

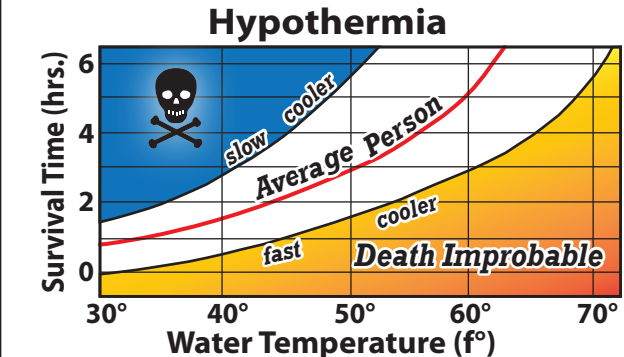


# Information and Safety

- ### Tips for River Users
- #### Prepare your Gear
- \* Wear an approved personal flotation 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 repellent, 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 a quality experience or a disastrous one.
  - \* 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 use 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.

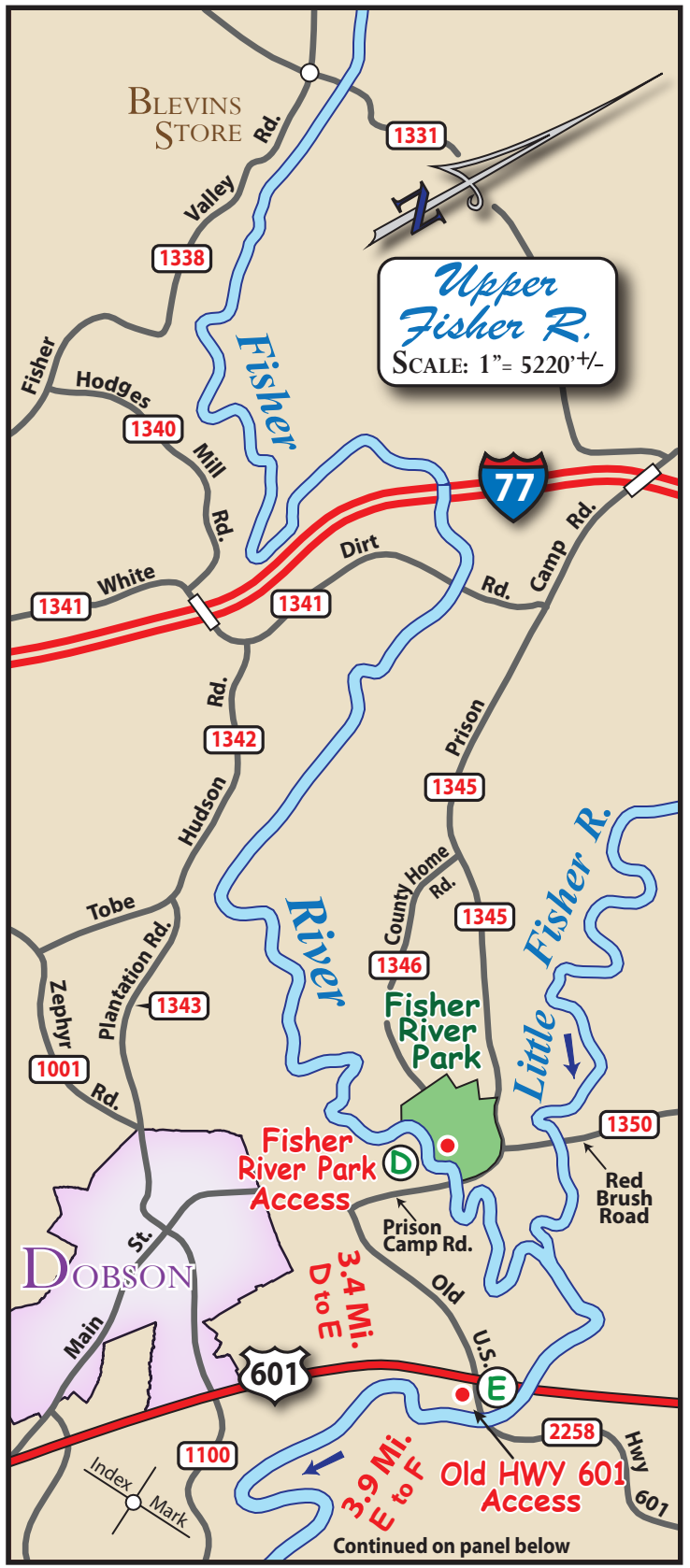
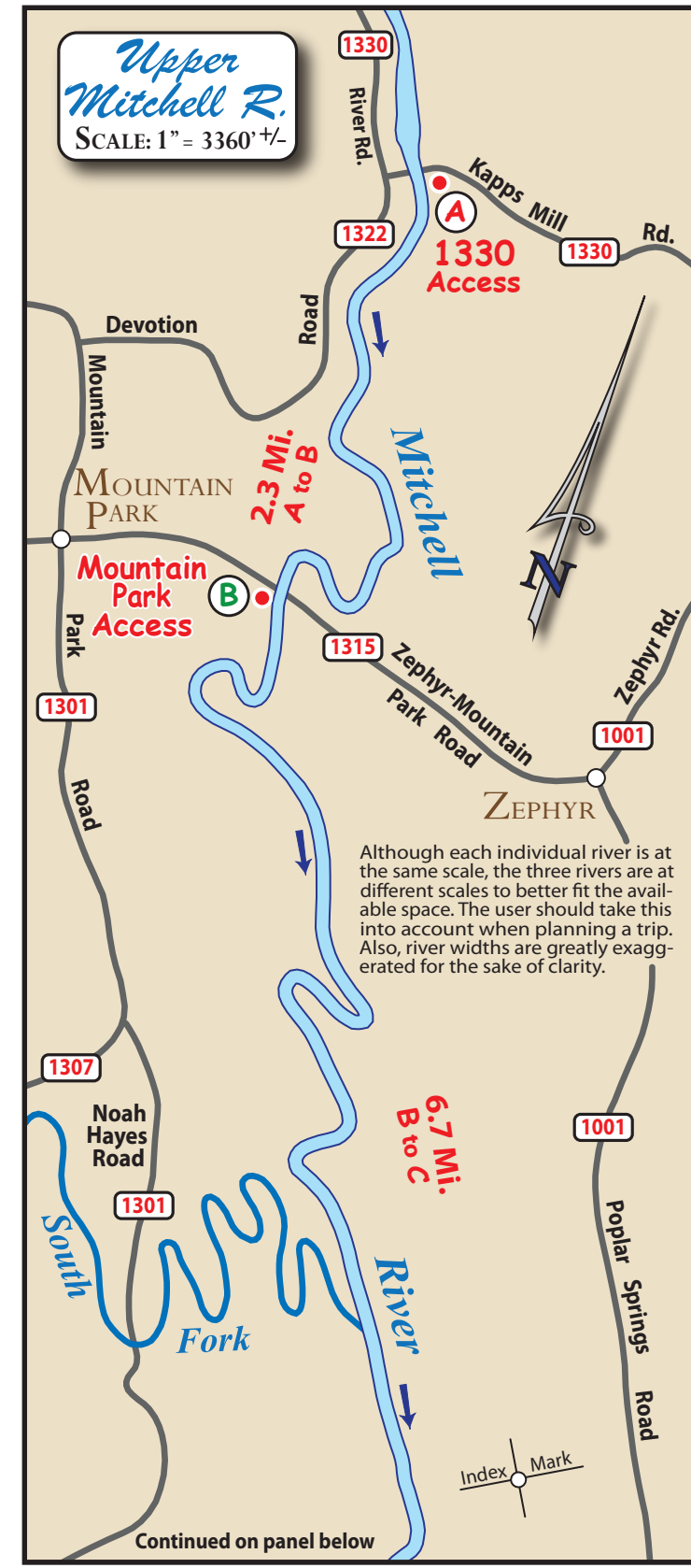
### Know the Conditions

