

Information and Safety

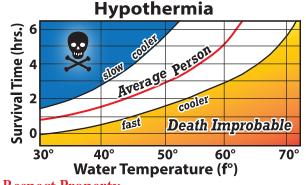
Tips for River Users

- Prépare your Gear
- * Wear an approved personal floatation device (PFD) at all times. Tie an extra paddle to the boat.
- Secure a strong painter (rope) at least 10' long to the bow and stern. Carry a first aid kit, repair kit, and flashlight.
- Carry a map of the trail with emergency phone numbers.

 Take rain gear and a change of clothes in a watertight container.
- Take sunscreen and insect repellant, sunglasses, and a brimmed hat.
 Take your own litterbag. Never throw trash in or along the river.
- Before taking your first canoe or kayak trip, learn the basics so that you can use your boat safely.

Play it Safe

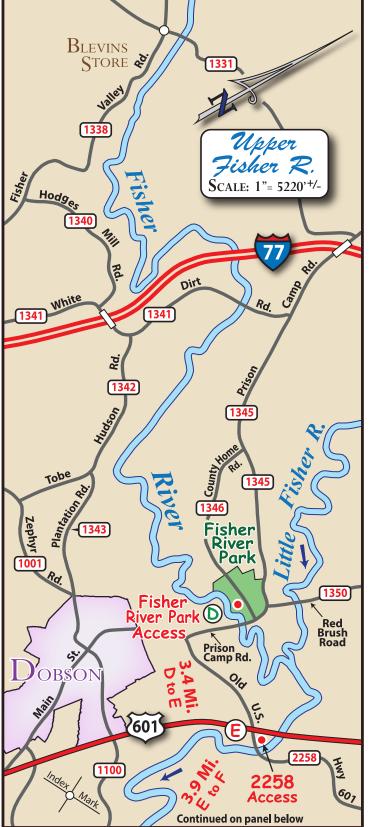
- Never boat alone. Two or more boats are preferred.
- Don't overload your craft. Plan no more than two adults per boat, and always center the load. · Place food, change of clothes, etc, in containers tied to the boat.
- Wear non-slip shoes at all times as you may have to walk on sharp rocks on the river bottom.
- Plan your trip carefully. The extra time can make the difference
- Don't forget that driving time is extra. Plan your shuttle.
- Allow ample time to reach your destination, 2-3 miles per hour canoeing or kayaking under normal conditions (twice as long tubing). It's better to complete the trip early than finish after dark.
- If your trip includes a section of the river with a dam, you must us the portage trail around the dam. It is there for your safety.
- Let someone know where you plan to be on the river and at what time you plan to return.
- **Know the Conditions**
- Check the weather forecast and never paddle during flood conditions. Be aware that hypothermia is possible, even in warm weather, if the water is cold. A good rule of thumb is that if the water temperature plus the air temperature is less than 100 degrees (f), then hypothermia may occur. (see graph below)

