

Canoe News



The Crossing for Cystic
Fibrosis

A Pitch for Healing

A Cruise Back in Time

See You Later, Alligator!





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From the Editor:

Welcome to the end of an odd and likely abbreviated paddling season for most of us. In spite of the pandemic scare and many cancellations, some racing still went on and it's likely that many paddlers are anxiously looking forward to a (hopefully) more normal 2021. We have an interesting mix of articles this quarter, covering cruising, FreeStyle, distance racing, and an incredible charity event involving a paddle from the Bahamas to Florida—mostly done on SUP's! So be sure to keep up your training over the winter, and we'll hopefully meet again on the water in 2021!

Keep paddling strong!

Steve

Front Cover (outside and inside): The Crossing for Cystic Fibrosis photos, courtesy of Piper's Angels Foundation

Back Cover: Tour du Teche photo, courtesy of Ingo Work

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VIEW FROM THE STERN

USCA PRESIDENT REBECCA DAVIS

The racing season of 2020 in many ways is the one that never was. Traveling and attending races has been a constant for my entire life, and for the first time I have spent Memorial Day, Labor Day, and many other summer weekends living a relatively quiet life at home.

The upside to the summer was that I had the opportunity to spend more time exploring my own backyard. I paddled most of my favorite spring training runs throughout the summer- a luxury I don't usually have. I also paddled four new-to-me rivers in Michigan. It was exciting, fun, and refreshing. Not having as many races to prepare for allowed me to try some different things. I can't wait to return to our normal schedule, but I took the time to appreciate the pause. It looks like many paddlers took the break as a chance to do the same.

The downside is missing the camaraderie of paddling events. I did the majority of my paddles with my husband, Mike, and the rest with my parents. For this reason, it may come as a surprise to some that our family has grown. Jack Mason Davis made his arrival on August 19, 2020. I don't know what his dreams will be as he gets older, but he will grow up on the

water. We look forward to introducing him to everyone in the near future.

Out of the pandemic we have seen various paddling groups innovate to draw in new members. New York expanded their C1 time trial league and saw great turnouts at events. Michigan implemented a successful virtual calendar. Florida it appears added some new races and attracted new paddlers. Kentucky hosted an event inspired by Outrigger culture to promote social change. Quebec, probably most impressively, organized a set of clinics and races that resulted in a large growth in the paddling community. Some of these changes are here to stay and that is a good thing!

I hope that we will be back to racing "normally" in 2021. Even if conditions don't fully change, we have better information and more experience running races suc-



cessfully with the social restrictions in place. Local governments are allowing life to go on, albeit a bit differently at times. At the helm of the USCA I will do my best to position us for successful and safe events.



Jack, the newest addition to the Barton/Davis paddling clan!

A PITCH FOR HEELING—PART 3

MARC ORNSTEIN

In a previous article (A Pitch For Heeling—Part 2) I discussed how heeling the canoe (tipping the canoe to one side or the other) allows it to turn more easily. In this article I'll discuss the direction of the heel – that is to say, either toward or away from the turn direction - and why that makes a difference.

First, some terms need clarification.

Heeling - Refers to tipping the canoe to either side. Heeling toward or *into the turn* means heeling toward the direction of the turn, much like the way you lean a bicycle into a turn. Heeling away or *out of the turn* means heeling in the opposite direction of the turn. In other words, if you are turning left and also heel on the left side, you are heeling *into* the turn. If you are turning left and heeling on the right side then you are heeling *away* or out of the turn. I'll try to avoid terms such as "on side", "off side", "paddle side", etc. because such terms can be confusing in this context. For our purposes here the side of the canoe the paddle happens to be on is not particularly important. We're speaking here of hull dynamics.

Carving - Refers specifically to *heeling away from or out of the turn*. Think of carving as being a more particular form of heeling.

Heeling in either direction to some extent frees the stems of the canoe, shortening the effective waterline and allowing the canoe to turn more easily. Heeling away from the direction of the turn (carving) will cause the canoe to turn more sharply and with a bit less resistance in the stern, where most of the steering takes place. All other things being equal, less paddler energy will have been expended and more of the canoe's own momentum will have been conserved and so

available to be applied to whatever travel or maneuver comes next.

