

# *Canoe News*



**Winning the Marathon!**

**Race Day: Preparation for  
Success**

**In Memoriam: Harold Theiss**







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### From the Editor:

*There's a chill in the air, but that doesn't mean we aren't thinking about paddling and looking forward to the 2022 Nationals, this time in Newaygo, Michigan! Meanwhile enjoy some articles on FreeStyle skills, an incredible AuSable race, and a much longer than expected paddle from the land down under. Keep working those weights, land paddling, or take a Florida vacation to keep those paddling muscles in shape. And send us your stories!*

*Keep paddling strong!*

*Steve*

*Front cover photo of Matt Meersman and Jorden Wakeley crossing the finish line in the 2021 AuSable Canoe Marathon. Photo courtesy of Rick Joy.*

*Inside front cover solo photos courtesy of Shot Hunter Photography, 2021 USCA Nationals in Warren, PA. SUP photo courtesy of Shutter Photography by Kelli, 2019 USCA Nationals in Warren, PA.*

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WINTER 2021/2022

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# VIEW FROM THE STERN

WESTON WILLOUGHBY, USCA PRESIDENT

Hello Everyone, I don't have much of anything new to report. We have recently wrapped up the annual USCA meeting, which had to be hosted virtually, due to complications with our chosen venue. The meeting went well, and with that now behind us, it is time to focus on the canoe racing off season.

The off season means different things for everyone, and a lot of that has to do with the winter weather you experience. We have a large group of members that live in warm climates, or spend their winters there, and those members can spend most of the year training in canoes. For those of us that live in the northern regions of the states, most of us find activities that take us away from the rivers and lakes. Some of us take our training indoors, while others find other ways to play and train outside. I have found cross country skiing to be an excellent winter activity that helps to carry fitness over to the next canoe season.

Living in Michigan I have a winter ski race series called the Michigan Cup that keeps me busy during the winter months. We travel around the state for differ-

ent races that are held most of the weekends during the winter. When we aren't racing, a lot of the skiers find time to get together on the trails, much like canoe training during the warmer months. Skiing is an activity that I enjoy during the winter time, but I do look forward to getting back into my canoe and spending time on the water again.

However you may enjoy spending time in the off season, I hope you all enjoy the break between canoe races. I look forward to seeing everyone again in warmer weather!



*Weston Willoughby at the 2021 Nationals  
Photo courtesy of Shutter Photography by Kelli*

## ***The USCA Needs You—to Jig Boats!***

Norm Ludwig has been jiggering boats for the USCA since approximately the time that dirt was new. But Norm's declining health means we need someone to volunteer to take on the jiggering process at the USCA Nationals. Jiggering equipment is provided, along with compensation for storage and travel. Willing to serve? Contact one of your USCA officers or delegates and let us know! Thank you!



# FREESTYLE: FULL SPEED ASTERN - PART 2

MARC ORNSTEIN

In Part 1 of this series, we discussed the basic reverse stroke, reverse J, and reverse sweep. In this article we'll explore the **far back** and **compound reverse** strokes. Both of these strokes are far more powerful than the standard reverse stroke and provide a greater opportunity to look where you are going as opposed to seeing where you've been. The downside is that done properly, both require extreme torso rotation, the ability to do clean, in-water recoveries and other intricate paddle manipulations.

Let's begin with the **far back**.

The paddler rotates his/her body on the seat, approximately 45 degrees toward the on-side. Assuming a kneeling paddler, this requires the knees to be moved such that the onside knee is in the onside chine and the offside knee is between the center of the boat and the onside chine. Some paddlers manage both knees in the onside chine. The paddler's torso is likewise rotated as far as possible toward the onside. If done correctly the shoulders should be nearly parallel to the keel line and it should be possible to rotate one's head so as to face the stern.

Reaching back as far as possible the paddle is placed, blade fully or nearly submerged, grip hand

out over the gunwale, shaft vertical, and blade perpendicular to the keel line. Placement is a couple of inches out from the gunwale allowing the stroke to be straight forward without following the curve of the canoe.

The blade is then drawn forward, approximately to the hip, keeping the shaft vertical throughout.

This is a very short stroke.

At the end of the stroke the grip hand is rotated 90 degrees, so that the thumb points straight back and the blade is sliced through the water back to the placement position for the next stroke.

Although the ability to steer is limited with the far back, some is possible. Placement further away from the hull allows for a slight draw at the beginning. In fact, since the entire stroke takes place astern of the paddler and behind the canoe's center of rotation, pitching the blade so that the outer edge of the blade is angled a bit forward (compared to the inner

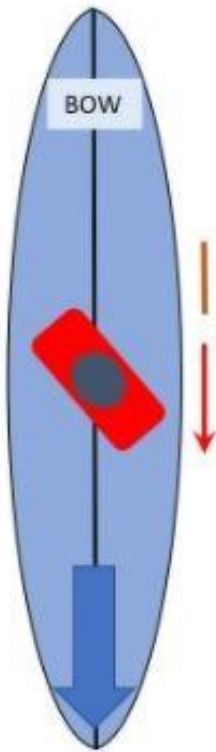


Starting position for the Far Back and Compound Reverse strokes

edge), will cause the stern to be drawn toward the paddle side throughout.

Conversely, with a placement tight to the hull and with the inner edge of the blade angled a bit forward (compared to the outer edge), the stern will be pried away from the paddle side throughout. Experiment and practice with draws, pries and pitch until you are able to steer while performing the far back.

The advantages of the far back over the standard reverse stroke are twofold. One is that, properly done, it is more powerful. The pulling motion, with the torso fully "wound" is more powerful than the pushing motion of the standard reverse stroke. The second is the ability to face and see where



Canoe is moving backwards



Slicing the paddle back to the catch position

you are going. Because of the limited ability to steer it's best used when you don't need to travel very far.

The **compound reverse** is as it sounds, a combination of the standard reverse and the far back. I'd suggest practicing and becoming comfortable with both, before trying the compound.

Begin just as you would for the far back. Draw the blade forward to the hip, then turn the grip thumb out (flipping the blade so that the power face becomes the back face) and continue moving the blade forward (you are now pushing the blade) to approximately your knee. (A reverse sweep or reverse J may be incorporated, if necessary, during this

portion of the stroke.) This is the end of the stroke. Now, turn your thumb sternward and slice back to the catch position and repeat. Make certain that you keep your hands stacked and the shaft nearly vertical throughout. It will take

practice to cleanly execute the long slice back between strokes as well as the mid-stroke paddle "flip".

Mastering the compound reverse will reward you with a useful tool that gives you the power of the far back plus the directional control of the standard reverse. It also allows you to easily see both where you are going and where you've just been.

