



# CANOE NEWS

UNITED STATES CANOE ASSOCIATION



**SHOWDOWN AT SUGAR CREEK**

**PAPER BOATS: THE ORIGINAL COMPOSITE**



**MARATHON RACING TIPS AND TECHNIQUES**

**NEW NATIONALS COURSES**

**PARACANOE/KAYAK WORLDS REPORT**

SPRING 2015 VOL. 48 NO. 1



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## From the Editor:

*Welcome to the “renewed” USCA Canoe News Magazine! It’s our hope that you’ll find Canoe News to be one of the finest publications on paddling and marathon racing anywhere. Look for great articles on technique, boat builders, history, races, humor, and much more. As in the past, Canoe News will be published quarterly—but unless you specifically request a print edition, we’ll be going primarily on-line. This saves us a lot of cost, and gives you full-color photos, links, and more. Feel free to contact us with submissions and suggestions. And welcome aboard!*

*Steve*

Cover Photo: Sonja Gilman, Terry Streib, and Bill Kanost battle it out for position at the lower buoy turn of the 2012 Fort Wayne Canoe & Kayak Races in Fort Wayne, IN.

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# VIEW FROM THE STERN

USCA PRESIDENT PETER HEED

I could not put my finger on it, but I knew instinctively that something good was happening. Meetings often can be dry and tedious, and so it can go at the Annual Meeting of the USCA - but not this year! There was an energy, a buzz in the air. People were fired up and engaged; discussions were lively and productive. I was convinced there was something good happening when so many delegates decided to stay for the Budget Committee meeting, skillfully led by John Edwards and Scott Stenberg. This is mighty dry stuff, and you normally have to practically beg folks to participate! But this year was different. The air was filled with positive energy! Looking back, I am still not sure why, but I am confident that it means good things ahead for the USCA.

Any organization like the USCA is only as strong and vital as the volunteers willing to step forward and contribute, and in this we have always been fortunate to have long-standing dedicated folks like Joan and Harold Theiss who generously give of their time and energy year after year. We must also have new people with fresh ideas and thoughts as well as experienced folks willing and able to return again to the organization and sport we all love. Here again, there was a distinct "chemistry" and energy to the current USCA leadership team - you could sense it. A positive "can do" attitude permeated the meeting, and it left everyone with a optimistic outlook.

I would simply highlight some of the most significant reasons for all USCA members to be excited about the years ahead. Canoe News is coming back better and stronger! As you can see by the quality of this edition, we are fortunate to have Steve Horney bring his considerable talents to becoming editor of Canoe News. Steve

will be assisted by the excellent team of Scott Stenberg and Steve Rosenau. They plan to make Canoe News available in print and online! We also have been fortunate to find someone who can tackle the huge and vital role of Executive Director! I am thrilled that my friend and long-time USCA member Bill Gardner will take on this challenge. Bill brings a wealth of both racing and organizational knowledge to the table, and he has the ability to work with people and facilitate the goals of the USCA.

Joan Theiss has generously agreed to continue in the vital role of Insurance Coordinator and Harold will take over the Membership Chair. Joan will also stay on as Secretary and Historian. Vice President Larry Latta is working on the huge project of updating and modernizing the USCA website in his role as Webmaster and additionally taken on the project of updating the USCA Leadership Manual. My good friend and long-time USCA member John Edwards will handle the important Treasurer duties. Two of our strong younger members, Chris Hewitt and Kaitlyn McElroy, have agreed to take on the crucial task of coordinating and editing the USCA Facebook page. My thanks to all, and my thanks to the many various Committee Chairs and Delegates who make the USCA the great volunteer organization it is!

A final note of excitement relates to

our premier events - our Nationals. The next two years are lining up to be very special racing experiences. Jim Decker and his good organization in Warren is promising exciting new changes for this year's Nationals with a new finish for the marathon races and a new improved "spectator-friendly" sprint course. The Aluminum Nationals move back to Texas, where my friend Wade Binnion and his race crew are preparing for outstanding competition in October on the Guadalupe River near the town of Cuero. In looking ahead to 2016, the USCA Nationals will be returning to New England! The New England Canoe and Kayak Racing Association will host the championship races on the Conn. River at the spectacular facilities of the Northfield Mountain Recreational Center at Northfield, Massachusetts! The next several years will certainly be exciting and worth looking forward to for all USCA members and the entire community of marathon paddlesport competitors!

Best regards,  
Peter Heed, President, USCA

*(Photo of Peter Heed behind Bill Gardner paddling OC-2)*



# PARACANOE/KAYAK

## 2014 WORLD CHAMPIONSHIPS IN MOSCOW

First of all a great big THANK YOU to USCA for their support of me attending the ICF World Championships. Without this funding I would not be able to participate at this event. I am very pleased to see USCA supporting ParaCanoe/Kayak. It is an exciting new paddling sport and event in the Paralympic Games for Rio in 2016! Hopefully we will see the sport continue to grow as more people learn about the opportunity.

I am somewhat of a veteran to competition, having competed in six Paralympic Games (so far), in two different sports (cross country skiing and Athletics). However I am a relative new comer to ParaCanoe/Kayak with this event in Moscow only being my third ICF World Championship. The ICF continues to do a better job integrating and supporting ParaCanoe/Kayak athletes. Moscow was another step up for ParaCanoe/Kayak. More athletes than ever before and the competitive intensity was raised to a whole new level!! The venue in Moscow was fantastic. Ideal conditions and very fast times were seen across the board for all disciplines.

I compete in Men's V1 in the TA (trunk and arms) classification. The TA ParaKayak event has been dropped from the Paralympic program for 2016. As such, many of the top TA Kayakers have switched to Va'a which will be contested in Rio. This influx of great paddlers from Kayak to Va'a in the TA division made a huge difference in the faces on the starting line for the final heat as well as the podium!

I was pleased with my personal performance at World Championships, despite not making the final. In my first heat I barely missed the third place position by tenths of a second. Top three finishers got a pass to the final. In the semi final it was even closer, only hundredths of a second from a qualifying spot for the final. So I finished just out of the final in very close races. But I achieved a new personal best by over four seconds! So I am paddling much better than last year, unfortunately the rest of the world is going even FASTER! A lot more work needs to be done to keep up and stay in the competition.

Team Great Britain has a very strong team. They have a lot of athletes, all of who are performing at a high level. They also have a very strong coaching staff. Obviously a very well funded program. Team GB definitely gained a lot of support following the successful hosting of the Olympic and Paralympic Games in 2012. Brazil, Germany, and Russia also have very strong teams and are going to be hard to beat in Rio. Team USA has an extremely dedicated coaching staff with Jan Whitaker and Debby Page. Both were recognized last year by USACK for their commitment to USA ParaCanoe/Kayak. We athletes are deeply indebted to our team coaches for getting us to the starting line.

Thank you again to USCA! Hopefully our team will continue to send you good news from our international competitions!!

Bob Balk  
Member of the Paralympic Order

The days leading up to my trip to represent Team USA for ParaCanoe at the World Sprint Championships were filled with both excitement and anxiety. The excitement was easy to understand; I won a spot on Team USA at the Lake Placid International not even a month earlier. The anxiety came from going to a country who had just invaded their neighboring country of Ukraine. Leading up to my departure day, August 1<sup>st</sup>, I had been given ample resources to learn about the event, the airport that I would be arriving into, the accommodations, and the world competitors against whom I would be competing.

Coach Jan Whitaker and Director of Team USA Operations Gerald Babao helped me get my things in order before even taking off from the airport. For example, Gerald helped me go through the VISA application process including the follow up to ensure that I had my passport ready in time. Jan continued to communicate with my support team in Virginia on how I should be training leading up to this prestigious event.

After being escorted through customs I waited with the bus driver and another gentleman for the rest of my Team USA teammates to arrive. Once they arrived we were taken out to a large luxury bus that would be taking us all to the hotel. I later learned that this bus would also be taking us to and from the hotel to the raceway each day. The hotel accommodations were far more plush than I had expected. A nice looking bar and restaurant was to the right as we en-

tered by the front desk each day. At check-in I was given my own hotel room and a booklet for the meals that I would be eating at the hotel and raceway for the rest of that week.

Each day leading up to the day of my race five days later was pretty standard. We practiced twice a day; the buses left the hotel every thirty minutes throughout the day till 5:00 p.m., which made getting to the raceway convenient. Coach Whitaker along with Coach Deborah Page were there to give advice on not only race conditions, but also on the equipment needed to set each of our boats up for the likelihood of success. Our team was also fortunate enough to have Elmer, the father of our LTA Paddler, Nik Miller, there to assist with the insertion and removal of our va'a's and kayaks each day. Their dedication to Team USA was second to none among all the other countries that were there. I know that at times all of Team USA was impressed by the dedication of our Coaches and of Elmers throughout the week.

