



Cruiser

Canoe Cruisers Association of Greater Washington, DC, Inc.

The Chairman's Cockpit

CCA apologizes for the delay in publishing of the annual membership Roster. I'm very sad about the printing delay and hope we can resolve it soon.

GW loop paddlers have been savoring the rewatering of the Canal between Violettes and Pennyfield. Alf gently but very persistently nudged the Park Service with the suggestion that the incoming water from the feeder at Violettes be released into the Potomac at Pennyfield. Viola! It has been done. The loop has been restored! Suddenly, for this brief stretch, the Canal's breathtaking beauty is available for all and makes us yearn for a rewatering of the entire DC area C&O Canal.

The hardworking lawsuit committee spent countless hours and had multiple meetings to write a detailed commentary to the Coast Guard regarding implementation of the Trump Golf Club security and transit zones by the June 19 deadline. When you read it, (It's printed elsewhere in the Cruiser: [pp 3-4](#)), it's obvious that it has been a somewhat rocky start. However with education and better notification, it should all be smoothed out by the height of the summer season.

July 4. How ironic is it that Trump closed the Potomac downtown for the fireworks, abruptly forcing CCA to cancel our traditional holiday paddle! Instead we picnicked at Rileys and watched the pyrotechnic display at the Trump golf course. Might even paddle out to the middle of the river. Go figure.

Much has been happening at Harpers Ferry. The Hagerstown Eastern Panhandle Metropolitan planning organization has presented two plans to resolve the Weverton railroad crossing. Again CCA's comments are included in the Cruiser. This is just the beginning of the planning stages

Hopefully there will be many tweaks before any final decision. Both plans, at grade or a bridge are not opposed. I used the bridge in the letter in the never give up hope that eventually a legal crossing might be implemented at Sandy Hook.

CCA joined BRV to pay River Riders \$100 to ensure all members of both clubs can put in anytime at Bakerton to paddle the Needles. If you are an up-to-date CCA/BRV member, just tell River Riders' staff your name at the Bakerton put in. Do not go to the headquarters. River Riders has been sent a membership list and can check you off. Thank you Bob Whiting for your initiative on this!

The Adventure Center is continuing its \$5 parking policy. Fill out their one-time liability form, then shuttle on your own to Millville. Park in Adventure Center's lot. Take out downstream of the 340 bridge, river-right, and wait for their truck who will load boats and haul you up the hill. Their takeout works for the Needles run too.

Finally the Park Service is taking note of the dangerously contorted entrance to Fletchers. Again CCA has a say. Let's hope they take our comments into account. Check out our letter and have fun studying the several choices. They are still welcoming comments and ideas. Email Kevin Brandt, Superintendent. Kevin underline brandt@nps.gov

Gary Steinberg, an ACA level instructor has volunteered to teach at least one beginner class. Dates are forthcoming. Beginners' level runs are held most Wednesday evenings and Sunday mornings. Take advantage of the many experienced paddlers eager to help you with skills.

Once again, our beloved West Virginia has been ravished by unexpected flash flooding from a thunder storm. The Cheat watershed and its beautiful riverside towns were terribly damaged. Route 33 is closed. The pictures are very sad.

Paddle on. SYOTR. Barb

In this issue:

Meeting information — p. 2.

Trip Schedule —p. 13

Advertisements—pp. 6, 8, 15

CCA Meetings 7:30 pm
Clara Barton Community Center,
7425 MacArthur Blvd.

Cabin John, MD

Directions: <http://www.canoecruisers.org/meetings.html>

CCA Programs Coordinator:

Ed Gertler: 301 585 4381 e_gertler@yahoo.com.

CCA Meeting 7:30 pm

Monday, September 30: TBD

Monday, October 28: TBD

**Friday, December 6, 2019: Annual Swap Meet
And Holiday Party**



Joe Mornini is the winner of the 2018 Foundation award with Team River Runner USA. Congratulations Joe and TRR!

Joe: "This award will be accepted on behalf of thousands of individuals over many years. Volunteers, veterans, active duty service members, caregivers...the list is endless. This award belongs to them."

- Interview with Joe Mornini: <http://www.worldpaddleawards.com/.../joe-mornini-team-river-r...>

- Katie Champion congratulates TRR and Joe (video): https://youtu.be/Td_wHAJ6DA

The WPA is made possible thanks to our sponsors: Nelo KayaksDansprint Jantex Martin Christensen Racegorilla and Sportscene

Thank You Seneca Landing Volunteers Sent April 14, 2019

The waters of Seneca Creek and the Potomac River have a new sparkle since 17 big orange bags full of trash and about 100 pounds of assorted junk have been removed.

Thank you to every one of you who came out and worked tirelessly to make this a very successful cleanup event. I hope that each of you will join us again next year and for any other cleanups that we may schedule later in the season.

Special thanks to the great folks at Calleva who provided us with boats, PFD's, and paddles. They did all the heavy lifting and were with us throughout the event.

We were able to see the new Security Zone in operation on the Potomac, and we were very pleased that the new "transit" zone along the Maryland shore was available to us.

Thanks again !!!
Kay

June 19, 2019

**Comments from the Canoe Cruisers Association
On the security zone that covers waters of the Potomac River
next to Trump National Golf Club
at Potomac Falls, VA**

Docket ID: USCG-2017-0448-0638

Thank you for the opportunity to provide comments on this interim rule on behalf of the Canoe Cruisers Association of Greater Washington, DC. We were founded in 1956, and have almost 300 members from Maryland, Virginia, the District of Columbia and other nearby regions. We are a kayak and canoe club whose main purpose is to unite persons interested in paddling the Potomac River Basin and adjacent watersheds. We teach classes, promote river safety, and participate in river access and watershed conservation efforts.

