

Canoe News

AuSable Marathon, Chattajack

Classics from the 1970s

Dogs of Racing

Freestyle Canoeing

Kentucky Waterman Series

Chattajack!

Spring 2018 Vol. 51 No. 1





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From the Editor:

'Tis the season—to begin spring training, that is! With a tough winter in many northern regions, a lot of our competitors headed to the warm air and warm waters of Florida to get a jump on pre-season workouts. You'll see some photos of Florida training in this issue, contrasting with photos from our winter meeting in Indiana. Enjoy some classic Canoe News items as we continue the celebration of 50 years as the USCA, and check out some race write-ups, info on new races, and an article on the unique sport of FreeStyle canoeing. Not to mention an article on how canoe racing is going to the dogs... And meet our new membership chairperson! Hopefully there's enough to whet your appetite for getting back at it and out on the water!

Keep paddling strong!

Steve

Front & back cover photos by Briana Fitzgerald are of the Rock Springs Run & Withlacoochee River, respectively, Florida, March 2018. Pictured left to right: Katie Schaaf, Tommy Cramer, and Steve Miller. Not pictured: Briana, Karen Pleasant, and Pam Fitzgerald.

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VIEW FROM THE BOW

USCA PRESIDENT REBECCA DAVIS

The 2018 version of the USCA looks a little bit different than it has in the past- we have a changing of the guard in some key positions. Joan and Harold Theiss have stepped down from the executive committee and membership chairs, respectively. Both are still helping in many areas as we transition to the next generation of volunteers. This is a big burden for the new team to carry, but one that I am confident we can manage. I am personally grateful for all the hard work Harold and Joan have done over the years in shaping our organization.

Among the new faces, we have two new executive committee members: Barb Bradley and Phoebe Reese. Many may know Barb- who is serving as Secretary as she has been heavily active in marathon canoe racing for many years. In addition to marathon canoeing, she has dabbled in both outrigger and surf ski in her racing and training across the country. Barb will bring racing experience, USCA involvement, and a thoughtfulness to the executive team.

Phoebe is from New York and has recently returned to rac-

ing, although she has been active in paddlesports for most of her life. She has trained and raced heavily in both canoe and kayak, and is a advocate for the paddling youth. Phoebe will add to the team her racing experience, USCA involvement, and a drive to get things done. Both women are excited to be part of the executive committee and were willing volunteers for their respective positions.

Also new for 2018 is the introduction of Freestyle paddling. What is freestyle? Continue reading the rest of this issue to learn more, but it is an efficiency based paddling discipline that requires the utmost of skill and patience to perfectly execute specific maneuvers. After talking to many of the freestyle paddlers, I think our racers can draw many parallels to the value of skill and technique when working with this group. There will be a Freestyle paddling demo at the 2018 Na-



tionals in Syracuse, so make sure to check it out!

I haven't been able to list all of the new volunteers and members who have stepped into the available positions, but I appreciate each one. Many committees that have been vacant for some time are now full due to our members. Other positions are still available for willing volunteers- specifically the Nationals Coordinator, and National Awards chairs. These are both active during our Nationals and we need the help! If you have any desire to help shape the USCA over the coming years opportunities are available, just contact me (Rebecca) at: canoe_run_ski@hotmail.com

NEW USCA MEMBERSHIP CHAIRPERSON

LYNNE MCDUFFIE

Hi every one! I am Lynne McDuffie, your new Membership chairperson for the USCA. I have been a member for many years but I never really paid much attention to how it all worked until I took this job. My Husband says “people never notice what you do, just what you don’t do.” I must admit I have been guilty of that where the USCA is concerned. The USCA has very low membership dues. We are able to keep our dues low because we have an entirely volunteer staff. I would like to thank Harold and Joan Theiss for being so patient with me getting up to speed. I would like to also thank all the other paddlers and paddler family members who are serving or have served on the executive committee as well as all the delegates who have spent their own time and money traveling to the annual and semiannual meetings. The Marathon Nationals and Aluminum Nationals likewise would not be possible without all of you pitching in and helping. It is quite amazing.

If you have not signed up yet for this year I would encourage you to do so. This issue of *Canoe News* will be the last one sent to 2017 members who have not renewed yet. If you are not

certain you renewed for 2018, the member year is on the address label or you can email me and I will be glad to check. *Canoe News* is a great magazine and a lot of your fellow paddlers are working tirelessly to assemble the magazine, print it, and get it out to the membership. The insurance that is available with either a Club Affiliate membership (at least 8 members needed and they do not need to be USCA members) or a Race Sponsor membership is very good and can be acquired very easily. Business Affiliates can also get insurance through the USCA for cruises. I personally have found the new insurance agent to be very helpful. The Insurance Program helps support our USCA paddle sport programs so we encourage members to use it. Go to the USCA web page and check that out.

You can sign up on line by going to the web page and hitting the “Join USCA” button and it will link you to Signmeup. If you



want to sign up through the mail you can do so by filling out the membership form and mailing it to me. I do batch the membership cards depending on how fast the renewals come in, so if you need your membership number prior to getting your card you can email me at: llmcduffie@gmail.com. I will be glad to send you your number.

Thanks for supporting the USCA!

Lynne McDuffie
410 Cockman Rd Robbins NC
27325

AUSABLE MARATHON—NOT FOR WIMPS!

TOM THOMAS



Exciting “Le Mans” start of the AuSable Marathon!

In July 1998 I completed the most challenging canoe race of my life - the AuSable River Canoe Marathon from Grayling to Oscoda, Michigan. The race starts in Grayling where the river is 15 to 20 feet wide and continues downstream through various water conditions including shallow swift water, marshes with numerous canoe busting stumps sticking up, deep water, and long lakes. Six dams have to be portaged and there are many cuts that competitors must know to take on the winding river and through the marshes. The race ends at Oscoda 120 miles downriver from Grayling.

The first AuSable Marathon was in 1947 and is one of the toughest professional canoe races in the world. Most legends of the sport have raced this race. Most of the 53 teams entered in the 1998 race were

from the USA and Canada as usual. With a total of \$50,000.00 in prize money up for grabs it attracts the best of the professional racers. My partner for the race was Dwight Walker who was living in Bremen, Indiana at the time, but has since moved to Michigan. Dwight had already competed in the race a couple of times prior. This was my first time and I was about to get an education.

Race day starts at 12:00 noon on Saturday with a racers meeting and final jiggging of the boats (measuring for legal dimensions). After jiggging the boats are impounded until 30 minutes prior to race time. At 7:30pm the race teams are introduced to the spectators. The banks of the river are packed with spectators through Grayling and it is estimated that up to 50,000 specta-

tors watch throughout the 120 mile course. The race starts at 9:00pm on Saturday evening in downtown Grayling three blocks from the river. In the 1998 race, the boats were positioned on the street in 11 rows, 5 boats to a row. Placement in the line-up was determined by individual team times from qualifying sprints that had been held a couple of days prior. Dwight and I had done pretty well in the sprints and we were in the third row of 5 boats.

When the starting gun went off at 9:00pm, all teams grabbed their boats and ran in a mad dash 3 blocks to the narrow river. The noise from the mass of spectators made it impossible to communicate with your partner. The first mile or so was a crazy mess of banging boats, paddles and wakes. Twenty minutes into the race, we were setting in good somewhere around 10th or 12th place, but then the “canoe race from hell” began. In the stern, Dwight’s foot brace came loose and we had to stop for repairs. It was frustrating to watch approximately 15 to 20 boats pass us as we worked on the foot brace.

About an hour into the race we had our first pit stop to take on our 2 liter bottles of carbohydrate drink and easy to eat “race food”. Our pit crew followed us throughout the race giving us new drink bottles and food at 8 pit stops. These stops only took a few seconds. Our first two pit stops were terrible in that

half my first bottle siphoned out the drinking hose and the second one I dropped with the cap off. The drinker hose was pulled up out of the bottle at the pit stop and I tried to get a drink by taking off the cap, but dropped it in the bottom of the canoe spilling all of it. That meant little to drink for the first 5 hours of the race. Our pit crew consisted of Dwight's daughter and 3 other friends. Each team must have their own pit crew for support.