Back at the hotel each day we would shower in our rooms and then congregate in the chow hall to discuss paddling and life with not only our teammates but other countries as well. The Polynesian term "Ohana" is used quite often in the sport of va'a and outrigger canoeing. This term means family and fellowship. As a new member of Team USA and new to the sport as well, I was able to get great advice and make lots of friends from different countries, along with developing close relationships with my Team USA teammates. Frequently we would try to do something together, like go to the grocery store or a nearby mall. I went with my teammate multiple times, and with a good friend from Canada as well. It was fascinating to see the various items that the stores had in common with U.S., as well as the differences.

Once the races began all of Team USA appeared each day to cheer one another on, whether adaptive or able bodied. I had a strong sense of patriotism, even though I had shaken hands with people from countries, like Iran, whom politically don't see to eye to eye with the U.S. government. The announcer would announce the name, country, and lane number for each member participating in that race. It was exciting when my name was announced: "Jamey Parks, United States of America, lane three"! Race conditions that day were a bit unfavorable. It was rainy with a little lightning right before I was supposed to go. I also had never been in a starting boot before, which was another disadvantage I had to overcome. Unfortunately, by the time the line judge said "Go!" I was in the boot, but I had to start on the left side of my boat when I usually start on the right. I went down the raceway and ended up achieving a personal best time of 56.42 sec and 7<sup>th</sup> in the world! Not too bad for a man who had just started paddling four months earlier. Although somewhat disappointed with the outcome I was consumed with a sense of pride that I was 7<sup>th</sup> in the world and just starting on this new crusade in my life that I hope ends in Sau Paulo, Brazil in 2016.

After the race my teammates and coaches congratulated me for doing the best I could and were happy that I achieved a personal best time. The next few days were filled with many more of my teammates achieving their new personal bests as well. We came to Moscow to not only represent the U.S.A., but to challenge ourselves as well. A few new objectives had surfaced that each of us knew that we had to do better on in the future. We learned that we had to train harder with a better on and off the water workout plan. We had to eat better to get our bodies toned and have less weight to move while traveling on top of the water. Finally, we learned equipment and fund-

ing is key to the whole process. If you do the first two objectives correctly, having the right equipment and funding may be the difference between standing on the podium and getting fourth place like many of our paddlers did this year at the World Sprint Championships.

The finally part of my trip allowed me to do some sightseeing on my own time when not cheering on my teammates. I found the anxiety I had experienced early on had dissipated as I found the Russian people to be very kind and helpful. From a political perspective they may have differed in some aspects, but they respected the fact that I was a disabled athlete who trained and made it to the World Championships in their country.

As stated above the new objectives are now set and in place. Coach Whitaker and Page have sent out workout objectives for each of us to follow. It goes without saying that without these two ladies I believe this program would not be in the strong position that it currently is. Personally, my time has continued to drop, which has me looking forward to Italy in 2015. I have people in my hometown who are not only supporting me with their words and thought, but financially as well. At home, my wife and kids are so proud of the accomplishments that I have made these past six months that it continues to motivate me to get onto the water.

I truly believe that this is only the beginning. The USCA has been a blessing to me on this whirlwind adventure that has already taken me half way around the world. I take pride in wearing the red, white, and blue and am humbled by everyone's support in my journey. I am already looking forward to the next adventure that I will experience in this amazing ride as a member of Team USA!

Sincerely,

Jamey Parks

# RACING TIPS

## LEARNING TO GO FAST OFF THE LINE—PETER HEED

At the start of most endurance length sporting events, competitors pace themselves and gradually settle into a rhythm. Not so in marathon canoe / kayak racing. No matter how many hours of paddling lay ahead, competitors in canoe and kayak racing go hard off the line. Positioning off the line is critically important in paddle sport racing, and the impact of wakes on competitors behind the leaders cannot be underestimated.

Many competitive paddlers dread the starting line while others relish it. Yet the fact remains that every race has a start, and you need to be prepared for it. There simply is no more important part of a canoe / kayak race than the start. Although you will not win the race at the start, as Gene Jensen used to tell me, you may lose the race there. You can be sure of this: at the start of any race it is going to be fast and it is going to be wild. Some competitors may be taking an unscheduled swim.

If you hope to place well at the finish, you will want to come off the line with the lead pack or as near to the front as possible. The consequences of getting a poor start include having to cope with

the wakes and irregular waves of the leading boats, as well as running a high risk of collision. The closer you are to the front after the start, the fewer energy-sapping irregular waves you will have to deal with. You will also be in better position to find good wakes to ride.

Good racers learn to go hard and fast off the line, and you will need to develop your confidence and skill to do this as well. I have never known a winner of a major race to intentionally take it easy at the start. Yet if you are new to canoe / kayak racing, it may make sense to do just that. If you are unsure of your boat handling skills, you may want to consider lining up behind the lead boats. Let the fast racers get out of your way, leaving you some room to sort yourself out and hopefully find competitors your own speed. As you gain skill and confidence you can develop a faster sprint and the boat handling techniques to deal with wakes.

The first thing to consider as the race start approaches is the nature of the starting line itself. Is it wide? Is it narrow? Is one portion of the line in deeper water than others? Is there a place in the line where there is significant-

ly more current? As a rule of thumb, if it is a downstream start you will want to position yourself toward the center. For an upstream start the advantage will tend to be on either side, out of the current. Most race organizers try to have their starting lines where there is no significant advantage at any particular place, but if there are advantages to a certain section of the line, you want to be there.

Next, you need to decide where you want to start in relation to the competition. This concept is often ignored but vitally important. Which team or teams you start next to often has the biggest impact on the quality of your start. If you believe that you will be one of the faster boats on the line, you will probably want to line up next to some of the more experienced teams, in the hope that you will not be bumped and get away cleanly. Likewise, if you feel confident in your ability to ride wake, you will want to line up next to a good boat handling team. You will have a decent chance of working together or being pulled clear from the mass confusion right after the start. If you lack confidence in your technical skills but still want to get as fast a start as possible, it's wise



to move toward either end of the starting line. The likelihood of interference is less, and you get cleaner and more regular wakes to ride. Another strategy is to line up beside a recreational boat or a slower team. This gives you at least an initial clean start and some good water early on.

The starting line of some races, particularly major races, can become crowded. You often end up packed in gunnel-to-gunnel. One way to give yourself more room off the line is to originally line up slightly crooked. Shortly before the starting gun, straighten your canoe out. This should give both you and your partner some extra room to paddle. If the boats next to you close in tightly and there is no time to move to a different position in the line, then just do your best to get your blade down in the water for a good catch at the start. This is particularly important for the bow paddler on a C2 team. The stern person should do everything possible - even a quick rudder or brace - to

give the bow person clean water in which to hammer off the line. The stern paddler may even have to resort to going sides (paddling on the same side as the bow person) until some room develops.

It is important to develop your own personal technique and strategy. The goal is to accelerate your canoe or kayak from a standing start to maximum hull speed as quickly as possible. This needs to be accomplished while keeping the boat under control and with the ability to quickly alter course if necessary. Each racer comes at this problem differently based on their physiological make up and preferred technique. Some paddlers, like Montana's Mike Johnson come off the line with huge powerful strokes, keeping the stroke rate relatively slow. Others, such as Nick Bauer from the state of Washington accelerate the canoe with a series of quick punchy strokes at a high stroke rate. Many experienced C2 teams practice going as many as 12 to 16 strokes on one side before

calling the first "hut" to switch sides. This can give you an edge on teams who are switching sides to 2 or 3 times shortly after coming off the line.

However you approach it, the start is important. It is something that merits practice. After a good deal of personal experimentation and practice, you will discover what technique works best for you. A confident and practiced starting technique will help ensure that you get off the line fast every time.

(Next time we will discuss ways to handle the challenges of the early part of a race.)

Best regards,  
Peter



# USCA NATIONALS

NEW SITES! NEW COURSES!

**It's official: the USCA Nationals are coming back to familiar sites, in a Big Way! USCA is cranking up for a return of the well-attended Nationals!**

Warren, PA has stepped up to the riverside to host the 2015 USCA Marathon National Championships, (August 11 - 16) with a new course, new sprints venue, and a new finish line. The Allegheny River, as you know, is a very scenic waterway that runs through the foothills of the Appalachian Mountains. The Warren County Chamber of Business and Industry race hosts have laid out a special course that showcases the renovated historic downtown and the River Walk. The adult marathon and youth finish line is extended to across the Allegheny from a campground with a great name: Buckaloons. From the River Walk, named Breeze Point Landing, spectators can view the youth and adult sprints, (yes, right in the middle of town). They can catch the action of competitors during the weekend marathon races, as they turn the up-stream buoy just above the downtown bridge, directly across from the River Walk and helopad at the hospital. (Quite exciting when the choppers come in.)



*Warren Nationals Race Start, Kinzu Dam, tailwaters.*

WCCBI director, Jim Decker, points out that “moving the marathon finish line to Irvine allows for elimination of the upstream paddle portion of the old course in Shipman’s Eddy, and exposes USCA paddlers to a new and scenic stretch of the Allegheny River, with a distance which provides appropriate challenges.”



