



CANOEING IN
THE
AMERICAN CANOE ASSOCIATION

Stories of a Century
of Canoeing and Canoes

LARRY ZUK



About the Author Larry Zuk



ABOUT THE AUTHOR

Larry Zuk has enjoyed the sport of canoeing in many ways starting with camping on Sugar Island with his canoeing family in 1923, and camping with his canoe on many trips from the lakes and coastal islands of Maine to paddling an outrigger in Hawaii and a kayak in Alaska. The family were active canoeists, as Tom Zuk was both a famous paddling and sailing racing champion, and a cruising and camping canoeist along with Grace who was well known for her cooking. After the depression his father got a Willetts canoe for the family, and rigged it with a newly designed racing sailing rig.

Larry won his first two youth races, a single blade and a double blade, at Sugar Island in 1934, a sailing race in 1936 at Lake Sebago and continued winning for 77 years, last racing at Sugar Island in 2011. He won many National Championships, such as National Cruising Sailing and National ACA Class Sailing and National Slalom Championships in one man kayak and both two men, and a man and a woman, in a canoe.

During High School years, and after the Navy in World War II, he instructed in summer camps and guided people on canoe trips in Maine. Starting with teaching a Red Cross Canoeing Class in 1937, he has instructed and coached ever since. He cruised on salt water and fresh by paddle and sail, on lakes and rivers of the East, the roaring rivers of the Rocky Mountains and the rivers and oceans of the West.

Following his father's footsteps, he has been an official in the American Canoe Association since 1964, including National Commodore, and has been on the International Slalom and International Sailing Committee of the International Canoe Federation.

Larry designs and builds canoes and kayaks, from wood to modern carbon fiber, which have won championships in white water paddling and in open canoe sailing. He also is best known internationally as the designer of the ACA Canoe Sailing Racing Class, which is already a recognized class in the USA and Finland.

Having donated most of his canoes to the Antique Boat Museum along with the rest of his collection, Larry is writing Canoe History, including the stories of those activities and canoes which are in this book.

ACKNOWLEDGMENTS

I would like to thank my Daughter, Erica, for her skillful work with the computer and editing in the preparation of the book; for the encouragement I got from fellow sailors and for those who searched for and contributed pictures; for the opportunity and encouragement from the staff of the Antique Boat Museum; and, especially, for those canoeists who have contributed through the American Canoe Association to help people enjoy canoeing activities.

So I would like to dedicate this booklet to the one who most helped the people I know and especially helped me.

My Father, Thomas S. Zuk

PREFACE

My father, Thomas Zuk, joined the ACA in 1909 and I was born into the ACA in 1923, so now in 2011 we have had over a century of wonderful canoeing. This collection contains our experiences in the Eastern part of the country, touring, paddling racing, sailing racing and designing and making canoes and kayaks, paddles and rigs. We also contributed our time and abilities administratively. We have both been Commodore of the ACA. Dad served on the U.S. Olympic Committee, I was on both the ICF Slalom and Sailing Committees. I am also the Historian of the ACA Sailing Committee. I have been an official in the ACA since 1956. I started running Red Cross Canoe Classes in 1937 and instruction and coaching have been part of all my activities.

I have seven file cabinets of papers dealing with canoeing, and boxes of old magazines. I did not carefully label them and store them neatly. I just put them in old boxes in the basement. I did the same thing with boats paddles and rigs. When I built a new canoe or kayak, I didn't sell the old one because I didn't want to sell someone something that was obsolete and he couldn't win anything with it. I do regret selling one canoe and loaning one canoe which was wrecked. So, I had a dozen historic boats around. I say historic because they were all National Champions or a new design or innovation.

When I knew that I would have to move from my house, I started to look for places to put things. With the help of a long time friend and fellow National Champion canoe sailor, Ed Kattell, I was most fortunate. Ed was on the Acquisition Committee for the Antique Boat Museum in Clayton, NY and introduced me to then Curator, John Summers, and Curator of collections Jessica Phinney. They indicated they would like the 1910 Peterborough, winner of the Open Canoe Sailing Trophy right there at Sugar Island in 1911! Further discussion with them and the new Curator, Dan Miller, resulted in their accepting my whole collection. I was delighted! I started by taking 12 of my canoes and kayaks to them with a Suburban load of magazines and publications.

I was able to get three more canoes for them. I wanted to tell the stories of these notable canoes and kayaks and to write about the background of the canoe activities for which they were designed and used. I started writing and the stories came to life. Among the documents are my own log books and many clippings, pictures and motion pictures. So, what I say is authenticated unless I say that it is approximate or as best as I remember.

The result is this booklet of the history of some kinds of canoeing activity in the Eastern part of the U.S. and Canada and of the boats that are in the Antique Boat Museum in Clayton, NY.

Hope you enjoy them.

Larry Zuk

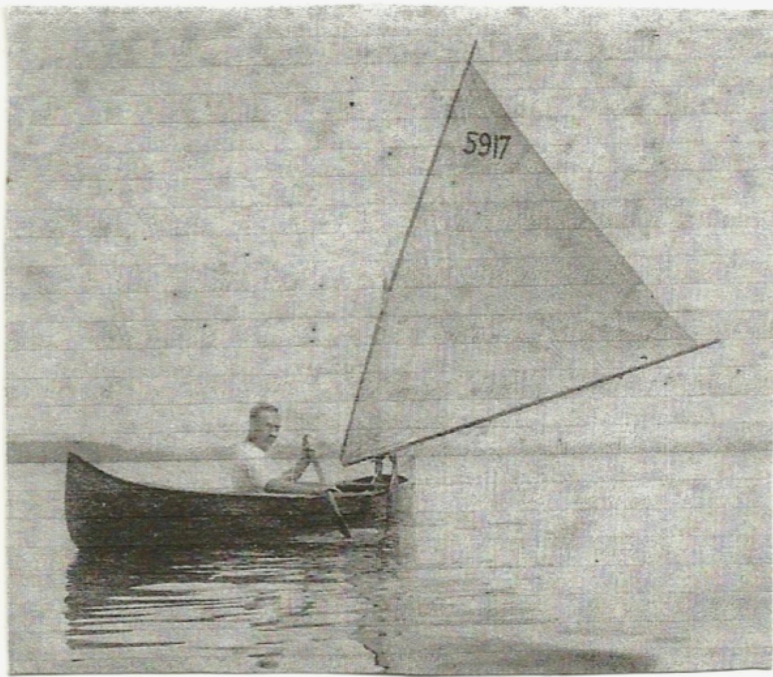
TABLE OF CONTENTS

STORIES OF CANOEING ACTIVITIES

1. The Hundred Year History of Cruising Class Sailing
2. The Demise of the 16x30 Decked Sailing Canoe
(The Beginning of the IC-10M Class)
3. The History of Sugar Island
4. How to Put a Sail on Your Canoe
5. A Brief History of Canoe Sailing in North America

STORIES OF CANOES

1. GASNO GAO — Aticamec Birch Bark Canoe
2. Mystie — 1910 Peterborough Championship Cruising Class Canoe
3. Undine IV — 1935 Willetts Championship Cruising Class Canoe
4. Osprey — 1978 Strip Built Championship Cruising Class Canoe
5. Falcon — 1953 Manana Decked Sailing Canoe



AMERICAN CANOE ASSOCIATION

100 YEAR HISTORY – 1907 – 2006

CRUISING CLASS SAILING

Larry Zuk



AMERICAN CANOE ASSOCIATION

100 YEAR HISTORY 1907 -- 2006

CRUISING CLASS SAILING

Larry Zuk

I have always been curious about the origins and history of the CRUISING CLASS of sailing canoe. So now as we approach the hundredth anniversary of the two major trophies for this kind of racing, I decided to investigate further. The first competitions for the Cruising Trophy at the national level at Sugar Island and the Lady Bug Trophy at the Atlantic Division Regatta were held in 1907 and have continued ever since. What happened in 1907? What was going on in 1906? How had sailing the open canoe developed?

People smile when I say the American Canoe Association was founded by a group of cruising, sailing kayakers and sometimes laugh out loud when I call the International Ten Meter Sailing Canoe the Sailing Kayak. In North American English, they are both correct. So I was happy to find these quotes in Outdoor Magazine in 1889 by C. Boyer Vaux, first winner of the Sailing Trophy.

In his discussion of "The Evolution of Canoeing", he says, "Civilized canoeing has been progressing in two distinct and parallel lines. [1] The evolution from the dug-out and Indian birch is the canoe now used in Canada. In model it has few varieties, closely connected, but the main evolution of late years has been in construction. The single blade is practically used entirely; and the kneeling position,- sometimes varied by the sitting posture on high seats often across the gunwales,-differs greatly from the position the paddler takes when using the double blade. These canoes rarely carry sail and the double blade has been used but little,-principally in racing. [2] The kayak of the Esquimaux gave the idea of a decked canoe to the civilized canoeist; and this canoe became generally known when Macgregor wrote it up. A double paddle is always used, the paddler sitting quite low down in the well and leaning against a backboard hung from the deck."

And later he writes, "The canoe carrying sail is derived from the kayak, through the Rob Roy, to and beyond the Nautilus No.3. It has no connection with the birch and is independent of it."

In the winter of 1906 -- 1907 the two most important trophies of what is now known as "The Cruising Class" were established, officially designating this as a sailing class of the American Canoe Association, and this class has been contested ever since. The first of these trophies was the "Lady Bug Trophy", given to the Atlantic Division as the Atlantic Division

Championship by A. M. Poole, whose canoe was the Lady Bug. The deed of gift has been attached to this article. The other trophy was "The Open Canoe Sailing Trophy", for which a collection was taken, and was designated to be raced at the National Encampment and was therefore, in effect, the National Championship.

So what happened between 1879 and 1906 that "civilized" these open canoes that were descended, at least in general shape, from the birch bark of the Indian?

In the Rice lake region of Ontario, in 1858, I.S. Stephenson developed and built canoes of basswood in the general shape of the birch bark canoe but built of lightweight strip planking and narrow ribs tacked and screwed together in the European boat building style. This was followed by the establishment of several companies which became the Peterborough, William English, Rice Lake and others, making this type of canoe. These canoes became the most used canoes in paddling racing in Canada and the United States and continued as such until the Second World War.

The American Canoe Association held an Annual Encampment every year after its founding at Lake George in 1880. Many of the early encampments were in southern Ontario, including the Thousand Island region of the Saint Lawrence River. As usual, when sportsmen get together they start to set up various forms of competition and so contests in sailing, paddling, tilting, overturning and emptying and other ways of handling canoes were initiated. The first Championship officially recognized was the ACA Record in 1884. This was a three-race series of one sailing race, one paddling race and one combined race with six alternating paddling and sailing legs, recognizing, in other words, the best "all around" canoeist!

At these Encampments they became acquainted with the Peterborough type of canoe used by the Canadian Members and photographs of these encampments show the predominant number of these canoes on the beach and in the water as these canoes became used in the paddling races.

So, by the time the ACA bought Sugar Island in 1901 and held its first National Encampment there in 1903, these were the circumstances that led to the establishment of Open Canoe sailing and its recognition as a class which we now know as the Cruising Class, so named because the canoes were, and are, used for camping trips or, "cruises" under paddle and sail.

There was an annual National Encampment of the ACA at which various paddling, sailing and tilting and other competitions were held and Divisional Encampments at which the same competitions were held.

The "Sailing Canoes" which were decked, had centerboards, sliding seats and tall rigs, were principally made by Rushton, Stevens or were imported from England. At the 1903 Encampment at Sugar Island they were from the Winchester Boat club on Mystic Lake near Boston (which is still there where I currently do most of my sailing), from the New York Canoe Club on Eastchester Bay, Long Island Sound, and the Knickerbocker Canoe Club on the Hudson River. They had National Trophies, which dated from 1884, and some Divisional Trophies.

Many of the attenders of these meets owned Peterborough type open canoes in which they cruised and raced paddling. At least one of the Canadian builders made and sold simple lateen sailing rigs for them.

There was a standard set of measurement rules which were made for paddling. This provided a group of very similar canoes. It also provided a basis upon which a set of "Open Canoe" Sailing Rules were established.

By the time of the first encampment at Sugar Island in 1903 there was a set of "Racing Regulations" for sailing open canoes which was essentially what we have today except the sail area was 60 square feet for any size canoe. An "Open Canoe" sailing race was also held with four of the contestants from the New York Canoe Club and one from Park Island Canoe Club at Trenton, New Jersey. Two of these sailors also raced in Sailing Canoes.

At Sugar Island in 1905, Open Canoe races were held with seven contestants, two of whom also raced in Sailing Canoes. They were from the New York Canoe Club, the Knickerbocker Canoe Club and the Admiralty Cub of Ithaca, New York.

In the Next year there was an expansion of the fleet so that at the next National Encampment at Sugar Island in 1906 there were sixteen contestants in the Open Canoe sailing race. Fifteen sailors raced in Sailing Canoes with four racing in both and the two new trophies were established for 1907.

The first race for the Lady Bug Trophy was held on Saturday, May 30, 1907. There were seven starters, the race was two miles, the wind was strong and the water rough and the race was won by A.M. Poole of the New York Canoe Club (who had donated the Lady Bug Trophy) in his canoe "Lady Bug", with H.D. Cochrane of the Knickerbocker Canoe Club 2nd.

The first contest for the "Open Canoe Sailing Trophy" was a series of three races held at Sugar Island in August 1907, in which twelve open canoe sailors competed, nine of whom also competed in decked sailing canoes. The races were three times around a triangular course

with essentially the same rules that we now have but with a maximum sail area of 40 square feet.

Who were these sailors? They were generally young, affluent men with high-class addresses in New York City, or elsewhere, who were active in the ACA administration and who cruised and raced in sailing, paddling and tilting competitions. In these first few years, they were mostly from the New York area. The winner of the Trophy at Sugar Island, George P. Douglas, was the National Commodore of the ACA, a Member of the Knickerbocker Canoe Club in the Hudson at Fort Washington, who sailed a decked canoe and won paddling races. He lived in Newark, New Jersey. The three races were closely contested with Austin M. Poole, who also was now a Knickerbocker, and sailed a decked canoe and raced in paddling races. He was the one who donated the "Lady Bug" Trophy to the Atlantic Division. (His address was 36 Wall Street, New York City.) The Atlantic Division sailors were joined at Sugar by Herman Dudley Murphy of Winchester, Massachusetts and W.G. Sparrow of Toronto.

These men were in the prime of their racing careers. In addition to George Douglas, E.V. Walker with De Camp, in 1907 won the 2-man double blade paddling race at the Atlantic Division and at Sugar Island, won the 1-man single blade and 2-man single blade, 2-man double blade and the Mixed Tandem paddling races. In 1908, E.V. Walker won the Lady Bug and the 2-man single blade at the Atlantic Division, and at Sugar also won the ACA record, single blade race and raced a decked as well as open sailing canoe.

Farnham Dorsey is of particular interest to me because I have a cruising canoe in which he said he won the trophy, and which I have raced (in his honor) with original rigging. In 1901 he won the Challenge decked canoe championship, sailing from the Winchester Boat Club with Dudley Murphy in the Eastern Division. In 1908, he was sailing with the Knickerbocker Canoe Club (also with a prominent New York City address), won an Atlantic Division paddling race and at Sugar raced a decked sailing canoe, was third in the ACA Record, second in the Open Sailing Trophy and won two of his tilting matches. In 1909, he was listed in the Atlantic Division and Knickerbocker C.C. but with a prominent Rochester address. At Sugar, he won the Open Sailing Trophy for the first time, was 3rd in the Record, winning the sailing race, was third in the decked sailing championship, was second in the Tilting and paddled in a race with Dudley Murphy of the Eastern Division. He won the Open Sailing Trophy in 1910 and 1913, and in 1915 was listed in the Central Division but gave a Boston address and was, at Sugar, 3rd in the Record, 3rd in the Open Sailing Trophy and second in the race around the Island. By 1923 he was living in Rochester and must have known me as a baby on Sugar Island but was not competing.

Up to the First World War there was little change at Sugar Island but new sailors entered the group in the Atlantic Division and, although except for Fred Wolters, they did not enter races at Sugar, won the Lady Bug trophy at the divisional meets. Fred Wolters, Doug Cummings and my uncle Jule Marshall later went on to win national honors.

During this period, although many open canoe sailors were close contenders, only George Douglas, E.V. Walker, G.F. Henshaw, Doug Cummings and Fred Wolters had enough skill with the paddle to win the ACA Record combined sailing and paddling trophy. However, from 1907 to 1916, they won eight of the nine competitions. Decked Sailor Dudley Murphy won the other. Murphy had raced in the open sailing before.

My father, Thomas Zuk and my uncle, Jule Marshall, both joined the ACA in 1909; Tom in the Fort Washington Canoe Club and Jule in the Inwood Canoe Club, near one another on the Hudson River. They became friends and fierce competitors. Dad met my mother, Grace, and Jule met his wife, my dad's sister Mae, at dances at the canoe club. In 1974, at an ACA National Meeting in Michigan, when I was elected Commodore (25 years after my father), I met a man from the Midwest, who, upon hearing my name, said, "In the old days, it wasn't a sailing race unless Tom Zuk and Jule Marshall were in it!" Both were fine paddling racers and raced in various classes for their clubs. In a short time, Tom became the one-man double-blade champion of the river, so The Associated Canoe Clubs of the Hudson paid his way to Sugar Island to win the coveted Paddling Trophy from the Canadians -- who had dominated it for a while. In 1913, he did, winning the one-mile, one-man double-blade championship race "Paddling Trophy". But he never racing in that event again, although he raced in other events for his club. Jule, although a fine paddler and seems to have started sailing before Dad, won the Lady Bug in 1915 and 1916.

Most of these canoeists used their canoes for day paddling, 'girling', and paddling-sailing camping trips, so the rules and the rigs changed very little. Essentially the rules were the same as we now have, with a 40 square foot, variable, sail area limit. The rigs were truly hoisting and lowering and mostly lateen. Dorsey developed a rig (which I have) where the whole mast tips back and lies on the canoe.

