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CANOE SAILOR

ISSUE 50
SPRING 2017

AMERICAN CANOE ASSOCIATION
NATIONAL SAILING COMMITTEE



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2017 SCHEDULE CRUISING CLASS ATLANTIC DIVISION

ACA Camp, Lake Sebago, NY



“Free Sail” **Sunday, June 25 **10 am-4 pm****

Sailing Canoes will be rigged and available for interested sailors (or want-to-be sailors) to take out on the water. Give it a try – you’ll enjoy it!
(Sponsored by Sheepshead Canoe Club)

Lady Bug Trophy –Divisional Cruising Class Championships

Saturday, July 1 10 am and 2 pm * (See Note Below)
Sunday, July 2 11 am

ADK Trophy - Cruising Class - Two sailors to a boat

Saturday, July 8 10 am and 2 pm * (See Note Below)
Sunday, July 9 11 am

“Free Sail” /Workshop Saturday July 15 10am-4pm

Sailing Canoes will be rigged and available for interested sailors (or want-to-be sailors) to take out on the water. Learn the techniques of cruising class sailing, using a paddle instead of a rudder. Give it a try – you’ll enjoy it!
(Sponsored by Sheepshead Canoe Club)

Sebago Series Race #1 - Cruising Class (Sponsored by Sheepshead Canoe Club and Empire Canoe Club)
Saturday, July 22 10 a.m.

Sebago Series Race #2 - Cruising Class (Sponsored by Sheepshead Canoe Club and Empire Canoe Club)
Saturday, Aug. 29 10 a.m.

Sebago Series Race #3 - Cruising Class (Sponsored by Sheepshead Canoe Club and Empire Canoe Club)
Saturday, Aug. 5 10 a.m.

Divisional Championships

C Class (5 meter)

Saturday, Aug. 19 10 am (first race- others to follow)

ACA Class

Sunday, Aug. 20 10 am (first race- others to follow)

John Komp Trophy - Cruising Class

Saturday, Aug. 26 10 am and 2 pm * (See Note Below)
Sunday, Aug. 27 11 am

Wilkinson Trophy - National Cruising Class Championships

Saturday, Sept. 2 10 am and 2 pm * (See Note Below)
Sunday, Sept. 3 11 am

Kay Ryan Memorial Trophy- Ladies

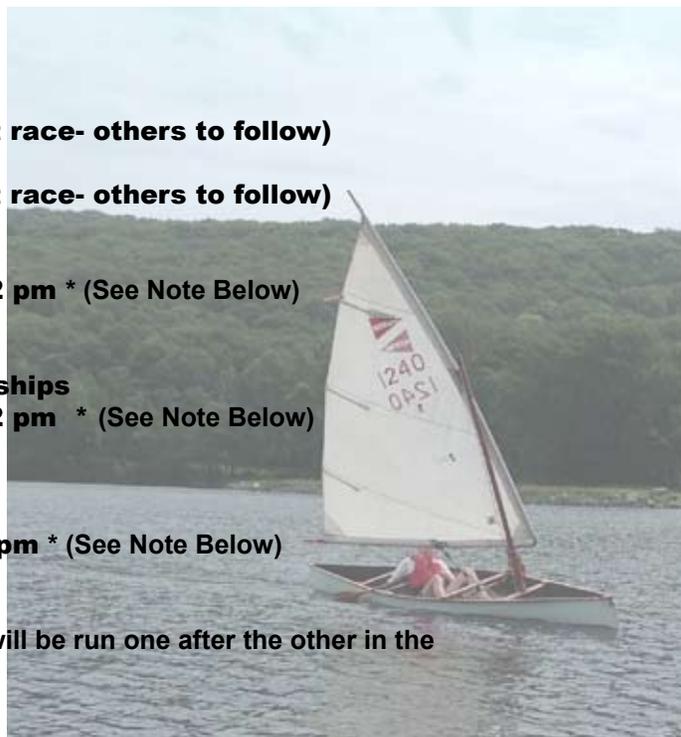
Monday, Sept. 4 10am and 2pm * (See Note Below)

***Note: If the first race takes less than one hour, the races will be run one after the other in the morning, with no race in the afternoon.**

