

Canoe News

2019 USCA Nationals Information
and Registration

GRBNewman Designs Interview

Home-brewed Kayaks!





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From the Editor:

Here in the Midwest, we've thawed out and paddling racing is well underway—at least when the water isn't excessive due to all the rains! Like many of you, we're prepping for the Nationals, and this should be a good one. Our hosts at Warren have gone out of their way to create a superb Nationals experience! See the Nationals information and registration forms in this issue. And be sure to check out the articles on three people who like to build their own watercraft. Plus an interview with GRB-Newman Designs and their new canoe design that may shake things up in the canoeing world.

See you at the Nationals!

Keep paddling strong!

Steve

*Front Cover Photo: General Clinton Canoe Regatta
May 24-27, 2019; photo by Audrey Bias.*

*Back Cover Photo: Steve Rosenau helping his
granddaughter, Kiyah, learn to paddle the Wee Beastie:
a wood strip canoe he built for her.*

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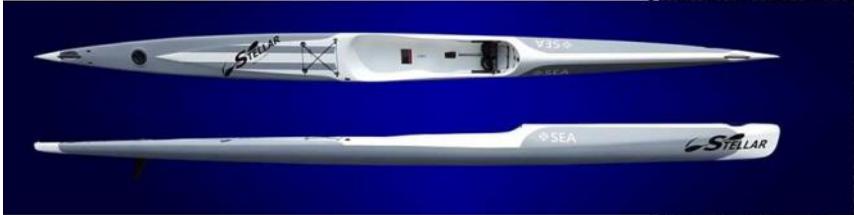
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VIEW FROM THE BOW

USCA PRESIDENT REBECCA DAVIS

This year the Nationals have a bit of extra meaning to me. Now in my second term as USCA President, I have had more of a hand in the shaping of our organization than in years past. I am happy that we have been able to accomplish some streamlining of the organization, but there are still many areas we could improve and modernize. I am excited to work more closely with our new Freestyle paddling members, as well as the other new faces that are starting to show up at the Nationals.

The biggest change for the Nationals is that you will be awarded based on your age. Overall winners in each hull will also be recognized. This will simplify the registration process and hopefully make the race slate more intuitive for new racers. If you want to only race for overall recognition, or want to start in the first heat of your hull if you are 60+, simply check that you wish to be awarded only in the overall standings on your registration form. This shouldn't make any difference, except in the very

largest classifications, where multiple starting heats are used.

Another change is the commemorative National Championship prizes. In the past we have handed out shirts, and while some will still be available, we wanted to change things up a bit and have decided to debut a new prize specific to the 2019 Nationals for this year. I'm hoping this will be something that everyone can use, and it should also be easier to handle for our volunteers as well.

There are other races that are bigger than our event, races that are closer to home, and competitions that have more prestige, but there is something special about getting together for three (or four) days of racing and camaraderie that really can't be beat. If you are one of those that goes to Nationals only when it is close to home, think of making the trek to Warren, because without you our organization can't exist.

I'm looking forward to seeing you in August!



FREE YMCA USAGE DURING NATIONALS WEEK!

Warren has always been an accommodating host to the Nationals, and this year is no exception. The Warren County YMCA is allowing paddlers to use the facilities for Nationals week if members show their USCA membership card at the front desk. The facilities include showers, pools, and other gym facilities.

Make sure to check out the newly built Jakes Rocks Mountain Bike Trails as well.

ROCKIN' THE CANOE WORLD—GRBNEWMAN DESIGNS

STEVEN HORNEY



Ben Schlimmer racing the Concept at the USCA NY Nationals in 2018. Photo courtesy of Bill Amos Photography.

GRBNewman Designs has existed somewhat quietly in the shadows of the larger and better-known canoe companies for a number of years. Quietly, that is, until the 2018 USCA Nationals, when they unveiled a canoe design with the potential to “rock the world” of C1 racing in the USA! Compared to kayak racing which seems to thrive on constant rule modification, canoe racing regulations have remained relatively stagnant for a number of years. But maybe that needs to change...

Gene and John Newman are relatively reserved individuals who deliberately eschew the limelight, but I was able to catch up with Gene by phone recently to discuss GRBNewman Designs and their unconventional C1 race boat

CN: *Gene, thank you for taking your time to provide an interview with Canoe News. How did you get started in paddling and how did GRBNewman Designs get started?*

Gene: In 1969 my brother started paddling, and my brother

needed a partner for the Rushton race in Canton, NY, so I joined him paddling the recreational class. That year they offered money in Canton, bringing in the pros, which really opened our eyes to the possibilities in canoe racing. After seeing the pros, we knew that’s where we wanted to be. So we bought a Sawyer Super Pro Boat. But then we found it was heavy and not the fastest boat on the market. We needed an upgrade, but it wasn’t easy to buy a high-end racing canoe; a lot of the paddlers made their own.



*GRBNewman Concept 1 above; Stinger
"winged" C1 to the right.
The differences are obvious!*

So we went down that path ourselves. We bought plans from the Minnesota Canoe Association to build our first boat, a wood strip canoe. Every year we would build a new boat, making modifications, seeking to improve our performance.

After several years of racing John and I ended up going in different directions and we got into other sports: running, biking, etc. John had a bike shop, but then he sold it in the late 80's and said he figured we could make a better canoe than [another canoe manufacturer], so we got back into canoe racing and started building canoes. We had a family dairy farm at the time, but as our focus on building canoes increased we sold the cows and started making canoes exclusively. I always liked building things in woodshop, so this was a natural progression. At that time we were building virtually all wood strip canoes. Soon it



became obvious that carbon was taking over, so we started molding carbon boats. We introduced one of first carbon boats at the Owego, NY race in the early 90's.

We started building canoes because we thought we could make a better, lighter, faster, canoe. I paddle a lot – usually 5 days a week - so I'm always trying out new tweaks and new designs, still striving to make better, lighter, faster canoes. That's really how we evaluate our canoes. We employ theory into their designs, but ultimately we get them on the water and test them for a "real world" performance evaluation. There are always some new mod-

els and boat mods that don't work out and/or don't sell, but fortunately those are few and far between. And we still make all of our canoes on the old dairy farm.

CN: *How did you end up with the name "GRBNewman Designs" for your company?*

Gene: GRB stand for Grass River Boatworks. It started with 4 people and incorporated in the late 1980's/1990, but then in 2003 the group unincorporated. John and I formed a partnership to continue the business and renamed it by adding our last name (Newman) to the company name.

CN: *GRBNewman Designs created quite a stir at the 2018 US-CA Nationals in NY with a new C1 design/proposal. Tell me about some of your boat designs, and in particular that new C1 design, the Concept C1. What is your thinking behind the boat?*

Gene: I'm the president of the St. Lawrence Valley Paddlers, and we work really hard to get new people out paddling. It's not really that hard to do; you get them in a canoe and they have a great time! They'll often come back. The hard part is getting them to spend the current price of a new race canoe (and there aren't a lot of used race canoes on the market). So we came up with a new concept for a lower-cost C1 race canoe. It had to be a good canoe, and it had to be easy to manufacture. We went through six wood strip canoes tweaking the design before we found one good enough

to mold. It had to have good handling and be relatively stable (for a race canoe). Instead of fitting the 4x32 spec, it's just 24" wide, which only takes about 1/3 the fabric, and it can come out of a one piece mold. Winged canoes require 2 piece molds and a lot of extra fabric and fabrication, boosting the cost significantly. So we could make a carbon race canoe to sell for less than \$3K, instead of \$4700. Ben Schlimmer raced the boat this year at the 2019 USCA NY Nationals, and came in 3rd. The Concept has areas where it excels and other areas where it may not be as good as current models, so it ends up being competitive with the current wing canoes but without obsoleting these canoes. Nobody has complained about the concept boat having an advantage, but it does not technically fit the current rules, so we sell it as a fitness boat. **We don't want to make current boats obsolete, but we do want to bring down the cost of entry to new paddlers.** We'll leave it up to the USCA to decide if they want to allow it to race in the current C1 classes. We do build the Stinger, a C-1 marathon boat that meets

GRBNewman Mach IV below; this canoe looks fast even standing still!



USCA specifications. The Stinger is light, comfortable, and possesses great handling characteristics. It's designed to reach planing speeds faster and to be very responsive.

With more volume down low, it floats higher and has the smallest footprint for the amount of volume. This canoe has been tested and race proven for over 14 years. The molds are split top and bottom instead of side-to-side; producing the canoe this way allows thwarts, lunch counters, and gunwales to be molded in a unique monocoque construction for enhanced rigidity and light weight. The Stinger is more than fast enough to get the job done!

Our biggest sellers are our Classic C1 stock canoe and our Monarch C2 stock canoe, dual purpose canoes for tripping or racing. My personal favorite is our unlimited



Ben Schlimmer racing the Concept around the first buoy at the 2018 USCA Nationals in NY.

Photo courtesy of Bill Amos Photography.

C4, the Mach 4; it's one of the fastest canoes on the water! For the future, we're working on a new pro boat that should be out late spring to early summer. As a practical test, all of our boats have to be able to handle the Adirondack 90 comfortably. We personally like paddling twisty rivers and drafting other boats, so we require excellent boat handling qualities in all of our designs; it's one of our top priorities.

We have a great sport (less injurious than running, safer than biking, and lot of fun!) and our passion is to get more people paddling. We work with our local paddling club, our Chamber of Commerce, and outdoor shows to promote paddling and to try to bring more people into paddling. As a canoe manufacturer, we are trying to do our part by making our boats more affordable and available!

ROBERT DYKGRAAF—KAYAK ARTIST

STEVEN HORNEY



Robert Dykgraaf with the nearly finished Guillemot Kayak. He built it as a give-away to support a non-profit ministry that helps children in Rwanda.

CN: Robert, you're creating one of the prettiest kayaks I've ever seen – truly artistry in wood! Tell us about your background and how you decided to build a stunning wood strip kayak – and as a give-away, no less.

Robert: I love boats, but I've never actually paddled a kayak. My dad used to take us out on a rowboat on the lake and go fishing, so I love being on boats. But for some reason I've never actually been on a kayak. The way this boat build started was I was sitting on my deck one day and the thought came to mind, "I should build a boat." I have no idea why; but while I was contemplating that my wife came home and checked the mail. She found a Chesapeake Light Craft brochure in the mail and stuck it in front of me. I was like a kid in the candy

store looking at all the boat designs. It was fascinating to me! I love working in wood, and seeing all these boats made of wood really appealed to me. In 2012 I made my first kayak, from plans for a model called the Great Auk out of the book *The Strip Built Sea Kayak* by Nick Shade. I didn't build this first boat to paddle it; I actually built it for the challenge and to make some money. I have a wood working business called Roberts Fine Woodworking, and I thought maybe this would be a financially rewarding project. I ended up delivering it to a guy on the coast of Oregon who had a kayak rental business. I didn't make any money with it, but I was able to recoup my costs. I had to do a lot of research after that about what I could reasonably expect to get out of a boat, etc. so I

would know the market if I was going to continue building boats profitably.

I really enjoyed building the Great Auk kayak, and I was intrigued by the boat. The closest I came to paddling it was sitting in it in my front yard to have my photo taken in it. I really didn't have a desire to paddle it. My entire life I've had a phobia of the ocean and I still do to this day. I'm terrified of the big fish in the ocean – I just don't want to be tasted! I think the movie *Jaws* ruined the ocean for me. Rivers and lakes don't bother me, however. I love being out on a boat and feeling the freedom of the open water. I've often thought if I build a kayak for myself, I would build one with the capacity to carry camping gear so I could paddle across a lake and set up camp. I do love outdoor



Guillemot build beginning.

adventure – hiking, bow hunting, etc.

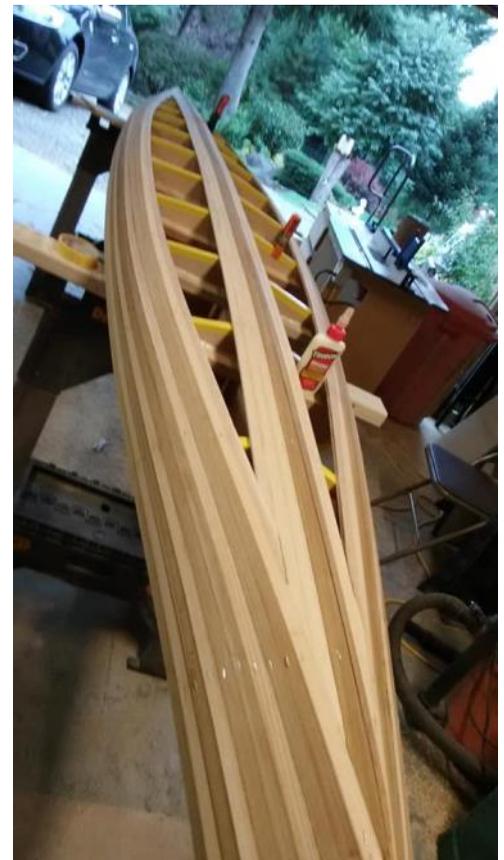
I feel that Nick Shade is probably one of the greatest givers of information on how to build your own boat. He has his own Facebook page called Guillemot Kayaks where he has loads of videos on how to build kayaks. The boat I'm currently building is the Guillemot Kayak, a Nick Shade design. Out of all the kayak plans in his book, this was probably the most advanced and stylish design that he offered. It appealed to me as a woodworker from the challenge of building it. The sharply swept bow was the most difficult part of building the design. I added some of my own touches with regards to the patterns and colors of the boat. I've been an artist pretty much my whole life, so part of the reason building a kayak was so appealing was that it was like a canvas in wood – an opportunity to create beautiful patterns on the boat in wood.