There were no races in 1917 and 1918 because of World War I. My father, Tom Zuk, came back from the Army in 1919 and started sailing. In 1920 he won the Lady Bug and the Open Canoe Trophy at Sugar. Then in 1921 he won the Open Canoe Sailing at Sugar and the ACA Record (Admiralty Trophy) combined paddling and sailing.

In 1921, Dudley Cashmore, of Orange, New Jersey and the Knickerbocker C.C. and Adam Whal, of the Atlantic Division appeared on the scene winning the Lady Bug and the

Cruising trophy and Adam won the ACA Record until 1924. I can remember Adam who was a good designer as well as decked canoe sailor. By 1924, Tom Zuk had won three of the major trophies, the only sailor to ever win the Paddling Trophy and, in his usual style, was on to the next, trying to win the last one -- the decked sailing Challenge Trophy. He was sailing with the decked sailors at City Island, New York.

Most of the races for the Lady Bug were held in the Hudson at George's Island and later near the canoe clubs at Fort Washington and Edgewater, New Jersey. Competition was active as Douglas Cummings Sr. of Connecticut won the Lady Bug in 1924 and several sailors, including "Wally" Clausen (founder of the Red Cross Small Craft and Canoeing programs), Fred Blake and Frank Baldwin. But the sailing started shifting to City Island where the decked sailors had settled, and Walter Schalle and Barney Maltz won the Lady Bug. My father was sailing a decked Canoe at City Island and coaching their paddling team, and I was a little kid running around Ratlif's on weekends.

At Sugar Island from 1924 through 1929, a different group was sailing open canoes as Coggin, Denhard and Esselborn won the Open Canoe Sailing Trophy, Gordon Douglas and Fred Wolters won the Admiralty from 1924 to 1929, except 1928. In 1928 my Uncle Jule Marshall moved back East from the Midwest and lived across the street. He won the Open Canoe Sailing Trophy at Sugar Island, then the Lady Bug on the Hudson 1931, 1932 and 1933; and also the Admiralty at Sugar in 1930 and 1931. He was a fine sailor and paddler. In 1935, my Dad built a house for him in Larchmont and he started sailing a Star, only occasionally sailing a canoe with us.

In 1930, Barney Maltz from City Island won both the Lady Bug at City Island and the Trophy at Sugar Island. He is one of the first sailors I can really remember other than Dad and Uncle Jule, although later on, I could remember Adam Wahl, Walter Scalle, Frank Baldwin and Fred Wolters.

During the period from 1934 through 1941, as we all struggled to recover from the depression, the Cruising Class fell upon hard times. There was almost no sailing on the Hudson River as the Decked Canoe Sailors moved to City Island. Hans Waldinger took over, winning the Ladybug Trophy every year and the Open Canoe Sailing and the Admiralty at Sugar Island for most of those years.

In 1935, my father sufficiently recovered financially and decided that he had better get his son, at age 12, started sailing. (I had already won boys and girls paddling races at Sugar Island in 1934.) He had read about and seen the Willetts 17 foot canoe and thought it would sail well. So he got one and designed a new rig with an arm on the mast so that the lateen sail

would not rub on the mast on one side. He obtained a tent platform at the Atlantic Division Camp at Lake Sebago and we started going there. During the next few years he and Hans Waldinger managed to get together and hold the Lady Bug races. I remember in 1937 or 1938 at the Von Dohlin boat house at Edgewater on the Hudson, when I tied up in a canoe on a pole in the river and ran the races for the two of them. Up and down, up and down, in the swells. Boy! Did I get seasick? Hans was the finest paddle steering canoe sailor I ever saw!

Meanwhile, at Sebago, my Dad formed a group and, steering with a paddle, we held handicapped sailing races in the seven canoes we managed to rig, exchanging canoes for each race throughout the summer. I remember winning my first canoe sailing race in George Bonnington's 18 foot White Maine Guide Model. We sailed there until 1940 when I went to College and the Navy. This sowed the seeds for Sailing racing at Sebago, which has been the center of the Cruising Class ever since.

During this period of the late 1930's to World War II in 1941, Hans Waldinger dominated the racing, winning the Lady Bug, the Cruising Trophy at Sugar and the new "National Championship" for which Roger Wilkinson donated a Trophy in 1958. Hans was born in Germany and played a guitar, which he had modified to be much like a lute. He sang old German songs with great gusto. He and I played and sang many times together at Camp Sebago and at Sugar Island the last at Dusty's Cabin probably in the 90's. During the late 1930's the Lady Bug and the National Championship were raced at City Island. Martin Mayer and young Allen Mayer of Annapolis did each win one year at Sugar.

The Cruising Class has had a series of sailors who dominated the class for a number of years, which in my estimation, discourages competition. We have already seen George Douglas and then Farnham Dorsey in the beginning, then Jule Marshall and Hans Waldinger. My father, Tom Zuk, on the other hand, would win a trophy and then go on sailing decked canoes or something else and then come back. We have seen him win in 1920, 1921 and 1923, then design a new rig and come back to give Hans some tough competition from 1937 to 1941 and we will see his winning again in 1947.

By 1932, Dad was the official measurer and I became his assistant. I have his notebooks with the old measurements. At some point, in the 1920's, the sail area rule was changed from the original 40 square feet to the present rule. At the present time, the area is determined by the width and length of the canoe, increasing the area for wider canoes and decreasing for longer canoes. The canoes used were the same old Peterborough Model 20 and William English Model 16 and now the Willetts, sailed by the Zuks, Steve Lysak, Jesse Mossberg and perhaps others.

There were no competitions from 1942 through 1945 because of World War II. After the war we entered a new era in all of canoeing. People acquired cars as soon as possible and carried their canoes to many new places. The clubhouses -- where the canoes were kept and people gathered for social reasons and for competition or just a day on the water -- started to close or become boathouses used mostly by dinghy sailors or motor-boaters. The new canoeists carried their boats to wilderness cruises or river runs or competitions. White water cruising and racing gained in popularity. Small sailing dinghies were available and more affordable in large quantities. Correspondingly, new canoes were developed, including the aluminum canoe and later reinforced plastic (fiberglass and related) canoes. The "old time" scene changed rapidly. Sugar Island became less important as competitions were organized in many locations. Canoe sailing was more affected than other canoe disciplines.

For a while from 1946, the center of canoe sailing remained at City Island with a strong fleet of decked sailing canoes. I had just come home from the Navy that summer so in September Dad put me in the Willetts to race the National Championship. In that year I was 4th to Hans Waldinger and Doug Cummings for my first appearance in national results, and in 1947, I was 2nd to Doug Cummings Jr. I can still remember the one big heavy race when I capsized and shook out the canoe three times and finished 2nd. Doug Cummings Jr. won that series to start his winning streak. Tom Zuk won the Lady Bug in 1947 but from 1947, Doug Cummings Jr. won just about whenever he raced. He won the Lady Bug in 1950, the Cruising Trophy at Sugar in 1947, 1948 and 1949 and the National Championship every year from 1947 through 1953.

Since the beginnings of cruising sailing at Sebago in 1936, as previously mentioned, the canoeists there had been rigging some canoes and in 1948, or shortly before, Roger Wilkinson rejuvenated the racing at the Atlantic Division Camp at Lake Sebago where it has been the center of the Cruising Class ever since. Roger was a fine sailor, designer and technician who was a leader in the Canvas Canoe Sailing of the Associated Canoe Clubs of Sheepshead Bay. He was interested in using a sailing rig which had a small mainsail for the Cruising Class to which he added a jib and rudder for the Class-C. For this he needed to persuade the officials that a Marconi style sail, which could be hoisted up and down, satisfied the rule that a canoe must have a hoisting and lowering "rig". Since the original intention of the class was to use your canoe for paddling and sailing cruising with a camp outfit in the canoe, a thirteen foot standing mast did not meet the intent of this rule and since the rule said "rig", not sail, it did not fit the language of the rule either. For some reason, and with some political influence, the interpretation of the rule was changed. I do not know the details and would be happy to hear from anyone who has more information on the subject. I was racing

Whitewater canoes and kayaks in Colorado but I know my father, the National Measurer, was vehemently against the change!

In 1948 on Labor Day Weekend, the National Cruising class Championship was held at Lake Sebago, starting a tradition that has continued to this day at the completion of 100 years of the Class. There were sixteen sailors in the series and so many are well-remembered for their own sailing, and/or have sons and daughters racing now, that I consider it worth listing them. Doug Cummings Jr. was first and his father Doug Sr. second with Wilkinson third and the others in order of finish: Al Loomis, Horace Freeman, Eddie Brans, Helen Loomis and Carla Ungar, Ambrose Maushart, Joe Klecka, Leo Polt, Joe Delahunt, Jack Remignanti, R. Sander, Fred Uebel and A. Kulakowich. Doug Cummings and Roger Wilkinson fought it out at Sebago through 1953 with Wilkinson winning most of the Lady Bugs and Cummings winning the Nationals.

Cummings also won the Trophy at Sugar Island in 1947 and 1948. In 1950 and 51, however, there was less competition at Sugar Island and in 1951, Lysak first appears in sailing results where he was 3rd in the Trophy which was won by Leo Polt with my brother, Tom Zuk Jr., 2nd in both the Sailing and the ACA Record Combined! -- the third Zuk in the record book. Tom Zuk Sr. was busy being the Commodore of the ACA and a Member of the overall US Olympic Committee.

Steve Lysak started winning with the Nationals in 1954 and he and Roger Wilkinson alternately won the Lady bug and the Nationals at Lake Sebago from 1954 until 1967 although they did not always both race. Lysak dominated at Sugar Island from 1952 through 1964, winning the Trophy every time except in 1956 when my father, Tom Zuk, beat him in that famous last race of the series in a heavy wind. Remember, Tom had won that trophy the first time 37 years earlier in 1920!

The first 50 years of the two Trophies and the "Cruising" Class had now been completed and the National Championship, "Wilkinson" Trophy had been added. The sailors, except for Wilkinson, had been canoeists who were actively, or who had been paddling racers who also went on camping trips sailing and paddling their canoes. The canoes were stock model, predominately wood canoes from the Peterborough area, but a few canvas canoes at Sebago. The rules had not changed much since the variable sail area had been introduced in the 1920's except for the interpretation that a tall mast was allowed and only the sail, not the rig, had to be hoisting and lowering. Different rigs had been tried but the only ones which were still being used were the original Lady Bug lateen, Tom Zuk's modified lateen with an arm on the mast, Lysak's bent gaff gunther type and now the new tall Marconi, usually with a

full battened sail. The center of sailing still continued at Sugar Island but the Lady Bug and National Championship had moved from the Hudson River to City Island to Lake Sebago.

Sebago is a wonderful place for sailing because the group of canoeing paddlers and campers who own canoes is there all the time, permitting frequent scheduling of races. Also, the lake has reasonably good, if changeable, sailing conditions with no motor boats and little other boat traffic and, most of all, ACA members who have taken leadership roles in helping rig canoes and conducting the races. The camp maintained its leadership for the next 50 years!

In 1968, Joe Klecka, former paddling racer and camper at Sebago and Sugar, started winning with the Cruising Trophy at Sugar Island and the Lady Bug and the Nationals at Sebago and continued this dominance through 1977. Gordon Miller was also a paddler and camper at Sebago and rigged a Mohawk Ranger canoe which is still winning races today with its third owner! He started his winning streak with the Nationals in 1976 and both the Nationals and the Lady Bug in 1978. Leo Polt and Al Loomis won the Lady Bug in 1972 and 1975 but, for the most part, Joe Klecka and Al Gordon Miller fought it out with Miller winning most frequently until 1985. The Sebago fleet was prospering with enjoyable competition except Miller and Klecka kept winning all the time. But the others had competitions with each other. In 1970, when I returned East, there were 21 canoes in the Nationals.

In 1970, I returned from winning white-water championships in Colorado, where I'd been racing Dave Fishman's old 1953 decked sailing canoe in one-of-a-kind sailing races and starting a small fleet of six sailing canoes in Denver. I went to Sugar Island and sailed but did not race. I then restored the 1936 Willetts, which my Dad had been racing and that I had learned to sail in, and with its original rigging and sail, started cruising racing in New England. In 1972, I went to Sugar Island and got a second in the race around the Island for my first real canoe sailing race since the Nationals at City Island in 1947! That Labor Day I went to Sebago and resumed sailing there. There were 12 canoes in the series where I was 3rd to Joe Klecka and Joe Ryan. In 1973 it was similar. Leo Polt won the Lady Bug and I was back in the pack; at Sugar it was Klecka, Ryan, Zuk, and at the Nationals at Sebago we had 17 canoes racing with Klecka's winning again. This is probably when the picture was taken with all the "old" Sebago sailors and Joe Klecka with the Trophy. Al Miller and I are the only sailors still around, and I am the only one still racing although there are sons and daughters now racing. Fred Uebel's two sons, Don and Tom, and his grandson are racing. Al Loomis' daughter, Sherrie Winkworth and Joe Ryan's daughter, Joan Krilla, are racing.

Joe Klecka continued his winning ways through 1977. Lysak was sailing decked canoes, Wikinson was sailing Class-C canoes in Rumson and Joe Ryan was giving him the closest competition. Al Miller was progressing and I was racing the old canoe but busy being

the Commodore of the ACA, on the ICF Congress and an Olympic Official. Unfortunately, the fleet of cruising canoes became smaller as older canoeists dropped out.

I realized that the old Willetts was not really competitive. So, in 1977, I finally got time to design and build a new canoe specifically for cruising sailing. This was the first major change in the canoes used in the Cruising Class. Before this, stock model canoes were used which were designed, or just evolved, for paddling, girling, or other purposes. The canoes used were selected by the "least bad" method. From all the canoes available these seemed to be the best: the William English Model 16, the Peterborough Model 20, and the Willetts from the old wood canoes, and the Mohawk Ranger fiberglass canoe, and were the favorites.

In 1977 and 1978 I designed and built the strip canoe of Sitka spruce with mahogany gun'ls and trim I called the "Osprey", the first canoe designed specifically for open canoe sailing. I got second to Miller that year at Sebago but did not go to Sugar where Bill Kopko won the Trophy. But in 1979, while it was Miller - Zuk - Klecka at Sebago, I beat Al Miller for the Cruising Trophy at Sugar Island -- the third member of the family with his name on the trophy. Then in 1980, Miller continued his winning ways at Sebago while at Sugar the three of us battled it out in heavy winds. Although the smallest in the race, I won the first and third triangular races, Klecka got two seconds but won the second, windward-leeward race, and by the scoring system of that time, got extra points and got the Trophy even though I beat the two of them two out of three races! Al Miller continued winning at Sebago and in 1981 and 1982 when he was at Sugar Island.

When I first met Joe Klecka at Sebago I was 12 years old and Joe was about 20. He was one of the young men attracted to the Camp at Lake Sebago and then to the sport of canoe paddling racing which was what we now call "sprint", Olympic Style racing. Joe was a New York city Fireman, as so many Sebago paddlers are, and later became a Chief. Joe loved to play the harmonica and lead the singing at the campfires which he did with much gusto! I was learning to play the guitar at Sebago and the Boy Scouts. So, I learned and played all the old Sebago songs which I still do. We played and sang later at Sugar Island and in his last few years when campfires were a thing of the past, I made it a point to take my guitar and go to Joe's cabin and we would play together. He loved it so! Joe was a big man, a good sailor and a great competitor!

When Joe Klecka, Al Miller and I were competing at our best in the middle of the Saint Lawrence River in 1979-1980, I was 56 years old, Joe was about 64 and Al 45. Joe was the biggest at over 200 pounds, Al was in the middle and I was the smallest at 150 pounds. Joe raced to about 75 years old, I am 84 and still racing and Al sailed large boats but, at 72, is rigging a canoe to come back. Not bad for some old National Championship canoe paddlers!

In 1980, at the 100th Anniversary Class-C National regatta at Lake George, Ed Kartell and I and our wives had a breakfast which had a great effect on Canoe sailing. We discussed what we could do to increase participation (although 35 canoes raced in that regatta!) and as a result Ed had Jensen design and Mohawk make a canoe for open sailing, which he called the "Ultima". A year later, I designed and started producing a reasonably priced canoe sail and rig, and established rules for the ACA Class sailing canoe. The sail was especially designed to be eligible for the Cruising Class on most canoes. While the history of the ACA Class is a different story, the class had two effects on the Cruising Class. It did help by providing available, high quality rigs. Since 1983, I have raced in the Cruising Class in every regatta with an ACA Class rig, steering with a paddle, and many others have used them. At Sebago we have Cruising Class races with 4 or 5 ACA rigs out of 7 canoes and have had a regatta with ACA Class, steering with a paddle.

On the other hand, in 1983 racing began in the ACA Class with Class-C sailors and Cruising sailors joining in to make it very popular, so that at Sugar Island the schedule became shorter and eventually the Cruising Races, with few contenders, were squeezed out. In 1984 and 1985 I won the ACA Class Nationals and Sugar Island series and Miller was not there, leaving Klecka with the Cruising Trophy. Al Miller had added a rudder to his canoe and was winning the Class C Nationals!

Al Miller's dominance at Sebago in the Lady Bug and National Championships continued through 1985. Then I won the Lady Bug in 1986 and the Nationals in 1987 and 1989 leaving the other races to Klecka. In 1985, Tom Uebel appeared with a second in the Lady Bug and in 1986 with a 4th in the Nationals. He had been sailing at Sebago for several years and then in 1988 Tom Uebel won the Lady Bug and the Nationals at Sebago for the first time! I didn't race at Sebago that summer so he didn't get the pleasure of beating me. From 1989 through 1993, four to six canoes raced at Sebago. Klecka won some, I didn't sail there much, winning the Lady Bug once, but Tom Uebel, Dave Winkworth and Sherrie Winkworth won the Lady Bug and the Nationals, sometimes beating Klecka.

At Sugar Island the schedules had been shortened to only four days of racing, including the race around the Island, and three race series for the Class-C and ACA classes. There was not sufficient time nor were there enough sailors for the Cruising Class. Unfortunately, the Cruising Trophy was not contested after 1987 or 1988.

