



# CANOE SAILOR

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NATIONAL SAILING COMMITTEE



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## FOR SALE



### For Sale: 17 foot 1927 Old Town Otca Canoe

The boat is a CS model with all of its woodwork in good shape. The boat is in excellent condition.

The exterior varnish work is done with a high tung oil varnish. The interior wood has not been touched. There are two minor patches in the canvas. The outside was repainted 3 years ago with Interlux Burgundy urethane. Although the boat has hardware to rig it to sail, it was not originally a sailing canoe.. The original owner created a mast thwart and step. I have purchased and installed rudder hardware as well as a rudder. Also included are: 2 fanback Seats, Floorboards, one wood paddle, 2 original seats (needing re-caning). A complete ACA sail rig is available with boat purchase at an additional \$300.

It needs dry storage.

Boat is located in Basking Ridge, NJ, delivery can be arranged within 300 miles. This boat was featured in WoodenBoat Magazine in the March/April 2014 Relaunchings section.

Photos of details of the boat and of the boat under sail, are available. Price - Reduced to \$2000 or best reasonable offer. Contact:

Eric Russell 917-446-5414 [ericprussell@hotmail.com](mailto:ericprussell@hotmail.com)

Hillary Zaenchik 908.244.6302 [hzaenchik@verizon.net](mailto:hzaenchik@verizon.net)



Performance racing dragonfly sail canoe outfitted by Gordon Miller to use/buy. Contact Tom Uebel by e-mail at [cruising26@hotmail.com](mailto:cruising26@hotmail.com)

### Hokule'a Visit

The Hawaiian sail canoe that is sailing around the world using wayfinding, the traditional method of navigating on long ocean voyages by using the stars, ocean swells and natural elements as guides, Hokule'a, is part of Hawaii's Polynesian Voyaging Society.

In May the Hokule'a visited the Washington Canoe Club for a week. A great welcoming celebration with about 1000 residents, included visits with dignitaries and canoe sailor Dan Havens family and paddlers from the club. The Hokule'a crew paddled the Rappahannock River and had the public aboard the Hokule'a,

During the May outreach, crewmembers and the public worked with the National Parks Service on a Bioblitz activity focusing on plankton. A BioBlitz is an event that focuses on finding and identifying as many species as possible in a specific area over a short period of time to get an overall count of the plants, animals, fungi, and other organisms.

In June we went to see the Hokule'a in Newark, NJ, at the Newport marina on the Hudson River, next to the Path train station, (which has a beautiful garden plaza). Weather was pouring rain and windy. First we saw the sister catamaran the *Wayfinder*. Then the Hokulea arrived, under tow in fog. We watched them turn 180 degrees, steering with a paddle, about 6 people holding it. They had given a talk at the United Nations for World Oceans Day. Ever since they had arrived in NYC they had much fog and rain, even for their Opening Day ceremonies! After watching them dock, the stormy weather drove us off.



Charles Nainoa Thompson, president of the Polynesian Voyaging Society,



During their stay in New York City, Hōkūleʻa was a part of the Hawaiian Airlines Liberty Challenge hosted by New York Outrigger, the largest outrigger regatta on the East Coast, an 11 mile race with a mixed crew.

Later on, the Hōkūleʻa traveled up the Erie Canal, a system of 35 locks that connects Lake Erie to the Hudson River and they sailed the St. Lawrence River.

On June 16, 2016 **Nainoa Thompson** (*above*) received the National Geographic Society's oldest and most prestigious honor, the Hubbard Medal, for their outstanding contributions to scientific research, exploration and conservation. Charles Nainoa Thompson, president of the Polynesian Voyaging Society, is an expert in the ancient Pacific Island tradition of wayfinding.

The first native Hawaiian to practice wayfinding since the 14th century, he studied under Micronesian master navigator Pius Mau Piailug of Satawal, Yap. In the 1970s, Thompson was part of an important movement among young Hawaiians committed to restoring cultural pride. He has since dedicated his life to teaching wayfinding to future generations, developing a method that combines the tenets of ancient Pacific navigation with modern science, fostering a renewed interest in Hawaiian heritage.