In response to the Coast Guard's 2017 interim final rule (First IFR), "Security Zone; Potomac River, Montgomery County, MD", over 600 comments were submitted to the docket.¹ With only a few exceptions, the comments were overwhelming in their expression of opposition to the IFR as written. The Coast Guard has now promulgated an interim rule (Second IFR) which, among other things, reduces the length of the security zone from that described in the First IFR, and creates a "transit lane" for passage of vessels through the zone with the permission of the Captain of the Port (COTP) or designated representative.

We appreciate the Coast Guard's effort to address the concerns of CCA and others through the Second IFR, and acknowledge that it makes important improvements from the First IFR to enable access to and enjoyment of the Potomac River. We do, however, continue to have some significant concerns and we urge the Coast Guard to consider our proposals.

As set forth below, we request that:

The Coast Guard clarify that travel from Violette's Lock to the George Washington Canal or Seneca Falls does not require transit through the security zone, and so is not subject to the Coast Guard's authority under the Second IFR to restrict transit.

Enforcement personnel be appropriately educated and trained so that the security zone is not improperly or arbitrarily expanded beyond the boundaries specified in the interim rule.

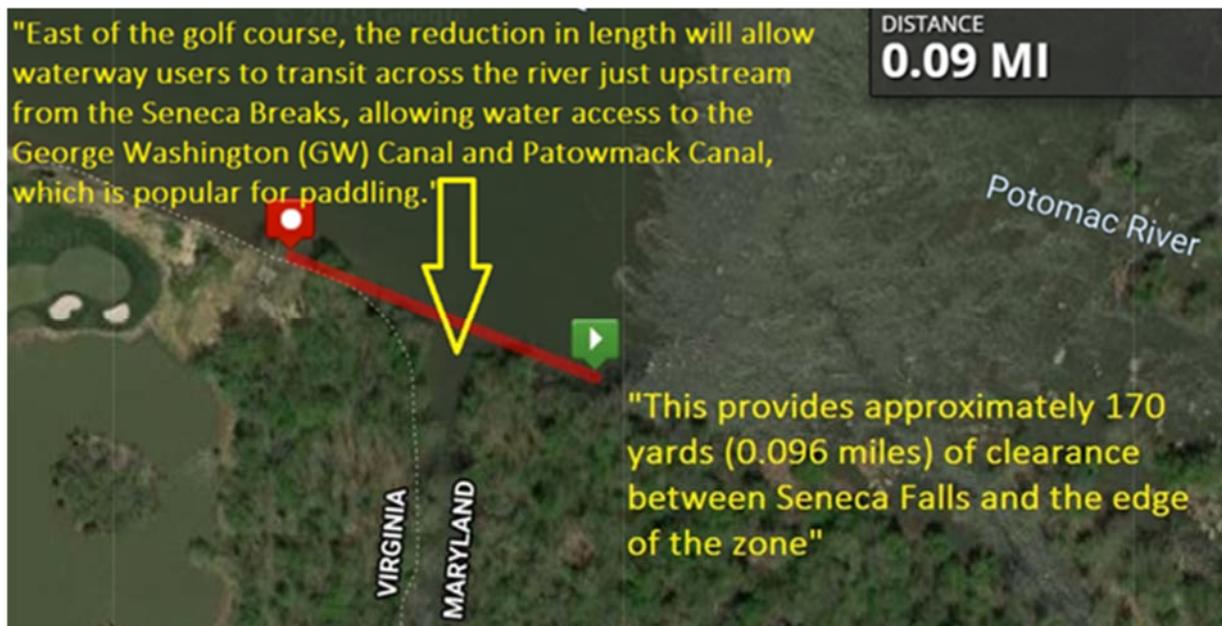
The public be given plain and simple notice when the security zone is enforced.

Travel from Violette's Lock to Seneca Falls and the George Washington Canal Does Not Require Transit Through the Security Zone.

Section III.4 of the Federal Register notice states that the interim rule: "should allow waterway users to launch from three nearby launch sites (Algonkian Park, Riley's Lock, and Violette's Lock), [and] transit through the security zone on the Maryland side to access Seneca Falls and the George Washington Canal[.]" (Emphasis added.)

To the extent this was intended to suggest that a vessel traveling from Violette's Lock to either Seneca Falls or the George Washington Canal must do so by travelling through the security zone, that is incorrect. As the Federal Register notice states, there is "approximately 170 yards of clearance between Seneca Falls and the edge of the zone." Violette's Lock, Seneca Falls, and the George Washington Canal are all downriver—and outside of—the security zone.

Because transit through the security zone is not required to travel between Violette's Lock and Seneca Falls or the George Washington Canal, boaters traversing that portion of the river should not be subject to the transit restrictions imposed by security zone, even when the security zone is in effect. The FR Notice specifically confirms this: "East of the golf course, the reduction in length will allow waterway users to transit across the river just upstream from the Seneca Breaks, allowing water access to the George Washington (GW) Canal and Patowmack Canal, which is popular for paddling." (see map below)



As discussed below, certain law enforcement personnel appear to be applying a more expansive version of the security zone that is inconsistent with the coordinates provided by the Second IFR. In order to address this problem and ensure access between these important points for recreational river users, we respectfully request that the Coast Guard clarify that transit from Violette's Lock to Seneca Falls and the George Washington Canal does not require transit through the security zone, and instruct all enforcement personnel accordingly (as further explained below).