From 1994 through 1996, I won the Lady Bug. But in the Nationals in 1995 and Lady Bug in 1997, Alan Perault took over and won both through 1999. Alan came to Sebago because his wife was the life guard at the dock. I met him at a pot luck supper and had a long talk with him and others encouraged him to come try sailing. Someone loaned him a canoe

and in 1992 one evening I met him out on the lake by chance and gave him a few pointers on paddle sailing. Others encouraged him and he bought Al Miller's Ranger which was a very fast canoe which he sailed well. From 1995 in the Nationals and 1997 in the Lady Bug he dominated the racing. I couldn't beat him with a 45 foot ACA Class sail on the Osprey, which usually carries a 50 foot fully battened Marconi sail. The few times I beat him were in light winds when I put on the tall Marconi rig. On the other hand, he never beat me in about 12 races in the ACA Class where we both had the same sail. Alan also branched out and did some racing in the Class-C and ACA class races and was starting to do well. He was a good sailor! Because of some problems with his hands he retired from racing.

In 1991, with Ted Van Dusen, I designed and we built the canoe which I had intended to be the canoe for the ACA Class. I named it the "Dragonfly" after the emblem of my father's old Fort Washington Canoe Club, which we had on all of our canoes and equipment. It came after ten years but proved itself in the Class-C and ACA classes by winning many National Championships. I own the mold and let it be used by any ACA member. Ted molds the light weight carbon fiber composite hulls. My 17'6" by 35.5" Dragonfly weighs 41 pounds. The second Dragonfly was permanently decked at 59 pounds for rudder steering in the Class-C and ACA Classes. I have raced only in the open Dragonfly with an ACA Class sail, steering with a paddle, in every class since winning its first Trophy, the Lady Bug in 1992.

In 2000 and 2001, I won the Lady Bug and the Nationals. Like my father, Tom Zuk, I do not think it is good to have one person dominating a class for a long period, which has repeatedly happened in the Cruising Class. It stifles competition. Tom would win and then go on to something else, so you will find his name in these trophies in 1920-23, in 1947, and in 1956 -- a period of 37 years. In a similar manner, I started canoe sailing racing in 1936 at Sebago, then 2nd in the Nationals in 1946-47 and then back in 1972 to win the Trophy at Sugar Island in 1979, and all three of the trophies several times until 2003. This was mixed in with the ACA Record -- Admiralty Trophy -- at Sugar in 1978 and the National Championships in the ACA Class sailing. I purposely did not race many races, to encourage competition but I have raced for 72 of the first 100 years of the Cruising Class.

In 2002 I decided to see how the old canoes would do in today's competition. The rules were substantially the same except the rigs were truly hoisting and lowering. So in the Lady Bug I sailed Farnham Dorsey's 1908 Peterborough which had won the Trophy at Sugar Island several times from 1909 through 1913. I used the original rigging with a copy of the original sail and the whole mast and sail tip back and store on the thwarts and can be easily hoisted and lowered. The canoe did very well and I got a second in the Lady Bug to Don Uebel, long time paddler and sailor at Sebago. Then in the National Championships, I raced my Dad's Willetts,

the canoe I had first learned to sail in 1935,68 years earlier. I won the Nationals in the old Willetts which, I found had never won that Trophy before!

In the early 2000's Mick Raffle started taking a leadership role and building up the sailing at Sebago at which he has done a great job. In 2003, he asked me to come down and give everyone some tips on paddle steering. It was refreshing since there were several younger, developing sailors, like Mick and Dave Sherman, who continued to sail very well. We started by sailing around the lake without any paddles or steering devices, and went on from there. I also left my best Cruising Sailing canoe, Osprey, for them to use. Tom Uebel, a fine sailor, who had won the Trophies in 1988 and was returning after recovering from cancer of the lung, borrowed the Osprey. So, although I won the Lady Bug, Tom won the Nationals in 2003 and was off on a winning streak.

In the winter, I built and rigged Dragonfly number 8, with an ACA Class rig, for Tom and he picked it up in April, 2004 at my house. At Sebago all summer it was Tom Uebel-- Larry Zuk. I won six individual races but he won all the series. Mick Raffle set up to run all the open canoe Nationals at Sebago and Lake Tiorati, near camp. The Finns came to sail with us. They had adopted the ACA Class as a National Class and brought their sails. We loaned them canoes for all the races. Tom Uebel beat me for the Cruising Class National Championship, with an ACA Class lateen sail. Then with the same Dragonfly, he went on to win both the Class-C and ACA Class nationals, *steering with a paddle!* No one had ever won the Class-C with a paddle and no one had ever won all three open canoe sailing classes, let alone in the same year!

Mick Raffle was also improving and sailing very well in Al Miller's old Ranger. In 2005 he won both the Lady Bug and the National Championship at Sebago. Tom was still sailing the Dragonfly with the ACA Class sail.

Over the winter I designed and we made a Marconi style cruising sail for the Dragonfly and with Ted Van Dusen developed a carbon fiber mast to be available for all open canoe sailors. In 2006, with the Marconi rig, Tom Uebel again won both the Lady Bug and the Cruising Class National Championship at Lake Sebago.

One hundred years of competition of the "Cruising Class" as a recognized Class of Sailing Canoe in the ACA has now been completed and we are preparing for the 100th Anniversary of the Trophies in 2007. In general, what had transpired over the hundred years and what had changed?

SUMMARY:

Activity: In 1906 at Sugar Island there were 16 Canoes racing and in 1907 there were 7 racing in the Lady Bug and there were three series of races at Sugar Island with 13 participants.

In 2006 there were 6 canoes in the Lady Bug and 7 in the Nationals but there was no competition at Sugar Island. The two cruising canoe sailors who were there sailed in the Class-C and ACA Class races. The most competitors that I have come across in any major competition was 21 sailors in the Cruising Nationals at Lake Sebago in 1972 and 35 sailors in the Class-C Nationals at the 100th Anniversary Celebration at Lake George in 1980. In many years the Cruising Class competitions had only two!

The canvas canoe classes A, B, and C were recognized by the ACA in 1935 and the ACA Class, in which you can sail your cruising canoe with an ACA sail, was added in 1983 to the Open Canoe sailing, offering alternative classes for the sailing canoeist.

Rules: The rules for the canoes and rigs in the Cruising Class have not materially changed since around 1920 when the rule for the varying sail area based on the length and width of the canoe was adopted. Before that the sail area was limited to 40 square feet.

I don't know of any canoe which qualified in 1907 that would not meet the class rules today. In 2002, I got second in the Lady Bug in Farnham Dorsey's 1908 Peterborough with original rig and won the Nationals in Tom Zuk's and my 1935 Willetts with original rigging. But, except for a few of us who sail ACA Class sails, I do not know of any canoes now racing in the class that would have qualified in 1907. The tall standing masts would not have been allowed.

The original intent was to race the canoes that they already had and used for cruising with a rig that would be lowered and stowed on the canoe without a tall mast sticking up hindering stability and access under overhanging branches and bridges. The interpretation that a hoisting and lowering sail constituted a hoisting and lowering rig changed all that and changed the rigs from all-purpose cruising rigs to highly technical tall, fully battened, sails with complicated rigs with rotating masts, outhauls, Cunninghams and travelers.

Canoes: The original canoes used were the wood, Peterborough style, canoes which they used for cruising and paddling racing.

The canoes used today are almost all modified commercially-made fiberglass hulls or modern especially designed carbon fiber composite hulls. I have participated in this change to computer assisted design and carbon fiber-composite canoes and masts which win championships.

Sailors: In 1907 the competitors were young men actively engaged in paddling racing, tilting and sailing decked canoes.

A major change has been the participation of women in this sport. Competition between men and women on an equal basis is rare in international sports. Now the competitors tend to be older men and women but in this particular sailing class are mostly former paddling racers. Those who came from sailing other sailing boats tend to sail in the rudder steering classes of canoes.

Of Special Note: More than any racing class, the cruising class sailors have come from a group of comrades who socialize, camp, cruise, travel and otherwise enjoy the outdoors together. Or conversely, the activity of the sailing has helped to bring together and sustain this kind of group. The two centers of Cruising Sailing -- the Atlantic Division Camp at Lake Sebago and the National Encampment at Sugar Island -- have been important to this process. The competition, though intense and serious, therefore, is more friendly and there has been throughout the 100 years great mutual respect and help for others.

Outstanding: Most of the sailors of note were mentioned in the history as we progressed through the 100 years, however, as we look back we get an overall view and some careers stand out and are worthy of mentioning:

Tom Zuk won these trophies over the longest period for 37 years (1920--1956) and also won the ACA Record, combined paddling and sailing trophy. He sailed a decked canoe for several years, designed new rigs and was National Measurer from 1933 to 1956. He was National One-man, double-blade, Paddling Champion, Commodore of the ACA and member of the United States Olympic Committee. He sailed and coached on the Hudson, at Lake Sebago, at City Island and at Sugar Island. He was a camper, canoe cruiser and devoted Sugar Islander.

Joe Klecka won for 29 years from 1964 through 1992 and probably won these trophies more times than anyone. He was a national paddling champion, worker at Sebago and Sugar Island, and was always the leader, playing his harmonica and singing, at the campfire.

Larry Zuk has been racing in the cruising class the longest of anyone ever -- for 72 years since 1936. He has been placing in the top three places in these trophy races for 61 years -- since 1946, and won the trophies for 24 years, from the Open Canoe Sailing Trophy at Sugar Island in 1979, the Nationals in the period from 1987 through 2002, to the Lady Bug from 1986 through 2003, and the Open Canoe Trophy and the Admiralty Trophy in 2002 at Sugar Island. He has been an official of the American Canoe Association since 1956 including Commodore of the ACA and member of the International Canoe Federation Sailing Committee. Meanwhile, he raced Whitewater and was the first National Slalom Champion in 1956 in both the two person Canoe and one man Kayak. He is still the National Measurer and still competed in canoe sailing until 2011.

Tom Uebel the most recent winner of the Lady Bug and the Nationals, has already been winning for 19 years during the period from 1988 through 2006 and, following his father, Fred Uebel, has been racing at Sebago for years. Brother Don Uebel also races in the cruising class and has won the Lady Bug. All of them started as paddling racers. Tom has recently been introduced to the C-Class and ACA Classes and has won the Nationals and Sugar Island Series, the Whitman and Larry Zuk Trophies, for the past few years. He is the first sailor ever to win the National Championships in all three open canoe sailing classes. He won all three in the same year, 2004, and steering with a paddle!

Jule Marshall started to win the Lady Bug in 1915 on the Hudson River where he was a member of the Inwood Canoe Club. He met and married my father's sister, Mae, at a dance at my father's canoe club, the Fort Washington Canoe Club, just as my father met my mother, Grace. Jule and my father had a long-lasting friendly competition on the Hudson and at Sugar Island. Jule seemed to be able to win whenever he chose for 19 years. He moved to Illinois for a while but returned to the East and won again on the Hudson and at Sugar Island from 1930 to 1933. I raced against him in a few "family regattas" in 1935 and 1936. He moved to Larchmont in 1935 and sailed Star Class boats.

Roger Wilkinson was one of the few sailors who came from the Sheepshead Bay canvas canoe, rudder steering, fleet to the Cruising Class, paddle steering, group. He was a fine sailor, an engineer with a great reputation at the Bell Laboratory, and a designer of rigs. He was the principle instigator of the interpretation that a hoisting and lowering sail constituted a hoisting and lowering rig and changed the rigging in the cruising class to predominately tall, fully-battened, Marconi rigs. Starting in 1949, he stimulated the sailing at Lake Sebago

helping many sailors rig their canoes and get started. He won the Lady Bug 8 out of 10 times from 1949 through 1963 and in 1966 and 1967. He won the Nationals 9 times between 1956 and 1967. I think he only sailed C-Class and decked canoes at Sugar Island.

Hans Waldinger was the finest paddle steering sailor I ever met. He was a racing paddler and perhaps the last sailor to sail from a clubhouse on the Hudson River, which was Von Dohlin's. He won the Lady Bug, and later the Nationals, on the Hudson and later at City Island over a period of 13 years from 1935 through 1946, beating my father in the 30's and me in 1946. At Sugar Island, he won the Open Canoe Trophy whenever it was sailed from 1940 through 1946. He also played an old German guitar and sang songs at the campfire where I had the pleasure of joining him on guitar many times.

Steve Lysack was an Olympic Gold Medal winning, single-blade paddler who started sailing canoes at the Yonkers Canoe Club on the Hudson and at Lake Sebago. Later he raced at Sugar Island. He assumed the National Sailing Chairman position and, almost single handedly, kept the Cruising Class alive from about 1950 to the early 70's. He won The Open Canoe Trophy every year for 10 years from 1954 through 1963 except when Tom Zuk beat him in 1956. At Sebago he and Roger Wilkinson alternately won the Lady Bug and the Nationals from 1954 through 1960. About then he started racing decked canoes and was a strong competitor at Sugar Island.

George Douglass Sr. sailed decked and open canoes for many years around 1900 from the Knickerbocker Canoe Club on the Hudson and at the National Encampments. He was very instrumental in the establishment of the open canoe sailing competition. He was Commodore of the ACA in 1907 and won the first competition for the Open Canoe Sailing Trophy and, at the Atlantic Division meet, won the decked sailing Elliot Trophy. He won the ACA record, combined paddling and sailing trophy in 1890, the open Canoe trophy in 1907 and 1912 and decked sailing races until 1919 -- 30 years after his first victory!

Douglas Cummings Sr. won the Lady Bug on the Hudson several times in the 14 years from 1912 through 1925. He was still racing when he beat me in the Nationals in 1946! He raced with his son who started a long career around that time.

Gordon Douglass also sailed on the Hudson and at Sugar Island. At Sugar Island he usually competed only in the ACA Record, combined paddling and sailing trophy, which he won several times between 1924 and 1934. In 1935, however, he did win the Open Sailing Trophy.

Dave Winkworth was always a leading contender in the Cruising Class at Lake Sebago. In a Peterborough canoe rigged by Roger Wilkinson, he won the Lady Bug four times in the 11 years between 1989 and 1999, and the Nationals in 1990.

Al Miller, also a paddling racer, modified a Mohawk Ranger, stock model canoe, and sailed the Cruising Class at lake Sebago and at Sugar Island. From 1978, he won the Lady Bug for 8 years until 1985, and the Nationals 9 times between 1976 and 1985. At Sugar Island he finally won the Trophy in 1981 and 1982. Sailing with a rudder, he won the Class-C Nationals several times. He then went on to race in larger boats and helped officiate canoe races.

Doug Cummings Jr. sailed in the cruising class with, and after, his father. He won the Nationals 7 years in a row from 1947 through 1953 and the Lady Bug in 1950. At Sugar Island he won the Open Canoe Trophy from 1947 through 1949. He seemed to win every time he competed, dominating the class.

Alan Perault had a short winning career at lake Sebago, winning the Lady Bug three times and the Nationals four times between 1997 and 2000. He sailed some in the ACA Class and the C-Class with a rudder.

THE CRUISING CLASS SAILING CANOE

THE SECOND HUNDRED YEARS — 2007 —

Just to bring the History up to date. The Cruising Class has continued to compete at Lake Sebago for the Atlantic Division, Lady Bug Trophy and the National Championship, Wilkinson Trophy with about 13 canoes.

In 2007, Larry Zuk was in the hospital undergoing heart surgery and recovering but raced to a 6th in the final ACA Class Nationals Race of the season in September. At Sebago, in the Lady Bug, Tom Uebel won with Mick Raffle second and Gordon Miller, back to canoe sailing, with a third. In the National Championship, Wilkinson Trophy it was Tom Uebel first with Gordon Miller second and Mick Raffle third. Gordon first won the Wilkinson Trophy in 1976!

In 2008, Mick Raffle won the Lady Bug with Tom Uebel second and Larry Zuk third. In the National Championship, it was the same; Tom, Mick and Larry at Sebago.

In 2009, Tom Uebel was in the Hospital with heart problems. Larry Zuk, at 86 years old, racing sailing canoes at Lake Sebago for a period of 75 years, won the Lady Bug for the 9th time! Tom Uebel, however recovered and came back in September to win the Wilkinson Trophy, Cruising Class Nationals, with Larry Zuk second. Then Tom continued to win the ACA Class National and the C Class National championships as well!

Larry Zuk thus completed 32 years (1979 through 2009) of winning the major Trophies, passing Joe Klecka to become the second longest winner after his Dad, Tom Zuk with 37 years of winning these trophies.

In 2010 the size of the fleet was getting smaller. The group of paddle steering canoe sailors was down to 7 (in the thirties, it had been down to 2). Tom Uebel, was sailing better than any one I have ever known and beating the rudder steering canoes in the C-Class and ACA Class at Sebago and in the heavy winds at Sugar island. He easily swept all the races of the Cruising Class, including the Lady Bug and the National, Wilkinson Trophy. Larry Zuk, winning one race to make it 77 years of winning canoe races by paddle and sail, announced that this was probably the last.

In 2011 the number of competitors in he cruising class was 9. TomUebel easily won the Lady Bug and National Championship, Wilkinson Trophy, at Sebago, and at Lake Nockamixon the Class-C Nationals and ACA Class Nationals as well. Larry Zuk sailed in a couple of races in his 78th year of canoe sailing racing and having been going to Sugar Island for 89 years!