Hōkūleʻa has journeyed more than 150,000 miles over the past 41 years. More info is on their great website, <http://www.hokulea.com/>.



## THE AMERICAN CANOEIST, by G. Wascheck 1955

International Challenge Cup by Royal Canoe Club with the British deck sailors-



*April:* A challenge for the International Challenge Cup has been extended by the Royal Canoe Club, Teddington-on-Thames, England, to the United States sailors, present holders of the Cup. The challenge comes on the heels of final negotiations on equipment rule modifications with the English (and the Swedes) pertaining to decked sailing canoes of the International Class.

The International Challenge Cup was presented for competition by the New York Canoe Club in 1885. It is a perpetual challenge trophy for decked canoes and was successfully defended by the United States in 1886, 1888, 1890, 1891, 1913 and 1914. In 1933 Uffa Fox and Roger DeQuincy of the Royal Canoe Club challenged and for the first time the trophy was taken from these shores to England. In 1936, Gordon Douglass, representing Canada, challenged the British but was unsuccessful. Louis Whitman and Adolph Morse, representing the United States then challenged in 1948 and were defeated: However, in 1952, Louis Whitman made a second attempt and at long last brought the Cup back to America.

At the present time, Donald Head is the leading decked canoe sailor in Britain using, incidentally, the molded plywood type of hull designed by Louis Whitman. It is expected that three British challengers and an alternate will

invade the United States for the event. ....The races will be held

under the auspices of the New York Canoe Club and the ACA. The New York Canoe Club is now combined with the North Shore Yacht Club in Port Washington, Long Island.

**July A C**, September 6 first race with a series of three races, each between 8 and ten miles long.

The plan is for one race each day, a triangular course on north shore of Long Island in the Manhasset Bay area.

Every official race has its own peculiarities, and this was true of the International races held at Sea Cliff, Long Island Sound, between England and America in 1955. Rarely do we get an account of each of the three Cup races by one of the participants, as we do here, as Lou Whitman wrote a detailed account of the races to his good friend, artist and former champion helmsman, Rolf Armstrong.

It's interesting to read how Lou was luffed out of the first race when Graham Goodsen touched his sliding seat --- and even more stunning to read Lou's reaction to that action, which caused him to leave the race.

*Canoe Sailor 49 page 4*

## LOU'S 1955 LETTER TO ROLF

courtesy of Larry Zuk, ACA historian

"Dear Rolf:"

I sure wish I were out there with you. Two hundred sq. feet of sail with an over-size slide on a decked canoe might be the answer out there with a steady 10 mile breeze. Anyway, a direct comparison with *Mannikin* is the only way you can come to an accurate conclusion. "

"in regard to the result of the Internationals, I will attempt to give you a picture the way I see it.

Line up: United Kingdom - Graham Goodson, Bill Kempner, John Stothert, sailing Fox hulls; Ronald Head in a British rigged Swedish *Manana II*. Alan Emus with an Austin Farrar boat was the Alternate."

"Line up: US- Adolph Morse, Frank Jordaens, Joe Ferrugia and myself; Frank Hahn, Alternate; all sailing Swedish moulded *Manana II*."