Why, you may well ask, should heeling away from the turn (carving) be more efficient than heeling into the turn? From a technical standpoint, "(at the bow) the heeled down side intersects the water at a greater angle than the up side, and deflects the leading stem towards the side of less resistance." (From the *FreeStyle Instruction Manual, 1995*, p. 6, CEW). The stern is of course also effected. The angle that the now heeled stern presents to the water is relatively low (compared to when the canoe is heeled *into*



A couple of FreeStyle maneuvers make use of carving in their execution. This is a Post. In this and other photos here, note the stern's "skid marks" on the water.

Shape of waterline
when canoe is level.

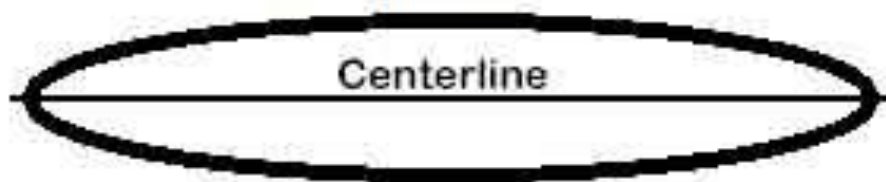


Illustration 1

The shape of the waterline when
the canoe is heeled.

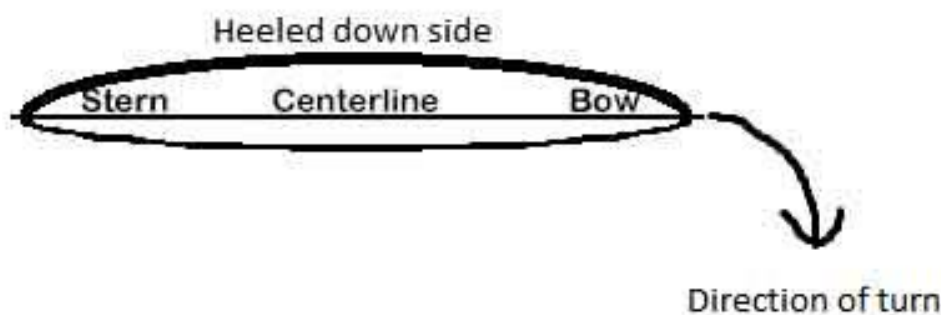


Illustration 2

the turn) which allows it to more easily plane, or slide if you will, over the water, as opposed to having to displace it; this saps less of the canoe's momentum. We refer to this effect as the *stern skidding around the bow*.

A simplified way of looking at it is to picture the shape of the water-

line when the canoe is heeled. As you can see by comparing illustrations 1 and 2, the heeled down side presents a sharper curve to the water than the heeled up side. You can visualize why the canoe would want to turn more sharply away from the heel.



Two examples of a Tandem Post

There are various reasons why one might decide to heel one way or the other. The list below is by no means complete but is food for thought. Sometimes there is no correct answer, just one that feels right or best fits the current situation.

Reasons to Heel Into the Turn

1. Most paddlers find that it feels more stable. If the paddle is held a bit less than vertical (grip in close but blade out a little away from the hull) it provides a bit of a brace.
2. The paddler can see how much freeboard is left. This is a good thing to know if you want to avoid swamping.
3. It is physically easier for most paddlers to heel into a turn than away from it. Heeling away from a turn takes a bit more hip/knee action and a bit of awkward reaching over the high side.
4. In moving water, if the turn will involve crossing an eddy line, heeling into the turn counters the forces of the opposing currents and reduces the likelihood of being flipped.

Reasons to Heel Away From the Turn

1. As described earlier, heeling away (carving) is a more efficient/effective.
2. In this position, the paddle provides a high brace, throughout the turn.
3. In shallow water, if the tip of the paddle strikes the river



A wedge, for a sharp turn, right now...



...and useful for a tight, quick turn on the river.

bottom, it will likely kick out and the paddler will simply recompose him or herself. Had that same paddler been heeled into the turn (toward the paddle) the paddler's weight and balance would already be shifted toward the paddle and he/she might well have taken a header, into the drink!

Carving can also be used as a method of directional control while traveling. Even with a nearly perfect forward stroke the canoe will yaw (turn away from the paddle side) slightly, requiring



A solo wedge...