The Security Zone Should Not Be Expanded Contrary to the Interim Rule, and the Coast Guard Should Continue to Educate and Train Enforcement Personnel on the Security Zone and the Interim Rule.

We similarly request that the Coast Guard advise and train enforcement personnel on the security zone's boundaries and ensure that enforcement personnel have an accurate understanding of what the interim rule does—and does not—provide. We respectfully direct your attention to two recent incidents where enforcement personnel appear to have exercised enforcement authority beyond that provided for in the Second IFR.

On Saturday, May 25 whitewater kayak instructor Mike Aronoff was directed by enforcement personnel to reroute his student class.² Mr. Aronoff and his students had launched from Violette's Lock on the Maryland side, and had begun paddling across the river with the intention of entering the George Washington Canal. As noted above, this route is wholly outside of the security zone. When approached by the security boat, Mr. Aronoff introduced himself and his students, and explained that they would stay downstream of the golf course and enter the George Washington Canal. Unfortunately, and surprisingly, they were prevented from proceeding, and were sent back to the Maryland side. They were told that the whole area was off limits for another hour because it was a "high security zone." As a result, Mr. Aronoff and his students had to paddle through Seneca Falls, and with the high-water level that day, traverse a more hazardous area than they had intended.³

On Saturday, May 25t a Fairfax County Fire & Rescue Department team was on the river at the entrance to the George Washington Canal, which is also outside of the zone. They had several inflatable rafts and some rescue equipment, and were seeking to conduct safety drills. Enforcement personnel in the security boat asked them to relocate to further upstream of the golf course, which they did.⁴

On June 16, Father's Day, Mr. Carter Hearn, Jr. and Ms. Ursy Potter launched their kayaks from Riley's Lock, Maryland, with the intent of paddling across the Potomac River downstream of the security zone to enter the George Washington Canal. They were approached by the security boat and told they could not cross at all. They were concerned that they would have to proceed downstream through Seneca Falls, which caused them some stress. They expressed their reluctance due to

safety concerns, and after further discussion with the enforcement personnel, they were told to wait about 15 minutes, and then were permitted to proceed across the river to the George Washington canal, as was their original intent.⁵ However, their original route across the river was downstream of the security zone, and therefore should have been wholly outside of the security zone; they should have been allowed to pass unfettered.

The Coast Guard's actions in these three recent cases contravened the interim rule and amounted to an unauthorized and unwarranted expansion of the security zone. Certainly, mistakes may occur. But these incidents highlight the need for the Coast Guard to make sure enforcement personnel understand the security zone's boundaries, and the public's unfettered right to use and enjoy the Potomac River outside the zone.

To assist in educating both law enforcement officials and the public, we propose that law enforcement officials tasked with enforcing the security zone be provided with maps plainly showing the security zone and transit lane, and that maps be placed in an obvious and visible location at the Riley's Lock, Violette's Lock, and Algonkian Park boat launch sites. We further request that the Coast Guard post a map of the security zone on a publicly accessible website.

The Public Should Be Given Appropriate Notice

Under the Second IFR, persons and vessel operators must obtain the permission of the COTP or designated representative when the security zone is enforced. The Second IFR further provides that persons may call a designated telephone number or hail onsite law enforcement officials to find out if the zone is being enforced, and if so, to seek authorization to be in the zone.

Recently, law enforcement officials have been assigned to the boat ramp at Riley's Lock to inform members of the public that the security zone is in effect. We appreciate the Coast Guard's efforts to provide notice. As law enforcement officials may not be present at all launches at all relevant times, however, we also propose that when the security zone is in effect that notice be posted on federal land at Violette's Lock and Riley's Lock (and with the approval of appropriate local officials, at Algonkian Park), with the estimated time that security zone enforcement will end and a reminder of the phone number to which the public can call to check the enforcement status as they plan their trip to the river.

Conclusion

In summary, we are pleased that the Second IFR makes important improvements from the First IFR, and ask the Coast Guard to take the steps outlined above to ensure that the Second IFR is appropriately implemented and the rights of the public are protected.

Thank you for consideration of these comments.

Respectfully submitted,



Barb Brown, Chair
Canoe Cruisers Assoc



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Summary of the Jennings Randolph (Bloomington), Savage River, & Youghiogheny River Reservoirs

Tony Allred Jr

I) Some History

The Jennings Randolph (Bloomington) Reservoir, the Savage River Reservoir, and the Youghiogheny Reservoir were completed at different times and each facility has an overall management plan and system of priorities that may differ from facility to facility.

For example, the Bloomington Reservoir was completed in 1981 (https://www.washingtonpost.com/archive/local/1981/09/21/bloomington-dam-dedicated/1816b635-dd5b-47c9-b201-af87a4312068/?utm_term=.89951143bcb5) and has a plan with the following priority levels: 1) Flood control - or at least not making flooding worse. 2) Water supply - 60% of the water in the Bloomington Reservoir is dedicated to supplying water to the Washington DC Metro area. 3) Environmental - the release tower for the lake was designed to be able to draw water from different levels in the lake - one of the purposes of this is that upstream Acid Mine Drainage tends to stratify in the lake, so that the operators can draw water from the least acidic levels of the lake. The environmental category also includes periodic releases to clear out the channel by the Westvaco/Verso paper mill and other industries from Keyser WV to Cumberland MD and the Cumberland combined Storm/Sanitary sewer system. 4) Recreational - This would include lake recreation as well as stream fishing and whitewater activity in the outflow of the reservoir. It was Ed Gertler in the 1980's that suggested that the Environmental releases be done on weekends to accommodate paddlers.

