



Cruiser

Canoe Cruisers Association of Greater Washington, DC, Inc.

The Chairman's Cockpit: Coronavirus

There are few things I can say to add to the sadness of losing CCA's head of Conservation, Kay Fulcomer. Kay was a lifelong paddler, instructor and author. Please read the tributes and applaud the amazing qualities and accomplishments of this fine lady and good friend.

Some say the Chairman of CCA is the club's leader. I disagree. I feel like a grateful follower to the loyal, thorough and accomplished paddlers who have continued to keep the Club active and vibrant in these fractured times. You humble me.

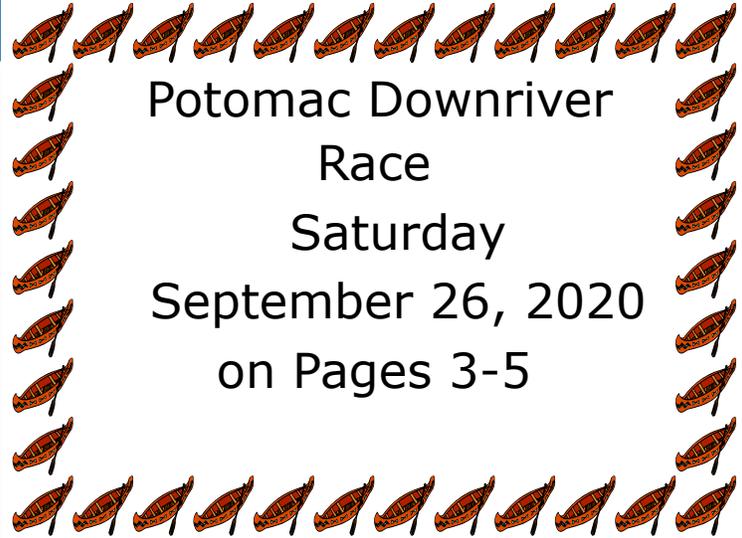
CCA is welcoming many new paddlers who, seeing the river and its possibilities, are joining us on the weekends and Thursdays. We welcome them all.

Last week the George Washington Canal became choked with logs in two of its major rapids. I used the words "life-threatening." GW is a conundrum. It is advertised as a novice introduction to paddling and yet at the drop of a tree or a branch or a floating log, can become a full fledged advanced run. It's easy to instruct students in the skills and cautions of river reading — "do not trust a rapid, no matter how many times you have paddled it, until you are sure there are no new hazards!" However, we can't control the naive newbies who, excited by their new rec boats, are looking for some adventure, and tackle the run alone without guidance. Using every communication tool, CCA Web blasts, facebook and Paddle Prattle, with diagramed photos, the paddling public was warned of the new hazards. Warning signs were posted in the Violettes parking lot. Fortunately the crisis was short lived. Within 24 hours, nature drifted the most dangerous log out of the first channel. Within 48 hours, SteveO of Calleva and taken a crew with saws and muscles to return GW to a more benign state.

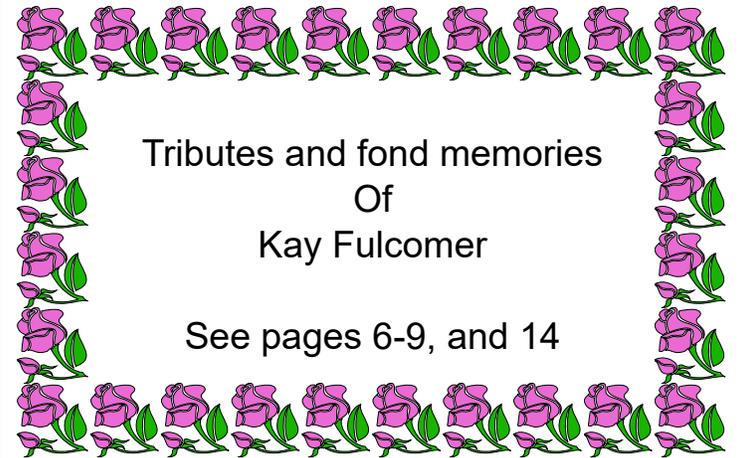
Why am I telling you this? First, we have an alert system that works. River Access, Hazard and Incident Reports is a subset of CCA's webpage. Just click on "Message" on the left side of the webpage and scroll down. When you report a hazard, it automatically broadcasts to the entire club. Easy peezy. Just remember to either delete or clarify when the hazard is no longer an issue. Second, keeping the river safe for all is one of CCA's foremost responsibilities.

Don't forget to register for the Downriver Race. Jen has done a magnificent job.

SYOTR, Barb



Potomac Downriver
Race
Saturday
September 26, 2020
on Pages 3-5



Tributes and fond memories
Of
Kay Fulcomer

See pages 6-9, and 14

Watch the website
(<https://www.canoecruisers.org/>)
for Pop up trips.

In this issue:

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Downriver Race — Pp 3-5

Maxwell Article—Pp. 9-11

CCA Meetings 7:30 pm

All In Person Meetings Canceled until further notice.



Notices:

1. George Washington Canal now Safe to Paddle

Thanks to SteveO and Calleva, the dangerous wood has been moved and the passages open. All the chutes are open! It is still not a run for solo paddlers or novices that have never been on whitewater before.