Here are two YouTube videos showing the Compound Reverse stroke, in real time and 1/4 speed:

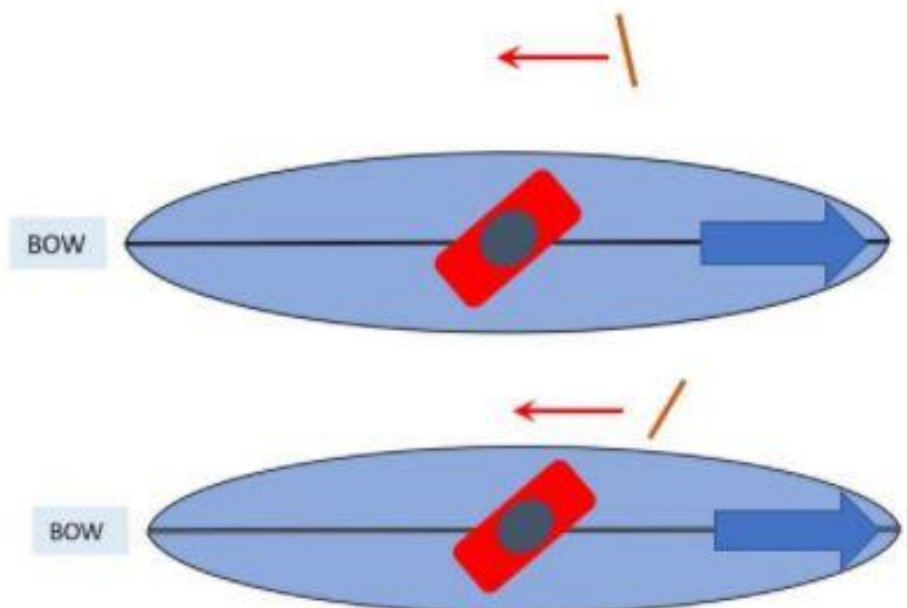
Compound Reverse Stroke (actual speed):

<https://www.youtube.com/watch?v=Onta-pLv9Ew>

Compound Reverse Stroke at 1/4 speed:

<https://www.youtube.com/watch?v=ZlSVq4D3W5Y>

In the final installment of this three-part series, I'll discuss **cross reverse**, my all time favorite way of backing up.





# WINNING THE MARATHON!

MATT MEERSMAN



*Matt Meersman (stern) and Jorden Wakeley approaching one of the final portages in the AuSable Canoe Marathon. Photo courtesy of Rick Joy.*

## The Build Up

It all started back in January when I went to Grayling, MI to celebrate my friend, and first marathon partner, Sean Casey, who was about to become a dad. I took my skis with me and stopped at Northbound Outfitters to see about getting them waxed. When I gave Heather, the owner,

my name she replied "oh, that's a name I've been hearing a lot!" Of course I immediately asked why, and feared the worst. She said that Jorden Wakeley, who works there, had been talking about how he wanted to race the marathon (the AuSable River Canoe Marathon) with me. Jorden hears her and steps out of the office as I

reply "[expletive!], if Jorden Wakeley wants to do the marathon, we'll go out and win the thing!"

Later, when I returned to pick up my skis, Jorden was gone, but Heather said he wanted me to know that he was serious about paddling the marathon together. She said he wanted to race with me because of my positive attitude, and she thought we would be a good fit for each other. He's a man of few words, and I am definitely not. I left the shop feeling excited about the possibility of racing with him. He didn't have a lot of canoe racing experience, but he is well known to be an incredible athlete. He wins just about every bike or ski race he enters, and he is physically imposing. The fact that he was interested in me because of my attitude made it even sweeter.

I invited Jorden to come to spring training camp in Florida so we could paddle together. He did, and it went well. We decided to do the first race of the season together, but well before that I went to Grayling so we could get some more practice, and it went well again. We decided to do the marathon regardless of what happened in the first race. It was only April and I already had a

marathon partner; this was unheard of!

Because Jordan hadn't done a lot of canoe racing, and the first race course was pretty technical, we figured it might not go so well. We also knew we would be facing a young team from Grayling who had been tearing up the river. Like us, they (canoe #99) had teamed up for the marathon early this year. We had a good start, but found ourselves behind #99 for the first half of the race. We tried to pass several times, but they defended every attack. At the halfway point they made a mistake and we were able to get ahead of them. Once we were in front, we charged up the river at a pace they couldn't maintain. We beat them by 2 minutes, and the race was less than 2 hours long. It was really encouraging, but we knew we were going to have to face some other really tough teams this year.

We had our next big test in June when the fastest team in Texas flew into town for the second race of the year. These guys (canoe #97) had been training for the marathon for over a year. They had finished well in the past and were expected to be contenders for the win. We ended up having a great start, and they never got close to us in the race. We pulled away from them throughout and won by a couple minutes. After also winning the third race of the season by several minutes, we entered July as the favorites to win the marathon!

## The Fall

There are two races in July before the big one and they are both on the AuSable River. The first one is called the Curley Memorial, and it covers the last 2-3 hours of the marathon course. The second is called Spikes Challenge and it covers the first 2-3 hours of the marathon course. It also includes time trials for starting position, and a running start like the marathon.

As I traveled north for the Curley Memorial, I felt like things were going too good to be true this year. It turns out they were. We didn't have a great start and I made a couple of steering errors early in the race. We found ourselves behind #99 and another boat (#55) after the first portage in the race. Canoe #55 had finished well in the last marathon, and they were expected to be a podium favorite this year. Boats #99 and #55 couldn't get away from us in the next hour of the race, but we weren't able to get in

front of them either. Separation was created at the final portage, and we found ourselves further behind than we had been all year. Although we caught and passed #55 fairly quickly, #99 got away from us. They got about a minute ahead of us in short order, and Jordan got upset as we struggled to keep up with an hour to go in the race.

We paddled harder and harder, but the boat didn't move much faster. Jordan got frustrated, thinking that I was giving up on him, and he snapped at me. I told him I was giving him everything I had, and I still thought we could catch them. I was really tired, and the water was hard to accelerate in. He backed off on his power, and didn't say anything for the rest of the race. I continued to paddle as hard as I could, and eventually he picked it up again. Although we never did catch them, they didn't put any additional time on us for the rest of the race. It was our first defeat



*The first teams entering the water after the run at the start of the race. Photo courtesy of Crystal Brabant.*



and it hurt badly. We talked about all of it after the race, and Jorden apologized for getting upset with me. I apologized for making the mistakes I made early in the race, which put us behind in the first place.

It turns out that loss was the best thing that could have happened to us. It showed us our weaknesses (boat control, sprint speed and wake riding), and made us confront the fact that our trust for each other could be easily broken. It forced us to set our expectations appropriately. It allowed us to develop a strategy that acknowledges our weaknesses and requires us to trust our strengths ("grind" speed, smoothness and endurance), and, more importantly, each other.

### **The Recovery**

Spike's Challenge came the week before the marathon. Although #99 beat us to the water, and we never got in front of them, we had a good start and stayed right with them the whole time. They won the race by about 10 seconds. Unlike the Curley Memorial, we felt good about our finish even though we didn't win. Although the momentum had clearly swung in #99's favor, and they had become the top pick for many people, we didn't think they could maintain their pace for the big race. We were confident we could do what we were doing for many more hours, and eventually we would get the lead. Our strategy for the marathon was set, we would be patient and let them

pull us until they inevitably made a mistake, got tired or slowed for a feed. Unlike other races, you have to refuel every couple hours in the marathon. Each one of these "feeds" is an opportunity to pass and create separation. We believed that once we got in front of them, they would not be able to match our "grind" speed. No one had been able to do it all year.

As my wife Danielle and I settled in for the week in Grayling between Spike's Challenge and the marathon, I felt more prepared than I'd ever been. Danielle was patient and understanding as I dealt with boat repairs, light tuning, practice sessions, and even a mandatory race meeting on the night of her birthday. She deserves a ton of credit for supporting me, and trying to keep me calm as the race approached.

We completed our sprint for starting position on Thursday afternoon. Even though we missed

our final practice session, we had an amazing sprint and posted the fastest time overall - several seconds faster than #99 and all the others. The whole team was pumped up knowing we would be starting in the first position. Encouragement and support from friends and family started coming in as the excitement built for the start of the race. Realizing I was the oldest person on the front row made me a little nervous about the run to the river, but I knew we were the strongest team once we got on the water.