CN: *That's fascinating; I don't think I've ever come across anyone who builds kayaks or canoes without first paddling one! What led you to continue your boat building, and then to offer the boat in a raffle?*

Robert: This current kayak build started with the idea of building it and selling it to help with our finances. I had already drawn up all the plans for the boat previously. It was just a matter of using scrap wood in my shop to build the formers. So I got started on it. I had the strong back already built and the build was proceeding well when I went to church one Sunday and came across some friends who are with Ten Talents International. I had the distinct impression that God was telling me to give that kayak to Ten Talents International. That wasn't what I wanted to hear at the time, but I let it roll around in my mind for a while. After talking it over with my wife, she encouraged me to follow the leading of the Lord. I wasn't sure how I would do this – should I give the boat to the ministry, or what? The following Sunday I told my friend Mike of Ten Talents about this, and he suggested continuing to build the boat and seeing how God would lead with the use of this boat. I was on Facebook at the time, and only had 40 "friends." In short order that went to 2000 friends. I started joining kayak clubs on Facebook, and showing photos of my first kayak. Hundreds of people were "liking" the photos of my boat, to the point that my phone

was going off all the time with all the "likes"! One day driving home from town, I felt the Lord leading me to "like" almost everyone who took interest in what I was doing. This was new to me; I live out in the boonies and don't have lots of nearby friends. But through social media I made lots of contacts. Meanwhile Mike and I started a fund raiser for the kayak. For every \$20 given to Ten Talents International as part of this fund raiser, I put a number on a wooden coin and put it in a tumbler for a drawing to win the boat. I didn't have any money at the start of this project to put into this boat, but Ten Talents International funded the resources I needed to complete the boat through the donations that came in for the boat. God had a wonderful way of working this all out. I'm going to do a

Wood strips being laid on the hull ribs.





Intricate cockpit combing created from over 200 pieces!

live video feed of the drawing. My plan is to deliver the boat in person to the winner. But before I deliver it, I am going to sit in it on the lake! I won't paddle it, but I do want to at least sit in a kayak for the first time. As a side note, this kayak has the Ten Talents International symbol built into the deck. **Over 200 pieces are going into the cockpit combing, representing everyone who gave for the project.** I am hoping to have the build completed sometime in June or July 2019. The fund raiser will end when the boat is complete! Anyone who wants to know about Ten Talents International, a ministry to help

children in Rwanda, can find out more on their website at tentalsint.org. [Currently to be in the kayak drawing, you'll have to donate through Robert's Facebook page (look up Robert Dykgraaf) - Ed]

CN: *What interests you about kayak building, and where do you see this going in the future?*

Robert: Certain aspects of this boat build really intrigued me: things such as the amount of work and effort that went into creating the off-

Fine and intricate detail abounds!



set lines, shaping the hull to help the boat maneuver in the water. Also the purpose of the sea kayak historically, where it was widely used as transportation.

For the future, I'm thinking about some really beautiful and unique designs that I can build into future kayaks; perhaps even building nature scenes into the boats. If the market will support it, I would love to build unique, hand-crafted, custom kayaks for customers as a business. Even with matching custom paddles. Someday I may even build one for myself to actually paddle!

Varnishing the wood really brings out the beauty of Robert's masterpiece! This is a kayak any paddler would be proud to own.



WALT VOSICKA—EXPERIMENTER IN WOOD

WALT VOSICKA



Walt Vosicka racing his home-built Chesapeake Light Craft West River 180.

I've never met a piece of wood I didn't like.

(Looking into the heart and mind of a seventy-one year old wooden racing kayak designer, builder and racer.)

I collect scraps of wood like a ten year old collects rocks on a trip to Yellowstone. Unlike the junior rock hound, I am not terribly picky...pine's fine; cedar's neater; mahogany's a fantasy. I even have a slab of iron wood in my stock that I picked up for two bucks. This orphan wood obsession dovetails nicely with another passion: building wooden long distance performance kayaks.

My racing story begins in my doctor's office when I turned 64. My

friend, hot rod builder and physician, Doc Chris, looking at my blood work told me I have nearly full blown *Type 2 Diabetes*, well beyond *pre Type 2*. At that point in our medical conversation I asked, "Do you think I could start long distance kayaking racing?" Chris, not missing a beat, replied, "Yeah, why not?"

This comment was the beginning. I worked out with younger guys in the gym; that experience was challenging to say the least. My focus was more on endurance and less on developing power. For me part of the endurance was developing a cadence directly linked to mental discipline. Another discipline component was watching what I jammed in my

pie hole and keeping a serious calorie count. Along with this I had to regularly poke my finger to check my glucose levels.

The First Wooden Race Boat

While the power unit (my body) was getting tuned-up, it was time to look at boat options. Options included searching the net for something used or buying a new performance kayak; however that is just not my style. I have had a passion to design and build since I was four years old. I spent twelve years as an aircraft prototype builder at McDonnell Douglas - Phantom Works. You can see that buying a race boat was not in my blood...neither was buying a set of plans for another competent designer. It all boils down to

a question of money and ego...my ego wins out every time. As a professional aerospace prototype builder I had access to the best materials, great co-workers and equipment to construct on most any project. I had well developed skills and more than enough experience to build a carbon fiber and Kevlar racing yak; that option was out of the question both in terms of time as well as money - mostly money.

The next best option was literally building my race boat totally *in house*...in the solitude my basement, with forms generated on my computer using a hull design software (NewWave Systems), and constructed out of wood/fiberglass (and on a very tight budget).

My first boat was a Chesapeake Light Craft West River 180. Yes, it was a basic CNC pre-cut plywood kit. Yes, I didn't design it. But as I reviewed my situation it was the next best thing considering time constraints. In conversations with



CLC West River 180 under construction.

the designer, John Harris, this yak is what I needed. John retired the 180 design a few years before because it was considered cantankerous. At nine hundred-seventy five bucks total it was a sweet deal; a good boat for our type of regional races. I built it light; it didn't have the finish of a grand piano. It weighed in at about forty one pounds. To quote a great

sport car designer, Colin Chapman: "*Simplify, then add lightness.*" I followed that axiom.

Onto the glaring reality of my first race: The South Dakota Kayak Challenge, 73 long, long miles of racing! An estimated 100,000 strokes. Worse yet, a very scary evening with a load of idiot power boaters speeding along in total darkness nearby.

I worked through the sea trial teething process of the West River 180 and was very confident about my minor hull modifications and the seating position. I tested the newly finished yak on a twenty-five mile trip along a segment of the Missouri River with steady head winds of eighteen and gusts up to twenty two. I stayed upright and knew I was ready for the South Dakota Kayak Challenge. In addition to these positives I lost about sixteen

Finished CLC West River 180 by the side of the river.



pounds and my diabetes was nearly under control!

My first race turned into a comedy of errors. Looking at all one hundred twenty competitors pre-race shore side and their questionable racing boats made me smirk. My plan was to let them all go first and devour them along the way like a big bass gobbling up tiny tadpoles.

Well, it was a plan. It would have been a good plan, but I made my first error by actually being stupidly competitive for the first ten miles and quickly gobbling up the tadpoles. Gobble'em up I did. In the first hour I probably passed sixty or so, but then I hit the diabetic wall at about an hour and a half. My blood sugar must have tumbled into the 90's which is sort of like starving for a diabetic. I lost strength and I never really caught up with my blood sugar needs during the rest of the event. I would surge by eating something then quickly flounder. This went on throughout the whole race.

Trying to compensate during my first glucose event I slammed down about twenty four ounces of homemade protein drink, ate bananas, protein bars, water and oranges immediately. About seven hours into the race I almost pooped in my pants; had to beach and jump out of my boat to find relief from my explosive diarrhea! That being accomplished I got back in my yak and pushed off the muddy shore with my paddle. It stuck in the muck and slid out

of my weakened grasp. I was on the edge of the river channel without a paddle. I was barely able to hand paddled back to shore, grabbed it, and thankfully continued on. **I didn't carry an extra paddle because of the weight. Never again. . .**

My race continued on, but not very well. I gained some positions and came upon a guy paddling with a couple of younger women at about 7 PM. I stayed with them for a while, until I had to hit the shore again.

By then it was getting dark with threatening rain. I was totally alone. I paddled along the final stretch of the race course with boaters speeding along in the blackness with only running lights. There were both direct and reflected waves off sea walls and wing dams caused by the powerboats and the river current. I had never paddled in conditions like these, with four to five foot choppy beam waves and lights reflecting off the inky water. I could only brace by feel because the lights always gave false readings. There were even two disco balls at some club on the opposite shore which made matters even more confusing in pitch dark.

My race ended after about fifteen hours, in the rain. I was thirty-fifth. My last mistake was entering the narrow opening of the marina. The main channel was next to the rock seawalls. I misjudged the current, did a monster

sweep and drove my paddle into a nice big unseen eddy. The effect was like a super white water Duffek-stroke that spun my boat around upstream almost one hundred-eighty degrees and slammed it onto the seawall rocks about three to four feet. I was stuck on the sea wall. The race officials began shouting that the take out was *over here*. I eventually got my boat off the rocks without capsizing, and I didn't hole the bow.

The next couple of races were relatively uneventful...but almost equally as frustrating.

I continued my workout schedule, but not in the gym – I was now in a pool. Obviously I had to improve; I was the problem and not my West River 180. I was not happy at all with the continuing results. Yes, I did finish higher the next year - somewhere in the mid-twenties, but I still wasn't really managing my diabetes. The third year I finished nineteenth. I completed both races before sunset: a good thing for sure.

The third year was probably the most frustrating. I thought I had control of my diabetes and I was paddling near the true potential of my yak. The end of that third race was the killer. I had passed a load of people in the closing hours. I was feeling good; obviously the blood sugar was balancing out, until I hit the wall again. Three people passed me; a guy in



Second boat, with stabilizing amas.

a brand new QCC lightweight with a horrible paddle stroke, who appeared to be terribly overweight/out of shape; a frail looking older woman in a super clean Current Design Pintail; and another out of shape guy in a brand new plastic Riot. I ended the race two minutes behind them. I had hit the diabetic wall late in the race. Yes, dear and gentle reader, I am aware my age has something to do with it. Regardless I was not going to let my age lull me into thinking I was not going to improve.

It was time to design and build a new race boat...

I sat down at my computer with a plan. I was going to build a cedar strip rocket. I designed it in what I thought was a revolutionary approach. I kept on refining and refining but still couldn't get the resistance and stability right. I thought it was the parameters of

my program that was giving bogus simulation results. Time was wasting, I finalized the design, printed the frame patterns, set up the jig, and began the build. It was a tough build because of the hull shape. It was sort of an organic concave curve beginning mid-ship and ending at the stern. It looked like a sea going animal.

Hydrodynamic aids added to the hull of the second boat to help performance.



I finished it in January, primed the hull, and took it out to one of the ice free lakes. The rocket boat was dreadfully unstable. I didn't want to paddle it considering the below freezing temperatures and a good chance of capsizing. I never left the dock, hanging on to a dock post trying to find some semblance of balance. I admit I never did.

It was back to the drawing board. I could saw off the stern and add something more conventional. However in my experience this approach always leads to more problems. My next option was to fabricate amas (floats) and turn it into a trimaran. That worked, but also increased resistance and weight even if the floats barely skimmed the water. I did some other modifications to the main hull (vaka) including deflective vanes to try to stop the aft section water flow turbulence problems visible by camera and also from a



Third boat design under construction.

wind tunnel aircraft-style tuft test.

This boat looked cool, but it was a real slug. It accelerated, but ran out of steam quickly. This “revolutionary design” was the beginning of a steep learning curve for me and my future boat building efforts.

I raced this boat because I was stuck with it. I did pretty well with it, knocking about thirty minutes off my time compared to the prior year. I did not hit the diabetic wall in this boat, despite being a bit slower than the West

River 180. It probably says something about my continually improving paddle stroke, mental/spiritual discipline, and controlled nutritional intake.

Paddling over eleven hours straight helped me to understand the nature of a dedicated paddling trimaran in brown water racing. Most of the trimaran yaks I researched were designed to carry a sail first and be paddled as an afterthought. I feel there is potential for this concept but it needs to be refined. Currently this yak is gathering dust on my

Putting the concept to the test!



boat rack; it is an example of what not to do. Live and learn.

On to the current boat...