- \* 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

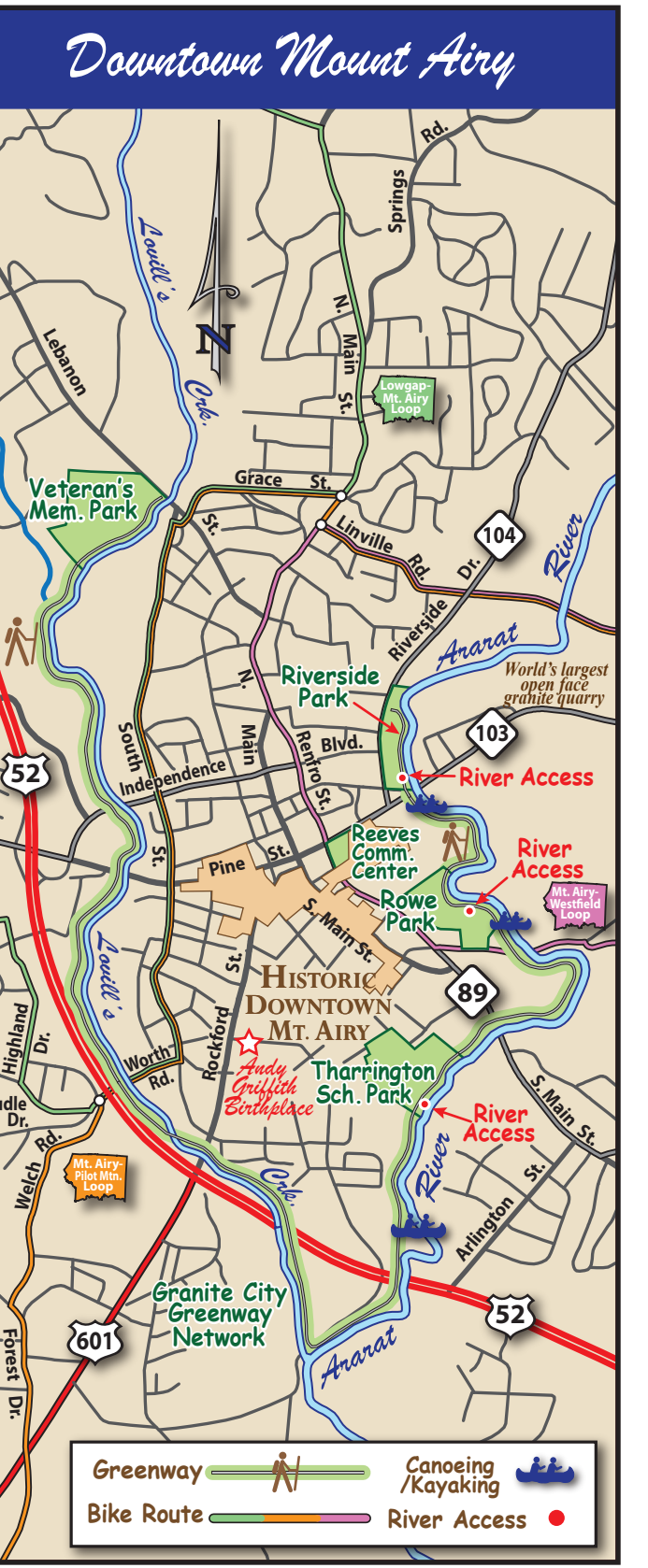
The rivers are public, but flow through private property. Do not trespass, abuse or litter the waters, banks, or shorelines. Collect your refuse and dispose of properly when your trip is over. Do not cut or damage plant life on the riverbanks.



