



CANOE NEWS



Aluminum Nationals Write-up and Results

Cold Water Paddling Hazards, Stories, and Guidelines

Paddler Profile: Bruce Barton

Builder Profile: Savage River



INSURANCE AVAILABLE FOR USCA MEMBERS

Having a race or cruise?

Need Liability and Participant Accident Insurance?

Get it from the USCA!

A non-profit organization dedicated to serving its members

Excellent Coverage & Rates Available

(Fast Efficient Service)

For clinics, clubs, river clean-ups, cruises, races, and more

Year round club liability coverage

Join USCA and have access to the USCA Insurance Program

**Go to the USCA Website www.uscanoe.com click on
USCA Member Benefit - Event Sanctioning & Liability Insurance**

Contact: Joan Theiss, USCA Insurance Coordinator
hjtheiss@juno.com 352-588-9877



Executive Committee

President: Peter Heed

581 West Street, Keene, NH 03431
603-209-2299 pheed72@gmail.com

Vice President: Larry Latta

1188 Broken Bow Ct, Westerville, OH 43081-3262
614-882-1519 latta1013@aol.com

Secretary: Joan Theiss

12802 Lake Jovita Blvd, Dade City, FL 33525-8265
352-588-9877 hjtheiss@juno.com

Treasurer: John Edwards

1929 Arrowhead Dr. NE, St. Petersburg, FL 33703-1903

727-459-6366 canoechamp@aol.com

Executive Director: Bill Gardner

PO Box 6082, Beaufort, SC 29903
904-687-9585 williamg50@aol.com

Canoe News

Editor: Steven Horney / **Asst. Ed:** Julie Horney

15806 Timberwillow Dr, Hometown, IN 46748
260-452-6447 soarer_270@yahoo.com

Advertising: Scott Stenberg

3232 Jugg St, Moravia, NY 13118
315-406-4692 owascolake@gmail.com

Printing and Distribution: Steve Rosenau

2771 Trillium Tr, Denver, NC 28037
704-483-4130 sar4130@gmail.com

Website

Webmaster: Larry Latta

1188 Broken Bow Ct, Westerville, OH 43081-3262
latta1013@aol.com

From the Editor:

Welcome to the Winter Edition of Canoe News. This month we have quite a bit of info for our members, including some great first-hand information on cold water hazards, more great racing tips and travel tips, coverage of the Aluminum Nationals, profiles on Bruce Barton and Savage River, exciting paracanoes reports, and more! I think you'll find the cold water articles to be very timely and informative as those of us in the more northerly climates head into the chillier months. Read up and stay safe!

And keep paddlin' strong!

Steve

Cover Photo: Bruce Barton, Mike Davis, Roxanne Barton & Tim Triebold in the Adirondack 90 miler in 2012.

Disclaimer: Opinions and/or advice expressed in this magazine by individuals, whether or not they are officers of or delegates to, the **United States Canoe Association**, are personal and do not necessarily reflect the official position of the **United States Canoe Association**. Publication by the **United States Canoe Association**, whether in print, online, or in any other form, does not imply endorsement.

Canoe News is the official publication of the
United States Canoe Association
Supporting a Five Star Program:
Camping, Camaraderie, Cruising, Conservation, and
Competition

www.uscanoe.com

CONTENTS

WINTER 2015

Inside this issue:

<i>View from the Stern</i>	6
<i>Tricia's Travels</i>	9
<i>Paracanoes: Anja Pierce</i>	13
<i>Paracanoes: Danzig Norberg</i>	15
<i>Rolling on the River</i>	17
<i>Cold Water Hazards—First Person Accounts</i>	19
<i>Cold Water Hazards—Hypothermia Information</i>	23
<i>Doug Tompkins Dies in Kayak Accident</i>	25
<i>Builder Profile: John Diller / Savage River</i>	27
<i>Paddler Profile: Bruce Barton</i>	30
<i>USCA 2015 Aluminum Nationals</i>	32
<i>USCA 2015 Aluminum Nationals Results</i>	33
<i>Racing Tips by Peter Heed</i>	35
<i>Care and Nourishment of USCA Traveling Trophies</i>	39
<i>USCA Officers, Delegates, and Chairs</i>	40
<i>USCA Membership Application / Renewal Form</i>	42
<i>Go Getter's List—Top USCA Recruiters</i>	43

Have you seen the new colors, layups, and options from Stellar?



www.RiverBearRacing.com
Riverbear.racing@yahoo.com
Midwest Sales & Demos: 260-452-6447

STELLAR
Kayaks & Surf Skis

The best time
to simplify your financial life
is now.



FORGE

FINANCIAL ADVISORS

Marc R. Gillespie 585.387.3625
marc@forgefinancialadvisors.com
www.marcgillespie.com



Marc R. Gillespie

33 years providing service with integrity

Securities and Investment Advisory Services offered through NFP Advisor Services, LLC. Member FINRA/SIPC. NFP Advisor Services, LLC is not affiliated with Forge Financial Advisors.

VIEW FROM THE STERN

USCA PRESIDENT PETER HEED

Back To The Future:

Return to Where It All Began

There is a first time for everything. Our lives are filled with memories of these “first times,” but it is rare to be given an opportunity to relive one of those standout moments. I was fortunate enough to experience one of these rare chances this past summer, when I teamed with one of my oldest friends (and original canoe race partner!) to return to the site of my first canoe race - the Downingtown Canoe Race on the historic Brandywine Creek in Pennsylvania.

The year was 1968. I had just graduated high school and spent my summers working at Deborah’s Rock Farm, a large dairy farm near my home - throwing hay, milking cows, and shoveling manure. My neighbor and good buddy, Bill James, worked with me. We were making about 60 cents an hour, and our goal was to have enough money to fund some weekend dates with “potential” girlfriends, which meant some gas for the Mustang (at 40 cents a gallon), some tickets for the local drive-in movie, and hopefully a little left for ice cream.

The beautiful and meandering Brandywine Creek ran through the farm, and we would often see paddlers going by in aluminum canoes. Both Bill and I had done a little paddling with our families and the Boy Scouts, but neither one of us had ever heard of or thought about a canoe race. We didn’t even know

such a thing existed. Then one of us heard that there was going to be a canoe race on the Brandywine during the Fourth of July weekend in the neighboring town of Downingtown, PA. We figured that we were in pretty good shape from throwing all that hay and that we ought to be able to handle a simple thing like a



Peter Heed and Bill James preparing for their first canoe race in 1968.



Peter and Bill turning youthful energy into waves in a 13' aluminum canoe at the 1968 Downingtown Fourth of July Canoe Race.

canoe race. That was the first of many mistakes!

The initial task was to find a fast canoe. The only canoes we knew of were aluminum (is there any other kind?) and had our choice of several canoes to borrow. We went with the shortest canoe we could find, a 13 footer, thinking that it would be lighter and faster. Wrong! That was our second big error.

We even checked out parts of the course before the race and found a narrow "cut" that went around an island. This cut was blocked by a downed tree, so being the industrious farm boys we were, we "borrowed" my father's axe and went back to chop a hole through the tree big enough for our canoe to slip through. The only problem with this strategy was that we dropped my father's axe into the creek and could not retrieve it. Mistake number three! I will also say that my father was not particularly pleased, and I

had to work several weeks at the farm to earn enough to replace the axe.

On the morning of the race, we figured something was up when we arrived at the start in Downingtown, and we noticed that everyone was tying long ropes to the bows of their canoes. We found out that the Brandywine was only a few inches deep at the start line, so everyone started the race standing in the river bed next to their canoes. Bill and I adjusted our "strategy" accordingly. We found some rope to use as a canoe leash and went out on the starting line proudly wearing our special race t-shirts with "Deborah's Rock Farm" on the front and our names on the back. The gun went off, and we all started running down the river bed, dragging our reluctant canoes behind. It didn't take long for our beautiful shirts to become covered with water and mud. We finally jumped in when the water got deep, already out of breath from running. Many of the teams flipped

over, but everyone seemed to be having fun. Once Bill and I got paddling, we realized that our 13 foot boat might not be as fast as we thought. We then promptly got stuck on a large rock - as aluminum canoes often do - and spun around backwards. We finally got going downstream, but alas, the leaders were already out of sight. Bill and I did manage to catch and pass a few canoes, and we at least made it to the finish line in time for the picnic! Talk started immediately on how to do better "next year"!

For the next several years, Bill and I did return to the Downingtown Fourth of July Canoe race - with an 18' canoe this time - and won! We really did not know anything about canoe racing, except that it was an especially fun thing for two good buddies to do together. Then careers, family, and life came along. I moved to New Hampshire and Bill to State College, Pa. We left the memories of those fun summers on the farm and on the Brandywine behind. We always stayed close and in touch, but never paddled together again.

Then fast forward over 40 years into the future. I got a call from my old buddy Bill, letting me know that he had a great career opportunity, and that it was located in southwest New Hampshire! Sure enough, things worked out. Bill and his family moved to Keene, NH - only a few blocks away. It didn't take long before we started talking about the

“good old days”, and wondering if we could go back for a reunion canoe “smackdown” on the Brandywine. Bill was game and in good shape, but had hardly ever been in a canoe in all those years. No matter; we were going for it!

60! No age classes at Downingtown! We were more than 30 years older than most of our competition, but we knew we could draw on our experience and teamwork. We also tried to “stay under the radar,” but word leaked out that we were past

victory! Our superior equipment probably made the difference, but our lifelong friendship and teamwork made this experience even more meaningful. In a larger sense, it was a reminder of how much fun canoe racing was - and continues to be. And for two special friends, it was that rare chance to “go back to the future” together.



Peter and Bill teamed up once again, 40 years later.

It turned out that they still hold the Downingtown Fourth of July Canoe Race, and it is just as fun and low key as it always was! The race has stayed true to it’s roots and is primarily for recreational paddlers - but now in plastic and ABS boats. Most folks rent their canoes from a local outfitter who shows up with multiple trailers full of boats! Bill and I borrowed a Weno-nah Sundowner and used some of my “beater” carbon paddles. Our supportive wives, Tricia and Sally, got us some new team shirts, as our 1968 shirts seemed to have shrunk!

Watching the other competitors at registration, it became clear that Bill and I were the only team over

champions - way past. One buff looking paddler in his twenties came up to us and let us know that although we “looked old,” he heard that we were the team to beat. It was a bit of a backhanded compliment, but we took it in good spirit.