### **The Race**

Starting in the first position brought additional attention at the start of the race. We took a lot of pictures and even signed a few t-shirts as we waited for the race to start. At the sound of the sheriff's pistol, the crowd erupted and we took off down the street. We held our own on the run and entered the river in 4th place.

*Matt and Jorden in the sprint for starting position.  
Photo courtesy of Crawford County Avalanche.*





*Matt and Jorden getting a feed from their support crew.*

Within 5 minutes we passed #55 to move into third place. About 10 minutes later we passed #97 to move into second. We quickly caught #99 and began drafting them just like we did the week before. We tried to pass them a few times in the first hour of the race, but they defended us every time. We stayed patient and waited for our opportunity.

Deciding where to get your first feed in the race is difficult. You have to make a choice between the north or south side because all of the bridges over the river are closed (and covered with thousands of fans) for the first four hours of the race. Feeding on the south side offers an easy access point (Townline Road) about 1 hour 45 minutes into the race, but there's lots of traffic on the south side because it's the most popular route for spectators. Feeding on the north side avoids some of the crowds, but doesn't offer any good public access points around the 2 hour mark,

which is about when you need to refuel. Fortunately for us, one of our pit crew members knew someone with a home on the north side of the river in just about the right spot, a little over 2 hours into the race. We decided to avoid the crowds and feed from the north side. It turned out to be one of the best decisions we made.

As we approached Townline Road drafting #99 we heard them call out to their pit crew. They were about to get a feed. This was our

*Spectators covering one of several bridges closed to traffic during the race.*



opportunity to pass. We pushed the pedal to the floor as they moved over to get their feed. Within 5-10 minutes we could barely see their light behind us. By the time we got our feed we had created almost a one minute lead. They were in trouble and we were in command.

We continued to increase our lead for the next 3 hours. As we portaged the first dam our team told us we had a 6 minute lead, and we were on pace to break the course record. We mostly ignored the record talk as we focused on building our lead. My stomach was bothering me on and off, but that's not unusual. I passed gas a few times early in the race and found some temporary relief. Unfortunately, the stomach issues continued and I was unable to urinate because of fear of something else happening.

After a couple hours we learned that #99 had gained over a minute back on us. This could have been a pivotal moment in the race. I was afraid the bad news





*Matt's support crew was critical to the success of their race. From left, Sarah Hickle, Marye Bailey, Ted Beatty, Kelly Harrington, Jorden Wakeley, Danielle Meersman, Matt Meersman, Betty Morris and Dennis Bailey.*

would cause Jorden to panic and start paddling harder. I wanted us to focus on being smooth and efficient, doing the same thing we had been doing for the last several hours. Fortunately, he didn't change a thing, and just like I thought, they couldn't maintain their pace.

At this point it's worth noting that we dealt with more fog on the river than I've seen in 14 years of doing the race. Many of the other teams used GPS systems to find their way, but Jorden relied on his knowledge of the river. It was incredible how well he knew the river, and how confidently he could paddle without seeing anything in front of us. I never felt luckier to have a local guy in my boat!

As the sun came up, we learned that our lead had increased to

close to 10 minutes. At each of the portages our pit crew was telling us that we were on pace to break the record. We realized we were no longer racing boat #99. We were no longer racing for just the win, we were racing for a place in the history books.

We completed the 5th portage and faced the final impoundment of the race, Foote Pond. Although it's called a "pond," it's a reservoir that's probably bigger than any lake in Indiana, where I live. It takes over an hour to paddle across it. I had made it over 11 hours, and drank more than 2 gallons of fluid, all while controlling my bladder. I was determined to finish the race without peeing in order to avoid a stop, or something worse. However, shortly after we entered Foote Pond, my stomach began to

gurgle and I knew I was in trouble. We had to stop right away, or there was going to be a mess. I explained the situation to Jorden, and told him I wanted to stop so I could jump out. He said "you know we're on record pace, right?!?" I replied "I know, I'm really sorry man. I want you to time me when we stop. I want to know if it's my fault that we don't break the record!" He was accommodating, and it only took me about 30 seconds to take care of business and get back in the boat. It was just enough time for him to eat a banana.

Even with the stop, we crossed the reservoir faster than any other team in the race. I felt like a new man! As we ran the 6th and final portage we knew we had less than 1 hour and 20 minutes to break the record. We knew we had 11 miles to go. We knew that 1 hour and 20 minutes was a fast time for that section, even when you haven't already been paddling for over 12 hours! Everyone was telling us we could do it. My friend and mentor, Bruce Barton, looked at me and said "Matt, remember, you have to cut the corners!" Cutting the corners in this section is widely known to be faster, but it takes a lot of extra energy because of the water depth on the inside of the big bends. I wasn't sure we could do it the whole way, but I knew we had to try.

**Bruce says we gotta cut the corners.**

As we paddled away from the final dam, the crowd cheered loudly, and people were yelling at us that we could set the record. I told Jordan, "Bruce says we gotta cut the corners." He simply replied "okay." Jordan and I hadn't said more than 100 words to each other the whole race. It was the least I have ever talked in a marathon. I followed up with one last statement, "it's going to hurt, but the pain will be temporary." These were the words of another mentor, Bill Kanost, and they were meant more for me than Jordan.

We cut every corner and pushed harder than we had since the beginning of the race. We passed by our crew one last time at a viewing area about 5 miles from the finish. They encouraged us (pleaded!) to keep it up and we could break the record. About 30 minutes later, we entered the residential area near the finish and



*Matt receiving a congratulatory hug from his wife, Danielle.*

someone on the bank yelled "you guys can do it, you only have a mile to go!" Jordan looked at his watch and uttered the final words of the race, almost in shock, "we're gonna break the [expletive!] record!" We paddled that last mile so hard, and it felt so good. We were greeted by the announcer telling us that we were about to make history. Thousands of fans screamed with excitement that had been built up for two years. There were new champions, there was a new record, and the race was exciting once again!

### **The Love**

The reception we received at the finish line was overwhelming. I was immediately surprised by family members that had driven for several hours at the last minute when they realized what was happening early that morning. The line of loved ones waiting to greet us and get a hug hit me hard. I couldn't hold back the tears as I embraced Danielle. She had done this with me and I knew that I couldn't have done it without her.

You may notice that I'm wearing no shirt and only one shoe in the post-race pictures. I took my shirt off as it warmed up in the morning and I lost my shoe on the final portage when one of our crew accidentally stepped on my heel trying to remove trash from the boat. I was asked several times after the race if I wanted a shirt, or my shoe replaced. I could have cared less, I was on top of the



*Jordan and Matt (shirtless and minus one shoe) celebrating not only victory in the race, but also a new AuSable Canoe Marathon record!*

world! I will forever look silly, and be grateful that I didn't miss a single moment of joy as I walked around with just one shoe getting/giving love from/to so many people.

If you made it this far, you have completed an incredible test of endurance yourself. I feel humbled, blessed and grateful to share the experience with so many friends and loved ones. Thank you for being a part of it!

