



CANOE SAILOR

ISSUE **45-2**
AUGUST 2014

AMERICAN CANOE ASSOCIATION
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FOR SALE

Sailing Canoe - 2014 **For Sale:**

Canoe for sailing rigged by Lou Whitman. Mohawk Canoe Co. fiberglass canoe. Guide Model with 55 sq. feet sail and spars. Launch ready! Located in Greenville, Ill., 45 miles east of St. Louis, MO.

Email jhopkins4616@sbcglobal.net if interested or to see photos. Asking \$545.00.

Additional details: Wooden fore & aft bulkheads, with decks and wide gunwales. Leeboard thwart is fitted with a heavy duty aluminum angle. Stern fitted with pintels to accommodate rudder. Trap door bailer. Ends cut down to reduce windage. Aluminum mast and boom: Mast by Lou Whitman; boom by Blue []Strip of Miami, Fla. (Ed Kattel, prop). Sail: Dacron Class C size (55 sq. meters) made by Breman Sail Co. (Miami, Fla.). Hull meets American Canoe Association standards for both Class C (5 sq. M) and ACA Class.

Robert Clausen and Jane Hopkins jhopkins4616@sbcglobal.net



ACA SAIL: 44 sq. ft. lateen

The price is now \$329 US.
plus postage.

*Includes free rig plans, Canoe Sailor newsletter
for 1 year and other information.*

*from and pay to: M. Vogel,
2210 Finland Road,
Green Lane, PA 18054*

Canoe Sailor Subscriptions:

\$6 year

pay to Charles Sutherland

2210 Finland Road,

Green Lane, PA 18054 USA

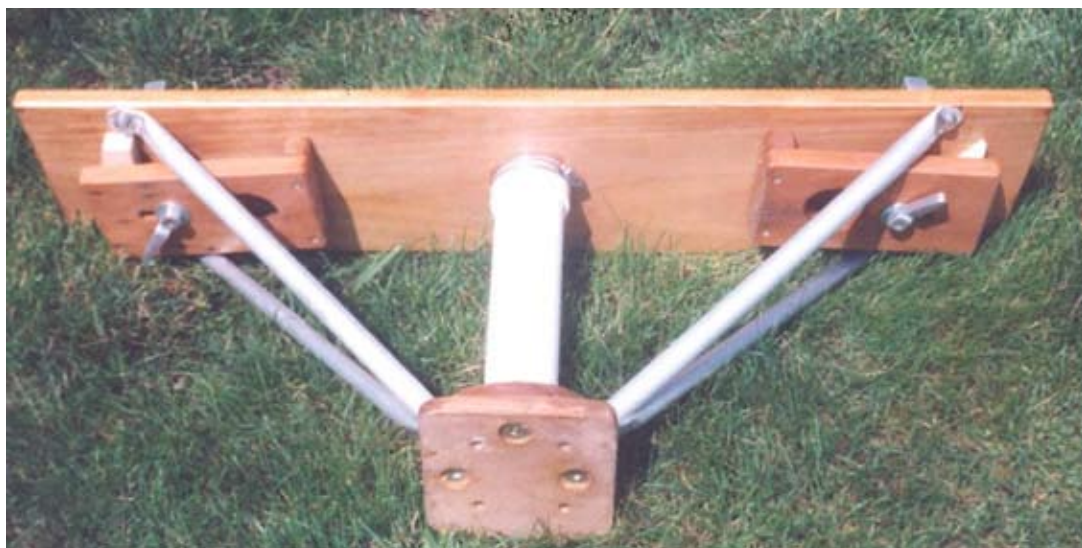
new ACA sail, Never used,
\$250 plus postage
pastorcarlsmith@gmail.com
from Minnesota

Submit articles for the next issue of Canoe Sailor
to Marilyn Vogel, Editor , 2210 Finland Road,

Green Lane, PA 18054

or e-mail to canusailor@yahoo.com

MAST STEPS FOR WOOD, PLASTIC AND ALUMINUM HULLS.