"1st Race: Wind 10 miles per hr. Start on a reach. Went over about the center of a long starting line. Found Graham Goodson to leeward and abeam of me by 6 boat lengths. Bill Kempner astern of Graham. Rest of fleet upwind and abeam of me at start. Sailed about 400 yards without gaining on Graham. Narrowed distance between Goodson and myself by two boat lengths but felt safe due to fact that Graham did not have luffing rights. Took my eyes off Goodson and started to watch the fleet to windward in order to see if I could be any help to my teammates, for about 20 seconds. Suddenly, Graham loomed up abeam of me; I turned upwind to avoid collision but I was too late. Graham's seat touched my boat lightly. I withdrew, feeling that somehow that Graham had got clear ahead during the period I had taken my eyes off him. He then would have gained luffing rights. I turned back and reported myself to the committee boat. Ten minutes later, Joe Ferrugia reported himself to the committee boat for the same reason. However, when questioned, he admitted he was riding up Graham's wind when luffed out by Graham and that Graham had been clear ahead. Twenty minutes later, I suddenly realized that I had never seen Graham clear ahead and that the possibility of him having gained that position in the brief time I had taken my eyes off him, was very unlikely. However, I didn't have the nerve to go back to the committee and reverse myself; then ask them to wait while Joe and I went around the course three times. In the meantime, Frank Jordaens, who had been sailing close to the leader, Ron Head, turned over on a come about, lost about 20 seconds. Ronald sailing one of the sisters of *Manana II*, gained the lead and increased it steadily. The other three boats managed to keep Frank and Adolph under control by good team work. The final wind-up was--English, 1,2,5 and six; U.S., 3 and 4 with Joe and myself in the dog-house. The second race - 10 miles per hour, had a windward start. My team, having been warned by me that the race rules start at the 5 minute gun, were too careful and made bad starts. Ronald went over the line first followed by the other three English boats. I seemed to be doing well to windward, going through Graham's lee, then Kempner and Stothert, without any trouble. I found Frank, who had been sailing without interference, ahead of me with Ronald in the lead. Passed Frank on the first downwind leg and closed considerably on Ron during both downwind legs. Upwind, I split tacks with Ron hoping that he'd cover me and that Frank would gain the lead as a result. All that happened was that Frank passed me. Looking back during the last two legs, a British boat was 4th and the other American boats were 5th and 6th or 7th. One British boat was well behind, but Graham, in the other, was threatening. I decided to sail back and hinder and ordered Frank to follow suit. I managed to get Bill Kempner up to windward slightly so that Joe got through to leeward but Kempner slipped by me. Meantime, Graham shot up to windward of Kempner. Imagine my surprise to see Adolph shoot up to windward of me instead of leeward even though he had lost Graham by this time. I managed to cross the line in front of John Stothert who had closed up during these luffing matches. My trouble and Frank Jordaens was that we were overly zealous of trying to be in a luffing position but far enough back so that my opponent could not slip around my stern."

continued on next page.

"These maneuvers on a broad reach with the British having excellent control over their speed and holding their sheet in their hands was too difficult. Particularly since at a certain position they would blanket me. I found that the British could not execute these maneuvers against me in a later race either. In other words, when a man does not care about losing time in a race, this stunt cannot be done. At the finish, it was the British, 1,4,6 and 7; US, 2,3,5 and 8. We were behind by two points. However, Frank Jordaens had caught Bill Kempner on a port tack about 50 feet from the finish. Bill Kempner had jibed about almost in front of Frank. This gave us the race with the series tied."

"Last race was run in a light variable wind. The American start was a little better. Ronald had gone over the line second. However, I managed to pass him in a tacking duel. I caught Bill Kempner near the windward mark and took the lead. On the final round, Adolph caught me on a wind shift. The race finished in the following order -Adolph first, I was second, Frank Jordaens third, Ronald Head, fourth, Bill Kempner fifth, John Stothert, sixth and Alan Emus, who had replaced Graham seventh, with Ferrugia disqualified. This race was a definite walk away for the Americans, only Ronald was capable of staying with us, the others were so far behind they were in danger of being lapped. As far as hull performance was concerned, the *Manana II* moulded hulls reigned supreme. Although there were two firsts by British boats and that was accomplished by *Manana II* moulded hull sailed by Ronald."