*Hickory Street Bridge, Warren, PA.*

Paddlers will be happy to know that one of those challenges, a feature from previous Warren National, the famed Flame Rapids (Dante’s Inferno) remains a part of the 2015 course. Why make it easy?

Warren has planned a buffet dinner on Wednesday at the Holiday Inn, and this will serve as the Awards banquet for the ever-popular Biathlon Soiree.’



*Allegheny River, Warren, PA.*

The 2015 Warren Nationals is going to be the best ever, different, more convenient, still exciting!!!

The business community of **Warren, PA** and its many near-by paddlers welcome you to the **2015 USCA Marathon Nationals on the Allegheny River!**

**Then, there is the Nationals in New England in 2016.**

Back by popular demand, is Nationals in New England, Aug. 11 - 14, 2016. Again, the New England Canoe and Kayak Racing Association will host Nationals on the Connecticut River, this time in Northfield, MA, in a 4-day format.

NECKRA Nationals Organizing Committee spokespersons, Peter Heed and Priscilla Reinertsen, are just a tad (!) excited to announce that once again New England paddlers will be hosting Nationals, after a 14 year wait. A new location has been found, one that is picture-perfect in the midst of the Connecticut River Valley. Situated along New England's longest waterway, the Connecticut River, Northfield Mountain Recreational Area features miles of ski trails in the winter, hiking in the summer, a lodge complete with a river-use museum, loads of parking, a riverside pavilion and picnic areas. Peter, the newly elected President of USCA, reports that the racing course will offer deeps and shallow, options for one or more island loops (one around legendary Captain Kidd Island), and an exciting upstream finish. Paddlers will make the final turn around King Philip Rock and sprint home, framed in the background by the beautiful French King Bridge. The start/finish line offers possibilities for safe, short youth races. Food, music, play-by-play announcing should enhance the atmosphere.



*French King Bridge, Northfield, MA (David Brothers).*

Those who travel a distance to the 2016 Nationals will have many options for side trips to places like historic Boston, Plymouth, Mystic, Portsmouth, and the White Mountains and the Berkshires. There are local shops of interest, including Yankee Candle. Hotels, camping, restaurants and golf courses are to be found close by.



*Site of 2016 NECKRA Nationals. Parking area here used for a triathlon, Sept. 2014.*

**NECKRA welcomes you to the 2016 USCA Marathon Nationals on the Connecticut River!**

**The Nationals is still a whole lot of fun after 47 years! The competition is super for canoes, kayaks and SUP, in every age category.**

Priscilla Reinertsen,  
NECKRA President



*Map of 2016 NECKRA Nationals Course.*

*Start line on river by Northfield Farms.*

# ALUMINUM NATIONALS

2015 IN CUERO, TX

## The 2015 USCA National Stock Aluminum Canoe / K-1 Downriver and K-1 Touring Marathon Championships

**PLUS: New Mixed Aluminum Championship Classes and C-2 pro race the next day. Come for a week-end of great canoe & kayak racing!**

**Dates:** October 10-11, 2015.

**Location:** Cuero, Texas on the Guadalupe River in DeWitt County.

**Course:** The course will be approximately fourteen and a half (14.5) miles on the Guadalupe River in DeWitt County, Texas. It is the same course that is presently used for the Cuero Turkey Fest canoe race. The course starts at Cheapside Bridge (CR 766) GPS: 29.147265,-97.317855, and continues downstream to Cuero Hwy 236 GPS: 29.051293,-97.265117. This was previously the start of the Texas river marathon, the Texas Water Safari preliminary race. This stretch is a terrific venue for paddling racing and passes through the old Cuero dam (no portage required) approximately 2.5 miles after the start. Two (2) bridges cross the course between the start and finish, allowing viewing opportunities for spectators and water/food handoffs for competitors. HWY 72/ FM 3402 / Heaton St. (Old Cuero-San Antonio Rd) approximately 7 miles from start, and Cuero Hwy 183 approximately 9.5 miles from start. This section has a few sweepers and small rapids at low water and boils at high water.

**Participants:** All USCA championship classes for the *Aluminum Nationals* will be held (C2 Mens, C2 Mens Master, C2 Women, C2 Women Master, C2 Mixed, C2 Jr. Men, C2 Jr. Women). In addition, the USCA National Downriver and Touring Kayak classes will be contested as well. C2 Mixed Aluminum Championship race, C-2 Pro race and Bring Anything And We'll Make A Class race will be held on Sunday on the same course.

**Entry Fees:** Entry fee will be \$20.00 per paddler for adults and \$10.00 per paddler for youths each day.

**Awards / Dinner:** All USCA awards will be presented Saturday afternoon and Sunday immediately following the conclusion of the days races at the finish line. Food will be available for participants and guest.

**Turkey Fest Canoe Race:** In addition to the championship classes held on Saturday October 10th an unlimited open class race will be run concurrently. Race format will be consistent with previously held races on the course.

**Advantages of this location:** Texas has a proud history of hosting USCA aluminum nationals. From the Trinity River in East Texas to the Colorado River as recently as 2011 there has been a great amount of enthusiasm and support. Recent Aluminum Nationals have had great competition and a great turn out of paddlers from across the country. We welcome you to come and enjoy our southern hospitality and some great competitive paddling. In addition to the paddling events, Cuero will be hosting the 43rd Annual Turkeyfest, ([www.turkeyfest.org](http://www.turkeyfest.org)) with events and activities for everyone including live entertainment with some of Texas best singers and songwriters. For more information about the event and other questions visit [www.tckra.org](http://www.tckra.org)

**Contact:** Wade Binion, email [kswrb00@yahoo.com](mailto:kswrb00@yahoo.com) phone (979) 218-0321 or Michael Vandever, email [michaelvandever@att.net](mailto:michaelvandever@att.net) (e-mail contact preferred).

### Directions:

**Start:** (Cheapside FM 766) Go into Cuero on Hwy 183 South to W. Reuss Blvd. There is a stoplight and signage to Cheapside (Pizza Hut is just before turn). Turn Right on W. Reuss Blvd and veer to Right on CR 766. " Go total of (4.4 mi.) to gravel road past bridge, turn right under bridge.

**Finish:** (Cuero Hwy 236) Return to Hwy 183 in Cuero, turn right. " Go (2.3 mi) on Hwy 183 South through town and across railroad tracks to light at (Morgan St./Arneckville), turn left on E. Morgan Ave. " Follow E. Morgan Ave. for (.5 mi) to FM 236/Arneckville Road. " Turn right and go (2.5 mi.) to bridge. Exit right on gravel road before bridge. Turn off before bridge.

# SHOWDOWN AT SUGAR CREEK

STEVEN HORNEY

Word was out: the Barton Gang was comin' to town, and they weren't takin' prisoners. With a reputation as the meanest, fastest paddlers on the planet, most of the locals were in fear. But a few knew the secrets of Sugar Creek, and they were aimin' to send the Barton's high-tailin' it back to Michigan without so much as a medal between 'em. But really, what do the locals know? As it turned out, if you were going to win in this race, you needed to either 1. Be named Barton, 2. Be married to a Barton, or 3. Be paddling with a Barton relation. So much for that part of the story. The real story, however, was happening far back in the race. Farther than that. Farther still. Keep going, back to the beginning of time. Timing of the race, that is, where a cardinal rule of life was being violated. The first and most famous of course is "never get involved in a land war in Asia", but close behind is "never paddle an untried boat at a race". Especially when the guy loaning it to you can't stay up in it, and he's flying off to England at that moment so he can deny culpability in your demise as he allows his demon-possessed boat to do the dirty work for him. Yes, I'm speaking of Ted Beatty. Real friends don't let friends paddle down-river boats, but sometime last year, in response to my comments about needing another Thunderbolt for our more rugged river races, Ted said "hey, I have this down-river boat, a Dart, designed for bigger guys like you". And so began a chain of events that led to a fun-filled afternoon swimming merrily down the flood-swollen waters of Sugar Creek.

In theory, I was supposed to get the Dart a week ahead of time to get adjusted to its characteristics; reality was Matt Meersman pulled up with the boat shortly before the start of the race (you don't suppose he was still sore about being edged out at Tippecanoe, do you?), giving me the exciting opportunity to demo the evil beast before a crowd of well-wishers. Or maybe they were there with blood-thirst. It's hard to tell with a crowd... While awaiting the arrival of the Dart, I looked at the gloriously high creek (I went with the Dart due to the boat-killing reputation of the normally present rocks of Sugar Creek), with a current running approximately 387 mph, and heard Bob Stwalley comment that you wouldn't be at risk of hitting anything with any of our boats this day. That's when I slapped myself on the forehead and said "I coulda' had a V12!" Seeing another paddler with one of the new-style V10's only added to the pain and indignity; this could have been an awesome opportunity for a smoking time down the course. Instead, I kept hearing Roger Crisp's foreboding words "that's a real tippy boat, but if you master it you'll be a great paddler", followed with "ya' know, every quarter inch of height you add with a seat roughly doubles the instability of that boat". I merely consoled myself with the fact that I had paddled it for a short time on Lake Maxinkuckee last November with my rear on the bottom of the hull; the seat was pretty close to the bottom of the hull; it couldn't be that much different. Could it?

