

Big South Fork

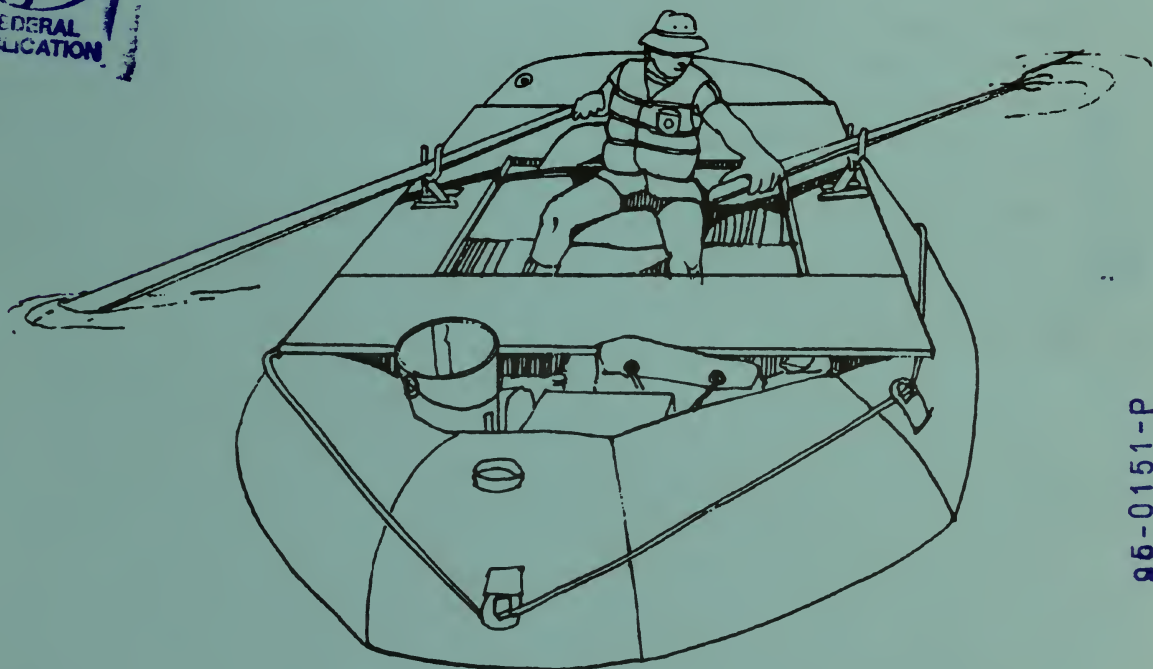
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A GUIDE TO PADDLING IN THE BIG SOUTH FORK



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PADDLING THE BIG SOUTH FORK

Floating the streams of the Big South Fork will give you entry to a land that time and events have visited, impacted and left. Although you can still see the results of previous agricultural, mining and logging practices, the land today has a quality of wildness with limited access and sparse development. At no time is this more apparent than when floating the streams or camping on a river bank as the sun sinks behind the gorge rim. Where the stream flows slow and smooth, you are able to look closely at the banks and cliffs. Where the stream speeds up and twists and drops between and around boulders and over ledges, you become one with your paddle. Rapids that you thought you would shoot through in seconds seem to take minutes as you lunge and thrust your way to calmer waters. Then the adventures ends abruptly and the pace again changes.



EMERGENCY INFORMATION

The Big South Fork of the Cumberland River and its main tributaries, the Clear Fork, North White Oak and New River offer a variety of whitewater paddling experiences. Some stretches are ideal for beginners, while other sections should be attempted only by highly skilled paddlers. Some streams can be floated during any season of the year while others have enough water for boating only during seasons with sufficient rainfall.

Floating can be a dangerous sport in certain stretches of the streams in the Big South Fork and at times of rising water. The river is a dynamic system which changes constantly. Expect the unexpected. Conditions change quickly.

This guide is intended to help you plan a safe and enjoyable adventure paddling in the Big South Fork National River and Recreation Area. Paddling guides for both Tennessee and Kentucky may be purchased at the Bandy Creek and Blue Heron Book Stores. These publications provide additional information on paddling in the Big South Fork National River and Recreation Area.

Additional information such as current river conditions, flow rates and available commercial outfitters may be obtained by calling the Bandy Creek Visitor Center at (615) 879-3625 during normal hours of operation.

Be prepared for self-rescue. Sections of the river are very remote and help from others could take several hours. Do not over estimate your skill level.

Beginner: A person without knowledge of basic strokes and maneuvers.