National Championships 2014

The Delaware Valley Division Sailing Committee of the ACA invites you to our 5 meter Class and ACA Class National Championships at Union Lake, in Millville, NJ.



5 meter Class and ACA Class will be held on **September 28-29**, Sunday and Monday, at the Union Lake Sail and Tennis Club, Millville, NJ

Union Lake – <http://www.ulstc.org/>

Cost about \$35.

Trophies to be awarded are the C CLASS -5 METER Mallison Trophy and the ACA CLASS – Tom Zuk Trophy.

Tentative Schedule (depending on the weather) (subject to change).

Saturday after 4 pm: practice sailing ..

Sunday: 5 meter Class National Championship Races.

9 a.m. Registration

9:30 - 10 a.m. Skippers Meeting .

11:00 start - 3 Races

Annual meeting of the ACA National Sailing Committee

Dinner at a restaurant

Trophy Presentation

Monday: ACA Class National Championship Races.

9 a.m. registration .

Skippers Meeting.

10:00 start - 3 Races

Trophy Presentation

NOTICE: Participants need to sign a waiver in order to compete. The decision to race is up to the sailor. USCG (type 1, 2, or 3) lifejackets must be worn when sailing. Races will be in accordance with the latest US Sailing Assn. and ACA Rules of Racing. Sailors must be current members of the American Canoe Assn. Due to changes by the Club or in weather conditions, the schedules may be altered.



ACA and US Sailing Rules are in effect. Low point scoring system is in effect.

Bring lunch and beverages. Some snacks will be available.



Directions to Union Lake Sail and Tennis Club, Starling Drive, Millville, NJ

Millville is west of Cape May, NJ. <http://maps.google.com/maps> for overview of location in south Jersey
<http://www.mapquest.com/maps/Millville+NJ/> close up view

From Philadelphia it is accessible from the Commodore Barry Bridge via Route 322 east.

Rte 322 east in Mullica Hill, NJ to highway to 55 South, see below.

or **From Philadelphia** - the Walt Whitman Bridge at the south side of Philadelphia toward Atlantic city to route 42 to route 55, see below.

From the north:

Route 55 South, exit 27 (Vineland-Millville), Take a right onto Rte 47 south.

At the second traffic light, turn right onto High St.

At the Y in the road turn right onto Sharp Street.

At the second road on the right turn right onto Glenside Drive.

Travel 1/4 mile, and just after the sign "Woodland Shores", turn at the 3rd left onto Starling Drive (sign is in the tree).

Travel to the end of this residential street. At the dead-end, the entrance is on the right for the Union Lake Sail and Tennis Club. PRIVATE: ULSTC Sign.

From Delaware:

Take the Delaware Memorial Bridge, Rte 295 to NJ Route 40 to Rte 55 south
see directions above

From New England

Route 95 south - the NJ Turnpike south to exit 3. Take the RT-168 N exit, **EXIT 3**, toward CAMDEN/
PHILADELPHIA. Turn SLIGHT RIGHT onto S BLACK HORSE PIKE/NJ-168 a few blocks.

Merge onto I-295 South toward WALT WHITMAN BR/DEL MEM BR. via **EXIT 26**

Merge onto I-76 E/I-295 South toward DEL. MEM. BR./ **Rte 42 south**- Atlantic City

I-76 E/I-295 S becomes NJ-42 S. about one exit to via **EXIT 13**

Merge onto **NJ-55 South** toward DEPTFORD/GLASSBORO/VINELAND

Take the RT-47 S exit, **EXIT 27**, toward MILLVILLE.

See above.

Hotel Accommodations Millville, Vineland, NJ

Best Western, **856.327.3300** South Delsea Drive or 1.800.528.1234
1701 North 2 St., Millville, NJ **08332** closest to the lake.

Holiday Inn Express, **856.293.8888** at the Cumberland Mall,
off Rt 47 near 55, 398 Smith St., Vineland, NJ 08360

Other hotels are in Vineland on Landis Ave. - Comfort Inn, Fairfield, Wingate, Ramada and Days Inn. .