I spent a long time on my computer working on a new hull concept. I developed over twenty variations. I judge my results only on total resistance at specific speeds and stability factors. Couple of things that came out in the final number crunching design was that the bottom needs to be relatively flat, the bow and stern needs to be fine and vertical (plumb), the cross sectional chine needs to be a smooth, and the small radius curve and the widest beam need to be a bit forward of the midship. These factors seems to produce the lowest resistance. I am a numbers guy; the sea trial videos bear it out. There is minimum wave propagation at a higher boat speed. Of course we dealing in minute differences in resistance yet consider the energy required to do a 100,000 paddle strokes; even an extra four ounces of resistance amounts to at least 25,000 pounds of added effort required to complete a 73 mile race.

With the hull design finalized it was on to the topsides. My anatomy is bit different that most people. My hip to knee distance seems to be an at least an inch or more than most. The standard combing and thigh braces don't work for me. I get stuck jamming my knees and shins into the combing both getting in and out. I have scars on my shins from

over thirty years paddling sea kayaks to prove it.

The top side model for my latest boat is similar to a racing canoe. I closed the bow and stern with waterproof bulkheads and left the center open. There is enough floatation to satisfy USCA competition rules. The foot braces are fixed and made of solid cedar. These act as structural members for the relatively unsupported mid-ship chines. The sheers are a bit higher than most kayaks with a pine rub rail to add strength and stop some wash over in higher wave conditions. I made a forward brace (a free standing deck beam) of close grain hard balsa with notches to carry an extra paddle and the blades bunged to the fore deck. I am still working on knee/thigh braces attached to partial hull mid-ship hull rib for another structural member. The seat module is the only large manufactured part and is moderately adjustable, supplying both support and comfort.

Last year's South Dakota race

With all the thought and effort that went into the design, I didn't finish the new boat in time. I raced my old plywood CLC West River 180. I never hit the diabetic wall because I paced myself both in nutrition and paddle cadence. I scored 14th and did it in 10:50.

A cool thing happened during last year's race: I got into it with a guy who had purchased the super light QCC that clobbered me a

few years before. This time it was paddled by a fifty year old guy who was in moderately good shape and had an attitude. I relentlessly shadowed him for nearly five hours. Eventually I wore him down by using my knowledge of river currents and sprinted the last couple of miles. I finished a minute ahead of him and gloated about it. You have to admit it is remarkable considering twenty years and two thousand bucks difference between us.

This year the South Dakota race is in jeopardy. The slow melting snow and rain in Montana and the Dakotas are going to be a huge factor. Add to this the intense late winter/early spring flooding and ice jams tearing apart the boat ramps at the state parks. Only time will tell.

My boat building goals:

Go faster! I know that I probably won't get a podium finish. In our style of racing there are no age brackets - it is sort of a *bare knuckles- run what you bring* competition. I want to break into the nine hour finishing bracket; even if it is 9:59!

Beyond this, I have some "dream" goals for my boat building:

- **Finding someone who would CNC** my flat pattern plywood designs for a reasonable price.
- **Testing of my designs** in a professional tank test facility.
- **Finding a large single floor shop with storage - at no cost in the Omaha, Nebraska area.** (that's a dream...)
- **This desire is even further from reality:** I would love to be a design consultant for a kayak manufacturer!
- **My final goal is committing to** completing the *Missouri American Water MR340* in my own designed wooden trimaran kayak. It will be a solo endeavor. I project this would happen in the summer of 2022. Funding and developing the race yak are the two big issues. I will be 73 years old - age is not an issue. Why the heck not?

Walt Vosicka
WoggWorks Kayaking
kayaking4eveyone@yahoo.com

Third boat design ready to race!



STEVE ROSENAU—HOME BUILT RACER

STEVE ROSENAU



Steve Rosenau in his home-built carbon Minke, preparing for a race.

My first intense boat desire happened at 9 years of age, when I saw a rowboat on a mountain lake, but it wasn't until after college that I bought my first canoe: a used Old Town Pathfinder. It was a 14'10" floppy yellow Royalex flat bottomed scow. Old Yaller had no secondary stability; it would eject you when the boat lean exceeded 20 degrees. Besides paddling downriver on the Nantahala River in North Carolina mountains, I took it with my friend Jerry to

Canada's Algonquin Provincial Park for a six day trip in October 1986. We practiced for 20 minutes on a Georgia pond before going. Imagine 2 adults and southern winter gear with cheap plastic paddles in rain and sleet for 6-8 hours daily. We saw 2 boats the entire time. Self rescue was the only option.

My next boat was a 16 foot Penobscot canoe, chosen for down river paddling and lake cruising.

DeLane and I took Big Red to Algonquin Park in 1991 for 5 days, using wooden bent shaft paddles. We have different perspectives on the trip: DeLane enjoyed the sun when it was out, I enjoyed the challenges. Portaging a 70 pound boat plus backpack 700 to 2100 meters, paddling in fog with DeLane navigating by compass and nailing the way points, moose and loons, and beating other boats when they didn't know they were in a race! Our first day was a long



Steve & DeLane in his Sceer, Steve's wood strip C2.

one with the weather deteriorating and waves coming over Big Red's bow during the last quarter mile to the campsite. When DeLane stopped to bail, the trees on the shore started going backwards. We're still married, and we took our young teens there in 1993 and 1996 (!).

I had saved an article on building wood strip canoes for 10 plus years before ordering plans from the Minnesota Canoe Association. I couldn't leave the plans alone and tweaked my first 16 foot wood strip, SPD (Speedy to Asimov fans), to have an arrow shaped bow. For proper trim, the bow seat had to be 6 feet back. I noticed the beam was different on the left and right sides, but it worked ok in casual paddling, a bit tippy, but the kids didn't mind. Charlie Swengros and I took it to a local race in 2001. It was competitive with an 18 foot Cruiser, but the boat warp required 8 strokes on the left, 1 on the right at hull speed. We gave up

on SPD after 15 minutes of this. *SPD was not that speedy.*

The next boat was the 16 foot Grace, an altered MCA Modified Explorer. I saved weight on the cedar thickness and fiberglass, and reduced the freeboard to 8 inches. The bow was 10 inches above the loaded water line. It was a good solo boat, but showed its limitations on our mid-May Scout trip in the Adirondacks. Our daughter Rachel and I were tandem on the 5 day excursion. The group split up (always a cause for bigger adventures) and our second group of 4 boats entered Raquette Lake, NY to a rising headwind. The 12-16 inch waves were higher than Grace's full bow, and we paddled at $\frac{1}{4}$ speed to prevent submarining. At times we back paddled to give the bow time to rise. I could see 2 boats ahead, but didn't dare look back for the fourth boat. A fishing boat found them an hour later brewing tea and cocoa on the lee shore.

After Grace, the Scouts built 4 more Explorers in my garage. At times we had 2 wood strip layers, 2 gluers, 2 glue cleaners, 2 staplers, and supervision crowding around the hull. By May, we had 2 shake-down cruises using their own homemade bent shaft paddles. The boats, lightly loaded with 2 Scouts, were twitchy beasts. Add 2 loaded backpacks and they were rock solid and fast. Practice with fully loaded backpack portages with fast transitions had the Scouts fine tuned and ready. BSA Troop 707 was now the Canoe Troop. We did Algonquin Park, 5 days in 1997 and 8 days in 1999. They had mud, bugs, moose, fun, a few repairs, a lee shore landing with breaking waves, and a lost Scout. A 1.4 km sprint in hiking boots resulted when I found the last canoe to launch had only one scout, the other had gone all the way back to the landing for a lost flashlight. The launch point and stream were so narrow that Scouts and leaders were scattered 2 miles downriver. *Don't split up the group!*

I built the Sceer (pronounced Seer), a Standard Class Racer in 2001 for the General Clinton. At 18.5 feet, longer and wider, it oil canned and needed additional bulkheads. It did one General Clinton and some fun local races with DeLane. I still have it and loan it out some due to its cruising speed and great secondary stability.

In the 2001 and 2002 General Clinton races, I developed severe wrist tendonitis after 4 hours; Charlie towed me to the finish in Sceer while I ruddered the boat. That was a lot of suffering for both of us. I built a Chesapeake Light Craft kayak in 2001 and found I could paddle kayaks for several hours pain free with a wrist brace,



Carbon Minke molded from the wood strip Minke.

leading into wood strip kayak building.

My first wood strip kayak was Minke, built in 2003; this kayak was commissioned by Jonathan Smith and designed by Canadian marine architect John Winters to meet the new USCA Sea Kayak Specs. The deal was that I would build the first for me and the second for Jonathan. The second boat was painful, I was worn out from

Steve and Kiyah in Minke with a modified front hatch.



building the first. Minke was 14% faster in 500 meters than the CLC West River, and I was off to the races in the fastest Sea Kayak around.

At the 2003 Warren, PA USCA Nationals, I placed 5th after running out of gas at the Flame rapids. I caught the leaders from behind, then challenged them in their game of sprint and rest, before eventually fading. In the 2004 USCA Nationals on the AuSable River, with marathon running training insight, I placed 3rd overall in Sea Kayak class. I was with Steve Peterson and Tom Cannon until my boat slowed down and I stopped to check for rudder weeds. Twice. And twice more when there weren't any weeds. The next weekend, we did a race in the New York backwoods and I was humbled by Roger Gocking and welcomed by Kim and Ed Greiner before going to Halifax, Nova Scotia to race in the Canadian championships. In April 2004 I also did the Run of the Charles 19 mile course in 2:39; Minke was the first kayak to race with rear deck mounted garden cart wheels. Hit the portage, roll the boat upside down, and start running. During the 1/2 mile highway portage, I passed a long line of trudging paddlers. Did I say I could run?

The Wee Beastie appeared in 2014 for our 3 year old granddaughter, Kiyah. It is a 10-foot long stripper I made from used Merlin stripper forms. Its max displacement is 150 pounds; when I sit in it, water either floods over the bow or stern to sink me. When launched, its low stability became apparent. To improve stability, I screwed on 2 pine 2x4's 4 foot long sponsons at the waterline. That's one advantage of wood strippers- if you need a

Steve's Shoulder Health Notes

Plan to continue paddling into your 80's? I plan to, so I'm doing what the PT's say. Shoulder labral tears and rotator cuff injuries are best avoided through strengthening the rotator cuff muscles. These muscles are not the heavy lifters, they provide arm control and stability. None of the exercises are hard, they just take time and the discipline not to increase the weights or speed up the motion. Having been through one shoulder labral surgery at 55 and declined by the surgeon on a second surgery at 62, it all goes back to physical therapy. Minor tears can be compensated for with PT recommended exercises. Prevention is preferred: Get an appointment with your local PT, sit on their bench and slowly perform your canoe or kayak stroke, and the therapist will assess you and provide specific exercises for your weaknesses. And you'll probably have some. Do them as described, no more, no less, and plan on several appointments to tune what you are doing. Good luck, and keep doing them several times a week for as long as you plan to paddle. Ask me to demonstrate what exercises I do the next time you see me.

change, start cutting, screwing, or fiberglassing to fit the need. Try that on a surf ski!

Minke has taken care of me since 2003, in spite of competition with big armed, barrel chested paddlers, or so it seems to my lightweight physique. It's got a 6" high foam seat for leg comfort, an old



Steve testing the stability of the Wee Beastie wood strip canoe he built for his granddaughter Kiyah.

blemished Epic mid-wing paddle, and 48 pounds of unrelenting wood and fiberglass. Follow me without helping and I'll lead you over the rocks and weed patches. Just sand out the deep scratches and add more fiberglass!

After years of competing against the new ~24 pound Stellar SR's, Epic V8's, and Epic V8 Pro kayaks, it was time to upgrade to a carbon Minke in 2017. The wood Minke became the plug mold for the vacuum-bagged and foam core carbon Minke. While not disastrous, I gave up building it after 3 months and launched it. No coaming, not pretty, and painted bright blue. Cracking quickly occurred where the foam core and hull were not bonded. Thickened epoxy was used to support the hull with limited success and increased the weight from 23 to 26 pounds. Nowadays, if any new cracks form, I slap on some packing tape, but only one kind: Shurtech Brands, LLC, www.Duckbrand.com. Cheapest and at your favorite blue box store. It's waterproof, wind-

proof to 70 MPH, thin, and peels off when you want. Accept no substitutes despite their claims of gorilla grip, super strong, or whatever. Maybe I'll test if paint will stick to it; I could paint over all the tape and no one would know. It's a working boat, not a showpiece.

The carbon Minke is 26 pounds and sits 1/4" higher in the water. Less drag, more speed, but the engine is slowing down and repairs are biologic, not just physical repairs to throw money at. My wrist problem is managed with a brace—I've got a bone cyst along the path of a ligament causing almost instant pain for the wrong motion. I missed the 2012 racing season due to a labral tear 3/4 around in my shoulder. It's a SLAP (Superior Labral Anterior Posterior tear) if you want to sound cool. Constant aching pain, restricted motion, costly repair, and a 5 month pain filled recovery back to normal paddling. The shoulder labrum is a tough tissue surrounding the ball of the shoulder joint. As we age, it thins and loses blood flow, and tearing can occur. Your paddling muscles don't do much to support the shoulder, but those small rotator cuff muscles do. The rotator cuff muscles, once strengthened, support the shoulder ball much like the labrum. Your choice: prevention or painful repair. See the sidebar on p 20, "Steve's Shoulder Notes."

So, why do I paddle and why am I still in the Sea Kayak class?