The Savage River Reservoir was completed in 1952 (<http://www.riverexplorer.com/details.php?id=925>) with the priorities of 1) Flood Control and 2) Water Supply. Importantly, the Savage River Reservoir's water supply function is for the local communities such as Westernport, Lonaconing, Midland, etc. so that in dry years, there is some local feeling that Savage River Reservoir releases for recreation is a waste of "their" water. Although in 1952, the "Environmental" category was not a consideration and the "Recreational" category was promoted but not an operational category to the Corps; since then, the Savage River has become popular as a trout fishing destination and there is at least one Trout fishing oriented B&B. These interests oppose large Savage releases for whitewater recreation when they communicate to the Corps.

The Youghiogheny River Reservoir was completed in 1944 (<https://www.lrp.usace.army.mil/Missions/Recreation/Lakes/Youghiogheny-River-Lake/>)(it was started before Pearl Harbor and had to be completed despite WW2) with the priorities of 1) Flood Control and 2) maintaining a relatively constant flow in the Youghiogheny River to accommodate barge traffic up the Monongahela River to McKeesport, PA. Later, of course, commercial rafting at Ohiopyle became an important economic and political interest to the point that it now sometimes drives some Corps decisions (subject to Flood Control and Reduction, of course).

II) Release Decisions

It's my understanding that release decisions are made at the Army Corps of Engineers District level and the Dam operators don't have much management discretion (although they do, of course, have their finger on the switch, so to speak, and can do odd things, from time to time). The Bloomington and Savage Dams are operated by the Baltimore District of the Army Corps of Engineers (COE) while the Youghiogheny Dam is operated by the Pittsburgh District of the COE.

First of all, I think the Pittsburgh District is much more sensitive to the whitewater ramifications of their decisions than the Baltimore District, because of the economic impact of the commercial rafting business in Ohiopyle. Also, the Pittsburgh District updates daily a "Daily Reservoir Summary and 5-Day Forecast" report (<https://www.lrp.usace.army.mil/Portals/72/docs/WaterManagement/ResSum.pdf>) that provides enough detail that you can begin to "read-between-the-lines" as to what they are likely to do. The Baltimore District's page (<http://www.nab-wc.usace.army.mil/northBranch.html>) is much more summary in nature, not updated as frequently and more likely to be misleading if things change.

Secondly, I suspect that the Baltimore District has a tendency to make changes in release decisions at open of business morning meetings.

If you follow this through, if the meeting breaks up at 10:00 or 10:30 am and calls are made, you wind up with surprise release changes in the late morning.

III) What to do... What to do...

I don't think there's much advantage in talking to the Dam operators local to the facilities, they just work there and they don't want to have to deal with the public. The point of contact has to be at the Army Corps District level. There probably is some sort of operating plan and associated paperwork for each facility and some of it may be on the web, if you know how to look for it and some of it may be only on paper somewhere. When communicating with the Corps, I think it's always important to understand that: 1) there are higher priorities than recreation and we have to keep that in our perspective and in our communications with the COE. 2) There are competing interests within the Recreational category (such as paddling vs. fishing interests [and within paddling interests with respect to Savage River Releases, for example, paddlers that would be satisfied or prefer 500-600 cfs releases and paddlers that insist on 1000 cfs]) and 3) that communication needs to be improved between paddlers and the Baltimore District COE, and not to give the impression that we are demanding consideration over other priorities or interests, but that we'd like to address the problem of lack of notice of release changes during the day.

Also I'd like raise the issue of more consideration and notice of release opportunities that may have been unanticipated when decisions were originally made. Last fall, the Baltimore District COE cancelled the September Bloomington Release because the area had gotten too much rain, which was totally understandable. But since they were going to have to release the water anyway, why not reschedule the release two weeks later when it could be used by paddlers rather than dumping it during the week, without notice, and with the possibility of it being cut off without notice. Or, on both the

Cont from previous page

Savage and the Bloomington, if they know on Wednesday that they have extra water that will continue through the weekend or could be held for the weekend, why not communicate that so that paddlers can plan for it.

Finally, It would also be nice to have an additional N. B. Potomac release two weeks after the last Spring Release, either in addition or as a replacement for the first April Release, an additional N. Br. Potomac release in September and/or perhaps Summer N. Br. Releases - all, of course, dependent upon the availability of water in the reservoir.

BTW: Mineral County Parks and Recreation (<https://www.mineralwv.org/parks-and-recreation/>) manages the Barnum WV N. Br. put-in and has been and is supportive of N. Br. Potomac Releases.

Contacts

Mineral County Dept. of Parks & Recreation:
parksandrecreation@mineralwv.org

U.S. Army Corps of Engineers - Baltimore District:
Donald.B.Lambrechts@usace.army.mil
Julia.A.Fritz@usace.army.mil



Lower Youghiogheny River stock photo.



Savage Dam



Savage Dam to North Branch Potomac River



Stock photos



Thanks to the CCA for all you do to support our paddlesports community!

2019 Schedule of Events:

February 23: Attainment Race

April 6: Top Yough Race

May TBD: Family Day & Intro to Paddling

June 8: Little Falls Race #1

August 10: Little Falls Race #2

August 17: Great Falls Race & Potomac Festival

Join us!