Camping: Accommodations are at Parvin State Park. - 701 Almond Rd. Pittsgrove, NJ 08318

(856) 358-8616 Camping is \$20 per night. Telephone: (856).358.8616, Park office Friday 8 am- 8 pm.

You can rent cabins for the weekend after Labor Day -\$55 per night. Park is located north of Millville in Salem County, Rte 540. Directions: From Rte 55 south take exit 35B, (north is exit 35) Garden Rd, Brotmanville. Take Garden Rd to second full cross road, to Crow Pond Rd., go left on Crow Pond Road, go to the end. Right on Rte 540 which is Almond Rd, go 2.5 mi. If the entrance is closed after 8pm go to the blinker and turn left on Parvin Mill Rd. Pay in the morning at the main entrance or pay in advance.

Noble Enge by Ed Kattell

Noble Enge, Jr., a friend for over 45 years. He was a fellow canoeist, kayaker and Windmill sailor. His first name personifies this man. He was active in the Seminole Canoe Club which was founded by his uncle in the 1920's. This was where I first met him. The club was hosting the ACA Dixie Division canoe Championships.

Noble participated in many ACA races at the ACA Sugar island Annual Encampment where he won numerous races. He was Dixie's chief measurer and had other duties as well. He won many races over the years including two grueling 38 mile Mug races on the St. Johns River.

He was a professional civil engineer having graduated from University of Florida. Noble specialized in water resources with the Corps of Engineers in Jacksonville, He lived on the St. Johns River which is one of the few north flowing rivers in the northern hemisphere. Noble was very active as a preservationist. Moreover, he was an excellent boat builder and paddle maker. He made beautiful laminated 15" trophy paddles that winners cherished.