Rescue Boats sponsored by Empire Canoe Club

Contacts for more information: Joanie Krilla 201-669-9994

Sherrie Winkworth at swinkworth@verizon.net or 973-252-3484



2017 SCHEDULE



MAY 6 [rain date MAY 7) Spruce Run Reservoir State Park, Clinton, NJ - Annual Bob Celifarco Memorial Sail. Beginners are welcome! Meet at noon at the cartop Boat Launch – Cold water conditions; wearing a wetsuit is advised. Contact: Marilyn Vogel 215.453.9084 or canusailor@yahoo.com Camping is available. <http://www.state.nj.us/dep/parksandforests/parks/spruce.html>

June 10-11 9 a.m. Delaware Valley Division Championships, 5 meter and ACA Class, Union Lake Sail and Tennis Club, Millville, NJ www.ulstc.org Contact: BillCovert@aol.com

July 23 -Sugar Island ACA Camp, Canoe Sailing week, Encampment ends Aug 7. Located in the Thousand Islands, near the border of NY and Gananoque, Ontario, Canada. It is 2 hours north of Syracuse, NY, via Route 81. Canoe sail racing, cruising and instruction. American Canoe Association Camp with primitive camping. Campsite reservations: E-mail: campSugarIsland@gmail.com. http://www.americancanoe.org/about-us/Sugar_Island Marilyn Vogel 215.453.9084 or canusailor@yahoo.com Cruising around the islands : Marilyn Vogel 215.453.9084 or canusailor@yahoo.com

August - September contact Marilyn Vogel 215.453.9084 or canusailor@yahoo.com

September 30, Oct. 1, 9 a.m. National Championships 5 meter and ACA Class, Union Lake, Millville, NJ. www.ulstc.org Contact: BillCovert@aol.com or 215-262-9176

We regret the untimely loss of ULST Club members John Guidera, the sailor and great artist, who helped us in the past.



Race Committee!

It works best with 2 or 3 people!
Bring a whistle
stopwatch
paper and pencil
binoculars

Picture above is Lake Sebago ACA camp.

The 15 acre Camp at **Lake Sebago** is located in Harriman State Park off Seven Lakes Drive, Sloatsburg, NY, south of Bear Mountain, north of Suffern, NY. Nearby highways are Route 87, exit for route 17.

The entrance is off Seven Lakes Drive at the gate for **SB2, ACA** group camp.

More information and Directions to the camp are available from

<http://aca-atlanticdivisionblog.com/> and

www.americancanoe.org/WhatWeDo/CampSebago

FOR SALE



1938 Old Town Otca 17' sailing canoe with sponsons, rudder, leeboards, and lateen sail. The canoe is in fine shape, in the family since 1938 and always kept under cover. Last paddled in 2005. The canoe sports the original canvas but has been refinished, inside and out, many times. The leeboards and rudder are in near-perfect condition but the sail is tattered and the mast broken but useable. The canoe comes with floor boards and a fan seatback. Spruce gunwales, no broken planking or ribs. Asking price is \$2,200. Canoe is in Trumansburg, NY.[near Ithaca] Call 607-387-9247 and leave a message. Scott Scott Andrew Sutcliffe [<mailto:sas10@cornell.edu>]



ANNOUNCEMENTS

NEW US Sailing Race Rules for 2017 - 2020
www.ussailing.org

The price of the ACA sail will increase to \$383 after the sale of remaining sails.

The Norwegians have a saying: "There is no bad weather, just bad clothing." Smart boaters wear a wetsuit or drysuit if the water temperature is less than 70 degrees. Even a strong swimmer quickly loses the ability to tread water in 50-degree water. **COLD WATER KILLS.**

Handling the Lake Wind In Light Air , *Marilyn Vogel*

One of the joys of a sailing canoe is slicing through the water in light air when larger, heavier sailboats barely move. However, we risk getting stalled and tricked in shifty winds. The thought of getting caught in “dead air” can induce panic and fear of heat stroke! Nor is sailing backwards any fun, especially near the dam at Lake Sebago. Gliding downwind may be smooth going until an accidental jibe wakes you up. Indeed, Chuck Sutherland fell asleep this way, lost his balance and tipped over with barely any wind! Luffing in light air, stalling in a wind shift and trouble turning into the wind are other challenges of light air lake sailing.

The funny thing about sailing is that our energy supply is invisible! Ask a motor boater when you’re tacking, and they’ll say, “How do I know where you are going?” A funny thing about lake sailing is that it drives off-shore sailors crazy.