OPEN CANOE SAILING TROPHY
SUGAR ISLAND 1907

Deed of Gift

The "Open Sailing" Trophy: was subscribed for by the members during the term of George P. Douglass as Commodore, in 1907.²¹

Trophy Winners

1907	George Douglass	1933	H. Worthman
1908	F. F. Dorsey	1934	H. Worthman
1909	H. M. Moore	1935	Gordon Douglass
1910	George Douglass		
1911	E. V. Walker	1936	Hans Waldinger
1912	George Douglass	1937	No competition
1913	F. F. Dorsey	1938	M. Mayer
1915	C. F. Wolters, Jr.	1939	Allen Mayer
1916	G. F. Denhard	1940	Hans Waldinger
1917-18	No competition	1941	Hans Waldinger
1919	D. T. Cashmore, George P. Douglass (tie)	1942-45	No competition
1920	Thomas Zuk	1946	Hans Waldinger
1921	D. T. Cashmore, Thomas Zuk (tie)	1947	D. Cummings, Jr.
1922	Adam Whal, Thomas Zuk (tie)	1948	D. Cummings, Jr.
1923	Adam Whal	1949	D. Cummings, Jr.
1924	D. T. Cashmore	1950	H. Bussey
1925	F. G. Coggin, Jr.	1951	L. Polt
1926	G. Esselborn	1952	R. Wilkinson
1927	F. F. Denhard	1953	No competition
1928	J. F. Marshall	1954	Stephen Lysak
1929	D. Bergman	1955	Stephen Lysak
1930	D. Maltz	1956	Thomas Suk, Sr.
1931	H. Worthman	1958	Stephen Lysak
1932	H. Worthman	1959	Stephen Lysak
		1960	Stephen Lysak

OPEN CANOE SAILING TROPHY

1961	Stephen Lysak	1981	Al Gordon Miller
1962	Stephen Lysak	1982	Joseph Klecka
1963	Stephen Lysak	1983	Joseph Klecka
1964	Roger Wilkinson	1984	James Bowman
1965	Roger Wilkinson	1985	Joseph Klecka
1966	Roger Wilkinson	1986	No Contest
1967	No information	1997	Larry Zuk
1968	Joseph Klecka	2002	Larry Zuk
1969	Stephen Lysak		
1970	Joseph Klecka		
1971	Joseph Klecka		
1972	No information		
1973	Joseph Klecka		
1974	Joseph Klecka		
1975	Joseph Klecka		
1976	William Kopko Sr.		
1977	Joseph Klecka		
1978	William Kopko Sr.		
1979	Larry Zuk.		
1980	Joseph Klecka		

YEAR	LADY BUG TROPHY WINNERS CRUISING CLASS	LOCATION
1907	A.M.POOLE	HERMIT POINT
1908	EVERETT V. WALKER	PLUM POINT
1909	EVERETT V. WALKER	HUNTINTON BAY
1910	HOWARD L. LIPPINCOTT	BARRINGTON ISLAND
1911	A.M.POOLE	HERMIT POINT
1912	DOUGLAS CUMMINGS	HERMIT POINT
1913	J.F. AHRENS	WARD'S POINT
1914	G.H.HENSHAW	WARD'S POINT
1915	JULE MARSHALL	DENNINGS POINT
1916	JULE MARSHALL	OSCAWANA ISLAND
1917-1918	NO RACES	WORLD WAR
1919	?	GEORGES ISLAND
1920	THOMAS ZUK	GEORGES ISLAND
1921	G.H.HENSHAW	GEORGES ISLAND
1922	D. CASHMORE	GEORGES ISLAND
1923	ADAM WAHL	GEORGES ISLAND
1924	DOUGLAS CUMMINGS	GEORGES ISLAND
1925	DOUGLAS CUMMINGS	GEORGES ISLAND
1926	WALTER SCHALLE	CITY ISLAND
1927	W, VAN B, CLAUSSEN	KNICKERBOCKER C.C.
1928	FRED O. BLAKE	KNICKERBOCKER C.C.
1929	FRANK BALDWIN	INWOOD CANOE CLUB
1930	BARNEY MALTZ	ISLAND CANOE CLUB
1931	JULE MARSHALL	K.C.C.
1932	JULE MARSHALL	K.C.C.
1933	JULE MARSHALL	INWOOD C.C.
1934	H. WALDINGER	VON DOHLN C.C
1935	HANS WALDINGER	VON DOHLN C.C
1936	HANS WALDINGER	VON DOHLN C.C
1937	HANS WALDINGER	?
1938	HANS WALDINGER	?
1939	H. WALDINGER	E.S.C
1940	H. WALDINGER	E.S.C
1941	H. WALDINGER	SPRAY
1942-45	NO RACES	WORLD WAR II
1946	H. WALDINGER	CITY ISLAND
1947	T. ZUK	CITY ISLAND
1948	NO RACE	
1949	R. WILKINSON	LAKE SEBAGO
1950	DOUGLAS CUMMINGS JR.	LAKE SEBAGO
1951	R. WILKINSON	LAKE SEBAGO
1952	R. WILKINSON	LAKE SEBAGO

1953	R. WILKINSON	LAKE SEBAGO
1954	R. WILKINSON	LAKE SEBAGO
1955	R. WILKINSON	LAKE SEBAGO
1956-1958	S. LYSAC	LAKE SEBAGO
1959-1961	R. WILKINSON	LAKE SEBAGO
1962-1963	R. WILKINSON	LAKE SEBAGO
1964	J. KLECKA	LAKE SEBAGO
1965	A. LOOMIS	LAKE SEBAGO
1966-1967	R. WILKINSON	LAKE SEBAGO
1968-1969	J. KLECKA	LAKE SEBAGO
1970-1971	J. KLECKA	LAKE SEBAGO
1972	L. POLT	LAKE SEBAGO
1973-1974	J. KLECKA	LAKE SEBAGO
1975	A. LOOMIS	LAKE SEBAGO
1976	J. KLECKA	LAKE SEBAGO
1977	J. KLECKA	LAKE SEBAGO
1978-1985	AL MILLER	LAKE SEBAGO
1986	L. ZUK	LAKE SEBAGO
1987	J. KLECKA	LAKE SEBAGO
1988	T. UEBEL	LAKE SEBAGO
1989	D. WINKWORTH	LAKE SEBAGO
1990	J. KLECKA	LAKE SEBAGO
1991	D. WINKWORTH	LAKE SEBAGO
1992	L. ZUK	LAKE SEBAGO
1993	D. WINKWORTH	LAKE SEBAGO
1994-1996	L. ZUK	LAKE SEBAGO
1997-1998	A. PERREAULT	LAKE SEBAGO
1999	A. PERREAULT & SHERRIE WINKWORTH	LAKE SEBAGO
2000-2001	L. ZUK	LAKE SEBAGO
2002	DON UEBEL	LAKE SEBAGO
2003	LARRY ZUK	LAKE SEBAGO
2004	TOM UEBEL	LAKE SEBAGO
2005	MICK RAFFLE	LAKE SEBAGO
2006	TOM UEBEL	LAKE SEBAGO
2007	TOM UEBEL	LAKE SEBAGO
2008	MICK RAFFLE	LAKE SEBAGO
2009	LARRY ZUK	LAKE SEBAGO
2010	TOM UEBEL	LAKE SEBAGO
2011	TOM UEBEL	LAKE SEBAGO

NATIONAL CRUISING CLASS CHAMPIONSHIP

ROGER WILKINSON TROPHY 1958

1940	Hans Waldinger	1965	Roger Wilkinson
1941	Hans Waldinger	1966	Roger Wilkinson
1946	Hans Waldinger	1967	Roger Wilkinson
1947	Douglas Cummings Jr.	1968	Joseph Klecka
1948	Douglas Cummings Jr.	1969	Joseph Klecka
1949	Douglas Cummings Jr.	1970	Joseph Klecka
1950	Douglas Cummings Jr.	1971	Joseph Klecka.
1951	Douglas Cummings Jr.	1972	Joseph Klecka
1952	Douglas Cummings Jr.	1973	Joseph Klecka
1953	Douglas Cummings Jr.	1974	Joseph Klecka
1954	Stephan Lysak	1975	Joseph Klecka
1955	Stephen Lysak	1976	Al Gordon Miller
1956	Roger Wilkinson	1977	Joseph Klecka
1957	Roger Wilkinson	1978	Al Gordon Miller
1958	Stephen Lysak	1979	Al Gordon Miller
1959	Stephen Lysak	1980	Al Gordon Miller
1960	Stephen Lysak	1981	Al Gordon Miller
1961	Roger Wilkinson	1982	Al Gordon Miller
1962	Roger Wilkinson	1983	Al Gordon Miller
1963	Roger Wilkinson	1984	Al Gordon Miller
1964	Roger Wilkinson	1985	Al Gordon Miller

1986	Joseph Klecka	2008	Mick Raffle
1987	Larry Zuk	2009	Tom Uebel
1988	Tom Uebel		
1989	Larry Zuk		
1990	Dave Winkworth		
1991	Tom Uebel		
1992	Joseph Klecka		
1993	Sherrie Winkworth		
1994	Alan Perault		
1995	Alan Perault		
1996	Alan Perault		
1997	Alan Perault		
1998	Alan Perault		
1999	Alan Perault		
2000	Alan Perault		
2001	Larry Zuk		
2002	Larry Zuk		
2003	Tom Uebel		
2004	Tom Uebel		
2005	Mick Raffle		
2006	TomUebel		
2007	Tom Uebel		



AMERICAN CANOE ASSOCIATION

COMMODORE ✓ 1950

Thomas Zuk
3986 Murdock Avenue
Bronx 66, N. Y.

Secretary: Walter Haner
506-11th St., Brooklyn, N. Y.

FOR INFORMATION

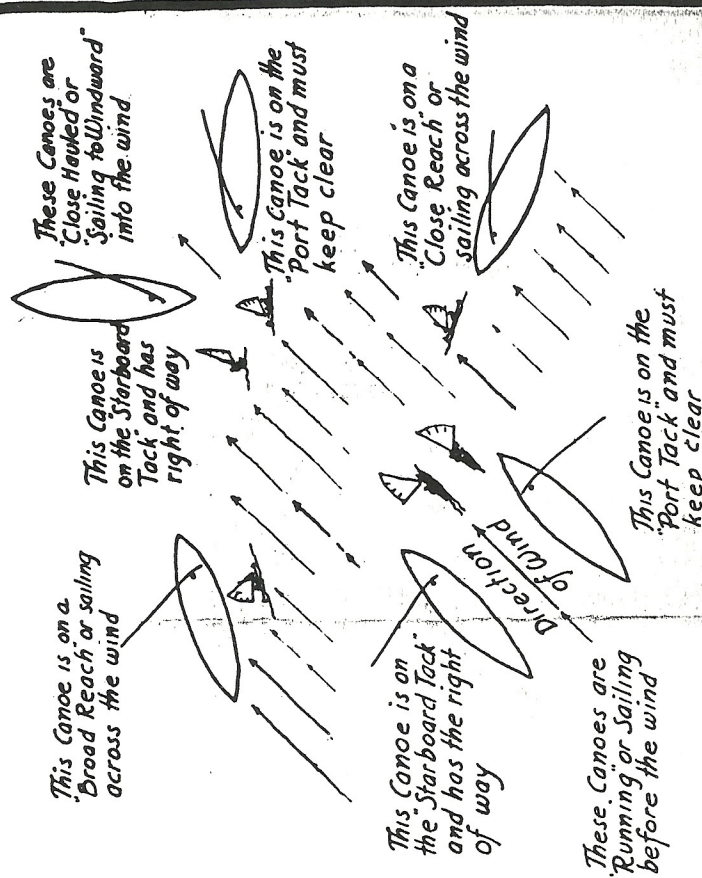
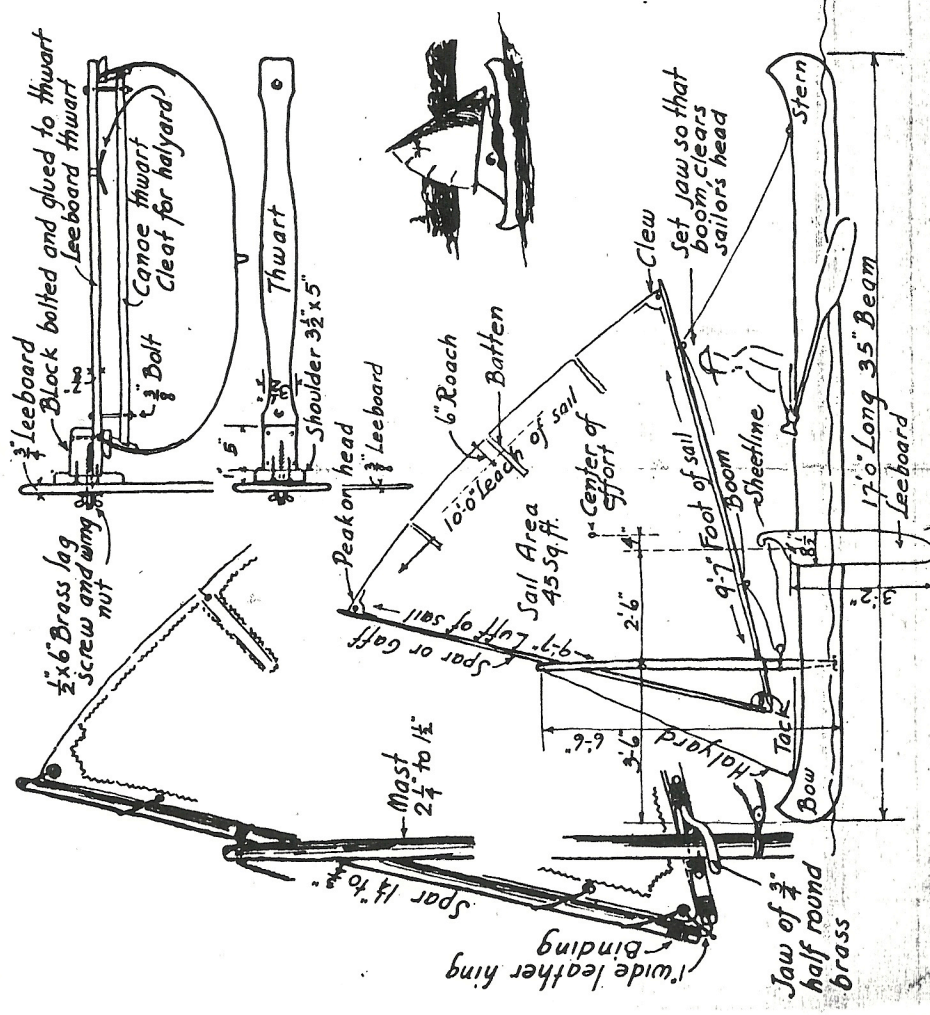
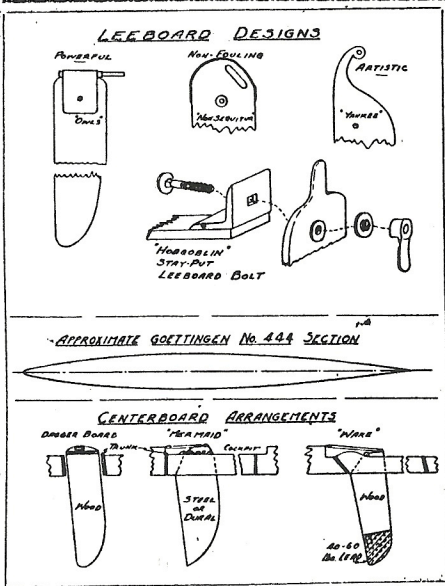
RELATIVE TO SAILING CANOES
Adolph Morse, 3224 Grand Concourse
Bronx, N. Y.

RELATIVE TO CRUISING AND CAMPING
John Hain, 89 Hudson St., Hoboken, N. J.
W. Van B. Claussen, Water Safety
Service, American Red Cross,
Washington, D. C.

RELATIVE TO PADDLING RACING CANOES
National Paddling Committee Chairman,
Walter Haner, Jr., 506 11th Street,
Brooklyn, N. Y.

Relative to American Canoe Association
(Applications, dues, address changes,
etc.)

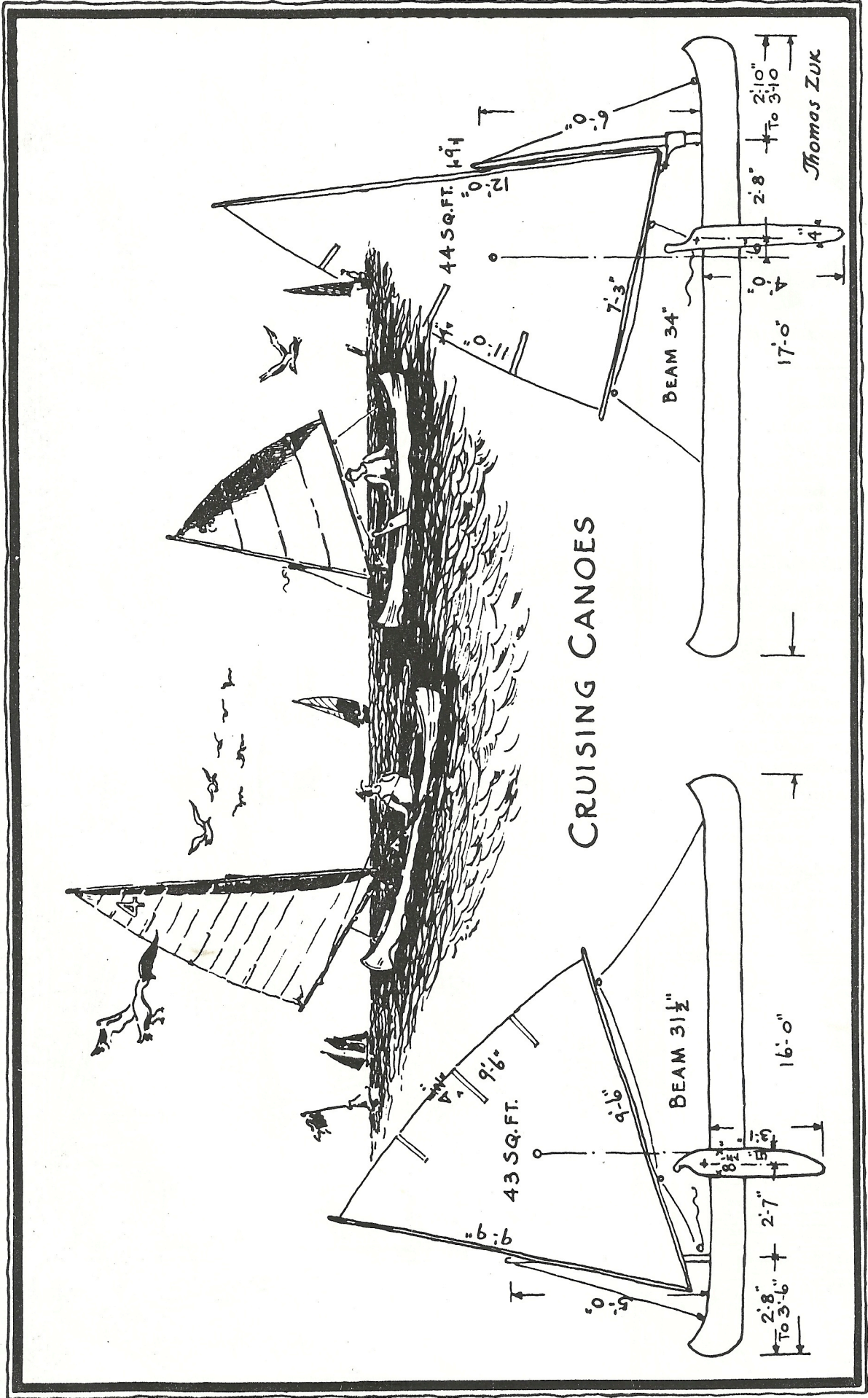
LOUIS VENEZIA
104-31 117th St., Richmond Hill
L. I., N. Y.