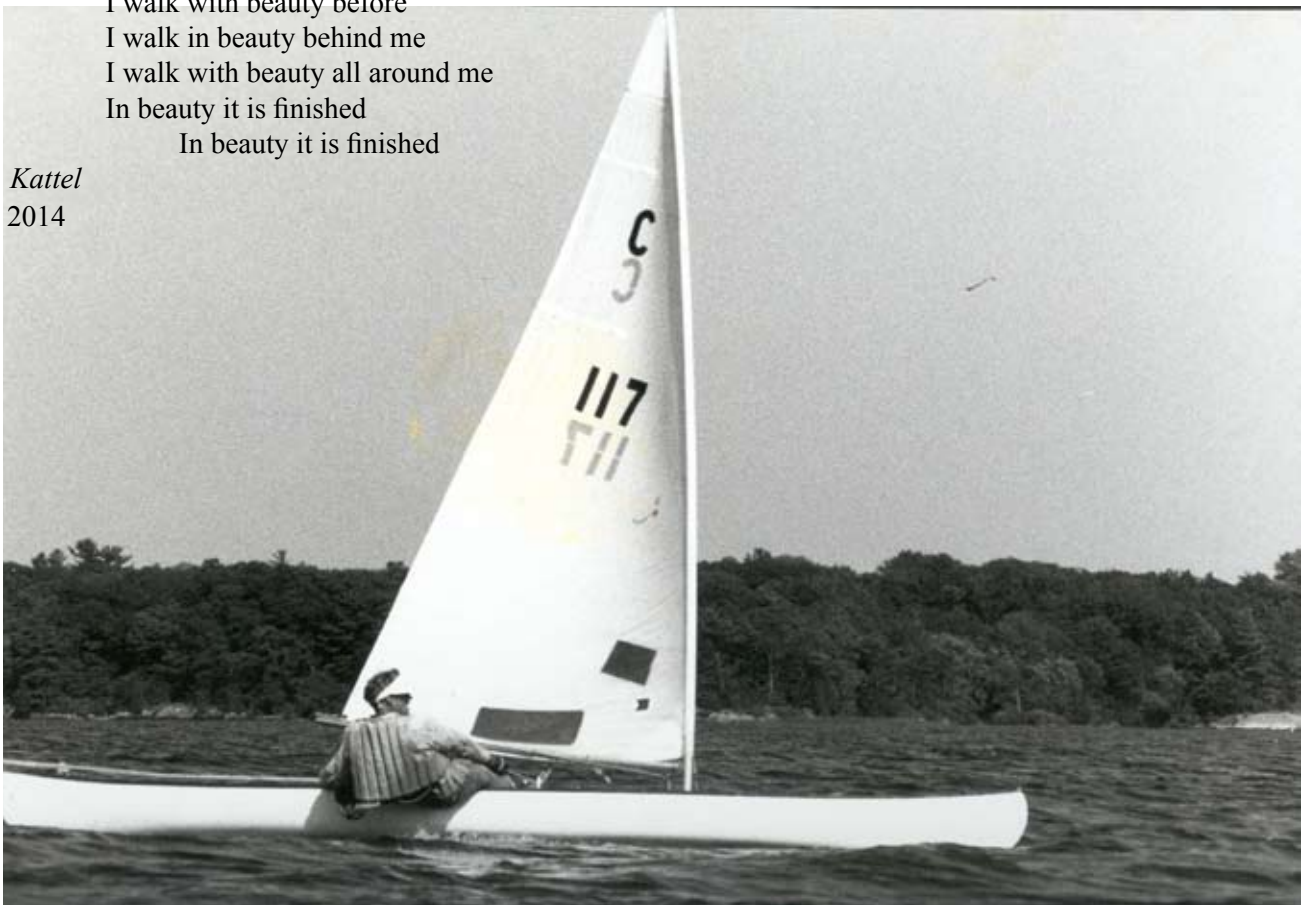
Noble contracted polio at a very early age and had a leg brace. He endured several operations on his leg. But this didn't affect his attitude about life and it's beauty around him. He had one or two girl friends, who I observed adored him, but he never married. Years ago he spoke to me about his view of PPS or Post Polio Sequelae. He was concerned in time he would be effected by it and he did not want to be a burden on any one. He lived for the day and the goals were to observe nature and to preserve it.

A few years after his death from a massive stroke his estate donated 500 acres of wetlands to the North Florida Land Trust for Permanent Preservation. His family over many years acquired and assembled various parcels through Noble's expertise and his sister's efforts. A very fitting tribute to this noble man.

In conclusion, Noble saw this Navajo prayer on a little card on my Sugar Island tent and loved it:

I walk in beauty
I walk with beauty before
I walk in beauty behind me
I walk with beauty all around me
In beauty it is finished
 In beauty it is finished

Edward B. Kattell
August 18, 2014



For the Record*Marilyn Vogel*

Noble Enge 1929 - 2010, was known as a lifelong paddler, extraordinary sailor, and for his conservation of nature. He was a modest and studious gentleman.

As an expert's expert canoe sailor, seven times 5 meter National Champion: 1969, 1973, 1978, 1981, 1987, 1988 and 1990 and before that when there was no trophy. The 5 meter national trophy has the mark of Seminole Canoe Club on it, the Mally Mallison Trophy. Originally chartered as the Seminole Canoe and Yacht Club in 1928 when founding members raced and sailed canoes and brought home trophies, it is now the Seminole Canoe and Kayak Club, Jacksonville, FL..

When no other canoe sailors were around to compete with, Noble sailed with other hulls and used the Portsmouth rating system to place. He introduced Bob Halsey to the Mug Race on the St. John's River. Sponsored by The Rudder Club, Jacksonville. He sailed an 18-foot Clearwater Canoe.

Noble's car roof rack was the old Quick and Easy with old boards that were sagging after long use. He said he just turned the wood over every 10 years.!You could say he was a minimalist.