Each small lake has its own prevailing winds. One lake where we used to sail had a downdraft of wind in the center and we looked for the concentric circles to ride the wind, or we just followed Pete. Lake Sebago has hills and coves, sailors there are expert at finding their wind. On one part of the lake you sail from one cove to the next cove. I was racing along smoothly when an invisible wall of wind suddenly fouled me, forcing me to find another route. Stalling in a crosswind requires an ability to shift quickly but you need to **find** the wind.

Our invisible power supply is our Common Denominator, no matter what boat you are sailing! It seems that the difference between a cruising sailor and a racing sailor, between

a winning racer and slower racer can be an awareness of the wind direction. To be in the right place at the right time may be luck or may be observation. Turning into the wind is complicated if you can't find it!

A weather forecast or a nearby anemometer may not help as the wind changes direction and velocity throughout the day. Air masses, fronts, or a storm wind may sneak in. The lake wind is influenced by the trees, hills, i.e., the geographical setting. A puff or gust may even be due to temperature changes. Getting to the finish line when the wind died was no problem for champion Jim Bowman. He found a little puff of wind and followed it to the committee boat and finished while we sat waiting for wind.

At NY's Lake Sebago sailors fine tune their every move in the light, fickle air. At Union Lake, with a flat shoreline unobstructed from Delaware Bay, wind goes up and down the long, narrow lake. But if you are looking from a cove can you see the actual sail area? In NJ, Round Valley Reservoir deceives many because the shore is calm but the deep valley of water can have sudden powerful wind well known for tipping boats over.

The best preparation is a wind indicator or telltale on your (or neighboring boat) sail canoe. Bob Halsey used to tell Chuck "I can keep up with you as long as I can see your feather!" Some swear by a feather, store-bought indicator, audio tape, or a string hanging on a bicycle spoke or stick and on the sail. Observing flags, clouds, knowing the prevailing wind may save you! Be aware, the only constant thing about wind is change! Or, just whistle and wait a minute. Then trim the sail accordingly and gain speed!

Sugar Island Race Around the Island



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 M. Vogel,
2210 Finland Road,
Green Lane, PA 18054



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

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

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

Canoe Sailor Subscriptions:
\$6 year
pay to Charles Sutherland
2210 Finland Road,
Green Lane, PA 18054 USA

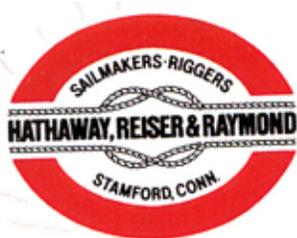
AMERICAN CANOE ASSOCIATION



www.americancanoe.org

ACA, 503 Sophia St., Fredericksburg, VA 22401

Telephone: 540.907.4460 fax: 888.229.3792



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

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A GRUMMAN RIG

Start with thwarts for the mast, leeboard and a backrest. No center thwart.



Rig plans are in pdf file on the website
<http://canusail.org>



GRUMMAN LEEBOARD THWART AND BRACKET



Grumman mast thwart and mast step





above

A rudder bracket is attached with pintels and a curved bracket. Some have made a wood bracket attached to the deck. And don't forget the flotation!



A rope rudder has the rope attached under the thwarts.



Running rigging :

The mainsheet is attached to the leeboard thwart,; line is up to 1/2 " thick.

The boom vang (1/4" line) is attached to the mast step.