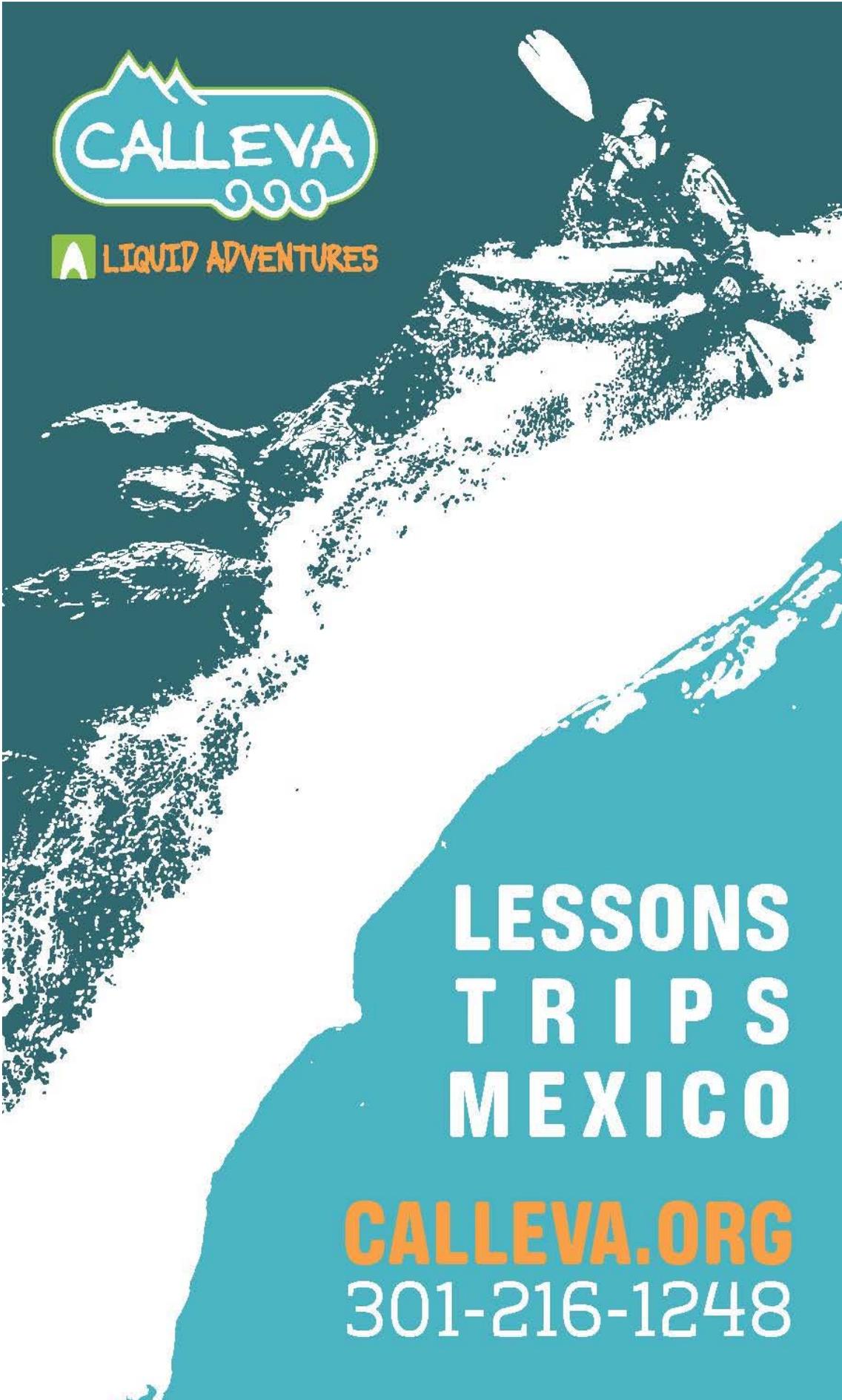
www.greatfallsfoundation.org

www.potomacfestival.org

facebook.com/greatfallsfoundation

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president@greatfallsfoundation.org



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CCA comment on Motor Vehicle Access to Fletchers Landing.

Kevin Brandt, Superintendent
C&O Canal National Historic Park
1850 Dual Highway Suite 100
Hagerstown, Maryland 21740

Re: Fletchers

June 17, 2019

The Canoe Cruisers Association of Washington DC has been actively and effectively involved in river access. We were the plaintiff in the lawsuit that opened the Potomac River to paddling when President Trump golfs at his riverside golf course. CCA is delighted the C&O Canal National Park has restored water to the canal between Violettes and Pennyfield so paddling trips can be looped back to Violettes after enjoying the rapids in the George Washington Canal. We partner with Seneca Creek State Park and help clear fallen trees in Seneca Creek so that paddlers can enjoy the creek safely. Also, CCA participated in the development of the Harpers Ferry River Access Plan with American Whitewater.

We are proud to have a say in the Fletchers reorganization plans.

For over fifty years, 1956 to 2009, the Canoe Cruisers Association sponsored introductory canoe clinics out of Fletchers and Swains Lock. These twice a week clinics utilized the Fletchers canoes and kayaks in the flatwater canal. The free clinics offered the public an introduction not only to the joys of paddling but to the safety issues that can be best addressed by classes taught by experienced and expert instructors. This public service was run totally by volunteers and was enthusiastically received. It was a great disappointment when the instruction was discontinued. It is our wish that the Park will someday see the value of teaching paddling safety in small steps by an established canoe club to avoid the many tragedies that can occur on the dangerous Potomac.

The Canoe Cruisers are well-positioned to comment on the Fletchers improvement project because paddlers throughout the area use Fletchers. First as a takeout after running the Class 4 Little Falls stretch of the Potomac River. The Little Falls run, which ends just upstream of Chain Bridge, is enjoyed by paddlers from intermediate to expert skill levels. Secondly, after we picnic, Fletchers has been the put-in of the CCA's Fourth of July paddles to the fireworks in front of the Lincoln Memorial.