2. Free Access at the Millville Put-in: Mason Dixon Canoe Cruisers <http://masondixoncanoecub.org> teamed with the good folks at River and Trail Outfitters to offer access to the put in at Millville for club members. During the week, we may use their put in and park there for Shenandoah Staircase runs. During the weekend, we can only leave one vehicle and must park all extra vehicles at the River and Trail building off of Rt 340 on Cary Lu Circle. For weekend trips, please coordinate a pickup trip on Facebook so there can be one MDCC trip each day that uses the access (there could be a morning trip and a late afternoon trip where both groups could use the access). All group members must be current MDCC members on the roster. All vehicles parked at Millville should have a sign on the dash that says Mason Dixon Canoe Cruisers. We are very fortunate to have River and Trail become a partner and help us with river access. Please be respectful of our agreement when using this put in so we can continue this partnership for years to come. Thanks.

3. Lower Yough Shuttle—Please Wear Face Masks: We have been working diligently to maintain services and support recreational activities at Ohiopyle State Park during the COVID-19 pandemic. We suspended Monday-Friday shuttle service this summer as the reduced number of weekday private boaters has allowed for enough parking spaces at Bruner to accommodate everyone. This has been going well. However, because of high private boater numbers on the weekends, it is necessary for shuttle service to be provided on Saturdays and Sundays. All of the bus transportation from Bruner, whether outfitter or shuttle, by the Governor's order must follow CDC guidelines, which include 50% occupancy, social distancing between groups, and the requirement to wear a face mask while on the bus. Colburn's shuttle service and each outfitter were required to submit a COVID-19 mitigation plan before operations could take place. Social distancing and mask wearing on the shuttle has largely stopped. The shuttle drivers are unable to enforce this on a regular basis. We are receiving many complaints from boaters who are cautious or in the target age group about riding the shuttle with others who blatantly disregard the guidelines. These concerned boaters really have no other option than to ride the shuttle and feel that they are being put into an untenable situation. As Fayette County currently has one of the highest infection rates in the state, WE DO NOT WANT TO CLOSE THE RIVER TO PRIVATE PADDLING ON WEEKENDS>. However, as we must be concerned for the safety of all of our visitors, if this continues that may be our only alternative. Please help us get the word out that we are asking people to help us by simply following the guidelines to social distance and wear a mask for the 5 minute shuttle ride. We need everyone to do this as a courtesy to others, to help keep the river available and open for everyone, and to do their part to help contain this virus."

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.

65th Annual CCA Potomac Downriver Race

Hosted by Sycamore Island and co-sponsored by Potomac Whitewater Racing Center.



Saturday, Sept 26, 2020

WWW.CANOECRUISERS.ORG



**THERE WILL BE NO ON-WATER SAFETY, NO SHUTTLE,
AND NO POST-RACE GATHERING.
THIS IS A SELF-START, AND SELF-TIMED EVENT.**



The CCA Downriver Race has been held every year since 1956, making it the 2nd oldest consecutively run canoe race in the US.

Due to the COVID-19 pandemic, this year's race is structured differently from previous years. All registration is on-line, racers take their own times, race with one or a few buddies, and start at times of their own choosing. Racers must finish at Sycamore Island between 11 AM and 3 PM on Saturday 26th.

SEE DETAILS BELOW

Register online: <https://www.canoe-cruisers.org/>

For assistance, contact Jennifer Sass, Tel: 301-752-8069, Email: sass.jen@gmail.com

The CCA Potomac Downriver Race is hosted by Sycamore Island and co-sponsored by Potomac Whitewater Racing Center. It is one of the longest running whitewater races in the nation.

BEFORE RACE DAY:

- **Register online by Friday 25th** at 5 PM and fill out the **online ACA waiver**

- *ALL participants must have the online ACA waiver completed to participate, failure to do this will disqualify you.
- * The ACA online waiver is at: <https://waiver.smartwaiver.com/w/5e29c3ceb21d8/web/>
- *Under Club Information, selection "Canoe Cruisers Association"
- *Under Event Information, enter "CCA Downriver Race"
- *For activity start date, enter 09/26/2020
- *For sponsoring club, enter "Canoe Cruisers Association"
- *This event is primarily "competition"
- *Have your ACA membership number ready to enter.
- *You will receive an email to confirm your e-signature, which you must open and click on the link to complete your waiver.
- *Thank you!
- *Call Jen Sass if you need assistance: 301-752-8069

Find a buddy to race with, and make sure that they are also registered online by the deadline, and have their ACA waiver filled out

Race day instructions on page 4

ON RACE DAY:

Check the [USGS Little Falls](https://waterdata.usgs.gov/nwis/uv?01646500) [https://waterdata.usgs.gov/nwis/uv?01646500] gauge; the race will be **postponed for high water if the river is at 6 ft or above**;

- **Grab your face mask**, and head to the river;
- **Set your shuttle**;
- **Start at Anglers Beach** with your race buddy, and **record your start time**;
- **Finish at Sycamore Island anytime between 11 AM and 3 PM**;
- **Report your race time to CCA volunteers** that will greet you at the Sycamore Island finish line (near MD shore). **BEWARE** do not approach the Brookmont/Little Falls Dam);
- **Grab your race t-shirt** and head on your merry way.