AMERICAN CANOE ASSOCIATION

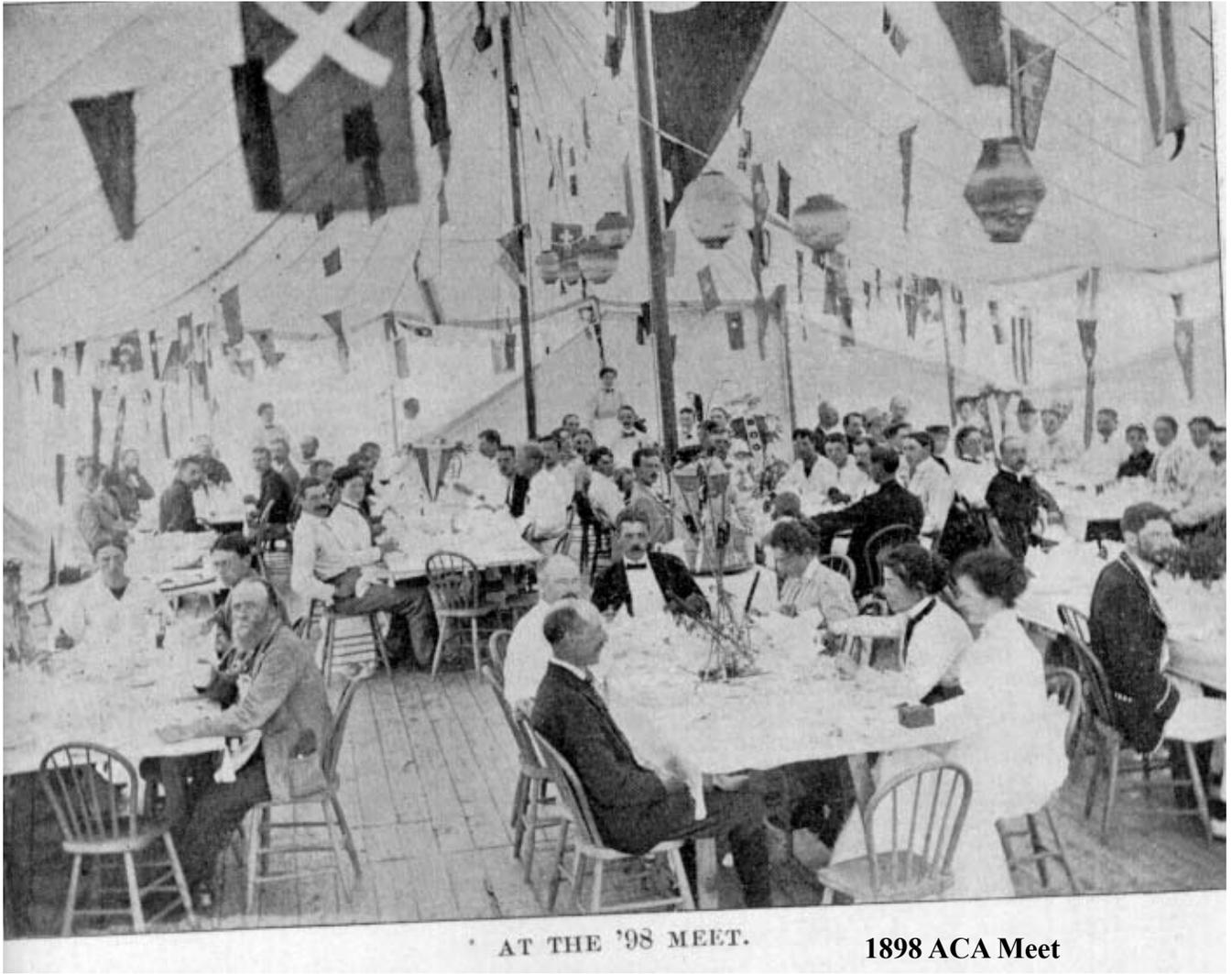
In London in the 1870's John MacGregor published a famous series of books known as the Rob Roy books in which he describes his solo voyages on the Baltic and Red Seas, and on the Jordan and Nile Rivers, and on the Sea of Galilee, in a ten-foot canoe using double paddles. These stories aroused great interest among vacationists, particularly among city doctors and lawyers, who found this new type of craft, which could be paddled or sailed, just what they wanted for recreation and exercise. Immediately American sportsmen became enthusiastic. Nathaniel H. Bishop, published his Voyage of the Paper Canoe in 1878, it being the account of a geographical journey of 2,500 miles from Quebec to the Gulf of Mexico in a paper canoe built up of layers of heavy paper. The sport took hold quickly and all lakes and rivers soon were dotted with canoes equipped for sailing, yet small enough to be paddle. Soon cruises by canoe became a general vacation sport among individualists who preferred to do their own paddling – as distinguished from those who went on hunting or fishing trips with guides to propel them.

In 1880, the canoeists who had formed the practice of vacationing in the Lake George – Lake Champlain area of New York State, recognized the rising tide of interest in canoeing, and issued a “call” for a Convention of Canoeists. The direct result of this convention, which was held at Crosbyside, Lake George, was the organization of the American Canoe Association by twenty-five charter members, among them the Hon. Nicholas Longworth, Judge of Cincinnati, and father of the late Nicholas Longworth who for six years was Speaker of the House of Representatives.