Sincerely,

Matt



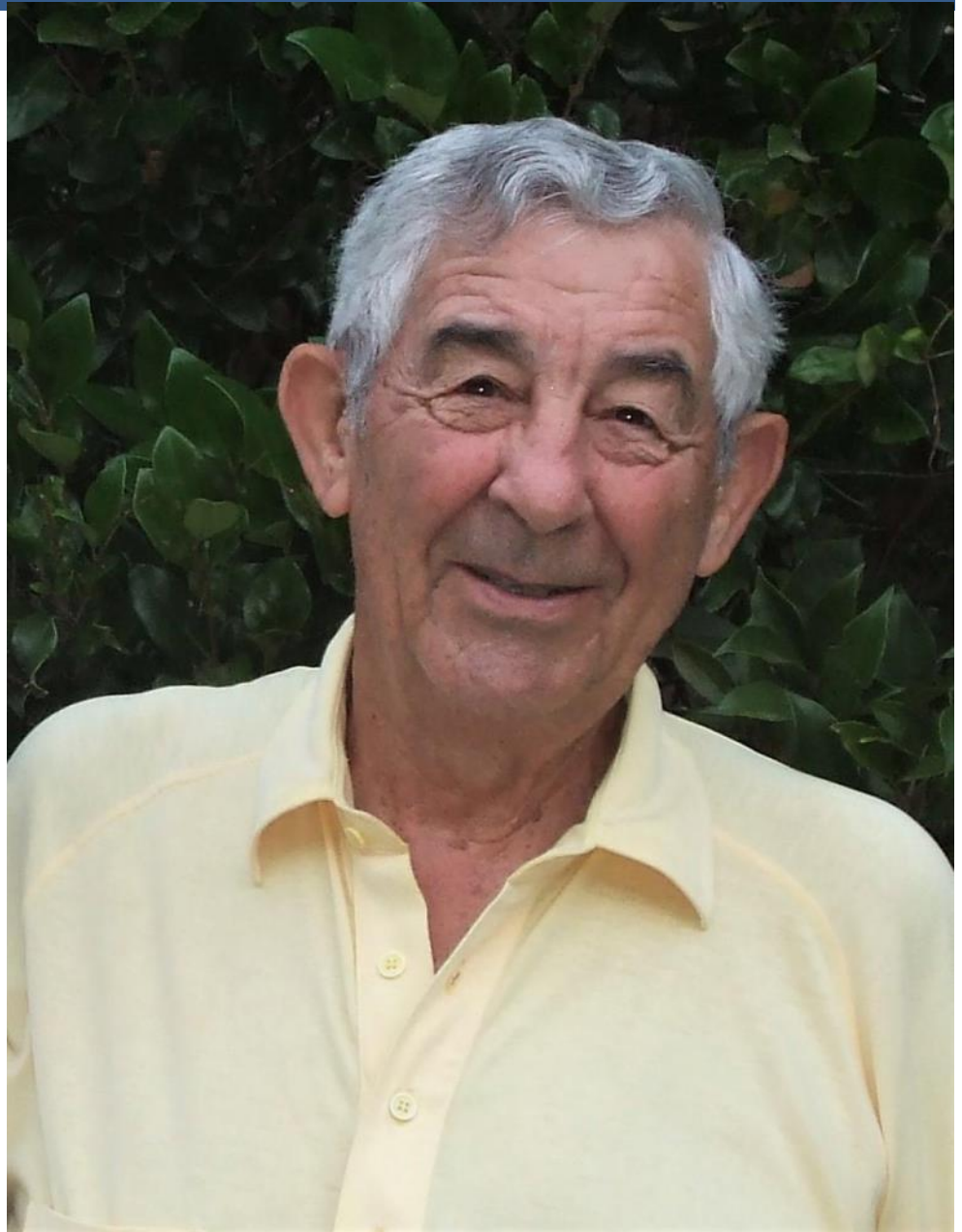
# IN MEMORIAM—HAROLD THEISS

JOAN K. THEISS

Did you attend a Nationals between 1987 and 1991, or maybe 1997, 1998 or 1999? How about 2014 to 2017? If so, you saw Harold at a table behind a sign that said *Check-In Here. USCA Membership*. If you weren't in the database, you had to join. This was one of the responsibilities he took very seriously. But, more than that, he was able to put a face to a name. This was very important to him. When you called him for anything, he could picture who you were.

Harold had contributed his time and efforts to the USCA in many ways. He was more of a behind the scenes guy in most cases, except at the Nationals. He and Jim Mack worked together on many projects and the three of us spent many hours talking and working on projects Jim would think of to grow the USCA. Both were educators so they communicated on the same level most of the time. Jim thought of things and Harold and/or I, in many cases, were the doers.

Harold was born on October 24, 1932 in Adams County, OH. He had an older brother and younger sister. He was raised on a farm where he learned the true value of hard work. He went to school in Belfast (OH) where all 12 grades



*Harold Theiss*

*October 24, 1932—January 7, 2022*

were in one building. He loved sports of all kinds and excelled in mathematics. He graduated from Belfast High School in 1950 in a class of 23. Just after graduation, the Korean Conflict started. He

volunteered to serve in the Air Force where he became a Weather Observer – he sent up the weather balloons. He was honorably discharged in 1954. He graduated in 1957 from

Wilmington (OH) College with a BA in Elementary Education. Soon after, Harold was hired as a K-5 teacher in the Mariemont School district, a suburb of Cincinnati (OH). He later became the principal at Terrace Park Elementary School.

After he graduated from college, Harold married and had two daughters, Pamela and Nancy. He furthered his education and received a MA degree in Education and worked on his PhD. He retired as an Elementary School Principal in 1984.

Harold joined USCA in 1973. His club, the Milford Area Lions Club, was a USCA Race Sponsor and ran races on the Little Miami River. I was the Ohio Division/USCA President and the Division Competition Chair when Harold asked me to tell the racers a little about the USCA at the awards ceremony. This is how I met Harold. In 1975, the Club decided to put in a bid for the 1976 USCA National Championships. It was for the 8<sup>th</sup> Annual USCA Championships. The bid was accepted and his involvement with USCA had begun.

After an Ohio Division meeting in Dayton, Harold invited me to join him for dinner. He had just been divorced and we were both hungry. During dinner, we talked a lot. He was comfortable to talk to and we realized we had many similar interests. Square dancing, bowling, tennis, camping, golfing and, of course, canoeing. Four years later, we were married in

July, 1982 and were to be known as 'Team Theiss'. We had a great 39+ years. Looking back, it seems like most of our time was spent volunteering on projects for the USCA.

In order to help pay for the girls' college education, he had investigated on how to make trophies. In 1975, he became the sole proprietor of the '76 Trophy Shop. He worked out of his home and was able to provide affordable awards not only for the Lions Club, but his school district and many others as well. After the Nationals awards vendor quit, Harold became the vendor for the USCA Nationals and provided custom designed medals with ribbons attached with metal disks engraved that identified the Nationals site and year, event, position. The medals were delivered in bags identifying the day, and event all ready to be presented. He worked directly with the race sponsor so USCA was not charged nor had to keep the inventory. He did the awards for the USCA until 1999 when we moved to Florida.

After the first year Harold served as the Membership Chair, he decided to purchase a laptop computer and invest in a special software program that could do everything with one entry. In 1988 that was a unique feature. Prior to that everything was done by hand or with a typewriter. He liked the idea of starting a new database each year to make sure old data didn't get into the new

database. In 2017, Harold recruited Lynne McDuffie to take over Membership as he prepared to retire from the position. Harold and I have continued to help Lynne along the way. Lynne is doing a super job and is keeping the organization going.