"The British definitely were superior on team work, although we were later told that they had been coached by one of the best team work strategists in England. However, we were at a disadvantage due to the fact that our team was selected the day prior to the Internationals. However, the reason the three new type Fox hulls performed as well as they did, was two-fold: One reason was the use of the fully battened sail designed by Dr. Ammonier in 1948, which appears to be very good for the English method of sailing with an uncleated sheet. This is due to absence of flogging when spilling wind. This type sail was exhibited at the Motor Boat Show in 1950 and was used by Stierstorfer and myself a few years ago with a great deal of success. However, the rest of the fleet was highly annoyed with its use and in particular took exception to my using it because they felt that I already had a first class boat. There is only one disadvantage with this sail in a light variable breeze, it is only moderately good. The other reason was a comparative steady moderate breeze without a lull for the first two races which helped the Fox boats. The new Fox boats resemble Wake except that they had a somewhat more rise of floor amidships, flattening at the stern. Also a hard bilge amidships, hardening up into a chine near the stern, was another feature of these boats. They had admitted to us that when they had been used with conventional soft sails, these new chine boats had no chance whatsoever against Ronald Head's Firebird [*Manana II*]."

"During the Elliot Trophy race run by the Manhasset Yacht Club, the British boats did not go very well at all, although John Stothert took two seconds. John is in my opinion, the best helmsman in England. He took full advantage of the hard puffs in Manhasset Bay and seemed to have uncanny ability to anticipate the best spot to be in. Frank Jordaens won the Elliot, a first and two thirds."

"I had the misfortune to put a nail through my foot on the beach. The day of the final race for the Elliot, it was too swollen to put my shoe on. That put me out of the running, which was a three way tie. The last race was light going, and only Ronald was able to nose out an American boat."

"The English made a number of improvements in their rigs and equipment. A new slide which sort of combined an up tilted camber on the underside and cutouts for heel grips on the upper side contributed a great deal to their heavy weather performance. Regards from Ruth."

Sincerely yours,  
LOU



# RACE RESULTS - DELAWARE VALLEY DIVISION CHAMPIONSHIPS

UNION LAKE, MILLVILLE, NJ JUNE 13-14, 2016 SUNNY, WIND

## 2016 Spring Warm - up Cruise

On May 15<sup>th</sup> four sailors met at Spruce Run State Park for the Annual Bob Celifarco Memorial Sail, Larry, John, Chuck and Marilyn. Temperature was about 50 degrees, wind was steady at 20 knots plus gusts. Larry brought his beautiful newly built lapstrake “canoe”. Marilyn tested her new drysuit pants but lost a shoe in the mud. No one capsized, no one sailed. We all had some great pizza in town and did not get caught in the rain! At the Fire company there was a nice farmer’s market.



*Pictured left to right: Marilyn Vogel, John Depa, Bill Covert, Chuck Sutherland, Larry Haff*

Saturday 9 am start, steady wind, sun 3 C Class races then lunch. Bill Covert was way ahead all the time except when Larry was ahead all one race but Bill beat him at the finish!

Sunday was more windy with strong gusts as the day progressed. Started at 9:15 am and sailed two races before lunch. Then we had steady gusts, 25 mph, and whitecaps.

Thanks go to Chuck Sutherland for running the races and to David Burgess and John UL-STClub board member volunteers for running the committee boat and club hosting.

**DELAWARE VALLEY DIVISION  
ACA CLASS CHAMPIONSHIPS JUNE 12, 2016  
UNION LAKE, MILLVILLE, NJ**

ACA Class	Race 1	Race 2	points	Final
Bill Covert	1	1	2	1
Larry Haff	2	2	4	2
Marilyn Vogel	3	3	6	3
John Depa	4	DNF	9	4

**DELAWARE VALLEY DIVISION  
5 METER CLASS CHAMPIONSHIPS  
JUNE 11, 2016  
UNION LAKE, MILLVILLE, NJ**

	Race 1	Race 2	Race 3	points	Final
Bill Covert	1	1	1	3	1
Larry Haff	3	2	2	7	2
Marilyn Vogel	2	4	3	9	3
John Depa	4	3	4	11	4