The race turned out to be just as much fun as we remembered. The Brandywine was still shallow and fast moving with lots of chutes, islands, and obstructions. Having an ABS boat certainly made it easier to slide over shallows and rocks and, of course, our modern bent shaft paddles were a huge help. The essence of the race was the same, with everyone enjoying a wild and fun day on the river. In the end, Bill and I were able to wear down our younger competitors and secure the

Peter Heed



New shirts with old memories.

TRICIA'S TRAVELS

TRICIA HEED



Tricia Heed at the top of Sugarloaf Mountain

TRICIA'S TRAVEL TIPS FOR NATIONALS 2016

Part 2: Oh, the Places You'll Go!

Lucky numbers: 2, 10, 63, 91, 93, 95

You can try these numbers on the MA Lottery when you come to Nationals in 2016, but that is not what this article is about. If you look on a map of the New England area, you will see that these numbers represent some of the best travel routes to enhance your Nationals' trip and transform it into a memorable family vacation.

Here is your state by state guide to some of the best places to explore when you come to the NECKRA

sponsored 2016 USCA Nationals in Northfield, MA. This list just scratches the surface highlighting attractions both near and far, requiring as little as an hour's time to places you may want to put aside a few days to visit.

(Distances and times are calculated from Northfield, MA)

MASSACHUSETTS

1. TURNERS FALLS: 8.9 miles, 14 min.

The Great Falls Discovery Center is located here showing the natural,

cultural, and industrial history of the Connecticut River watershed.

2. DEERFIELD: 18 miles, 24 min.

Old Deerfield Village is the site of the famous 1704 attack by a force of French and Native Americans. Many captives were taken north on the frozen Connecticut River.

3. SPRINGFIELD: 51 miles, 48min.

Oh, the Places You'll Go! is one of my favorite Dr. Seuss books. Theodore Geisel, (Dr. Seuss), was born in Springfield, MA and graduated from Dartmouth College in NH. You can visit the Dr. Seuss Sculpture Garden and the new Dr. Seuss Museum (which is opening in 2016).

For basketball fans, you won't want to miss the Basketball Hall of Fame.

4. BOSTON: 93 miles, 1:47

There are too many historic sites to list here. If you are an American Revolution history buff, you can't miss a visit to Boston. You can follow the Freedom Trail around town and venture out to Concord and Lexington - home of the American Revolution. Also, think about visiting the USS Constitution and the Bunker Hill Battlefield. You may want to attend a Red Sox game at famous Fenway Park or take a Fenway Park tour.

5. PLYMOUTH: 128 miles, 2:20

This is the home of Plymouth Rock and the Plymouth Plantation living history museum.

6.SALEM: 101 miles, 1:55

The Salem witch trials were held here in 1692!

7. CAPE COD: 156 miles, 2:43

The “Cape” is a famous vacation spot for beaches and quaint coastal towns. You can venture from here to Martha’s Vineyard or Nantucket by ferry.

8. STURBRIDGE: 80 miles, 1:18

This is the home of Old Sturbridge Village which is the largest living history museum in the east. It depicts life from 1790 into the early 1800’s.

9. LENOX: 86 miles, 1:25

The Boston Pops Orchestra makes its summer home here at Tanglewood. This is also in the heart of the beautiful Berkshire Mountain region of western MA.

10. GLOUCESTER: 114 miles, 2:00

Home of the famous fishing village from Captains Courageous and the Perfect Storm.

NEW HAMPSHIRE

1. JAFFREY: 31 miles, 46 min.

This is the home of Mt. Monadnock, one of the most climbed mountains in the world! It stands alone at 3,165 feet with clear day views extending as far as Boston. There are trails from 2-4 miles long and can easily be summited in an afternoon.



Tom and Kristen Warner bike riding along the NH Seacoast

2. N. WOODSTOCK: 137 miles, 2:20

The White Mountain Visitors Center is located here. You may want to spend a couple of days or more exploring the White Mountains. There are 48 peaks over 4,000 feet for hiking enthusiasts and beautiful rivers and lakes to paddle.

3. MT. WASHINGTON: 174 miles, 2:51

You can hike, take the Cog Railroad, or drive to the summit of Mt. Washington. At 6289 feet, it is the tallest mountain in the northeast!

4. PORTSMOUTH: 119 miles, 1:59

This is a port city with quaint shops and great seafood restaurants. It is also the home of the Strawberry Banke historic village. Visit the home of John Paul Jones. You may enjoy a ferry ride out to the Isle of Shoals for a fun day of exploration.

5. LAKES REGION: 120 miles, 2:36

Take a cruise on the Mt. Washington tour boat to experience beautiful Lake Winnepesaukee.

You can stop in to visit Wolfeboro which is America’s first vacation town. Then go visit Squam Lake where the movie On Golden Pond was filmed and explore the Squam Lake Science Center.

NEW YORK

1. NYC: 192 miles, 3:30

How many days do you have? Everyone should visit NYC sometime in their life.

2. COOPERSTOWN: 195miles, 3:11

The home of James Fenimore Cooper also made famous by the General Clinton Canoe Race and the Baseball Hall of Fame.

VERMONT

1. WILMINGTON: 46 miles, 38 min.

There are numerous quintessential towns to explore throughout the Green Mountains region of Vermont. Unique shopping experiences



Tricia Heed on a covered bridge bike tour in Vermont

RHODE ISLAND

1. PROVIDENCE: 106 miles, 1:52

Providence is one of the first cities in the country. The East Side neighborhood includes the largest contiguous area of buildings listed on the National Register of Historic Places in the U.S. with many pre-revolutionary houses.

2. NEWPORT: 139 miles, 2:24

Here you will find spectacular coastal scenery, awe-inspiring architecture, and a thriving waterfront downtown. Newport is the home of the famed Gilded Age mansions.

I hope you enjoyed this taste of New England travel and find it helpful in planning a memorable family trip as you prepare to head east for the USCA National Championships in the summer of 2016 (Aug 12th—14th). These are just a few of the fun places to explore while you are in this historic and beautiful part of the country. We look forward to seeing you!

Tricia Heed

highlighting local artists, antiques, and outlet stores.

2. STOWE: 154 miles, 2:20

This is the home of Ben and Jerry's where you can tour their famous factory. If you are a Sound of Music fan, you would certainly enjoy a visit, or a night's stay, at the Trapp Family Lodge, where Maria Von Trapp and her family settled when they came to America.

3. BURLINGTON: 170 miles, 2:35

Located on Lake Champlain and the home of the University of Vermont. Ferry boat service is available to New York's beautiful Adirondack Mountains region.

MAINE

1. PORTLAND: 169 miles, 2:41

The Old Port is a district of Portland known for its cobblestone streets,

19th century brick buildings and fishing piers. The district is filled with boutiques and restaurants.

2. BAR HARBOR: 342 miles, 5:31

Bar Harbor is Mount Desert Island's largest community and the home to 1,532 foot Cadillac Mountain—part of neighboring Acadia National Park. This is a great place to experience “Downeast” Maine. There are numerous scenic bike routes and coastal paths. Many people climb or drive up Cadillac Mt. to be the first in the country to view the sunrise. Don't forget to eat lobster!

3. YORK BEACH: 130 miles, 2:18

One of the many beautiful Maine beaches between Portsmouth, NH and Portland, ME.

4. FREEPORT: 184 miles, 3:12

Everyone knows L.L. Bean. Freeport is their original home and now also famous as an outlet store village.

In case you're wondering about next year's 2016 USCA Nationals course, take a sneak peak at:

www.newenglandnationals.org



CRWA

Charles River Watershed Association's

Run of the Charles

Boston's Paddling Race

Sunday, April 24, 2016

Boston, MA



Races Include:

Amateur 6-, 9-, 19-Mile

24-Mile Corporate and Non-Corporate Relay, and 26-Mile Professional Marathon

All races finish at the Finish Line Festival at

DCR's Artesani Park featuring:

Live Music • Picnics • Food • Vendors

For further information, or to sponsor or volunteer,
please contact us at 508-698-6810 x10 or rotc@crwa.org

[#runofthecharles](https://twitter.com/runofthecharles)

www.charlesriver.org/run-of-the-charles

PARACANOE: ANJA PIERCE

ANJA PIERCE



Anja proudly wearing her 2015 ICF Para-canoe Sprint World Championship Medal

World Champion at Last!

Bob Pierson once said to me: “Before I knew Jan Whitaker, I had money and time. Now I have neither and own more boats than I have room for in my house”. After four years of knowing and training with Jan, I can say the same for myself. With four boats and more on the horizon and all my resources and

vacation times saved for training and competitions, there is still never a moment of regret. The more I put into this sport, the more it gives back to me.

Paracanoe has changed rapidly in the four year that I have participated in it. Every year, winning times are getting faster by seconds—a big difference in the the big leagues—and the top paddlers often cross the

finish line within tenths of seconds of each other. As more athletes attend the events nationally, even internationally, the competition has become fierce, particularly in parakayak leading up to the Paralympics in 2016. By this point in my training though, I’d begun to feel pretty good about my chances. But life is never that easy. The greatest set back came along with the news that paracanoe,

the discipline I have competed in from 2012, was to be cut from the Paralympic sport roster to allow a more accurate and scientific study of the para-athlete's classification to be completed.

In order to leave the door a little bit open for a chance to go to Rio in 2016, I added para-kayak to my training regimen. It started in earnest during February 2015 and then intensified in April during week-long training camps at Deborah Smith-Page's place in Florida.

Twice daily paddles focused on technique, stamina and speed. As soon as the ice was gone at Mendon Ponds Park and the Erie canal re-filled, I launched my own brand new PK-1. Novice that I was, it took three tries to get the dang rudder adjusted and functioning properly! Between full time work and parenting, I often felt hard-pressed to make time for daily paddles despite my best intentions. It was of great help to connect with local paddlers Mark Gillespie and



Medalists in Milan thrilled with their wins!

Emily Wright for occasional training. Both shared their expertise and connected me with kayak ergs. Bit

by bit, my local training improved and I felt that I had a chance at finally breaking the minute mark for the 200m race. Making it to Rio is a daunting endeavor, but breaking it



Anja sprinting in V1

into achievable steps allowed me to measure my progress without being overwhelmed by the big picture and kept the fun alive.