Shortly after the first pit stop, night set in so we turned on our light attached to the bow of our boat. The temperature dropped into the 40's causing heavy fog which lasted all night and into the next morning. The cold also froze my fingers causing them to be numb all night. Many paddlers wear tight fitting paddling gloves, but like a fool, I didn't. It was eerie paddling at night with numb fingers in a blinding fog on a rushing twisty river trying to miss logs and shoals, and trying to hit chutes that cut off some river bends. At bridges and houses along the river, large numbers of spectators shined flashlights and cheered as boats passed. You could always tell how far other boats were in front or behind by the cheers of spectators in the distance. Lights from the other boats glowed in the fog behind and in front. The idea was to get behind another boat, turn your light off and take advantage of their light. This was a cat and mouse game that all boats played with each other throughout the night. At times, 3 or 4 boats would get in line with only the lead boat having their light on. Stronger teams may then attack and break away into the dark. Running at night in the fog was tough. We grounded out on shoals a few times, missed 3 important cuts, and capsized once

when we hit a submerged log. These mishaps resulted in us re-catching and passing other boats 2 and 3 times. It was a real challenging and frustrating part of the race.

When the sun came up the fog didn't go away. We paddled into Alcona Pond looking for the dam where we were to portage, but the fog covered nearly everything. We got lost in the fog and padded into a dead end finger of the lake. Luckily we ran into a fisherman who directed us back in the direction of the dam, but the "detour" cost us 20 to 30 minutes. We were really bummed out by this costly error. It was 9 hours into the race and I was "hitting the wall." I felt so lousy I wasn't sure I could continue past the dam, but I was determined not to stop unless I just plain couldn't go anymore. Dwight felt tired but OK. At the portage we took on 2 liter bottles of defizzed Pepsi Cola mixed half with water, some food, slammed down power-gels, and each took 4 Ibuprofen tablets. We each took 12 Ibuprofen tablets throughout the race to keep down the pain (most paddlers do, it's necessary). As we continued on I started feeling better but I think I about "hit the wall" three more times.

The rest of the day the race went a little better, but Dwight's foot brace came loose 3 more times causing time consuming stops. We hit all the cuts and fortunately didn't hit any more capsizing logs. We passed more boats throughout the day, but the race was becoming like a test in the "will to survive". Most of the last few hours was a daze - just keep the boat moving well; see a boat ahead concentrate on catching and passing it; try to make the old legs work while portaging the remaining dams and not fall and get hurt; and don't forget to eat and drink. Even though

there wasn't much time to appreciate it, I couldn't help thinking how beautiful the river was. With it's crystal clear water, the AuSable is one of the most beautiful rivers I've been on. Years later I took a 5 day kayak/camping trip from Grayling to Oscoda and we really had time to enjoy the scenery.

After 120 miles of paddling we crossed the finish line at Oscoda in 25th place with a time of 16:44:43. We were bummed out at all the time we lost in mishaps and getting lost in the fog, but that's race luck. Of the 53 teams that started, 38 finished the race. The rest either dropped out or were disqualified for not making check points in required time. The race was won in 14:15:47 by Serge Corbin from Quebec, Canada and Jeff Kolka from Michigan.

At the end of the race, tough-guy Dwight was reasonably OK, but I was a mess. I was staggering with fatigue and couldn't get the sound of rushing water out of my head. I still felt like I was in a moving canoe. My hands and fingers had blisters as big as nickels' and my fingers were also white as a dead mans. I was too tired, sore and sick to stay for the after-race dinner and awards ceremony. I got in my truck, drove out to a camping area, crawled into the back and slept for 12 hours. This was the only time I raced the AuSable Marathon but Dwight has raced it many more times over the years. Dwight was the tough guy in the boat and I was the wimp! Since then I've run marathons, raced long course duathlons, and have done full Iron-man triathlons, but the AuSable Marathon was the toughest endurance race I ever did. I admire those tough canoe racers that do this race year after year - they aren't wimps!

CHATTAJACK 2017!

REBECCA DAVIS



Rebecca (Barton) Davis and father Bruce Barton crankin' it into the finish! Photo courtesy of Deb.SActionPhoto, www.debsactionphoto.com.

Every few years I get excited about a race and I just have to put it on my calendar. The first was the General Clinton, then the DW, and last year it was the Chattajack. To be honest, Chattajack was on the list for three years. I liked the idea of a "gorge" race (even though I still am not sure what that means). As a bonus, the race was after my normal racing season AND in Chattanooga, Tennessee, which

means warm weather paddling, at least compared to Michigan. Plus, going to a race that has a different field takes all of the pressure off. At 31 miles, I figured I wouldn't really have to train too much and could still pull off a good race.

The first two years of the Chattajack quest I asked around in the family for partners and nobody was available, or wanted to

do another race at the end of the season. This spring, I finally got Dad (Bruce) to bite with the caveat of racing OC2. I had always wanted to race OC2 to get some exposure for marathon canoeing, but Dad wanted a break from the normal grind and had a friend whom he thought he could borrow a boat from. For those out of the loop, OC2 is a two-person outrigger canoe with a rudder and an "ama" or second hull that

is used for stability. These are paddled mainly on the oceans. (My other outrigger canoe experience is racing the Catalina Crossing).

I decided I could take my chances in the OC2 and planned to sign up. Signing up for the Chattajack MUST be planned. The race has 500 spots and fills up within 8 hours of opening en-

could tell Dad that we made it in, he comes up to me and says "I think we are in trouble. Your mom (Roxanne) has never been this mad at me before." Shocked, I asked what the problem was. Apparently we never let Mom know that we were entering the race and she wanted to go too. She didn't have a partner, or a plan, but leaving her home wasn't

we had a little bit of time for Mom to get her boat figured out. I lobbied for C4 but Dad was well into General Clinton C4 training and vetoed that idea. Mom asked around trying to get a women's partner with no luck... so we all turned to Mike. Mike had stated from the beginning he would only go to feed. He didn't want to race that late in the season and he



Mid-race pack of outrigger canoes, SUP's, and surf skis! Photo courtesy of Shawna Herring Photography, www.shawnaherringphoto.com

tries! It is so cool to have a canoe (kayak/SUP/etc.) race that has that much demand. I set my alarm for 11:50 PM to be in line at midnight to enter and got us in-success! I went to work the next morning at 5:30 AM and, before I

an option. I rushed to the computer and quickly signed her up-spot #456- whew!

Only one person from each team has to hold the spot and the other teammates have a month or so to fill out their registration, so

hadn't followed a race in a long time, so he would be our driver and cheering captain. However Mom is the queen bee, so Mike relented and decided to race C2.

We finished the marathon racing season and started to plan

for the Chattajack about the beginning of October. Dad picked up our borrowed OC2 and we had a lot of fun taking it out the first time, with all four of us rotating around in different positions. With Dad and I racing together, we decided he would run the rudder since I have basically no experience in ruddered boats. I went stern and called the switches.

The thing about switching in a ruddered boat is that you don't have to steer to go straight- the rudder holds the line. This means I was counting strokes. Fourteen per side the first hour, then down to eleven by hour four. I couldn't look at where we were going because then I would want to steer; the rudder turns the boat from the end instead of around a center point, so I wasn't anticipating the swing properly. Basically I had to stare at Dad's shoulders the whole time and count- which makes for boring paddling. The training was excruciating with almost no glide: we basically had one speed- probably due to the older hull design. By the time we arrived in Chattanooga, I ready to never set foot in an outrigger again.

Since we weren't sure what to expect from the Tennessee River, Mom and Mike packed two boats for the race: the V1 and Jensen 18. They planned to paddle around the start on Friday, get a feel for the river, and then make a decision. When we pulled into town it was sunny and 70 degrees with fairly calm looking wa-

ter. Dad and I assembled our boat and off we went. Mom and Mike didn't put the bow and stern covers on the V1 in our eagerness to get to the river, and swamped within 10 minutes from the chop. While we waited for them to dump I played with the ama adjustment to suit the conditions. When we returned to the car, the Jensen 18 was chosen and Mike decided to try his first race in the stern for a change of pace. While they made adjustments to their boat, Dad and I were able to test drive a demo boat that our competition was racing. In the small loop we did around the start, we were averaging 1 MPH faster than we did in the boat we had borrowed for the race. This confirmed that we had a dog, but we were grateful to use it, and we hoped our talent and training would shine through.

The morning of the race went as most of the 2017 season had. Cold. Rain. Mud. The temperature was dropping from the 50s into the low 40s, and the rain and wind grew with each passing minute. We put on our rain gear, did all the last minute adjustments and warmed up. Mom and Mike took off in the first wave, and kind of missed the start but recovered quickly. Dad and I prepared for our turn to go. I started to get nervous when other OC2s were caught sideways by the bridge supports. A start with 20 marathon canoes can be chaotic, and our start had over 150 kayaks and canoes! I didn't trust that a rudder could compensate for all

of the steering problems people were having getting to the line.