The *Florida Times Union* obituary from Dec.27 to Dec. 28, 2010 reported

"Enge, a longtime member of the American Canoe Association paddled the local northern Florida rivers and ones out West, in Canada and Hawaii. He once completed a marathon canoe trip from White Springs on the Suwannee River into the Gulf; up the Withlacoochee River to Dunnellon; portage by car to Silver Springs; down the Ocklawaha River to the St. Johns River; and finally north in the St. Johns to Arlington."

According to the *Florida Times Union*, Noble sailed in 24 Mug Races, going back to his first in 1960. He competed in a Windmill-class with a sailboat he built himself, crewed on friends' cruisers in the race and soloed seven times in a sailing canoe. In the Mug Race- the world's longest river sailboat race, -he was fourth overall one year while sailing the Windmill and twice Enge won his open monohull without-spinnaker class.

The *Florida Times-Union* wrote that after he retired from The Corp of Engineers in Jacksonville, Noble was involved with Water Resources Planning. Prior to his illness Noble was writing a paper on the original flows of the Everglades drainage area. [Regarding a Florida plan for restoration of the Everglades.]

Noble was a member of many environmental organizations. As a naturalist; he spent years acquiring land and marshes for preservation purposes. He left a donation of 500 acres in the Timucuan Ecological and Historic Preserve for permanent preservation and protection by The North Florida Land Trust. <http://northfloridalandtrust.org/> Noble's philosophy was simple, 'When you spend your life on the river, you can't help but want to see it preserved.'

see also page 8 - 10

www.JaxStrong_December_2013_508Noble.pdf



Each weekend as the Sonar sailors hear the starting gun and race across the line, they remind us of the tradition of one-design sailing that our Club has carried on over its long history. Some of our members can recall the fleets of Ensigns, Rhodes and Etchells. Others raced on Ravens; some on Snipes. Comets and Meteors streaked to windward marks, while Victorys prayed for breeze enough to live up to their exalted name. Most people date the emergence of small boat one-design racing to the development of the Star Class and the later design classes such as the IOD. Yet all these boats sail in the spectral wake of “Gretchen”, winner of the first Club regatta.

Ironically, although her victory was historic, it was to become lost in the dusty archives of nautical history. Only now can we look back over nearly a century and a half to appreciate the significance of **“Gretchen’s” triumph**. For in winning the Club’s first regatta she and her sister racers created the prototype of one-design, small boat racing.

According to a lengthy article in the New York Times the conditions on Flushing Bay that October afternoon in 1872 were ‘ideal—bright sunshine, an eight-knot breeze, and “waters but slightly activated” for a distance of about five miles, The boats were, of course, sailing canoes.

Five boats registered for the race but one was unable to compete. The four boats wore a headsail, a mainsail and a “dandy”, a nineteenth century term for a mizzen sail—yawl rigged fifteen foot canoes. Their names reflected both affection and humor: “Violette”, “Gretchen”, “Leila”, and “Walrus.” Absent a starting gun, the time over the line of each boat was noted. The racers were accompanied by the steam yacht “Gertrude.”

The “eight knot breeze” became, to use a modern description, “variable” and the race proved a test of skill and strategy, “Gretchen”, owned and sailed by Montgomery Schuyler, was declared winner with a time of 1:14:16.

If the race itself lacked excitement, its aftermath certainly made up for it. (From this point will quote freely from the New York Times, not only for the factual material but also for its quintessentially Victorian prose style.)

Shortly after the last boat crossed the finish line a sudden squall hit. Suddenly the friends of the crews standing on the steam yacht were surprised, “to see the “Leila” upside down in the salty brine, and a blue jacket and pantalooned object throwing the element into violent commotion in an endeavor to regain the cedar craft. It was the canoeist,” Fortunately, he was rescued by the skipper of a nearby cat boat.”