DeLane says I get grouchy when I don't run or paddle several times per week, so I run and paddle as much as I can.

I'm not sure about the grouchy part, I just love doing it; I tell people that I'm obsessed and possessed. It's a big part of my free time. I look forward to USCA Nationals and local races for the friends I've made. I just like being competitive whether it's in the lead or in the last group of tired paddlers. Our vacations frequently have a boat theme, a kayak race somewhere. Other vacations have a quilt theme for DeLane: pay-back for my trips? Sometimes it's boats and quilts.

I've stayed in the USCA Sea Kayak class. I love Minke's speed and stability. It remains highly competitive 16 years after first launch and challenges the new longer and thinner Touring Class boats. I can usually wake ride the third or fourth wave of unlimited surf skis during a race, it's fun to challenge the youngsters in their new, white surf skis. When the weather worsens it gets me home despite my age and balance. It fits straight into my garage unlike our 22 foot Epic V8 Double that hogs the garage. And when I'm at a highway rest stop chatting with strangers, I say "Yup, it's a homemade kayak, warts and all. It's fast and I made it."

Kiyah checking out her new ride from grandpa!





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Special Notice to all 2018 Nationals Champions

Congratulations to all the 2018 National Champions who were awarded a Traveling Trophy. As the winner of a traveling trophy last August, we hope that by now you have had your name and that of your partner, if applicable, engraved on the trophy in the same style as previous winners. All trophies are to be delivered to 2019 Race Headquarters at Betts Park in Warren, PA and checked in by a USCA official.

Reasonable engraving charges will be reimbursed. Provide a paid receipt to the USCA Treasurer, John Edwards.

If you can't find anyone to engrave your name(s) on the trophy and you will be attending the Nationals, deliver your trophy to Race Headquarters no later than August 7 with the name(s) to be engraved.

If you are unable to find anyone to engrave the trophy with your name(s), and you will not be attending the Nationals and you cannot find a fellow paddler able to deliver the trophy to Warren by August 7, please ship to WCCBI with the name(s) to be engraved.

Trophies need to arrive by July 29, 2019.

Use a packing service to assure trophy is safely packed. Insure for \$400.

*Mark the box if engraving is needed.

*Mark all boxes - **USCA Trophy**

Address: WCCBI, 308 Market St, Warren, PA 16365. Shipping fees will be reimbursed.

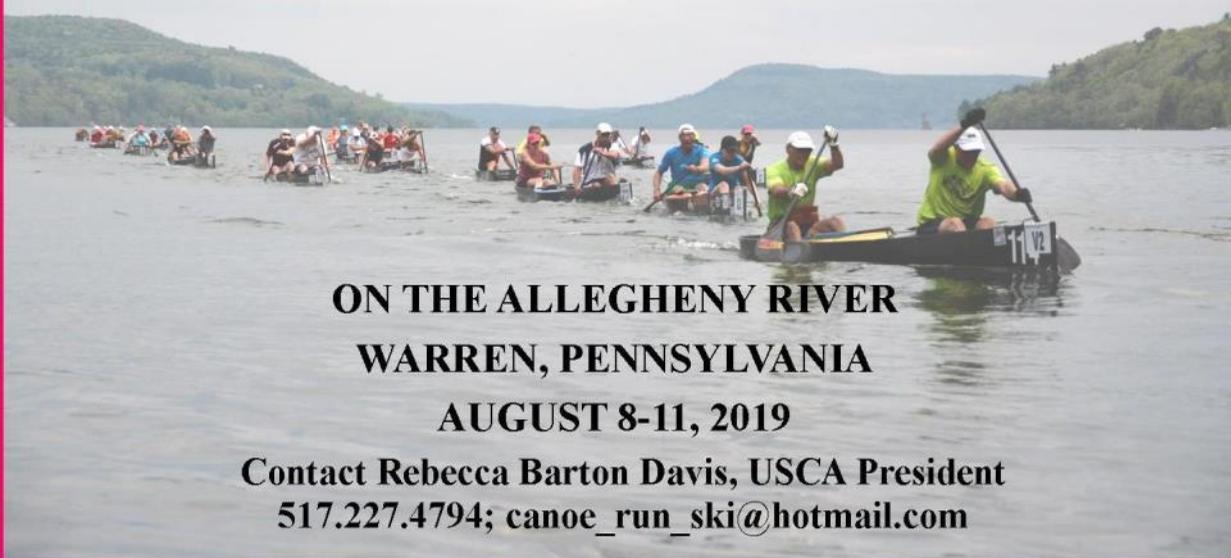
We hope to see you in Warren!



grbnewmandesigns@yahoo.com



USCA NATIONAL CANOE AND KAYAK CHAMPIONSHIPS



ON THE ALLEGHENY RIVER

WARREN, PENNSYLVANIA

AUGUST 8-11, 2019

Contact Rebecca Barton Davis, USCA President
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Come join us for fun on the water and off!



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Adirondack Canoe Symposium
Paul Smith's College, Paul Smith's, NY July 18 – 21

Midwest Canoe Symposium
Camp Butler, Peninsula, OH Sept 6 – 8

Pine Barrens Functional Canoe Workshop
Camp Ockanickon, Medford, NJ Oct 18 – 20

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**2019 USCA
National Canoe & Kayak
Championships**

August 8-11, 2019

**Chapman Lake
Allegheny River
Warren, PA**

**Hosted by
Warren County Chamber of Business and
Industry**

For more information go to www.wccbi.org or
contact Race Director John Papalia at 814-723-3050 or email jpapalia@wccbi.org

Important Information for the 2019 USCA National Championships

1. **2019 USCA membership is required to participate in all USCA Nationals Events. There are three ways to pay your membership**
 - a. Send USCA membership application on or before July 26, 2019 to: Lynne McDuffie, Membership Chair 410 Cockman Rd., Robbins, NC 27325
 - b. Join on line at www.uscanoe.com by August 1, 2019 Proof of membership is required for event registration- bring your membership card or receipt.
 - c. Join onsite the day prior to your first racing day, or Thursday if racing sprint events.

2. **Registration**

- a. By mail on or before July 20, 2019, with check payable to Warren County Chamber of Business and Industry:

John Papalia
WCCBI
308 Market St.
Warren, PA 16365

- b. No day-of-event registration, except for the sprint races on Thursday. All other races require registration no later than 5 p.m. on the day prior to the event.

3. **Waiver / Release of Liability** form must be completed and signed by each participant at check-in.

4. **Age Groups**-The following age groups will apply for all the classes except for those that are stated otherwise. In tandem events (C2 or K2), the team's age is determined by the younger of the two paddlers in adult classes. In youth classes, the team's age is determined by the older of the two paddlers.

Adult (Age on Race Day)	Youth (Age on 1/1/2019)
18-39 Open	Youth 5-7
40-49 Master	Youth 8-10
50-59 Senior	Youth 11-12
60-64 Veteran 1	Youth 13-14
65-69 Veteran 2	Junior 15-17
70-74 Grand Veteran 1	Adult (18+)/Youth (5-14)
75-79 Grand Veteran 2	Adult(18+)/Junior(15-17)
80+ Grand Mast Veteran	

5. **Open Class**: New this year, you will be scored by your age in each division you enter, as well as in the overall standings. The overall winner does not qualify for age group awards, and will be recognized as the overall National Champion. In the event of a start with multiple heats, paddlers can waive their age group awards to start in the open heat to compete for the overall championship.
6. **Youth Sprints**- All Youth/Junior Sprint events will be 250 meters. A youth paddler may enter one of each of C1, C2, Mixed, K1 and SUP for a total of five (5) events. Adult paddlers in the Adult & Youth/Junior Sprints must be 18+ years of age as of race day. Adults may paddle in more than one age group of Adult & Youth/Junior events.
7. **Life Jackets**- PFD's must be worn AT ALL TIMES while on Corps of Engineers waters which lie between the Kinzua Dam and the upstream tip of the first island downstream of the marathon starting line. This is the first portion of the course, after that, standard USCA competition rules apply.

8. **Jigging:** All Canoes and Kayaks should be jigged prior to Marathon events. A 2019 sticker will be provided and affixed to crafts that have passed inspection. Watch the bulletin board for jigging times and location. In the marathon events, the top 5 finishing boats in all age groups must go immediately to the jigging area to be measured, or face disqualification. Any boat that fails inspection and was not measured prior to the event will be disqualified immediately.
9. **Medals:**
 - a. Adult USCA classes receive age group medals 3 deep. In the event that a participant waives their age recognition, the next competitor will receive the medal.
 - b. Junior and Youth Classes are 5 medals deep for sprints and 6 deep for marathon.
10. **Barton Youth Award:** Participation is open to all paddlers ages 9-17. The award goes to the fastest female and the fastest male in K1 and C1. The winners will each receive a new paddle.
11. **Paddlers with Physical Disabilities:** All sprint events are 500 meters. Athletes entering the National Championship Sprints for Paddlers with Physical Disabilities must send ICF Paracanoe Athlete Diagnosis Form and ICF Paracanoe Athlete Certificate of Diagnosis Form or USCA Adaptive Paddler Vision Qualification Form to Jan Whitaker at 560 Shore Drive, West Henrietta, NY 14586 or janwhitaker@twc.com by July 1, 2019 for eligibility assessment. Phone: 585-292-6107 (See Event Application for information with links to ICF forms).
12. **Traveling Trophies** may be delivered to Race Headquarters upon arrival to check-in. Please make sure these trophies are checked in by a USCA official.
13. **Friday Buffet Dinner:** Friday August 9, 2019 - 5 p.m. to 7 p.m. at Days Inn Warren, 210 Ludlow Street Warren, PA 16365. Cost is \$15.00 per person for Adults and youth 5-17 years old. Youth under 5 years of age - free. Pay at check-in or at the door.
14. **USCA Semiannual Meeting:** Friday, August 9, 2017 at 7 p.m. at Days Inn Warren, 210 Ludlow Street Warren, PA 16365. All members are welcome to attend.
15. **Safety:** Failure to observe the following safety requirements will result in a disqualification in that event or a time penalty may be assessed to the violators' finish time as determined by the Competition Chair.
 - a. Attendance at pre-race meetings is mandatory.
 - b. A *US Coast Guard* approved PFD must be in the possession of each contestant, and properly worn if wearing it is required in accordance with the *PFDs Owner's Manual* and what is stated on the label attached to the PFD. If there are any questions pertaining to PFDs consult with the Safety Chair (Glen Green).
 - c. A sound producing device, such as a pea-less whistle which meets USCG requirements, must be carried in each boat, either securely affixed to a PFD or the boat in a manner which allows quick access in a personal emergency.
 - d. A *US Coast Guard* approved PFD must be worn by all non-swimmers and by persons ages 5-14 at all times on the water, and by all contestants in Youth classes.
 - e. Inflatable PFDs shall NOT be worn by non-swimmers and by all persons under the age of 16.
 - f. Competitors must wear the ISO 12402-5 compliant PFD securely to be legal.
 - g. **Lightning:** Before a race has started, if thunder is heard and/or lightning is seen, or a lightning detector indicates an approaching thunderstorm, the race will be delayed at least 30 minutes after hearing the last thunder. If the time between thunder time is 30 seconds or less, or if you

do not see the lightning, but hear loud thunder; get off the water immediately and seek proper shelter. The race is considered officially stopped at that moment in time. The order of the paddlers on the race course at that instance will be considered their placement in the finishing order, based upon discussion with the racers and race officials at the finishing area. Thirty minutes after hearing the last thunder the racers may proceed down the race course.

16. Blocked Hotel Rooms for USCA Nationals/ Lodging

- a. Days Inn of Warren- 814-726-3000
- b. Hampton Inn and Suites- 814-723-2722 or www.warrensuites.hamptoninn.com - After the appropriate dates are put in, on the left side click "Add Special Rate Codes", then under "Group Code:" put in USC
- c. Camping and other lodgin listed in the lodging in Warrant County Guide at www.uscanoe.com

Schedule of Events

Wednesday, August 7, 2019

Betts Park 100 Ludlow St. Warren, PA 16365

2:00-5:00 pm- Check-in and registration

- On-site registration accepted for all events for Thursday through Sunday.
- Instructor Training

Thursday, August 8, 2019

Betts Park 100 Ludlow St. Warren, PA 16365

10:00 am-5:00 pm Check-in pre-registered entrants. Open registration at Betts Park.

- On-site registration accepted for all Marathon events for Friday through Sunday.
- Anyone who pre-registered by mail or online and plans to participate in a Friday event, you must be checked in and make any changes to the pre-registration forms by 5:00 pm Thursday.
- Boat Jigging available after sprints are complete

Chapman Lake, 4790 Chapman Dam Road, Clarendon, PA 16313

Youth Sprint and Adult/Youth Sprint Championships, Youth Marathon Championships, and Paddlers with Physical Disabilities Championships

8:30 am –9:30 am – Check-in, registration, membership verified, and waivers signed. Waivers must be signed by each participant and parent or guardian.

9:30 am –MANDATORY pre-race meeting at Chapman Lake

10:00 am – Racing Begins- Sequence of events listed below.