But what about the va'a? According to Paralympic rules, V-1 (va'a) canoes consist of a rudderless hull and an ama (outrigger) connected by two 'iako (spars). Canoes may be sit-in or sit-on-top, and the ama may be on either side, but directional control is handled by skillful use of the paddle rather than a rudder. I had invested too much time in the previous three years and come in second, third and fourth respectively in the last three ICF Sprint World Championships. There was one medal missing in the set, but every year, I seemed to move further away from winning it. With all my sweat and frustration, sometimes I felt at war with my boat. It was time to try something new. In accordance with Jan's belief that speed will come with good form, we pre-

pared for World Championship by perfecting my va'a technique—one stroke at a time. I cannot say I loved every minute of it, since there were many days when my inability to pro-

duce a j-stroke that steered the boat in the intended direction completely eluded me. Or, to my chagrin, the seemingly endless admonishments that I was pushing

water backwards with the paddle rather than moving the boat forward. But while progress was slow, by the end of the summer the results were undeniable.

With double training, in kayak and va'a, my fitness level had certainly improved over previous years. And finally, competing in Italy, all those sore nights paid off. I was elated to win Gold in Milan in the women's 200m VL-3, and feel that achieving 8th place is not too shabby for a novice in kayaking (Women 200m, KL-3). A heartfelt thanks to all who helped to get me this far, I could not possibly have done it without you!



Anja on the podium in Milan, Italy during the medal ceremony

PARACANOE—DANZIG NORBERG

DANZIG NORBERG



Danzig Norberg preparing for a race in va'a

My name is Danzig “Ziggy” Norberg, and I’m 21 years old. I was born with Spina Bifida and use a manual wheelchair. Five years ago, I found the sport of sprint canoe/kayak as cross-training for wheelchair basketball. That quickly changed to basketball being my cardio workouts for paddling! I started out in the kayak, and in my second year, I won a spot on the US Paracanoe National Team in

the TA (trunk/arms) division, now renamed KL2. I went to my first World Championships in Poland where I achieved my personal best. I continued to paddle kayaks but started training in the rudderless outrigger canoe, otherwise known as the va’a. I moved to Washington state from Minnesota to train year round with the Gig Harbor Canoe Kayak Racing Team. Under my current coach, former East German,

Holm Schmidt, and with rigorous training, I was able to achieve some great successes in the 2015 season.

At team trials in July, I won a spot on the national team again, this time for va’a. I had my personal best time of 00:57 which beat out all but one of the more able-bodied paddlers! Just three weeks later, it was off to the 2015 Para-

canoe World Championships in Milan, Italy. After having a few days to recover from jet lag and check-out the beautiful race venue, it was time to compete! In my heat, I was definitely over excited and came off the line way too fast. I was able to recover for a 4th place finish, good enough to make the semifinal. I made a huge comeback in the semifinal; I won the race and earned myself a spot in my first final in international competition. In the final I battled hard to a 7th place finish, only 00:00.2 out of 6th place and 8 seconds behind the world champion. I was thrilled with my results, especially getting faster times with each race, and felt that throughout the competition, I was not only physically strong, but smart!

Over my 5 years of paddling experience, I have learned many little tricks of the trade that can help ensure that I am ready to race when it counts most. The first trick has to do with the myth of the “last chance workout”. Many times I have gone to important regattas and seen fellow competitors on the race course still in training mode, spending multiple hours on the water. I believe that the tendency to want to do more can actually hurt your performance. My coach has told me that the last 72 hours before a race are not for doing strenuous workouts, but for acclimating and keeping to a good routine so that you are prepared for your race.

I got on the water once a day for about 45 minutes to stay loose, practiced a few starts to get the blood pumping, and familiarized myself with the racecourse and water conditions. If you haven't put in those countless hours of workouts for many months, you won't be able to make up for it in a few days. And if you have put in the hours, you could be sabotaging yourself!

Another tip I've learned is something, seemingly trivial, but if ignored can cause disaster during your race. I enjoy having soft, unburned skin as much as the next guy, but when grip is so essential to paddling, avoid contact with any creams or lotions, even hours in advance of your start time. It is almost impossible to recover from a dropped paddle or missed stroke in a sprint. With most sunscreens being waterproof, hand washing is often insufficient. So, as awkward as it may seem, ask for assistance when applying sunscreen, lotion, etc.

The last tip I'd like to share is about race strategy. I learned this by personal experience in August at Worlds. Going into my first heat, I was understandably filled with lots of nervous energy. I came out of the starting gate like a bullet, feeling great until about halfway through. After that, I completely ran out of gas and limped across the finish. In my next race, the semifinal, I held back and picked it

up toward the end. In the second race, I not only won but was about 4 seconds faster. So, even in a sprint, going 110% isn't always the answer. Like coach Holm says, “racing smarter makes you faster!”

I am feeling good about my chances in 2020 in Tokyo which should see the inclusion of the va'a in Paralympic competition. At the 2016 Paralympics in Rio, only the kayak categories will be included. I am back in training this fall and refocused on the kayak. I will be competing next year in the hopes of making the US team for the debut of sprint kayak in the Paralympics. I have to thank everyone who has made my paddling success possible, my coach, Holm Schmidt, whose accent and words of unconventional wisdom take the edge off the gloomiest Pacific Northwest day; my mother, Karen Urman, who is always there to apply my sunscreen and take care of a hundred other details; Deb Page and Jan Whitaker for their endless dedication to the sport of Paracanoe; and everyone at USCA for their generous grant which provided much needed funding! I hope that I have represented my country well and made you all very proud!

ROLLING ON THE RIVER

THE PADDLING EVENT TO HONOR MILITARY VETERANS

After a postponement in May due to adverse weather, thirty-five paddlers participated in the rescheduled Rolling on the River event on August 22nd.

The event began at Hudsons Crossing Park in Oswego, where NROTC cadets presented the Colors and the National Anthem was sung. Following the usual acknowledgements and safety topics, vets and volunteers launched onto the Fox River for a leisurely paddle down to Yorkville.

Upon arriving in Yorkville, veterans and Volunteers alike were treated to a picnic lunch of Angus burgers, fresh sweet corn and all the side dishes prepared by Greg Vana and Jeff Cox (who also volunteered their services to honor military veterans). Lunch was served under the pavilion at Riverside Park (by the Marge Cline Whitewater Park), where everyone enjoyed great conversation and watched a few canoeists and kayakers playing in the white-water.

After lunch, seven paddlers decided to brave the whitewater. Following a short safety presentation, they were matched up with experienced whitewater paddlers and paddled tandem down the chute. The grins on their faces told the story!

All too soon the day was over. Everyone – veteran and volunteer alike – stated that they had a great time and that they look forward to doing it again next year.

Steve LaPorte





“Rolling on the River” photos courtesy of Dave Watts, Gib Egge, and College of DuPage.

COLD WATER HAZARDS

GUIDELINES AND FIRST-PERSON EXPERIENCES

With winter coming into full swing, cold climate paddlers often want to extend the paddling season as long as possible. A noble endeavor, but remember that cold water can be life threatening. Make certain you dress properly (wet or dry suits preferred), take precautions, and use a lot of wisdom. The following items will give you some first-hand accounts of cold water hazards, along with some recommendations. Editor

A Cold Water Swim

By Scott Stenberg

Several years ago New York passed a law requiring all boaters in boats measuring 21 feet in length or less (including canoes and kayaks) to wear a U.S. Coast Guard approved personal flotation device (PFD) when on the water between November first and May first. Being a staunch conservative, I'm not a fan of government paternalism, but that law has kept a couple of bad situations from becoming disasters. The most recent incident occurred late last March.

The 2014 to 2015 winter in the Finger Lakes was brutal. Most months came close to breaking

cold records, with February shattering the all-time cold record. The cold weather seemed to hang on unusually long. By the end of March, the lakes were still frozen with the ice still a couple of feet thick in some places. I was tired of pretending to kayak on my Paddle One ergometer so on March 28th I

closed down but the outlet was nearly ice-free with only a few small avoidable "icebergs" flowing down stream. I follow a 65 degree rule when winter paddling where the sum of the air temperature and the water temperature must be greater than 65 degrees. On the 28th, it was sunny out and the water



Scott Stenberg out on the lake on a cold New York day.

grabbed my thunderbolt X and headed to the one locally accessible open water spot: the Owasco River, where it exits Owasco Lake.

The Outlet, as it's locally known, is about 1.9 miles from the pump house to the first dam. It has a relatively fast flow off the lake when the lake level is up and the dam is open. On 28th, with the lake thick with ice, the dam was mostly

temperature was 32° with the air temperature at 38°. The sum was 70 so I was good to go.

I was not the only paddler to think so: Jim Genkos and a couple of other C1 paddlers were there as well. Jim calls doing laps up and down the river the "squirrel run", and they were on their last laps as I pointed the T-bolt downriver towards the dam for my first lap.

The first lap went OK. I was a little tentative since it was my first time in a kayak this year but I got some rhythm going as I worked on my paddling form and completed the first lap at a moderate pace. I went from the launch to the dam, then upriver all the way to the pump house, then back to the launch. Lap one in the books with just under four miles on the GPS. I felt good so I opted for another lap.

On my second lap, I started to feel more comfortable in the boat so I decided to push it a little harder on the downriver. That was my mistake. I got to the dam's warning buoy and tried to make a fast buoy turn, leaning the boat too far. I made a bad catch with my wing paddle and into the icy water I went.

Thank goodness for all that hard training I had in the Airborne! It is human instinct to inhale when you feel the shock of ice cold water but paratroopers are trained not to do that. All those drops from 40 foot towers and slides down the suspension-traverse into cold water paid off. A fraction of a second before I started to inhale, I stopped. None the less, the shock of the cold immersion was real.

I was in the water 30 yards above the dam and 30 yards from shore. I did not have a spray skirt on so the "X" immediately started to fill with water. Rolling the boat upright was not an option so a wet exit was required. I slipped free of the leg straps and pulled myself out of the

boat while holding onto my paddle (a lesson learned from a swim in the USPP race but that's another story). I righted the boat and started to swim cross current to the shore. I was struggling with the boat and making poor progress and drifting to the dam so I let go of the paddle, rolled over on my back, and used my legs and free hand to swim the boat to shore.

After what seemed like an eternity in the bitter cold water, my head bumped the bank and was able to put my feet down and touch bottom. I stood up in waist deep water and dragged my boat to where the water was knee deep. I spent several minutes carefully emptying the X so as not to damage it then carried it up the bank and set it on a snow-drift.

My only option now was to walk the mile and a half back to the car since I left my paddle in the river and had assumed it went into the open sluice gate. The walk was tough. I was soaked with water and the last third of it was slow going over snow packed athletic fields in back of the high school. I got back to my car and experienced a small miracle – a warm vehicle was waiting for me.