Harold was awarded a Life Membership in 1990 after he had recruited over 50 members. When the 'Go-getter' program ended in 2019, he had recruited 87. He had always promoted the USCA and encouraged racers to join USCA since we had a Five Star program for paddlers of all ages and levels of expertise. Also, we were the friendly canoe group.

He was appointed to serve as the *USCA Canoe News* editor from 1991-1993. Jim Mack asked him to fill in numerous times when other Editors had left the position. He and Jim Mack edited the 25<sup>th</sup> Anniversary Book.

Harold served as the USCA Secretary from 2000 until 2004. He had served many years as a delegate from the Ohio Division, the Florida Division/USCA and when he served as Secretary.

We were awarded the Paddler/Canoeist of the Year trophy in 2004. What a pretty trophy.

Harold turned 89 on October 24. We had celebrated his birthday early since there was a baby shower for the next great-grandson on Harold's birthday. Pam couldn't be in two places on the same day. Both girls were here to celebrate with a balloon



and a cake. With one big breath, all the candles on the cake went out with a *whoosh*. We laughed!

When we were finally able to sell our house in Florida in 2019, we were fortunate to find a house west of Spartanburg, SC only ten minutes from Nancy. It is great to be so close to her and her husband. Nancy is the golfer and she'd select a golf course in the area about every week where they would play. Although he didn't complain about much pain when sitting, from about the first of October he knew something wasn't quite right. Even then, he didn't want to go to a doctor due to the COVID crisis. He finally allowed me to call a local doctor on November 11<sup>th</sup> to make an appointment to 'interview' the doctor, but it had to be after Thanksgiving. The appointment was not until November 30<sup>th</sup>.

Harold was still playing golf on November 18 when Nancy broke three bones in her right ankle when she stepped into a hole covered with grass as she tried to retrieve her ball. That ended their golfing for a while. She is recovering well.

November 30 we went to see the doctor. Harold told the doctor what had been going on, but not the pain. A prescription was called in for what he described. It worked, but in a few days there was pain in his lower back. The following Tuesday he went back to the doctor. Since the first appointment was only an 'interview', the doctor didn't

really do an exam or lab work, it was only a conversation. Now, it was serious. Lab work was ordered and the results showed Harold was in trouble. A CT scan was ordered and it showed he had a tumor in colon-rectal area with metastasis to the liver. The pain medicine was helping. The girls were notified. Pam, the nurse from Cincinnati, came down and was with us for his appointment with the Oncologist on December 20<sup>th</sup>. Harold told the Oncologist, he said he didn't want his condition to be sugar-coated. He wanted to be told the truth. The doctor gave him the truth. 'Since there is no treatment that will help, you will die in 2 weeks to a month'. "Okay, that's it then." He had made his decision for no treatment and we went home. Hospice Care started on 12/24/21. The Hospice nurse and doctor came the following Tuesday. The Chaplain came on Wednesday. Harold asked the Chaplain if there was anything in the Bible against cremation. 'No, your soul is already in heaven, your earthly body stays here.' "Okay". He accepted this and was at peace with his decision. We had some real quality time together in the last few weeks. Pam went home on the Monday after New Years and was not to return until Saturday. Harold said he couldn't wait until Saturday. Pam came back Thursday morning as the Hospice nurse arrived. I knew very little about Hospice Care, but these 'special' nurses are wonderful. They help

the patient and the family get through this difficult time. Yes, it is hard to lose a loved one, but we were all together at home when his final time came. Pam, Nancy and I were with Harold holding his hands as he passed away on January 7. He had prayed that he wouldn't suffer long. His prayers were answered. He was determined to leave this world, his way. How did he know Pam had to return before Saturday or it would be too late for him to see her?

Harold was very much loved by his two daughters, three grandsons and three great-grandchildren and me. The latest great-grandson was born on December 17. Harold was so pleased to see the photos of the new baby.

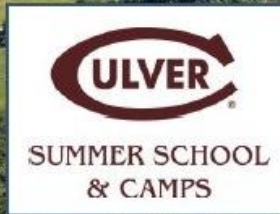
Along the way, we have met a lot of wonderful people while serving the USCA in our various positions. The USCA has been like a family member to us. Harold always made people feel good about themselves. He enjoyed the camaraderie.

Your prayers are helping me get through this time. Thank you for all of your support. We all miss Harold very much. He was a special person who did what he could to make things easier for others.

## **GREAT 2022 SUMMER JOB OPPORTUNITY**

### **INSTRUCTORS FOR COMPETITIVE CANOEING COURSES**

Culver Summer Schools & Camps



**Overview:** Culver Academies, located on beautiful Lake Maxinkuckee (12-mile lake shore perimeter) in northern Indiana, is looking to hire experienced Canoe Instructors to lead "Competitive Canoeing" classes for its Summer Schools and Camps (CSSC). See [culver.org/summer](https://www.culver.org/summer) website. Many of the 1,400 students who attend CSSC are interested in learning the sport of canoeing by participating in a fun and challenging on-the-water instructional courses.

**Position Title:** Canoe Instructor <https://www.culver.org/about/careers-at-culver/summer-positions>

**Position Duration:** Ideally June 11 – July 31, 2022, but will consider shorter 2-week intervals

**Class Schedule & Instructor Duties:**

- Monday through Friday (8 am to 5 pm)
- Instructing students in up to six 45-minute classes each day for students aged 14-to-17
- Class size between 12-to-30 male and female students
- Students sign up for 2-week courses in Competitive Canoeing
- Three 2-week courses are taught by two instructors who work together
- Classes consist primarily of on-the-water paddling training and sprints supplemented by short videos
- Students will paddle in top-of-the-line C-2 and C-4/6 Wenonah racing canoes

**Compensation & Benefits:**

- Compensation is commensurate with experience
- Room and Board (3 meals per day)
- Use of Culver Academies extensive facilities during free time

**Qualifications:**

- Expertise in competitive and recreational canoeing
- Ability to instruct students using a curriculum based upon advice from experienced canoe racing paddlers and ACA developed material
- Good leader, communicator and role model
- Desire to have a positive influence on others while having fun

**For more information, contact:**

Rob Mitchell, CMA-1967, Culver Canoe Team, 1972 USA Olympic Team K-1 Kayak

Email: [robmitchell810@gmail.com](mailto:robmitchell810@gmail.com)

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# RACE DAY: PREPARATION FOR SUCCESS

PETER HEED

All paddlers invest a great deal of time into training and mastering the various techniques they need to paddle a canoe, kayak, or SUP in race conditions. But it is just as important to give serious thought to your final pre-race preparations. Most experienced paddlers develop a pre-race routine which helps assure that they get to the starting line ready to have their optimal race.

The vast majority of paddlesport races usually start during mid-to-late morning. Your race day preparations should therefore begin soon after arising in the morning with a nutritious breakfast that you know will sit well with your digestive system. Experienced racers come up with a “go-to” pre-race meal which they know will stand them in good stead throughout the race, and at the very least, will get them on the starting line without digestive distress. What exactly this meal consists of varies widely from racer to racer. Generally, veteran paddlers find that a light pre-race meal emphasizing carbohydrates - together with some basic protein - will be easy on their digestion and provide the energy they need. This meal should usually come two to three hours before race start. What is



important is that you eat foods that you are used to - food that you are confident will sit well in your nervous stomach. Nothing gets your race day off to a worse start than having to barf in the bushes just before paddling out to the starting line!