Novice: A person with knowledge of basic strokes and maneuvers such as eddy turns, peel offs, and ferries.

Intermediate: A person able to execute all basic maneuvers and strokes confidently in continuous Class III water.

Advanced: Takes Class III in stride and seeks challenge in Class IV. Can maneuver in Class IV rapids.

In the event of an emergency park rangers may be contacted during the day by calling the Bandy Creek Visitor Center at (615) 879-3625 or after hours by calling any County Sheriff Office. Telephones are located at the Leath-erwood Ford river access and the Blue Heron Mining Community.

RIVER ACCESS

BLUE HERON/MINE 18:

The Blue Heron site may be reached by taking Kentucky Route 742 west from Revelo, Kentucky. Coming from Stearns, take Highway 1651 south to Revelo and turn right onto Highway 742. From the south, take U.S. Highway 27 N to Highway 1651, turn left and follow Route 1651 through Pine Knot for 3 miles to Revelo. Blue Heron is located 9.5 miles down Kentucky Route 742.

YAMACRAW:

Yamacraw Bridge is on Kentucky Highway 92 north of Stearns, Kentucky, or 92 south from Monticel, Kentucky.

ALUM FORD:

Alum Ford area may be reached by taking Kentucky Route 700 west from U.S. 27 at Marshes Siding. Follow Kentucky Route 700 approximately 5 miles to the ford.

WORLEY:

Take Highway 92, 1.8 miles west from Stearns, Kentucky to Highway 791. Take Highway 791 for approximately 1.4 miles. The road to Worley is a gravel road that drops off sharply to the right. Continue down this road approximately 0.9 miles to Worley. The road to Worley is often in poor condition and may not be suitable for some 2 wheel drive vehicles. Caution is advised.

NEW RIVER BRIDGE:

From Bandy Creek Road, turn east (left) onto Route 297. Drive 12 miles to Oneida and U.S. 27. Turn south (right) onto Route 27 and drive 10 miles to New River Bridge. River access immediately south of the bridge.

WHITE OAK CREEK:

From Bandy Creek Road, turn east (left) onto Route 297 and continue to Oneida and U.S. 27 south. Follow Route 27 south to Route 52 in Elgin. Turn right onto Route 52 east and drive toward Rugby approximately 5 miles to White Oak Creek Bridge.

BURNT MILL BRIDGE:

Continue as for New River Bridge. After crossing bridge at New River drive 0.5 miles farther on Route 27 south to Mountain View Road on the right. Drive 2.0 miles to Mountain View and turn right at Shoemaker's store, then left on Black Creek Road at Mountain View Baptist Church. Follow Black Creek Road 2.3 miles to Crossroads Community. At Crossroads turn right onto Burnt Mill Ford Road (gravel road). Continue .5 miles to fork in road. Take left fork and continue .5 miles to Burnt Mill Bridge.

CONFLUENCE:

From Bandy Creek Road, turn east (left) onto Route 297. Drive 12 miles to Oneida and U.S. 27. Turn south (right) onto Route 27 and drive 2.5 miles to Highpoint. Turn right, cross over the train tracks and then turn left. Continue on 1 mile and turn right on the Airport Road. Drive 2.1 miles and bear left on to the gravel road. Continue on this gravel road for 4 miles to the parking lot above the confluence. You may reach the river by walking .4 miles down the old road (now closed to motorized traffic).

BREWSTER BRIDGE:

Follow above directions for White Oak Bridge. After crossing bridge continue east on Route 52 through Rugby to Brewster Bridge on the Clear Fork River.

PETER'S BRIDGE:

The Peter's Ford Road leaves Highway 52 at Pleasant View Church of the Nazarene 3 miles east of Allardt and 8 miles east of Jamestown, Tennessee. It can also be reached via Rugby by the above directions for Brewster Bridge. After crossing the bridge, continue west on Route 52 for approximately 7 more miles to the church on the left.

ZENITH:

Access is possible by continuing 5.2 miles from Burnt Mill Bridge to Mt. Helen Road. Take the right fork of Mt. Helen Road, then drive 3.3 miles to Zenith Road on the right. From Allardt, take Highway 52 east for 5.5 miles to Mt. Helen Road. Turn left onto Mt. Helen and drive 4.9 miles to fork in the road at Garrett's Grocery. Take the paved road to the left and drive .2 miles to Zenith Road to the left.