But that was just Act One: *“No sooner had the incidents of this disaster been fully painted upon the retinas of the optics of the occupants of the “Gertrude” than their attention was called to a similar distressing accident occurring at a little distance. The crew of the “Gretchen”, the winner of the race, while viewing with feelings of sadness the disaster happening to his companion, was suddenly emptied into Flushing Bay and submitted to like inconveniences.*

The crew of the “Gretchen” was provided with an air-bag, and this he quickly inflated, holding on to it with one hand and his mouth, while with the other he maintained the same relative position to the upset canoe and water of the bay. He then placed the air bag beneath his arm-pits and with a floundering like the sea-lions in the tubs at Barnum’s, gained a good hold on the canoe which he maintained until taken aboard of the “Gertrude.” Standing on the deck of the little steamer, he received the congratulations of his friends, as much for the pleasure afforded them by *his proving the victor in the race, as by his successful personation of the character of “Tippe-canoe.”*

Thus ended the Club’s first regatta, which the participants deemed “a good thing.”

Charles Murphy, *historian of the North Shore Yacht Club, Long Island, NY, formerly the New York Canoe Club*

A Note on One-Design Racing

One-Design racing, as we know it today, involves boats that are required by rules to be alike in such factors as length, beam, draft, sail area, etc. This equality is enforced by measurers and other officials of the class. All requirements are published and boats certified. Although One-Design racing has been popular for many years, its origins are unclear. To that end, I tried to find answers to these questions: Who were the first One-Design racers? What did they sail? When did they sail?

I consulted John Rousmaniere, eminent yachtsman and author, who is the Club historian of the New York Yacht Club. He said that the earliest One-Design class was the North Haven Dinghy built in Maine in 1886. He added, "Very likely there were no detailed measurement rules in those early one-designs... With one builder per class, the early one-designs were patrolled by the yard that built them."

So how can we characterize the Club's first regatta? It was sailed by similar boats, probably built by the same boat builder replicating a popular design. It involved almost all the elements of one-design racing as we know it today, save a modern starting sequence. Like the later North Haven dinghy, the Club's boats sailed "without benefit of clergy" as there was no published class association regulations, no measurer, no bureaucracy on a race among equals. Club sailors matched their sailing skills against those of their competitors. That sounds suspiciously like one-design competition.

At this time however, I could not claim with certainty that our Club held the first one-design small boat regatta. The records of earlier clubs are not available, and there are always going to be problems with definitions. Yet there is much we do know. Sailing has always been an evolutionary sport and our Club has frequently been in the vanguard of change and development. In our origin we sought to lead sailing to a wider audience. In the development of the sailing canoe we pioneered changes in design that have lasted to this day. And on October 19, 1872 the Club's first regatta set the template for what would become the small boat one-design racing that we know today.

CPM [Charles Murphy] Questions or comments: cpjlmurphy@optonline.net

About Your PFD!

Is your lifejacket / Personal Flotation Device a problem?

If your pfd is not comfortable, does it fit?
Is it in the way of the boom when tacking?
Is it too soft or too hard? Is it too bulky? Does it chafe?
Does it float overhead when you are in the water?
How old is it?
It's not hard to find a comfortable PFD these days,

Some new PFDs have pockets and a variety of features. They are adjustable for different body types with comfortable neoprene shoulder straps. Some PFDs have buoyancy by the abdomen in order to provide more arm mobility. Newer fabrics often have reflective material for visibility and resist Ultraviolet degradation. Some jackets still have vertical "ribs" to provide a comfortable fit.

The label inside the pfd/lifejacket has information about size and Coast Guard requirement such as adequate buoyancy, for example, 15.5 pounds for a type III pfd.

If your current pfd floats over your head when you are in the water, then you really need a new pfd, your safety is worth it!

Charleston, SC PADDLEFEST APRIL 2014

Charleston, South Carolina is as beautiful as they say, especially in April after a brutal winter *and* it is a hotbed of sailing activity.

Our canoe sailing workshop was at the April 2014 East Coast Paddlesports and Outdoor Festival at James Island County Park. Most attendees had never seen or heard of a sailing canoe. Participants enjoyed a ride in our sailing canoe. They had sailed other boats and paddled kayaks. We even attracted a woodworker or two.