The gun went off and we got out clean. We immediately fell into a pack with the faster design OC2s out in front. We were probably sixth or seventh in the OC2 mixed but hanging out in a solid pack. After the first few miles the river had some standing waves and Dad and I showed off our skills. We were able to read the river and negotiate the waves and current- moving up to third place by cutting one corner! We found a nice cruising pace that was hard-but-manageable, and we cut one more corner to catch the second place. Once on their wave, I realized it took less energy if I called the switches like in a marathon canoe, so we used the rudder less for steering and more just to keep our tracking straight. This made me so happy; I finally got to go off of feel and quit counting!

The second place team had more speed than we did, so we fought the whole way just to stay on their wake. After three hours we had to take different lines at times just to get a break from riding, hoping that we would have the energy to catch the wave again, or maybe even come out ahead on a line. The final six miles were advertised as shallow water and, realizing that our hull speed couldn't compare to the second place team, we hoped to hang on as long as we could. We caught two men's OC2's from working together but we couldn't

ride them because we were "different classes." With four boats side-by-side it was playing out to be a dramatic finish. With three miles to go, the 2nd place mixed OC2 hit a rock and knocked off their rudder. We narrowly avoided it. We stayed together for a little while longer, but every so often they would make a ninety degree turn and we started to pull away. It may not be pretty, but sometimes this type of luck is what determines the race. The two men's teams had pulled ahead when we were in the boulder field. Dad and I felt strong so we gave it everything we had, passing them with half a mile to go. We sprinted down the pier and into the finish. We had made it!

I didn't realize how cold I was until I went to get out of the boat. Everything was numb, and my feet didn't work in my neoprene booties. Volunteers helped us with the boat and we waddled to the car where Mike and Mom were loading the Jensen 18. They had finished first C2 and were in the top 10 across the line.

Our time ended up being faster, but not by much. Over a hundred boats had pulled out either just prior to the race, or during the event because of the cold wet conditions. As we had paddled, we were amazed by the number of SUP and prone paddlers in shorts and t-shirts getting soaked from the wind and rain. We were so happy to be done knowing that many would be out there for a few more hours. We loaded up and headed back to the hotel to thaw.

At the awards party, we were able to see how our friends did, and congratulate our class winners. The first place mixed OC2 had a fellow (sometimes) marathon paddler, as did the third place team, who also passed the rudderless boat, so we were well represented. After such a soggy, hard day, we can't wait to go back again- although this time with our own fleet of outriggers. ***Chattajack 2018: the Barton/Davis crew will be back!***



Chattajack starting line

THE DOGS OF RACING

JULIE HORNEY



He probably thinks I don't want to go with him today but I do. I always do.

Put me near water or mud and I'm a happy pup: the messier, the splashier, the better dontcha know?

When my paddler goes off without me my heart just sinks like I'M GONNA DIE . . .

Until the ground rumbles, that big door opens, and here he comes through the little door just to see meeeeeee! It's just the best!

I try to be good but I just can't help myself sometimes.

Things need to be chewed, mailmen scared off (especially that one in shorts dressed in BROWN), and anything soft cuddled with my wet, furry snout.

Don't get me wrong, I know I have it good and all that,

"but why can't I go with you like all the time?" say my big brown-n-black eyes.

"Or won't you give me a bite or three of that hamburger that smells so good?"

You big people just aren't as nice as those little people like me. You know, the pint-sized ones who drop crumbs all the time. Yum! Yum!



Gary Mullen is in the kayak in the top left photo. Other pictures are from the 2017 Dubuque, Iowa USCA Nationals except where noted.





I'll wait for you here,
I'll wait for you there,
I'll wait for you anywhere

'cause you are just the best,
scratch my ears some more,
and give me one of those crunchy things in
that bag you just opened, k?

You think I don't know what you are up to but
I do . . . I watch you all the time and it's not
even weird.

Just bring me with you in the car, on the boat,
in the tractor, or just for a ride! Go for a walk?
(Pant! Pant!)

Thank you for being my bestie.

Sniff, sniff, sniff.

I love you more,

Your Dog



Elle swimming alongside our Editor, Steve!

PADDLE SPORTS OF MISSOURI AND ARKANSAS

CHARLES LOCKWOOD

Missouri is famous for a number of reasons, not the least being home to Harry Truman, Walt Disney, Josephine Baker, Kate Smith (“it ain’t over till the fat lady sings”), Burt Bacharach, not to mention for people like notorious criminal material: the likes of “Ma” Barker and bank robber, Jesse James. Its most recent claim to fame, however, is its growth of the paddle sports community and active race calendar.

The Missouri River

“Too thick to drink; too thin to plow,” Mark Twain.

At 2,341 miles in length, the Missouri River is the longest river in North America and the fourth longest in the world, draining a watershed of one-half million square miles. Until early 2000, there was not much recreational activity on the Mighty Missouri for several reasons—lack of ports and docks from Kansas City to St. Louis, access to the river itself, and a very swift current year round—all put people off using the river for fun. The river also has a well-deserved reputation for ferocity during flood times, destroying homes, farms, and altering the river landscape.

With its wide and somewhat straight channel, the Missouri has proven itself to be a comfortable and relative safe venue but does have a few hazards of which racers need to be aware:

Silver Carp. Yes, Virginia, fish really do fly. Escaping from fish farms in Arkansas in the 1970’s, Silver Carp have invaded the Mississippi, Ohio, Illinois, and Missouri Rivers. A skittish disposition causes them to leap upwards of 10-feet out of the water when disturbed by motor boats and

paddlers. A number of people have been injured by the carp, in-

and barges cannot get out of a paddler’s way. Kicking up 4’ high wakes, they are a force to be respected.

Wing Dikes. Man-made rock structures that help channelize the river. These are generally more of a problem when the river levels just barely cover them over, bringing unwelcome “surprises” to paddlers who have not yet learned to read the river. Nevertheless, on August 5, 2006 fifteen canoes and kayaks were launched at Kaw Point, Kansas at the confluence of the Missouri and Kansas rivers to bring the inaugural MR340 peoples race. This event has grown to 400+ participants



Asian Carp jumping!

cluding an MR340 competitor who was hit in the head causing him to withdraw from the race.

Barges. There is still commercial traffic on the Missouri

and is billed as the “world’s” longest nonstop river race.

As the MR 340 brought an awareness of paddle sports, new races sprouted up in Missouri and

Kansas to satisfy that need. A number of the races emerged, not just competitive ones, but also events used as fundraisers to support education about- and clean-up of- the Missouri River.

Kansas River - The “Kaw”

The Kansas River is part of the Missouri River drainage, traveling 148 miles to its confluence at Kaw Point, Kansas just outside Kansas City. Slow moving and generally shallow, the river is mostly sand bottom from Lawrence to the Missouri. A meandering river, its channel can change rapidly and it is the only river where taking the outside sweep (where deeper and faster water should be) will lead you right into a sandbar.

Wildlife. Wildlife on the Kaw includes birds, beaver, otter, and eagles are sights that will reward the observant paddler. Sun, sand, and the accompanying sunburn are bonuses (of sorts!).

A more complete list of area races can be found at the end of this article but I will briefly touch on a few of the more well-known ones here.

There is a more casual approach to racing in the area as opposed the well-defined scene in the northern and eastern states. Many races are mass start, no lining up across the river. Classes are sometimes less defined and could be called innovative; boat length, single or double blade, pedaling as opposed to paddling, and of course the dug-

out canoes and stand-up paddle boards can be found competing against each other in the same “class.”

A few races of note:

Perche Creek Gut-Buster. This is the first race of the season; 2017 will be its tenth year. It provided an eight mile looped course at the site of the Providence fishing access (defunct river town on Missouri’s Perche Creek); single and double-blade classes along with a stand-up paddle class.

Shootout. 50 miler from Kansas City to Lexington on the Missouri; single and double-blade classes.

Gasconade 25. Probably the most scenic venue; be on the lookout for bald eagles.

Freedom Race. 62-miler on the Missouri, billed as a warm-up for the MR340. A variety of classes.

MR340. Kansas City to St. Charles, Missouri. Non-stop race with an 88-hour cutoff, running lights required. Single, double and stand-up classes as well as pedal boat, team, voyager.

Race for the River. On the Missouri. This 20 or 40-miler features classes list on their site.

Gritty. On the Kansas River. A 35-mile race on a shallow stretch – bring a shovel, pail, and sunscreen. A hot, hard, fun race. Check their site for class listings.

Race to the Dome. 15.9 or 26 miler on the Missouri. This race is an end-of-the-season fundraiser for River Relief. See their site for class listings.



Osage Race underway!