My brother-in-law, Chip, saw my car at the launch and stopped to see how my paddle was going. He was a bit surprised when he saw me walk over the bridge instead of coming up the river in the X. I explained the situation to him and jumped into his warm truck. By

now, I was shivering so bad my entire body was quaking. After a couple of minutes of extreme shivering, we decided that I needed dry clothes so we drove the 10 miles back to my house to focus on getting me dry while leaving my car at the launch and my kayak down by the dam.

I was still shivering badly even with dry clothes and a warm coat. My core was definitely very hypothermic but I needed to recover my kayak so I headed back to the lake. I was convinced that my paddle was lost but Chip thought it was worth bringing a long handled net just in case we could recover it.

Back at the lake, I switched to my car and headed to the dam with Chip following in his truck. We found the boat as I had left it at the dam and loaded it on to the V-bars on my car for the ride home. After loading the boat, eagle-eyed Chip spotted my paddle floating in the sluice-way of one of the closed dam gates. We worked our way onto the icy dam and used the net, a rope, and a rake to fish my paddle out of the sluice up the wall. The only loss from the accident was a little pride for once again needing a rescue from my brother-in-law.

The good, the bad, and he lucky: It was a bad thing that I was trying to perform a skilled maneuver so early in the season and ended up swimming in icy water. It was good that I was wearing my Mocke PFD as per NY law and did not drown. It was good that I was able to extract

myself from the water. It was good that I was physically fit enough to endure the hypothermia and walk back to the launch. It was luck that Chip was there to help me out after I reached the boat launch. It was luck that I didn't lose my wing paddle. My GPS says I was in the water nearly 12 minutes swimming the boat to shore and emptying it. That is a long time, but not nearly as long as required for death from hypothermia.

The Canadians have done a lot of research on cold water submersion and found that drowning is the cause of death in a cold water submersion, not hypothermia, and that most people drown within a few yards of safety. A PFD makes the difference between life and death in a cold water submersion situation. There is an excellent video on the web titled *Cold Water Boot Camp* for anyone wanting more information on cold water submersion survival.

I surely would have drowned if not for my PFD. Instead, I just ended up making a very cold hike. New York was right in its PFD requirement.

Cold Water Scare

By Susan Williams

As reported to Steven Horney

My story happened in February 2015. No, this wasn't a 3-hr tour that ended on an exotic island in the

tropics – it would have been a much more pleasant experience had that been the case. I had joined 3 other women in a couple of C2 canoes to get in a much needed pre-season practice on the Schuylkill River in my home state of Pennsylvania.

That day the air temperature was in the 30's, the river had just thawed, and I was just back from Florida where with great enjoyment I had failed to harden up against the cold of a tough winter. I was wearing what I traditionally wore to paddle in the cold: hydro-skin pants, 2 pairs of polypro long underwear, wool and poly socks, 3 or 4 wicking shirts, and a jacket (which was supposed to be waterproof). Unfortunately, the last time I had worn this gear I was 55 pounds heavier, so the clothes weren't fitting as they should. And I was down on natural insulation – normally a good thing, but not if you're heading for a swim in an icy river!

Following an uneventful 1.5 hr paddle downstream, our two canoes were returning back upstream and we were now within about 500 feet of the take-out. Coming to the final bridge before the takeout we found several bridge abutments had been blocked off, so all the water was being funneled through two abutments, increasing the speed of the current passing under the bridge. Looking over the situation, we opted to head through the abutment closest to shore. My bow paddler was a very good paddler, but new to C2 (this was a training run for

her). As we approached the bridge abutment I knew the current would try to twist us; unfortunately, as the current took hold of the canoe and started to spin us the bow paddler panicked and took her paddle out of the water, causing us to lose control and the boat to flip.

With the boat flipped and both of us in the water, the current was pulling the boat powerfully into the abutment; we were desperately striving to avoid being trapped between the boat and the abutment, which could have crushed us. As it was, the boat hit hard enough it broke the L-bracket for the back seat, but thankfully we were spared! That was the good news; the bad news was the canoe was full of water and both of us were in the icy water being carried downstream by the current. The other girl was a capable swimmer; I'm not so good. Water was coming into my clothes because they didn't fit. I had also just taken off my gloves and hat. This wasn't shaping up to be a good experience...

Thankfully the women in the other canoe stayed with us all the way. We were only 25 yards from shore, but we were having a tough time getting out of the current and into shore until an eddy finally sent us towards the shore. Once there, I found my pants were heavy and full of water and the river had a very mucky bottom, making the walk out of the river challenging. I didn't realize the impact of the cold on my body until I had to reach under the

boat to uncurl my fingers from the boat – my muscles were having a hard time functioning. Getting to shore was difficult; when I got there I found I was slurring my speech and I couldn't stand up. My bow paddler, concerned about me, was failing to understand the seriousness of her own situation. She was still standing in the water and didn't realize she was becoming hypothermic. One of the other ladies (a marathon runner) took my keys and ran to my car (1/2 mile away), got it started and the heat

while we gradually returned to the land of the living – drying out in class!) We just left the boats and gear on the side of the river at the time – people take precedence over gear – and picked everything up a few hours later. We didn't realize how long it takes to recover from hypothermia: my bow paddler wanted to drive home until I had her try to key in her pin at an ATM, where she found she was unable to perform this simple function. Fine motor skills were still seriously compromised several hours after

away things could have been worse. Having an extra team of paddlers, with dry gear, and knowing someone who lived nearby were all life-savers.

Poor decisions: Heading out in dangerously cold conditions while not acclimated to the cold, with a novice bow paddler (conditions like this are not a good time to train a novice), and with clothes that didn't fit was a recipe for disaster. I realized afterwards that I had become too complacent following years of paddling and no incidents. I used to carry a dry bag, but I became too confident and stopped doing it. I also had not tested my cold-weather gear since I lost weight. I had gone swimming in a K-1 at least 25 times in the past in similar waters without a problem, but things were different this time. Neoprene clothes depend on a tight fit for effectiveness; loose clothing allows the cold water to come in, both chilling the person and weighing them down.

Good decisions: Having another safety boat, staying close to shore, wearing PFD's, knowing someone who lives nearby, and having someone with a bag of dry gear really saved us. Our only casualty was my iPhone – a \$400 lesson that makes it that much more unforgettable!



Susan Williams on a much warmer paddle in Florida!

cranking, and brought it back so we could get in the warm car and begin thawing out. While awaiting the arrival of the car, Judy Jeanes (a very experienced paddler in the second boat) had a dry bag of gear that included hats and blankets which she used to help warm us until we could get into the car. Our friends then took us to a nearby paddling friend's house (Dimitri and his family) to get warm showers and continue the thawing process (this family was incredibly gracious, giving us Russian Tea, cakes, and cookies and serenading us with guitars

the incident; driving was out! It was 2 – 3 days before we felt right again.

Lessons Learned

Cold water is serious business: We were in the water just 6 – 10 minutes; it doesn't take long to get seriously disabled from the cold. Muscle function was significantly compromised almost immediately.

We had many things to be thankful for in this incident: the swim happened while we were in the one populated region on our paddle course. Had this happened further

Hypothermia

by Glen Green, USCA Safety Chair

Core body temperatures of 95°F and lower are considered hypothermic and can cause the heart to function abnormally. At this body temperature and below the nervous system begins to malfunction and can, in many instances, lead to severe heart, respiratory and other problems that could result in organ damage and death. Hannibal lost nearly half of his troops while crossing the Pyrenees Alps in 218 B.C. from hypothermia; and only 4,000 of Napoleon Bonaparte's 100,000 men survived the march back from Russia in the winter of 1812 - most dying of starvation and hypothermia. During the sinking of the Titanic most people who entered the 28°F water died within 15–30 minutes.

Symptoms:

Mild hypothermia: As the body temperature drops below 97°F a person experiences shivering, hypertension (high blood pressure), tachycardia (rapid beating heart), tachypnea (rapid breathing), and vasoconstriction (contraction of blood vessels). These are all physiological responses to preserve heat.

Moderate hypothermia: As body temperature drops below 95°F shivering becoming more violent. Lack of muscle coordination becomes apparent. Movements are slow and labored, accompanied by a stumbling pace and mild confusion, although the person may appear alert. Surface blood vessels contract further as the body focuses its remaining resources on keeping the vital organs warm. The subject becomes pale. Lips, ears, fingers and toes may become blue.

Severe hypothermia: As the temperature decreases, further physiological systems falter and heart rate, respiratory rate, and blood pressure all decrease. This results in an expected heart rate in the 30s at a temperature of 82°F. Difficulty in speaking, sluggish thinking, and amnesia start to appear; inability to use the hands and stumbling are also usually present. Below 86°F, the exposed skin becomes blue and puffy, muscle coordination becomes very poor, walking becomes almost impossible, and the person exhibits incoherent/irrational behavior including terminal burrowing or even a stupor. Pulse and respiration rates decrease significantly, but fast heart rates (ventricular tachycardia, atrial fibrillation) can occur. Major organs fail. Clinical death occurs.

First Aid:

Call 911 or emergency medical assistance. While waiting for help to arrive, monitor the person's breathing. If breathing stops or seems dangerously slow or shallow, begin CPR immediately.

Move the person out of the cold. If going indoors isn't possible, protect the person from the wind, cover the head, and insulate the individual from the cold ground.

Remove wet clothing. Replace wet things with a warm, dry covering. Don't apply direct heat. Don't use hot water, a heating pad or a heating lamp to warm the person. Instead, apply warm compresses to the center of the body (head, neck, chest & groin). Don't attempt to warm the arms and legs. Heat applied to the arms and legs forces cold blood back toward the heart, lungs and brain, causing the core body temperature to drop. This can be fatal. Most patients

who die during active rewarming die from cardiac arrest.

Don't give the person alcohol. Offer warm nonalcoholic drinks, unless the person is vomiting.

Don't massage or rub the person.

Handle people with hypothermia gently because their skin may be frostbitten, and rubbing frostbitten tissue can cause severe damage.

Rewarming of the severe hypothermia patient is best carried out in a Hospital's Emergency Room using a pre-defined protocol.

Excerpts from The Truth About Cold Water by Mario Vittone

It is impossible to die from hypothermia in cold water unless you are wearing flotation, because without flotation – you won't live long enough to become hypothermic.