CANOE RIG AND SAILING TERMS



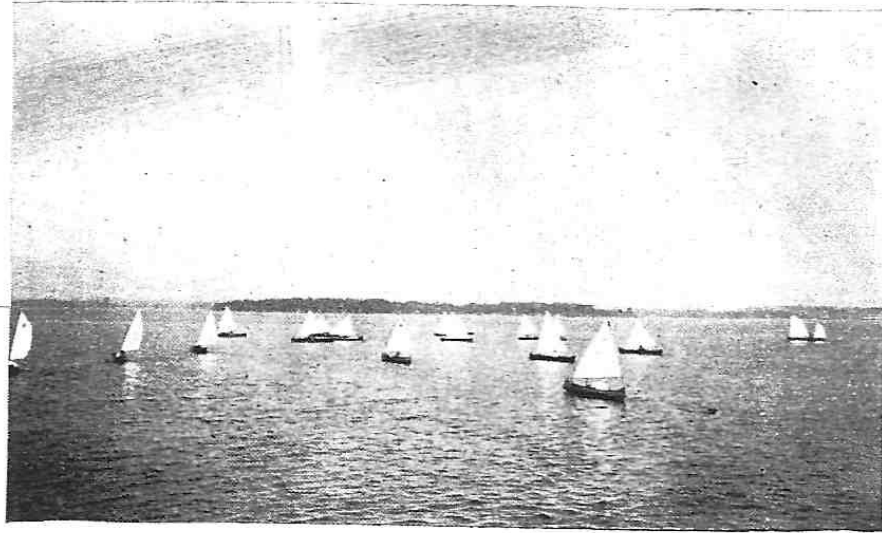
Printed in Memory of Oscar S. Tyson, Ex-Commodore and Chairman of the Board of Governors of the American Canoe Association



Shown above, are two types of rigging suitable for cruising canoes. Many novice sailors have requested measurements for use on different size canoes. With this in mind, Tom Zuk, nationally known sailor, has provided a simple, concise drawing, providing

measurements and positions of rigging on both 16 and 17 foot cruising canoes. It is hoped that this drawing will be of considerable help to canoeists, who are anticipating the purchase of sailing equipment.

SUGAR ISLAND
Since 1903



Loaned by Fore 'n' Aft.
FLEET OF OPEN CANOES.

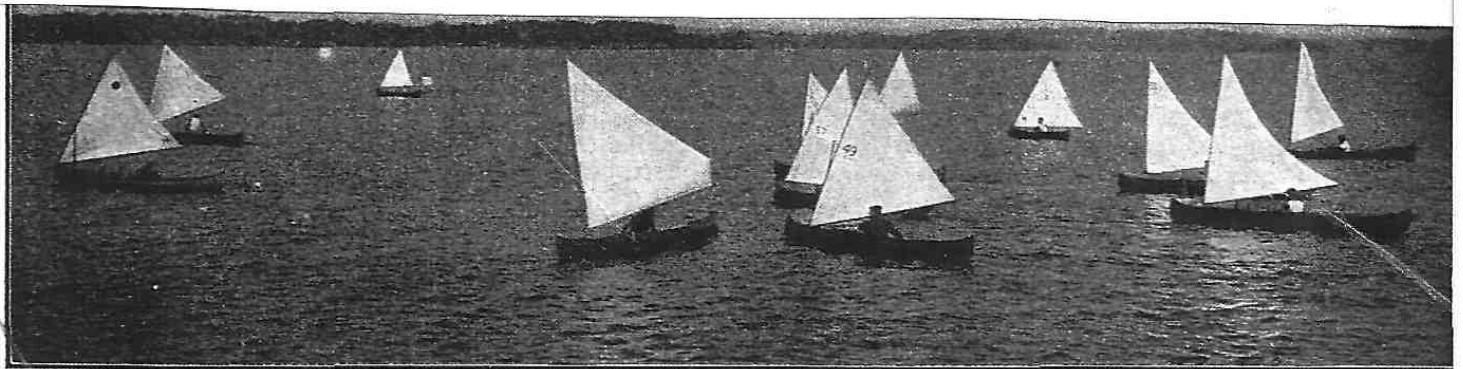


Photo. by G. P. Douglass.

MANŒUVRING—HANDICAP SAILING.

Sugar Island, 1906.



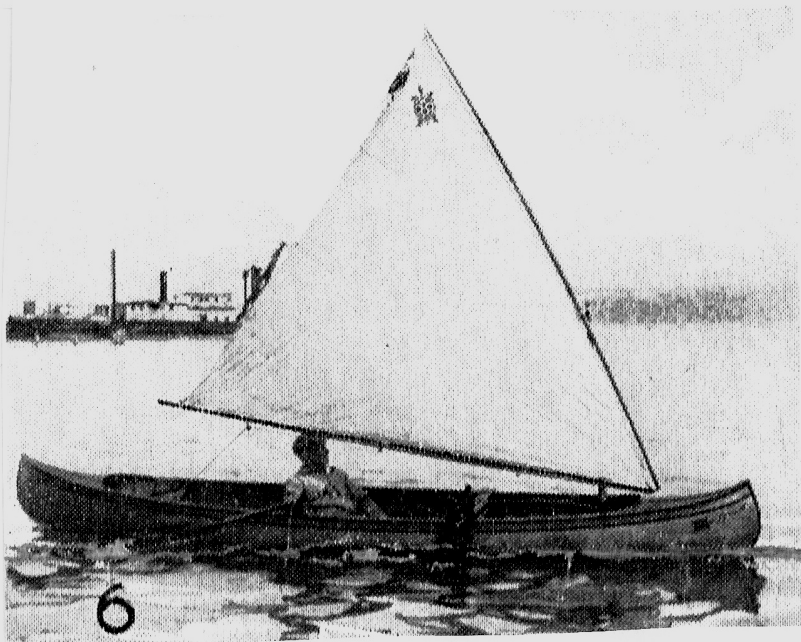
1925

Two Cruising Sailors and future Commodores - Tom and Larry Zuk - 1925

Howe & Bambridge, Boston, Mass., distributors of "Wamsutta" Yacht Duck.



George Douglass- First Winner of the Open Canoe Sailing Trophy-1907
Commodore and Winner of Open and Decked Canoe Sailing Races for 30 years
from 1890 thru 1919.



Jule Marshall- 1925. in his famous William English model 16" Turtle Dove".
Winner of the Lady Bug Trophy and the Open Canoe Sailing Trophy
and many other trophies from 1915 thru 1933.

CRUISING CLASS
ARMSTRONG RETAINS ELLIOTT
WALDINGER LIFTS
LADY BUG TROPHY

Rolf Armstrong, of the Bayside Yacht Club, captured the third and concluding race in the Atlantic Division of the A.C.A. decked canoe sailing series on Sheepshead Bay Sunday, July 29th, a victory which enabled him to defend successfully the historic Elliott Trophy. Armstrong led Fred Wolters jr., of the Philadelphia Yacht Club, to the finish of the six mile course by more than two minutes. In the final point standing Armstrong was credited with 14.10 points, Wolters earned 13.15;

In the open cruising class, Hans Waldinger, a New Jersey sailor, displaced Jule Marshall, of the Inwood Canoe Club, as kingpin of the class. The final point standing was Waldinger, 25.16; Marshall, 22.03. Barney Maltz, of the Island Club, who was leading in points at the conclusion of the second of the series races, did not compete but attended his sisters wedding. His total in the final standing was 16.

RESULTS OF METROPOLITAN CHAMPIONSHIP RACES						JULY 29TH	
COURSE #1.-LIGHT WIND-SOUTHEAST TO SOUTHWEST							
PLACE	BOAT	SAILORS	CLUB	S.A.	TIME		POINTS
					ELAPSED	FINISH	
LADY BUG TROPHY Open Cruising Race-2 3/4 miles-Start 1:00 p.m.							
1		Hans Waldinger	Von Dohln's		2:09:05	3:09:05	25
2		Jule Marshall	Inwood C.C.		2:10:15	3:10:15	22
ELLIOTT TROPHY Decked Canoe Race-Course 5 1/2 miles-Start 1:05 p.m.							
1	MANNEQUIN	R. Armstrong	Bayside Y. C.		1:25:05	2:30:05	14
2	MaB	C. F. Wolters	Philadelphia Y.C.		1:27:42	2:32:22	13
3	CENTAUR	W. Schalle	Island C. & Y. C.		1:28:42	2:33:42	7
4	APACHE	Adam Wahl	Island C. & Y. C.		1:29:20	2:34:20	8
5	LOON	W. Busch	Island C. & Y. C.		1:32:55	2:37:55	
6	CHIP	Irwin Tyson	Knickerbocker C.C.		1:33:05	2:38:05	
7		William Lux	Island C. & Y. C.		1:38:30	2:43:30	
8		D. Fishman	Wanda Canoe Club		1:40:31	2:45:31	

TABOO II, OWLS & COO-COO
ARE TITLE WINNERS
IN OPEN CANVAS CLASS

In the metropolitan canvas class titular races Henry Bogdan's sloop-rigged Owls scored a striking victory in Class B. Owls an eighteen footer rigged a la Curry, led Wilfred Balduc's Beans by almost five minutes at the finish.

James Albera's Taboo II won the Class A title over William Peterman's Waterwagon. Harry McArdle placed third in Wanderlust in this division.

Fred Sands sailed Coo-Coo to the metropolitan Class C championship over Frank Dugan's Albatross. Albatross trailed by almost five minutes at the finish of the five and one-half mile course.

CLASS "A" Canvas-8 1/2 miles-Start 1:15 p.m.

1	TABOO II	albera-Di Nova-albera	Miramar	135	2:13:35	3:28:35
2	WATERWAGON	PetermanGumbrechtMcKenna	Mic Mac	126	2:14:52	3:29:52
3	WANDERLUST	McArdle-Lee-Kelly	Mic Mac	131	2:16:10	3:31:00
4	GALLANT BOY	A. & E. Paone-Ericson	S.B.C.C.	120	2:17:55	3:32:55
5	AUDACIOUS	Ferranti-Ranf't-Schult	Mic Mac	128	2:20:15	3:35:15
5	VOYAGEUR	Teata-Piomonte-Oarguilla	Miramar	133	2:23:40	3:38:40
Audacious fouled buoy and withdrew Hidaway d.n.f.						

CLASS "B" Canvas-8 1/2 miles-Start 1:20 p.m.

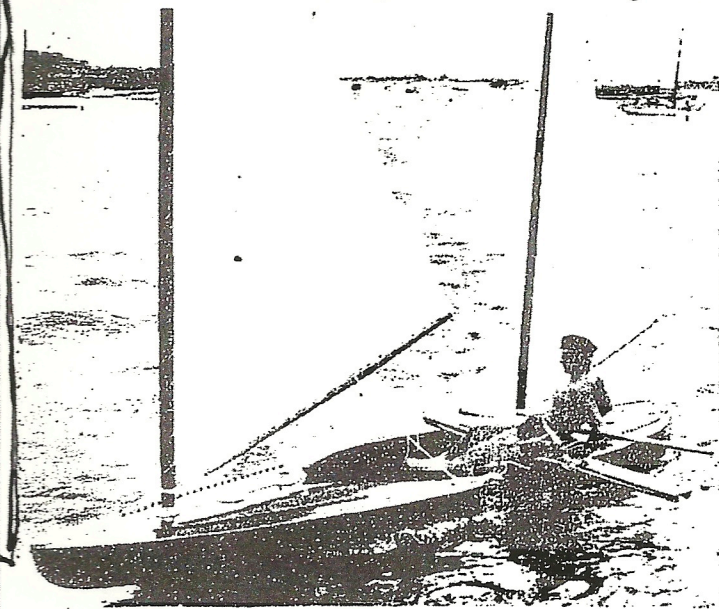
1	OWLS	Bogdan-Mavra	Miramar	101	2:03:44	3:23:44
2	BEANS	Bolduc-Brunello	Thalls	92	2:08:06	3:28:06
3	SEVEN SEAS II	Runkel-Stevenson	S.B.C.C.	104	2:12:30	3:32:30
4	FLOTSAM	Guld-Davidson	Thalls	105	2:15:27	3:36:27
5	KHEE DEEP	Helson-Harvenak	S.B.C.C.	106	2:17:25	3:37:25
6	CLIPPER	Zwart-Silberstein	Miramar	106	2:31:06	3:51:06
7	JEAN II	Currant-Frich	Miramar	107	2:38:18	3:58:18

CLASS "C" Canvas-5 1/2 miles-Start 1:25 p.m.

1	COO COO	Fred Sands	S.B.C.C.	55	1:52:37	3:17:37
2	ALBATROSS	Frank Dugan	S.B.C.C.	53	1:58:35	3:23:35
3	NAHAYAN	Mona Thurber	S.B.C.C.	53	1:59:15	3:24:15
4	ARK	H. Schwab	S.B.C.C.	55	2:01:32	3:26:32
5	TABOO I	H. Bortan	Miramar	55	2:01:40	3:26:40
6	LILITH	Rudy Hofer	Mic Mac	55	2:03:50	3:28:50
7	WHITE	L. Weissman	Miramar	55	2:07:20	3:32:20

CANOE REVIEW SEPTEMBER 1934

Skimming Along to Victory in Canoe Sailing Race



County Title Canoe Program

Slated Sept. 9

The Westchester County Canoe Championships to be held in Tibbetts Brook Park, Yonkers, N.Y. over a 400 meter course will take place September 9th. Entries positively close 6:00 P.M. Sept. 5th and they must be in the hands of Joe Cocker at # 1793 Riverside Drive, N.Y.C. prior to this time. NO POST ENTRIES. Fees: 25¢ per man per event in singles and tandems; \$2.00 per canoe per event in the Fours. Gold-filled, silver and bronze medals for singles and tandems; silver and bronze for Fours. Club point trophy.

The events to be contested are one man single, Junior and Senior; tandem single, Junior, Intermediate and Senior; Lunch from 12:30 to 1:30; fours singles, Intermediate and Senior; one man doubles, Junior, Intermediate and Senior; tandem doubles, Junior and Senior; fours doubles, Intermediate and Senior.

RARITAN RIVER REGATTA

New Brunswick, N. J.

Delaware and Raritan Canal Waterways Celebration

Friday, October 12, 1934.

The first race will start promptly at 10 A. M.

EVENTS

1. Single Blade, Singles, Canoe
2. Row Boat Race
3. Single Sculls
4. Single Blade, Doubles, Canoe
5. Single Gig
6. Canvas Canoe, Single Blade Doubles
7. Double Sculls
8. Double Blade, Singles, Canoe
9. Double Gig.
10. Double Blade, Doubles, Canoe
11. Eight Oared Shell
12. Outboard Motor Race Class A

Entries close, Saturday, September 29, 1934. Mail entries to

George E. Little, Chairman

No entrance fees.

Rutgers University Gymnasium

New Brunswick, New Jersey



Tom Zuk in his William English "Undine 1" -1921
 Winner-Open Canoe Sailing Trophy -1920-1921-1922
 ACA Record Combined- Admiralty Trophy-1921



Tom Zuk-Winner Open Canoe Sailing Trophy-1956
 Whitman- Winner Challenge Trophy [Decked Canoes]-1956
 Sugar Island with their Trophy Pennants.

SAILING RACES SUGAR ISLAND

The Sugar Island Sailing Regatta was held under perfect conditions with fair winds for the entire two weeks. The results of the races are as follows:

- Sailing Canoes: Race Around Sugar Island:
 1. Adolph Morse; 2. Louis Whitman.
 David Crane Trophy:
 1. Adolph Morse; 2. Daniel Zwart.
 Paul Butler Trophy:
 1. Joseph Farrugia; 2. Daniel Zwart.
 Mermaid Trophy:
 1. Adolph Morse; 2. Daniel Zwart.
 Challenge Trophy: Three Heats
 Final Standings: 1. Louis Whitman;
 2. Adolph Morse; 3. Joseph Farrugia.
 Mab Trophy:
 1. Adolph Morse; 2. Joseph Farrugia.
 Cruising Canoes Sailing Trophy:
 Three Heats
 Final Standings: 1. Thomas Zuk, Sr.;
 2. Stephen Lysak; 3. Joseph Ryan.

No races were held for the Record Trophy.

Thomas Zuk, Sailing Chairman



Larry Zuk in his own original "Osprey"-1978
 Winner-Open Canoe Sailing Trophy-1979-1997-2002
 Lady Bug- Admiralty -Wilkinson-and others for 74 years
 1935 thru 2008. And still going.