You will need to give close consideration to the clothing you will be wearing during the race, making sure you are prepared for any sudden weather changes that might occur. Most successful racers arrive at a race, even during the height of summer, with a clothing bag containing at least one long sleeve high tech wicking type shirt, tights, a light rain jacket and rain pants and even a cross-country ski cap. A quickly moving thunderstorm and cold front can ruin your whole day - and your race - if you

have nothing but a cotton t-shirt and gym shorts available. If you know you will be facing significant heat, dress appropriately with light colored high-tech short sleeve or sleeveless shirt, and be sure to have a lightweight hat available for dunking in the water. If you're going to be in the hot sun for many hours (Texas Water Safari!), think more about UV blocking lightweight long sleeves and tights. The point is to be ready for the forecasted weather of the day and any potential weather changes. No race has been lost by having a lightweight rain jacket stored under your seat, but failure to have this basic common sense weather protection readily accessible has led to many disappointing race results.

## THE “DOUBLE CHECK”

After your boat is off the car, go through a brief “double check” of all your equipment, making sure that everything is in good working order and ready to race. Check to see that the seats and foot braces are properly adjusted for both bow and stern paddlers. Be certain that your foot straps are sized appropriately and tightened down, with no frays or worn spots which might give way right in the middle of a sprint or tight buoy turn. Are the drink jugs filled and set into the boat in a secure fashion with proper length drink tubes? Do you have the right length paddles for both bow and stern racers, giving consideration to the type of course you will be paddling (deep vs shallow water)? Be certain to have spare paddles available and clipped in properly so they don't slide around in the bottom of the boat while you are racing. Are lifejackets and whistles present and accounted for? Make sure



your GPS or smartwatch is fully charged and attached securely. It's always a good idea to have some waterproof repair tape with you for emergencies during the race. Always have a basic toolkit in the car to address anything that might go wrong during the final preparation at the race site.

It is wise to get to the race start area early, park, unload the boat, and register promptly. Put as many of the little mundane tasks behind you as quickly as possible so that you can concentrate on final preparations prior to race start. Get your numbers on the boat, drinking system connected, and be sure that your lifejacket (with whistle) is secured and accessible. Do not miss the pre-race meeting. It is every racer's responsibility to know the course and any special instruction that may apply. From shore you can familiarize yourself with the starting line area, and always take care to get a clear understanding of the class starting order. This is also a good time to think about doing some pre-race stretching.

## FOCUSING ON THE RACE TO COME

While you are going through your stretching regimen, it is an opportune time to begin to focus your mental energies.

Concentrate on the race ahead. Mentally review how you expect to handle the various challenges of this particular race. Visualize yourself on the starting line and



create a positive mental picture of you and your partner sprinting to the front or perhaps riding a good wake and getting a clean start. Think of your paddling stroke and concentrate on visualizing all phases of proper paddling technique. Breathe and relax. Be mindful of the moment, doing your best to control pre-race nerves.

As the time for the start of the race approaches, it is critical that you warm up properly. Many experienced racers like to go for a short run/jog before getting into the boat, finding that this provides an excellent cardiovascular warm-up before actually paddling. Others prefer to go out and get all of their warm up in the boat. Either way, it is important to paddle for at least 10 minutes before any race. Paddle slowly at first, with a relaxed motion focusing on technique and on stretching out your specific paddling muscles. Once you feel loose, put in one or two short but hard efforts at about 80-90%



maximum and then paddle slowly again. At this point, some racers like to get out of the boat and relax before the start, while others prefer to stay in until the start itself. About 15 to 20 minutes prior to race start, it is also a good idea to ingest a gel, an energy bar or other appropriate pre-race food with a quick drink. This will “top off” your energy stores and assure that you are ready for the early physical demands of the race to come.

### **COMPREHENSIVE RACE PLAN**

Even before you and your partner paddle out toward the starting line, you should discuss and agree upon an overall race plan. While things almost never go strictly according to plan, it is important to develop a strategy for how you hope to approach the race. It is crucial to be on the same mental page as your race partner. However, it is just as important for you solo racers (C1, K1, or SUP) to have a race plan in mind - you have the added advantage of not having to agree with anyone but yourself! The overall plan should take into account your strengths and weaknesses, the level of competition, the race course, the time of year, and your race objectives. Ask yourself: what do I really want out of this race? If you want to get the most value from your racing experience, you always need to give this serious thought.

Let’s look at a few issues you should consider and talk over before getting into the boat. What are you trying to accomplish in this race? Is it a “training race” to help sharpen your pack riding skills? Are you trying to build top end speed and peak for Nationals or another big race on your schedule? Perhaps you’re looking to the race as a way to train at high intensity endurance levels. Are you going all out for the win? Perhaps you are racing for a top five finish in your class or maybe your focus is on that one team you hope to beat.

Give particular thought to the specifics of the race course and how you will approach challenges from a tactical point of view. Is the course predominantly deep or shallow, narrow and twisty or wide and straight? Do you plan to try to run with the first or second pack, sitting in on the wakes until the upstream section when you hope to attack? Are there tight buoy turns on the course which you can use to your advantage? Do you plan on aggressively jumping at every opportunity, or do you want to lay back and grind teams down that cannot keep up with your high steady pace? Do you just hope to work on your overall endurance and finish strong?

Your answers to these important questions will have a significant impact on how you handle the ever-changing challenges which you will

encounter during any race. Having a comprehensive “game plan” will not only assure that both you and your partner have the same expectations, it will also help both of you to communicate and react appropriately to developing situations during the race. Additionally, you will be able to evaluate each race and your results with a view towards what you were and were not able to accomplish. This facilitates planning for future training and racing. Most importantly, having a well thought out and comprehensive race plan assures that you get the most benefit and enjoyment out of your racing experience.

The starter is calling paddlers to the line. You are prepared for success. Time to race!

Peter Heed



# GILLIGAN'S ISLAND

ROD CLARK

*Just sit right back and you'll hear a tale, a tale of a fateful trip from the land down under!*

Yesterday I drove to Barmah Lakes to visit the Creedies, do a bit of coaching, and then do a loop through the bottom lake up to Swifts Creek across to the Murray River and back down to camp. Normally around a 2.5 hr paddle, maybe a bit more on my 10 ft SUP. Tyler (Gilligan) Creed decided he'd come with me so we set off at mid-day with a drink bottle each.

We worked our way up through the lake hacking through some weed patches then found the creek. It's fed by the Murray so it's an upstream paddle and normally features quite a few portages around fallen trees. After about an hour we came across a big log jam overgrown with reeds I had not seen before. I found what I thought was the creek on the right hand side as water was running in it. Apparently the creek was well hidden and continued on the left. Whilst checking out the area on foot I suddenly disturbed a big Roo; we both



about lost control of our bowel movements (!), but then the roo regained his composure and rapidly bounded off. Anyway off we went until we ran out of creek and found ourselves in swampland, still with some flow. I knew we'd missed Swifts Creek but we'd come a long way and backtracking was going to be a challenge. I knew there was another creek leading into the Murray and guessed the current was coming from that so we continued.