...and its tandem version.

some sort of correction. A J-stroke is most commonly used to counter the yaw effect. An alternative is to heel the canoe away from the turn which causes the hull to carve toward the turn. By controlling the degree of heel, the yaw effect may be reduced or even neutralized and the canoe kept running straight, with no correction strokes required. If the canoe is heeled further, it is even possible to initiate an onside turn. Some folks refer to this as steering with their knees since knee pressure is the primary means of controlling heel.

An interesting exercise/drill that is illustrative of what we are speaking of here is to paddle an *Inside Circle*. Like it sounds, the canoe is paddled in a circle toward the inside (paddle side), using nothing but pure forward strokes (no correction strokes). The circle is generally initiated with a single J stroke or simply with an outside heel to start the canoe carving. Once the carve has been initiated, one can back off a bit on the heel. If the strokes are kept short, forward of the knees, and the grip hand is stacked over

the shaft hand (or even a bit over-extended), the canoe will continue to carve. One can play with increasing or decreasing the diameter of the circle being paddled, all by controlling the degree of heel. With practice, the diameter of the inside circle can be increased until it is so large that one is essentially paddling a straight line.

Controlling heel and pitch, and carving, are important tools that the advanced paddler can employ to enhance their paddling experience and to become one with their canoe. Mastering the nuances of heel and pitch, along with perfecting the forward stroke can turn an otherwise stressful, challenging stream into a fun, playful day on the river.



Author's Note: the pictures in this article where paddlers are not wearing pfd's were taken at exhibitions or competitions. A pfd can sometimes hinder in executing the complex maneuvers involved in Interpretive FreeStyle, so a Special Waiver allowing the wearing of a pfd while performing to be optional is in force, and there is a safety boat in the water and at the ready just "off stage" at all times should it be needed. This is the only time FreeStylers may be out on the water without personal flotation.

THE CROSSING FOR CYSTIC FIBROSIS

STEVEN HORNEY



Piper's Angels Foundation – The Crossing for Cystic Fibrosis

Travis Suit's Story

CN: *Thank you for your willingness to be interviewed, Travis. Before we get to the story of “The Crossing”, tell us a little about yourself and how you got into paddling.*

Travis: I grew up in Florida. I was born and raised here. Always had a passion for the outdoors and adventuring in the woods. I

did go fishing in the ocean with my dad, but I never went paddling in the ocean. When my daughter Piper was diagnosed with cystic fibrosis (CF) in 2011, I was at the doctor's office and feeling a dark cloud of “unknowing.” I wanted to know what we could do to empower her to be as healthy as possible. I knew it wouldn't happen in the hospital; it would have to be outside the hospital. The respiratory therapist told us about surfers in Australia who exhibited much health-

ier lungs and breathing than most people, and he wondered what gave them their improved performance. It turns out breathing in salty air helps hydrate the lining of the lungs and reduce mucus buildup. So breathing ocean air would be incredibly beneficial to Piper's lungs. We felt more empowered as her parents – there was something we could do to help our daughter. So at that point I started paddle boarding, with the plan that I could teach Piper how to paddle board. I did-

n't really know how to surf and trying to surf in Florida is challenging – conditions have to be just right. So instead I started taking her paddle boarding with me starting at age 4. (I would rent a large paddle board and put her on the front.) We had some really special times together, seeing manatees and dolphins and all manner of wildlife. I was really grateful for that time together with my daughter. In the process I fell in love with the water and paddling, and now it has special meaning to me.

CN: *So how did you go from paddle boarding with your daughter to making a crossing from the Bahamas to Florida?*

Travis: I picked up some stand-up paddle boarding (SUP) magazines and saw all these people doing long paddles in Hawaii. I had the thought that it would be really cool to paddle from the Bahamas to Florida. Then I heard about two SUP paddlers who did that: Bill Whiddon and Thaddeus



Foote. I thought “Yes! You can do it!” Then the thought came to me that I could do it as a fundraiser for cystic fibrosis. I had a production company at the time and I was managing a restaurant. (Cool side note: I met Jimmy Buffett while managing that restaurant!) Meanwhile I was also working on another start-up company. I was young and really hustling, trying to build a life. But when Piper was diagnosed, my world changed and I realized it

was all meaningless. I wanted to put my energy into helping the community of people affected with CF. In a strange turn of events, my oldest sister LeeAnn was also diagnosed with CF the same year as Piper; she at 40 and Piper at 4. CF is genetic, so we knew it was being passed down through the family. It was really a lot to take in. So the idea of the crossing became a coping mechanism for me to find hope and healing. Piper didn't have to be defined by this disease; she could dream and live life.