The answer came about 30 ft. from the launch while trying to turn to go

upstream, when I discovered that Sugar Creek was still pleasantly cool, the Dart has a definite preference for floating inverted, and this was going to be the longest 15 mile race of my life. Assuming I made it 15 miles. With some help getting the boat out of the water and emptied out, I opted to try again, only this time I would just follow the group down, launching down-stream and staying pointed in that direction. More or less. Take II: Roger starts the fast boats, I launch out shortly thereafter, and promptly flip again. Now the sane person would have gone back to shore, found Julie Yager, and said "I'll take plastic boats for \$20, please". Instead, I simply remounted the boat (I may not be able to stay upright, but I can at least remount it!) stuck my legs out the side, and paddled down a ways until finding a protected sandbar to the side where I could empty out the water and resume my training-wheel paddling style. Bob Stwalley and Ellen, running sweep, came along after me and said "Hey – do you really want to paddle all the way like that?" Knowing that it would be painful, I said "no", so they suggested I pull out at the next bridge, go down the road a short distance to a house where someone named Bob would be willing to give me a ride. Seemed like a smart plan. Particularly in retrospect.

Now as I approached the bridge, I saw something beautiful: rocks! Ok, they're not really all that high on a scale of things that makes my heart go pitter-patter, but I did see one very desirable physical quality: mass. Knowing the canoe guys often trim their boats with rocks, and

knowing some extra weight in the hull might help tame this wicked beast, I came up with a flash of brilliance: what if I put a rock in the bottom of the Dart? Would it be stable? Would life end as we know it? I inserted the rock and found that yes, it did indeed make this thing “paddleable”, and life continued on... It appeared the real problem was I didn’t weigh enough for this boat. There’s something I like about the sound of that... At any rate, just to be on the safe side, I felt that if one was good, two would be better, and indeed I now had a boat I could actually paddle – with my feet inside. Finishing with dignity looked like a real possibility. But life has a way of throwing curves at you. Sort of like those “Fortunately/Unfortunately” books you may have read as a kid.

With my “rock-it Dart” now staying upright, I soldiered on. The Dart was a bit tricky to keep in a straight line, since the nose was sitting low in the water and acting like a forward rudder, but with some advance planning it was marginally controllable, sort of like a driver who’s had one too many. There’s a reason rudders aren’t placed on the bow of a boat, but that’s a physics lesson for another time. Now about 5 miles into this blissful paddle, a killer rapids – most likely stirred up by those raging Barton C-2s - arose out of the middle of the river promising to wreak havoc upon my newly tamed Dart. Water flowed over the top of the boat, filling the front end and pulling it down into the rocks, leaving me somewhat afloat but sans boat, just barely hanging onto the stern for an awesome ride through the rapids. Visions of riding a bull bare-back were running through my head, along with the thought of “where there are rapids, there are rocks – keep your legs up!” How many other racers took the manly route of running the rapids without a boat?!? Once through the rapids, it took some effort to get the boat to

the side of the river, but thankfully a couple of rec guys who were right behind me stopped and helped me pull the boat out of the water, where we made a “smashing” discovery: as the bow filled and dropped into the rapids, my stabilizing rocks slid forward, slamming against the bow and driving a stake through the heart of the evil beast... It’s days were finished, and so was mine. A 6” gash in the bottom of your bow tends to stymie progress... The “fortunately” side of all this was a big house and lawn on the other side of the river. The “unfortunately” side was it was on the other side of the river. So, in classic MacGyver style, we wrapped my dry pants around the bow, I paddled “training-wheel style” as well as I could to the other side, and we worked the boat through the brush (with one bare foot – I lost a shoe to the river) hoping for a distinct lack of poison ivy or poison anything else. Popping out onto the glorious beauty of the lawn we found it was actually the driving range for Crawfordville Country Club. Being pelted with golf balls seemed an appropriate way to wrap up the day, but no one was on the range (neither were any deer or antelope playing) so we anti-climactically carried the

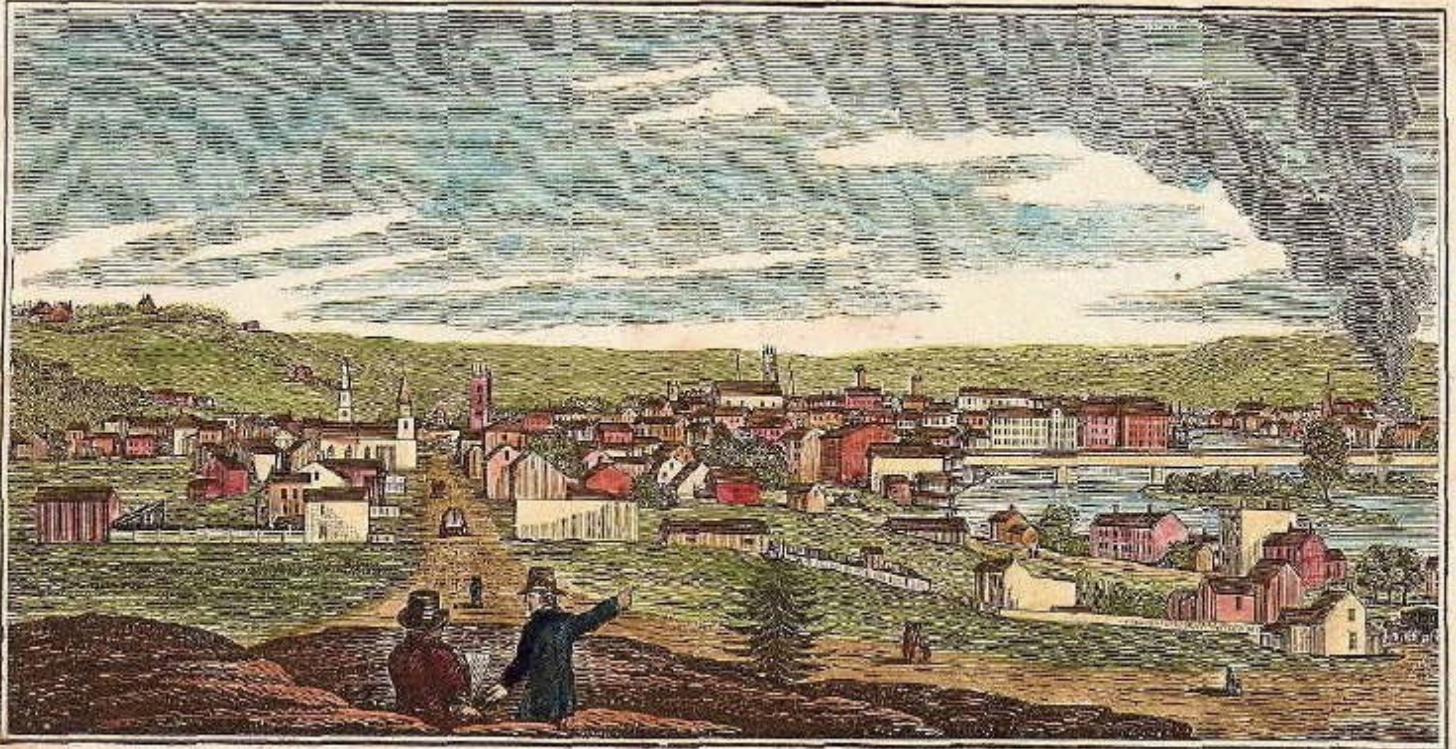
boat to the parking lot and the guys resumed their trip down river. I would have thought that in my soaking wet fancy attire consisting of wool long-johns, a neon long-sleeve biking jersey, and bare feet I would have looked right at home at a golf country club, maybe even mistaken for a pro. Surely someone would at least buy me a round of golf and loan me a putter! But the Crawfordville Country Club gang is a hard group of golf enthusiasts. Thankfully a young waitress took compassion on me and offered a cup of hot tea, which I immediately agreed to, thanking her profusely as the shivers were now taking solid hold on me. I don’t think it was pre-race jitters at this point... Now the trick was to find someone to call for rescue! Eventually I managed to eke enough compassion out of the locals at the club to eventually obtain a few phone numbers that eventually got me connected to the livery which eventually got the Sugar Creek van out to pick me up. It cost me \$20 to go 5 miles, but I had a lot more swim time than the other competitors. I think I won that event. Along with boat bustin’. ☺



The poster features a central photograph of several people in aluminum canoes navigating a turbulent section of a river with white water rapids. The scene is framed by overhanging tree branches. In the top left corner is the USCA logo, a shield with 'U.S.C.A.' and a red and white striped pattern. In the top right corner is the Texas Canoe and Kayak Racing Association logo, which is a blue and red paddle with a white star. Below the photo, the text reads: **USCA Aluminum Canoe National Championships**, **October 10-11, 2015 on the Guadalupe River, Cuero, TX**, **Championship Classes for C-2 Aluminum (Adult + Junior), Men, Women, + Mixed.**, **Championship Classes for K-1 Touring + K-1 Downriver, Men + Women**, **Non-Championship Classes for C-2 Pro, SUP, and Any-boat.**, and **Details at [www.uscaaluminumnats.com](http://www.uscaaluminumnats.com)**

# PAPER BOATS

THE ORIGINAL COMPOSITES!