Check race results on-line a few days later

Due to the COVID-19 pandemic, this year's race is structured differently from previous years. All registration is on-line, racers take their own times, race with one or a few buddies, and start at times of their own choosing. Racers must finish at Sycamore Island between 11 AM and 3 PM on Saturday.

For assistance, contact Jennifer Sass, Tel: 301-752-8069, Email: sass.jen@gmail.com

PANDEMIC-RELEVANT REQUIREMENTS:

Do not attend – either as a racer or volunteer - if you think that you may have been in contact with someone with COVID-19 in the past two weeks, or if you have any of the signs and symptoms of COVID-19, including but not limited to: fever or chills; cough; shortness of breath; fatigue; muscle or body aches; headache; new loss of taste or smell; sore throat; congestion or runny nose; nausea or vomiting; diarrhea. Please call your medical provider for any symptoms that are concerning to you.

All participants – racers and volunteers – **must have a face mask** to be worn when social distancing cannot be maintained. [Maryland requires face coverings](https://governor.maryland.gov/2020/07/29/governor-hogan-announces-expanded-statewide-mask-order-out-of-state-travel-advisory/#:~:text=Under%20this%20order%2C%20which%20takes,possible%20to%20maintain%20physical%20distancing.) [https://governor.maryland.gov/2020/07/29/governor-hogan-announces-expanded-statewide-mask-order-out-of-state-travel-advisory/#:~:text=Under%20this%20order%2C%20which%20takes,possible%20to%20maintain%20physical%20distancing.] be worn in outdoor public areas, whenever it is not possible to maintain 6+ feet of physical distancing. Your face mask must comply with [CDC recommendations](https://www.cdc.gov/media/releases/2020/s0904-face-coverings.html): [https://waterdata.usgs.gov/nwis/uv?01646500] fits snugly but comfortably against the sides of the face; completely covers the nose and mouth; is secured with ties or ear loops; includes multiple layers of fabric; allows for breathing without restriction.

To protect racers and volunteer staff, there will be no day-of-race registration or check-in. To make the race work, racers need to follow the procedures shown here.

All racers must complete on-line registration, including payment and ACA waiver, by 5 PM on Friday Sept 25th. There will be no volunteer staff at the start to take day-of-race registrations.

There will be no official timekeeping; you must take your own time and report your finish time to the volunteer staff at the finish line. This is a 'trust-in-timing' event; we trust you.

Racers are responsible for their own safety. By registering, you are agreeing that all racers must take responsibility for their own safety and provide rescue and assistance to fellow racers. Additionally,

racers must race with at least one registered buddy boat that can be both a witness to the run and for safe paddling. Buddy boats will launch close together and should be of comparable speed, so racers are not paddling alone.

Racers must be familiar with this stretch of the Potomac River, and be well within your abilities to paddle it at the race-day levels and conditions. **This is not an event for beginners.**

There will be no shuttle set, so please plan your own transportation.

There will be no after-race party,

By participating in this race in any capacity, including as a racer or volunteer, you are agreeing to fully comply with all [orders and guidance](https://governor.maryland.gov/covid-19-pandemic-orders-and-guidance/) issued by the Maryland Governor's office relevant to the covid-19 pandemic at the time of the race.

ADDITIONAL RACE INFORMATION:

The CCA Potomac Downriver Race is hosted by Sycamore Island and co-sponsored by Potomac Whitewater Racing Center. It has been held continuously since 1956 and is the second longest continuous running whitewater races in the nation. [The longest may not race this year, so maybe CCA will take that spot over]

This is a race for whitewater paddlers, from the pros to parent/child tandem teams, but it is **not a novice race**. All participants should have experience with Class III rapids and self-rescue. All boats must have adequate flotation and all occupants of the boat must wear a helmet and a PFD (life jacket).

The race starts from Anglers Beach. At 6 ft and above, the race will be postponed for high water.

ONLINE REGISTRATION REQUIRED, by Friday Sept 25th at 5 PM:

The race is open for **online registration only**. No day-of-race registration. [Potomac Downriver Race - 9/26/2020](https://www.canoeclub.org/whitewater/races/potomac-downriver-race-9-26-2020) [www.canoeclub.org/content.aspx?page_id=4002&club_id=394800&item_id=1154284]

Online registration will close on Friday Sept 25th at 5 PM ET.

By registering, you are agreeing to fully comply with the CCA Pandemic-Relevant Requirements detailed above, including taking responsibility for your own safety, providing rescue and assistance to fellow racers as needed, and racing with a buddy. By registering, you are also agreeing to fully comply with all [orders and guidance](https://governor.maryland.gov/covid-19-pandemic-orders-and-guidance/) issued by the Maryland Governor's office relevant to the covid-19 pandemic at the time of the race.

PLAN FOR YOUR OWN SAFETY, PAIR WITH A RACE BUDDY:

All racers must take responsibility for their own safety and provide rescue and assistance to fellow racers. Additionally, racers must race with at least one registered buddy boat that can be both a witness to the run and for safe paddling. Buddy boats will launch close together and should be of comparable speed, so racers are not paddling alone.

