The **T**hrill...

Victory and defeat; both outcomes were experienced at the 2000 Upstate Regional ASCE Concrete Canoe and Steel Bridge Competitions hosted by Union College in Schenectady, New York. Returning to the competition after the dramatic structural failure midway through last year’s competition, the Cornell Concrete Canoe Company, C4, won the canoe portion of the joint event. The steel bridge team did not fare as well and was disqualified during the loading segment of the competition.

The canoe team enjoyed victory in several categories. The Big Red captured first place in “Best Design Paper” and “Best Presentation”. They continued their winning streak in the regatta taking first place in “Men’s Sprint”, and “Men’s Long Distance”. The C4 women also helped tack on valuable points by placing forth in “Women’s Sprint” and joined their male counterparts to paddle in a third place position in the “Four Person Coed Race”.

Canoe team members attributed a change in construction and design for the increased strength and overall maneuverability of the canoe. This year the team opted to use two layers of fiberglass reinforcing mesh instead of steel reinforcement which was used in years prior. Using continuous fiberglass reinforcement, instead of overlapping pieces of steel reinforcement, allowed for a more uniform concrete thickness and hull that is better able to distribute forces created by multiple paddlers. To address problems with maneuvering and speed, canoe design team members used the best features from the past two canoe competitions to create a vessel with optimal straight-line speed and turning ability.

![C4 team members at the regional competition in April.](image)

...and the **A**gony

C4 team members went on to the National competition in June 2000 where they received one point for their design paper. They were unsuccessful in other events.

The steel bridge team did not reap the same rewards as their canoeing classmates. Although the bridge held the load when tested at Cornell, on the Hollister Hall Loading Dock (no pun intended), in competition the bridge could only support the load when applied first on one side, then in the center. In competition all bridges must be loaded first in the center, then on one side. The bridge was officially disqualified when it deflected more than the two inches.