NORTHERN VIEW OF TROY, N. Y., FROM MOUNT OLYMPUS.

Mt. Olympus, from which the view was taken, is an elevation 120 feet in height, a short distance north of the city. The bridge across the Hudson, 1600 feet in length, with part of the flourishing village of West Troy, are seen on the right.

## A Short History of Paper Boats.... and more.

Step back briefly to Troy NY in the mid-19th century in Up-state NY. (The above illustration

is from about 1840). Few towns across the United States matched Troy, New York, in prosperity. Several miles north of Albany, the town faces the eastern terminus of the then active Erie Canal on the farther bank of the Hudson. Earlier in the 19th century, Adirondack charcoal and iron ore came in by water and fueled a lucrative local steel industry. As the steel industry moved west, precision manufacturing

industry sprang up. Troy also acquired a special fame as the originator and nationwide supplier of detachable paper collars and cuffs. Eventually millions were manufactured and sold every year.

Into this environment arrived a teen-aged Elisha Waters who moved with his parents and family from Bennington, Vermont to Troy in 1831. He apprenticed

with several retail druggists and eventually opened a drug business of his own offering a variety of items of his own manufacture such as inks, tonics, and remedies, including "Waters' Pulmonica". But he apparently saw another business opportunity in box manufacturing. By 1862 he had abandoned the drug business and his primary enterprise was a prosperous factory that made boxes for local industries and retailers.



One early March day in 1867, the box baron's teenage son, George, received an invitation to a masquerade party and decided to attend as a giant. He designed a costume and found a giant-sized face mask in a local store. But the eight-dollar price exceeded his budget. Undaunted, he arranged to borrow the mask and layered paper and paste over it at his father's factory to create a copy.



This new kind of paper work prompted George to reexamine a used rowing shell he often took out on the Hudson (a cast-off from Josh Ward, a famous rower of the period). The boat leaked badly and required patching, and he lit upon the idea of gluing pieces of thick paper to the hull and then coating them with varnish. With this success in hand, he wondered if an entire boat made of paper and varnish might work.

In June, George and his father set to work, using the hull of another wooden rowing shell as a mold, to create an altogether new type of craft whose skin was formed from a single sheet of paper extending unbroken from stem to stern, leaving no joints, laps, or seams on the surface. The hull proved to be light and strong. The father-son team

had created the first practical paper boat that could successfully carry a human being and christened it the "Experiment".

During the remainder of 1867, George and Elisha built three more hulls and refined the process. The family team patented the process and shortly thereafter formed the firm of Waters and Balch, (later to become Waters & Sons). Their invention marked a turning point for the family business. The 1868 Troy city directory no longer listed Waters as a box manufacturer but as a boat maker. In 1932 George Waters' other son, Charles Vinton Waters, told the trade journal *Superior Facts* that "after the victory of Cornell, rowing a paper six-oared shell, over twelve other colleges in wooden boats at Saratoga Lake in 1875, followed by a clean sweep of all events at the Centennial Regatta in 1876, they were in general use in this country for more than thirty years."

At the peak of their popularity, the paper armada eventually ranged from simple single-person rowing shells to a 45-foot "pleasure barge," which could comfortably seat 17, not counting six toiling oarsmen. In 1875 the *New York Daily Graphic* could confidently assert that this family, which eight years earlier had only built the likes of hat-boxes, now operated the "largest



boat factory in the United States."

The use of paper meshed with shifts in technology at the time. More than a few historians have dubbed the latter half of the 19th century as the "Age of Paper." The Fourdrinier brothers new and phenomenally productive "Fourdrinier Machine", (invented by a Frenchman, Nicholas Robert), was for the first time providing large quantities of paper in long, continuous rolls. Before this machine, paper was made by hand on a large frame, containing a screen, dipped into a large vat of water and paper pulp. The size of the sheet was limited by the size of a frame that could easily be handled by one or two papermakers. The Fourdrinier machine overcame this bottleneck by using a rotating screen belt to receive the pulp.

(An illustrated comparison of hand- and machine-made paper can be found at the Basil Paper Museum site; a short video clip with a working model of Nicholas Robert's first paper making machine, is shown in a segment of James Burke's "Connections" program.)

Another shift in technology was the increased use of wood pulp for paper. Formerly virtually all paper was made from linen or cotton rags. With the in-

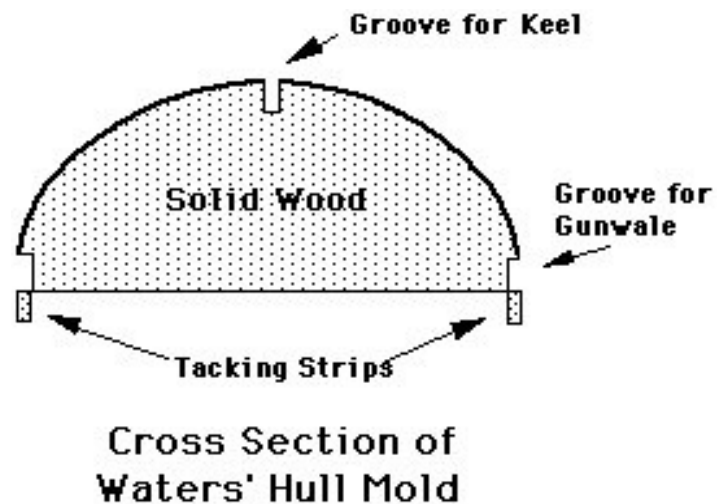
creased industrialization and the increased demand for paper, the demand simply outstripped the supply. However by 1854 chemists had developed processes to free the cellulose from the wood fibers providing a plentiful and inexpensive alternative to rag for many applications. The price of paper pulp and paper fell drastically.

In an age without plastic or composite materials, this new inexpensive paper, which could be molded, formed, and otherwise manipulated, became the high-tech construction substance of its day. Inventions ranged from clothing - (an entertainer, Mr. Howard Paul sang "The Age of Paper" in British music halls, clad head to toe in his subject material) - to boats, observatory domes, flowerpots, and even coffins.

The fabrication technique followed by Waters & Sons throughout these years differed little from that presented in the original patent. A full-size convex wooden model was prepared to the exact desired dimensions. The mold was solid, but it had grooves cut into it so that a keel

could be inserted along the keel line and similar strips along the gunwales. Below the gunwales, "tacking strips" were attached that enabled the paper to be stretched over and tightly fastened to the mold.

For lightweight boats such as racing shells, Waters & Sons used the best grade of manila

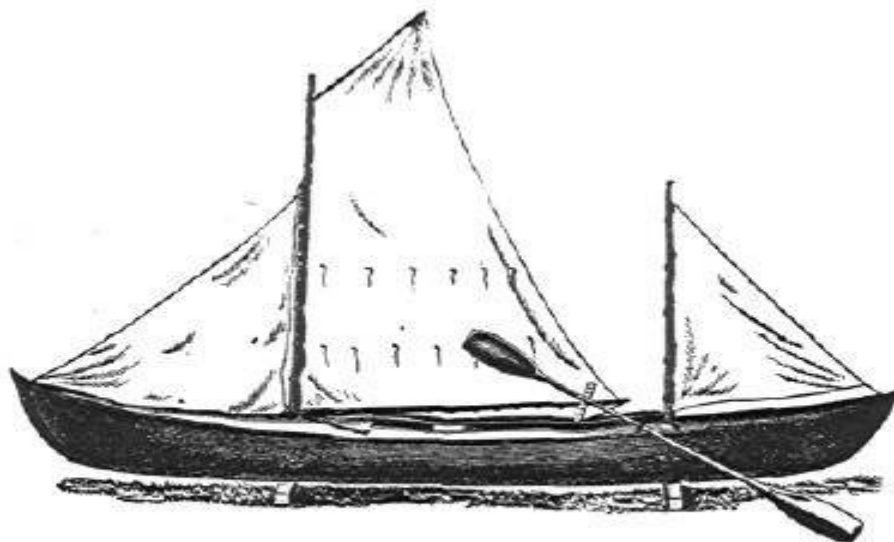


paper, which in the 19th century was made directly from manila hemp. Several layers were applied, each sheet running the full length and breadth of the molding hull. The first sheet was applied slightly damp, then tacked down and coated with an adhesive to accept the next sheet. After time in a heated drying room, the paper shell - keel and gunwales attached - was removed from the mold for finishing. The boat builders completed a proprietary waterproofing process, added sealed air chambers for flotation, installed a paper deck, and fitted the hull with the proper hardware, ribs, and other

woodwork. When finished, one observer noted, the racing shells were like polished steel, 12 inches wide and finished as beautifully as a piano body.