See website for more details: [Canoe Cruisers Website](https://www.canoeclub.org/). [https://www.canoeclub.org/]

DO NOT PASS SYCAMORE ISLAND; THE BROOKMONT (LITTLE FALLS) DAM DOWNSTREAM OF THE ISLAND IS A LOW OVERHEAD DAM AND CAN BE DEADLY.



In Memory of Kay Fulcomer

Kay's Memorial Paddle

by Alf Cooley and Tim Tilson

We had 19 people come to our 2020 Memorial Paddle for our departed paddlers - given a sad inflection by the news that our friend Kay Fulcomer had passed just that morning.

The river was at a somewhat beefy 4 feet, so the more vigorous descended from Violettes via Seneca Breaks, the GW Canal being blocked by new cross-channel logs. Meanwhile, 10 of us made a personal first ascent of the bottom end of the Pennyfield Reach - this section is almost never paddled, as the river next to it is almost as tranquil.

The paddle up to Blockhouse Point transfer trail is an utter rarity, only recently open to navigation when the C&O NHP closed Pennyfield Lock and waste weir due to CCA request.

Crossing the Potomac, we found Steve's Island vanished, but another set of raised pebbles available just upstream. The wings of the armada converged on the beach at approximately the same time. Beautiful weather. After lunch a few persons spoke with lots of reminiscing about departed paddlers. In addition to Kay, we remembered our friends Dr. Bob Dobrzynski, Valerie Rasmussen, Dave Singer, Ed Grove, Cay Hathaway, Rick Tegethoff, RC Forney, Glenn Percy, and Steve Ettinger.

K1s Alf Cooley, John Snitzer, Barb Brown, Miki Komlosh, Louise Saulnier, Mike Aronoff, Lisa Laden, Tony Allred, Wayne and Ellen McDaniel, Susan Percy, Roni Ettinger, Toni and David Bickart **OC2s** Garry and Ginny Quam, Tom and Barbara Gray **OC1** Tim Tilson



Flowers were strewn on the river as we paddled back to our cars.

These photos by Susan Sherrod

Kay was my first canoe teacher, my mentor, my confidant and a very close friend for over 4 decades and we did a lot together for conservation and river cleanups... her loss is worse for me than my own parents.

Keith Edmondson

My Memories of Kay Fulcomer by Susan Sherrod

I don't recall exactly when I first met Kay, but I do remember I was with her and her paddling partner, Roger Corbett, the first time I ran Little Falls. I think that was in the mid 1980's. Goodness, that was 35 years ago!

In addition to paddling with Kay, we went on cross-country ski trips, camping trips and sightseeing trips. She even traveled with Lee Tucker and myself when we were shopping for a sailboat, and Kay did not even sail, but she did enjoy looking at the boats. Lee and I also joined Kay and her husband Mike for dinner and bridge games. We were often joined by Kay's mom, Elaine, who lived to be 103. That's the reason Kay's death was such a shock. She should have lived another 20 years.

Over the years, Lee and I got to know Kay's children and grandchildren. Especially Kay and Mike's daughter, Donna, and her children. Their son Jimmy lived on the west coast with his wife and daughters, so we did not get to spend time with them. Donna lives in Florida, as did Kay's mom until she moved in with Kay and Mike. Kay often visited her mom, and at one CCA board meeting, I told the group that Kay would not be at the meeting because she was visiting her mom in Florida. Someone, I can't remember who, suddenly exclaimed "Kay's mother is still alive!" Yes, she was, for quite a few years after that.

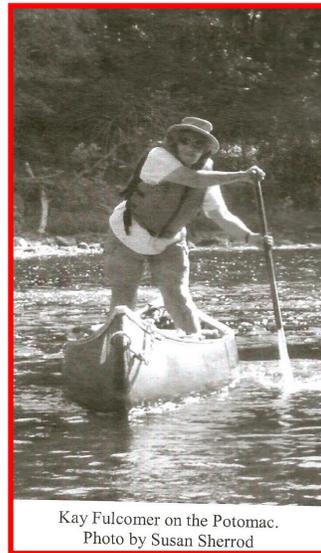
When I went on a business trip to Fort Lauderdale, Florida, Kay insisted that I stop by Donna's house to see the bird. Somehow, a Macaw had escaped his owner and ended up in Donna's yard. Donna tried to find the owner, but no luck. They named him Buddy. That was the only time I met Donna's husband. Kay often talked about using Donna's pool for rolling practice. I don't think she ever drove to Florida without a boat on the roof.

One of my fondest memories of camping with Kay was a trip to Rocky Gap State Park in Maryland, about 15 years ago. Donna and her three children, Erick, Michael and Christy, were visiting Kay and Mike. Kay, of course, had taught her kids and grandkids to paddle and camp. The two boys had learned to play bridge in high school, so we played a lot of bridge that weekend, and were often beaten by the teenagers.