2018	April 7	Perche Creek Gutbuster	www.heartlandpaddler.com
	April 22	Epic Shootout	www.midwestpaddleracing.com
	May 13	Osage Spring 12	www.osagepaddlesports.com
	May 27-28	South Dakota Challenge	www.sdkayakchallenge.org
	June 3	The Gritty	www.midwestpaddleracing.com
	June 10-11	Osage Howler	www.osagehowler.com
	June 17	The GAS	www.rivermiles.com/forum/YaBB.pl?num=1424296156
2018	June 23	Two Rivers Marathon	www.heartlandpaddler.com
	TBD	Kentucky American Water KR255	www.kr255.com
	July 8	Fort to Field 50	www.forttofield50.com
	July 15	Missouri River Freedom Race	www.midwestpaddlerracing.com
	July 22	Firecracker (Alton Pool, Mississippi River)	www.firecrackerrace.org
2018	July 23-27	13th Annual Missouri American Water MR340	www.rivermiles.com
	August 26	Race for the Rivers	www.racefortherivers.org
	Sept. 16-17	Quincy 5-Miler	www.quincy5miler.com
	Sept. 16-17	Bear Creek Grunt	www.quincy5miler.com
	Sept. 30	Race to the Dome	www.racetothedome.org
	Oct. 15	Kawlloween	www.midwestpaddleracing.com



Start of the MR340



Barge traffic on the river.

**Dates above are from
2017 unless noted.
Contact the race websites
for current dates and de-
tails.**

CLASSICS: BATTLE OF THE SEXES 70'S STYLE

CLASSIC ITEMS FROM EARLY CANOE NEWS ISSUES

The Last Word

THE LAST WORD is limited to stories and articles by women canoeists. Any woman whose story is accepted for this column will receive her choice of a Clement or Sawyer paddle or a set of Quik-N-Easy car top carriers. This edition's story is by Pat Canny, Minneapolis, who wrote it for Minnesota Canoe Association's "HUT" magazine.

GUESS WHAT, HONEY, I'M GOING TO BUILD A CANOE!

These words open a whole new world for canoeist's wives. The first stem in every husband's mind is how to convince the little woman. Operation "snow-job" is under way when he says, "Honey, it only costs \$50 to \$60. Think of all the money I can save. Why, if I bought a canoe already built it would cost me---" Then he adds, "It will be so much easier for you to paddle." Now he has you thinking he is a financial genius, saving you a fortune - which you didn't intend to spend in the first place. And he's doing it all for you so it will be easier for you to paddle - which you didn't intend to do either. At this point you give your blessings to the project, smiling to yourself because you know he never finishes anything.

I call the next phase "Mr. Mole" - because he doesn't come up from the basement - or "Has anyone been able to find my husband in that mess?" It takes approximately 100 hours to build a canoe. Now, your husband can do this over a period of one month or six. Mine chose three or four. By appointment only, you may consult with him about trivial matters such as the children, repairs, funerals, marriages, etc. "Now dear, don't you worry about the mess. You know me, I will clean it up when I'm all done." Yes, we know them, don't we girls!

Be sure to offer to help him. After all, YOU MUST BE INTERESTED IN HIS HOBBY - and it may help to get rid of the mess a little faster. This gives your hubby the golden opportunity to boss you about and smile patiently at you when you spill the varnish in the canoe while doing the gunwales. For heavens sake, don't offer any time-saving ideas or opinions on methods. After all, he is the builder extraordinaire, and "dear, I'd rather do it myself." It also hurts his pride when another man comes in and suggests the same thing you did.

Finally, the day of launching your sturdy craft arrives and it's the big day of adjusting the seats. MY hero chose a drainage ditch for the christening. Did he take me along so the seats were adjusted for us? No, he took a good neighbor man who is close to



Pat Canny

my size, give or take 85 pounds. Consequently, I now rest my feet on 85 pounds of rocks, but our canoe is balanced! As it turned out, his bringing the neighbor man was my first break. They tipped over and I missed a dunking in two feet of water (somebody up there likes me).

Going to the first cruise with the canoe club, you're green as grass and without any experience in a canoe. You may know this is your first time in a canoe, but no one else knows - until you pick up your paddle and hold it like an oar. Your husband knows how, so he gently corrects you. "For heaven's sake, at least hold the paddle right!" Now you are equal; neither of you knows what to do. You take off though and make the most beautiful circles anyone in the club has ever seen. At this point, your husband is yelling, "Hut! Draw! Pull! Rudder!" - He must have seen this in a movie - and when you ask him "How?" he will say, "Experiment!" After much effort, we begin to go forward, but why is everyone else so far ahead? And why does it look so easy for them when I am working so hard?

Two cruises later you've got the hang of it and you can keep up and pass a few. You've also learned that when he screams, "Hut-draw-pull-rudder" you yell "What? What? What? This leads to many colorful discussions, but at least you're communicating. When you see a man and woman paddling down a river in quiet contentment and you are thinking, "Isn't it wonderful that they can do things together?" Look closely at their faces. They probably aren't speaking to each other!

Is it worth it? Three years and three canoes later I'm still doing it and my husband says I'm his best friend. I guess it's worth it and I hope you are ready for "Guess what, Honey, I'm going to build a canoe!" ★

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CLASSICS: DO YOU LOVE YOUR CANOE PADDLE?

A CLASSIC ARTICLE FROM 1970

22

DO YOU LOVE YOUR CANOE PADDLE?



Some of you must! That is the only reasonable explanation of why some paddlers will, year after year and mile after mile, keep swinging the same old war club. Take a look at that old paddle. Do you know the amount of work that is done with a paddle on an average trip?

I went to the library to do some research for this article and in one book, "Canoeing" by Carl W. Handel, found this information: "The average paddler takes about 25 to 30 strokes a minute, 400 to 450 per mile, 1300 per hour, on a long day about 12,000 to 16,000." He figures this is equal to shoveling coal on a passenger train for a 350-mile run. I know that canoeing shouldn't be compared to shoveling coal, but it does make one stop and take a second look at his equipment, if he is going to be doing that much work with it. As our author goes on to say, under these conditions such small matters as weight, balance, varnish, spring, shape, and grip are very important.

Let's take a look also at how important the length is. Everyone seems to have his own idea of how to select the right length to fill his own individual needs. Carl W. Handel says the bow paddle should reach the paddler's chin and the stern paddle should be about even with the paddler's eyes or hair line. How does that hair line bit grab you, some of you skin-heads?

The Red Cross has gone to a great deal of trouble and expense to produce a book that covers canoeing like a blanket. They advise their readers to select a paddle by using this rule: "With the tip resting on the ground, the grip should reach eye level. It is not wise to use one shorter than this but a longer one would be all right. Another method of determining the length for average use is based on the paddler's arm length. With the fingers on one hand curled around the grip, the second joints of the other hand should curl around the tip of the blade. This should be equivalent to eye level. It should be helpful for each paddler to measure the length of his paddle both ways. The relationship of height to arms will vary with individuals." Now is all this perfectly clear? Good! But we're not done yet.

In the book "Principles of Canoeing" by Pierre Paulling, he uses the rule that the paddle should be 3 inches under the user's height for the bow man, but rarely shorter than 5 feet and no longer than 5 feet 9 inches. The blade should be between 5 and 6 inches wide. The length of the blade should be about 27 inches. Custom paddles may be needed for odd sized people. Mr. Paulling says, "I refuse to suggest hard and fast rules for paddles. The paddling rules are rather definite but the rules for paddles are not."

In the book "Canoeing", Raymond R. Camp says the bowman's paddles should be long enough for his chin to rest on the handle, and the stern man's should reach his hair line.

In "Canoeing A to Z", Ruch Elvedt claims "The chin and nose are the guide for the length of bow and stern paddles, but one may use whatever he feels best meets his needs most efficiently. The bow paddler should have one about chin height and the stern paddler one a little longer.

One thing that all these books fail to recognize is the fact that the average person does not stand up when paddling. And everyone's height when seated is not directly proportional to his over-all height. Another fact that they ignore is that the seats in all canoes are not all the same height.

The rule that I use to judge what length paddle I plan to use is first to get some idea of what kind of canoe I plan to paddle in. If it is a stock model like a Grumman or some similar type that will sit relatively high in the water, then a paddle about 60 or 61 inches long or up to as high as maybe 66 inches is in order. If the canoe is a low racer, then a paddle about 53 or 54, up to about 56 inches will do.

The important thing is to bury the paddle over the blade when in the middle of a normal stroke. If you don't bury the whole blade, then take out your pocket knife and whittle off the part that you do not use. There is no use carrying all that extra lumber around, unless of course you are a weight lifter, or are over weight. I have seen back seat paddlers in canoe races only bury about half

the paddle, but they always seem to have trouble keeping a partner.

The shaft is another very important consideration when buying a paddle. The diameter should be at least 1 1/4 inches to give it the necessary stiffness and strength. Many of the paddles available in the discount stores are made of 3/4 inch material. To make them stiff and strong enough for normal use with this thin a shaft, the use of a hard wood is necessary. The result is a paddle which is too heavy and clumsy.