LEATHERWOOD FORD:

From Bandy Creek Road turn (left) east onto Route 297, drive 1 mile to Leatherwood Ford. From Highway 27 in Oneida take TN Route 297 west ten miles to Leatherwood Ford
(TN middle section)

STATION CAMP:

From Bandy Creek Road turn (left) east onto Route 297 for approximately 8.5 miles to junction of 297 and Station Camp Road. Turn left onto Station Camp Road at Terry & Terry Store and drive 8.1 miles to river. From Highway 27 in Oneida take TN Route 297 west six miles to the Terry & Terry Store. Continue straight onto Station Camp Road at Terry & Terry Store and drive 8.1 miles to river.
(Approximately 4 miles of this road is gravel and becomes steep before reaching river).

O&W BRIDGE

From Bandy Creek Road turn (left) east onto Route 297 for approximately 8.5 miles to junction of 297 and Station Camp Road. Turn right and continue for .7 miles. Turn right onto the gravel road and continue for 2.3 miles (use caution as you drive down the hill) till the road "T's". Turn right (this is the O&W Road) and continue for 2.8 miles till you pass through a cut in the rock. Just beyond this on the left is an old road down to the mouth of Pine Creek. Continue on for 1.4 miles to the O&W Bridge.



All Clear Go

RUN DESCRIPTIONS

Peters Bridge to Brewster Bridge

Distance	6 Miles
Difficulty	II
Average Drop	7
Use Season	W-Sp
Min Flow Rate (K&C)	600 cfs
Min Flow Rate (Raft)	1200 cfs

When there is enough water, this section makes a very nice half-day trip. The valley walls are close together and quite steep as the Clear Fork begins to cut into the Cumberland Plateau. Laurel thickets are common in this heavily wooded valley. The river is characterized by long pools and short, quick, easy drops.

Burnt Mill Bridge to Leatherwood Ford

Distance	11 Miles
Difficulty	III-IV
Average Drop	20
Use Season	F-W-Sp
Min Flow Rate (K&C)	600 cfs
Min Flow Rate (Raft)	1100 cfs

This is the run usually made by paddlers wishing to float the gorge. The trip begins deceptively easily, but quickly develops into serious, powerful whitewater which is challenging to even expert and advanced paddlers. Shorter trips may be started at the Confluence (7 mi), Pine Creek (3.5 mi) or the O&W Bridge (2mi). Emergency access exists at these points and by a steep footpath at the Honey Creek Pocket Wilderness. Numerous sheer, massive sandstone cliffs are visible on the run. The scenic values of the gorge are of the highest order.

Brewster Bridge to Burnt Mill Bridge

Distance	10.5 Miles
Difficulty	I-III
Average Drop	12
Use Season	F-W-Sp
Min Flow Rate (K&C)	600 cfs
Min Flow Rate (Raft)	1200 cfs

This is a very beautiful section featuring numerous boulders in the streambed, precipitous bluffs, and moderate rapids. The only named rapid in Decapitation Fork, formed where the stream goes under an undercut rock. Though not particularly dangerous, it is rather striking and requires some maneuvering skill to negotiate.

Whiteoak Bridge to Burnt Mill Bridge

Distance	11 Miles
Difficulty	I
Average Drop	13
Use Season	W-Sp
Min Flow Rate (K&C)	1000 cfs
Min Flow Rate (Raft)	2000 cfs

Whiteoak Creek is a scenic 5.5 mile run past numerous rockhouses and bluffs as it heads for the Clear Fork River. The last half-mile of Whiteoak Creek has some nice Class II rapids. The 5.5 miles of Clear Fork river to the takeout are likewise beautiful and have no major rapids.

New River Bridge to Leatherwood Ford

Distance	15.5 Miles
Difficulty	HV
Average Drop	14
Use Season	F-W-Sp
Min Flow Rate (K&C)	600 cfs
Min Flow Rate (Raft)	1200 cfs

New River, for its first six miles is a placid stream, the drop in the last two miles picks up considerably and some Class II-III ledges appear. The last 7.5 miles are run on the Big South Fork River which contains several Class III-IV drops. The trip will require a long day of paddling.

Leatherwood Ford Bridge to Station Camp or Blue Heron Mine

Distance	8 or 27 Miles
Difficulty	I-II (Angle Falls & Devils Jump IV)
Average Drop	5
Use Season	F-W-Sp-Early Summer
Min Flow Rate (K&C)	150 cfs
Min Flow Rate (Raft)	400 cfs

The stretch from Leatherwood to the Blue Heron Mine is a two day run combining moderate paddling difficulty with spectacular scenery.. It is often run as a fall color trip, usually during October. There are two major drops, the first Angel Falls is two miles below Leatherwood Ford which should be portaged on river right at any level. The second, Devils Jump is located just above the take-out and may be portaged on river left.