It has always been great fun to see the many rowboats from Fletchers angling for rockfish in the deep water of the Potomac. Since plastic kayaks don't need a dock, we are not as inconvenienced by the silted cove as the rowboats are.

The difficulty of driving into and out of Fletchers is legendary. The hairpin entrance off Canal Road either has to be backed into or requires roundabout access by turning from Canal rd. onto Reservoir Rd., making a U-turn, and then returning. Leaving is just as hard, with an especially hazardous move into traffic when turning left (north). The aqueduct culvert under the canal is so low that cars loaded with multiple kayaks or canoes often have to stop and unload to make it through. Moreover, backups occur and awkward jockeying of vehicles is required as drivers take turns through this one-lane choke point. Trips have to be planned under rush hour restrictions that limit getting into the parking areas. The poor configuration of the area has inconvenienced us all and has involved some of us in vehicle accidents.

The Park Service should be strongly commended for tackling the problem of the extremely hazardous and inconvenient entrance from Canal Road.

After studying all the options, #3 seems the best suited for the paddling community and for the public in general. It will maintain the integrity of the historical ambiance of the area, will handle the dangerous issues of turning from and onto Canal Road, and will avoid the troublesome single-lane passage through the culvert. It also addresses the popularity of the area and the need for adequate parking.

CCA sympathizes with the fisherman who are inconvenienced by the silting and tidal low water that prevents boats from leaving the Cove. The Cove needs to be regularly dredged to allow deep water access so that all lovers of the Potomac can enjoy its many benefits.

Respectfully submitted,



Barbara Brown, Chair
Canoe Cruisers Association



Fletchers, photos from past articles.
Note silt around the dock.



Highlights of the Canoe Cruisers Association Board Meeting – March 31, 2019:

Attending: Barb Brown, Susan Sherrod, Lee Tucker, Kathleen Sengstock, Barbara Hoover, Ginny DeSeau (temporary secretary) Alf Cooley, Kay Fulcomer (by phone); Jack Findling member of the Access Committee. (Jen Sass added reports post-meeting)

Conservation – Kathleen, Kay. The Alice Ferguson river clean-up is scheduled April 13. This activity will be under the Alice Ferguson Association liability umbrella. Liability waiver forms will be provided by Alice Ferguson Assoc. The clean-up is always looking for CCA volunteers who usually use their own boats to pick up Potomac River trash.

Access issues:

Fisherman's Eddy - Cleared by a coalition that included: Chuck Thornton, Team River Runner, the US Air Force and the NPS. Vital access to Mather Gorge Virginia side reopened.

C&O Canal - Alf Cooley – there is an erosion near the junction of the canal access path below the Seneca Breaks, used to paddle back up the canal to Violettes Lock. Alf is dinging the NPS for repairs.

Kevin Brandt, Superintendent of the Park is to speak at the West Montgomery County Community Assoc (WMCCA) on April 10 at 7:15 PM at the Potomac Community Center 11315 Falls Road. CCA members are invited to this update on the Canal's status.

Georgetown lock reconstruction is almost finished. Hopefully the canal will be re-watered below Lock 5 (early notice suggests that has happened) and the Little Falls loop will be re-established.

Steps to Sandy Beach - The Access Committee is still in conversations with the Canal Trust and the NPS.

Goose Creek update - Jack Findling has been talking with the park manager (for design) of the Loudoun County Parks. This gentleman regrets that their two-year plan is

taking four years. He assures us that the informal put-in at Sycolin Road with limited parking that we have been using since last year is permissible CCA has scheduled about five trips from this place including one March 30 (see Trip Reports on the CCA website). Loudoun County is trying to develop and improve the parkland around Goose Creek (trails on both sides) with a recreational use agenda that includes a new launch area on river left below the dam, trails, etc. Because Goose Creek is a Virginia Scenic River, the Loudoun Water Authority must allow paddlers to portage the dam. The Loudoun County Park authority wants to partner with CCA to advance its recreational use and access agenda. They want the Club to develop a resume which we think should include our project demonstrating our expertise in similar efforts: Sandy Beach steps; river clean-ups; Fisherman's Eddy put-in clearing; tire clean-up; and, our alliance with Seneca Creek State Park management to clear that waterway. Alf volunteered to write the first draft.

Communications Social Media – Jen, Susan

CCA Facebook is now reachable by clicking on the Facebook logo on the CCA Homepage. Handbook information is now updated and located in separate relevant categories on the website. The hard-copy Handbook is discontinued, but all the information within it can be found on the webpage.



Submissions to the Cruiser

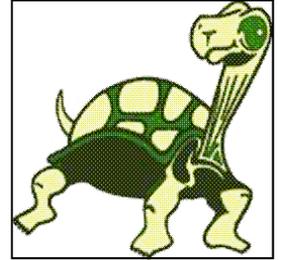
Should be made via e-mail to newsletter@canoecruisers.org, or directly to the editor at jodyg13@hotmail.com or submitted on disk, or typed for scanning. No special formatting is required and is discouraged, also use plain easy to read text (fonts) such as arial or times new roman. Single spaced preferred. **Photos**—are strongly encouraged and can be e-mailed (preferred), or snail-mailed. Color photos are preferred.