RACE RESULTS - NATIONAL CHAMPIONSHIPS 5 METER AND ACA CLASS 2016

5 METER CLASS NATIONAL CHAMPIONSHIP  
MILLVILLE, NJ SEPTEMBER 2016

5 meter	Race 1	Race 2	Race 3	points	Final
<b>Bill Covert</b>	1	3	1	5	1
<b>David Breinig</b>	2	1	3	6	2
<b>Harold Bernard</b>	3	4	2	9	3
<b>Larry Haff</b>	4	2	4	10	4
<b>Marilyn Vogel</b>	5	6	6	17	5
<b>John Depa</b>	DNS	5	5	19	6
<b>Joan Krilla</b>	6	7	7	20	7



Bill Covert won the CLASS C-5 METER Mallison Trophy

ACA CLASS NATIONAL CHAMPIONSHIP  
MILLVILLE, NJ  
SEPTEMBER 2016

ACA class	Race 1	Race 2	Race 3	points	Final
<b>David Breinig</b>	2	1	1	4	1
<b>Tom Uebel</b>	1	2	DNS	12	2
<b>Marilyn Vogel</b>	6	3	3	12	3
<b>John Depa</b>	3	5	4	12	4
<b>Larry Haff</b>	5	6	2	13	5
<b>Bill Covert</b>	7	4	5	16	6
<b>Harold Bernard</b>	4	7	6	17	7
<b>Joan Krilla</b>	8	8	7	23	8



Dave Breinig won the ACA CLASS TOM ZUK Trophy



Left to right: front: Bill Covert, Marilyn Vogel, Dave Breinig, Joan Krilla  
back row: Harold Bernard, John Depa, Chuck Sutherland, Larry Haff



Dave Burgess  
Club host



## RACE RESULTS - SUGAR ISLAND 2016

5 METER CHAMPIONSHIP SERIES SUGAR ISLAND JULY 26, 2016			
<i>5 knot, shifty</i>	Race 1	Race 2	Final
Marilyn Vogel	1	1	1
Henry Breinig	2	2	2

ACA CLASS TWICE AROUND SUGAR ISLAND JULY 27, 2016	
Henry Breinig	1
Marilyn Vogel	2

5 METER TWICE AROUND SUGAR ISLAND	
Marilyn Vogel	1
Henry Breinig	2



ACA CLASS CHAMPIONSHIP SERIES SUGAR ISLAND, JULY 27, 2016				
	Race 1	Race 2	Race 3	points
Dave Breinig	1	1	1	3
Marilyn Vogel	2	2	2	6
Henry Breinig	3	3	3	9

**I**nternational Canoes were well represented at Sugar Island this year! Sailors came from Great Britain, Calgary, Canada and San Juan Islands. Ten sailors competed, including our Dave Breinig.



### IC Race Results Sugar Island 2016

ACA Championship Series, Chris Maas  
 Twice Round Sugar, Chris Maas  
 Crane Trophy, Chris Maas  
 Mermaid Trophy, Chris Maas  
 Butler Trophy, Todd Twigg  
 Mab, Bill Beaver

Since Feb. 2015 the USA Canoe/Kayak, the sport's competitive governing body, has partnered with the American Canoe Association. So, welcome back to the ACA, the national governing body for Olympic paddlesports.  
<http://www.canoekayak.com/news>



**National Championships Cruising Class, Wilkinson Trophy**

**September 3-4, 2016**

**ACA Camp, Lake Sebago, ACA Camp  
Seven Lakes Drive, Slootsburg, NY**

**Saturday 10 a.m. and 2 p.m. and Sunday 11 a.m.**

**The Atlantic Division website is**

**<http://aca-atlanticDivisionBlog.com/aca-camp-at-lake-sebago/>**

**Contacts for more information: Sheepshead Canoe Club**

**Joanie Krilla 201-669-9994 or**

**Sherrie Winkworth at [swinkworth@verizon.net](mailto:swinkworth@verizon.net) or 973-252-3484**

**Rescue Boats are sponsored by the Empire Canoe Club**



THE CRUISING CLASS SAIL CANOE is an open canoe sailed by steering with a paddle, no rudder is used. The sail may be any design but its size (about 40 sq. ft.) is based on the dimensions of the canoe. This is the oldest most traditional form of ACA canoe sailing. Its simplicity requires much skill but results in better sailing ability. The sailor soon learns to balance the boat using his or weight, adjusting the leeboard and fine tuning the placement of the leeboard thwart.