SAILORS 2006
 John Depa, Larry Haff, Larry Zuk
 Tom Uebel and Marilyn Vogel

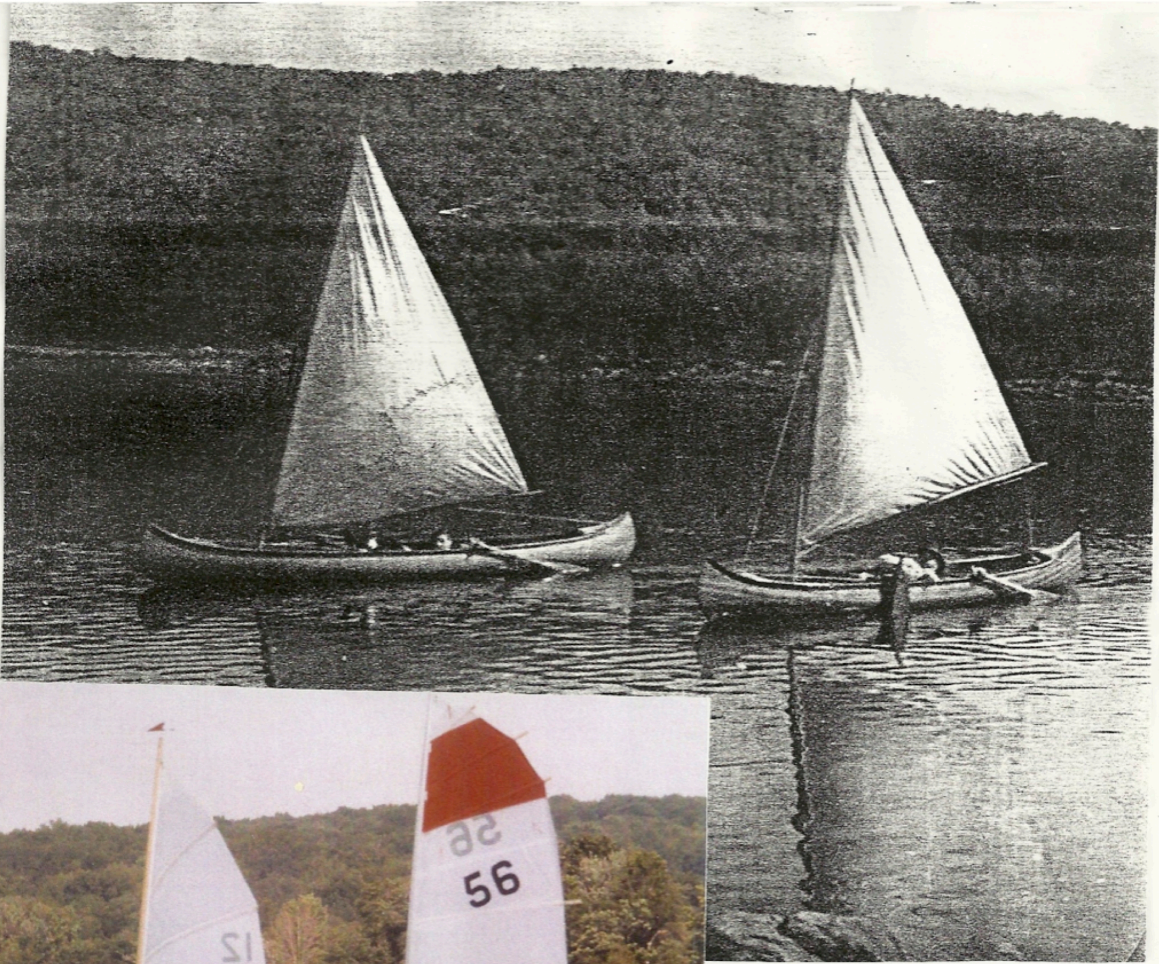


SUGAR ISLAND CENTENIAL 2003
 Larry sails Farnham Dorsey's
 1908 Peterboro - Original Rigging

SUGAR ISLAND KEEPS GOING!



RACE AROUND THE ISLAND
 Tom and Don Uebel sail
 Cruising Canoes



1936 - Larry Zuk and Carl Staley in Tom Zuks newly rigged Willetts Canoes



1978 - Larry Zuk in his newly built Osprey and Al Gordon Miller in his Ranger

LAKE SEBAGO
Over the years!

Mick Raffle, Sherrie Winkworth
And Tom Uebel - 2006





National Cruising Championships 1973

SAILORS AT 1973 NATIONAL CRUISING CLASS RACES LAKE SEBAGO

NAMES OF SAILORS

Back Row — L to R — Loren Schindel, Frank Bank, Larry Zuk, Herman Gottlieb,
David Winkworth, Al Gordon Miller.

Front Row — Anthony Szatkowski, George Washek, Fred Uebel, Kay Ryan,
Leo Polt, Joe Ryan, Al Loomis.

Kneeling in front with the Wilkinson Trophy — Joe Klecka

The 1973 picture is from the collection of Sherrie Winkworth. Sherrie Winkworth and her sister Carol Loomis, as did their mother, gave many hours to the sailing program at Lake Sebago for years. They put out schedules, started the races, kept the records, made certificates for sailors who placed, took care of the Trophies, hosted parties, where, among other things, trophies were given out, and hosted out-of- town-guests. The Sailors at Sebago are grateful for their years of work.
Thank you!



**SAILORS AT THE CLASS-C AND ACA CLASS NATIONAL CHAMPIONSHIPS
LAKE SEBAGO – 2006**

Al Gordon Miller, Bob Halsey, Mick Raffle, Tom Uebel,
Ted Bowman, Chuck Southerland, Larry Haff, John Deppa, Dan Reiber,
Marilyn Vogel, Bill Covert, Larry Zuk, Joan Krilla, and Scott Manning.
Gordon Miller Officiated. (Larry Zuk is the only one who raced in both 1973 and
2006)



ATLANTIC DIVISION at
LAKE SEBAGO
Keeps the Cruising Class
going!

Larry Zuk, Sherrie Winkworth, Don Uebel and
Mick Raffle with the Wilkinson, Lady Bug,
Sebago Series and John Komp Trophies

Tom Uebel and Larry Zuk with
The Lady Bug and the Wilkinson Trophies



Tom Uebel -- 2006
National Cruising Champion





THE DEMISE OF THE 16X30 SAILING CANOE



THE DEMISE OF THE 16x30 DECKED SAILING CANOE

Larry Zuk

Introduction: John Summers, Curator of The Antique Boat Museum in Clayton, New York (at the time of this writing), has been reviving the 16 foot by 30 inch decked sailing canoe by making, even designing, and sailing the historic craft. After I finished writing the 100 year History of the Cruising Class of sailing canoe, he suggested I write the History of the 16x30 Class. I said I might act as editor and collect writings about the decked sailing canoes but I didn't know enough about them to do the whole thing. However, I could start by writing about the end of the 16x30. So here goes!

I am the last person alive who was present and had a part in the Challenge Cup Regatta in 1933 in which Uffa Fox and Roger De Quincy defeated Leo Friede and Walter Busch of the United States for the International Challenge Cup.

Although I was ten years old at the time, I had had considerable experience with sailing canoes. Living in a house with a 16x30 decked sailing canoe, my first sailing was on a 16x30 with my father, and most of my summer weekends were spent at the Island Canoe Club on City Island from which the decked sailors ran their races. I had made my first paddle, a year later I won my first canoe race paddling at Sugar Island, and two years later I was racing in the Cruising Class sailing canoe. More important though, my father was the measurer and I had been helping him measure sails and canoes. I was the only person he trusted to hold the end of the measuring tape properly without trying to make the dimension longer or shorter. I was immersed in the world of canoe sailing!

First I will write what I remember about the experience. Then I will write the history of the event, some background leading up to the Regatta and some of the consequences.

I can remember the Bayside Yacht Club and the big yacht we went on, which was the committee boat. I can also remember measuring the sails and the canoes. I think I remember Friede and Fox but I have seen so many pictures of them, I probably remember the pictures. I also knew Dudley Murphy – “Old Murph” – from Sugar Island, and my Uncle Jule Marshall who were on the Regatta Committee with my father.

The British canoes were wider and flatter than the American 16 foot long by 30 inch wide “Mermaid”-style of canoe. They were so called because they more or less copied Leo Friede's canoe, “Mermaid”. We measured all the canoes and sails. There was no problem with the hulls themselves as they met the requirements of the rules. The sails were within the area limits. However, there was a question concerning the masts or spars.

The rules at that time required that not over two thirds of the allowed sail area be carried by one “mast”. Because of this, most of the American canoes were ketch rigged. The

British however had put the sails on one mast which was upright and would be called the mainmast, and the other sail on a spar leaning back from the bow until it almost touched the standing mast. This spar was in the position of, and acted as, a jib stay and thus the foresail acted as a jib and the rig represented a sloop rig. This arrangement, therefore, was inconsistent with the spirit of the rule and possibly the letter of the rule!

I was, even at that time, aware of the problem and the important decision that the committee had to make. Should they disqualify the British canoes and keep them from racing, or should they allow the new rigs, permit them to race and give them an obviously great advantage over our sailors? The short-term consequences would be that the British could not race, or would be racing in borrowed canoes much to their disadvantage, or that, on the other hand, their canoes were within the rules and they could race their canoes, which gave them a great advantage.

I can remember the discussions and the tremendous strain the committee members were under and the conversations between my father and uncle. They were very fond of Leo Friede who was a fine sailor and who had come out of retirement to defend the Trophy as he had in 1913 and 1914 against the Canadians. They would be dooming their friends! And, they were also aware that in the long term, permitting this type of rig would lead to sloop rigs for the Class. These discussions went on for a day or two until the final decision had to be made. I was not present to witness the meeting in which the final decision was made to allow the British to use their canoes and rigs, but I remember my father's coming home and telling us the decision!

We were on the Committee boat for the series and I can remember that the U.S. sailors put on an exhibition of great sailing. I knew also, at the time, that Uffa Fox was a sailor of great renown in England. I did not remember the exact results except that the U.S. sailors won on Friday in the light wind and everyone was excited and hopeful but they could not keep up with the larger, sloop rigged, British canoes in the brisk southwest winds of Saturday and Sunday and the British were the final winners!

Many times over the years I have thought how courageous, unselfish, and foreword looking their decision was. The international canoe sailing community should be very grateful to them!

Uffa Fox and Roger DeQincy went on to Sugar Island where, against Rolf Armstrong in a ketch rigged canoe, they won the Sailing Trophy and other races. They were extremely good sailors but their larger, sloop rigged, canoes certainly gave them an advantage.

That was my personal experience with the International Challenge of 1933. As most of you know, I have remained in touch with the International Canoe. I own one and have sailed them, but only in a few races. I continued to help my father measure canoes and now I am the National Measurer, and I served on the International Canoe Federation Sailing

Committee. I design, build and race open sailing canoes, with many championships during the 75 years that I have participated, and still do.

I am writing a separate part of this article on the events that actually took place with some background and some of the consequences.

March 23, 2008

THE HISTORY OF THE 16 x 30 DECKED SAILING CANOE

Larry Zuk

The story of the 16x30 decked sailing canoe is a long one. It developed from earlier models and theories about sailing canoes, then ended in popularity in 1933. But it was maintained as a class with its own measurements for awhile and is now being resurrected for its merits as an exciting sailing craft. This is not a detailed history of the class but at least some background and some momentous occasions in the course of its story. If anyone can supply more information to me, I would love to incorporate it and we might develop a real history!

To begin the story the reader must travel back in time to the 1870's. Those were the days when Custer was still fighting Indians and much of the country was still not mapped. People traveled around on horseback or in wagons or in boats. Farms, towns, and cities grew up around the waterways and much more shipping and traveling was done over water. A greater percentage of the people were familiar with boats and with sailing. Also, the people of the East Coast used the language more the way it was used in England.

John Macgregor designed a craft modeled on the "Esquimau" boats he had seen on his travels in North America in 1859. He called these boats "canoes" and named his Rob Roy after a member of the family. Actually, he designed four of them and used them for travels, starting in 1865, around Europe and the Middle East. His books did much to make the canoe popular. At about the same time another Englishman, Warrington Baden- Powell, designed and built another canoe which he called the "Nautilus", which also went through several models. Under Macgregor's leadership they formed the Royal Canoe Club in 1866.

In North America, another journalist, William L. Alden, had a canoe made by James W. Everson which followed the lines of the Nautilus No. 4, and was named the "Violetta". He influenced some of his fellow sportsmen to take up canoeing and founded the New York Canoe Club in 1871.

These canoes, which we would call kayaks today, were cruising boats intended for making trips lasting several days. They were made by European building techniques, cutting pieces of wood and fastening them together with nails and screws and bolts. They did not originate from the birch bark canoe and had nothing to do with it. They had cockpits in which they slept and, from the very beginning, centerboards and rudders.

In a similar manner to other yachtsmen, they started racing with the first official canoe sailing race on Flushing Bay, October 21, 1871. The race was won by Montgomery Schuyler in the "Gretchen", built in England. The New York Canoe Club had sixteen members that year.

J. Henry Rushton began building canoes in 1876 and his first sailing canoe, Alden's Vesper, was soon added to his catalogue. William P. Stephens was building canoes in New Jersey before 1880.

The American Canoe Association was formed in 1880 at Lake George. They held annual Encampments at various places and started a series of competitions. The first was the ACA record in 1884, which was a combined paddling and sailing trophy. The Sailing trophy was added in 1886.

In 1886, at the Annual Encampment at Grindstone Island in the Saint Lawrence River, an important Regatta took place where the competition was primarily amongst various styles of canoes. The British canoes, sailed by Baden-Powell and Stewart, were of the Nautilus type, larger and heavily ballasted. The American canoes, Gibson's Vesper, built by Rushton, and Barney's Pecowsic, built by Fletcher Joyner, were much lighter and without ballast. Paul Butler even had a canoe with a sliding seat he had just invented.

The Americans very soundly defeated the British with the Vesper's winning the first race and the Pecowsic's winning the consolation race. Gibson and his Vesper also won the ACA Sailing trophy. This Regatta established the racing superiority of the light, specialized, racing sailing canoe and especially the smooth-skinned and technically rigged Pecowsic. From that point on the builders designed canoes and the rules were changed to develop the sailing canoe as a highly specialized racing machine!

By 1903, when the ACA had purchased Sugar Island and started its National Encampment there, the rules stated that the sailing canoe be no longer than 16 feet nor wider than 30 inches but for each decrease of length of 1 inch there could be an increase of width of 1/8 inch. They could carry 112 square feet of sail area.

There was also a "Cruising Class," where the boats had to have a cockpit in which the sailor could sleep, and a Special Class which could be 17 feet long and 42 inches wide, and also required a cockpit for sleeping, and no seat could extend outboard of the gunwale.

All these canoes were eligible for all races except where the deed of gift specified 16x30 canoes. The canoes pictured at Sugar in 1903 were Gunter rigged but looked very much like later 16x30 canoes with sliding seats. But were these truly the beginning of the 16x30 class?

In 1906 the permissible width was 32 inches and there is a picture of Dudley Murphy sailing "Banshee" with a gaff rig in two masts? By 1907 the width had been increased to 36 inches and there is a picture of Murphy's sailing a canoe with a sloop rig, which I believe Banshee always had. In 1916 the rules were still 16 feet by 36 inches and there was also the "Special Class. Added was a new sail area of 90 square feet with no more than 60 square feet in any one sail.

Some time between 1916 and 1932 the rule was changed to read 16 feet by 30 inches with the basic sail area of 90 square feet and allowances of increased or decreased area depending on length and width of the canoe. There was also a stipulation that no more than two-thirds of the allowed sail area be carried on any one mast. Canoes were made and raced to the 16x30 dimension. Friede raced the "Mermaid III" in 1924 and the "Mermaid II" in 1925. One of these was apparently the Canoe he sailed in 1933.

After the British won the New York Challenge Cup in 1933 and also defeated Rolf Armstrong at Sugar Island with the wider, more planing type hull and the spar arrangement which was actually a sloop rig, the officials of the two countries got together and agreed on a new set of rules by the end of 1934. These rules were approved by the ACA at a Meeting on October 13, 1934. This was the beginning of the International Sailing Canoe class.

With the new rules, which permitted a wider, flatter planing type of hull and the enlarged sail area, the 16x30 canoe design became less competitive and fewer were raced. Unfortunately, not many were preserved!

The position of National Measurer was created and my father, Tom Zuk was elected the first National Measurer. The canoes, made to the new rules, were measured and I have these measurements in the original notebook. I can remember going to Rolf Armstrong's house and measuring his boats and sails. Rolf was an artist, like Petty who followed him, famous for his beautiful calendar girls. He gave us a signed picture which I have here somewhere. I also have attached to this article a couple of these measurements from 1935.

From these new designs evolved Louis Whitman's "Manana" and "Phoenix", and eventually led to the establishment of the "One Design" rules for the International Sailing Canoe.



New York Canoe Club

Walter Bond - *Season #17*

International Challenge Cup

Leo Fuchs ^{Mermaid} (7)

[Signature]

"EAST ANGLIAN" (A1)

Ronald Quincy

"Valiant" 1933.

New York Canoe Club

LITTLE BAY
BAYSIDE, NEW YORK

INTERNATIONAL CHALLENGE CUP RACES

A challenge was received and accepted for the New York Canoe Club International Challenge Cup for Decked Sailing Canoes, from the Humber Yawl Club of England on behalf of Mr. Uffa Fox and from the Royal Canoe Club of England on behalf of Mr. Roger De Quincey.

Pursuant to the rules established by the New York Canoe Club for conducting the races for the Cup, trial races (open to members of all canoe clubs and members of the A.C.A.) to select two defenders for the cup are being held on Friday and Saturday, August 25th and 26th, 1933, and if the Committee desires, a further race or races may be held on Sunday, August 27th, 1933.

These races are being held in Little Neck Bay, the start being off the Club House of the Bayside Yacht Club.

The International Cup Races are being held over the same course on Friday, Saturday and Sunday, September 1, 2 and 3rd, 1933.

All races are to be started at the discretion of the Committee after 10:30 A. M.

The racing regulations of the American Canoe Association govern these canoe sailing events.