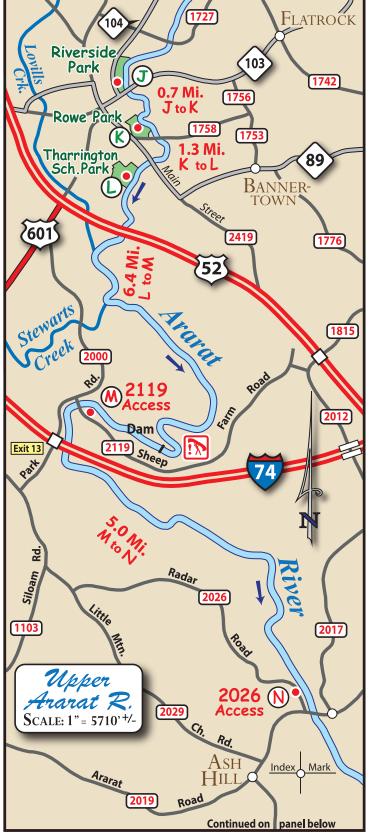


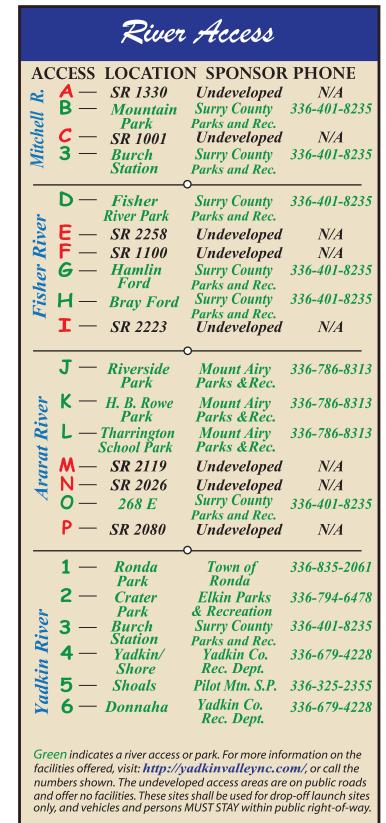
Respect Property

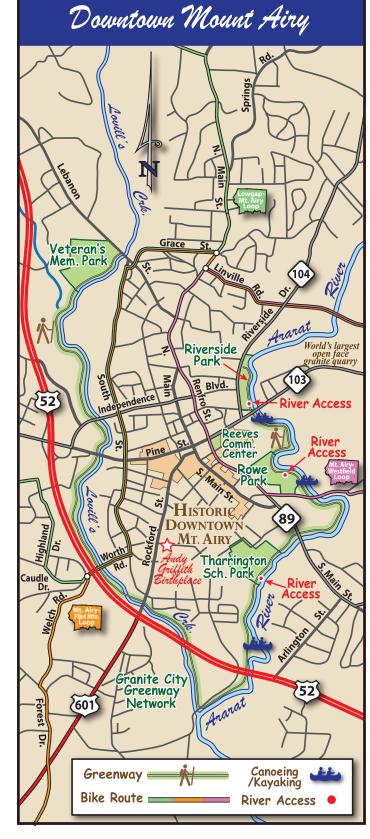
The rivers are public, but flow through private property. Do not trespass, abuse or litter the waters, banks, or shorelines. Collect your refuse and dispose of properly when your trip is over. Do not cut or damage plant life on the riverbanks.

Upper ! Portage! Mitchell R. **S**CALE: 1" = 3360' + 100Access Devotion PARK Mountain Park 3 Access Although each individual river is at the same scale, the three rivers are at different scales to better fit the available space. The user should take this into account when planning a trip. Also, river widths are greatly exaggerated for the sake of clarity.



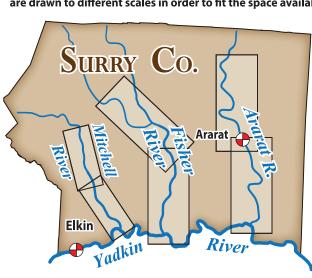






Upper Yadkin Gaging Stations

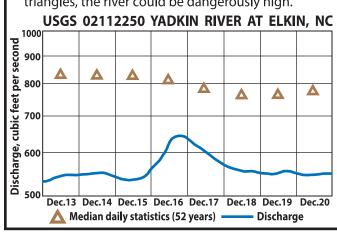
User Map Index and U. S. G. S. Gage Stations The user maps cover what is considered to be navigable and are drawn to different scales in order to fit the space available.