1. C1 Youth (5-7)	15. K1 Woman Junior (15-17)	29. K1 Man w/ Disabilities
2. C2 Youth (11-12)	16. C2 Men Junior (15-17)	30. C2/K2 Man/Youth (13-14)
3. C1 Youth (8-10)	17. C1 Woman Junior (15-17)	31. C2/K2 Man/Junior (15-17)
4. K1 Youth (11-12)	18. C2 Boys Youth (13-14)	32. C2/K2 Woman/Youth (5-7)
5. C2 Youth (5-7)	19. K1 Boy Youth (13-14)	33. V1 Man w/ Disabilities
6. K1 Youth (8-10)	20. C1 Man Junior (15-17)	34. C2/K2 Woman/Youth (8-10)
7. C1 Youth (11-12)	21. C2 Girls Youth (13-14)	35. C2/K2 Woman/Youth (11-12)
8. C2 Youth (8-10)	22. C2/K2 Mixed Junior (5-17)	36. V1 Woman w/ Disabilities
9. K1 Youth (5-7)	23. SUP Unlimited Man (5-17)	37. C2/K2 Woman/Youth (13-14)
10. C1 Girl Youth (13-14)	24.SUP Unlimited Woman (5-17)	38. C2/K2 woman/Junior (15-17)
11. K1 Man Junior (15-17)	25. C2/K2 Man/Youth (5-7)	Youth Marathon
12. C2 Women Junior (15-17)	26. K1 Woman w/ Disabilities	C1 Youth 5-7, 8-10, 11-12
13. K1 Girl Youth (13-14)	27. C2/K2 Man/Youth (8-10)	K1 Youth 5-7, 8-10, 11-12
14. C1 Boy Youth (13-14)	28. C2/K2 Man/Youth (11-12)	

Awards- immediately following the Conclusion of sprints.

Friday, August 9, 2019

Kinzua Tailwaters Boat Ramp, Powerhouse Drive, Warren, PA 16365

7:30 am – 8:30 am – Boat Number Pick-up

8:30 am –MANDATORY pre-race meeting

9:00 am –Races Begin- Sequence Listed Below. Listen to pre-race meeting for potential wave breaks and changes.

1. K1 Sea Kayak Woman & OC1 Woman	4. C1 Man <60	7. K1 Unlimited Man
2. K2 Unlimited Women	5. C1 Man 60+	8. Junior K1, C1 Man, C2 Women *
3. C2 Women & C2 Women Standard	6. C1 Man Stock	*Short Course

Betts Park 100 Ludlow St. Warren, PA 16365

Awards- immediately following the Conclusion events at Betts Park.

3:00 pm – 4:30 pm Registration for all Saturday and Sunday events at Betts Park - All pre-registered entrants must be checked in or be registered on-site by 4:30 pm for Saturday's events.

7:00 pm- USCA Semi-Annual Meeting following Pasta Dinner at Days Inn, Warren.

Saturday, August 10, 2019

Kinzua Tailwaters Boat Ramp, Powerhouse Drive, Warren, PA 16365

7:30 am – 8:30 am – Boat Number Pick-up

8:30 am –MANDATORY pre-race meeting

9:00 am –Races Begin- Sequence Listed Below. Listen to pre-race meeting for potential wave breaks and changes.

1. K1 Touring Woman & Sea Kayak Man	4. K2 Unlimited Mixed	7. C2 Man/Woman & Youth*
2. C2 Man/Woman & Junior	5. SUP Man & Woman*	*Short Course
3. C2 Mixed & Mixed Standard	6. C2 Mixed Junior*	

Betts Park 100 Ludlow St. Warren, PA 16365

Awards- immediately following the Conclusion events.

Freestyle Canoe Clinic

3:00 pm – 5:00 pm Registration for all Sunday events at Betts Park - All pre-registered entrants must be checked in or be registered on-site by 5:00 pm for Sunday's events

Sunday, August 11, 2019

Kinzua Tailwaters Boat Ramp, Powerhouse Drive, Warren, PA 16365

7:30 am – 8:30 am – Boat Number Pick-up

8:30 am –MANDATORY pre-race meeting

9:00 am –Races Begin- Sequence Listed Below. Listen to pre-race meeting for potential wave breaks and changes.

1. C1 Woman & C1 Woman Stock	4. C2 Men <60	7. K2 Men Unlimited
2. K1 Unlimited Woman	5. C2 Men 60+	8. Junior C1/K1 Woman, C2 Men*
3. K1 Touring Man & OC1 Man	6. C2 Men Standard	*Short Course

Betts Park 100 Ludlow St. Warren, PA 16365

Awards- immediately following the Conclusion events.

Have a safe trip home and thank you for participating in the
2019 USCA National Canoe and Kayak Marathon Championships.

See you in Newaygo August 13-16, 2020!

**2019 USCA National Canoe & Kayak Championships
Warren, PA – Thursday – Sunday, August 8-11, 2019
Participant Registration Form**

<p>To Pre-register by mail, send to:</p> <p>John Papalia WCCBI 308 Market St Warren, PA 16365</p> <p>with check made payable to: Warren County Chamber of Business and Industry on or before July 20, 2019</p> <p>For further information, go to www.uscanoe.com Any changes to pre-registration forms must be done by 5 p.m. on the day prior to event at Race Headquarter located at Betts Park, 100 Ludlow St. Warren, PA 16365.</p>	<p><u>2019 USCA membership is required for all races.</u></p> <p align="center">Send USCA membership application form to: Lynne McDuffie, Membership Chair 410 Cockman Rd. Robbins, NC 27325</p> <p>Apply on or before July 26, 2019 or onsite at Nationals or apply online at www.uscanoe.com by August 1, 2019. Proof of membership is required for event registration.</p> <p align="center"><i>Please plan accordingly.</i></p>
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To register, please fill out form COMPLETELY for EACH participant. Print legibly. Mail with check by 7/20/2019 or register on-site and check in one day or more before event. No day-of-race event registration except for Thursday's events.

Last Name	First Name	USCA # (2019 or applied for)	
Home Phone	Cell Phone	DOB (mm/dd/yyyy)	
Address			
City	State	Zip	Country
Email Address			
Emergency Contact	Phone	Relationship	

AGE: Adults as of race day; Youth and Juniors as of January 1, 2019 _____

Race fees: Free T-shirt and goodie bag to first 300 marathon entrants

Adult Marathon	\$30.00 per paddler early registration (must be received by 07/20/19) \$40.00 per paddler after 7/20/19 or on site \$5.00 per paddler for each additional race
Youth (5-14) Marathon	\$5.00 per paddler for first race; \$5.00 for each additional race
Junior (15-17) Marathon	\$10.00 per paddler for first race; \$5.00 for each additional race
Sprint Championships for paddlers with Physical Disabilities (Thursday)	\$10.00 per paddler for first race; \$5.00 for each additional race Paddler must meet minimum eligibility requirements. See Event Application, Page 4
Youth Sprints (Thursday)	\$5.00 per paddler for up to 5 events
Adult/Youth Sprints (Thursday)	\$5.00 per youth paddler; NO charge for the adult

Please transfer all fees from pages of forms to below:

T-shirt Size S ___ M ___ L ___ XL ___

Day 1	Thursday (2-4)	\$	
Days 2-4	Friday-Sunday (5)	\$	
Total			

Friday night Buffet Dinner:

Adults & Youth 5-17; \$15/person _____

Youth – Under 5 years old - Free

Pay with registration, check-in or at door.

Official Use Only
Date Received

Last name	First name	Age	State	Fees this page \$ _____	Thursday Youth Sprints Day 1
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Thursday August 8, 2019

USCA National Canoe & Kayak Youth Sprint Championships
Chapman Lake, 4790 Chapman Dam Road, Clarendon, PA 16313

A paddler may enter one each of C1, C2, C2 Mixed, K1, and SUP for a maximum of five (5) Sprint events.

Medals to the top 5 places in each event.
Team's age is determined by the older of the two paddlers
Youth & Junior ages are as of January 1, 2019

250 Meter Event

C1 Youth (5-7)
K1 Youth (5-7)

C1 Youth (8-10)
K1 Youth (8-10)
K2 Youth (8-10)

C1 Youth (11-12)
K1 Youth (11-12)
K2 Youth t(11-12)

C2 Youth (5-7)
C2 Youth (8-10)
C2 Youth (11-12)

Partner: Last name, First name	Age	State
_____	_____	_____
_____	_____	_____
_____	_____	_____

250 Meter Event

C1 Girl Youth (13-14)
C1 Boy Youth (13-14)
SUP Unlimited Man Jr
SUP Unlimited Woman Jr

C1 Woman Junior (15-17)
C1 Man Junior (15-17)

K1 Girl (13-14)
K1 Boy (13-14)
K1 Woman Jr (15-17)
K1 Man Jr (15-17)

C2 Girls Youth (13-14)
C2 Boys Youth (13-14)
C2 Women Jr (15-17)
C2 Men Jr (15-17)
C2 Mixed Open

Partner: Last name, First name	Age	State
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

Last name	First name	Age	State	Fees this page \$ _____	Thursday - Youth Sprints Day 1
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Thursday August 8, 2019

USCA National Canoe & Kayak Adult/Youth Sprint Championships

Adult paddlers must be 18+ years of age as of race day. Adults may paddle with more than one age group for Adult/Youth events. A Youth may enter no more than one event and must be in their own age group.
Ages of Youth and Junior paddlers are as of January 1, 2019.

250 Meter Event

	Partner: Last Name, First Name	Age	State
<input type="checkbox"/> C2 Woman (18+)/Youth (5-7)	_____	_____	_____
<input type="checkbox"/> C2 Woman (18+)/Youth (8-10)	_____	_____	_____
<input type="checkbox"/> C2 Woman (18+)/Youth (11-12)	_____	_____	_____
<input type="checkbox"/> C2 Woman (18+)/Youth (13-14)	_____	_____	_____
<input type="checkbox"/> C2 Woman (18+)/Junior (15-17)	_____	_____	_____
<input type="checkbox"/> C2 Man (18+)/youth (5-7)	_____	_____	_____
<input type="checkbox"/> C2 Man (18+)/Youth (8-10)	_____	_____	_____
<input type="checkbox"/> C2 Man (18+)/Youth (11-12)	_____	_____	_____
<input type="checkbox"/> C2 Man (18+)/Youth (13-14)	_____	_____	_____
<input type="checkbox"/> C2 Man (18+)/Junior (15-17)	_____	_____	_____
<input type="checkbox"/> K2 Woman (18+)/Youth (5-7)	_____	_____	_____
<input type="checkbox"/> K2 Woman (18+)/Youth (8-10)	_____	_____	_____
<input type="checkbox"/> K2 Woman (18+)/Youth (11-12)	_____	_____	_____
<input type="checkbox"/> K2 Woman (18+)/Youth (13-14)	_____	_____	_____
<input type="checkbox"/> K2 Woman (18+)/Junior (15-17)	_____	_____	_____
<input type="checkbox"/> K2 Man (18+)/youth (5-7)	_____	_____	_____
<input type="checkbox"/> K2 Man (18+)/Youth (8-10)	_____	_____	_____
<input type="checkbox"/> K2 Man (18+)/Youth (11-12)	_____	_____	_____
<input type="checkbox"/> K2 Man (18+)/Youth (13-14)	_____	_____	_____
<input type="checkbox"/> K2 Man (18+)/Junior (15-17)	_____	_____	_____

Youth Marathon Championships

The Youth Marathon race (3 miles or less) is for ages 5 to 12 in C1 and K1. To encourage more youth participation in longer races than a sprint. This Championship event will be held after the sprint events and before the awards presentation. Medals will be awarded to the top six finishers in each age group for C1 and K1 classes.

C1 Youth (5-7)

K1 Youth (5-7)

C1 Youth (8-10)

K1 Youth (8-10)

C1 Youth (11-12)

K1 Youth (11-12)

Last name	First name	Age	State	Fees this page \$ _____	Thursday – Day 1 Paddlers with Physical Disabilities
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Thursday August 8, 2019

USCA Nationals Sprint Championships for Paddlers with Physical Disabilities

- K1* Paddler with Physical Disability Woman
- K1* Paddler with Physical Disability Man
- V1/OC1** Paddler with Physical Disability Woman
- V1/OC1** Paddler with Physical Disability Man

* Any kayak/surfski propelled with a kayak paddle (may have stabilizing floats and may have rudder)
 ** Any Va'a/Outrigger canoe propelled with a canoe paddle (may have stabilizing floats and/or a rudder)

PLEASE NOTE THE ELIGIBILITY REQUIREMENTS FOR PADDLERS TO PARTICIPATE IN THE ABOVE EVENTS

Athletes with physical disabilities intending to compete in USCA National Sprint Championships must submit the International Canoe Federation Paracanoe Athlete Diagnosis Form and the ICF Paracanoe Athlete Certificate of Diagnosis/Medical Diagnostics Form with necessary supportive medical diagnostic information completed by a medical doctor to USCA Adaptive Paddling Chairman by July 1 of the year of competition. USCA's Adaptive Paddling Chairman will forward the athlete diagnosis form to an ICF medical classifier who will make a determination regarding eligibility based upon the information provided. The athlete will be notified as soon as possible after a determination regarding eligibility had been made.