The width of the blade is important if you are going to race, but for the average paddler one that is about 7 or 8 inches wide will do fine.

All the authors seem to agree that spruce is the best material for a paddle, with maple running a close second. A good canoe paddle can cost anywhere from two to fifteen dollars, depending on the type of paddle you want. Most of the inexpensive paddles have small, weak handles, thick, heavy blades, and poor varnish. The grips may be lumpy, and are apt to give you blisters. The wood grain is generally very poor. A good well-made paddle will last you five to fifteen years under normal use. And considering the fact that you have your hands wrapped around it mile after mile and hour after hour, it would be well to choose your paddle as carefully as you would a wife or husband.

Canoeing is incurable. So get a paddle that will make paddling more enjoyable, and one that will last a while.

This article has been reprinted with permission from the Minnesota Canoe Association, Inc. It appeared in their May 1968 official monthly publication "Hut".

Eugene Jensen, the author, is a four time winner of the 500 mile marathon Aquatennial Canoe Derby in Minnesota and a two time winner of the International Canoe Classic in Quebec, Canada.

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CLASSICS: NATIONAL PHOTOS FROM 1972

CELEBRATING OUR 50TH ANNIVERSARY

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U.S.C.A. National Championship Canoe Race – Oil City, Penn



C-2 MEN'S CRUISER

1. Bill Sievert—Menomonee Falls, Wisconsin
1. Frank Brazleton—Oconomowoc, Wisconsin
2. Everett Crozier—Marinette, Wisconsin
3. Tom Treibold—Glenview, Illinois
3. Rich Diebold—Glen Ellyn, Illinois
3. John Diebold—Glen Ellyn, Illinois
4. Max Fulk—Fountain City, Indiana
5. Tim Sawtelle—Hamilton, Ohio
5. Richard Rankinen—So. Williamsport, Pa.
5. Bob Smith—Mill Hill, Pennsylvania

C-2 MIXED CRUISER

1. Everett Crozier—Marinette, Wisconsin
2. Carol Davis—Winnetka, Illinois
3. Max Fulk—Fountain City, Ohio
4. Pam Belleville—St. Louis, Missouri
5. Carol Treibold—Glenview, Illinois
5. Ward Wilkins—Crawfordsville, Indiana

C-2 JUNIOR PLEASURE

1. Dennis Legoulton—Seneca, Pennsylvania
2. Greg Falter—Oil City, Pennsylvania
3. David Sliker—Franklin, Pennsylvania
4. Rick Perry—Oil City, Pennsylvania
5. Dan Perry—Oil City, Pennsylvania

C-2 MEN'S PLEASURE

1. John Heckathorne—Oil City, Pennsylvania
2. Dick Breane—Ahteraville, Pennsylvania
3. Paul Schultz—Sugarloaf, Pennsylvania
4. Charles Barr—Rouaville, Pennsylvania
5. William Exley—Kennedell, Pennsylvania
5. Gary Cowin, Jr.—Oil City, Pennsylvania

C-2 MIXED PLEASURE

1. David Rutherford—Oil City, Pennsylvania
2. James Lynch—Oil City, Pennsylvania
3. Floyd Throop—Saegertown, Pennsylvania
4. Ronald Perry—Oil City, Pennsylvania
5. Betty Perry—Oil City, Pennsylvania

K-1 OPEN

1. Todd Adams—Bradford, Indiana
2. Steven Landick—Laramie, Michigan
3. Robert Clark—Dayton, Ohio

C-2 NOVICE PLEASURE

1. Charles Barr—Rouaville, Pennsylvania
2. Roy Pratt—Conneaut, Ohio
3. Dana Leet—Turtle Point, Pennsylvania
4. Bob Bergman—Alison Park, Pennsylvania
5. Terry Faltner—West Milton, Ohio

Pennsylvania August 26-27, 1972



METER EVENT WINNERS

- #### C-2 FLEDGLING CRUISER
1. Greg Barton—Horton, Michigan (age 12)
 2. Mike Purdy—Berea, Ohio (age 13)
 3. Doug Ridgway—Canton, Ohio (age 10)
 3. Brenda Scott—Bristol, Indiana (age 13)

C-2 WOMEN'S CRUISER

1. Carol Davis—Winnetka, Illinois
2. Vickie Ridgway—Canton, Ohio
3. Chris Crisman—Des Plaines, Illinois

C-2 OPEN

1. Todd Adams—Bradford, Indiana
2. Everett Crozier—Marinette, Wisconsin
3. NONE (All other canoes swamped)

C-2 FLEDGLING & ADULT PLEASURE

1. Mike Purdy—Berea, Ohio
2. Kurt Hicks—New Madison, Ohio
3. Francis C. Peteri—Ahtabula, Ohio

C-1 MEN'S OPEN

1. Rich Diebold—Glen Ellyn, Illinois
2. Ward Wilkins—Crawfordsville, Indiana
3. Francis C. Peteri—Ahtabula, Ohio

K-1 MEN'S

1. Bruce Barton—Horton, Michigan
2. Dan Plankenhorn—Williamsburg, Indiana
3. Francis C. Peteri—Ahtabula, Ohio

C-4 OPEN

1. Bruce Barton—Horton, Michigan
2. Steve Fox—Niles, Michigan
3. Jerry Stayer—Port Allegany, Pennsylvania

C-2 MIXED CRUISER

1. Carol Treibold—Glenview, Illinois
2. Alice Schmidt—Chicago, Illinois
3. Thor Romemus—Springfield, Ohio



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INTRODUCTION TO FREESTYLE CANOEING

BRUCE KEMP, PAUL KLONOWSKI, & MARC ORNSTEIN

After many years of paddling on rivers and creeks, up to Class II + (and more than a few multi-day Canadian canoe trips) I figured I knew how to paddle a canoe pretty well.

Some time ago I came across FreeStyle Canoeing, more or less by accident. My first exposure to FreeStyle was a short demonstration of what I later learned is called “Interpretive FreeStyle,” which involves paddling a choreographed routine to music. I was thoroughly smitten, astonished even, at the complete control the paddlers had over their boats, and the almost effortless, subtle, and in some cases nearly imperceptible ways they were using their blades and bodies to bring about dramatic responses from the canoe. They were “as one” with the boat. I wasn’t particularly interested in the music and “dance” facet of this activity, though it was fun to watch, but I sure *did* want to learn how to handle a canoe like that. It was the skill level, the utter-at-homeness in the boat— call it the “Advanced Touring Techniques”— that caught my attention.

I soon took some FreeStyle paddling lessons, in all four “quadrants,” as they are known,



and learned a bit about these advanced paddling techniques. I had expected that these maneuvers – “tricks” if you want to call them that -- would be cool and fun to do, and indeed that is certainly the case. But I was not at all prepared for another aspect of learning about FreeStyle paddling, which aspect became apparent to me the first time I paddled a creek back home soon after my first lessons. And that was, just how useful the techniques I had been learning can be to one’s “every day” paddling, on whatever kind of water one may find

oneself. I tried using them on a gently moving creek and then on rivers that were moving more quickly, in small riffles and larger rapids. I just consciously applied the techniques and found they *really worked*. I was hooked! As I learned more, I found just how versatile and effective all of this was in any and every paddling situation. As time and practice have progressed, all of it becomes part of one’s paddling repertoire, one’s paddling vocabulary, and I’ve found that in any given situation I just respond without thinking about it consciously much at



you have nothing to blame but the paddler?

And then there's the "Interpretive FreeStyle" end of a spectrum, where folks experiment with the various maneuvers to see just how far one can take them, what ways you can make the canoe behave, and how smooth you can make it all look, while paddling a rehearsed routine to music. It's sort of like figure skating, with the not inconsequential advantage that the water doesn't hurt as much when you fall over. These are the folks who are exploring, pushing against the boundaries of just what a paddler and canoe can do together... a small group of folks who are driving the sport to its limits and thereby redefining those limits. But the simple fact is that most people who learn these techniques never do, nor do they ever

all. As someone has said, "most FreeStylers do most of their FreeStyling on the rivers and creeks back home they paddle all the time."