Lee and Mike share a love of model railroading, and trains. Since Rocky Gap is only 7 miles east of Cumberland, Maryland, we would sometimes take a ride on the Western Maryland Scenic Railroad. We would arrive at our campsite on a Friday night, then get up the next morning and drive to Cumberland to catch the train. I



Kay at Burnside Bridge
Antietam Creek



Kay Fulcomer on the Potomac.
Photo by Susan Sherrod



At Colonial Beach

have a lovely photo of Mike and Kay, along with Lee and I, and Kathleen Sengstock, in the dining car. Mike's trains were a sore point with Kay. Unlike Lee, who collected HO scale, Mike collected G scale trains; and they are big. Rather than build a layout in the basement as most model railroaders do, Mike ran track all over the living room and dining room, and sometime into the kitchen. Kay did not approve.

And then there were the boat repair parties. Kay's old Kevlar canoe, handmade and one of only 5, if I recall correctly, was often in need to some TLC. I think we replaced the gunnels at least twice, stiffened the bottom to take out the oil-canning, added a saddle when Kay's knees got bad, then a seat behind the saddle, etc., etc. The only thing holding out the water was the coat of paint. But Kay loved that old boat.

A hike or paddle with Kay was always an educational experience. Kay loved nature and was always pointing out plants, flowers, trees, birds, rocks, whatever. Which, of course, made her an excellent conservation chair. One of Lee's fondest memories of Kay was when she discovered a flock of Baltimore Orioles in a tree at the Cacapon takeout. She was so delighted.

I do miss Kay so much. Life is not the same without her.

Memories by Susan Sherrod.



Kay at Swains Lock Meeting



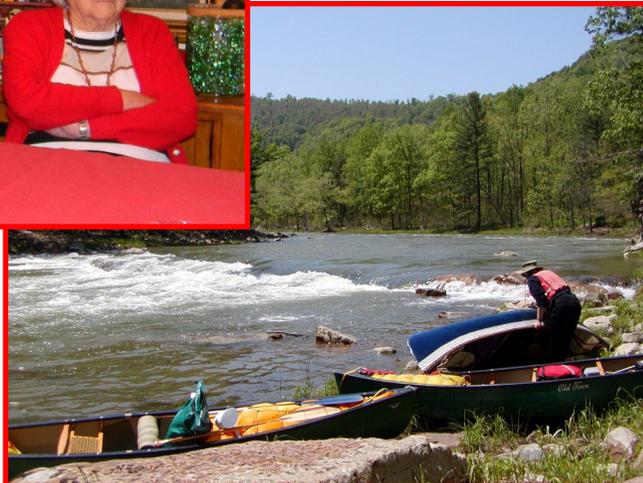
Western Maryland Scenic Railroad in Cumberland, Maryland. From let to right, Kathleen Sengstock, Susan Sherrod, Lee Tucker, Kay Fulcomer and Mike Fulcomer.



Barb Brown Mike Fulcomer, Kay and her Mom

Downriver Race 2017

Kay at Cacapon Lunch Stop

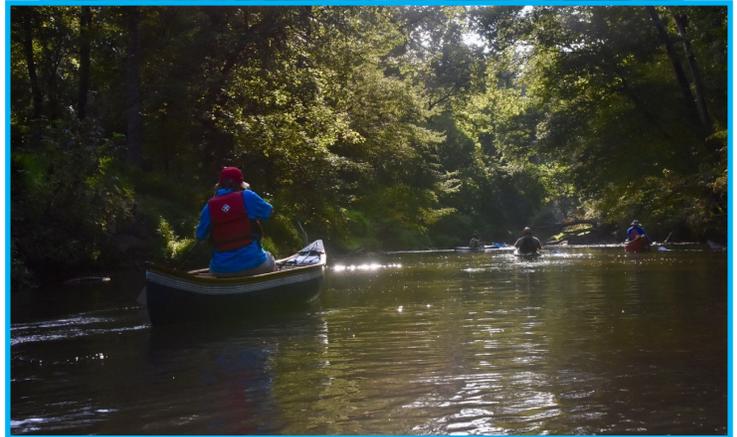
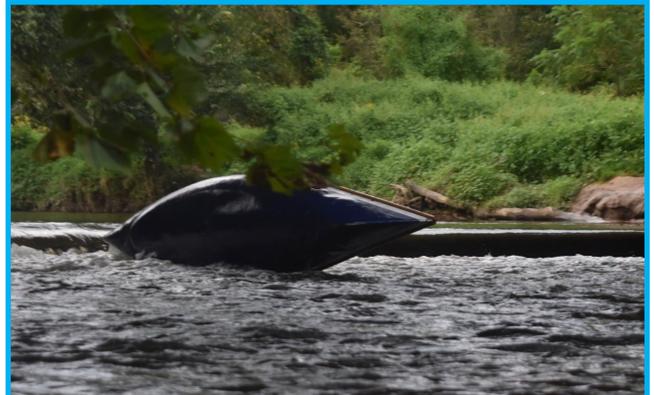


Memories by Barb Brown



← Kay on 2018 Seneca Falls trip.

Nice Start But things happen
↙



But even better when it ends well and all safe ↗

Kay enjoying cleaning up the river. One of her favorite things to do. [Note the downriver t-shirt...]