When the water is cold (say under 50 degrees F) there are significant physiological reactions that almost always occur in this order:

You Can't Breathe:

The first phase of cold water immersion is called the **cold shock response**: It is a stage of increased heart rate and blood pressure, uncontrolled gasping, and sometimes uncontrolled movement. Lasting anywhere from 30 seconds to a couple of minutes depending on a number of factors, the cold shock response can be deadly all by itself. In fact, of all the people who die in cold water, it is estimated that **20% die in the first two minutes**. They drown, they panic, they take on water in that first uncontrolled gasp, if they have heart problems – the cold shock may trig-

ger a heart attack. Surviving this stage is about getting your breathing under control, realizing that the stage will pass, and staying calm.

You Can't Swim:

The second stage of cold water immersion is called **cold incapacitation**. Lacking adequate insulation your body will make its own. Long before your core temperature drops a degree, the veins in your extremities (those things you swim with) will constrict, you will lose your ability to control your hands, and the muscles in your arms and legs will just flat out quit working well enough to keep you above water. Without some form of flotation, and in not more than 30 minutes, the best swimmer among us will drown – definitely – no way around it. Without ever experiencing a drop in core temperature (at all) over 50% of the people who die in cold water, die from drowning perpetuated by cold incapacitation.

You Last Longer than You Think:

In most cases, in water of say 40 degrees (all variables to one side), it typically takes a full hour to approach unconsciousness from **hypothermia**, the third stage of cold water immersion. But remember, you must be wearing flotation to get this far.

Out of the Water is Not Out of Trouble:

The final killer of cold water immersion is **post-rescue collapse**. Hypothermia does things besides making everything colder. Victims are physiologically different for a while. One of the things that changes is called heart-rate variability. The hearts ability to speed-up and slow-down has been affected. Getting up and moving around requires your heart to pump more blood, being upright and out of the water is also taxing, then any number of other factors collide

and the heart starts to flutter instead of pump – and down you go. Victims of immersion hypothermia are two things; lucky to be alive, and fragile. Until everything is warmed back up – out of the water and dry is good enough – mobility comes later.

Read the full article here: <http://mariovitton.com/2010/10/the-truth-about-cold-water/>

Self Ice Rescue Techniques Video of a self rescue: <http://www.youtube.com/watch?v=Wz3gy5XyaBo>

Be prepared. Carry safety spikes (nail in one-inch-dowels), waterproof matches, dry clothes in a waterproof bag, food, water.

Flare your arms out to the side to keep them above the ice. Hold your breath and lean back a little to help avoid submersion..

Keep calm. The body will react by a "cold shock". Do not panic, you've got 2 to 5 minutes before you lose strength and coordination.

Find the hole. If ice is covered with snow — hole will be darker. Ice without snow — hole will be lighter. Look for contrasting color.

Stay afloat. Tread water. Don't worry about getting out right away. In the first minute you should just concentrate on keeping afloat.

Control your breathing. Concentrate on slowing your breathing. Hyperventilating & gasping from cold shock can last up to 4 minutes.

Face the strongest part of the ice. Generally, the strongest ice will be that you were on just before you fell through. Place your arms on ice.

Do not try to push yourself up with your arms on the edge of the ice. That would be concentrating your weight and break the ice.

Swim yourself back onto the ice. Get your body as horizontal as possible, lean forward and kick your feet as if you were swimming.

Roll away from the hole or crawl on your belly until you are several feet from the hole, then crawl on your hands and knees.

Retrace your footsteps back to shore as the ice you crossed earlier held up under your weight until the breaking point.

Warm up and get help. If you are in the wilderness, start a fire. Warm up your core from the inside—get some hot liquids in your stomach..

HANDOUT PREPARED BY GLEN GREEN 2014 ARTWORK AND VERBIAGE FROM [HTTP://WWW.WIKIHOW.COM](http://WWW.WIKIHOW.COM)

DOUG TOMPKINS DIES IN KAYAK ACCIDENT

GLEN GREEN



Kris and Doug Tompkins ; Photo from <http://www.tompkinsconservation.org>

Doug Tompkins, 72, co-founder of North Face® and Esprit® died December 8, 2015 following a kayaking accident in Chilean Patagonia. The following is an account of the accident taken from articles written by Steward M. Green (Alpinist.com) and Eugene Buchanan (Canoekayak.com):

Doug Tompkins, was paddling with four other experienced kayakers on *Lago General Carrera*, a large lake straddling the border between Chile and Argentina in southern Patagonia. The men, all experienced kayakers, were in two tandem kayaks and one single kayak. Tompkins was paddling a double kayak along with Rick Ridgeway, an accomplished mountaineer and vice president of the apparel company *Patagonia*®. A

squall approached causing five-foot swells in all directions and wind was ripping paddles out of hands. The kayak carrying Tompkins and Ridgeway capsized 200 meters from shore.

Ridgeway and Tompkins held onto their overturned kayak for a while, but both decided to swim towards shore because the wind was pushing them farther into the lake. The men in the other double kayak, *Rios to Rivers*® founder Jib Ellison, and *Project RAFT*® founder Lorenzo Alvarez, reached Ridgeway who held onto their boat as they towed him to shore. Ridgeway was in the water for about an hour.

Meanwhile *Rios to Rivers*® founder Weston Boyles reached Tompkins in a single kayak and attempted to pull

him to shore. A helicopter arrived and towed the pair.

Tompkins fought hard in the rough water but was hypothermic and badly bruised and battered by the rocky shoreline. During the rescue effort, Boyles never let go of Tompkins. Tompkins was floating in the frigid 40-degree

water for a couple hours. Tompkins was flown by helicopter to the *Coyhaique Regional Hospital* arriving unconscious and not breathing with a body temperature of 67 degrees fahrenheit. Five hours after arriving at the hospital, Doug Tompkins died of severe hypothermia. Rick Ridgeway and the other paddlers survived this mishap in good condition.

A search of the Internet shows that Doug Tompkins was a quite a guy. "At his core an activist for nature and beauty, Tompkins possessed an incredible love for the wild world he explored in climbing and paddling trips," *Tompkins Conservation*® said in a statement. "He combined this with a refined aesthetic sense reflected in the scores of buildings he designed through the years for his

parkland and farm restoration projects."

Doug Tompkins, was co-founder of North Face® and Esprit®. In 1966 Tompkins designed one of the first tents that did not have a pole in the center by using bendable rods that push out in their sleeves - this design increased the strength of the tent because the domed shape allowed the wind to roll over the tent. These tents were widely copied throughout the world.

Doug Tompkins was an adventurer. He was a pilot ski racer, rock climber, backpacker, and kayaker. He climbed nearly every major mountain around the globe including alpine routes in the Himalaya and Andes. Tompkins established first ascents in California's Sierra Nevada; and made first kayak descents of rivers in North America, South America and Africa.

Doug was at home on the water. He participated in a number of Class V first descents in California's Sierras including the Middle Fork of the San Joaquin, the Kern River, and the Middle Fork of the Kings.

With money

from selling his share of the companies he co-founded, *North Face®* and *Esprit®*, Tompkins bought over 2 million acres of wilderness in Chile and Argentina, more than any other private individual in the region, thus becoming one of the largest private land-owners in the world. Doug along with his wife Kris Tompkins created a public-access 800,000-acre nature reserve in the south of Chile's Lake Region. Kris Tompkins founded *Conservacion Patagonica®* to create national parks in Patagonia, the southernmost region of Chile and Argentina. The Tompkins developed models of sustainable organic farming, which maintain soil health and ecological integrity at the same time that they provide for families and support the local economy. Doug and Kris Tompkins' mission in life was

conservation, wildlife recovery, ecological agriculture, and activism with the goal of saving biodiversity.

In their words: "Conservation is our passion: we feel privileged to make it the second part of our life's work. Even at discouraging moments—when we read reports on accelerating biodiversity loss, learn of a new road planned through the Serengeti, or watch how Japan keeps killing whales under the false claim of research—we cannot imagine stopping this work we are doing to help reverse the extinction crisis. From our point of view, there's no better thing to do—plus, we find ourselves working with the best people on the planet."



Doug Tompkins on the Middle Fork San Joaquin; September 1980. Photo by Reg Lake

BUILDER PROFILE: JOHN DILLER/ SAVAGE RIVER

BY STEVEN HORNEY



Canoes under construction at the Savage River shop

Savage River is no doubt the premier maker of racing canoes on the market today. Though others have come and gone, Savage River continues to thrive and produce an extensive line of some of the fastest canoes – and SUP’s – on the water. Intrigued by Savage River, I contacted the owner and founder, John Diller, who gave me the lowdown on

his back ground and the past, present, and future of Savage River.

John grew up loving canoes as a kid, and built his first boat at age 14 – a tandem canoe/kayak. At age 16 John built a wooden kayak, and shortly thereafter he started building wooden white-water kayaks. Following high school, John went to

tech school for wood working and began building wooden canoe paddles, specifically bent-shaft paddles. This was essentially the start of Savage River. Along the way John designed a wood strip canoe, which unfortunately was a dud, but his 2nd design was a boat known as the Edge, a 17’6” C1 that worked well. John’s first boats were wood, but

starting in 1988 John had another person building composite versions of his boats. Then in 1989 John started building his own composite boats, fabricating composite versions of both the 17'6" and the 18'6" Edges. Kevlar was the material of choice for John's first composite boats; he moved to carbon in the early 1990's as the lighter carbon became more popular and available. Paddles continued to be a part of Savage River during this time, even including wooden paddles for Hawaiian outrigger canoes until 2003. All his paddles have been constructed of wood. All of John's boats and paddles are built in the USA, made in Maryland right from the start.

John builds his boats using a vacuum bagging/ resin infusion process, where the fabric is laid up dry and the resin is infused into the fabric while under vacuum, which can result in a lighter boat than the wet layup processes used by some others. He also uses foam cores to create light, stiff boats. John seeks to build boats that have extra stability, as well as speed and handling. Handling is a big selling point. Even though racing canoes are limited by class rules, he is able to tweak various dimensions to bring out the characteristics he's looking for in a hull.