It is often the case that FreeStyle paddling is seen in the broader paddling community as a quiet water only activity. It is certainly the case that the FreeStyle Instructional Symposia are conducted on small and sheltered ponds whenever possible. There's good reason for this, but it's not because such conditions are the *only* place you can use FreeStyle. It's because quiet water is simply the best arena in which to first learn these techniques and maneuvers. Any time you paddle, there are numerous forces acting on your canoe – you as the paddler of course are one of those but there are also other things like wind, waves, and current. Because these FreeStyle techniques involve a high degree of communication between paddler and boat, and a strong emphasis on

precise and efficient use of the blade, they are simply best taught and learned in a situation where all *other* forces are minimized as much as possible. In that situation, a paddler knows that whatever the canoe does, it does because of whatever s/he did to influence the boat with blade and body position. How better to learn paddling skills than when



intend to, try the Interpretive side. They just want to learn to paddle better, have less muscular pain at the end of the day, and become a better partner with their boat. The techniques learned in trying to perfect those more dramatic moves work equally well in real life and FreeStylers use them all the time (though generally they are not carried to the extremes one sees in exhibitions). There's rarely any need to heel the canoe down to the rail for instance or pitch it as dramatically as one sees in Interpretive FreeStyle. One usually doesn't need to do a 180° turn - except eddying out perhaps - 90° or 120° will do just fine in most real-life paddling. While using these techniques on a river, one can glide gracefully from one side of the river to another as the current or obstructions suggest; sweep into a stopping position parallel to the shore, rather than have to shove the boat bow first

and damage your hull. In turns on the river you may be heeled over a bit to help facilitate the turn, but the gunnel is not even close to the waterline (and yes, you're still just comfortably, normally, kneeling with your backside perched on the canoe seat). You may sometimes find yourself exploring some serpentine channel, only to find it to be a dead end, too narrow to turn around. This is where those weird Cross-Reverse maneuvers actually have an application: you just move your body into the transverse position and simply paddle



back out, no problem. And if you should come upon a tree stump or rock in the middle of the river, you'll know how to sideslip gracefully aside, without ever breaking your rhythm or stride.

All paddling instruction is ultimately

about boat control and FreeStyle is one of several paths to that goal. And yes, some of us dabble a bit in Interpretive FreeStyle, because we've discovered it's just a whole lot of fun to do it. Pushing the limits - both yours and the canoe's - is about the best learning tool there is. It's just another in the already lengthy list of "ways to have fun in a canoe." The fact that these techniques so greatly enhance the enjoyment of our "every day" paddling back home, is a bonus.

For more information, visit:
www.FreeStyleCanoeing.com

Photography by Ray Halt, Marc Ornstein and Paul Klonowski

FREESTYLE PADDLING DEMO AT THE NATIONALS!

A FreeStyle paddling demo will be conducted at the 2018 Nationals in Syracuse, NY on Saturday immediately following the awards. This is a great opportunity to check out this unique paddling style!

PROPOSED USCA FREESTYLE PADDLING INSTRUCTION PROGRAM

For the past few months Charlie Wilson with the ACA FreeStyle Instruction Program, Bob Spain with the USCA Instruction program, and I have been discussing the possibility of the inclusion of the ACA FreeStyle Instruction Program within the USCA's current instruction program. For some time the FreeStyle program has been housed under the umbrella of the American Canoe Association but we feel that the USCA instruction program would be a better fit for our paddlers.

Because the USCA supports single blade paddling and recreation paddling, we would like to join your program. Because our instruction program would continue to handle all the internal administration of the FreeStyle program, we feel that our program would be no burden on your current operation. Like the USCA we require all instructors to: complete a FreeStyle Instructors Class, complete a certified CPR/First Aid course and all instructors would become USCA members. Additionally, we would use USCA insurance for all Instructor courses and other events where insurance is needed.

Because we understand that funds are need to administer the overall USCA Instruction Program, we propose to pay a \$20 fee for all our current instructors and for all future instructors that are certified under the FreeStyle program. We propose that the FreeStyle Instruction Program would be called the "USCA FreeStyle Canoe Instruction Program."

We request that our FreeStyle program be recognized along with your current USCA instruction program when appropriate in your magazine, on your website and other printed materials. We would also request that our instructors receive USCA Instructor cards similar to those used by current USCA instructors. More information about our instruction program can be found at our website: www.freestylecanoeing.com.

While I know that there are administrative details that will need to be worked out with the administrator of the USCA Instructors program, I am sure that we can complete that in the near future. I respectfully request your consideration of this matter and look forward to hearing from you.

Respectively,

Paul Klonowski

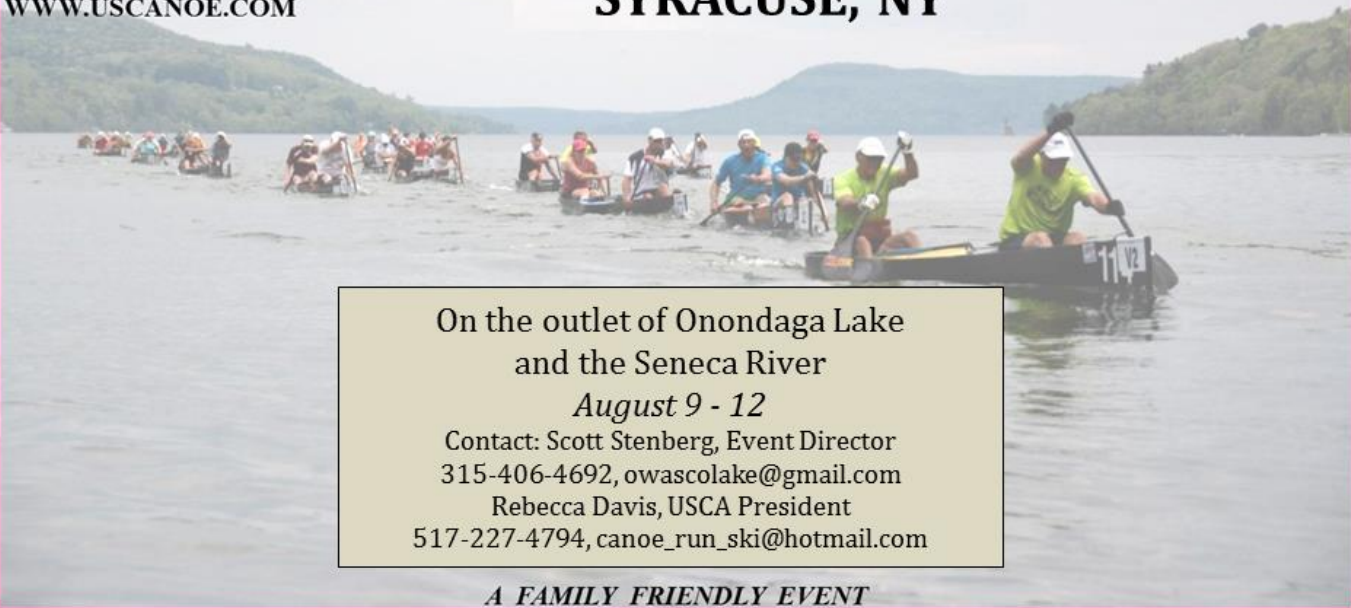
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YOUGHNESS MONSTER

STEVE BRUNNER

The Youghiogheny River, or as we call it “The Yough” (pronounced yawk), is a 134 mile tributary of the Monongahela River. The Monongahela terminates in Pittsburgh and is part of the three rivers area that forms the Ohio River.

The Yough flows south to north and drains an area west of the Allegheny Mountains, beginning in West Virginia it then flows through Maryland and crosses into Pennsylvania.

Performance Kayak is purposely located on the Youghiogheny River in West Newton, Pa. to allow our customers the benefit of a “try it before you buy it” approach. Performance Kayak is owned by Hansel and Kim Lucas who love introducing new people to the sport and spirit of paddling. They consider every customer as part of the Performance Kayak family of paddlers. This race brings an event to their backyard, literally.

The Yough River is best known locally and nationally for its excellent whitewater paddling. It is located in the heart of the scenic Laurel Highlands recreation area: a beautiful wooded mountain area that offers various outdoor recreation possibilities, from hiking, biking, downhill and cross country skiing to great kayaking, and

canoe trips. Many paddlers and whitewater enthusiasts familiar with the river refer to sections of the river and are familiar with the classes of water you will find there.

There is the Top Yough, the Upper, the Middle, and the Lower all known for varying degrees of great white water followed by a section slightly further downstream without a name. It is a section that begins in Connellsville and flows beautifully northward through small historic towns built during the heyday of the coal industry, along with scenic wooded vistas. A few Class 1 or 2 rapids keep the section interesting.

This is the section where the race will be held: the 25 mile stretch from Connellsville to West Newton. The race will start Saturday morning May 5, 2018 at 10:00 am at the boat launch ramp at Yough River Park. Early in the season the water levels should be perfect for a great paddle event. This launch also serves as the trailhead for the Northern section of the Youghiogheny River Water Trail which in total covers 46 miles up to McKeesport, PA. The race will end just past the bridge in West Newton, PA at the local Volunteer Fire Department, followed with

an after race party with food, craft beer, awards, and more.