**Author Seeking Antique (1970s) Paddlecraft for Projected Cold War Teleplay.
by John Maxwell.**

John Maxwell, the author of Davis Place, was introduced to kayaking during a CCA class at Violettes Lock. From 1980 to 1985 he was an active CCA member. During that time he ran a program to teach canoeing and kayaking to disabled people. John moved to Harrisburg, Pa. in 1985 but returned on summer weekends to run Great Falls until 1991. His request to CCA members reads:

ABOUT DAVIS PLACE

For three years I have been diligently researching and writing a cold war story. It contains a number of whitewater scenes. I am writing this story, tentatively titled *Davis Place*, in the form of teleplays for a TV miniseries. Signing a production deal will depend in part on whether old boats and equipment can be found to guide the fashioning of period-accurate boats and equipment to be used in location shooting of paddling scenes. It is unlikely that a TV or film production company will agree to produce the story without a plan to acquire properties needed for shooting whitewater scenes.

I hope you might help me identify and locate boats and paddling equipment from the 1973-1981 period that might eventually serve as templates for making new period-accurate boats and equipment for the story. I need help in identifying manufacturers and model names of boats and equipment used in the 1973-1981 period. The first paddling scenes in the story are set at world championships in Muotathal, Switzerland in 1973 and at the Treska River in Macedonia, Yugoslavia in 1975. Most other paddling scenes occur between 1975 and 1981 on the Potomac in or near Washington, DC.

Davis Place is a story about a fictional Bulgarian slalom kayaker, Elena Bachvarova, who defects to the US in 1978. She subsequently is hunted by Communist agents. She is hunted in part because prior to her defection she was an embassy cipher specialist. And because after her defection Radio Free Europe and Radio Liberty broadcast weekly programs in which Elena unfavorably compares life behind the Iron Curtain to life in the West. The plan is to kidnap Elena and to return her to Bulgaria for trial and execution.

Davis Place also is a story about Elena's friends in the DC region, where she lives under an assumed identity. Her close friends are all paddlers. A number of characters in the story are based on actual paddlers. For example, there are characters based on John Thomson and John Heideman.

If you are interested in helping me, then please examine the enclosed chart. Equipment needs for paddling scenes are listed in the order that they appear in the story, and in relation to the boats and equipment used

by different characters (which include open canoeists as well as kayakers and C-boaters).

At the end of my story in October, 1981 two of the principal characters are married on a tiny island located in the widewater section of the C&O Canal. My script calls for over 200 family/friends/wedding witnesses to surround the island in canoes and kayaks. Presumably the scene will be shot in such a way so that modern boats are mixed in but are obscured by period-accurate boats. If the story is produced, then CCA paddlers likely will be requested to participate as extras in this wedding scene.

Please contact me directly if you have memories of boats/equipment used in slalom competition or in river cruising during the 1973-1981 period. I hope to identify what whitewater kayaks and gear were used by Eastern bloc KI Ws at world championships in 1973 and 1975. If this is impossible, then the closest possible facsimiles will be sought. Both slalom boats and cruising boats would be replicated for use in Great Falls runs. Depicted first descents include the Virginia channel in 1975, the Maryland main channel in 1978, and the Fishladder in 1979. Other Falls runs are set in 1980 and 1981. Many of the paddling scenes in the story will have very brief screen time.

My story does not present just Class V Falls paddling. There are also lazy cruises in open boats. There are 4th of July cruises to view fireworks at the Lincoln Memorial. One open canoeist in the story is based on Ken Fassler, who was the caretaker at Sycamore Island beginning in 1980.

I hope to hear from all kinds of boaters who paddled the Potomac between 1975 and 1981. Memories of boats and equipment used in that period would be greatly appreciated. I would appreciate receiving contact information concerning owners of boats/equipment. This information will not be publicly shared by me and will only be used if a production deal is signed. It may take years to secure a production deal. A deal may never be signed.

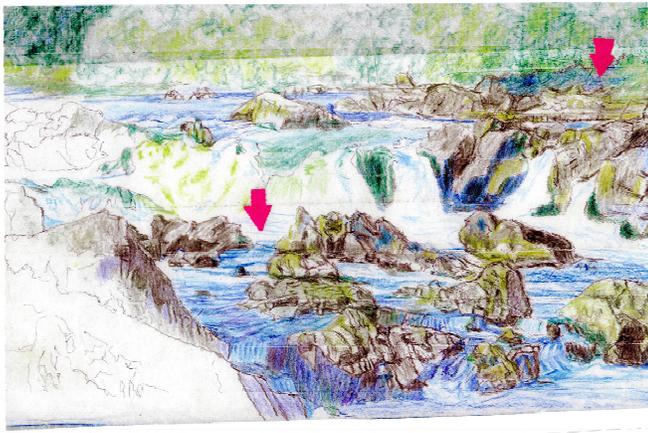
I wish CCA well. Be safe on and off the river!

If any ideas please contact John Maxwell at:

jmaxbedford@gmail.com

814-979-2747

Needs/Charts on next 2 Pages



A SUNDAY MORNING KIDNAP ATTEMPT

By 1981 a hostile net is closing on Elena Bachvarova. Agents have located her and secretly tail her to determine when she is most vulnerable. During the summer of 1981 the leader of an undercover team concludes that the best opportunity to capture her without public notice and complications is early on a Sunday when she watches Jacob Tempest kayak down Great Falls.