In 2013 we did the first crossing, called *Crossing for a Cure*, fundraising for the national Cystic Fibrosis Foundation. We planned the crossing and trained for it. (I had never trained so hard for anything in my life.) Three other guys joined me which made it a lot more fun. The logistics were challenging, trying to figure how long it would take, how to set things up, and all the details that went into it. I talked with





Cynthia Aguilar, who prone paddled a board from Cuba to Miami, to gather some information on how to organize such an undertaking. Her insight was quite helpful. Venture Boat Company offered to provide support boats, which let me know this event was really taking off. The journey over was great; we had calm seas and a nice time in Bimini. Everything was looking good. But then a low pressure system moved in (this was in August; I will only go in June anymore). Winds started

blowing 20 – 25 mph out of the southeast. The Coast Guard called and suggested we should call it off. After consulting amongst ourselves we all decided to go for it anyway; all the plans and preparations, as well as the people involved, made it tough to change our plans. We left at 5 pm and

paddled into the sunset, then into the night. The winds were so strong and the ocean was so rough (4' – 6' swells in the middle of the night) that it was really hazardous. We had safety gear and glow sticks, but under those conditions it wouldn't have taken much to disappear into the night! While we had a strong crew and paramedics on board the safety boats, there was still a lot of risk: we fell off the boards hundreds of times, we were seasick, nearly got hypothermic, etc. We arrived in Florida so far ahead of schedule that very few people were actually



there to greet us. (The winds blew us across in 15 hours instead of the planned 20.) When the news reports published our crossing the next day, they coined the phrase *Piper's Angels* in describing our crew and the phrase stuck. That first crossing was a 100 mile paddle (it's now 80 miles). Although much of the event didn't go as planned, it did raise awareness of CF and how the ocean is a great healing environment for CF.

When Piper was 8, she had a really rough year: she was down to her lowest weight, and she had



two very long hospitalizations (2 weeks and 6 weeks). She had a serious bacteria infection in her lungs that put her in the hospital and resulted in a long-term IV port in her heart and a feeding tube. That year really changed her life and our life as a family. Always having someone at the hospital with her was challenging. Watching her suffering in pain was agonizing. One night she sat up with tears in her eyes and said “Daddy – my lungs are burning!” I called the nurse and she gave her medications to help her sleep, but it really created an emotional reaction within me. I was scheduled to speak at a CF event the next day, which was really tough; I was an emotional train wreck all the way there. Ultimately as I spoke I just had to tell the audience that from what I had seen, the hardest thing in dealing with a family member with CF was coming around to see it as a gift. I would do anything to take it away from her, but for all the negatives it had brought into our

lives, it also brought our family together and it had rallied the community.

Most of the fund-raising resources over the last 60 years have gone into finding a cure and the medical focus has helped to greatly extend the life expectancy of CF patients. But the downside of that life extension has been leaving families with many more years of challenges caring for CF sufferers. It’s one thing to give hope for a cure, but another to

give hope for today. As a result, there are now a few grass-roots foundations created to assist with support and help for the families of CF victims. I’ve now lost several dear friends I was close to who had CF; it really brings the challenges home. Our foundation, the **Piper’s Angels Foundation**, is designed to raise money to support families with the challenges of caring for members with CF. We decided to start the crossing challenge again, this time as a public event to raise money for the Piper’s Angels Foundation. All manner of vessels and teams are permitted. If non-profits participate, we give back 50% of the funds they raise to their foundation. It helps give some drive to paddlers when they’re 50 miles out and wondering why they got themselves into this situation! The paddle itself is an incredible journey. Bimini, the Bahamas, the Gulf Stream, the water: it’s all stunningly beautiful. Still, it’s an incredible challenge and