Mr. H. Lansing Quick and Mr. Thomas Zuk have been appointed official measurers of the Committee and all contestants are required to have their canoes and sails measured before the races.

The Trial Races will be decided on a point score basis and Special Trial Cup prizes go to the winners of first and second places. However, the final choice of defenders of the Challenge Cup rests entirely with the Committee and the mere winning of trial Races does not necessarily qualify those contestants as the best representatives to be selected as defenders in the final races. Aside from the International Challenge Trophy, four special Cups are to be presented to the contestants entering the International Races - two as first prizes to the two representatives of the country winning and two as second prizes to the other two representatives in this event.

The courtesies of the New York Canoe Club are extended to all American Canoe Association members and contestants who desire to use the house and grounds during the races and all visiting canoeists are cordially invited to make it their headquarters. The Bayside Yacht Club has also extended courtesies to the Committee and Contestants.

SPECIAL REGATTA COMMITTEE IN CHARGE

W. P. STEPHENS
LEO FRIEDE
THOMAS ZUK

H. LANSING QUICK
ROLF ARMSTRONG
OSCAR S. TYSON, *Secretary*

H. DUDLEY MURPHY
JULE MARSHALL
GEORGE F. DENHARD, *Chairman*

INTERNATIONAL CUP RULES.

I. The New York Canoe Club International Challenge Cup shall be held as a perpetual challenge Sailing Trophy, subject only to international competition.

II. The New York Canoe Club shall be the HOLDER of the Cup until it shall have been duly won by the representative of a canoe club sailing under foreign colors.

III. A canoe club sailing under foreign colors that shall win the Cup shall be the Holder thereof subject to the following conditions:

- (a) The Holder shall be responsible for its safe keeping under a suitable bond to the New York Canoe Club.
- (b) Should the Holder dissolve its organization, the Cup shall thereupon revert to the New York Canoe Club as Holder by forfeiture.

IV. Any duly organized and recognized canoe club sailing under foreign colors to the Holder, may, through its proper officer, challenge for the Cup.

V. The challenge must be in writing, addressed to the Holder, and shall declare the number of representatives (not to exceed three) to be entered on behalf of the CHALLENGER, and the time (not earlier than three months from the date of challenge) desired for the races to be held.

VI. The Challenger and the Holder having mutually agreed upon a time for holding the races, the competition shall take place subject to the following conditions:

1. Races for the Cup sailed in the United States of America must be contested on the waters in the vicinity of the City of New York, and under the auspices of the New York Canoe Club; and races contested elsewhere must be sailed on the home waters of the Holder.
2. The canoes competing must be within the limits defined by the New York Canoe Club rules, and the sailing rules of that club shall govern all races, wherever held, to the exclusion of any and all other sailing rules.
3. One series of races only shall be sailed in any one year.
4. Competition shall be restricted to not more than three authorized representatives of the Challenger; and the Holder shall be entitled to enter in each contest as many chosen defenders as there are entered representatives of the Challenger.
5. The representatives of the Holder must be selected after a series of trial races shall have been sailed, which trial races shall be open to members of all canoe clubs in the country of the Holder, but the Regatta Committee of the Holder shall have the right to select the defenders, irrespective of the results of the trial races.
6. The Holder shall be entitled to waive the three months' previous notice required from the Challenger.

VII. To win the Cup:

1. A series of three consecutive races shall be arranged to be sailed, and two victories out of a possible three shall determine the Holder.
2. Only the men and canoes finally selected, shall be permitted to race, and each man shall sail the same canoe in all races. The first canoe to cross the home line shall score one victory for the club it represents.
3. The races must be sailed at a time mutually agreeable to the Challenger and the Holder, and over a course mutually agreed upon.
4. The course to be sailed over in each race shall not be less than eight miles, nor more than ten miles, with a time limit of three hours for each race.

VIII. These conditions may be amended by the Holder of the Cup, subject to the final approval of the New York Canoe Club.

So long as the New York Canoe Club is the Holder of the Cup, any canoe club a member of which is chosen as a defender of the Cup and wins the same for the New York Canoe Club, shall be entitled to the custody of the Cup for one year—a suitable bond for its return at the expiration of that time being given.

INTERNATIONAL CHALLENGE CUP.

The New York Canoe Club offered its International Challenge Cup, as a perpetual challenge sailing trophy, in 1885.

The Cup may be challenged for once each year by any regular organized canoe club outside of the United States. It is defended by the New York Canoe Club through representatives chosen in trial races, in which members of other clubs in the United States are invited to compete.

The following races for the Cup have been sailed:

1885.		
<i>Challengers.</i>	<i>Canoes.</i>	<i>Club.</i>
Warrington Baden-Powell	Nautilus	Royal of London.
Walter Stewart	Pearl	Royal of London.
<i>Defenders.</i>	<i>Canoes.</i>	<i>Club.</i>
C. Bowyer Vaux	Lassie	New York.
William Whitlock	Guenn	Brooklyn.

Won by New York Canoe Club.

1888.		
<i>Challenger.</i>	<i>Canoe.</i>	<i>Club.</i>
Walter Stewart	Charm	Royal of London.
<i>Defender.</i>	<i>Canoe.</i>	<i>Club.</i>
Reginald S. Blake	Eclipse	Brooklyn.

Won by New York Canoe Club.

1890.		
<i>Challenger.</i>	<i>Canoe.</i>	<i>Club.</i>
Ford Jones	Canuck	Brockville, Canada.
<i>Defender.</i>	<i>Canoe.</i>	<i>Club.</i>
H. Lausing Quick	Uno	Yonkers.

Won by New York Canoe Club.

1891.		
<i>Challenger.</i>	<i>Canoe.</i>	<i>Club.</i>
Ford Jones	Canuck	Brockville, Canada.
<i>Defender.</i>	<i>Canoe.</i>	<i>Club.</i>
T. E. H. Barrington	Toltec	New York.

Won by New York Canoe Club.

1892.		
<i>Challenger.</i>	<i>Canoe.</i>	<i>Club.</i>
Ford Jones	Canuck	Brockville, Canada.
<i>Defender.</i>	<i>Canoe.</i>	<i>Club.</i>
T. S. Oxholm	Glenwood	Yonkers.

Won by New York Canoe Club.

1895.		
<i>Challenger.</i>	<i>Canoe.</i>	<i>Club.</i>
Chas. E. Archbald	Mab	Royal, Montreal.
<i>Defender.</i>	<i>Canoe.</i>	<i>Club.</i>
Paul Butler	Wasp	New York.

Won by New York Canoe Club.

1913.		
<i>Challenger.</i>	<i>Canoe.</i>	<i>Club.</i>
Ralph B. Britton	Jonah	Gananoque, Ont.
<i>Defender.</i>	<i>Canoe.</i>	<i>Club.</i>
Leo. Friede	Mermaid	New York.

Won by New York Canoe Club.

1914.		
<i>Challenger.</i>	<i>Canoe.</i>	<i>Club.</i>
Ralph B. Britton	Tomahawk	Gananoque, Ont.
<i>Defender.</i>	<i>Canoe.</i>	<i>Club.</i>
Leo. Friede	Mermaid	New York.

Won by New York Canoe Club.

RECORD OF RACES

TRIAL RACES	Contestant's Name	Name of Canoe	Place at Finish	Points
First Race	-----	-----	-----	-----
	-----	-----	-----	-----
	-----	-----	-----	-----
	-----	-----	-----	-----
Second Race	-----	-----	-----	-----
	-----	-----	-----	-----
	-----	-----	-----	-----
	-----	-----	-----	-----
Third Race (if held)	-----	-----	-----	-----
	-----	-----	-----	-----
	-----	-----	-----	-----
	-----	-----	-----	-----

TOTALS Winner ----- Points ----- Second ----- Points -----

CHALLENGE CUP RACES

	Contestant's Name	Name of Canoe	Club Name	Place at Finish
First Race	1. Walter Bush	1. Loon	-----	Walter Bush
	2. Leo Friedly	2. Mermaid	-----	Leo Friedly
	3. R. Dequincy	Valiant	-----	R. Dequincy
	4. Uffe Fox	East Anglain	-----	Uffe Fox
Second Race	1. R. Dequincy	Valiant	-----	R. Dequincy
	2. Uffe Fox	East Anglain	-----	Uffe Fox
	3. Leo Friedly	Mermaid	-----	Leo Friedly
	4. Walter Bush	Loon	-----	Walter Bush
Third Race (if held)	Uffe Fox	East Anglain	-----	Uffe Fox
	R. Dequincy	Valiant	-----	R. Dequincy
	Walter Bush	Loon	-----	Walter Bush
	Leo Friedly	Mermaid	-----	Leo Friedly

WINNING CLUB Royal Canoe Country England

New York Canoe Club

LITTLE BAY

BAYSIDE, NEW YORK

July 5, 1933

INTERNATIONAL CHALLENGE CUP RACES

A challenge has been received for the New York Canoe Club International Challenge Cup for Decked sailing canoes, from the Humber Yawl Club of England on behalf of Mr. Uffa Fox and from the Royal Canoe Club of England on behalf of Mr. Roger De Quincey. Pursuant to the rules established by the New York Canoe Club for conducting the races for the cup, trial races (open to members of all canoe clubs, and of the A.C.A.) to select two defenders for the cup will be held on Friday and Saturday, August 25th and 26th, 1933, and if the Committee desires, a further race will be held to select the defenders, the same will be held on Sunday, August 27th, 1933. Races will be started at the discretion of the Committee after 10:30 A.M.

These races will be held in Little Neck Bay, the start being off the Club House of the Bayside Yacht Club.

The International Cup Races will be held over the same course on Friday, Saturday and Sunday, September 1, 2, and 3rd, 1933.

The racing regulations of the American Canoe Association govern these canoe sailing events.

Mr. H. Lansing Quick and Mr. Thomas Zuk have been appointed official measurers of the Committee and all contestants will be required to have their sails measured by them before the trial races.

All canoeists are invited to enter the trial races. Entrees should be made in writing to the Chairman of the Committee, Mr. George F. Denhard, 3818 - 217th Street, Bayside, N. Y., not later than August 15th, 1933.

SPECIAL REGATTA COMMITTEE IN CHARGE OF INTERNATIONAL CUP RACES AND TRIAL RACES.

W. P. STEPHENS
ROLF ARMSTRONG
JULE MARSHALL
H. DUDLEY MURPHY

H. LANSING QUICK, *Measurer*
THOMAS ZUK, *Measurer*
OSCAR S. TYSON, *Secretary*
LEO FRIEDE

GEORGE F. DENHARD, *Chairman*
3818 - 217th Street,
Bayside, N. Y.

THE TRIALS FOR THE US TEAM

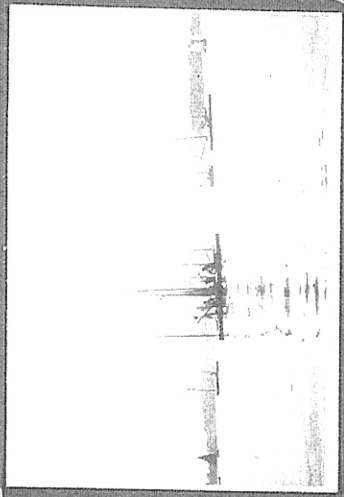
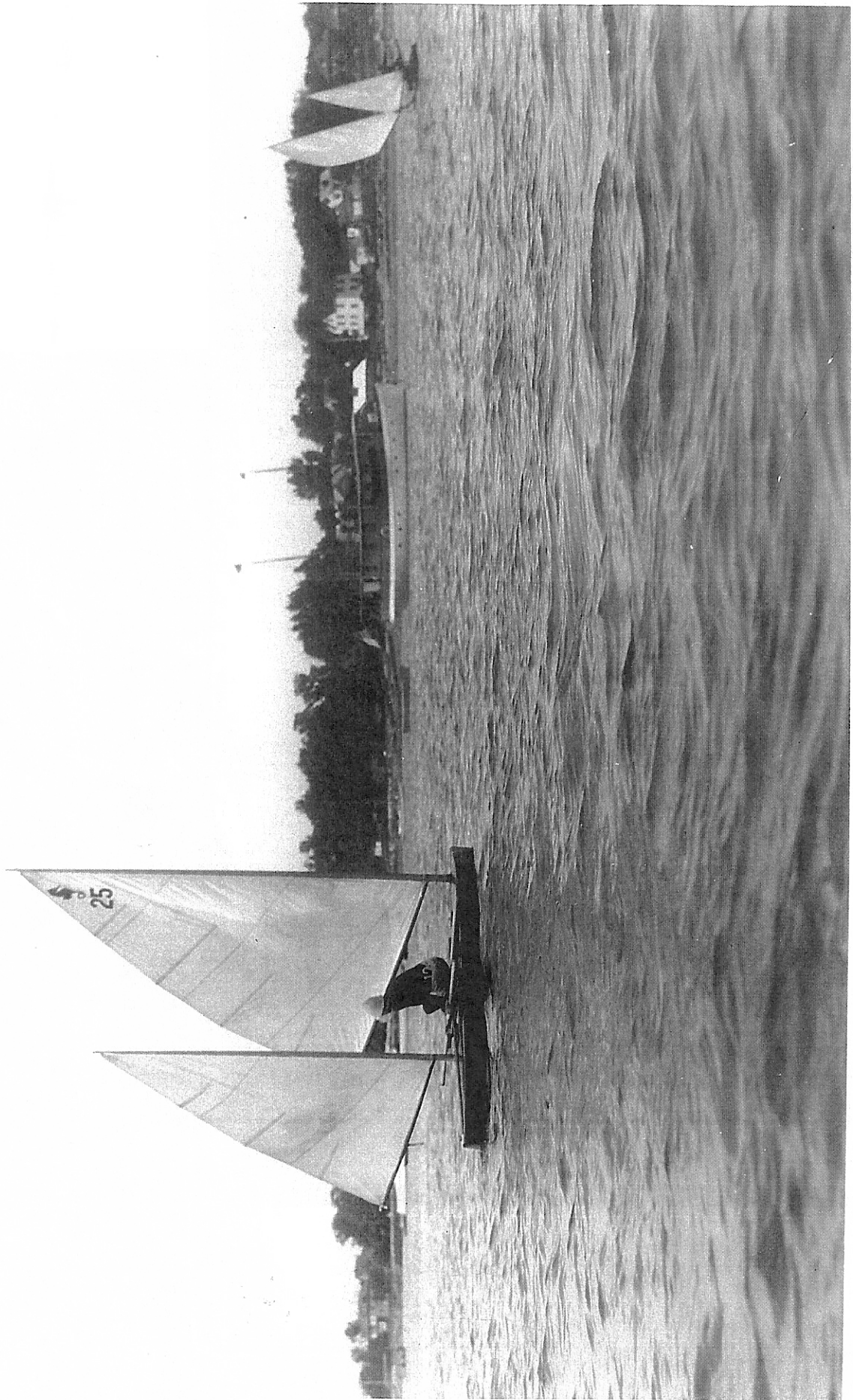


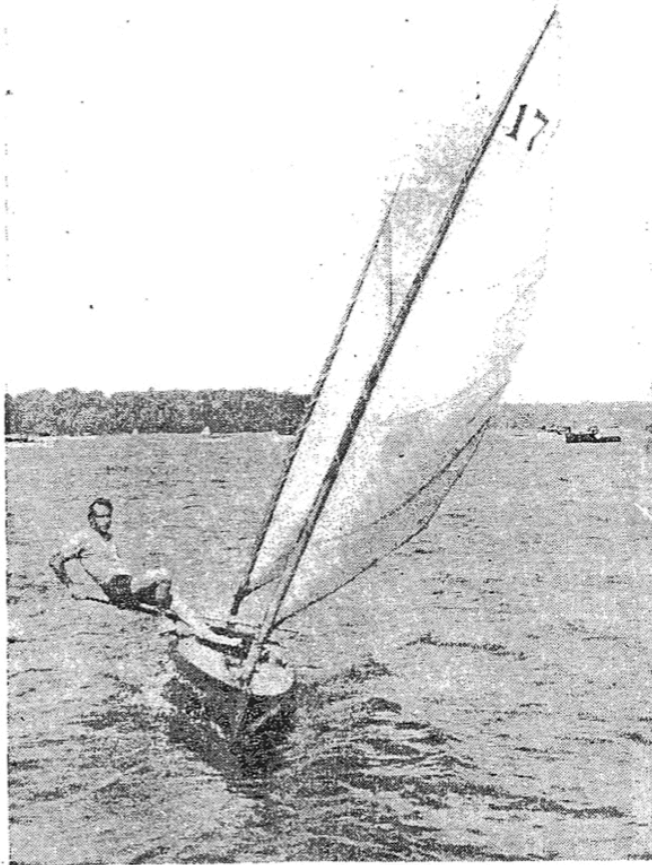
PHOTO BY GRACE R. BRACCO

DECKBOATS WAITING FOR
A WIND AT BAYSIDE



WINNER IN RACE ON LITTLE NECK BAY.

Aug. 25, 1933



Times Wide World Photo.
Walter Busch in Loon During Event Off Bayside.

**Busch Is Victor in Canoe Sailing Test;
Friede Home First, but Is Disqualified**

Walter Busch of the City Island Yacht Club yesterday won the first of a series of canoe sailing races to select two American defenders of the international decked-canoe trophy.

Although Busch finished behind Leo Friede of the Island Canoe and Yacht Club in the event, sailed on Little Neck Bay off Bayside, he was awarded the victory when the latter was disqualified. Friede fouled Fred Wolters Jr. at the very outset of the race.

Friede's disqualification will not harm his chances to be chosen as one of the American Cup defenders to sail against the British challengers, Uffa Fox and Roger De Quincey.

The fresh puffy northwesterly wind proved too much for half the contestants, and the field was whittled down to four before the first leg of the initial lap had been completed.

The accident which caused Friede's disqualification occurred at the first marker when Wolters of the Philadelphia Yacht Club went into irons in attempting to manoeuvre around the buoy.

Drifting backward, his mizzen sail was slashed by the sliding seat of Friede's Mermaid, which was drawing up at a fast clip. Friede capsized, but managed to right his boat.