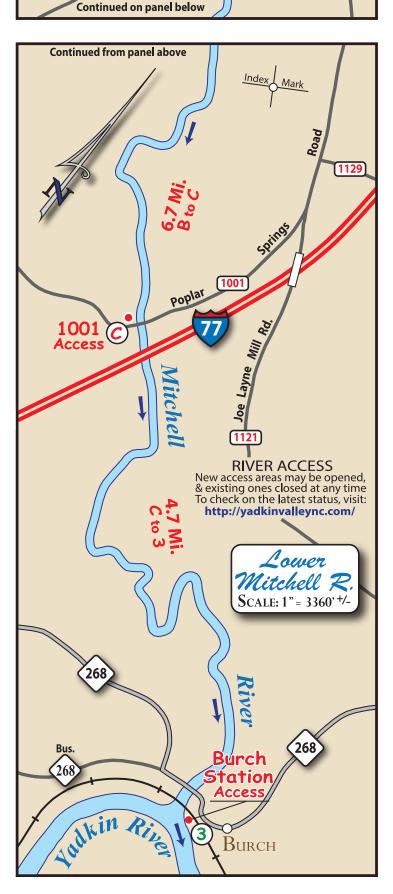


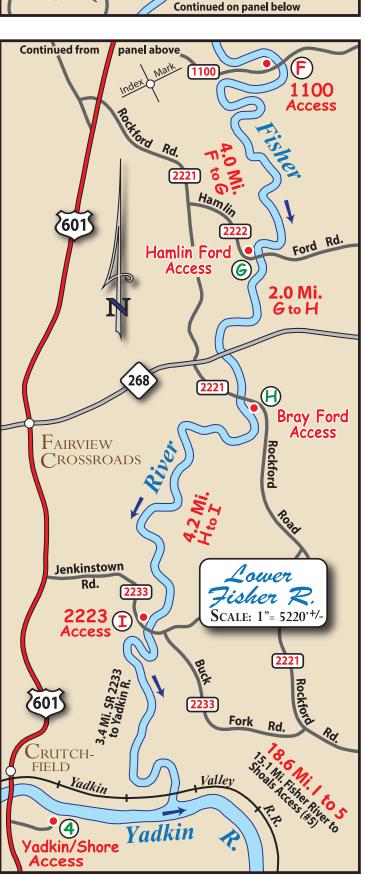
Station	River	Drainage
Elkin	Yadkin	869 Sq. Mi.
Ararat	Ararat	231 Sa. Mi.

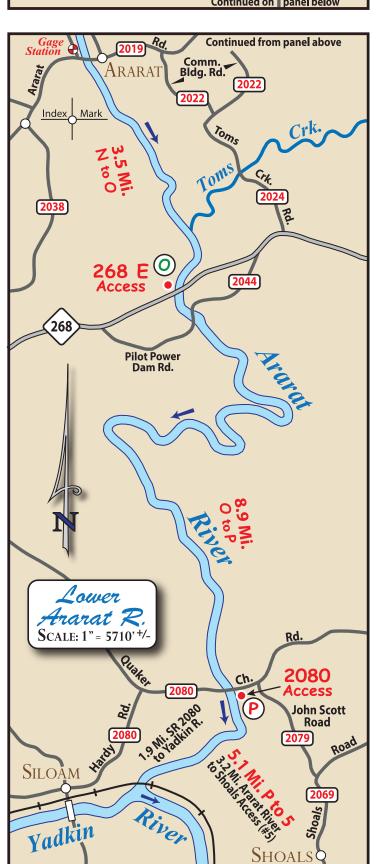
To check current river levels, go to any major search engine and enter usgs nc streamflow. Choose the entry that reads "north carolina streamflow - usgs water data for the nation". Scroll half way down the page to "03040101 Upper Yadkin", then to the gage station(s) of interest. A graph will display the present conditions (blue line) against the historical average (brown triangles)

For example, the graph below shows readings during an extreme drought. The user would probably want to avoid the upper reaches of the river during such low water. If the blue line was much above the brown triangles, the river could be dangerously high.









YADKIN ISLANDS AND BEAN SHOALS CANAL

The Shoals Access is located at the landing of the old Shoals ferry, and is about a quarter-mile upstream from the Yadkin shoals and islands. This two-mile stretch is arguably the most beautiful, and certainly the most unique, part of the river; however, it was an obstacle to river navigation.

The State of North Carolina (probably influenced by New York's Erie Canal, then under construction) chartered the Yadkin Navigation Company to build a three-mile canal around the shoals. In 1820, work started at the head of the shoals, where a low dam was built across the Yadkin River to raise boats to canal level, and to channel the vast amount of water required by the canal.

The first of three planned locks was built at the head of the canal. At first, the channel was dug in earth to a width of 45 feet, and probably four feet deep. About 2,000 feet downstream, a high bluff necessitated the first of two stone retaining walls where the canal narrowed to 15 feet. The walls were two-feet wide at the top and five to 20 feet high. They were built without mortar

Canal section at the bluffs

No one knows how much of the three-mile route was built - at least one mile, possibly more than two - however, it is evident to the most untrained eye that most of the difficult work had been completed. It is somewhat of a mystery as to why the project was abandoned in 1825, and the dream of making Elkin and Wilkesboro inland ports faded away. If the canal had been opened, the boats would probably be similar to the one shown, carrying 10-20 tons of cargo, and drawing 2-3 feet of water. Even today, most of the wall is still in place, and there are long depressions between the river and railroad that show faint signs of the canal route despite over 180 years of flooding and siltation.

Although the canal, along the walled section, was filled when the railroad was built in the 1890's, over 1,000 feet of the wall still remains.

Canal construction and operation

All of the canal's walls have an inward pitch of 14 degrees, except for the one remaining lock-gate wall, which is plumb, and protrudes two feet from the retaining wall. Had the canal become operational, a downstream boat would enter the lock (A) with the downstream gate closed. The upstream gate would be closed and water would then be let out through a valve or sluice, until it equalized the downstream level **(B)**. The downstream gate would then be swung open and the boat would proceed downstream. The process would be reversed for a boat head-