effectively a “scheduled suffering” for the participants. Your physical and mental endurance are tested; you’ll be paddling in the dark for hours, and it will suck at times. It’s also a challenge for the support team members who are on boats for 16 hours, dealing with the heat, sun, and a potentially rough ocean. First you battle the night and not being able to see much, then you come into the sun rise and it gives you some renewed energy. But then you have to deal with the sun and the heat in the middle of the day, and of course the salt. When Florida finally comes into sight, you’re kind of dealing with a mirage: you can see the buildings but you’re still 20 miles away. Plus Florida is broiling in June, the hottest time of the year (but also when the ocean is calmest). All paddlers have trackers so everyone knows where you are. Thousands of families are on the beach cheering the paddlers as

they finish. It’s really a beautiful finish. You get a big wooden hammer to hit a bell after you finish the run to the finish line on the beach, then everyone gets awarded their medals and takes photos on The Crossing podiums. It’s a beautiful grand finale to the whole event. It’s actually spurred a lot of interest in paddling in our area. Some people have gone from zero paddling experience to making the 80 mile crossing in a year. Some teams do it as a relay, 20 miles

for each person. The City of Lake Worth Beach and the pier is the ideal and picturesque landing point.

We now do a paddle-out ceremony in Bimini before the race. We bring out roses for the people who have passed away and for those who have the disease. Facing the challenges with CF has really taught us how to cherish being present with people, to appreciate time, and to have compassion. People have paddled the crossing on SUP’s, OC1’s, OC2’s, kayaks, pedal boats, rowboats, dorys, etc. If it can be paddled, pedaled, or rowed on the water someone has probably made the crossing with it. I’ve always done it on a stand-up paddleboard. I’m now looking to do it in an OC-6 or an OC-2. Actually, I would paddle it in anything, I love it that much!

CN: *Very impressive: both the cause and the extensive paddle! What are your plans for the future?*





ing for innovative solutions to help families living with CF; our goal is to be the top grass-roots CF organization in the world. Thankfully we have a lot of amazing people, our Army of Angels, on our advisory board and in our organization.

CN: *Thank you so much for the interview, Travis. I hope your organi-*

zation continues to grow and provide the much-needed assistance for persons with CF.



If you would like to participate in **The Crossing for Cystic Fibrosis** or learn more ways to become involved in Piper's Angels, go to:

<https://www.crossingforcysticfibrosis.com/>

Or,

<https://pipersangels.org/>

Travis: Our current goal is to maintain sustainability for our programs and to continue to grow as a grass-roots organization. We hope to add a live broadcast for the event while we're in Bimini. Last year 10 people with CF paddled in the event. This next year we have our first double-lung transplant recipient, Scott Johnson of North

Carolina, registered to paddle the crossing. It's a big commitment to train, to fund raise, to travel to Florida, etc. so we're always looking for ways to make the experience as special as possible. We try to uphold a lot of core values in the crossing: everyone is made to feel welcome. We're also look-



SEE YOU LATER, ALLIGATOR!

INGO WERK



By the time you read this, the Tour du Teche would have been in full swing or already in the books. Not this year. Every. Thing. Changed in 20/20, the once expected year of perfect vision. Due to the ongoing saga of the Coronavirus, the Tour du Teche leadership cancelled the 2020 race. Although they had hoped for a glorious event, their first and highest priority was and is the health and safety of every racer, support crew member and

volunteer. Appropriately using the Cajun catchphrase “See you later, alligator,” the 11th Tour du Teche will be held October 1 - 3, 2021, the first Friday, Saturday, and Sunday of the month. Please mark your calendar and check TourDuTeche.com for updates.

The Tour du Teche is a unique race along the entire 135-mile length of Bayou Teche in southwestern Louisiana, including short sections of Bayou

Courtableau and the Atchafalaya River. It is a very well organized three-day event going through the heart of Cajun country, also called Acadiana for the French settlers once exiled from L’Acadie (now Nova Scotia, Canada). Cajuns are the largest French-speaking citizen group in the United States. You may not hear French in every grocery store, but it is still present in radio shows and a charming accent in Eng-



lish. And the food seems to speak French too: it is very, very good!