For a rowboat or canoe, the basic hull manufacturing technique was nearly identical, except that only one sheet of thick linen paper from the Crane Mill in Dalton, Massachusetts, was used, still damp and in roll form. When dried, the hull still measured no more than 1/8 to 1/10 inch thick.

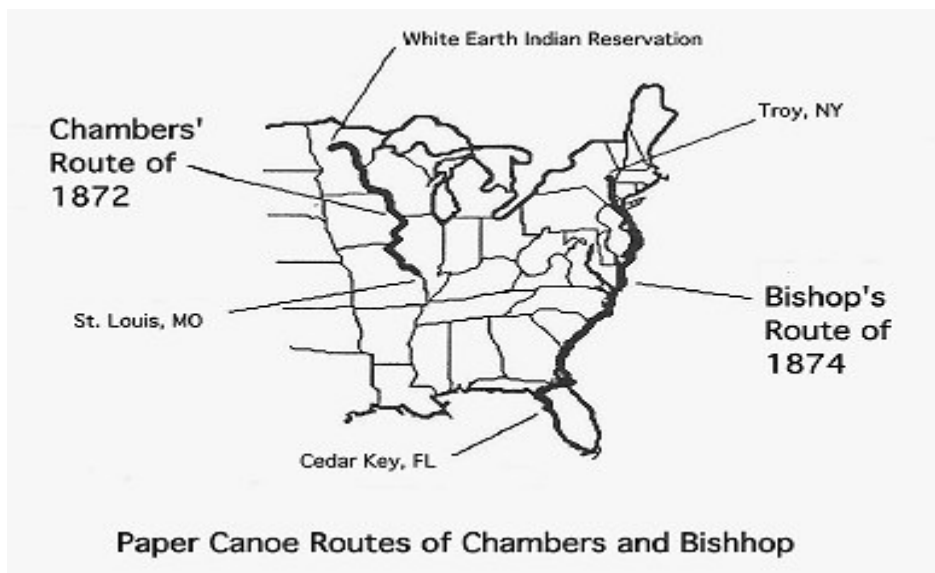
As mentioned, the paper rowing shells acquired early acceptance by major professional and collegiate rowers. Equal fame was brought to Waters products by two canoe adventurers of the day. A young reporter for the New York Herald, Julius J. Chambers, ordered a Waters canoe, to explore the Mississippi headwaters and then to continue downstream to New Orleans. The canoe reached him by rail at



Paper Canoe, "Maria Theresa,"  
—MANUFACTURED BY—  
 E. WATERS & SONS, PAPER BOAT BUILDERS, TROY, N. Y.

St. Paul in May 1872, enabling him to set off from the White Earth Indian Reservation in central Minnesota. By June 9 he had arrived at Lake Itasca and explored its tributaries to the great interest of his paper's readers. He continued downstream but grew weary of the summer heat and aborted his trip just short of St. Louis, continuing on to New Orleans by steamboat.

Two years later, Nathaniel Holmes Bishop and an "assistant" (a New Jersey waterman hired for the trip) pressed south from Quebec in an 18-foot, 300-lb. decked wooden "canoe", propelled alternatively by two sets of oars and a single sail. Arriving in Troy, Bishop learned about Waters' paper canoes, whereupon a feeling of buoyancy and independence came over me . . . with the consciousness that I now possessed the right boat for the enterprise. He had his assistant return to NJ, procured a paper canoe, and after a short hiatus continued alone aboard his new canoe the "Maria Therese" eventually arriving at Cedar Key on the Gulf Coast of Florida. He chronicled his trip in a book "The Voyage of the Paper Canoe" which sold well both in the United States and Europe. While the illustration shows a double bladed pad-



dle, most of the journey was actually accomplished using oars. This led to a rather petulant review of Bishop's book in the New York Times, claiming that it really was not true "canoeing" as paddles were not involved in the propulsion.

While the Waters were initially (and exclusively) known for boat manufacture, their minds apparently remained at work on other projects and other opportunities. In 1878, they built a paper observatory dome for the newly erected Proudfit Observatory at Rensselaer Polytechnic Institute in Troy. The construction method was almost identical to that used for paper canoes; thick linen paper was formed over a mold of a dome segment that already contained a wooden framework which was removed from the mold with the paper. Finished sections were bolted together and the joints were weatherproofed with cotton cloth saturated with white lead.

Waters built a several domes thereafter. In 1881 the largest of their domes was placed on a new observatory at the U.S. Military Academy at West Point. It was 30 feet 8 inches in diameter and contained over 2,000 pounds of paper. In 1883 Beloit College, in Beloit, Wisconsin, erected an observatory using a Waters' dome, this time of smaller di-

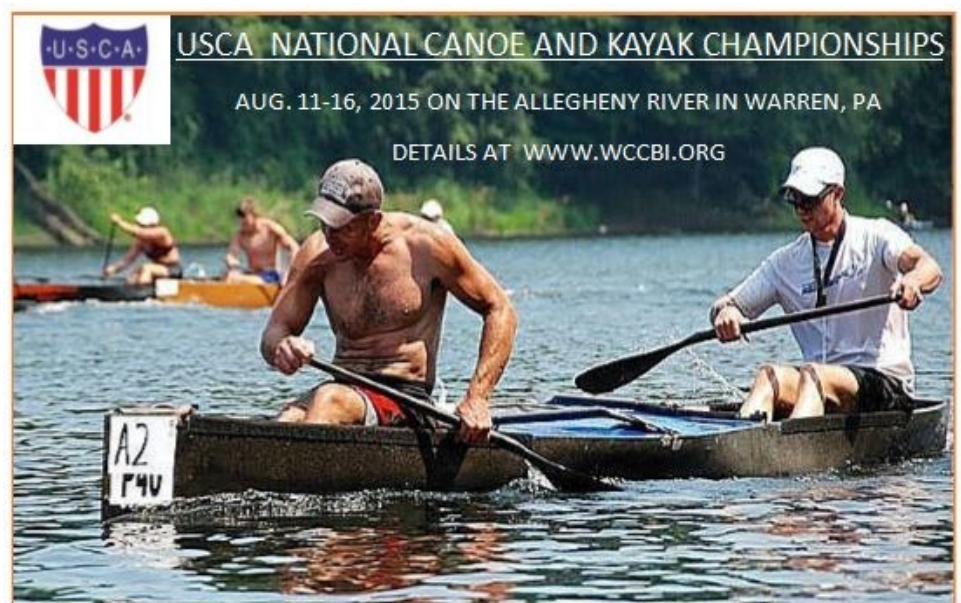
mension, and in 1885 a new high school in Taunton, MA was graced with a Waters dome. Other domes credited to Waters were at Columbia College in New York City and Brooklyn Polytechnic Institute. George Waters' obituary in a Troy newspaper would have us believe that there were several other domes, but their locations remain unknown. For more information on Domes, see the page accessed from the home page.

Waters & Sons apparently remained an active business through the end of the century. In addition to their traditional products they experimented with a steam launch hull built for Westinghouse (to try with one of their steam engines) as well as a whaleboat for evaluation by the US Navy, but clearly the business was winding down as they relocated to smaller quarters in 1898.

The end came suddenly in 1901, when George Waters accidentally started a fire while applying finishing touches with a blowtorch to a shell destined for Syracuse University. The factory and all its contents were declared a total loss. We can thus credit George with both the birth and death of the paper boat era. George and his father, Elisha, died shortly thereafter, (in 1902 and 1904 respectively).

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Bishop canoe illustration courtesy of Ocean County Library, Toms River, NJ



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# MEMORIES OF A ROYALEX CANOE

SCOTT STENBERG

PolyOne Corp. recently announced that they were ceasing production of Royalex. Royalex is a composite material, comprising an outer layer of vinyl and hard acrylonitrile butadiene styrene plastic (ABS) and an inner layer of ABS foam. It's most prominent use for generations has been the thermoforming of recreational canoe and kayak hulls. That announcement has many canoe builders searching for an alternative thermoforming hull material, but overall the announcement of Royalex's demise has had little effect on the world, because Royalex was almost exclusively used to make tens of thousands of canoes and kayaks. While PolyOne's announcement did not shake up the canoe racing world, either (because Royalex was too slow a material for racing hulls), the news did cause me to reminisce a bit about my paddling past. Like many so many paddlers, a Royalex canoe is part of my paddling heritage.

I first started canoeing in Boy Scout Troop 225 (South Bay Area of Los Angeles) in Southern California. Bright red heavy plastic (Royalex) canoes were very much a part of the fleet at our Sea Scout Camp established on the beach below the cliffs of Fort MacArthur. The camp overlooked the Los Angeles Harbor and the harbor was where many of us went to earn our canoeing merit badge. I spent many a weekend campout paddling those big heavy canoes through ship wakes while practicing the skills needed to earn that coveted badge. Without the Boy Scouts and Royalex canoes, I probably would never have learned to paddle a canoe or de-

veloped into paddler while growing up in Los Angeles.