### River Accesses

ACCESS	LOCATION	SPONSOR	PHONE
Mitchell R.	A - SR 1330	Undeveloped	N/A
	B - Mountain Park	Surry County Parks and Rec.	336-401-8235
	C - SR 1001	Undeveloped	N/A
		Surry County Parks and Rec.	336-401-8235
Fisher River	D - Fisher River Park	Surry County Parks and Rec.	336-401-8235
	E - Old HWY 601	Surry County Parks and Rec.	336-401-8235
	F - SR 1100	Undeveloped	N/A
	G - Hamlin Ford	Surry County Parks and Rec.	336-401-8235
	H - Bray Ford	Surry County Parks and Rec.	336-401-8235
	I - SR 2223	Undeveloped	N/A
Ararat River	J - Riverside Park	Mount Airy Parks & Rec.	336-786-8313
	K - H. B. Rowe Park	Mount Airy Parks & Rec.	336-786-8313
	L - Tharrington Sch. Park	Mount Airy Parks & Rec.	336-786-8313
	M - SR 2119	Undeveloped	N/A
	N - SR 2026	Undeveloped	N/A
	O - HWY 268 East	Surry County Parks and Rec.	336-401-8235
	P - SR 2080	Undeveloped	N/A
Yadkin River	1 - Ronda Park	Town of Ronda	336-835-2061
	2 - Crater Park	Elkin Parks & Recreation	336-258-8917
	3 - Burch Station	Surry County Parks and Rec.	336-401-8235
	4 - Yadkin/Shore Shoals	Yadkin Co. Rec. Dept.	336-679-4228
	5 - Shoals	Pilot Mtn. S.P.	336-444-5100
	6 - Donnaha	Yadkin Co. Rec. Dept.	336-679-4228

Green indicates a river access or park. For more information on the facilities offered, visit: <http://yadkinvalleync.com>, or call the numbers shown. The undeveloped access areas are on public roads and offer no facilities. These sites shall be used for drop-off/launch sites only, and vehicles and persons MUST STAY within public right-of-way.