At 6:30 am on August 23, 1981 a kidnap team hides on Olmstead Island as Jacob Tempest and Elena Bachvarova paddle into the river left eddy above Pummel Falls (upper right red arrow in drawing). On two previous Sundays the team observed Elena exit her boat to watch Jacob run Pummel Falls. Subsequently she carried around the drop. This morning the snatch team plans to grab and sedate her when she returns to her boat. But after she watches Jacob run Pummel, Elena unexpectedly gets back into her kayak. The snatch team rises from cover behind Elena. Jacob sees the snatch team as he floats in a gap between rocks (lower red arrow). He blows his whistle to alert Elena. The first guy who reaches the eddy lunges headfirst into it. His outstretched hand barely misses Elena's stern loop. She crosses the eddy line and successfully runs Pummel Falls.

The snatch team has orders to shoot Elena if their cover is blown. They move into firing positions on river left rocks and draw pistols. Shots are fired as Jacob and Elena ferry across the middle section of Great Falls to Flake Island. When they arrive at the Flake there are bullet holes in both of their kayaks. Jacob helps Elena get out of her boat. They quickly climb a few feet up the rock face and hide behind an outcropping until shots cease. They wait ten more minutes before carrying across the Flake to the Virginia channel.

Then they ferry to the Virginia shore and run to the Ranger station.

AN INCOMPLETE LIST OF PRE-1982 SLALOM BOATS
(YEARS OF INTRODUCTION ARE GUESSTIMATES, AND MAY BE WRONG)

YR.	PRIJON K-1s	LETTMANN K-1s	PYRANHA K-1s	DC C-1s
1972	SPECIAL SLALOM	AUGSBURG (OLYMPIA MARK 2)		
1973		OLYMPIA MARK 3		
1974		OLYMPIA MARK 4	VEDEL	
1975	TRESKA	OLYMPIA MARK 5	ELITE	
1976		OLYMPIA MARK 6		
1977	SANNA (SLALOM 1977)		ELITE EQUIPE (*ALBERT KERR)	
1978				MAX II
1979	SLALOM 1979		EQUIPE SLK (*CATHY HEARN)	SUPERMAX (*JON LUGBILL)
1980		LETTMANN PLUS	IMAGE	ULTRAMAX
1981	SLALOM 1981		IMAGE (*RICHARD FOX)	CUDAMAX (*JON LUGBILL)

THE WEDDING OF JACOB TEMPEST AND SARAH JULIAN AT WIDEWATER, C&O CANAL, OCTOBER 24, 1981

THE WEDDING PARTY	ATTENDEES IN OPEN CANOES	ATTENDEES IN KAYAKS	ATTENDEES IN C-BOATS
The Groom and his party park at Md. Tavern and carry open canoes to put-in at Widewater.	In addition to Blue Hole, Mad-River Explorer, and Grumman open canoes, please identify any other period-accurate open canoes that could appear in this scene. Please send names of owners of extant canoes and the contact info for reaching owners.	Please identify any extant period-accurate Kayaks (both K-1s and K-2s, including Folboats) that could appear in this scene. Please send names of extant kayaks and contact info for reaching owners.	Please identify any extant period accurate decked canoes (both C-1s and C-2s) that could appear in this scene. Please send names of owners of extant kayaks and contact info for reaching owners.
The Bride and her party park at Old Anglers access and carry open canoes to put-in at Widewater. (Need at least ten period-accurate open canoes for the wedding party.)			

More Needs Charts on Page 12.

EQUIPMENT NEEDS-FALLS RUNNERS

<u>Tom McEachern</u> (Tom McEwan)	<u>Keegan Quinn</u> (Wick Walker)	<u>Jan Shellenberger</u> (Dan Schnurenberger)	<u>Jamie McEachern</u> (Jamie McEwan)
Lettmann Augsbug K-1 and other equipment used by Tom McEwan in first descent of Va. Channel, 1975; Equipment Tom used running Great Falls, 1980, including a White Bear K-1, wood paddle, Extrasport PFD, Ace helmet.	C-1 Hahn and other equipment used by Wick in first descent of Va. channel, 1975	K-1 and other equipment used by Dan S. in first descent of Va. channel, 1975	C-1 and other equipment used by Jamie McEwan ~1980
<u>Garry Stoneburg</u> (Gary Steinberg)	<u>Rod Sobell</u> (Roger Zbel)	<u>Barney Bosley</u> (Charlie Crowley)	<u>"The Kid"</u> (Jon Lugbill)
K-1 Lettmann Augsbug; Gregg Gilder paddle with Kevlar blades and wood shaft; Extrasport PFD; Ace helmet	K-1 Lettmann Augsbug and other equipment that Roger Zbel used in first descent of Md. Main channel in 1978 and the Fishladder, 1979	K-1 Lettmann Mark VI; Dagger wood paddle; Extrasport PFD; Ace Helmet	C-1 (Ultramax) paddled by Lugbill in 1980; other equipment used by him at that time