Paddlers who are blind or have a visual impairment should have the USCA Adaptive Paddler Vision Qualification Form completed by an ophthalmologist and submit it to USCA Adaptive Paddling Chairman by July 1 of the year of competition.

ICF Forms may be found at:

https://www.canoeicf.com/sites/default/files/2_1_icf_paracanoe_athlete_diagnosis_form_-_2015_0.pdf

https://www.canoeicf.com/sites/default/files/2_2_icf_paracanoe_doctors_certificate_form-2015.docx

The USCA Vision Qualification form (for use by athletes who are blind or visually impaired) may be requested by contacting the Adaptive Paddling Chair, Jan Whitaker at janwhitaker@twc.com or call 585-292-6107.



Last name	First name	Age	State	Fees this page \$ _____	Day 2-4 – Friday-Sunday Marathon Days 1-3
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USCA National Canoe & Kayak Marathon Championships
Kinzua Tailwaters Boat Ramp, Powerhouse Drive, Warren, PA 16365

Teams are determined by the age of the younger paddler.

All adult ages are as of race day. Youth & Junior ages are as of January 1, 2019.

Friday, August 9, 2019

	Partner: Last Name, First Name (only applies if multiple heats/class)	Age	State
<input type="checkbox"/> I waive my age group awards			
<input type="checkbox"/> C1 Man			
<input type="checkbox"/> C1 Man Stock			
<input type="checkbox"/> K1 Unlimited Man			
<input type="checkbox"/> K1 Sea Kayak Woman			
<input type="checkbox"/> OC1 Woman			
<input type="checkbox"/> C2 Women	_____	_____	_____
<input type="checkbox"/> C2 Women Standard	_____	_____	_____
<input type="checkbox"/> K2 Unlimited Woman	_____	_____	_____
<input type="checkbox"/> C1 Man Junior-Short Course			
<input type="checkbox"/> K1 Man Junior- Short Course			
<input type="checkbox"/> C2 Women Junior- Short Course	_____	_____	_____

Saturday, August 10, 2019

	Partner: Last Name, First Name (only applies if multiple heats/class)	Age	State
<input type="checkbox"/> I waive my age group awards			
<input type="checkbox"/> K1 Touring Woman			
<input type="checkbox"/> K1 Sea Kayak Man			
<input type="checkbox"/> C2 Mixed	_____	_____	_____
<input type="checkbox"/> C2 Mixed Standard	_____	_____	_____
<input type="checkbox"/> C2 Man/Junior	_____	_____	_____
<input type="checkbox"/> C2 Woman/Junior	_____	_____	_____
<input type="checkbox"/> K2 Unlimited Mixed	_____	_____	_____
<input type="checkbox"/> C2 Mixed Junior- Short Course	_____	_____	_____
<input type="checkbox"/> C2 Man/Youth- Short Course	_____	_____	_____
<input type="checkbox"/> C2 Woman/Youth- Short Course	_____	_____	_____
<input type="checkbox"/> SUP Unlimited Man- Short Course			
<input type="checkbox"/> SUP Unlimited Woman- Short Course			

Sunday, August 11, 2019

	Partner: Last Name, First Name (only applies if multiple heats/class)	Age	State
<input type="checkbox"/> I waive my age group awards			
<input type="checkbox"/> C1 Woman			
<input type="checkbox"/> C1 Woman Stock			
<input type="checkbox"/> K1 Unlimited Woman			
<input type="checkbox"/> K1 Touring Man			
<input type="checkbox"/> OC1 Man			
<input type="checkbox"/> C2 Men	_____	_____	_____
<input type="checkbox"/> C2 Men Standard	_____	_____	_____
<input type="checkbox"/> K2 Unlimited Men	_____	_____	_____
<input type="checkbox"/> C1 Woman Junior- Short Course			
<input type="checkbox"/> K1 Woman Junior-Short Course			
<input type="checkbox"/> C2 Men Junior- Short Course	_____	_____	_____

United States Canoe Association

Competition ★ Cruising ★ Conservation ★ Camping ★ Camaraderie ★

AMATEUR ATHLETIC WAIVER AND

RELEASE OF LIABILITY

****READ BEFORE SIGNING****

Name of Event: USCA National Championships Date(s) of Event: 08/07/2019-08/11/2019

In consideration of being allowed to participate in any way in the UNITED STATES CANOE ASSOCIATION athletic sports program, related events and activities, the undersigned acknowledges, appreciates, and agrees that:

The risk of injury from the activities involved in this program is significant, including the potential for permanent paralysis and death; and while particular rules, equipment, and personal discipline may reduce this risk, the risk of serious injury does exist; and,

I knowingly and freely assume all such risks, both known and unknown, even if arising from the negligence of the releases or others and assume full responsibility for my participation; and

I willingly agree to comply with the stated and customary terms and conditions for participation. If, however, I observe any unusual or significant hazard during my presence or participation, I will remove myself from participation and bring such hazard to the attention of the nearest official immediately; and,

I, for myself and on behalf of my heirs, assigns, personal representatives and next of kin, HEREBY RELEASE AND HOLD HARMLESS the UNITED STATES CANOE ASSOCIATION and

Warren County Chamber, US Army Corps of Engineers, PA Fish & Boat, City of Warren PA

(name of club, affiliate or sponsor), their officers, officials, agents, and/or employees, other participants, sponsoring agencies, sponsors, advertisers, and, if applicable, owners and lessors of premises used to conduct the event ("RELEASEES"), WITH RESPECT TO ANY AND ALL INJURY, DISABILITY, DEATH, or loss or damage to person or property, WHETHER ARISING FROM THE NEGLIGENCE OF THE RELEASEES OR OTHERWISE.

I acknowledge that I am aware of the safety rules and regulations applicable to this event including the use of life jackets and lightning safety, and that I have read the USCA sanctioning guidelines and will attend the pre-event/pre-race meeting.

I also acknowledge that photographs and video may be taken of me in my participation in and attendance at this event, and hereby freely agree to allow without restriction all uses of such photos and videos in the reporting of this race, and/or in the promotion of this event, its location, other sporting events, sport in general, and/or related purposes.

I have read this release of liability and assumption of risk agreement, fully understand its terms, understand that I have given up substantial rights by signing it, and sign it freely and voluntarily without any inducement.

(All participants are to sign and completely fill in the information numbered 1-7 including emergency contact.)

(Please print legibly)

X _____ 1. Address: _____
(Participant's Signature) 2. City: _____

5. _____ 3. State/Zip Code: _____

4. Date signed: _____

(Please PRINT the participant's full name)

6. Emergency Contact Person for this participant: _____

7. Emergency contact Phone Number: Cell: _____ Home: _____



EMERGENCY CONTACT PERSON CANNOT BE A PARTICIPANT IN THE RACE OR EVENT.

Fill in form above for participants under age 18. Parent/Guardian is to sign and complete the form below.

FOR PARTICIPANTS OF MINORITY AGE (UNDER AGE 18 AT THE TIME OF REGISTRATION) This is to certify that I, as parent/guardian with legal responsibility for this participant, do consent and agree to his/her release as provided above, of all the Releasees, and, for myself, my heirs, assigns, and next of kin, I release and agree to indemnify and hold harmless the Releasees from any and all liabilities incident to my minor child's involvement or participation in these programs as provided above, EVEN IF ARISING FROM THE NEGLIGENCE OF THE RELEASEES, to the fullest extent permitted by law. I further agree to the photographic and video release set forth above.

X _____

(Parent/Guardian Signature)

_____ (Date signed by parent/guardian)

USCA NATIONALS

LODGING INFORMATION & LOCAL EVENTS

Suggested Lodging & Local Events in Warren County

Buckaloons Recreational Area

National Forge Rd, Irvine, PA 16329
(877) 444-6777

Deep Wood Vacation Homes

RD# 1 Box 1726
Russell, PA 16345
Phone: 814-757-8848

Days Inn Warren

210 Ludlow St
Warren, PA 16365-2022
Phone: 814-726-3000
Fax: 814-726-3720
Email:
sales@holidayinnofwarren.com

Horton House B & B Inn

504 Market Street
Warren, PA 16365
Phone: 814-723-7472
Phone: 1-888-723-7472
Fax: 814-726-3633
Email: info@hortonhousebb.com
www.hortonhousebb.com

Quality Inn and Suites

204 Struthers St
Warren, PA 16365-1966
Phone: 814-723-8881
Fax: 814-723-8881

Budget Lodge

RR 6
Warren, PA 16365
Phone: (814) 723-7350

Red Oak Campground

225 Norman Rd
Russell, PA 16345
Phone: (814) 757-8507

Whispering Winds Campground

277 Tollgate Road
Sheffield, PA 16347-0267
Phone: (814) 968-4377
www.whisperingwindspa.com

Hampton Inn & Suites

3291 Market St Ext.
Warren, PA 16365
Phone: 814-723-2722
Fax: 814- 723-1207
Email: karen.sobkowski@hilton.com

Ruff Acres Carousel Bed and Breakfast

600 North Main Street (Old Rt. 62)
Russell, PA 16345
Phone: 814-688-3515
Email:
info@carouselbedandbreakfast.com
carouselbedandbreakfast.com

Chapman Dam State Park

4790 Chapman Dam Road
Clarendon, Pennsylvania 16313

Phone: 814-723-0250
Toll Free: 888-727-2757
Reservations: 888-727-2757
Email: chapmansp@state.pa.us

Online Reservations:

www.dcnr.state.pa.us/stateparks/
findapark/chapman/

Allegheny National Forest

Camping Reservations
Phone: 1-877-444-6777
www.recreation.gov

Warren County Fair

Warren County Fair (15 Miles West in
Pittsfield, PA) is August 6-10th. Learn
more at: <http://warrencountyfair.net/>

Warren County Visitor's Guide

<https://drive.google.com/file/d/1z-9ci8xfcC8LaBZZtGNVUwo4cHEWmrit/view>

SPECIAL AWARDS NOMINATIONS

Nominations for Special Awards will be accepted at the 2019 USCA National Marathon Championships at Warren, PA

At every USCA Marathon Nationals, the U.S.C.A. members are given the opportunity to nominate a member whom they feel is eligible to receive the Paddler of the Year Award, the Bob Klebe Good Sportsmanship Award or the Youth Encouragement award. The procedure for each award is listed along with the previous recipients. Nominations will be accepted by the USCA Secretary, **Barbara Bradley**, or the USCA President, **Rebecca Davis** until Saturday, **August 10, 2019** prior to the Awards Ceremony or as listed in the write-up. **All nominations must be in writing** and provide sufficient information of why you feel this person is worthy of being nominated for the award.

The reason this announcement is being provided at the Nationals check in is to inform everyone that the following special awards are available and nominations are being requested. Who would you like to nominate?

Outstanding Paddler of the Year Award –

Eligibility: Any USCA member who has made a significant contribution toward the sport of canoeing/kayaking through USCA within the current year. Also, the selection will be based on the individual's mental attitude, fellowship, spirit, sportsmanship, compassionate understanding and contribution to the promotion and growth of the amateur canoeing cause either on a competitive and/or non-competitive basis. It is suggested that this award not be given to anyone posthumously. There is no limit to the number of times a USCA member may receive this award.

When awarded: USCA Nationals, Sunday, during awards presentations by the USCA President.

Procedure: The Outstanding Paddler (formerly "Canoeist") of the Year Award is placed on the Semi-Annual Meeting Agenda under New Business. The Secretary of the Association announces to the Delegates that nominations will be accepted by the Secretary of the Association (**Barbara Bradley**), **in writing**, until the start of the Awards presentation on Saturday. Any USCA member may submit a nominee.

Selection Committee is the USCA Executive Committee and the USCA Executive Director.

Background: *This award was conceived by members of P.A.C.K. and the Tiadaghton Elm Classic at Jersey Shore, PA in 1982. Along with the USCA Executive Committee, the rules for eligibility and the selection process were developed. In 2007, the award was renamed from Canoeist to Paddler of the Year.*

Who have been the previous Outstanding Canoeists/Paddlers of the Year?

1982 Norman Ludwig, PA

1983 Willis Hackett, NY

1984 Valerie Fons, IA/Verlen Kruger, MI

2004 Joan & Harold Theiss, FL

2005 Gustave Lamperez, IL

2006 Gareth Stevens, WI

1985	Gene Jensen, MN/FL	2007	Tom Walton, NH
1986	Patty & Jim Mack, OH	2008	Ken Gerg, PA
1987	Richard Rankinen, PA	2009	John Edwards, FL
1988	Phil Cole, NH	2010	Glen Green, NJ
1989	Nick Lyesiuk, MA	2011	Bob & Janet Bradford, MI
1990	Larry Latta, OH	2012	No nominations
1991	Mike Cichanowski, MN	2013	Bob & Janet Bradford, MI
1992	Armond Bassett, NY	2014	No nominations
1993	Jay Behling, PA	2015	Kitty and Jerry Patton, PA
1994	Jan Whitaker, NY	2016	David Thomas, MA
1995	Mary Ann Pontius, IN	2017	No eligible nominations
1997	Kathy Manizza, CT	2018	Roland Muhlen, OH
1998	Priscilla Reinertsen, NH	2019	Who will it be?
1999	Patricia & Peter Heed, NH		
2000	Everett Crozier, WI		
2001	Earl Brimeyer, IA		
2002	Chris Wilson & Marc Lessard, VT		
2003	Jan Whitaker, NY		

Nominations for Special Awards will be accepted at the 2019 USCA National Marathon Championships at Warren, PA

Bill Klebe Good Sportsmanship Award

ENCOURAGE GOOD WILL DURING OUR EVENTS! LOOK OUT FOR THE GOOD GUYS DURING NATIONALS AND LET THEM KNOW THEIR KIND AND BRAVE DEEDS ARE APPRECIATED BY EVERYONE!