## RACE RESULTS ATLANTIC DIVISION



Minn

### CRUISING CLASS ATLANTIC DIVISION CHAMPIONSHIPS 2016 LADYBUG TROPHY

Ladybug	Race 1		Race 2		Race 3		TOTAL	
	Pos.	Pts.	Pos.	Pts.	Pos.	Pts.	Pos.	Pts.
Sherrie Winkworth	2	2	1	1	3	3	1	6
Joanie Krilla	1	1	3	3	4	4	2	8
Don Uebel	3	3	4	4	1	1	2	8
Minh Nguyen	4	4	2	2	2	2	3	8

### ADK TROPHY - TWO PEOPLE TO A BOAT 2016 ACA CAMP, LAKE SEBAGO, SLOATSBURG, NY

ADK Trophy	Race 1		Race 2		Race 3		TOTAL	
	Pos.	Pts.	Pos.	Pts.	Pos.	Pts.	Pos.	Pts.
Sherrie Winkworth and Carol Loomis	1	1	1	1	2	2	<b>1</b>	4
Joan Krilla and crew	2	2	2	2	1	1	<b>2</b>	5

### KAY RYAN MEMORIAL LADY 'S TROPHY SEPT. 5, 2016

	Race 1		TOTAL	
	Pos.	Pts.	Pos.	Pts.
Joanie Krilla	1	1	1	1
Sherrie Winkworth	2	2	2	2
Marilyn Vogel	3	3	3	3
Mia Barker	4	4	4	4



Kay Ryan Memorial Trophy- Ladies Race - Joan Ryan winner!  
Men sailing dress up like Ladies! Welcome to Mia, our new lady sailor,

**RACE RESULTS  
ATLANTIC DIVISION**



Tom Uebel

**CRUISING CLASS NATIONAL CHAMPIONSHIPS  
SEPTEMBER 3-4, 2016, ROGER WILKINSON TROPHY**

	Race 1		Race 2		Race 3		TOTAL	
	Pos.	Pts.	Pos.	Pts.	Pos.	Pts.	Pos.	Pts.
Tom Uebel	1	1	1	1	1	1	1	3
Don Uebel	3	3	2	2	2	2	2	7
Don Crouse	2	2	3	3	3	3	3	8
Sherrie Winkworth	4	4	4	4	5	5	4	13
Minh Nyugen	5	5	5	5	DNF	7	5	17
Paul Kelly	DNS	7	DNS	7	4	4	6	18

**JOHN KOMP 2016 ACA CAMP, LAKE SEBAGO, SLOATSBURG, NY**

	Race 1		Race 2		Race 3		TOTAL	
	Pos.	Pts.	Pos.	Pts.	Pos.	Pts.	Pos.	Pts.
Don Uebel	2	2	4	4	1	1	1	7
Joan Krilla	4		2		2	2	2	8
Tom Uebel	1		1		DNF	7	3	9
Don Crouse	3		6		3	3	4	12
Sherrie Winkworth	5		3		4	4	5	12
Minh Nyugen	6		5		DNF	7	6	18

**SEBAGO SERIES 2016  
ACA CAMP, LAKE SEBAGO, SLOATSBURG, NY**

	Race 1		Race 2		Race 3		TOTAL	
	Pos.	Pts.	Pos.	Pts.	Pos.	Pts.	Pos.	Pts.
Don Crouse	2	2	3	3	2	2	1	7
Don Uebel	3	3	1	1	4	4	2	8
Minh Nyugen	4	4	DNF	6	5	5	3	15
Joanie Krilla *	1	1	2	2	3	3	4	6*
Sherrie Winkworth *	DNS	6	DNF	6	1	1	5	13*
Tom Uebel *								

(\*Top 3 finishers from 2015 Nationals are not eligible) to win the Sebago Series.