Bayou Teche is Louisiana's most historic, culturally and recreationally significant waterway. (A bayou is a slow moving river.) This one runs from Port Barre to Berwick through St. Landry, St. Martin, Iberia, and St. Mary parishes, as counties are called in Louisiana. The Tour du Teche was founded by the legendary race director Ray Pellerin from Breaux Bridge. The inaugural race took place in 2010 and ever since had a positive impact on the national racing community as well as the local economy. His vision ignited an interest in Bayou Teche second to none. From the birth of the Teche Project, promoting clean water and turning

the Bayou Teche Paddle Trail into a National Water Trail (recognized by the National Park Service as one of only 17 waterways nationwide), to the establishment of Bayou Teche Experience as a commercial anchor in Breaux Bridge, providing

canoe and kayak rentals as well as shuttle services. Most importantly, the Tour du Teche created additional races throughout the year. From the Top of the Teche to the Petit Tour du Teche, embracing racers of all ages. With the 410 de Louisiane being the longest and most challenging. Starting up North in Bossier City, Louisiana, going down South 410 miles to the mouth of the Gulf of Mexico in Berwick. It is too early to tell how many races the steering committee will be able to organize in 2021. Stay tuned by checking TourDuTeche.com.

After 10 years at the helm, the accomplished Ray Pellerin retired and the Tour du Teche is under new management. Equally accomplished in his own way is

the new race director, the very experienced veteran kayak and canoe racer Tave Lamperez of New Iberia. Tave participated in many races before and actually lives right on Bayou Teche. He poured his heart and soul into his first year, and then COVID-19 came along. Tave and his leadership team is looking forward to a more uplifting 2021. Already inviting racers everywhere, here is race director Tave Lamperez in his own words. "The Louisiana Triple Crown is a quest for the fastest overall time in all three of the state's paddling marathon events: the Bayou Vermilion Paddle Battle (35 miles, 56.3km), Tour du Teche (135 miles, 217km), and the Quachita River 49er (49 miles, 79km)." So get your canoe, kayak, paddle-board, or pirogue ready, Louisiana is calling! Let the endless beauty of Cajun country feed your soul, inspire your mind, meet good people, and exercise your paddling skills. Keep Calm and Paddle On!

Find more information on the Louisiana Triple Crown at: <https://tourduteche.com/louisiana-triple-crown/>



A CRUISE BACK IN TIME

ROY IVEY



In preparation we traded our Mad River Malecite for Wenonah's faster Jensen 18. We spent the winter and spring test paddling, modifying, and equipping it for the trip ahead. We packed the boat again and again, determined that it would look good and be secure should we capsize. We carefully folded our clothing in zip lock bags so that we would have clean, attractive dry clothes to wear every day. We developed a "Plan such as it is" with each village, campsite, lock station, and attraction along the way. Finally, we were ready.

We left our car at Port Severn on Georgian Bay without a clue as to how we would recover it at the

Covid-19 may be keeping our bodies at home but our minds are free to wander. So it is today that we recount our 250 mile canoe trip on the Trent-Severn Waterway in Canada.

This waterway was built in Ontario nearly 125 years ago to provide commercial transportation for the timber industry as well as for merchants, farmers, and commercial travelers. Today it is maintained and operated by Parks Canada primarily for tourism and recreation.

Peg and I were no strangers to Canada and to canoe tripping. The year before we had paddled the 125 mile Rideau Waterway from Kingston to Ottawa. But

now we set our sights on the much longer and more challenging Trent-Severn.





end of the trip. We have found that things have a way of working out if you remain flexible and resourceful.

The marine railway at Big Chute was our first obstacle. We paddled upstream against a two-knot current as power boats passed us, probably laughing at our limited progress. But we caught them as they waited for the lift to take them over a granite outcropping. This amazing carriage had a system of slings that literally cradled the larger boats. But our canoe settled on the bottom as the carriage moved upward, the Danforth anchor of a large cruiser dangling over my head.

Not only did we want our boat and clothing to look good, but our campsites had to look good too. We each had our jobs as we moved from boat to campsite. My job was to unload the boat and set up the “bedroom” as Peg managed the “kitchen” and prepared dinner. The picnic table was divided. The “kitchen” had the Coleman stove and

utensils. But on the other end of the same table, the “dining room” was a touch of class. It had a linen tablecloth, Corelle dinnerware, and glass stemware for the wine that would accompany dinner. We even had a bouquet in a coffee cup. In the morning we repeated this layout except that the flowers were now in a wine glass and the cups held hot coffee. Of course we got many comments from the people we met along the way.