Our goal as a kayak retailer located on the Youghiogheny River, was to create an annual event that would introduce paddlers to a different section of the Yough River. It's a less well-known segment, but one that would be enjoyed by fitness paddlers, a family adventure or paddlers that enjoy a calmer day on the water.

If you are interested in participating in this scenic event, we have various classes for kayaks and canoes. More details can be found at the race website:

www.youghnessmonster25.org

The race will be well supported; there are local lodging partners from campgrounds to bed and breakfasts to hotels all nearby. Many local municipalities and businesses have offered their support in this event and everyone is welcome to come and experience a race on “The Yough.”



TRAINING ON THE WEEKI WATCHEE RIVER, FLORIDA

PHOTOS BY PETER HEED





Nothing like a few snakes in the boat to up your paddle cadence!



Wondering if our safety champion, Glen Greene, was branching out into bicycles...



The siren call of the mermaid leads the paddlers back to safety.



Manatees! Cool sightings of creatures not typically encountered elsewhere.



Tricia Heed taking in the warmth and beauty of Florida in February.



United States Canoe Association
 Est 1968
 Competition ★ Cruising ★ Conservation ★ Camping ★ Camaraderie ★

Membership Application Form
 Or Join on-line at www.uscanoe.com

Date _____

Name of Organization _____
 Enter the name of organization only if you join as: (Race Sponsor, Club Affiliate, or Business Affiliate)

Last Name _____ First Name _____ M.I. _____

Address _____ Date of Birth _____ Gender M F

City _____ State _____ Zip _____ Country (Non US) _____

Telephone _____ Email _____

Membership: Renewal New If new, recruited by: _____

Member Type:

- | | | |
|--|---|---|
| <input type="checkbox"/> Governing (18 & Over) \$20.00 | <input type="checkbox"/> Family \$25.00 | <input type="checkbox"/> Junior \$7.50 |
| <input type="checkbox"/> Club Affiliate * \$30.00 | <input type="checkbox"/> Race Sponsor \$30.00 | <input type="checkbox"/> Business Affiliate \$30.00 |

- Please attach your Club Membership roster with this application.

Foreign (US funds only) Canada/Mexico: Add \$5.00; All others add \$10.00

For family membership – other than above member, please complete the following:

Name:	Date of Birth:	Gender	
_____	_____	M <input type="checkbox"/>	F <input type="checkbox"/>
_____	_____	M <input type="checkbox"/>	F <input type="checkbox"/>
_____	_____	M <input type="checkbox"/>	F <input type="checkbox"/>
_____	_____	M <input type="checkbox"/>	F <input type="checkbox"/>
_____	_____	M <input type="checkbox"/>	F <input type="checkbox"/>

Amount Enclosed: \$ _____ Send payment and membership form to:

Make check payable to:
USCA

Lynne McDuffie, USCA Membership Chair
 410 Cockman Rd
 Robbins, NC 27325
 Phone: (910) 948-3238
 Email: llmcduffie@gmail.com

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CRWA

Charles River Watershed Association's

Run of the Charles

Boston's Premier Paddling Race

Sunday, April 29, 2018

Boston, MA



Races Include:

Amateur 6-, 9-, 19-Mile

Corporate and Non-Corporate 24-Mile Relay

Finish Line Festival at

DCR's Artesani Park featuring:

Live Music • Picnics • Food • Vendors



#runofthecharles

www.charlesriver.org/rotc

KENTUCKY WATERMAN SERIES 2018

GERRY SEAVO JAMES

The Explore Kentucky Initiative goes into year two of statewide paddlesports racing series and partners with the Grand Canyon of the South.

Frankfort, KY - The Kentucky Waterman Series (KWS), the commonwealth's first statewide paddlesports racing series created by Frankfort based organization, the Explore Kentucky Initiative (EKI), returns for 2018 with a new presenting sponsor Breaks Interstate Park. Now in its second year, this all-inclusive race series will guide paddlers of all skill levels on an amazing journey across the state's scenic waterways and lakes through 11 paddlesports races. Organized by grassroots race directors and the EKI team, each race will feature a unified class system, rankings leaderboard, and will continue the tradition of rad custom awards & prizes. Stand-up paddlers, canoeists, and kayakers are all invited to help us shine a positive light on Kentucky's scenic waterways, invigorate ecotourism, and get people out on the water.

The first event of the year is the Bluegrass River Run, which launches from Fort Boonesborough State Park on May 12th

along the start of the Kentucky River Palisades. The Bluegrass River Run will feature the Kentucky Waterman Series Kickoff Party after the race at Lexington's Proud Mary's BBQ. The season closer, the 3rd Annual Big South Fork River Dash, will take place on October 6th in the National Park Service's Big South Fork National River & Recreational Area.

This season's presenting sponsor is the Virginia State Parks & Kentucky State Parks' Breaks Interstate Park. "Breaks," as it is affectionately known, is a 4500 acre bi-state park located in the Appalachian counties of Pike & Dickenson County, Kentucky and Virginia respectfully. The Park features several hiking trails, zip-lining, world-class rock climbing, and challenging class IV whitewater on the Russell Fork River. The River goes through the Breaks Canyon system (many call it the Grand Canyon of the South). The partnership between EKI and Breaks is part of an ongoing multi-year partnership between the two entities who are working to help with economic transition of the Appalachian region through ecotourism.

"Over the course of the last four years, the Breaks Interstate Park has been seeking to distinguish itself as a hotspot for nature-based adventure travel. The Explore Kentucky Initiative and its Kentucky Waterman Series (KWS) have an innovative way of informing and exciting people about the abundant opportunities for adventure in our region. Park management sees the goals of our entities as being so closely aligned that sponsoring the race series was an easy decision," says Austin Bradley, Park Superintendent.

Another supporter of KWS 2018 is Kentucky Waterways Alliance (KWA), a statewide non-profit dedicated to protecting, restoring, and celebrating Kentucky's waterways. KWA will be serving as a buoy sponsor, and their logo will be emblazoned across all KWS race buoys on the water during events. The race buoys will provide a visual testimony to paddlers and the general public of the hard work that KWA does to protect the state waterways for current and future generations of Kentuckians.

"We are honored to sponsor the Waterman Series this

year. With a mission to protect, restore, and celebrate Kentucky's waterways we know the best way to get folks involved and passionate about their watershed is to get them on the water! Partnerships are key in making a positive change and EKI does a great job of getting people out in the beautiful Kentucky landscape so all can see why it's so important to protect our state's waterways," according to Jessica Kane, KWA Community Engagement Director.

The KWS class system was expanded this year to offer several different disciplines for paddlers to race across the series from recreational kayaks, sea kayaks, SUPs, canoe, high performance kayaks, and more. The point system is straightforward; racers will be assigned points according to their place at the finish line. First place gets one point, second place gets two points and so on, with mandatory attendance of at least four races in order to qualify for ranking. Top finishers will get a sweet plaque and are eligible for grand prizes, which includes vacation packages featuring lodging, dining, and activities across the various regions of Kentucky.

EKI is very excited to host the Kentucky Waterman Series. In 2017, the series hosted over 500 paddlers from 10+ states. They helped generate over \$50K to local economies through eco-tourism related income. Also,

communities along the various waterways formed coalitions to help support events as a tourism/public health initiative. EKI is striving to build upon this foundation by providing a sustainable program to further invigorate Kentucky's paddlesports community. We believe that Kentucky's waterways offer a number of underappreciated opportunities for recreation and adventure, not just for those who live on Kentucky shores, but for the kids who will grow up to be watermen and women, for those who want to travel here and become a part of our great community, and for the members of the general public who have not yet embraced life on the water.

The Explore Kentucky Initiative was established in 2013 as an organization dedicated to inspiring people to engage in an active and sustainable lifestyle fueled by adventure in Kentucky's great outdoors.

Breaks Interstate Park was founded in 1954 as a 4500 acre bi-state park located in the Appalachian counties of Pike & Dickenson

County, Kentucky and Virginia respectfully. The park features several hiking trails, zip-lining, world-class rock climbing, and challenging class IV whitewater on the Russell Fork River.

Kentucky Waterways Alliance: The Kentucky Waterways Alliance is statewide nonprofit founded in 1993 to protect, restore, and celebrate Kentucky's waterways.