There wasn't much canoeing in my life after the Boy Scouts. High School, military service, and college all came before I had a chance to go canoeing again. That occurred when my bride, Lynne, and I went on our honeymoon.

Lynne and I rented a cabin on Long Lake in the Adirondack Park for our romantic getaway. We borrowed a Royalex hull Old Town Camper from a friend for that adventure. The two of us looked like a couple of young vagabonds with my old beat up Chevy Vega packed to the gills with gear and a big bright red canoe on top. All stars aside, it was a fabulous week of sightseeing, paddling, and hiking in the Adirondacks, and I always reminisce about that week whenever I pass that cabin on my Adirondack Canoe Classic Day-2 rides up Long Lake (even though I have yet to see a bright red plastic canoe on the beach in front of it.)

There was another big gap in my paddling career after that August week. Lynne and I returned to Buffalo as a married couple to finish our college degrees, then it was back to Central New York and onto the early years in our respective careers. We camped a lot during those years but not with a canoe. We were living in apartments those years and like most apartment dwellers, we just didn't have any room for a canoe.

Lynne and I bought our first house in 1986 and quickly purchased a few things apartment life didn't allow. A new canoe was one of those things. It was a brand new

dark green Old Town Camper with a Royalex hull. I felt like we purchased a yacht, but actually it was a barge by any definition. The camper was short and wide. It tracked poorly and paddled slowly but wow did we log some miles in that boat. Lynne and I camped as much as we could that first summer we owned that canoe. We made several trips to the Adirondacks and we even made a weeklong trip to the La Ve'rendrye Provincial Park in Quebec. We owned a big heavy plastic canoe and we had fun with it.

The Stenbergs quickly learned much about homeownership those first few years in our new house. One of the principle rules of homeownership is that houses consume time. You seem to have so much more free time for camping trips when living in an apartment with no responsibility for building maintenance and repair. Even so, Lynne and I tried to paddle that Old Towne as often as our limited time permitted. We still occasionally made it to the Adirondacks and we lived just a few miles from the Seneca River where I would often go alone or with Lynne for a quick paddle or some fishing. One thing is certain: iwe didn't paddle that boat fast or far, but just getting on the water back then was good enough.

The summer of 1987, Lynne and I made another post-apartment life acquisition – a dog. Belle was a Chesapeake Bay Retriever (chessie) puppy, a water dog by breeding, and she loved that Old Town canoe. Now, during our rare summer canoe getaways, Lynne and I would pack up our gear and head to the Adirondacks for a weekend of camping and paddling with

a dog. Belle was a good looking chessie with the typical chessie passion for water. She was easily trained and was quick to learn “canoe manners” so it was never much of a problem paddling with her in that slow stable Old Town Camper. Belle was always calm and settled in the canoe and, if she ever did forget her manners, a tap on the shoulder with my paddle was all that was needed to remind her that I had a paddle - and good manners were better. It was fun when Lynne and I would load Belle into the canoe and head out onto an Adirondack Pond or lake for an afternoon paddle. We would meet with many greetings and looks of admiration for the three of us in that Old Towne Canoe; although Belle was easily a bigger attention getter than either the canoe or the paddlers.

Chesapeake Bay Retrievers and canoes are like “peas in a pod”, and both factored into another one of my passions – duck hunting. I’ve been a duck hunter since long before the Robertsons became celebrities and I’m still at it. It wasn’t long after I got that Camper that I realized that a canoe could get me into hidden backwater duck spots that walking or other boats could not. The stability, strength, and durability of the Camper made it an ideal hunting canoe. I’ve loaded my camper with dogs, decoys, guns, and more then headed into the backwater areas of Red Creek and Perch River marshes and have come out with ducks I would not have otherwise obtained. I’ve floated rivers and dragged the Camper across mud flats in pursuit of waterfowl. That canoe is stable enough to shoot from and to launch chesies into their retrieves without tipping over (please – no safety lectures, I know the hazards) and it is durable enough to take the abuse. I do not complain about the weight and bulkiness of a Royalex hull under those circumstances.

I now have a fleet of West Side Boat Shop kayaks and a light Kevlar lay-up Wenonah

Jensen 18 canoe that get all my paddling attention these days. I fancy myself a kayak racer and I prefer paddling really long distances which was never fun in the Camper, but I honestly have admit that I won my first canoe race in my Camper. That was in April 1996.

The race was a small-time friendly company race between colleagues at the Bio Tech firm where I had just started employment. The course was a short three mile downriver paddle on Fall Creek just outside of Ithaca. As it went, my teammate and I were getting trounced in that heavy slow Royalex Camper when all of the sudden fortune smiled upon me and my colleague. The lead boat stopped at the first bridge mistaking it for the finish line. The second place boat hit a rock and was taking on water so it pulled over to dump and we shot by those teams with the Camper, took the lead, and caught some fast water that allowed us to open sizeable gap which we held to the finish. Sometimes knowing the course and paddling a heavy durable boat is a better choice for the win! It was a fun moment and I was just bitten by the canoe racing bug at that time, but faster boats were definitely in order.

Lynne and I don’t campout anymore. We’ve given up afternoon paddles together with the dogs but I still have that Old Town Camper. Next year will make it thirty years with that canoe. I’ve had to re-



cane the seats when they wore out and replace the yoke when one end started to rot. The Royalex hull has a 25 year old patch in it from a time when it was run hard over a sharp submerged Adirondack rock during a Lake Lila camping trip, but it still paddles along.

These days the Camper sits on a rack in my barn but it is not forgotten. As a testament to the durability of the Royalex hull, I keep it just in case an opportunity to take it duck hunting comes along. I now have another chessie puppy that I’m training to retrieve waterfowl so that opportunity may be this fall. I’m looking forward to the possibility of a day of hunting from the camper on the Perch River in Northern NY. It’s a tough place to hunt but a perfect place for a durable heavy plastic canoe.

PolyOne may have discontinued Royalex but I’m sure there are many Royalex canoes and kayaks like mine that are still out there creating opportunities for old paddlers to reminisce. Royalex allowed for a low cost durable hull and many boats were built with it including one forest green Old Town Camper in New York’s Finger Lakes.

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215-872-7409, waterconfidence@yahoo.com

##### **Ron Kaiser**

2865 Northway Rd, Williamsport, PA 17701-8869  
570-327-8106; RKayak63@aol.com

##### **Norm Ludwig**

2006 West Side Road, Jersey Shore, PA 17740  
(570) 865-6214; ncludwig@kcnet.org **Kate Wenrich**  
**-Kaiser**  
2865 Northway Rd, Williamsport, PA 17701-8869  
570-327-8106; kwenrich2865@gmail.com

