If an extremely shallow place has to be negotiated, lighten the load in the Turbocraft as much as possible, and if you stand with your knees bent any shock will be minimized to yourself.

Fouling: There is a screen on the Jet Unit intake to limit the size of stones that can pass through. Although the Jet Unit is designed to withstand this treatment, you should do all you can to avoid too much from going through.

When traveling at higher speeds, even in extremely shallow waters, there is no tendency for the screen to block with stones.

If starting off over a stone covered bottom, make sure there is sufficient water before starting the engine, and only use a small amount of throttle until in deeper water, or a reasonably faster speed is attained.

River Habits: Rivers vary greatly and the knowledge of one river, or part of one river, may be of little help in another.

Generally speaking, in many rivers large rocks, stones and boulders are washed down the mountain slopes together with sand and stones of smaller sizes. The water carries the smaller particles the farthest, therefore the further you go upstream the larger the stones and rocks become. Sand and small stones are predominant nearer the river's mouth.

At the confluence of two rivers or side streams, larger rocks and stones may be carried into the main stream. A careful lookout should be maintained at these points, but normally it will be found that the bottom reverts to ordinary stones after passing the branch.

Sand and stones are relatively easy to negotiate and in the event of touching the bottom no harm is likely to be done to the hull. On the other hand, in gorges or near steep rock faces, you must be especially wary, as the water may be deep and slow moving and large rocks just beneath the surface are difficult to detect in time. Generally speaking, keep well out from such places.

Usually very small ripples (other than wind ripples) denote shallows, and the bigger the waves become the deeper the water. A continually breaking wave in one place is evidence of a submerged rock which is to be avoided, although often it may be well below the surface.

The normal rapid starts in a pool of slower moving water, descends the slope and finishes in another pool of comparatively smooth water. When entering the slope the water gradually gathers speed until it reaches its maximum speed at the bottom where it enters the lower pool among waves and turbulent water. Care should be exercised to distinguish between these waves and waves caused by a rock which could well be situated in a rapid.