

In approaching a rapid from below, slower moving water is often found on one or either side of the main "tongue" of the rapid, and it is normally best to travel fast through this smooth patch alongside the main flow, and only go into the rapid itself when necessary, at the same time easing the throttle a little. You will then skim over the rough part of the rapid without losing much speed, or racing the engine because of the Jet Unit sucking air in the turbulent water. A special note of caution here. Often a reverse flow or minor whirlpool is found beside the main tongue of the rapid, and this water, although helping your Turbocraft to gain ground speed, may have a big rock just below the surface which is impossible to see because of the lack of movement on the surface. This seems to be more often the case where solid rock formation is present, so then be extra careful. To hit such a rock at speed is not pleasant. If you are not sure of the place go where there is sufficient current to show up the snags.

This brings us to an important point. When once you have gained some river knowledge, turbulent water, within reason, is not difficult as you can tell by the look of the water what depth you have, whereas still water looks the same whether it is one foot or one inch deep. With just a little current in the water you can usually see a swirl around a snag provided there is no wind ripple. Log snags are usually deposited towards the sides of the river or in the slack water around bends, but rocks can be anywhere.

If you have had a long and trouble free run it is very easy to become careless, and it is then in particular that you may be brought back to earth with a BUMP!

Very often in rivers severe cross-currents are encountered but with plenty of speed very little effect will be felt. However, bumps or slight tripping may be experienced, and a slight turn to bank the Turbocraft away from the cross current will help.

It should be mentioned here that when it is necessary to make a right angle turn in fast flowing water, allowance should be made for a considerable sideslip which causes loss of speed and may wash you into an obstacle you wish to avoid.

Take care when following close to another boat, particularly in shallow water as he may have displaced what little water there was during his passage and leave you with a rocky path to follow.

Watch also for the disturbance of his wake which will affect you as you attempt to cross it. In an approach to rapids his wake will increase in size in the fast water and can create a hazard.

A very necessary rule on the river is to ALWAYS WEAR A LIFE JACKET
AND NEVER WEAR WADERS!