Inspired, too, by the Rob Roy books, canoe clubs had sprung up in various parts of the country and the members of these clubs had developed a great variety of different types of canoes, mostly patterned, however, according to the English “Rob Roy” and “Nautilus” designs, all wood canoes. These two canoes, plus the Canadian wooden canoe, modeled after the Indian birch-bark canoe, were blended to create the type of American canoes existing at the time of the Charter Convention at Lake George in 1880. Such variations as were made upon this design, were largely concessions to special conditions prevailing in different sections of our large country. The various models were christened with such romantic names as Traveler, St. Paul, Stella Maria, Shadow, Princess, Grayling, Ellard, all of which were sailing-paddling canoes. Out of these developments it was only natural that a good many of the changes made should have been purely experimental improvements upon English canoes, put forward by amateur designers, each one of whom made extravagant claims for his model's superiority when the canoeists had their first organization meeting. Competitive trials to determine the correctness of the claims were a natural evolution of these contentions. Thus sailing and paddling races date from the very beginning of the A. C. A. history.

Since 1881, the year of the A. C. A.'s first annual meeting, the Association has devoted most of its time to sailing and paddling races upon national and international lines. These “meets” and the attendant races are directly responsible for the development of the modern racing, sailing and paddling canoes and the standards and rules under which they were maintained. Split-second emergencies of any kind in intense competition virtually force contestants to invent all sorts of devices for the improvement of speed and operating efficiency. And the history of the Association is filled with names of ingenious inventors who have in the past 69 years contributed to the design, mechanics and methods of use of the present racing canoes. Paul Butler, for one, was a man whose ingenuity conquered his physical short-comings. Being small and very light, he experienced considerable difficulty in staying with his sailing canoe when it heeled over in a stiff breeze. To overcome this, he invented the sliding seat by which he could sit out over the side of the canoe and hold it down by the leverage of an off-balanced seat. His invention is now in general use in this country and





AT THE '98 MEET.

1898 ACA Meet



Leo Friede and "Mermaid"

in England. Again, the invention of the self-bailing cockpit permits the victim of an upset to quickly right his canoe and continue in the race with but a light loss in time. A false waterproof floor level with the top of the centerboard-well sheds all water down the well so that the canoe is quickly dry, and, except for the weight of the water on the sails, which momentarily makes the craft a bit top heavy, an upset during a race is no longer serious.

Not only have American members contributed their ideas to the development of special racing canoes, but Baden-Powell, Uffa Fox and Roger DeQuincy of England have likewise added their technical skill in sailing and designing a boat that, for the present at least, is quite perfect.

During the early years of the Association, a great variety of experimental designs for racing paddling canoes were brought forward, some of them extreme needle racing shells 20 feet long and 18 inches wide – intended as surprise entries in the paddling races. The A. C. A. met the situation by establishing a standard racing paddling canoe 16 feet long, 30 inches wide, and having a weight limit of not less than 45 pounds. These specifications are now standard in the United States and Canada.

Around 1910 the American Canoe Association shared its prestige and importance with another canoe association known as the Middle States Canoe Association which controlled canoe activities around Philadelphia and Washington. To a lesser extent an Eastern Canoe Association controlling canoeing in New England also shared in the activities of the A. C. A. Prior to the Olympic Games in Paris in 1920 the International Canoe Federation requested American canoeists to assist them in trying to interest Olympic officials to enter canoe races on the official Olympic games schedules. The Middle States Canoe Association sent a selected team of canoeists to Paris at their own expense to help put on this international canoe demonstration which was the direct influence toward the recognition of canoe racing as an international activity. The American Canoe Association, however, affiliated itself with the Amateur Athletic Union and through them with the American Olympic Committee and the International Canoe Federation. This caused the eventual consolidation of the three associations into one – the American Canoe Association – which is now the sole official controlling body of competitive canoeing in the United States – being so recognized by the AAU, the United States Olympic Association, the International Canoe Federation, the Boy Scouts of America, the Girl Scouts, Inc., and the American Red Cross, and other organizations such as the YMCA and YWCA who have canoe activities at their summer camps. For that reason, while there may be numerous independent canoeing regattas at summer resorts, camps, or boat clubs, unless they are sanctioned by and held according to the rules of the A. C. A. they have no official rating, any more than track meets, golf or tennis tournaments would have official standing unless held under the jurisdiction of their respective controlling bodies.