Thanks go to Joe Moore of the ACA staff who is a sailor and John Randel of the County Park who made everything work smoothly. The group campsite people were very friendly and helpful.

James Island County Park had lots of camping, biking and walking trails, and saltwater access. Seminars and vendors booths were spread out around the central pond which was perfect for boat trials. Saturday evening included a big dinner with folk music.

Charleston County Park and Recreation Commission
James Island County Park www.ccprc.com
East Coast Paddlesports and Outdoor Festival:

RACE RESULTS - DELAWARE VALLEY DIVISION CHAMPIONSHIPS

2014 UNION LAKE MILLVILLE NJ JUNE 15, 2014 SUNNY, WIND 9 MPH

DELAWARE VALLEY DIVISION 5 METER CLASS CHAMPIONSHIPS UNION LAKE, MILLVILLE, NJ

Sunday	5 meter sunny			9 knots	
	Race 1	Race 2	Race 3	Points	Finish
Dave Breinig	1	1	1	3	1
John Depa	2	3	2	7	2
Larry Haff	3	4	3	10	3
Bill Covert	4	2	5	11	4
Marilyn Vogel	5	5	4	14	5



above: John Depa and David Breinig

DELAWARE VALLEY DIVISION ACA CLASS CHAMPIONSHIPS UNION LAKE, MILLVILLE, NJ

June 15, 2014	ACA CI		9 knots		
	Race 1	Race 2	Race 3	Points	Finish
John Depa	3	2	2	7	1
David Breinig	DNS	1	1	8	2
Marilyn Vogel	1	4	3	8	3
Larry Haff	4	3	4	11	4
Bill Covert	2	5	5	12	5



Union Lake hosts: Sharon and Tom Shephard

left to right
Larry Haff, Marilyn Vogel, Dave Breinig,
back Charles Sutherland,
John Depa, Bill Covert, Tom Shephard

RACE RESULTS - SUGAR ISLAND 2014

5 METER CHAMPIONSHIP SERIES SUGAR ISLAND 2014

5 meter	Race 1	Race 2	Race 3	points	Final
Dave Breinig	1	2	1	4	1
Tom Uebel	2	1	3	6	2
Mike Pirot	3	5	2	10	3
John Depa	4	4	4	12	4
Larry Haff	5	3	5	13	5

5 METER TWICE AROUND SUGAR ISLAND 2014

Tom Uebel
Mike Pirot
Larry Haff
John Depa

ACA CLASS CHAMPIONSHIP SERIES SUGAR ISLAND 2014

ACA Class	Race 1	Race 2	Race 3	points	Final
Dave Breinig	1	3	1	5	1
Tom Uebel	3	1	2	6	2
Larry Haff	2	4	3	9	3
Mike Pirot	5	2	4	11	4
John Depa	4	5	5	14	5

ACA CLASS TWICE AROUND SUGAR ISLAND 2014

Mike Pirot
Tom Uebel
Larry Haff
John Depa



*Canoe Beach,
Sugar Island,
Dave Breinig
and his Ultima*



National Sailing Committee Officers 2014, American Canoe Association:

Chairperson:	Larry Haff, 15 Smith St., Westborough, MA 01581 E-mail: LarryHaff@aol.com (508) 981-1302
Vice Chairperson:	John Depa, 124 East Schuylkill Road, Little Egg Harbor Twp., NJ 08087-1132 E-mail: caddepa@comcast.net , Tel: 609-294-2213
Secretary:	Marilyn Vogel, 2210 Finland Rd, Green Lane, PA 18054 E-mail: canusailor@yahoo.com
Treasurer:	Charles Sutherland, 2210 Finland Rd, Green Lane, PA 18054 (215) 453-9084
Open Canoe Measurer:	Larry Haff, 15 Smith St., Westborough, MA 01581 LarryHaff@aol.com
Master of Records:	Larry Zuk, E-mail: ZukLarry@gmail.com , 720.684.6890
Historian:	Larry Zuk, 1401 Elmhurst Dr., N305, Longmont, Colorado 80503