# RACE RESULTS, ATLANTIC DIVISION

## C CLASS ATLANTIC DIVISION CHAMPIONSHIPS 2016 ACA CAMP, LAKE SEBAGO, SLOATSBURG, NY

	Race 1		Race 2		Race 3		TOTAL	
	Pos.	Pts.	Pos.	Pts.	Pos.	Pts.	Pos.	Pts.
Tom Uebel	1	1	1	1	1	1	1	3
John Depa	2	2	2	2	2	2	2	6
Joan Krilla	3	3	4	4	3	3	3	10
Don Uebel	4	4	3	3	DNS	6	4	13



Tom Uebel

## ACA CLASS ATLANTIC DIVISION CHAMPIONSHIPS 2016 ACA CAMP, LAKE SEBAGO, SLOATSBURG, NY

	Race 1		Race 2		Race 3		TOTAL	
	Pos.	Pts.	Pos.	Pts.	Pos.	Pts.	Pos.	Pts.
Tom Uebel	1	1	1	1	1	1	1	3
Joan Krilla	2	2	2	2	4	4	2	8
John Depa	3	3	4	4	2	2	3	9
Don Uebel	4	4	3	3	5	5	4	12
Minh Nyugen	6	6	6	6	3	3	5	15
Sherrie Winkworth (not an ACA sail)	5	5	5	5	6	6	6	16
John T?	7	7	7	7	7	7	7	21



Tom Uebel



Don Crouse won the John Komp trophy last year.

## National Sailing Committee Officers 2016, 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:

Historian:

### YOUR DIVISION CHAIRPEOPLE

New England Division:	Larry Haff, 15 Smith St., Westborough, MA 01581 E: LarryHaff@aol.com
Delaware Valley Division:	Bill Covert 600 Sunny Ave. Somers Pt., NJ 215-262-9176 E-mail:billcovert@aol.com
Atlantic Division:	Joan Krilla, 14 South St., Mahwah, NJ 07430 Tel: 201.669.9994

Appeals: Charles Sutherland 2210 Finland Rd, Green Lane, PA 18054 (215) 453-9084

AMERICAN CANOE ASSOCIATION MEMBERSHIP [www.americancanoe.org](http://www.americancanoe.org)

ACA, 503 Sophia Street, Fredericksburg, VA 22401

Telephone: 540.907.4460 fax: 888.229.3792

### Canoe Sailing Websites

ACA Canoe Sailor	<a href="http://canusail.org/">http://canusail.org/</a>
American Canoe Association	<a href="http://www.americancanoe.org">www.americancanoe.org</a>
Lake Sebago canoe sailing	<a href="http://aca-atlanticdivisionblog.com/canoe-sailing/">http://aca-atlanticdivisionblog.com/canoe-sailing/</a>
US Sailing	<a href="http://www.ussailing.org">www.ussailing.org</a>
Sugar Island	<a href="http://www.americancanoe.org/aboutUs/SugarIsland">www.americancanoe.org/aboutUs/SugarIsland</a>



Facebook:	<a href="https://www.facebook.com/search/top/?q=canoe%20sailor">https://www.facebook.com/search/top/?q=canoe%20sailor</a>
Misty Isles Lodge	<a href="http://www.mistyisles.ca">www.mistyisles.ca</a>
Finland Canoe sailing	<a href="http://www.canoesailing.fi/">http://www.canoesailing.fi/</a>
International Canoe	<a href="http://www.canoeicf.com/canoesailing">www.canoeicf.com/canoesailing</a>
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ACA September 2011 Canoe Sailing at Lake Nockamixon on-line:	<a href="http://www.youtube.com/watch?feature=player_embedded&amp;v=Spq_kNKCg9k">http://www.youtube.com/watch?feature=player_embedded&amp;v=Spq_kNKCg9k</a>
	<a href="http://www.youtube.com">www.youtube.com</a> search for <b>ACA canoe sailing Nockamixon Sail Club 91811</b>
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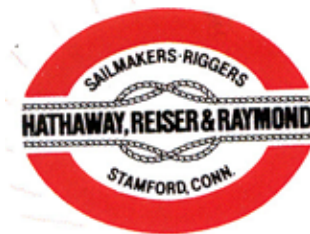