Advertisements: Classified Ads—The first 5 lines are free. Each additional line is 75 cents per line. Send classified ads to newsletter@canoecruisers.org; **Lost & Found**—No charge. **Give-Aways**—No charge. **Paddlers Flea Market**—on the web at canoecruisers.org—No charge. **Display Ads**—Special Rates are available regular prices: Quarter page \$40, half page \$75, full page \$150, insert \$300-\$450. Display ads can be submitted via e-mail, 3.5" disk or CD-R. Hard copy ads will be scanned. Advertisers receive a link on our web site. For additional information, e-mail newsletter@canoecruisers.org, or advertising@canoecruisers.org or call Joan Goodbody, editor at 703-887-5013. **Payment**—must be received prior to publication. **Mailing Address**—Cruiser Editor, Canoe Cruisers Association, c/o Virginia DeSeau 1105 Highwood Rd., Rockville, MD 20851 or direct to editor at: 7829 Curtis Lane, Spotsylvania, VA 22551.

CCA Event Schedule and Calendar

N = Novice
PN = Practiced Novice
LI = Low Intermediate

I = Intermediate
HI = High Intermediate
A = Advanced
E = Expert



WE NEED TRIPS—To have a trip listed on this schedule, send an email to trips@canoecruisers.org or contact Barbara Brown at PotomacB@verizon.net, 301-765-9115 or Alf Cooley at alfcooley@gmail.com, 703-442-7935.

Always go to CCA website for additional trips and more details.

<http://www.canoecruisers.org>

You can sign up for our Pickup Trips email list by contacting trips@canoecruisers.org.

Summer Weekly trips:

Wednesday Evening Paddle We meet at 6:00 PM at Anglers, Violettes, Little Falls, or somewhere else, depending on water levels. Check Paddle Prattle for updates. Location posted on Paddle Prattle: <http://www.monocacyboard.org/mboard/mboard.php>. Michael Baummer michael_baummer@verizon.net (703) 521-8334

Thursday Paddles - I - From March through November. Primarily paddle Class II and III creeks and rivers in WV, MD, VA and PA. A weekly email is sent out, usually on Tues. or Wed., informing our paddlers of the scheduled trips. To join the weekly email list contact thursdaypaddlers@canoecruisers.org

Sunday Paddle 9:00 am Location TBD. To receive email notification contact trips@canoecruisers.org. 3-Trips-LI-Class II/III

See Page 2 for dates of CCA meetings at Cabin John and mark your calendars

July 2019

Wednesday, July 24, 7:00 pm, Summer Meeting –BRV. Clara Barton Community Center. One of the presenters will be Deborah Landau; a scientist with The Nature Conservancy—Maryland.

August 2019

Saturday/Sunday, August 24-25, Bloomington Release . Bloomington Take-Out 39.476398 -79.069421. Please contact Trips Committee—Alf Cooley if you can help coordinate this trip.,

September 2019

Saturday/Sunday September 14/15, Bloomington Release . Bloomington Take-Out 39.476398 -79.069421. Please contact Trips Committee—Alf Cooley if you can help coordinate this trip.,

Sunday, September 15, Patuxent River, 10 am. Patuxent Wetland Park - Boat Ramp at End of Road. This is a flatwater, bird watching trip followed by dinner at a local seafood restaurant. We will be paddling in the Jug Bay Wetlands Sanctuary. Contact: Susan Sherrod.

sgsherrod@outlook.com

Friday-Monday: September 27-30; Cape Henlopen State Park, Delaware. Camp with us for the weekend and paddle along the shore of the Delaware Bay where you may see dolphins or explore the Great Marsh Preserve by canoe or kayak for bird watching. There is also a very nice beach. You may wish to visit the Zwaanendael Museum in Lewes or take the ferry across to Camp May for the day. Please book your campsite early. The park fills up quickly. Contact: Susan Sherrod.

sgsherrod@outlook.com

Cape Henlopen, stock photo



December 2019

Friday, December 6, 2019: Annual Swap Meet And Holiday Party. Edward Gertler e_gertler@yahoo.com (301) 585-4381

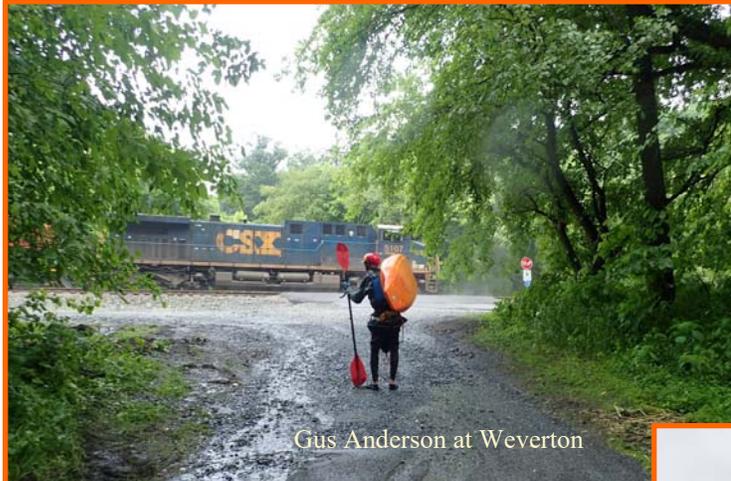
Family Get Together and other Trip photos. From CCA Facebook page



Family fun...