YOUR DIVISION CHAIRPEOPLE

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Delaware Valley Division:	Bill Covert Doylestown, PA 18901 215-340-4681 E-mail: billcovert@aol.com
Atlantic Division:	Joan Krilla, 141 Raintree, Mahwah NJ 07430 Tel: 201.825.9350
Appeals:	Charles Sutherland 2210 Finland Rd, Green Lane, PA 18054 (215) 453-9084

AMERICAN CANOE ASSOCIATION MEMBERSHIP www.americancanoe.org

ACA, 503 Sophia Street, Fredericksburg, VA 22401
Telephone: 540.907.4460 fax: 888.229.3792



Canoe Sailing Websites

ACA Canoe Sailor	http://canusail.org/
American Canoe Association	www.americancanoe.org
Lake Sebago canoe sailing	http://aca-atlanticdivisionblog.com/canoe-sailing/
Online Canoe Sailing Magazine <i>skinnyhull</i>	http://issuu.com/skinnyhull/docs/
US Sailing	www.ussailing.org
Sugar Island	www.americancanoe.org/aboutUs/SugarIsland http://sugar.islandertalk.com
Misty Isles Lodge	www.mistyisles.ca
Finland Canoe sailing	http://www.canoesailing.fi/
International Decked Sailors	http://www.youtube.com/watch?v=sBMSFYwkUwc&NR=1 http://earwigoagin.blogspot.com/search/label/International%20Canoe http://sailinganarchy.com/
England OpenCanoeSailGr	http://www.ocsg.uk

ACA September 2011 Canoe Sailing at Lake Nockamixon on-line:

http://www.youtube.com/watch?feature=player_embedded&v=Spq_kNKCg9k

www.youtube.com search for **ACA canoe sailing Nockamixon Sail Club 91811**

And search there for **International Canoe, 2009 Round Sugar Island Race Thousand Islands.**

ANNOUNCEMENTS

new website address: <http://canusail.org/>

ACA National Sail Committee Meeting, Union Lake Sail Club, Starling Drive, Millville, NJ
September 28, 2014 after the races

Agenda:

Officer reports

Old Business

New Business

Election of officers

Any member who wishes to propose a change to the Racing Rules or By-Laws should provide the Secretary with the proposal in writing and the current wording that would be changed.

AMERICAN CANOE ASSOCIATION

www.americancanoe.org

new address ACA, **503 Sofia Street, Suite 100**, Fredericksburg, VA 22401

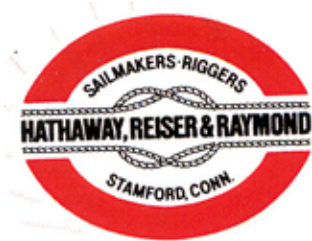
Telephone: 540.907.4460 fax: 888.229.3792



Race Rules from US SAILING,
MEMBERSHIP,
15 Maritime Drive, PO Box 1260,
Portsmouth, RI 02871 www.ussailing.org

Hardware Parts -- You can use parts for a Sunfish and a Laser for the gooseneck, blocks, rudder and other fittings. dealer locations from

APS (Annapolis Performance Sailing)
www.apsLtd.com



5 meter sails available from
Hathaway, Reiser & Raymond.
They have our 5 meter
canoe sail on file.
184 Selleck St., Stamford CT 06902
www.hathaways.com
203.324.9581

Messing About in Boats Subscription Order Form

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Mail Address _____

City _____ State ____ Zip _____

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12 Months — \$32 (Payable by Check)

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29 Burley St, Wenham, MA 01984-1943

3 Months Trial Subscription — \$8

Mail Order Only

Internet Orders

12 Months — \$36 (Payable by Credit Card)

To: www.duckworksbs.com/media/maib

No Telephone Orders Accepted

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BOATS



QUICK-RELEASE TOWING BRIDLE