Zenith Mine to Leatherwood Ford Bridge

Distance	8.5 Miles
Difficulty	I
Average Drop	22
Use Season	W-Sp
Min Flow Rate (K&C)	2000 cfs
Min Flow Rate (Raft)	To Narrow

North Whiteoak Creek in an enjoyable seven mile run of moderate difficulty down a 400 foot, strikingly beautiful gorge. Boulders of assorted shapes and sizes are strewn along the way. Rapids are short and may be rather tricky, so good maneuvering ability is necessary.



Help - Emergency

RIVER LEVELS

The following are descriptions at various water levels of the Clear Fork and Big South Fork Rivers from Brewster Bridge (Highway 52) to Leatherwood Ford Bridge (State Route 297). Gauge readings are from the Leatherwood Ford gauge. These descriptions were provided by four whitewater clubs in 1989 and are generalized statements about conditions that may be experienced while running the gorge.

These descriptions are meant as an aid to help you use your own judgement in deciding if you should run this section of the river. Because of changes in the river over time, these descriptions may not be accurate. Use them as a guide, but scout each rapid before you try it. .

500 (CFS):

This level is considered very low. The rapids, especially on Clear Fork, are extremely technical. Broaching on rocks due to the tight passages is likely. Bottoming out in the vertical drops is common. Rapids, especially in the main gorge, are steep and rocky. Pinning is possible. River classification: **Class III** with one or two **Class IV's**.

1000 CFS:

This level is considered optimum for open canoes. Rapids remain technical and rocky. Several drops are still very vertical. Waves grow to 2-4 feet in height in places. Canoe swamping is possible. River classification: **Class III** with a few **Class IV's**.

1800 CFS:

Clear Fork becomes much less technical and sports several **Class III** rapids. The main gorge begins to have big water at this level, with several waves topping out at 4-5 feet. Vertical drops still exist at Double Falls, Washing Machine, and The Ell (The Big Three), as well as two drops in the canyon. The Big Three section is solid **Class IV**. Rescue between drops becomes problematic at this level, and some rapids, e.g., Krekels (Honey Creek Rapid), are continuous for over 1/4 mile. River classification: **Class III-IV**.

2500 CFS:

The river maintains a similar character at this level, with waves reaching 6 feet in heights. Some holes become very tenacious at this level, particularly those at The Ell, Rion's Eddy, and the Canyon. Overall difficulty is **Class III - IV** with several strong **Class IV's**.

3500 CFS:

Clear Fork rapids become nearly continuous at this level. Water in the Little Three rapids is powerful, with reactionary waves beginning to form in the 6 foot range. The main gorge is **Class IV** and very powerful. Waves in the 6 foot range are common, with several waves up to 8 feet. Swirly water and whirlpools begin forming at the bottoms of rapids at this level. Rescue becomes very difficult because of the swiftness of the water, and the length and difficulty of the rapids. River classification: **Class III - IV plus**.

5000 CFS:

At this level, the river changes character. Waves in the 6-8 foot category are common, with a few attaining 10 feet in height. Some eddies are very unstable, and waves begin to pulse. Diagonal reactionary waves are common in the gorge and make upright boating continuously difficult. Equipment is frequently lost if not retrieved expeditiously. River classification: **Class IV.**

10,000 CFS:

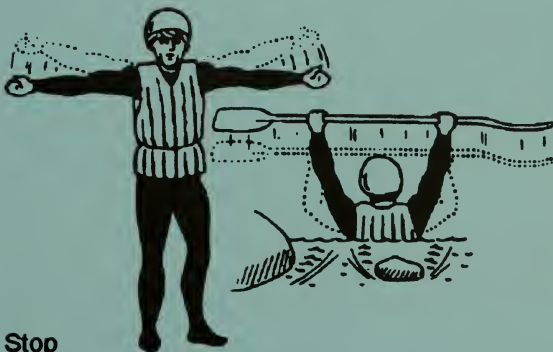
Clear Fork has rolling 4-5 foot waves for much of its length. The Little Three is a solid **Class IV plus** with large reactionary waves for 1/2 mile. The main gorge resembles the New River Gorge at medium water levels. Waves are huge, especially in the Big Three and the canyon sections. The canyon is very dangerous at this level because it is continuous for 1-1/2 miles with only a few eddies. The waves in the main current average 7 - 8 feet. The water is up in the brush and trees in places, thus making rescue extremely difficult and broaches a possibility. Several giant holes appear which can be extremely dangerous, e.g., Krekels (Honey Creek Rapid). Above 10,000 CFS there is a river wide hole between the EL and the Honey Creek Rapids, caution is advised. River classification: **Class IV - V.**

