetts Ave. NE #303 Washington, DC 20002 202-441-9243 H lmcgrath79@hotmail.com
Brandon Herd	Katy McBride 4528 Fairfield Drive Bethesda, MD 20814 301-320-3034 H	Jennifer Spiegelman 20418 Sunbright Lane Germantown, MD 20874 301-928-8241 H 202-626-6546 W jspiegelman@whitecase.com

About the Blue Ridge Voyageurs (BRV)

The **BRV** is a voluntary association of experienced paddlers from the Washington, DC area. Club benefits include: trips for all skill levels (most at intermediate and advanced levels); BRV website and hotline for information and pick-up trips; *The Voyageur*, published 6 times a year; club roster, published yearly in March; holiday party; conservation projects; moonlight paddles & picnics; big trips to the Smokies, Canada, Europe, and Western rivers.

Meetings: BRV will hold meetings from 7-9 pm on the following dates in 2005: January 31, March 22, May 17, August 20 (Moonlight Picnic), September 20, November 15, December 3 (Holiday Party). Meetings are followed by beer and pizza at a nearby pub. Location: Tysons-Pimmit Regional Library on Leesburg Pike (Rt. 7) in Falls Church, VA. The library is on the east side of Rt. 7 about 0.6 miles south of I-495. Or, from I-66, take the Rt. 7 North exit and go about 0.6 miles north on Rt. 7. It's on the right.

BRV Website: The BRV website (<http://www.BlueRidgeVoyageurs.org>) provides information on trips, meetings, and other club events.

2005 BRV Officers: Ernie Katz, President; Beth Koller, VP; Bob Maxey, Trip Coordinator; Clark Childers, Treasurer; Frank Fico, Newsletter Editor; Kathleen Sengstock, Conservation Chairperson

2005 Board of Directors: Lou Campagna, Michael Dixon, Pete Dragon, Wes Mills, Court Ogilvie, Joe Sullivan

***The Voyageur*: Newsletter of the Blue Ridge Voyageurs**

The Voyageur publishes information on club events, conservation and safety news, the club trip schedule, and other news of interest to BRV's. Publishing **trip reports** is a particularly important newsletter function. Trip Coordinators are requested to write up all club trips - particularly trips to unusual or especially interesting rivers. Trip reports and other articles are accepted in any form - via electronic mail (preferred; send to fico1@netzero.net), on disk, typed, handwritten, faxed or over the phone. For trip reports, try to include the following information (if applicable): names of participants, relevant NWS gauge readings of nearby rivers, description of the water level on the river (e.g., minimum, moderate, maximum, or number of inches above or below "zero"), weather conditions, hazards, difficult rapids, info on put-ins or takeouts, distinctive scenery, and overall difficulty in relation to rivers well known to BRV's. New information about the river (e.g., new hazards) is particularly important. **Photos** are also published. Send prints to the webmaster or e-mail digital photos to the newsletter editors.

Address changes: contact Frank Fico, 1609 Autumnwood Dr., Reston, VA 20194-1523, (703) 318-7998,

fico1@netzero.net. The annual roster will be kept current via updates published on the back page of each issue of *The Voyageur*.

Membership applications/renewals: submit to Frank Fico. Must renew by February 15 each year to be listed on club roster and continue receiving *The Voyageur*.

Upcoming Trips

May 7-8	Tygart	Advanced	Keith Merkel	703-758-8523	
May 14	Bloomington	Intermediate	Jennifer Plyler	301-445-4815	Pls98@erols.com
May 14	Dealers Choice	Inter./Advanc.	Rick Koller	301-890-8368	rkoller@helix.nih.gov
May 15	Dealers Choice	Intermediate	Doug White	540-347-7940	dowhite@fcps1.org
May 21	Dealers Choice	Intermediate	Lou Campagna	301-929-0136	campagl@aol.com
May 28-30	Smokehole Camper	Intermediate	Frank Fico & Gus Anderson	703-318-7998 703-903-9738	Fico1@netzero.net boatngus@aol.com
June 4-5	Dealers Choice	Intermediate	Clark Childers	703-821-1048	
June 11	Dealers Choice	Intermediate	Jennifer Plyler	301-445-4815	Pls98@erols.com
June 11-13	Cheat/Lower Yough/ Upper Y.	Advanced	Bruce Labaw Marilyn Jones	301-530-5787 202-686-1531	bruce@montgomerybros.com
June 18	Dealers Choice	Inter./Advanc.	Rick Koller	301-890-8368	rkoller@helix.nih.gov
June 25	Staircase	Intermediate	Jennifer Plyler	301-445-4815	Pls98@erols.com
July 9-10	Lower Yough	Intermediate	Pete Dragon	703-255-3447	dragon.va@att.net
July 10	Dealers Choice	Intermediate	Star Mitchell &	301-530-3252	kayakingvstar@aol.com
July 16	Dealers Choice	Inter./Advanc.	Rick Koller	301-890-8368	rkoller@helix.nih.gov
July 17	Dealers Choice	Novice	Michael Hoon	301-589-7533	machspass@aol.com
July 23	Lower Yough	Intermediate	Jennifer Plyler	301-445-4815	Pls98@erols.com
July 24	Little Falls	Inter./Advanced	Ed Grove	703-533-8334	eddyout@erols.com



The Voyageur

c/o Frank Fico
1609 Autumnwood Drive
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Deadline for July Voyageur:
Friday, July 15

MAY MEETING
Tuesday, May 17