Our longest *open water* leg was the 19 mile crossing of Lake Simcoe. There was no wind so we headed out. During a stop at a marina for lunch the winds picked up to 17 knots, displayed on an electronic sign to alert boaters. The captain of a large yacht said, “You’re going out THERE in THAT?” Yes, we were. It wasn’t until we had completed the crossing and were entering the breakwater at Gamebridge that we had any trouble. We nearly broached as we turned across a following sea. But we made it.

In Lakefield we visited Walter Walker, the former foreman of the Peterborough Canoe Company. He was still building canoes well into his 90s. A recently completed example was awaiting delivery on his porch. Peg purchased a paddle that he had made which we now have hanging on our living room wall.



There are 45 locks on the Trent-Severn including the marine railway and two hydraulic lift locks. These lift locks are engineering marvels, built in 1904 and powered by only the weight of the water in them. When we arrived, the Peterborough Lift Lock was closed for its 90th Anniversary celebration. But since we were “paddling through” as few canoeists do, we were given permission to ride the lift lock on that very special day. We vowed to return for the 100th anniversary but never did.

And of course there were some stressful moments. We had a rainy day, slept in a less-than-perfect fishing cabin, and had a seaplane take off too close for

comfort. And we had killed many mosquitos.

We had camped in our small tent for ten nights and stayed in three fish camps. We had visited many beautiful towns and eaten in some great restaurants. We had even been invited to have breakfast in a local home. Of course we accepted that invitation.

We could go on and on about the beauty of the area and the wonderful people we met along the way but you will just have to experience it for yourself. It was the best canoe trip EVER! Check out the Trent-Severn online.

By now you are wondering how we got back to our car. We paddled into Trenton on the 14th day, just as was written in the “Plan

such as it is.” As we moved toward our take-out we passed a car rental agency. We paddled on and walked back, hoping they would have a car. The lady said she didn’t have any cars. There was only one car sitting on the lot and it was damaged. She told us that some “idiots” had carried a canoe on the roof and scratched it. I had to confess to her that we had planned to do exactly the same thing, but without damage, of course. We even had blue foam blocks with us for just such an occasion. She started to laugh and said, “You can certainly have it.” See? I told you that things always work out!



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September 11 - 13 **CANCELLED**

PINE BARRENS FUNCTIONAL **CANCELLED**
FREESTYLE CANOEING WORKSHOP
Camp Ockanickon, Medford Lakes, NJ
October 16 - 18



Learn more about FreeStyle Canoeing.

Visit our website at:

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Pam Bachand Fitzgerald chillin' with Theo by her home on the Mohawk River in Scotia, NY . Photo by Bri Fitzgerald.

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Membership Application Form

Or Join on-line at www.uscanoe.com

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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:

(Family includes spouse and unmarried children under 19 years of age as of January 1, residing within the same household.)

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"/>
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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
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Vice President:

Teresa Stout

Secretary:

Barbara Bradley

Treasurer:

John Edwards

Executive Director

Vacant

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William McDuffie

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Larry Latta

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Penn-Jersey Division/USCA

Charlie Bruno

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610-381-3780, Brunos@ptd.net

Standing Committees for 2020

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 – Open
Competition / Orienteering – Stephen Miller
Competition / Outrigger Canoe – Steven Horney
Competition / Adult Sprints – John Edwards
Competition / Youth Sprints - Open
Competition / Standup Paddleboard - Lloyd Reeves
Competition / Swan Boat - Glen Green
Conservation - TBD
Education - Lynne Witte
FreeStyle - Molly Gurien
Historian - Joan Theiss
Instructor Certification – Bob Spain & Tave Lamperez
Insurance Oversight- Joan Theiss & Scott Stenberg
International - John Edwards
Marketing – Earl Brimeyer
Membership – Lynne McDuffie
Merchandise Sales – Larry Latta
Nationals Coordinator– Lynne Witte
Nominating – Tricia Heed & Joy Emshoff
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 – Teresa Stout

Special Appointments

USCA Marathon Coordinator to USACK Marathon Committee -Kaitlyn McElroy

Business Affiliates

American Dragon Boat Association

John Miller; Dubuque, IA
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Tour du Teche, Inc.

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