Eligibility: Any USCA member who has shown outstanding sportsmanship during the week of the *USCA National Canoe and Kayak Championships* is eligible to receive this award. The award can be given to any competitor or non-competitor of the events.

When Awarded: USCA Nationals, Sunday, during the awards presentations by the USCA President.

Procedure: The USCA Annual Bill Klebe Good Sportsmanship Awards is to be announced in the *Canoe News* ' Nationals issue and placed on the semi-annual meeting agenda under New Business. **The written nominations** for this award are to be received by the USCA Secretary, **Barbara Bradley** or the USCA President, **Rebecca Davis**, until the start of

the awards presentation, Saturday. Nominations must describe the sportsmanship act that qualifies for this award. (If an outstanding act of sportsmanship occurs during Sunday's events, this person or persons will be considered.)

Selection Committee consists of the USCA Executive Committee, the USCA Executive Director and a representative from the St. Charles Canoe Club.

Background: Bill Klebe was an active member of the *St Charles Canoe Club*, St Charles, IL (a USCA Club Affiliate). **Bill** and his wife **Jean** were very active racers, and good sportsmanship was one of his outstanding characteristics. It is only fitting that an award of this nature be given to a person who shows outstanding sportsmanship during the week of the National Championships. At the January 10, 1999 Annual meeting, the St. Charles Canoe Club proposed that they would like to sponsor an annual award in honor of Bill Klebe. The traveling trophy was donated to the USCA along with a fund to maintain this award.

Past Recipients of this award are listed below with the Site of the Nationals in parentheses.

- 1999 none
- 2000 Tom Yarosh, NY and Jim Mallory, NY (Lafayette, IN)
- 2001 none
- 2002 none
- 2003 Don Stoneman, ON and Craig Creighton, ON (Warren, PA)
- 2004 Teresa Stout, PA and Ray Quick, MI (Oscoda, MI)
- 2005 John Edwards, FL (Warren, PA)
- 2006 Guy Gilman, IN (Peshtigo, WI)
- 2007 none
- 2008 Tom Thomas, IN (Bristol, IN)
- 2009 Linda Charles, PA (Warren, PA)
- 2010 none
- 2011 Lindsey Stone, MI (Newaygo, MI)
- 2012 Brian Ammon, PA (Warren, PA)
- 2013 Sebashton Carpenter, MI (Newaygo, MI)
- 2014 none
- 2015 Briana Fitzgerald, JoAnn Olney, Ariel Sayger, Savanna Herbert, Lindsey Stone (Warren, PA)
- 2016 Linda Bruno (Northfield, MA)
- 2017 Ashley Diget, Briana Fitzgerald, and River McDuffie (Dubuque, IA)
- 2018 None
- 2019 Who will it be?

Nominations for Special Awards will be accepted at the 2010 USCA National Marathon Championships at Warren, PA

Youth Encouragement Award

Eligibility: Any USCA member who has made an outstanding contribution to encourage youth into competition canoe paddling.

When Awarded: The recipient will be announced at the Sunday awards ceremony and will receive the *Youth Encouragement Award* traveling trophy.

The recipient also has the privilege to designate a youth paddler to receive a free *USCA* junior membership for the following year.

Procedure: Any USCA member may submit a nomination. **Nominations must be submitted in writing, to the YEA Committee Co-Chairs, Phoebe Reese or Teresa Stout**, no later than the end of the awards ceremony on Saturday of the USCA Nationals. The YEA Committee members will make their decision based on the information it receives on the person or persons nominated to determine who has done the most during the year to encourage, develop, and promote youth participation in the sport of competitive marathon paddling.

The YEA recipient should inform the Committee of his/her choice of a youth paddler who will receive the free junior membership to USCA for 2020, supplying name, parent's name, address, phone number and email address.

Background: At the 2004 USCA Annual Meeting, the delegates approved the establishment of this annual award in order to recognize the USCA member who is found to have made the most outstanding contribution to encourage youth into competitive paddling. The proposal was made by Larry Liquori, a delegate for the *New York Division/USCA*, who was appointed to oversee this project. He arranged to have a traveling trophy made and it was donated to the USCA. Liquori calls this project "YEA." A YEA committee was formed to develop the rules and criteria (outlined herein) and to act as the selection committee for each year.

Previous Recipients:

2004	Judy Jeanes, PA
2005	Stephen Lynn, AR
2006	Dave Diget, MI
2007	Mac Gillespie, NY
2008	Clifton Rickey, AR
2009	Marsh Jones, MN
2010	Robert Miller, LA
2011	Joe Manns, MN
2012	Randy Bailey, PA
2013	Members of the Kalamazoo Canoe & Kayak Club, MI
2014	none
2015	Lynne & William McDuffie, NC
2016	The Sayger family, AR
2017	No nominations
2018	Rebecca and Dale Burris, AR
2019	Who will it be?

CANOE INSTRUCTOR CERTIFICATION

BOB SPAIN

USCA to Offer Canoe Instructor Certification Course

Wednesday August 7 at the 2019 USCA Nationals in Warren

Overview

This nationally recognized *USCA* certified course is designed for those *USCA* members who wish to become certified by the *USCA* to teach groups desiring education in safe canoeing skills. Groups such as clubs, park districts, scouts, *YMCA*, etc. will benefit from *USCA* Certified Instructors teaching safety in paddling. The course will cover basic concepts for recreational canoeing, teaching strokes, safety, and maneuvers needed to maintain boat control in moving water. Instruction will take place on land and on the water. An electronic version of the *USCA* Instructor Manual will provide a curriculum presenting the history of canoeing, outdoor protection, fitness/conditioning, conservation, equipment, transportation, launching/landing, boarding and stability, basic paddling strokes and much more.

This will be held in Warren, Pennsylvania on Wednesday, August 7, with a start time of 9:00 am. Location will be the Bocce Court Pavilion at Betts Park, 100 Ludlow St. Warren, PA 16365. The course will last all day and will include on-land and on-water instruction. For additional information on the course contact:

Bob Spain – rws0987@yahoo.com or Tave Lamperez – glamperez23@gmail.com

Materials: Participants will receive an electronic version of the *USCA Instructor's Manual*, *USCA Video*, an official Instructor's T-shirt (optional), instructor certification card, and other supplies.

Prerequisites:

At least 18 years of age, Adult CPR and First Aid Training (You must bring or have evidence of current CPR/First Aid certification to be admitted entry to the course), basic experience with canoe handling and paddling techniques (Equivalent that is taught in the *USCA* Basic canoe course). Teaching experience will be helpful but not required.

Qualifications:

Participation in the course, demonstration of knowledge and skill in canoeing, canoe safety, effective communications techniques, teaching methods and class management. Evaluation will be by means of written and practical examination to assess knowledge, skill, leadership, and teaching ability.

Deadline for enrollment in the class: The attached enrollment form must be received by June 14th. ***A minimum of 6 students must be received or the class will not be held.***

**USCA Instructor Certification Course Enrollment Form
Warren, Penn. (Site of 2019 USCA Nationals)**

Date _____ USCA Member Number _____
Name _____ Age _____
Address _____
City _____ State _____ Zip _____
Phone _____ Email _____

(This information will be used on the USCA website as part of the instructors list.)

If you want a USCA Instructors shirt, complete the following size information:

T-shirt size (circle one) Men's: S M L XL XXL

Women's: S M L XL XXL

Enclose: 1. \$100.00 (course fee)* \$ _____

2. \$25.00 (shirt)* \$ _____

3. Copy of current CPR and 1st Aid Course completion

4. Please apply and pay the dues for USCA membership prior to submitting the enrollment form. USCA enrollment form and information available at www.uscanoe.com

Return to: Bob Spain, 803 Arroweye Trail, Austin, TX 78733

***Make checks out to: USCA**

Deadline to receive application: 6/14/2019

If you have any questions, contact Bob Spain at 512-296-5544 or rws0987@yahoo.com
or contact Tave Lamperez at glamperez23@gmail.com

2019 USCA ALUMINUM NATIONALS

The 2019 USCA Aluminum Nationals will be held in Bastrop Texas, September 14th and 15th. It will be held on a 14 mile downstream course on the Colorado River, starting under the bridge at FM 969. The finish line will be at Fisherman's Park in downtown Bastrop. Awards and lunch will be held at the pavilion near the finish line as soon as the racers are in.

Saturday will be the Men's Open (18-49), Men's Masters (50 +), Women's Open (18-49), and Women's Masters (50+). We will also have a Juniors Race; the course will be determined at a later date. Sunday will be Mixed Open (18-49) and Mixed Masters (50+). We will also have a Solo Race of any hull type with single or double blades. There will be Men's and Women's Classes, no age brackets. Awards will be 5-deep. All races will start promptly at 9:00 am except the Juniors and Youths Race which will be announced later. Those will be a shortened portion of the Nationals Course. Adult races will be \$30 for the racers first race, \$15 for any second event raced. Juniors and Youths will be \$10.

Mail in registration must be postmarked by September 6th. You may download the registration form and also **register online** at www.tckra.org. **Day of race registration** will be available Saturday and Sunday, 7:30 – 8:00 am, at the race start; cash or checks only on Race Day. All racers must check in the morning of your race and sign the waiver. Mandatory race meeting will be held at 8:45 on both days. The races will start promptly at 9:00 am on Saturday and Sunday.

Current USCA membership is required to race in the US-CA Aluminum Nationals Races (but not the Solo Race). To join the USCA electronically, go to www.uscanoe.com, click the JOIN USCA button and choose how you want to join. Deadline to receive online or mailed applications is September 3. You may also join the day of race. (Cash or check only). Membership is \$20 for individual, \$25 for family.

Bastrop is located 23 miles from Austin - Bergstrom International Airport. There are numerous **hotels** in Bastrop. Most hotels are 6-11 miles from the start and 2-3 miles from the finish.

Places to stay:

Hampton Inn and Suites 512-321-0900

Best Western 512-321-0900

Days Inn 512-321-1157

Holiday Inn Express 512-321-1900

Super 8 512-321-6000

Campgrounds in the area :

Bastrop State Park, 512-321-2101
35 sites

Buescher State Park
512-237-2241

KOA Campground
1-800-562-1620, 64 sites

If you need any additional information, please contact:

Bob Spain
512-296-5544
rws0987@yahoo.com

or

Joy Emshoff
512-626-3741
jle4321@yahoo.com

GO-GETTER – EARNED LIFE MEMBERSHIP PROGRAM TO BE DISCONTINUED ON DECEMBER 31, 2019

There have always been three ways a USCA member could obtain a Life Membership. **Paid** (twenty times the dues amount for governing membership); **Earned or Go-Getter** by recruiting at least fifty governing or junior members with no time limit to accumulate this number of recruits and finally be nominated for **Honorary Life**. After December 31, 2019, there will only be two ways to become a Life Member, Paid and Honorary. Why is the Go-Getter program being discontinued?

At the 2018 USCA Annual Meeting, the Delegates approved to amend one of the duties of the Membership Chair in regard to the Go-Getters. The amendment changed the requirement from ‘maintain an accurate list’ of Go-Getters to only ‘maintain a list of Go-Getters to be published in the *Canoe News* annually. However this list will be in every issue until December 31, 2019. After December 31, 2019, the Go-Getter program will cease to exist. Members who have recruited fifty (50) or more new members by 12/31/2019 will be eligible to receive an Earned Life Membership. After that date, all recruit numbers will be deleted from the membership database and the Earned Life Membership will be deleted in the Rules and Regulations as a Membership Classification. The recruit record will be saved in the archives by the Historian.

When the USCA was first organized in 1969, recruitment to USCA was encouraged and rewarded with a ‘free’ Life Membership. Originally the Membership Chair’s duty was to keep a record of the number of members recruited by any member on a file card and include a running number with the name of the person recruited to prevent duplication. These file cards were maintained in a Rolodex file box until the early 1990’s. At that time, the hard copy data was transferred to a separate database. The number of recruits by each member was recorded, but not the names of those who had been recruited by each member. If a member didn’t renew for several years, they could be recruited again, even by the same person. Each Membership Chair has done their best to make sure accurate records were kept. But, it takes a lot of time to search through years and years of records to verify if the new member is truly ‘new’. If this search is not done, the recruit number is not accurate. Due to the time involved to verify whether the member being recruited was ‘new’ or not, it was determined to phase out the Go-Getter program.

There have been a total of 26 members who obtained Earned Life Membership as Go-Getters since 1971. The last Earned Life Membership was awarded in 2014 to Gustave Lamperez who continues to recruit as a Trainer in the Instructor Certification program.