The annual “meets” of the Association following the initial convention were held at various points in the United States and Canada: seven different locations in the Thousand Islands, St. Lawrence River; three different locations at Lake George, NY; three on Lake Champlain – both on the New York and Vermont sides; two on different lakes in Ontario, and at Peconic Bay, Long Island, N. Y., Croton Point on the Hudson River, and at Chatham, Cape, Cod, Mass in 1902. But by this time, with the Association twenty years old, it was beginning to be too costly to erect new tent floors, store and mess, etc., for a short one-time “meet”. This combined with the fact of growing resentment in the Western Division that felt that it was being outvoted in favor of eastern locations in the selection of places for the annual meet and had formed the Western Canoe Association (holding its own meets on sites in Michigan, Illinois and Ohio), made the Association consider acquiring and owning a permanent camp. (The life of the Western Canoe Association was of short duration). Sugar Island, near Gananoque, Ontario,





Commodores of the ACA at the Annual Meet



Quad peanut



1926 Lake George



in the western St. Lawrence River Thousand Islands section was found to be a compromise central location as well as an ideal camp location, and starting with 1903 the meets, but with one exception, have been held there ever since. It has a permanent ice-house, camp store and mess house. A. C. A. members are at liberty to camp there at all times of the year. It is there that the International Regattas are held each year during the August General “meets”, bringing together the strongest competition produced in this country and in Canada. Individual divisions of the Association also have their own camps for recreation – the Eastern Division owning Drake Island in Lake Quinsigamond, Worcester, Mass., the Western Division owning an island in Rock River, Illinois.

Only registered A. C. A. canoeists can engage in the national and international paddling and sailing races, and only entrants declared eligible at certified regattas can be selected to represent this country in Olympic Games canoe races. The types of canoes which can be used in Olympic contests are determined at meetings of the International Canoe Federation on which the A. C. A. has a representative.

The National Paddling Championships of the A. C. A. are held at various locations in the United States. Whenever practicable they are held as part of the activities of important expositions. They were held at the World’s Fair at Chicago and also the one at New York, the Washington Bi-centennial Celebration at Washington, D. C. and other well-known expositions dating back to the Hudson-Fulton Celebration in New York in 1909.

It has recently become recognized that very little lasting skill is acquired in learning to row at college, while skill acquired in learning to paddle a canoe expertly may be used for enjoyment for the rest of one’s life. For that reason, and for the reason that canoeing is now a permanent part of Olympic programs, eastern colleges have given serious consideration to the inclusion of canoe racing as part of their regular aquatic sports program and to hold canoe races as part of their inter-collegiate regattas.

The Association is administered by an Executive Committee whose members are elected from the eight divisions. The Board of Governors have charge and responsibility for the real property of the Association as well as the Association’s finances and investments. The Commodore has direct charge of the year’s activities, divisional and national and is responsible for the meet. The National Sailing and the National Paddling Committee is responsible for the year’s national championships and the National Cruising Committee is in charge of the cruising program for the year. The Commodore is a member ex-officio on these three committees:

The National Sailing Committee and the National Paddling Committee are prepared to advise in the purchase of canoes, their types and use or to distribute blue-prints and instructions for the construction of the proper kinds of canoes to meet the peculiar conditions in unusual sections of this country. The Sailing committee keeps a permanent record of ACA national champions during the life of the Association and keeps also a record of the racing canoes, their measurements and that of the sails, for eligibility record for the various races. The Paddling committee is responsible for the eligibility of all racing canoes for entry in races, keeps a record of races won by all registered contestants, giving the official rating for juniors, intermediates and seniors, and changing such ratings as the contestants leave the respective classes.

The National Cruising Committee embraces the country as a whole and its Divisional Committees are familiar with local waters of the various sections to give advice and to encourage more use of the streams for cruising and camping. They are outlining plans for the systematic marking of canoe “trails” following an international design so that a Cruiser, once familiar with the various instructions shown by the distinctive markers, can follow without hesitation streams in this country, Canada, or Europe, and a European Cruiser can follow them along our marked streams with perfect confidence. Of recent years it has become very popular to “do” Florida in winter and the “North Woods” in summer.



National Sailing Committee Officers 2017, 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 (215) 453-9084 or
canusailor@yahoo.com

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

Measurer-Master of Records:

Open Canoe Measurer: Larry Haff, 15 Smith St., Westborough, MA 01581 E:mail: LarryHaff@aol.com

Historian:

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Northern New York:

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Appeals: Charles Sutherland, *above Treasurer*

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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/>

US Sailing www.ussailing.org

Sugar Island www.americancanoe.org/aboutUs/SugarIsland

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>

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

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**SUGAR ISLAND,
CRUISING AROUND THE ISLANDS
JULY 26-27
SEE PAGE 3**