Currently Savage River has a sales makeup of approximately 75% racing boats/25% recreational boats. For a while Savage River sold an outrigger canoe design that had been developed elsewhere, but the molds for that boat have since been sold. One new area for Savage River – and one that is really picking up speed –



John Diller paddling one of his SUP's

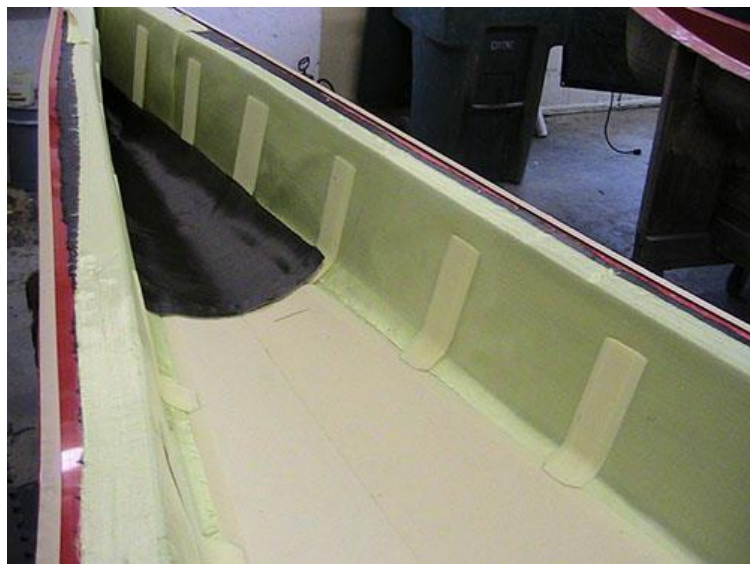
is SUP (Stand Up Paddleboard) development and sales. Currently John has his SUP designs oriented towards flat-water racing boards, and his SUP designs feature canoe-type hulls that develop remarkable speed. The downside of his current designs is they're somewhat tippy and don't work well in waves, where many SUP events are held. To expand their SUP market, Savage River will be coming out in the near future with a new SUP design optimized for bigger conditions.

Other future plans include additional expansion in the recreational market: touring, wilderness tripping, and fishing designs. Working on the cutting edge of design and being innovative has kept the market strong for Savage River, but it also keeps John quite busy, with many

road trips to events where he can sell his products. With that extra burden, his son is now helping with the business. John still tries to race occasionally, but it's tough to find time to train.

When I asked John how he has managed to stay strong in a business where many of his competitors are no longer around, he laughs and says "I just managed to outlive them all"!

See Savage River boats at: <http://www.savageriver.com/>



A canoe in the mold



Running some rapids in a Savage River Blackhawk



Tackling rough waters in a Savage River Blackwater

PADDLER PROFILE: BRUCE BARTON

BY STEVEN HORNEY



Bruce Barton and Zach Mack in the 2014 AuSable Sprint

No doubt one of the best known paddling dynasties, at least in the USA, is the clan going by the name of “Barton.” It seems that if one is named Barton or married to a Barton, extraordinary paddling ability is a requirement! In the kayaking world, Greg Barton is legendary as the winner of two gold medals in the 1988 Olympics and as the owner/founder of Epic Kayaks. In the canoeing world, however, older brother Bruce is no less well known, and may be one of

the most accomplished canoe racers ever. Living somewhat locally to Bruce, I’ve had the opportunity to paddle with him a few times, and I’ve found him to be a fairly quiet individual but one who has a fascinating history and who in his late 50’s can still move a canoe more powerfully than most men of any age.

Canoe racing was a somewhat inherited trait among the Barton siblings, as the Barton parents started

racing when the kids were young. His father raced some in High School, but the racing dropped as his parents raised their children and worked to get the farm started. Once the farm was on solid footing, the Bartons needed a hobby and wanted to get fit, so they purchased a Sawyer cruiser and started racing. All the family became excellent paddlers, including Bruce’s mom who was a USCA champion in both 1970 and 1971. The Bartons started racing in Michigan, which hap-

pened to offer a lot of junior races. Of the siblings, first Bruce, then Greg, and then Connie started racing C2 (C1 didn't exist at the time). Bruce started racing in 1969, with a lot of coaching and guidance by Mark Rymer.

Bruce's ICF kayak racing career began in 1970. The Midwest hosted a lot of races at that time, and along the way Bruce came across Marsha and Bill Smoke. Marsha was a 1964 Olympic Bronze medalist, and also a member of the 1968 and 1972 Olympic teams. Marsha guided Bruce's involvement in racing kayaks, and trained with Bruce to boost his kayaking performance.

In 1970 Bruce raced at the US-CA Nationals for the first time at the ripe old age of 13. At the time it was not uncommon to have an average of 20 or so junior teams at every race, and nearby Indiana had a very strong racing climate as well. Bruce raced at the Olympic trials in 1972 at the age of 14, then he raced at the JR Worlds in 1973, the Worlds in 1974, and the JR Worlds in 1975. In 1976 Bruce made the US Olympic kayak team and raced in Montreal, Canada. He also made the 1980 team, but unfortunately that was the year the US boycotted the Olympics in Moscow.

After the Olympics, Bruce returned to Marathon canoe racing. He found there were a lot more races for canoes and he could stay local; ICF racing required full-time effort and summers spent in Europe. With a "real job" of hog farming, Bruce couldn't really afford to take off and spend the required time on ICF training. Hog farming, however, may have actually enabled Bruce to become an outstanding canoe racer. Bruce inherited his

parent's hog farming business and has now grown the business to where he sends 100,000 hogs to market each year, as well as farming crops on additional land. Barton Farms now employs 50 people – many of whom end



Bruce and Rebecca in the 2012 AuSable Sprint

up becoming excellent paddlers under the skillful instruction of Bruce and his family. As a successful business, the hog farm is now well managed, leaving plenty of time for Bruce and his family to practice their canoe racing skills.

As a racer with an incredibly rich racing history, Bruce can point to a number of rewarding experiences. One of those was being part of a group of top marathon paddlers who went to paddle the Molokai race in Hawaii in 1985 (a six-person outrigger race with a team of 9 paddlers; 3 paddlers swap out every 15 minutes). In a huge upset, these flat-water paddlers managed to pull away from the other teams in the last half hour for the win. Word on the street is that they popped the boat across a shallow section and really made it fly!

Other great memories include coming in 2nd 3 times in the 120 mile,

overnight Au Sable Marathon, the only major race he's never won. He's won the Classique and holds records for the General Clinton in C1, C2 men, and C2 mixed. He won the Flin Flon Manitoba race 4 times – a race that no longer exists, but which was once a premier canoe racing event. Bruce raced the 1000K Voyager canoe race across Saskatchewan Canada in 2005 and 2010, noting they ate lots of moose and walleye on the journey. The race was 14 days long, with teams of 6 to 12 in each boat. Naturally Bruce has also done quite well at the USCA Nationals over the years, winning many times between 1970 and 2013.

Bruce's wife Roxanne is an outstanding and highly accomplished paddler in her own right, and both of their daughters are excellent paddlers. Samantha doesn't care too much for the racing side, but loves to paddle. Rebecca is a powerhouse racer who seems to be following in the Barton tradition.

Bruce has raced every year since 1969 and still loves it. Other than a mild case of tendonitis at one point in time, he's never had a paddling injury. Now that's impressive!

To keep in top paddling shape, Bruce says he puts in between 400 and 550 hours a year in a canoe. Every March the Bartons run an informal training camp in Florida. It's been going on for 18 years, and went from 2 people (the Bartons) to now over 100. Basically, paddlers put in 4 – 6 hrs a day on the water at the camp getting ready for the race season. At 58, Bruce doesn't appear to be slowing down at all. And that's bad news for his competition.

ALUMINUM NATIONALS 2015

WADE BINION



2015 National Stock Aluminum Canoe and Kayak Championships

October 10-11 Cuero, TX

This year Cuero, Texas was selected to host the National Stock Aluminum Canoe and Kayak Championships on the Guadalupe river. We had a great turn out for all events including the recreational classes. Participants from all over the state of Texas were in attendance as well as paddlers from Missouri, Arkansas, New Hampshire, South Carolina, Oklahoma, and Ontario.

The men's aluminum race on Saturday was a hard fought battle among several of the top teams. Andrew Condie and Clay Wyatt, both from Martindale, TX, were the fastest down the 14 mile course in the open division. In the men's masters class Bob Spain from Austin and partner Peter Heed from Keene, New Hampshire placed first.

Several women's teams made the trip down, banging gunwales along the way. Virginia Condie of Martindale and Amy Boyd of Austin

won the open division while Teddy Gray of Houston and Joy Emshoff of Austin placed first in the masters division. A pair of women junior paddlers bested the field to win the championship in their division, Cecili Bugge of Buffalo Gap and Mary Geisinger of Austin. In addition to the aluminum canoe classes Amanda Wardell of Palestine won the women's touring kayak division.

Sunday saw the first ever aluminum mixed division championship take place. Once again it was Amy

Boyd winning the trophy this time with paddling partner Don Walls of Russellville, Arkansas. Several other entrants came out in support of the event on both days and enjoyed the competition and comradery.

For photos see:

<https://plus.google.com/collection/Q1aRFB>

Photos in this article courtesy of Patty Geisinger.