### Non-Organized

#### Regional Divisions

#### *East South Central Division*

##### *(AL, KY, MS, TN)*

##### **Fred Tuttle**

101 Gano Ave. Apt. 1, Georgetown, KY 40324  
270-993-3999; doctuttle@hotmail.com

#### *East North Central Division*

##### *(IL, MI, WI)*

##### **Derek Diget**

131 S Berkley St, Kalamazoo, MI 49006  
269-343-5150; usca@comp-u-port.net

##### **John Hazel**

15235 Ackerson Dr, Battle Creek, MI 49017  
269-964-8184; artsci2@yahoo.com

##### **Lynne Witte**

58 Union St, Mt Clemens, MI 48043  
586-201-5695; lynnewitte@juno.com

#### *Mountain Division*

##### *(AZ, CO, ID, MT, NM, NV, UT, WY)*

##### **Lynn Capen**

685 Sugarloaf Mountain Rd, Boulder, CO 80302  
303-444-0187; lynncapen@gmail.com

#### *New England Division*

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

##### **Robert Allen**

687 Montgomery Rd, Westfield, MA 01085-1074  
413-568-8832; rangerfiberglass@yahoo.com

##### **Priscilla Reinertsen**

582 E Penacook Rd, Contoocook, NH 03229  
home: 603-746-6491; prtsten1@comcast.net

##### **Paula Thiel**

487 Wylie School Road, Voluntown, CT 06384  
home: 860-564-2443; prma1@comcast.net

#### *Pacific Division*

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

*Vacant*

#### *South Atlantic Division*

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

##### **Lynne McDuffie**

llmcduffie@gmail.com

##### **William McDuffie**

410 Cockman Rd, Robbins, NC 27325  
home: 910-948-3238; wlrmcduffie@gmail.com

##### **Ed Sharp**

14 Winslow Rd, Fredericksburg, VA 22406  
540-752-5400; e.sharp@att.net

#### *West North Central Division*

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

##### **Earl Brimeyer**

2595 Rhomberg Ave, Dubuque, IA 52001-1445  
563-583-6345; ebrimeyer@aol.com

##### **Charlie Lockwood**

7700 HWY VV, Columbia, MO 65202  
573-442-7109; cnlockwood@charter.net

##### **Doug Pennington**

1735 County Rd 241, Poplar Bluff, MO 63901  
573-785-0471; penncanoehotmail.com

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

##### **Bob Spain**

803 Arroweye Tr, Austin, TX 78733  
512-263-2751; rws0987@yahoo.com

##### **Don Walls**

9 Bunker Hill Ln, Russellville, AR 72802  
479-280-1319; donwalls2@netzero.com

### Non-US Regional Division

*Vacant*

## Affiliated Club Delegates for 2015

**Florida Competition Paddlers Association-** Kathy Edwards; St. Petersburg, FL  
727-522-3348; ktae17@aol.com

**Michigan Canoe Racing Association** – Chris Hewitt  
Lansing, MI  
989-751-4324; hewittc@gmail.com

**New England Canoe & Kayak Racing Assn** – Karen Pleasant; Greenfield, MA  
413-522-8222; karenalevitt@gmail.com

**New York Marathon Canoe Racing Assn-** Kevin Berl  
Macedon, NY  
585-733-4043; k\_berl@msn.com

**North Carolina Canoe Racing Association** – Steve Rosenau; Denver, NC  
704-483-4130; sar4130@gmail.com

**Pennsylvania Assn of Canoeing and Kayaking** – Jerry Patton; Port Allegany, PA  
704-483-4130; sar4130@gmail.com

**St Charles Canoe Club** – Ben Josefik  
Dwight, IL  
815-584-9694; b.josefik@yahoo.com

**Texas Canoe & Kayak Racing Association** – Wade Binion; College Station, TX  
979-218-0321; kswrb00@yahoo.com

## Standing Committees for 2015

*Adaptive Paddling* – Jan Whitaker

*Annual Meeting Coordinator* –

*Auditing* – Larry Latta

*Barton Cup (Sub-ctee, Youth Activities)* -

*Bylaws Review* - Harold Theiss

*Camaraderie* – Judy Jeanes

*Camping/Cruising* -

*Competition* – Norm Ludwig

*Competition / Dragon Boat* -

*Competition / Kayak* – Ron Kaiser & Lloyd Reeves

*Competition / Nationals Awards* – Barbara Walls

*Competition / Orienteering* –

*Competition / Outrigger Canoe* –

*Competition / Adult Sprints* – John Edwards

*Competition / Youth Sprints* - Lloyd Reeves

*Competition / Standup Paddleboard* - Lloyd Reeves

*Competition / Swan Boat* - Glen Green

*Conservation –Education* - Lynne Witte

*Historian* - Joan Theiss

*Instruction Certification* –

*Insurance / Coordinator*- Joan Theiss

*Marketing* – Bill Gardner

*Membership* – Harold Theiss

*Merchandise Sales* –

*Nationals Coordinator* - Don Walls

*Nationals Timing* –

*Nominating* –

*Publications* – Steven Horney

*Publicity & PR* –

*Safety* – Glen Green

*Technical Inspection* – Jerry Patton

*USCA Bylaws/Rules/Regulations Review & Oversight*  
– Joan Theiss

*USCA/ IC F Grants* – Priscilla Reinertsen

*Youth Activities* –

*Webmaster*- Larry Latta

*Women's Interest* – Kate Wenrich Kaiser

## Special Appointments

*USCA Marathon Coordinator to USACK Marathon Committee* -Kaitlyn McElroy

## Business Affiliates

### **Tres Rios Sports**

Robert Hainan  
Derry, PA  
robhainan@yahoo.com

### **Echo Park Outrigger Canoe Tours**

Lloyd Reeves  
Port Charlotte, FL  
lloyd@fastkayak.com

### **Paddle Florida, Inc.**

Bill Richards  
Gainesville, FL  
bill@paddleflorida.org

## Club Affiliates

### **Outrigger Hoe Wana'ao**

Leilani de Leon  
San Diego, CA  
hoewanaaoprez@gmail.com

### **River City Paddler**

Marsha Arnold  
Sacramento, CA  
bustera@pacbell.net

### **Dayton Canoe Club**

Thomas Tweed  
Dayton, OH  
thomasjtweed@yahoo.com

### **Kent Center Athletic Club**

Bonny Brady  
Chestertown, MD  
bbrady@kentcenter.org

### **Island Paddlers 777**

David Donner  
Amherst, NY  
Revdonner@aol.com

### **Dubuque Watersport Club**

Earl Brimeyer  
Dubuque, IA  
ebrimeyer@aol.com

### **Dubuque Dragon Boat Association**

Earl Brimeyer  
Dubuque, IA  
ebrimeyer@aol.com

### **Scenic Scioto Canoe Club**

Janet E Doyle  
Portsmouth, OH  
mwhitely36@yahoo.com

### **Minnesota Canoe Association**

Kevin Groenveld  
Minneapolis, MN  
mcoriale@gmail.com

### **River City Rowing club**

William Naddy  
West Sacramento, CA  
rccrpaddle@gmail.com

### **Westfield River Watershed Association**

Francis Siska  
Westfield, MA  
fsiska@comcast.net







## USCA Membership Renewal Form

Please print clearly

Date \_\_\_\_\_  
 Organization \_\_\_\_\_ (Only for BA, CA, RS)  
 First Name \_\_\_\_\_ M.I. \_\_\_\_\_ Last Name \_\_\_\_\_  
 Address \_\_\_\_\_  
 City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_  
 Country \_\_\_\_\_ Date of Birth \_\_\_\_\_ Gender \_\_\_\_\_  
 Phone \_\_\_\_\_ Email \_\_\_\_\_

(Family Members)

	First Name	MI	Last Name	DOB	Gender
1.	_____	_____	_____	(____)	(____)
2.	_____	_____	_____	(____)	(____)
3.	_____	_____	_____	(____)	(____)
4.	_____	_____	_____	(____)	(____)

Total Amount \$ \_\_\_\_\_ (Remit in US Funds) Recruited by \_\_\_\_\_  
 Make check payable to: USCA and mail with application form to:  
 Membership Chairman: Harold Theiss, 12802 Lake Jovita Blvd., Dade City, FL 33525.

I prefer to have Canoe News delivered digitally \_\_\_\_\_ 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.

-----Pull Out-----Fill Out-----Send Out-----Give Out-----

Check Type of Membership	
_____ Governing (18 & over)	\$20.00
_____ Junior (5-17)	\$7.50
_____ Family	\$25.00
_____ Business Affiliate	\$30.00
_____ Club Affiliate	\$30.00
_____ Race Sponsor	\$30.00

Foreign (remit in US funds)  
 Canada/Mexico add \$5.00  
 Elsewhere add \$10.00

### Join on Line

Go to [www.uscanoe.com](http://www.uscanoe.com)  
 Center of page click tab  
 Join USCA. Membership  
 page comes up. First  
 option is join on line



## USCA Membership Recruitment Form

Please print clearly

Date \_\_\_\_\_  
 Organization \_\_\_\_\_ (Only for BA, CA, RS)  
 First Name \_\_\_\_\_ M.I. \_\_\_\_\_ Last Name \_\_\_\_\_  
 Address \_\_\_\_\_  
 City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_  
 Country \_\_\_\_\_ Date of Birth \_\_\_\_\_ Gender \_\_\_\_\_  
 Phone \_\_\_\_\_ Email \_\_\_\_\_

(Family Members)

	First Name	MI	Last Name	DOB	Gender
1.	_____	_____	_____	(____)	(____)
2.	_____	_____	_____	(____)	(____)
3.	_____	_____	_____	(____)	(____)
4.	_____	_____	_____	(____)	(____)

Total Amount \$ \_\_\_\_\_ (Remit in US Funds). Recruited by \_\_\_\_\_  
 Make check payable to: USCA and mail with application form to:  
 Membership Chairman: Harold Theiss, 12802 Lake Jovita Blvd., Dade City, FL 33525.

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 Center of page click tab  
 Join USCA. Membership  
 page comes up. First  
 option is join on line



## **NOTICE!!!**

Canoe News is going digital! In order to save the USCA money and to provide our members with a full-featured magazine (full color, more articles, links, etc.) Canoe News will be available in a digital format. Not to fear if you still prefer a hard-copy; it will continue to be available in printed form as well. But if you're someone who likes to have access to your magazine through your smart device, computer, Kindle, etc., you now have that option. Plus, you'll help the USCA! Please indicate your preference on your membership renewal form or by e-mailing Harold Theiss ([hapetess@yahoo.com](mailto:hapetess@yahoo.com)). And make certain we have your updated contact information!



**2014 USCA Memberships  
expired December 31, 2014**

Receipt of **Canoe News**  
does not prove membership

Renew online at [www.uscanoe.com](http://www.uscanoe.com)  
or fill out form in this issue and mail  
with check payable to USCA to:

Harold Theiss, Membership Chair,  
12802 Lake Jovita Blvd.  
Dade City, FL 33525

**Change of: address, e-mail, or phone number?**

Contact: *Harold Theiss, (above address)*  
*Phone 352-588-9877*  
*Email hapetess@yahoo.com*

United States Canoe Association, Inc.  
12802 Lake Jovita Blvd  
Dade City, FL 33525-8265

*Don Walls holding off Barry Bowman at 2012 USCA Nationals in Warren, PA*