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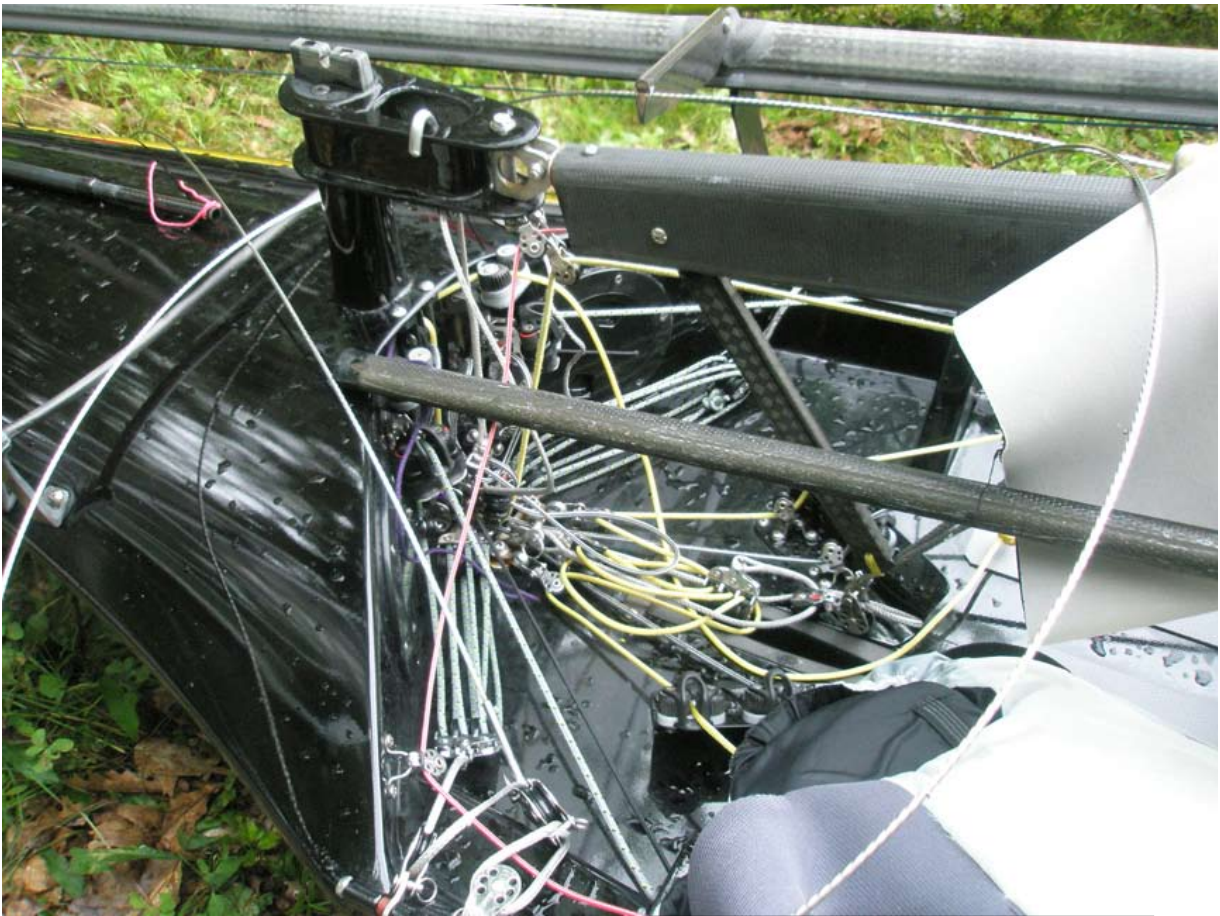
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