20,000 CFS:

The river has a similar character to levels around 10,000 CFS. Holes become bigger and meaner. Waves begin to explode irregularly. River debris (logs and trees) become a factor. Most rapids in the gorge are over 1/4 mile long. Swims are likely to be life-threatening to the swimmer and the rescuer. Rescue of equipment is almost too difficult. This level is considered high flood, and much of the gorge is **Class V.** Walk-outs are common at this level. Overnight stays may be the result. River classification: **Class V.**

40,000 CFS:

The Little Three has 8 - 9 foot waves. The Big Three is a mile-long **Class V** with continuous 10 - 15 foot erratic (reactionary) waves terminating in a river-wide hole at Honey Creek Rapid. The Canyon is a 1-1/2 mile **CONTINUOUS** series of 12 - 15 foot reactionary wave trains with several offset holes, one of which is 2/3 of the river wide and probably a keeper. Floating river debris is very problematic. Walk-outs are very likely. River classification: **Class V plus.**



Stop

RIVER SAFETY

Proper planning and common sense can keep an enjoyable river trip from turning into a dangerous and possibly life-threatening experience. The following safety tips are provided by the American Red Cross, read them carefully and practice safe river paddling techniques.

Travel in groups of at least three boats while on the river. Keep the boat behind you in sight. Secure all equipment in your boat.

Be sure you know your put-in point and especially your take-out point.

Avoid flow-through hazards (*strainers*). Even in slow water, these can trap you and be the cause of a fatality.

Avoid hydraulics - you can get trapped. Swim down to get out.

Capsized? Stay at the upstream end of the canoe. Don't take chances saving equipment. Leave the boat and swim if doing so will improve your safety, especially in cold water or very rough water. Keep your toes up and your feet together, pointed downstream. **Never** try to stand up in fast water unless it is too shallow for swimming.

When striking an obstruction sideways is inevitable, lean the canoe downstream but don't get caught between the canoe and the obstruction. With the upstream gunwale up, the canoe will be easier to remove from the rock. If the upstream gunwale is down, with the water moving at 5 mph, a 16-foot canoe would have hydraulic force of 2,240 pounds exerted upon it. The canoe could be severely damaged.

When you approach obstructions, set your

course well in advance. Know how to approach. If in doubt, scout from shore.

When other streams join the main stream, there can be strong crosscurrents, sandbars, debris, etc.

Remember that river current is usually faster on the outside of a bend. It also spirals (*folds under*) down to the bottom.

Be aware that upstream V's indicate rocks. Downstream V's with haystacks indicate gaps between rocks.

Think ahead. Set your course well in advance. Know your approach. Use a back stroke in standing waves. Set stern toward desired shore.

Emergency access to and from the river may be accomplished by using trails at the confluence and Honey Creek or by road at PineCreek and the O&W Bridge.



Throw Bag

RIVER DIFFICULTY

Clemson University



3 1604 010 221 507

The following rapid classifications were provided by the American Whitewater Affiliation. If rapids on a river generally fit into one of the following classifications, but the water temperature is below 50 degrees Fahrenheit or if the trip is an extended one into wilderness area, the river should be considered one class more difficult than normal.

CLASS I

Moving water with a few riffles and small waves. Few or no obstructions.

CLASS II

Easy rapids with waves up to 3 feet and wide, clear channels that are obvious without scouting. Some maneuvering is required.

CLASS III

Rapids with high, irregular waves often capable of swamping an open canoe. Narrow passages that often require complex maneuvering. May require scouting from shore.

CLASS IV

Long, difficult rapids with constricted passages that often require precise maneuvering in very turbulent waters. Scouting from shore is necessary, and conditions make rescue difficult. *Generally not possible for open canoes.* Boaters in covered canoes and kayaks should have the ability to Eskimo roll.



CLASS V

Extremely difficult, long, and very violent rapids with highly congested routes, which should always be scouted from shore. Rescue conditions are difficult, and there is significant hazard to life in the event of a mishap. Ability to Eskimo roll is essential for boaters in kayaks and decked canoes.

CLASS VI

Difficulties of Class V carried to the extreme navigability. Nearly impossible and very dangerous. For teams of experts only, after close study has been made and all precautions have been taken.



**National River and Recreation Area
National Park Service
U.S. Department of the Interior**



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