2015 National Stock Aluminum Canoe and Kayak Championships				
Boat #	Name	Time	Place	Age
Men's Open				
A6	Andrew Condie (TX)/ Clay Wyatt (TX)	1:59:43	1	31/32
A1	Don Walls (AR)/Dale Burris (AR)	2:01:02	2	52/60
A4	Eric Whicker (TX) /Joel Truitt (TX)	2:01:05	3	34/32
A9	Ian Rolls (TX) /Gaston Jones (TX)	2:01:32	4	37/42
A7	Wade Binion (TX) /Chris Issendorf (TX)	2:03:56	5	36/34
A3	Bill Garnder (SC) /Dylan McHardy (MO)	2:05:45	6	71/38
A2	Mike Vandevveer (TX) /Brandon Stafford (TX)	2:06:20	7	43/30
A8	Shawn Boyett (TX) /Chris Champion (TX)	2:08:56	8	43/35
A5	David Hefner (TX) /Will Brown (PA)	2:09:46	9	37/27
Men's Masters				
B21	Peter Heed (NH) /Bob Spain (TX)	2:04:39	1	65/70
B16	Jason Cade (TX) /Phil Bowden (TX)	2:06:07	2	43/54
B19	Roy Tyrone (TX) /Bob Vincent (ON)	2:06:39	3	71/73
B18	Hau Pham (TX) /Hoang Pham (TX)	2:06:42	4	42/45
B17	John DuPont (TX) /Allen Posnick (TX)	2:12:55	5	59/63
B22	Pete Binion (TX) /Grady Hicks (TX)	2:19:20	6	66/65
B20	Bill Stafford (TX) /Bill McCanse (TX)	2:21:54	7	59/
Women's Open				
C23	Amy Boyd (TX) /Virginia Condie (TX)	2:11:02	1	43/36
C24	Becky Burris (AR) /Amanda Urban (MO)	2:24:37	2	64/30
Women's Masters				
C25	Joy Emshoff (TX) /Teddy Gray (TX)	2:14:30	1	61/62
Women's Junior Aluminum				
F44	Cecili Bugge (TX) /Mary Geisinger (TX)	1:28:08	1	15/17
Women's Touring K1				
J72	Amanda Wardell (TX)	2:35:58	1	34
Mixed Aluminum				
A1	Don Walls (AR) /Amy Boyd (TX)	2:02:47	1	(52/43)
A3	Dylan McHardy (MO) /Amanda Urban (MO)	2:05:25	2	(38/30)
A10	Mark Schattenberg (TX) /Melissa James (TX)	2:05:44	3	(23/34)
C2 Pro Open				
F45	Bob Spain (TX) /Peter Heed (NH)	1:58:24	1	
Turkey Fest Canoe Race				
K1 Recreational				
138	Johan Dahl (TX)	1:47:40	1	
137	Gary Kohut (TX)	1:59:51	2	
134	Norman Robertson (TX)	2:12:04	3	
270	Jerry Nunnery (TX)	2:15:04	4	
K1 Recreational - Women's				
132	Erin Magee (TX)	2:11:09		
SUP				
139	Steve Atwell (TX)	2:17:09	1	
133	Joseph Friese (TX)	2:49:37	2	
131	Eric Marciano (TX)	2:50:00	3	
Mixed Tandem				
136	James Boyle (TX) /Vanessa Page (TX)	2:32:58	1	
Women's Tandem				
135	Tina Sackett (TX) /Debbie Sackett (TX)	2:23:18	1	
Sunday C1, K1, SUP, Catch All				
A13	Chris Issendorf (TX)	1:47:59	1	
A12	Josh Turner (OK)	2:03:22	2	
A11	Zach Guay (OK)	2:04:25	3	
A14	Austin Schwinn (IN)	2:05:52	4	



RACING TIPS BY PETER HEED

RACING TIPS: TIME TO “GET AWAY”!

So far so good. The race is going well. Your start was solid, and you got away from the line cleanly. You and your partner feel strong, and you have now been riding with a pack of good canoes, with everyone taking turns pulling. It's been great riding for a while, but now both you and your partner are feeling that it's time to go - time to make a move and drop the boats that are riding you. Perhaps the race is close to the finish; perhaps you want to make a move to bridge up to the next canoe ahead; or perhaps you just want to drop a canoe that is tiring and hanging on. These situations, or ones similar, come up countless times during canoe races. So what to do?

Dropping the Opposition

There are many techniques and strategies for dropping a canoe or canoes that are hanging with you. Although there is no

one right or wrong way to do this, there are certain basic moves which you can learn and adapt to a wide variety of competitive conditions. There are three fundamental principles to utilize in order to drop a canoe riding your wake:

- changes in speed
- changes in direction
- changes in paddling conditions (i.e. shallow water, cement water, white water, buoy turns, portages, river obstacles, sharp turns in the river, etc.)

Need For Speed

The most important factor in dropping a canoe is SPEED – making the canoe go fast – and just as crucial is the ability to CHANGE SPEED. Whether in deep water or shallow, you need to develop the skill of accelerating a canoe from one speed level to a higher speed level. This quick change of pace makes it difficult for the riding team to stay with you – not just because you are suddenly going faster, but also

because this speed change makes the size of the wakes (waves) you create significantly larger (higher). The riding canoe will be challenged not to get dropped off your accelerating wave.

On some occasions, it may only take a short sprint to drop a competitor. This usually occurs in shallow or cement water. Once you have put the other team back two or three waves, you can usually dial down your effort and stay out ahead. In other situations, usually involving deeper water, you may want to utilize repetitive sprints or a longer massive grind (as well as change in direction) to get your opposition off the wave.

During a sprint attack, keep your eye on the opposition's bow. If their canoe starts to go backwards and “bow up” on your wave, it's your signal to keep hitting it hard – they are falling off! Also, if you sense the opposition struggling not to get sucked into your boat and trying to hold your wave, it's a good time to keep the hammer down. Whatever the situ-

ation, being able to quickly and efficiently change the speed of your canoe to any faster level – and hold it there for some time if necessary – is key to being able to utilize any advantageous opportunity that comes your way to drop another canoe.

Another effective attacking method is to do a series of sprints and rests, so that you get your competition into a rhythm. Just as soon as they have figured out that you are going to be sprinting for 30 seconds and resting 30 seconds, change the pattern! Try going hard for more than a minute in the hopes that your competition will automatically and subconsciously begin to ease off after 30 seconds. An alternative technique is to sprint for your usual 30 seconds, ease off briefly, then suddenly attack again without the normal rest gap.

Quick and smooth acceleration is the key ingredient in all of this, and one of the best ways to develop it is to practice a series of jumps or shorter interval sprints during training. It is imperative to be able to accelerate the canoe from a fast cruise to a “take no prisoners” sprint within two or three strokes. You want to catch your competitors unaware. Get the jump on them before they can react and cover your move.

Use Race Course Features - Shallow Water and More

One of the first lessons any canoe racer learns is this: all water is NOT created equal. Shallow water and cement water is where the “tough get going.” No single element in canoe racing makes a greater difference to the outcome than shallow water. The disparity between teams which are capable of handling shallow water and those which are not, is dramatic. And shallow water causes major difficulties for wake riding canoes. Because of the shortened wave length but larger (higher) wave size, it is very challenging to successfully wake ride in shallow water. This is particularly true for a stern waking canoe – you continuously feel as if you are plowing into the big wave in front of you and you are being forced into the dreaded “uphill” position. The result: you risk going backwards big time!

So if you want to drop a canoe or canoes, there is simply no better place than in shallow water. If a shallow water section is coming, get ready to sprint – and it helps to be the first team to initiate. A good location to find this type of water on nearly any course is on the inside of sharp turns. The

combination of the changing turning radius and the shallow water normally found on the inside of a tight curve will give you a good opportunity to attack and drop a team– whether that team is on your inside or outside! Once you get them off of the wave, keep the pressure on and don't let them come back. This can work particularly well when you are with several other boats and wish to drop the weakest team. A tight turn and shallows can effectively split the group. Now ease off until the strongest team comes back, and then work with that team, leaving the others behind!

Coming into a portage is also a good time to attack. If you can transition well, getting into and through the portage first, gaps will likely open. Once you put back in the water after the portage, it's a good time to hit it hard and try to increase your lead, or at least make your competitors work hard and expend a great deal of energy trying to catch you.

Deep water and straight river sections are going to require a gift for creativity in order to get a team off your wave. The problem here is that the deep water wake is going to be relatively easy for your competition to ride, and much simpler for them to cover any acceleration you might make.

Now it will help tremendously if you have developed that quick acceleration in speed from cruise to an all-out sprint, without broadcasting your intentions to your competitors. It's also advantageous to throw in a distinct change in direction at the same time. For instance, if you have a riding canoe on your right side wake, and you abruptly turn to the left and sprint, this maneuver alone will result in the competitor's canoe going back half a boat length. This may be all you need to break contact. A popular way to set this up is to first gradually bear in slightly towards the canoe riding your side wave, causing those paddlers to react by pulling away from you to prevent any potential contact. While they are preoccupied with this, you suddenly roll and turn the other way, and sprint! This is a tough tactic to defend against and should be part of every team's attacking repertoire.

Another good tactic is to do a series of repetitive attacks, in hopes of wearing down weaker teams. This can be effective, provided you feel strong and you avoid acting as a "rabbit" for other teams. This risk most often occurs in deep water, where the opposition can ride with less effort. In shallows, however, repetitive attacks will usually do the job.

Only the best conditioned and skilled teams will be able to hang on. Similarly, get in the habit of utilizing buoy turns, "whitewater drops", river obstacles - any place that may cause other teams to be cautious and slow - as a place to be confident and attack. You will find yourself becoming more aggressive and perhaps moving up in the field. At the very least, you will become more sure of your ability to drop another team when necessary - and you will develop into a better all-around canoe racer!

Limit Your Loss: When You Are Getting Dropped

Okay, what happens when you are on the other end of the equation? You know the feeling - you're starting to get tired, and it's becoming harder and harder to stay with the other canoes. Randy Drake used to call this "backwards time." What can you do to limit your loss and try not to get dropped?

The good news is that there are techniques you can apply to help prevent being dropped. The bad news is that if you are totally "out of gas" and bonking, you are probably not going to stay with other canoes - at least ones still going fast. In this worst case sce-

nario, you need to back off the intensity, drink, eat, and re-fuel, and try to ride the next canoe that comes up on you. Perhaps you will feel better and get going faster again - hopefully to the point of being able to stay with canoes that may catch up to you from behind.

The key to not getting dropped by a canoe (or group of canoes) when you still have some zip left is ANTICIPATION! This means you have to be aware of what the attacking teams are likely to do and be prepared to defend against it. Racers often referred to this as "covering" a move. The first rule to successful covering is to be alert and react quickly. As soon as the attacking team accelerates, you must do so as well. Two or three strokes too late and you will be off the good wakes - and wondering what happened! Both bow person and stern person must keep an eye on the competition. No time for sightseeing! With some paddlers, it is obvious when they begin sprinting, but with the better paddlers it is far less apparent. Often, if you can just manage to go with the initial sprint, the other team may slow down, giving you a moment to recover. But if your competitor catches you off guard, dropping your canoe back with the bow up on the wave, you can probably wave "goodbye"!

Another important factor in not getting dropped is boat position. Thus, riding the stern wave can be dangerous if shallows are coming – you can be easily dropped. Yet the stern wave can be a “beautiful place” to be in deep water or headwind. It can also be fine on a twisty course such as the swamp in the General Clinton 70 mile race, as long as you can stay on the inside of the stern wave going around tight corners. Keep alert to jump up on the side wake when straighter shallows are coming. In most cases, however, the side wake is a safer bet. The side wake gives you almost unlimited positions to ride, allows you to go significantly out to the side in shallows and then slide back on the waves that can be ridden even when sprinting occurs. A further positive aspect of side wakening is that it allows you to be in more offensive orientation – that is, on the side wake you can readily move to a front position, pulling and thereby “helping” other boats that are with you. As long as you are doing some work at the front, the companion canoes are going to be less inclined to try to drop you!