Gerry Seavo James
 Director, The Explore Kentucky Initiative
 270-766-3822
 Gerry@explorekentucky.us

Date	Event Name
05.12.18	Bluegrass River Run
06.09.18	Taylorsville Lake Paddle Battle
06.23.18	Morehead Paddlefest
07.07.18	Lovely Laurel River Lake Paddle Blast
07.10-14.18	KR255
07.21.18	The Western Kentucky Battle for the Paddle
	TBA
08.04.18	SUP 4 The Cup, Race to the Roebling, & NatiNKY Nine Mile
08.18.18	The Mighty Cumberland River Run
09.15.18	The Great Ohio River Odyssey
09.22.18	Mighty Cumberland River Challenge
10.06.18	Big South Fork River Dash

KENTUCKY'S FIRST PADDLESORTS RACE SERIES | PADDLEKENTUCKY.US

USCA 50TH MEETING

STEVEN HORNEY



From left to right: Terry Pontius (not a founder, but a very long-time member), Bob Demoret, Ward Wilkins, Bob Stwalley, and Belinda Wilkins (my apologies for catching her with her eyes closed!) Bob and Bob are founders of the USCA, while Ward and Belinda are the children of founder Clint Wilkins. As a side note, Belinda was the first National Champion in C2 Mixed (along with Bruce Reynolds), and Ward was an Olympic alternate. All are shown standing in front of photos and awards from the last 50 years.

January 12th – 14th saw USCA officers and delegates flocking to Turkey Run State Park, Indiana, for our annual meeting. Normally we try to get someplace a little less, uh, cold for our January meetings, but considering the very special occasion – the 50th anniversary of the founding of the USCA - it seemed appropriate to return to the birthplace of the USCA. Cold it was, with blowing snow that often obliterated the country roads leading to the state park. Some of our Floridians wondered what in the heck they were doing that far

north of the Mason-Dixon line! Fortunately all survived their travels, although at least one delegate found his flights so delayed that he was unable to arrive until Saturday morning. Although temps stayed cold throughout the weekend, the sun came out the next couple of days and a number of delegates were able to hike the trails and take in the stunning beauty of Turkey Run State Park.

Naturally we had plenty of boring business items to attend to but the weekend held some special opportunities as well. Two of

our founding members, Bob Stwalley and Bob Demoret (both in their 80's), attended the banquet and festivities Saturday evening, along with Ward and Belinda Wilkins, son and daughter of another founder (Clint Wilkins) who is no longer with us. I understand the concept of the USCA started in Bob Stwalley's living room! Our Indiana Division opted to vote Bob Stwalley as our Indiana Paddler of the Year for 2018, seemingly appropriate as none of us would probably be out racing canoes and kayaks if it weren't for Bob! During

the award ceremony, Bob Stwalley shared some great stories of the past, along with a solid dose of “Stwalley humor.” In addition to our special guests were some displays of memorabilia from the past 50 years of racing. It feels kind of special to look up on these artifacts of paddle racing dating back to my elementary school years!

Along with the honors bestowed upon our senior founders, Peter Heed and Bob Spain created a very special paddle that was awarded to Harold and Joan Theiss for their roughly a bazillion years of faithful service to the USCA. Bob Stwalley and Bob Demoret gave birth to the USCA, but it seems that Harold and Joan have been keeping it running almost ever since. Many thanks to these special people who made the USCA what it is today! *And then we all voted to head to Florida for the meeting next year...*



A packed and enthusiastic Saturday night banquet!



*Indiana paddlers awarding Bob Stwalley our
“Indiana Paddler of the Year”*



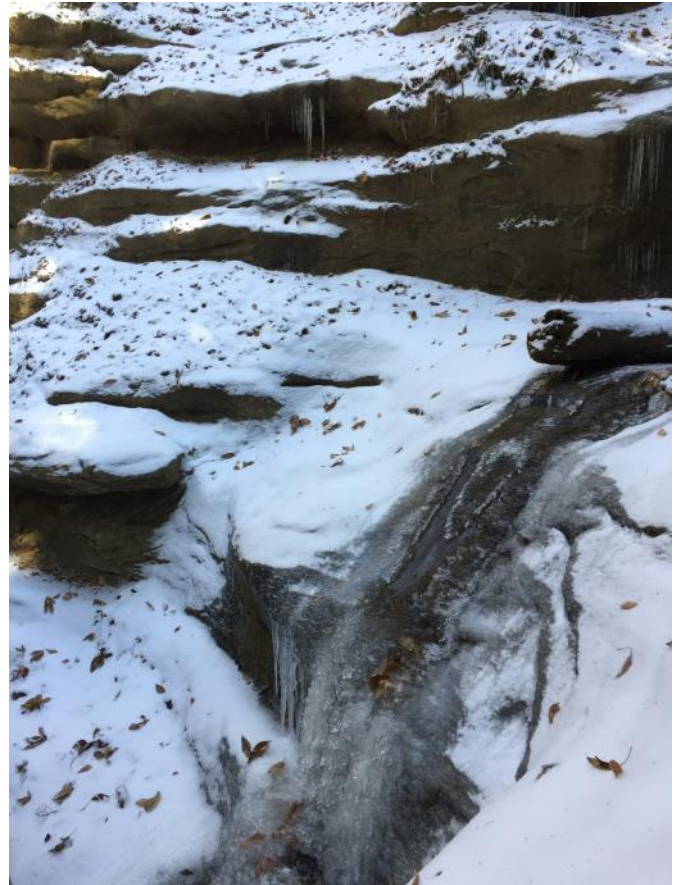
Bob Spain (left) and Rebekah Davis and Peter Heed (right) award Harold and Joan Theiss a special award paddle for their many years of faithful service.



Bob Stwalley holding his "Indiana Paddler of the Year" trophy. It's darn near as big as Bob!



Beautiful Turkey Run State Park, courtesy of Betsy Arnold



USCA 2018

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Executive Director

Vacant

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Pennsylvania Assn of Canoeing and

Kayaking Dale Glover; Montgomery, PA

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St Charles Canoe Club

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Texas Canoe & Kayak Racing Association

Chris Stevenson; Houston, TX
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Standing Committees for 2018

Adaptive Paddling – Jan Whitaker
Auditing – Steve Rosenau
Barton Award (Sub-ctee, Youth Activities) - Phoebe Reese & Teresa Stout
Bylaws Review - Lynne McDuffie
Camaraderie – Open
Camping/Cruising - Bob Allen
Competition – Norm Ludwig
Competition / Dragon Boat - Robert McNamara
Competition / Kayak – Ron Kaiser
Competition / Nationals Awards – Barbara Walls (until 07/29/2018)
Competition / Orienteering – Stephen Miller
Competition / Outrigger Canoe – Hype Mattingly
Competition / Adult Sprints – John Edwards
Competition / Youth Sprints - Open
Competition / Standup Paddleboard - Lloyd Reeves
Competition / Swan Boat - Glen Green
Conservation - Chris Hewitt
Education - Lynne Witte
Historian - Joan Theiss
Instructor Certification – Open
Insurance Oversight- Joan Theiss & Scott Stenberg
International - John Edwards
Marketing – Gerry James
Membership – Lynne McDuffie
Merchandise Sales – Larry Latta
Nationals Coordinator - Don Walls (until 07/29/2018)
Nominating – Appointed at the semi-annual meeting
Publications – Steven Horney
Publicity & PR – Open
Safety – Glen Green
Technical Inspection – Bill Corrigan
USCA Bylaws/Rules/Regulations Review & Oversight – Joan Theiss
USCA/ IC F Grants – Priscilla Reinertsen
Youth Activities – Phoebe Reese & Teresa Stout
Webmaster- Larry Latta
Women's Interest – Open

Special Appointments

USCA Marathon Coordinator to USACK
Marathon Committee -Kaitlyn McElroy

Business Affiliates

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Housatonic Valley Association

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Friends of the Peconica River Foundation

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Phillip Sousa; Westfield, MA
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Notice to all

2017 NATIONAL CHAMPIONS

Congratulations to all the 2017 National Champions who were awarded a Traveling trophy. As the winner of a traveling trophy last August, we hope that by now you have had your name and that of your partner, if applicable, engraved on the plate on the trophy. If not, please have this done before the trophy is returned to the 2018 Nationals in NY. Please take the trophy to a trophy shop and have your name(s) engraved on the trophy matching the size and style font and the method used for the previous winners.

Reasonable engraving fees will be reimbursed by sending a receipt to the USCA Treasurer, John Edwards. If you are not able or find anyone to engrave your name(s), please contact the USCA President, Rebecca Davis, for assistance.

We know you are already planning to attend the 2018 Nationals in Syracuse, NY.

See you there!

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Soarer_270@yahoo.com

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Notice: If you have not renewed your membership for
2018 this will be your last Canoe News! Don't miss out
on the 2018 Nationals news and information in our next
exciting issue!

Change of: address, email, or phone number?

Contact: Lynne McDuffie

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