Potomac Racing in the 70s or 80s, stock photo ▲

EQUIPMENT NEEDS-CLOSE FRIENDS OF JACOB TEMPEST

<u>Ben Kessler</u> (Ken Fassler)	<u>John Lawson&John Heitman</u> (John Seabury Thomson; John Heideman)	<u>Bob Kearn</u> (Bob Korn)
Grumman open canoe; Norse paddle; Extrasport PFD	Grumman open canoe (CIA canoe pool); light Norse paddles; Extrasport PFDs	Augsbug K-1; Gregg Gilder kayak paddle with Kevlar blades; Extrasport PFD; Ace helmet; Grumman open canoe (CIA canoe pool); light Norse canoe paddle



PRINCIPAL CHARACTER EQUIPMENT NEEDS

<u>Jacob Tempest</u>	<u>Elena Bachvarova</u>	<u>Kathy Price-Sarah Julian</u>
1973-1977: K-1 Lettmann Mark V; K-1 Lettmann Mark VI; Mitchell paddle; Harrishok PFD; Ace helmet	1973-1975: Eastern bloc products (K-1, paddle, PFD, and helmet)	
1978-1979: K-1 Prijon Slalom 1977; K-1 Prijon Slalom 1979; Prijon wood paddle; Harrishok PFD; Ace helmet	1978-1979: K-1 Prijon Slalom 1977; K-1 Prijon Slalom 1979; Prijon wood paddle; Extrasport PFD; Ace helmet	1977-1979: OC-2 Blue Hole open canoe; block styrafoam ballast; Norse paddles; Extrasport PFDs
1980-1981: K-1 Pyranha Image; Rainbowave custom wood paddle; Harrishok PFD; Ace helmet	1980-1981: K-1 Pyranha Image; Rainbowave custom wood paddle; Harrishok PFD; Ace helmet	
1980-1981: Blue Hole open canoe (for OC-1 and OC-2); Rainbowave custom wood paddle		1980-1981: OC-2 Blue Hole; float bags; Rainbowave custom wood paddles; Extrasport PFDs

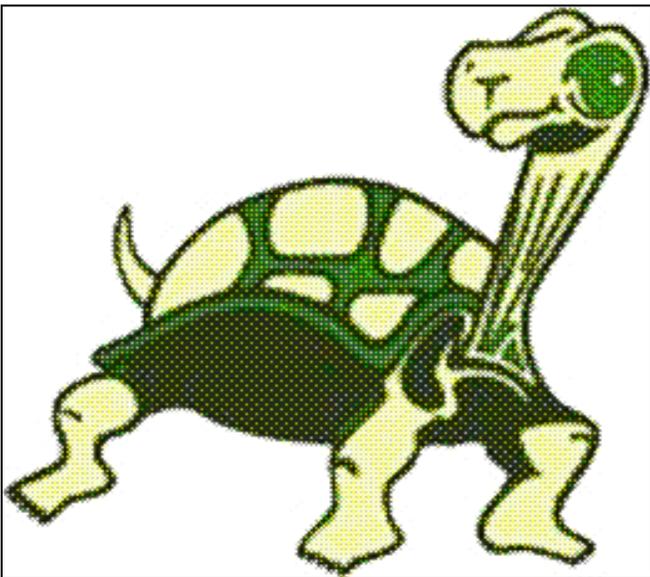
↓ Racing in the 70s , found on internet by Charlie Walbridge ↑



Early Days on the Gauley, stock photo

CCA Event Schedule and Calendar Check Trip schedule at website for trips at:

<http://www.canoecruisers.org>



COVID-19 & RESPONSIBLE PADDLING

WE ALL WANT TO PADDLE AND WE ALL WANT TO STAY HEALTHY. IN THE CURRENT CRISIS, IT MAY BE DIFFICULT TO DO BOTH. IF YOU CHOOSE TO GO PADDLING, HERE ARE SOME HELPFUL TIPS:

BE SMART

If the activities associated with paddling make it impossible for you to respect local orders and national guidelines it's smarter to stay home and stay healthy.

If you feel sick, or have recently been near someone who is sick - stay home! Contact your doctor for care.

Avoid groups of more than ten people.

MAINTAIN 6 FT OF DISTANCE

Social distancing applies to paddling as well as shuttling. Walk or bike your shuttle route, or consider alternative paddling options that do not require a shuttle, such as park & play or attaining upstream.

MAINTAIN STRICT HYGIENE

Wash your hands often, frequently disinfect gear and other surfaces you touch, and do not share equipment, food, water, or other supplies.

BE CAREFUL

Paddle well below your skill level to reduce risk of injury and potential to find yourself in the hospital and in the proximity of others who are sick.

Don't press your limits - if you need outside assistance, you can put undue strain on local first responders, medical personnel, and increase the risk of exposure for all involved in the rescue.

 The infographic includes several icons: a house with a flower and a traffic cone; a person wearing a face mask; a group of people with a red prohibition sign over them; two people in life jackets with a paddle between them; a car with people inside and a red 'X' over it; a bicycle and a person walking with a green checkmark; hands being washed with soap; a person in a life jacket; and a boat with people inside and the ACA logo.



Canoe Cruisers Association

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

**First Class
Time Limit**

**Attention
Deadline for
Next Issue: Race
Results issue:
October 1, 2020**

In Memorial to CCA Icon Kay Fulcomer

See more inside the issue.



Kay relaxing after teaching free classes at Swain's Lock
Circa 1978: Photo by Keith Edmondson



Photo by Susan Sherrod