The side wake is also the best place to be to utilize “countermeasures” when

you do get dropped back by a sprint. Typical counter moves would include sliding out further on the side wave of the sprinting canoe, where the wave is lower and easier to ride, or you can fall back on the “wave train” until your stern is being picked up by the next following wave. Try to hang on that wave, until the pace slows at the front, and then make an all out effort to jump forward again over the wakes. If you can't get back on the side, try sliding in behind on one of the stern waves. Then perhaps get a little recovery time. Be patient! Wait for the next good opportunity to attack again and try to jump forward onto a side wake.

Riding and working with other canoes – sometimes in large packs – is one of the most fun and unique aspects of marathon canoe racing. Training sessions with other canoes are the best way to learn the various skill sets a paddler needs to ride wake with other canoes. You can also use local races, which are less serious and good spirited, as a way to practice these techniques. At some point in every race, whether approaching the finish or a technical shallow water section, the sprints are going to happen, and teams will get dropped. With proper preparation, knowledge, and anticipation, you can hopefully be the “dropper”, not the “droppee.”

Peter Heed



USCA Aluminum Nationals 2015. Photo courtesy of Patty Geisinger.

CARE AND NOURISHMENT OF USCA TRAVELING TROPHIES

JOAN THEISS

Congratulations to all the **2015 National Champions** at the USCA National Marathon Championships held at Warren, PA from August 14-16 and the USCA Stock Aluminum/K1 Downriver/K1 Touring Championships held at Cuero, TX on October 10-11. In most events, a traveling trophy was awarded to either the individual or to the team. These winners are now the steward(s) of at least one of these trophies until the 2016 Marathon Nationals or the 2016 Aluminum Nationals. Even though not all events have traveling trophies, the USCA does have an inventory of about fifty (50) trophies. These trophies have been donated by our members, clubs or purchased by the USCA to provide a tangible recognition of your accomplishment. These trophies deserve to be treated with the upmost respect and care. *All trophies are the property of the USCA.*

If this is the first time you have been awarded a USCA traveling trophy, I am sure that you want to know how to care for the trophy for the remaining time until the 2016 nationals. You have worked hard to become a USCA champion, so please enjoy and display the trophy proudly. If you haven't had the trophy engraved by now, please do so. Take the trophy to a local trophy shop or some-

one who can engrave the plate on the trophy in the same style and size of letters to match the previous winners' names. If the trophy has a special plate that needs to be engraved, please use the previous winners' information as an example.

When it comes time to return the trophy, it is your responsibility to make sure the trophy is returned in good shape; engraved, polished (if it's silver), dusted (if pewter or wood) and presentable. The Awards Committee will send an email or letter to each trophy winner with the options of how to return the trophy. 1) Bring it with you; 2) find another paddler who can bring it; or 3) instructions will be provided of where and when to ship the trophy to the appropriate nationals. Packing and shipping fees will be reimbursed by USCA.

It is hoped that all trophies will be available at each of the 2016 nationals' sites this year. There is a wide variety of trophies and some date back to 1968, our founding year.

Unfortunately some trophies have not been treated very well and may need some T.L.C. USCA tries to replace trophies that are no longer in presentable condition. This becomes a big expense to the USCA to main-



Photo courtesy of Patty Geisinger

tain these trophies. Please do your part to handle these trophies with care. It will be greatly appreciated. Future winners would like to have the opportunity to stand on the awards stand and receive this trophy. It could be you again.

If you have any questions about the awards or you can't get them engraved or they have been damaged, please contact Barbara Walls, Awards Chair. Email Barbara at bwalls2@suddenlink.net. Phone: 479-280-1319.

USCA 2016 – 2017

List of Officers, Board of Directors (Delegates), & Committee Chairs

USCA Officers

Executive Committee

President & Chair:

Peter Heed

Vice President:

Larry Latta

Secretary:

Joan Theiss

Treasurer:

John Edwards

Executive Director

Bill Gardner

Delegates

Past President

Susan Williams

509 S Bishop Ave, Secane, PA 19018.
610-405-5008. ladyjustice@erols.com

Organized State & Regional Divisions

Florida Division/USCA

Tim Dodge

4118 Alpine Dr ,Gainesville, FL 32605
352-318-5877; timmdodge@cox.net

Lloyd Reeves

225 Hoffer Street, Port Charlotte, FL 33953
805-441-7463; lloyd@fastkayak.com

Indiana Division/USCA

Steve Horney

15806 Timber Willow Dr, Hometown, IN 46748
cell: 260-452-6447; soarer_270@yahoo.com

New York Division/USCA

Dave Donner

4883 Harlem Rd, Amherst, NY 14226
716-839-4307; revdonner@aol.com

Larry Liquori

79 Locust Drive, Kings Park, NY 11754
631-406-6918; lliquori@jacka-liquori.com

Scott Stenberg

3232 Jugg St, Moravia, NY 13118
315-406-4692; owascalake@gmail.com

Ohio Division/USCA

Bill Corrigan

5888 E. Kemper Rd, Cincinnati, OH 45241
513-530-9249; wmcarrigan@fuse.net

Norm Skinner

4055 Red Bud Rd, Dresden, OH 43821
740-754-1213; backpaddler@att.net

Penn-Jersey Division/USCA

Charlie Bruno

2124 James Way, Saylorburg, PA 18353
610-381-3780, Bruno@ptd.net

Ken Gerg

PO Box 247, Emporium, PA 15834
814-486-1691; joken2@zitomedia.net

Daniel Glover

619 Park Ave, Lock Haven, PA 17745
570-769-6347; dagger23@verizon.net

Glen Green

312 Duff Ave, Wenonah, NJ 08090
856-468-0036; chairman@swanboat.org

Norm Ludwig

2006 West Side Road, Jersey Shore, PA 17740
(570) 865-6214; ncludwig@kcnet.org

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

Wally Werderich

486 Sunflower Ct, Yorkville, IL 60560
630-675-4137; walldozer@aol.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

Karen Pleasant

574 Bernardston Rd, Greenfield, MA 01301
413-522-8222; karenalevitt@gmail.com

Paula Thiel

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

Pacific Division

(AK, CA, HI, OR, WA)

Morgan Brunstrom

3011 Bennett Dr, Bellingham WA 98225
360-756-1312

South Atlantic Division

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

Lynne McDuffie

llmcduffie@gmail.com

William McDuffie

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

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

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 2016

Florida Competition Paddlers Association

Kathy Edwards; St. Petersburg, FL
727-522-3348; ktai17@aol.com

Michigan Canoe Racing Association

Chris Hewitt; Lansing, MI
989-751-4324; hewittc@gmail.com

New England Canoe & Kayak Racing Assn

Priscilla Reinertsen; Contoocook, NH
603-746-6491; prtsen1@comcast.net

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
814-642-9161

St Charles Canoe Club

Ben Josefik; Dwight, IL
815-584-9694; bjosefik@yahoo.com

Texas Canoe & Kayak Racing Association

Wade Binion; College Station, TX
979-218-0321; kswrb00@yahoo.com

Standing Committees for 2016

Adaptive Paddling – Jan Whitaker

Annual Meeting Coordinator –

Auditing – Larry Latta

Barton Cup (Sub-ctee, Youth Activities) - Pam Fitzgerald & Teresa Stout

Bylaws Review - Harold Theiss

Camaraderie –

Camping/Cruising -

Competition – Norm Ludwig

Competition / Dragon Boat -

Competition / Kayak – Ron Kaiser & Lloyd Reeves

Competition / Nationals Awards – Barbara Walls

Competition / Orienteering – Stephen Miller

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

Nominating – Bob Spain

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 – Pam Fitzgerald & Teresa Stout

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
hoewanaaprez@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
rcreppaddle@gmail.com

Westfield River Watershed Association

Francis Siska
Westfield, MA
fsiska@comcast.net



*Bruce Barton & Solomon Carriere
portaging at the 1987 Classique*



United States Canoe Association

Est 1968
 Competition ★ Cruising ★ Conservation ★ Camping ★ Camaraderie ★

Membership Application Form

Or Join on-line at www.uscanoe.com

Date _____

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

Last Name _____ First Name _____ M.I. _____

Address _____ Date of Birth _____ Gender M F

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

Telephone _____ Email _____

Membership: Renewal New If new, recruited by: _____
 Member Type

Governing (18 & Over) \$20.00 Family \$25.00 Junior \$7.50

Club Affiliate \$30.00 Race Sponsor \$30.00 Business Affiliate \$30.00

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

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

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

Amount Enclosed: \$ _____

Send payment and membership form to:

Make check payable to:
USCA

Harold Theiss, USCA Membership Chair
 12802 Lake Jovita Blvd.
 Dade City, FL 33525-8265
 Phone: (352) 588-9877
 Email: hapetess@yahoo.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.

GO GETTERS LIST

TOP USCA RECRUITERS

The attached chart is a list of 2015 United States Canoe Association Members who have recruited 10 or more members. Be a **Go Getter** and recruit new members for the USCA.

- ◆ Recruit 50 new members and become eligible for a life membership in USCA!

If your paddling friends are not members of USCA, share with them the benefits of joining and invite them to join your association - the USCA.



USCA Member	Number Recruited
Mike Cichanowski	422
Jim Mack	243
Ross Terrell	163
Mike Reynolds	119
Gareth Stevens	113
Bob Spain	103
Heather Cichanowski	95
Amy Cichanowski	94
Harold Theiss	88
Joan Theiss	86
John Zellers	84
Jan Whitaker	77
Gustave Lamperez	74
Mary Ann Pontius	74
Bob Narramore	70
Norm Ludwig	68
Larry Hampel	64
Larry Latta	63
Dave Kruger	61
Richard Foster	59
Susan Lake	59
Terry Pontius	59
Clifton Rickey	37
Lloyd Reeves	33
Teresa Stout	29
Morgan Brunstrom	28
Earl Brimeyer	26
Larry Brown	22
Richard Rankinen	21
David Donner	15
Larry Liquori	13
Ron Kaiser	12
Janet E. Perry	12
Marc Gillespie	11
Ellen Ellsworth	10

***2015 USCA Memberships
Expire December 31, 2015***

---Don't Get Left Out---

**Renew Now For 2016
Keep *Canoe News* Coming**

Renew online at 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, email, 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**

Photo courtesy of Patty Geisinger.