The list of Go-Getters is in the next column. The members who have recruited fifty (50) or more members have already been awarded Earned Life Membership. Those who have not reached the fifty member mark yet and would like to become a Go-Getter list and be awarded Earned Life Membership, you have a less than a year to recruit the additional members. Make copies of the Membership form and hand them out at the races or cruises. Be sure to have your name as a recruiter on the form. **Help the USCA Grow!**

Go-Getter List as of 3/21/19

Last Name	First Name	State	Recn
Cichanowski	Mike	MN	422
Mack	Jim	OH	243
Terrell	Ross	OH	163
Stevens	Gareth	WI	113
Spain	Bob	TX	103
Cichanowski	Heather	MN	95
Cichanowski	Amy	MN	94
Theiss	Joan	FL	89
Theiss	Harold	FL	87
Zellers	John	IN	84
Lamperez	Gustave	LA	78
Whitaker	Jan	NY	78
Pontius	Mary Ann	IN	74
Narramore	Bob	TX	70
Ludwig	Norm	PA	68
Hampel	Larry	WI	64
Latta	Larry	OH	64
Kruger	Dave	WI	61
Foster	Richard	NY	59
Lake	Susan	NY	59
Pontius	Terry	IN	59
Reeves	Lloyd	FL	33
Stout	Teresa	PA	31
Brunstrom*	Morgan	WA	28
Brimeyer	Earl	IA	26
Donner	David	NY	23
Liquori	Larry	NY	13
Kaiser	Ronald	PA	12
Perry	Janet	LA	12
Jeanes	Judy	PA	9
Walter	Ed	PA	9
Thiel	Paula	CT	8
Emshoff	Joy	TX	7

* Paid or Honorary Life Members

Note: Only current 2019 members may recruit new members. Membership applications must have the name of the recruiter on the form. A new member can only be recruited one time. The 2019 Membership year started on 10/1/2018 and new members may be recruited until 12/31/2019.



United States Canoe Association

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

Membership Application Form

Or Join on-line at www.uscanoe.com

Date _____

Name of Organization _____

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

Last Name _____ First Name _____ M.I. _____

Address _____ Date of Birth _____ Gender M F

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

Telephone _____ Email _____

Membership: Renewal New If new, recruited by: _____

Member Type:

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

- Please attach your Club Membership roster with this application.

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

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

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

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

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

Make check payable to:
USCA

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

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

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

USCA 2019 DELEGATES

OFFICERS, BOARD OF DIRECTORS, DELEGATES, & COMMITTEE CHAIRS

USCA Officers

Executive Committee

President & Chair:

Rebecca Davis

Vice President:

Phoebe Reese

Secretary:

Barbara Bradley

Treasurer:

John Edwards

Executive Director

Vacant

Delegates

Organized State & Regional Divisions

Florida Division/USCA

Tim Dodge

13859 Valleybrooke Ln, Orlando, FL 32826

352-318-5877; timmdodge60@gmail.com

Larry Frederick

4896 E Spruce Dr, Dunnellon, FL 34424

352-270-0289; LF6978@yahoo.com

Indiana Division/USCA

Steve Horney

15806 Timber Willow Dr, Huntertown, IN 46748

260-452-6447; soarer_270@yahoo.com

New York Division/USCA

Dave Donner

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716-839-4307; revdonner@aol.com

Robert Fisher

18 Second Street, Delhi, NY

607-746-6034; fishrai8@oneonta.edu

Roger Gocking

15 State Street, Saranac Lake, NY

518-354-8377; rgocking@roadrunner.com

Jan Whitaker

560 Shore Drive, W. Henrietta, NY

585-292-6107; janwhitaker@hotmail.com

Larry Liquori

79 Locust Drive, Kings Park, NY 11754

631-406-6918; lliquori@jacka-liquori.com

Ohio Division/USCA

William (Bill) Corrigan

5888 E. Kemper Rd, Cincinnati, OH 45241

513-530-9249; wmcarrigan@fuse.net

Larry Latta

1188 Broken Bow Ct, Westerville, OH 43081

614-882-1519; latta1013@aol.com

Penn-Jersey Division/USCA

Charlie Bruno

2124 James Way, Saylorsburg, PA 18353

610-381-3780; Brunos@ptd.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; nludwig2006@comcast.net

Teresa Stout

3563 Roller Coaster Rd, Corsica PA 15829

(814) 952-1444; teresastout3354@yahoo.com

Non-Organized Regional Divisions

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

Fred Tuttle

2093 Alexandria Dr, Lexington, KY 40504

270-993-3999; doctuttle@hotmail.com

East North Central Division (IL, MI, WI)

Roxanne Barton

6201 23 1/2 Mile Rd, Homer, MI 49245

517-568-3702; bartonpigfarm@dmcibb.net

Derek Diget

131 S Berkley St, Kalamazoo, MI 49006

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

Lynne Witte

58 Union St, Mt Clemens, MI 48043

586-201-5695; dogpaddler54@gmail.com

Karl Teske

213 Jessica Ct, North Aurora, IL 60542

630-264-6575; kteske213@comcast.net

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

413-568-8832; rangerfiberglass@yahoo.com

Tricia Heed

581 West Street, Keene, NH 03431

603-209-2299; trilon777@gmail.com

Paula Thiel

487 Wylie School Road, Voluntown, CT 06384

860-564-2443; prmai@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

410 Cockman Rd, Robbins, NC 27325

910-783-5413; llmcduffie@gmail.com

William McDuffie

410 Cockman Rd, Robbins, NC 27325

910-948-3238; wlrmcduffie@gmail.com

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

Doug Pennington

1735 County Rd 421, Poplar Bluff, MO 63901

573-785-0431; penncanoe@hotmail.com

Richard Hill

265 Ashford Place, Iowa City, IA 55545

319-354-1936; Richardlarae.hill@gmail.com

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

Bob Spain

803 Arroweys Tr, Austin, TX 78733

512-296-5544; rws0987@yahoo.com

Don Walls

9 Bunker Hill Ln, Russellville, AR 72802

479-280-1319; donwalls2@netzero.com

Non-US Regional Division

Joanna Faloon

613-447-2655; scootergirl@rogers.com

Affiliated Club Delegates for 2019

Florida Competition Paddlers Association

Kathy Edwards; St. Petersburg, FL

727-612-4821; klpe86@outlook.com

Free Style Group

Paul Klonowski; Gurnee, IL

847-687-2477; pklonowski@comcast.net

Michigan Canoe Racing Association

Weston Willoughby; Homer, MI

989-745-5165; 34willou@gmail.com

New England Canoe & Kayak Racing Assn

Priscilla Reinertsen; Contoocook, NH

603-746-6491; prtsen1@comcast.net

New York Marathon Canoe Racing Assn

Scott Stenberg, Moravia, NY

315-406-4692; owascalake@gmail.com

North Carolina Canoe Racing Association

Steve Rosenau; Mt. Holly, NC

704-483-4130; sar4130@gmail.com

Pennsylvania Assn of Canoeing and Kayaking

Dale Glover; Montgomery, PA
570-547-2635; glover1093@msn.com

St Charles Canoe Club

Ben Josefik; Dwight, IL
815-674-7472; bjosefik@yahoo.com

Texas Canoe & Kayak Racing Association

Joy Emshoff; Austin, TX
512-626-3741; jle4321@yahoo.com

Standing Committees for 2019

Adaptive Paddling – Jan Whitaker

Auditing – Steve Rosenau

Barton Award (Sub-ctee, Youth Activities) -

Phoebe Reese & Teresa Stout

Bylaws Review - Lynne McDuffie

Camaraderie – Open

Camping/Cruising - Bob Allen

Competition – Norm Ludwig

Competition / Dragon Boat - Robert McNamara

Competition / Kayak – Ron Kaiser

Competition / Nationals Awards – Open

Competition / Orienteering – Stephen Miller

Competition / Outrigger Canoe – Steven Horney

Competition / Adult Sprints – John Edwards

Competition / Youth Sprints - Open

Competition / Standup Paddleboard - Lloyd

Reeves

Competition / Swan Boat - Glen Green

Conservation - Chris Hewitt

Education - Lynne Witte

Historian - Joan Theiss

Instructor Certification – Bob Spain & Tave

Lamperez

Insurance Oversight- Joan Theiss & Scott

Stenberg

International - John Edwards

Marketing – Earl Brimeyer

Membership – Lynne McDuffie

Merchandise Sales – Larry Latta

Nationals Coordinator– Teresa Stout

Nominating – To be selected at the 2019 Semi-

Annual Meeting

Publications – Steven Horney

Publicity & PR – Open

Safety – Glen Green

Technical Inspection – Bill Corrigan

USCA Bylaws/Rules/Regulations Review &

Oversight – Joan Theiss

USCA/ IC F Grants – Priscilla Reinertsen

Youth Activities – Phoebe Reese & Teresa Stout

Webmaster- Larry Latta

Women's Interest – Teresa Stout

Special Appointments

USCA Marathon Coordinator to USACK

Marathon Committee -Kaitlyn McElroy

Business Affiliates

American Dragon Boat Association

John Miller; Dubuque, IA
dboatmny@aol.com

Great Hollow Nature Preserve

John Foley; New Fairchild, CT
jfoley@greathollow.org

Housatonic Valley Association

Alison Dixon; Stockbridge, MA
adixon@hvatoday.org

Island Inspired Boards, LLC

Catherine Sutz; Myrtle Beach, SC
catesutz@hotmail.com

Nigel Dennis Kayaks in Florida, LLC

Janice Kriwanek; Gainesville, FL
janice.a.hindson@gmail.com

Paddle Florida, Inc.

Bill Richards; Gainesville, FL
bill@paddleflorida.org

Performance Kayak, Inc.

Hansel Lucas; West Newton, PA
hansel@performance-kayak.com

The Paddle Attic

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

Western Penn Solo Canoe Rendezvous

Bruce Kemp; Fenelton, PA
bckjal@yahoo.com

Yadkin Riverkeeper, Inc.

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

Club Affiliates without a Delegate

Birch Hill Canoe Club

Charley Brackett; Fitzwilliam, NH
whitewaterwizard3@gmail.com

BRD Fishing

William Eicher; New York, NY
info@brdfishing.org

Bridges Athletic Club

Jack Brosius; Chestertown, MD
jack.rosincreek@gmail.com

Dayton Canoe Club

Thomas Shulder; Dayton, OH
tshuler1@aol.com

Elderly Paddlers Association

Michael Miller; Cincinnati, OH
mmmillermc@gmail.com

Friends of the Great Swamp

Loretta Wallace; Brewster, NY
laurwally@aol.com

Island Paddlers

David Donner; Amherst, NY
revdonner@aol.com

Middle Grand River Organization of Watersheds (MGROW)

Loretta Crum; Lansing, MI
lcrum@mgrow.org

New England Kayak Fishing

Chris Howie; Rockland, MA
seahorsech@comcast.net

Outrigger Chicago

Olaf Pippel, Chicago, IL
o.pippel@gmx.net

River Advocates of South Central CT

Mary Mushinsky; Wallingford, CT
marymuchinsky@att.net

River City Paddlers

Peter Rudnick; Folsom, CA
rudnipe@live.com

Texas Outrigger Canoe Club

Kristen Helm; Houston, TX
krishelm@earthlink.net

Tour du Teche, Inc.

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

Westfield River Watershed Association

Michael Young; Westfield, MA
myoung0896@gmail.com

DEADLINES

2019 Canoe Instructor Certification Course

Wednesday, August 7th in Warren, PA

DEADLINE:

Must be received by July 10th.

2019 USCA Marathon Nationals

August 8-11th in Warren, PA

DEADLINES:

July 20th if sent by mail.

No later than 5:00 pm on the day prior to the event. No race day registrations!

Shipping of Travelling Trophies

July 29th, if not attending Nationals. Trophies needing engraving must arrive by August 7th. See details on p. 22.

2019 USCA National Stock Aluminum Marathon Championships

Sept 21-22th in Bastrop, TX

DEADLINES:

Postmarked by September 6th if mailed.

Race Day!

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RATES, POLICY NOTICE, & PHOTO RELEASE

Advertisers: you can support the USCA and reach our demographic with your ad in *Canoe News* magazine both in print and online!

Space Rates by Size per Issue:

Quarter page: \$ 25
Half page: \$ 50
Full page: \$100

Discount: 25% discount is available for ad space contracted for 4 consecutive issues and paid in advance.

Formats suggested for artwork include: TIF, JPG, PDF, or PNG.

Send all advertising requests to:

Steven Horney
Editor, Canoe News
soarer_270@yahoo.com

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Join the USCA with your membership today! You must be a member to compete in the 2019 Nationals.

*Join Now online at www.uscanoe.com
or use the application form in this issue.
Make check payable to USCA & mail to:*

Lynne McDuffie, Membership Chair

410 Cockman Rd
Robbins, NC 27325
Phone: 910-948-3238
E-mail: llmcduffie@gmail.com

Change of: *address, email, or phone number?*

Contact: *Lynne McDuffie*

*Keep USCA growing!
Ask a friend to join or renew!*

United States Canoe Association, Inc.
410 Cockman Rd,
Robbins, NC 27325