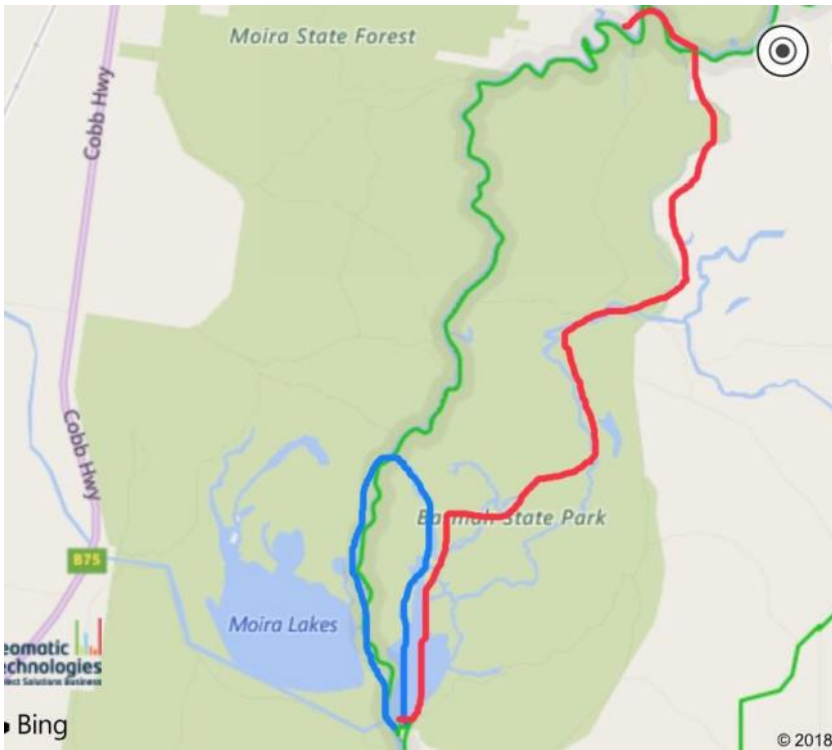
We paddled and walked through a lot of swamp. My hat was covered in spider webs and the odd spider which I'd brush off when they dangled in front of my face. Then we found a major creek. Great, this must get us to the Murray! We paddled for a long time, I used my hat to filter water into the bottles as it was hot and we needed to keep drinking. Finally we came to a bridge, with a sign saying McDonalds Track intersection with Sandridge Track. To our amazement on the other side of the bridge were hundreds of carp. They had the creek blocked off and were devouring everything in their path, quite a sight. Still some flow and both tracks underwater so off we trekked up the creek.



Slowly but surely the creek narrowed then disappeared into more swamp. This time I was getting worried, it was around 4.30pm, and people would be out looking for us soon. We needed to find the Murray and a camp with a phone. I also started to think about what we'd do if we didn't get out by dark. My plan would be to get to dry land and make a shelter out of our SUP and TC1, create a leaf mattress, and cover ourselves in mud to keep the mozzies off. Then I would cuddle up to Tyler like a teddy bear for the night. I didn't share the plan ... So now it's getting a bit serious.

Cloud cover was making it hard to see the position of the sun, but I could just make it out. Nothing to do but head due west in a straight line till we hit the Murray, no matter how long it took. So off we went cutting straight through a heavily-reeded swamp, with Tyler's canoe above his head on top of the reeds.





We had to stop and rest a fair bit as we were falling over a lot dragging the craft through. No thought of leaving them as they were our ticket home when we reached the Murray. In one swamp we came across a mob of wild brumbies feeding on grass growing through the water. It was quite a sight to see thirty horses take off through the water. We had used most of our water and the swamp was no place to try and filter more. We crossed the reeds and onto dry land. I looked back to Tyler and realized I'd just walked over the top of a four foot brown snake. He was a fat bugger just sitting amongst the logs perfectly camouflaged. He wouldn't move so Tyler did an arc around it whilst I kept an eye on the snake. Tyler was really struggling with the TC1 so I grabbed the front; it was easier on dry land but much harder on our bare feet. We kept tracking west and hit a well-used track: now to go left or right? We figured left would take us back to the bridge, so right we went. A

carried the craft along the track heading upstream along the creek. Well bugger me, here comes a 4wd. The guys tell us we are 500 meters from the Murray and give us a lift there. They are going to Barmah so I tell them the tracks are under water. They decide to try it anyway so we decide the river is a safer option than going with them. They had poor signal but managed to notify our relatives and call off a search that was starting to get organized. A passing Ski boat tells us we are two kilometers ABOVE Picnic Point. How in tarnation did that happen?!? Checking out the map, the blue is where we

short walk and the track followed along a small creek we later found out was called Budgie Creek. We filtered some more water. Too tired to paddle we should've gone and red is my stuff up. A quick paddle down to Picnic Point and a long wait for a pick up. Judos Clark, Raymond Creed, and Anna arrived and we load up and head to Barmah. Still more drama: there's a lot of Roos out as it's getting dark. Finally back at camp, not really looking forward to fronting Tyler's parents but it's on me, all my fault. We were greeted by cheers and hugs from everyone then had to recount our adventure. Sorry to put you through that Tyler but you did so well, we were well and truly lost but we had a plan and we never gave up. You can have the day off training today if you want! So a 2.5 hour tour ticked over the nine hour mark as we pulled into camp!

*Rod and Tyler, safely back on dry land!*





# 2022 USCA Nationals

Hosted By:



The United States Canoe Association's (USCA) 2022 National Canoe & Kayak Marathon Championships is a 4-day event where canoers and kayakers from across the US and Canada test their race skills against the best in their sport.

Newaygo Nationals Association (NNA) is proud to host this years event that will take place August 11-14 in Newaygo, Michigan.

This will be the 3rd time NNA has hosted this event since 2011.



Visit our website or Facebook page for more information!

[www.newaygonationals.com](http://www.newaygonationals.com)

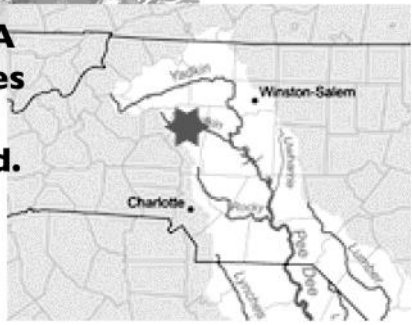
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**36th ANNUAL  
South Yadkin River  
Canoe & Kayak Race  
May 14, 2022**



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Shuttle provided.  
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Troop448.com**



**Error Correction**

The Fall 2021 issue of Canoe News magazine unfortunately contained an error in reporting the USCA Nationals time of Calvin Hassle on page 26 under “C1 MAN”. The time on the documents we received was 1:32:19.64. It should have been 1:30:43:00. This correction doesn’t affect Calvin’s placement, but we regret the publishing error.

*Editor*

*If caught upstream without a paddle... (Credit for photo below unknown)*





Join us for a paddling event on the Upper Sacramento River with courses for competitive and adventure paddlers.