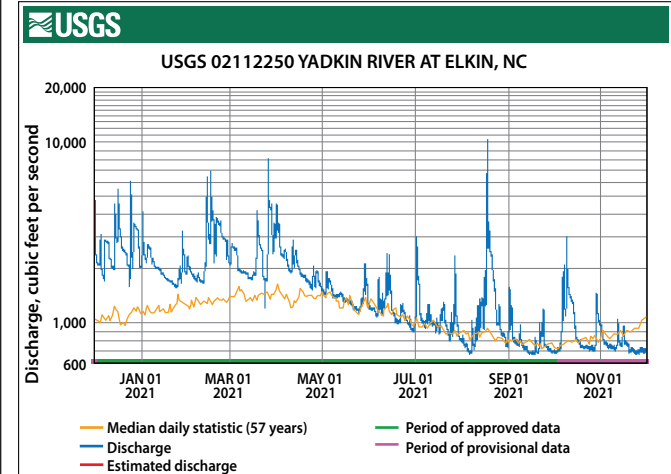


# Surry County Gage Stations

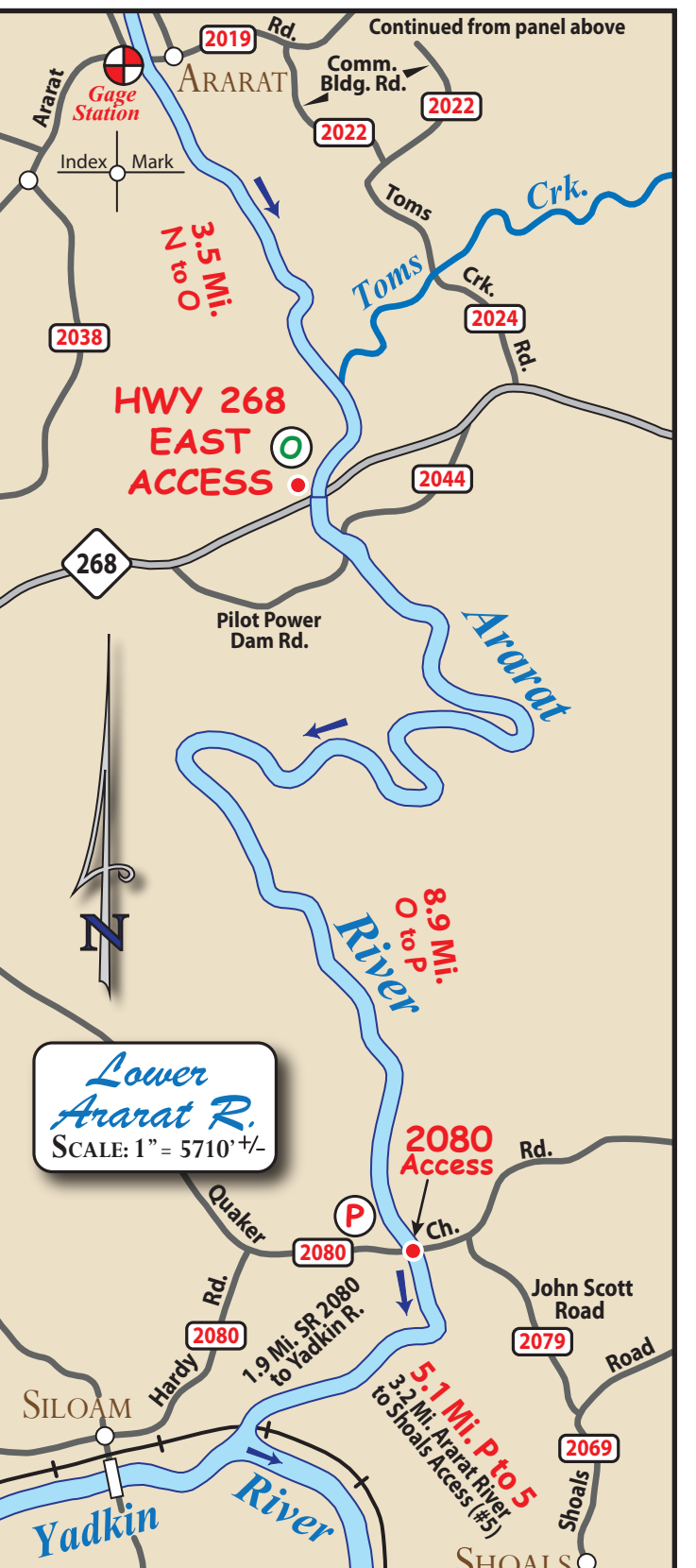
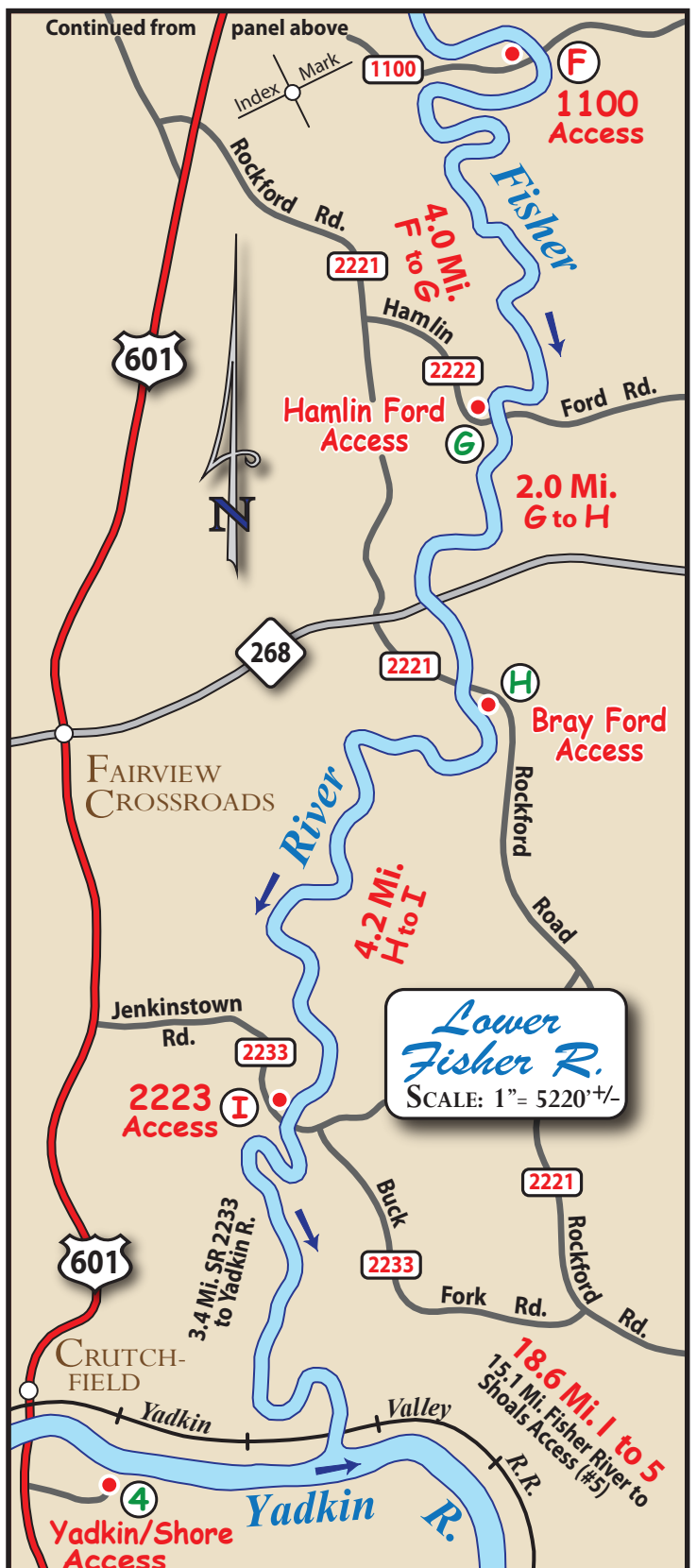
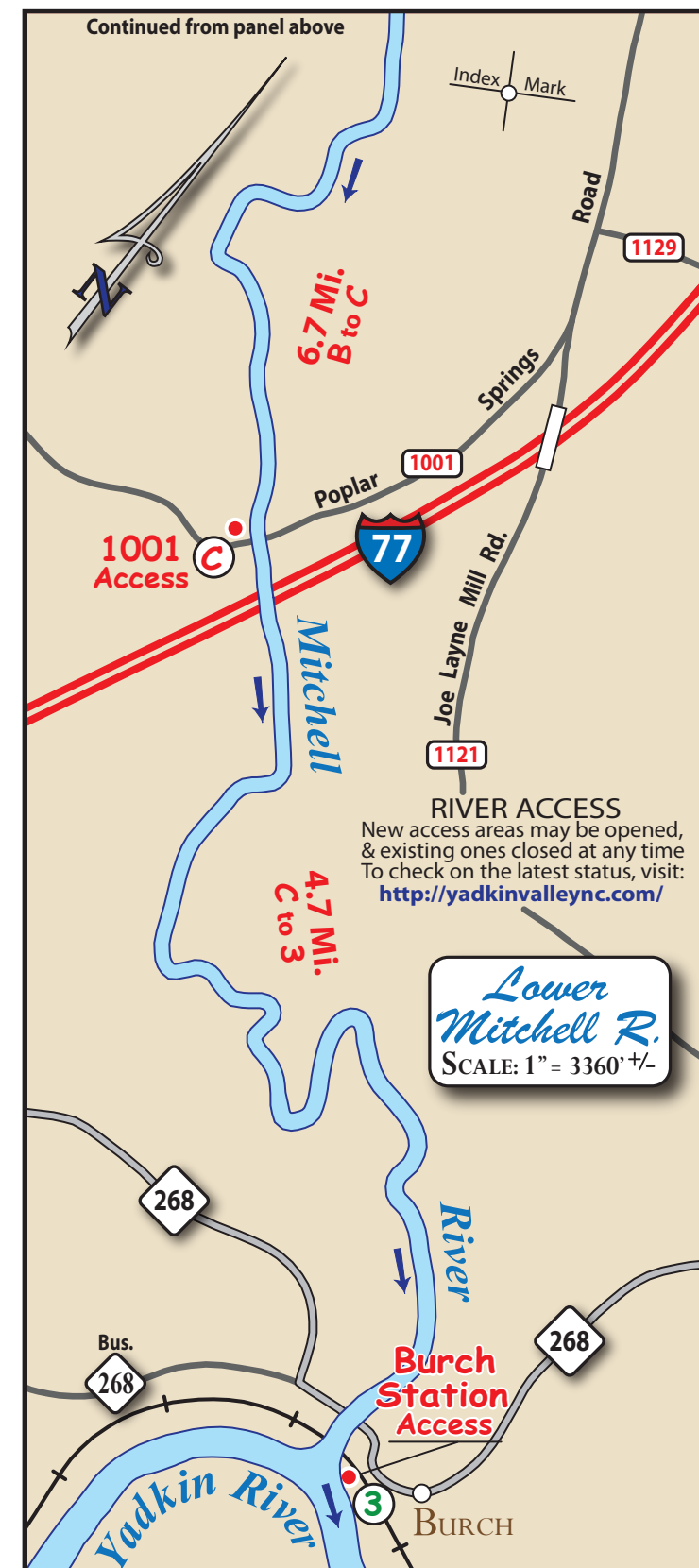
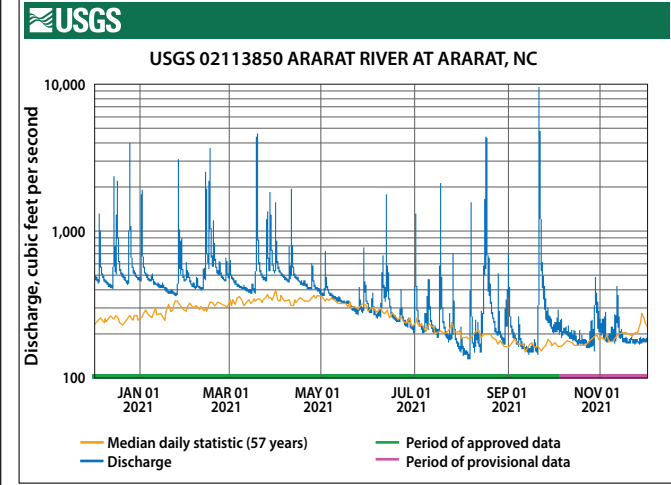
### Check Streamflow Levels

River gage stations monitor streamflow elevation levels and help you spot flood-level conditions in advance. Check ahead of time by searching "NC Streamflow" in any browser.

GAGES ARE SHOWN ON THE MAP WITH THIS SYMBOL. NEVER PADDLE DURING FLOOD CONDITIONS!



High water creates safety issues for paddlers: increased debris in the water, increased presence of sweepers (low hanging branches that "sweep" paddlers out of the boat), strainers (downed tree branches that let water pass through, but trap boats and paddlers against them), and fast currents that decrease the reaction time available to avoid obstacles. Tubers face increased problems sooner than boaters and need to adjust their thresholds to lower levels than used for canoes and kayaks.



# 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 from stone quarried on the spot.

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