Everett Williamson and the Unicorn Miki Komlosz leader



Gus Anderson at Weverton



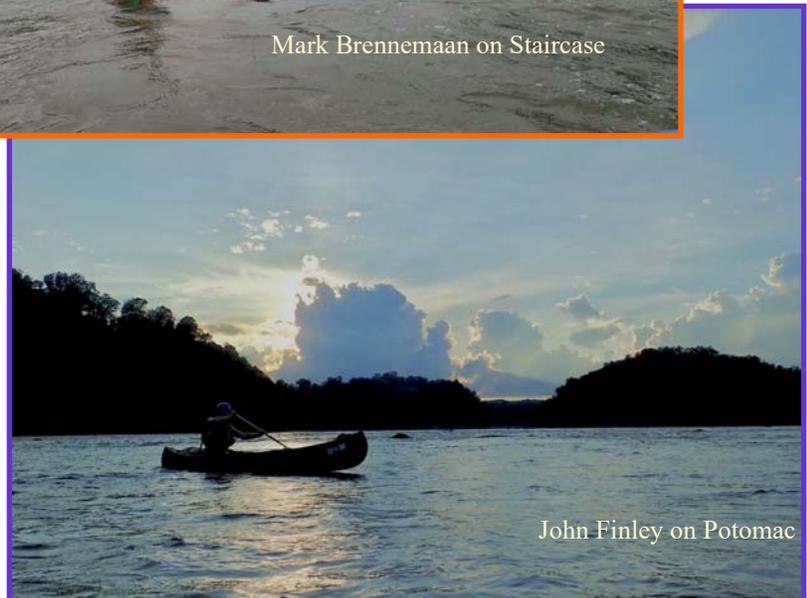
Tom On Wednesday paddle Offut Island



Jennifer Sass and Michael Graham coordinators an attainment class up Mather Gorge.



Mark Brennemaan on Staircase



John Finley on Potomac

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Paddle Some History

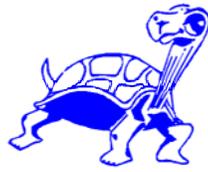
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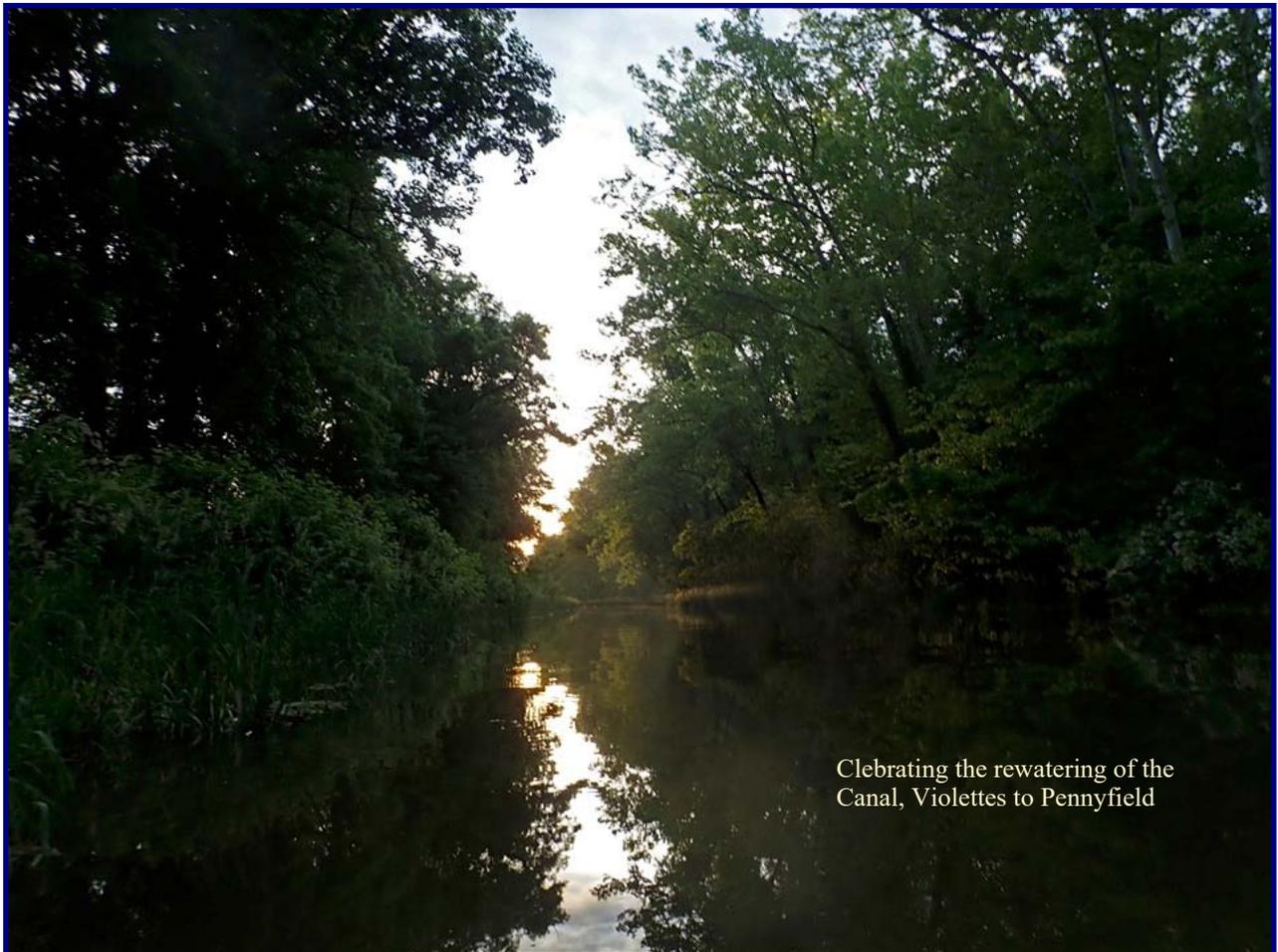
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Canoe Cruisers Association

Canoe Cruisers Association of Greater Washington, DC
c/o Virginia DeSeau
1105 Highwood Rd.,
Rockville, MD 20851

Attention
Deadline for
Sept/Oct 2019 issue
Friday
September 6



Celebrating the rewatering of the
Canal, Violettes to Pennyfield