**Races on May 29, 2022**

- 25-mile river course
- 50-mile river course
- 75-mile river course
- 100-mile river course

Celebration BRUNCH at Sierra Nevada Brewery on May 30, 2022



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**Racing for canoes, surfskis, kayaks and SUP**

**Downriver and Flatwater**

**Handicapped Point Series for racers including Youth/Adult**

**Annual Meeting Awards for excellence and great gifts for all**





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

**Membership Application Form**  
 Or Join on-line at [www.uscanoe.com](http://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:*

*(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"/>
_____	_____	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) 783-5413

Email: [lmcduffie@gmail.com](mailto:lmcduffie@gmail.com)

I prefer to have Canoe News delivered digitally \_\_\_\_\_ or as a printed copy \_\_\_\_\_

*USCA is a non-profit, educational, charitable and athletic organization. 501 (c) (3). Donations are accepted. USCA has a five star program of Cruising \_\_\_\_\_ Conservation \_\_\_\_\_ Camping \_\_\_\_\_ Competition \_\_\_\_\_ Camaraderie \_\_\_\_\_. Check 2 or more that most interest you.*

# USCA 2021 DELEGATES

## OFFICERS, BOARD OF DIRECTORS, DELEGATES, & COMMITTEE CHAIRS

### USCA Officers

#### Executive Committee

#### President & Chair:

Weston Willoughby

#### Vice President:

Teresa Stout

#### Secretary:

Barbara Bradley

#### Treasurer:

John Edwards

#### Executive Director

Vacant

#### *Penn-Jersey Division/USCA*

##### **Charlie Bruno**

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##### **John Finnen**

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##### **Glen Green**

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##### **Norm Ludwig**

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#### *West North Central Division*

*(IA, KS, MN, MO, NE, ND, SD)*

##### **Doug Pennington**

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#### *West South Central Division (AR, LA, OK, TX)*

##### **Bob Spain**

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##### **Don Walls**

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479-858-8200; donwalls2@netzero.com

### Delegates

#### Organized State & Regional Divisions

#### *Florida Division/USCA*

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#### *Indiana Division/USCA*

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##### **Larry Liquori**

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##### **Phoebe Reese**

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#### *Ohio Division/USCA*

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##### **Larry Latta**

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614-882-1519; latta1013@aol.com

##### **Norman Skinner**

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740-754-1213; backpaddler@att.net

#### Non-Organized Regional Divisions

#### *East South Central Division (AL, KY, MS, TN)*

Open

Open

#### *East North Central Division (IL, MI, WI)*

##### **Roxanne Barton**

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517-568-3702; bartonpigfarm@dmcibb.net

##### **Derek Diget**

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269-343-5150; usca@comp-u-port.net

#### *Mountain Division*

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##### **Lynn Capen**

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#### *New England Division*

*(CT, MA, ME, NH, RI, VT)*

##### **Patricia Heed**

581 West Street, Keene, NH 03431

603-398-4945; trilon777@gmail.com

##### **Paula Thiel**

487 Wylie School Road, Voluntown, CT 06384

860-564-2443; prma1@comcast.net

#### *Pacific Division (AK, CA, HI, OR, WA)*

Open

#### *South Atlantic Division*

*(DC, DE, GA, MD, NC, SC, VA, WV)*

##### **Lynne McDuffie**

410 Cockman Rd, Robbins, NC 27325

910-783-5413; llmcduffie@gmail.com

##### **William McDuffie**

410 Cockman Rd, Robbins, NC 27325

910-948-3238; wlrmcduffie@gmail.com

#### Non-US Regional Division

Open

#### Affiliated Club Delegates for 2021

#### *Florida Competition Paddlers Association*

Kathy Edwards; St. Petersburg, FL

727-459-6366; klpe86@outlook.com

#### *Free Style Group*

Lynn Filarecki; West Sand Lake, NY

518-674-2125; saddleback84@hotmail.com

#### *Michigan Canoe Racing Association*

Dan Medina; Homer, MI

989-239-8500; 9medina4@gmail.com

#### *New England Canoe & Kayak Racing Assn*

Priscilla Reinertsen; Contoocook, NH

603-746-6491; prtsten1@comcast.net

#### *New York Paddlesport Racing Assn*

Scott Stenberg; Moravia, NY

315-406-4692; owascalake@gmail.com

#### *North Carolina Canoe Racing Association*

Steve Rosenau; Mt. Holly, NC

704-483-4130; sar4130@gmail.com

#### *Pennsylvania Assn of Canoeing and*

#### *Kayaking*

Dale Glover; Montgomery, PA

570-547-2635; glover1093@msn.com

#### *St Charles Canoe Club*

Ben Josefik; Dwight, IL

815-674-7472; bjosefik@yahoo.com

#### *Texas Canoe & Kayak Racing*

#### *Association*

Joy Emshoff; Austin, TX

512-626-3741; jle4321@yahoo.com



## **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 - Open*  
*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* – TBD  
*Publications* – Steven Horney  
*Publicity & PR* – Open  
*Safety* – Glen Green  
*Social Media* - Larry Latta  
*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**

### **California River Quest**

Emily Matthews; Burlingame, CA  
emily@nolamarketing.com

### **Housatonic Valley Association**

Alison Dixon; Stockbridge, MA  
adixon@hvatoday.org

### **Lorain County Metro Parks**

Jason Matyac; Lagrange, OH  
jmatyac@loraincountymetroparks.com

### **The Paddle Attic**

Jeff Stephens; Winter Park, FL  
jeff.stephens@cfl.rr.com

### **Western Penn Solo Canoe Rendezvous**

Bruce Kemp; Fenelton, PA  
bckjal@yahoo.com

### **Wisconsin Canoe Heritage Museum**

Jed Malischke; Spooked, WI  
jed@wisconsincanoeheritagemuseum.org

### **Yadkin Riverkeeper**

Katie Wilder; Winston-Salem, NC  
katiew@yadkinriverkeeper.org

## **Club Affiliates without a Delegate**

### **Birch Hill Canoe Club**

Charley Brackett; Fitzwilliam, NH  
603-303-1396;  
whitewaterwizard3@gmail.com

### **Bridges Athletic Club**

Pamela Kuster; Worton, MD  
410-708-8973; pamkuster1@gmail.com

### **Dayton Canoe Club**

Richard Weber; Celina, OH  
419-953-0020; rweber@bright.net

### **Elderly Paddlers Association**

Michael Miller; Cincinnati, OH  
513-675-0293; mmmillermc@gmail.com

### **Friends of the Great Swamp**

Loretta Wallace; Pawling, NY  
845-270-0538; laurwally@aol.com

### **Island Paddler**

Anthony Chungbin; Amherst, NY  
716-636-5011; ajchungbin@gmail.com

### **Lanier Canoe Kayak Club**

James O'Dell; Gainesville, GA  
770-287-7888; jim.odell@lckc.org

### **Minnesota Canoe Association**

Emily Broderson; Maple Grove, MN  
952-252-0459;  
membership.mca@gmail.com

### **Outrigger Chicago**

Kristin Flentye; Lake bluff, IL  
312-961-0243; kafentye@yahoo.com

### **Paddling Anglers in Canoes & Kayaks**

Chris Arceneaux; Kingwood, TX  
832-216-2483; chrisarceneau@gmail.com

### **River City Paddlers**

Joilynn Hollingsworth; Fair Oaks, CA  
916-531-5967; joilynnz0222@gmail.com

### **Symmes Creek Restoration Committee**

Joseph Benning; Kitts Hill, OH  
740-513-5627; josephbenning@yahoo.com

### **Texas Outrigger Canoe Club**

Kristen Helm; Houston, TX  
713-653-3901; krishelm@earthlink.net

### **Tour Du Tech, Inc.**

Trey Snyder; St. Martinville, LA  
treysnyder.cpa@gmail.com

### **Westfield River Watershed Association**

John Pelli; Westfield, MA  
413-246-8420; jpelli@comcast.net

### **Winnepesaukee Outrigger Canoe**

Pascal Delloue; Wolfeboro, NH  
603-760-8855; pascal.delloue@gmail.com

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These masked marauders were spotted by Wally Werderich on Facebook and on their way to the Newaygo Nationals in August of 2013.

Will they return August 11th to 14th in 2022 to claim their victory?