On the third and final circling of the course Friede displayed the type of sailing which brought him the international championship over Ralph Britton in Gravesend Bay nineteen years ago. He overhauled the flying Busch to lead him to the finish line by ten seconds.

Friede's elapsed time was 47:46.6, while Busch was clocked in 48:06.8. Armstrong placed third, while Wahl finished fourth.

Two races will be sailed over the same course today and two more tomorrow should the committee deem it necessary in the selection of the cup defenders.

The order of finish:
Course, 4 1/2 Miles. Time of Start, 4:10:45. Elapsed Time.

- W. Busch, Loon, C. I. C. and Y.C. 48:06.8
- R. Armstrong, Bannockin, B. Y. C. 50:27.4
- A. Wahl, Centaur, Knickerbocker C. C. 1:03:20
- L. Friede, Mermaid, I. C. and Y. C. Disqual.
- F. Wolters Jr., Mab, Phila. Y. C. D.N.F.
- A. Smith, Fawn, City Island Y. C. D.N.F.
- R. Pfeiffer Jr., Musket'r, I. C. and Y.C. D.N.F.
- W. H. Bruns, Jr., Dolphin, Y. C. C.D.N.F.

THE TRIALS FOR THE US TEAM

THE FIRST DAY OF RACING

**Lack of Wind
Prevents Third
Test for Honor**

**Busch Is Leading With One
Victory and One Second;
2 More Contests Listed**

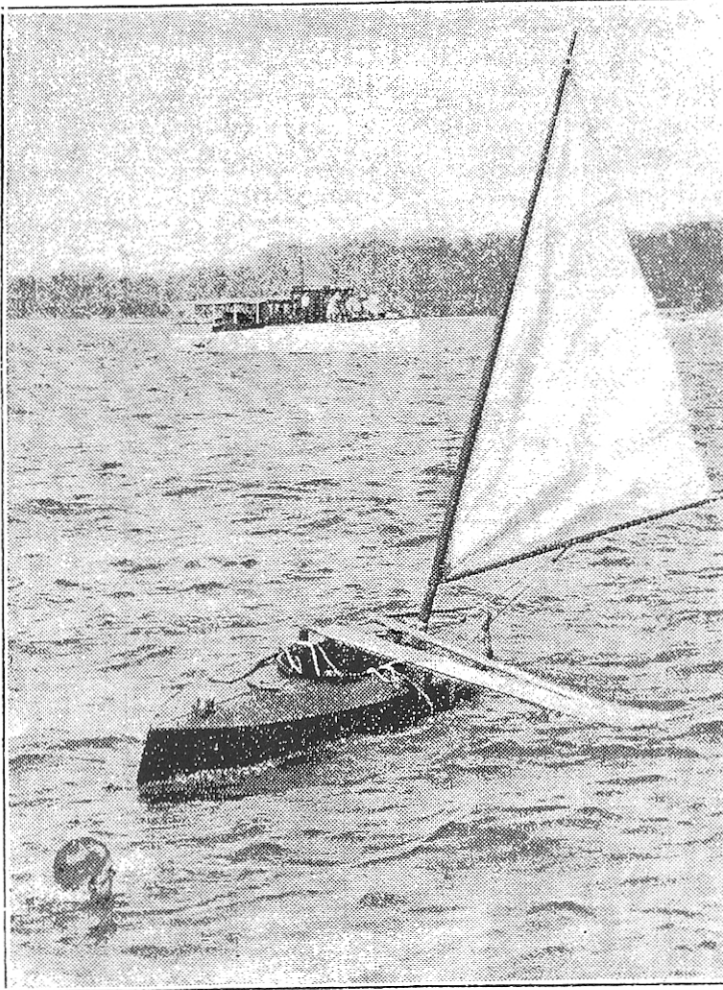
By Everett B. Morris

Decision as to the make-up of the two-man American team for the defense of the International Challenge Trophy against the British decked-canoe sailing experts here September 1 to 3 was deferred until today to allow the selection committee further opportunity to observe the ten contenders under competitive conditions.

Adam Wahl, of the Island Canoe and Yacht Club, City Island, won a 3 1/2-mile triangular race sailed in Little Neck Bay yesterday morning. Another race to windward and return was to have been sailed in the afternoon, but after waiting in vain until 5:30 p. m. for something resembling a breeze the committee sent the sea-going acrobats home until 10 o'clock this morning.

Busch Wins Canoe Elimination When Friede Is Disqualified

An Incident in the Life of a Decked-Canoe Sailor



Herald Tribune photo—Steffen
Rudolph Pfeiffer swimming back to his craft in Little Neck Bay yesterday after being thrown into the water when the mizzenmast was snapped off and he lost his seat on the sliding board, which extends out beyond the gunwale of the canoe

Only 4 in Field of 9 Able to Finish at Bayside; Puffs Capsize Sailors

By William H. Taylor

Leo Friede, 1913 and 1914 international decked-canoe sailing champion, yesterday won the first of the elimination races being held to determine this year's defenders of the championship, but was disqualified as the result of a collision. His disqualification gave the race, held off the Bayside Yacht Club, to Walter Busch, with Rolph Armstrong second and Adams Wahl third. They were the only four men to finish the race of the nine sailors who came out to start it.

"Elimination race" is right. A strong, puffy, northwest wind accounted, in one way or another, for the elimination of most of the day's contenders. Kenneth Friede, son of the veteran sailor, capsized before the start and broke some rigging which made it impossible for him to race. Alden Smith and Rudolph Pfeiffer both were dismasted early in the race. Fred Wolters jr. of Philadelphia, came home with a torn mizzen as the result of the collision with Friede, and Friede himself was in the water for about a minute and a half repairing his rudder before he could go on with the race. Busch, the eventual winner, finished sailing under his mizzen alone after his mainmast had gone by the board.

Canoes Flattened on Water

On the whole, it was one of those days that proves that a canoe sailor must be considerable of an acrobat and pretty much of a swimmer to succeed, or, for that matter, to survive, at this chosen sport. Nearly every boat in the race was knocked flat on the water at least once or twice, filling their watertight cockpits, but their skippers righted them between puffs and went merrily along, hiking far out to windward to keep the boats from capsizing and, not infrequently going into the water on the weather side as the puffs suddenly let up.

The race, the first of a series of at least three in which the two American representatives are to be chosen who will sail in the international match at Bayside over the Labor Day week end against the British challengers, was held wholly within the sheltered waters of Little Neck Bay. Even there, however, the sharp puffs came down over Fort Totten with a punch that knocked the canoes down time after time. And though the water was perfectly smooth, according to yachting standards, it was a little lumpy for the little sailing canoes.

To Select Man Fitted Best

While the disqualification robbed Friede of his points for today's race, the committee in charge, consisting of George F. Denhard, W. P. Stephens, Osvar S. Tyson, H. Lansing Quick, Thomas Zuk and others, made it clear that in naming the two men who are to defend the New York Canoe Club's international challenge trophy the selection does not depend on the point score entirely, but that they will select the men they consider best fitted for the job. Friede, who defeated the British challenger, Ralph Britton, in 1913 and 1914, the last two times the trophy was sailed for, is still regarded one of the best of the decked-canoe racers.

While the American aspirants for the internationals were sailing and swimming their way around Little Neck Bay, the British and Dutch De Quincy

Royal Canoe Club of England, who are guests of Bayside friends this week, looked the situation over. De Quincy followed the trial race on one of the official motor boats and Fox went for a cruise across the Sound to City Island in his canoe, which made no fuss at all about the puffs that were too much for so many of the more delicate American boats.

Two more races are to be held today, and if the committee is in doubt as to their selections after that they will race again on Sunday.

The summaries:

START, 4:10:45—COURSE, 4 1/2 MILES

Boat and Owner	Elapsed time
Loon, Walter Busch	0:48:06.8
Mannequin, Rolph Armstrong	0:50:27.4
Centaur, Adam Wahl	1:03:20
Mermaid, Leo Friede (disq.)	0:47:16.6
Mab, Fred Wolters jr.	Dismasted
Fawn, Alden Smith jr.	Dismasted
Leprecaun, Kenneth Friede	disabled before start
Musketeer, Rudolph Pfeiffer jr.	dismasted before start
Dolphin, Wm. Bruns	did not cross starting line

WAHL HOME FIRST IN CANOE SAILING

Pilots Centaur to Victory in
Second Race of Elimination
Series.

SCORES BY 22 SECONDS

Busch, Winner of First Test,
Is Second, With Friede
Third Off Bayside.

Adam Wahl of the Island Canoe and Yacht Club, at the helm of his Centaur, captured the second race of the elimination series for the two-man American decked-canoe sailing challenge cup in Little Neck Bay off Bayside yesterday.

Perched out upon his sliding seat, Wahl gained the lead early in the four and one-half mile test, and set the pace all the way to the finish line. His elapsed time was 51:14.

Walter Busch, in Loon, winner of the initial elimination race on Friday, finished second. Leo Friede piloted his cup defender, Mermaid, home in third place. Busch's time was 51:36 while Friede was clocked in 52:29. Racing conditions were ideal.

The second race scheduled for yesterday had to be postponed when the northwesterly wind, which sprang up just before the race yesterday morning, fell away.

As a result the committee decided to hold two races today, the series serving as a basis for deciding the American cup defenders to meet Uffa Fox and Roger de Quincey, the British challengers, in the races to be staged in Little Neck Bay during the Labor Day week-end.

Carries Light Rig.

After placing third and last in Friday's race, Wahl was conceded little chance of winning yesterday. His craft, rigged for light weather racing, however, stepped out to take full advantage of the light wind.

He was first around the first marker on the initial leg, and from then on was never headed. Friede, international champion in 1914, strove in vain to cut down Wahl's lead.

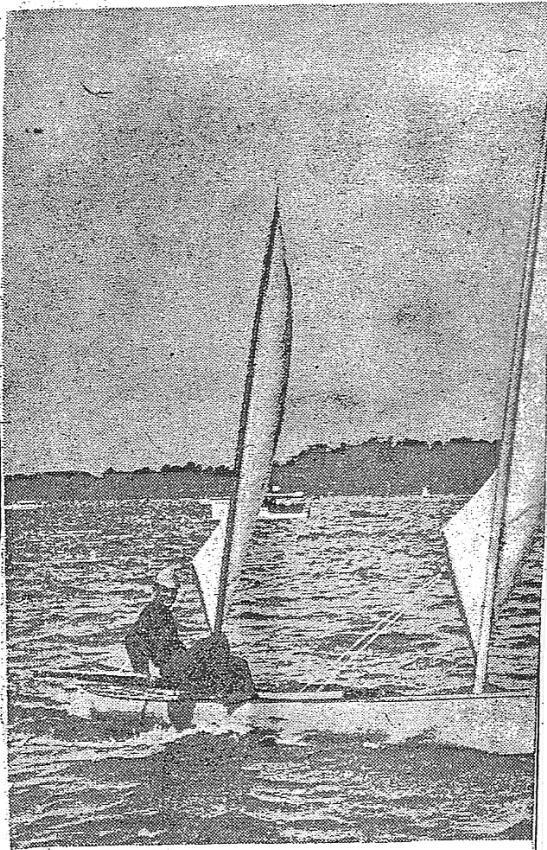
At the completion of the first lap Wahl led Friede by 12 seconds.

Friede dropped back into third place during the second tour of the course and Busch assumed the position of challenger to Wahl. He failed to keep up with the flying Centaur and Wahl led him by 40 seconds at the outset of the final round. Busch clung to second position and crossed the finish line 22 seconds behind Wahl.

The postponed race was to have been a four-mile windward and lee-

Continued on Page Three.

TRIUMPHS IN RACE OFF BAYSIDE



Adam Wahl Sailing Centaur.

THE TRIALS FOR THE US TEAM

Busch Leads on Point Basis

As things stand now, purely on a point basis, Walter Busch, an Island Canoe and Yacht Club entrant, is the outstanding candidate for a place on the international team. He won Friday's boisterous race after Leo Friede had been disqualified for fouling a canoe that drifted down on him in irons, and finished second to Wahl yesterday morning. Wahl ranks next with a first place and a third on Friday. Friede was third and another favorite, Rolf Armstrong, of the Bayside Yacht Club, was beaten out of fourth place by Fred Wolters Jr., of Philadelphia, by six-tenths of a second.

The boats that carried out masts, parted rigging and otherwise were disabled in Friday's bumptious weather were all out for more. They found smooth water and a comfortable breeze from the northwest, almost ideal conditions for the narrow, sharpie rigged American canoes. Wahl got away to a fine start and led all around the three circuits of the mile-and-one-half course.

On the first lap Wahl's light-weather-rigged blue canoe Centaur led Friede by twelve seconds, with Busch third. On the second round Busch passed Friede, who was sailing Mermaid, the canoe in which he successfully defended the international mug in 1914, the last time for which it was sailed. The leaders' positions remained unchanged on the final circuit. Wahl got the gun twenty-two seconds before Busch, who led the veteran internationalist by nearly a minute. The last boat to finish was seven minutes behind the winner.

WAHL HOME FIRST IN CANOE SAILING

Continued from Page One.

ward affair. The committee will endeavor to have the race run as one of today's contests.

Fox and de Quincey put in an appearance yesterday in their sloop-rigged decked-sailer, which is different from any of the American boats. They merely sailed slowly over the course.

THE SUMMARIES.

Course, 4½ Miles.

Skipper, Canoe and Club.	Elapsed Time.
Adam Wahl, Centaur, Island C. and Y. C.	51:14
Walter Busch, Loon, Island C. and Y. C.	51:36
Leo Friede, Mermaid, Island C. and Y. C.	52:29
Fred Wolters Jr., Mab, Philadelphia Y. C.	53:20
Rolf Armstrong, Mannequin, Bayside Y. C.	53:20.6
Alden Smith, Fawn, City Island Y. C.	56:10
Kenneth Friede, Leprecaun, Island C. and Y. C.	56:21
William H. Burns Jr., Dolphin, Yonkers C. C.	56:49
Rudolph Pfeiffer Jr., Musketeer, City Island Y. C.	58:15
Walter Schalle, Apache, Island C. and Y. C.	D.N.F.

List Two Races Today

The committee hopes to run two races today, and from the results of these obtain some clear-cut notion as to whom the Americans should name to meet the Englishmen, Uffa Fox and Roger De Quincey, over the Labor Day week end. Fox and De Quincey watched yesterday's race from one of their own jib-and-mainsail-rigged wide-beamed boats.

The summaries:

Sailor, Canoe and Club	Elapsed time
Adam Wahl, Centaur, Island C. and Y. C.	51:14:00
Walter Busch, Loon, Island C. and Y. C.	51:36:00
Leo Friede, Mermaid, Island C. and Y. C.	52:29:00
Fred Wolters Jr., Mab, Phila. Y. C.	53:20:00
Rolf Armstrong, Mannequin, Bayside Y. C.	53:20:06
Alden Smith, City Island Y. C.	56:10:00
Kenneth Friede, Leprecaun, Island C. and Y. C.	56:21:00
William H. Burns Jr., Dolphin, Yonkers C. C.	56:49:00
Rudolph Pfeiffer Jr., Musketeer, City Island Y. C.	58:15:00
Walter Schalle, Apache, Island C. and Y. C.	D. N. F.

ENGLISH WILL SEND 2 CANOES TO RACE HERE

American Cup Defenders to Be
Chosen After Trial Series
Set for August 25 and 26

By JACK LAWRENCE,
N. Y. American Staff Writer.

Final arrangements were completed yesterday for restoring to active competition an international marine trophy that has almost as much historic background as the famous America's Cup. This trophy is the International Challenge Cup for decked sailing canoes and it has not been raced for since 1914. It was first offered as a perpetual challenge sailing trophy by the New York Canoe Club in 1885.

And it might be said that the racing of sailing canoes is quite as ancient a sport as the racing of vessels built for America's Cup competition. The two challenges officially accepted yesterday by the New York Canoe Club come from Mr. Uffa Fox, of the Humber Yawl Club, of Hull-on-Humber, England, and from Mr. Roger DeQuincey of the Royal Canoe Club of London.

Both challengers were selected after a long series of elimination trials in English waters and detailed arrangements for the contests here were mailed to them yesterday. The actual cup races will be sailed in Little Neck Bay, off the Bayside Yacht Club, on September 1, 2 and 3.

The American defenders will be selected in a series of elimination trials to be held on the same body of water August 25 and 26, according to a statement made last night by Mr. O. S. Tyson, secretary of the International Challenge Committee. Two men and two boats will be selected to defend the cup for the New York Canoe Club. To date the number of defense candidates entered in the eliminations is ten, representing the most expert sailing canoe skippers in the country.

Friede Home First, but Is Disqualified

Walter Busch of the City Island Yacht Club yesterday won the first of a series of canoe sailing races to select two American defenders of the international decked-canoe trophy.

Although Busch finished behind Leo Friede of the Island Canoe and Yacht Club in the event, sailed on Little Neck Bay off Bayside, he was awarded the victory when the latter was disqualified. Friede fouled Fred Wolters Jr. at the very outset of the race.

Friede's disqualification will not harm his chances to be chosen as one of the American Cup defenders to sail against the British challengers, Uffa Fox and Roger De Quincey.

The fresh, puffy northwesterly wind proved too much for half the contestants, and the field was whittled down to four before the first leg of the initial lap had been completed.

The accident which caused Friede's disqualification occurred at the first marker when Wolters of the Philadelphia Yacht Club went into irons in attempting to manoeuvre around the bouy.

Drifting backward, his mizzen sail was slashed by the sliding seat of Friede's Mermaid, which was drawing up at a fast clip. Friede capsized, but managed to right his boat.

On the third and final circling of the course Friede displayed the type of sailing which brought him the international championship over Ralph Britton in Gravesend Bay nineteen years ago. He overhauled the flying Busch to lead him to the finish line by ten seconds.

Friede's elapsed time was 47:46.6, while Busch was clocked in 48:06.8. Armstrong placed third, while Wahl finished fourth.

Two races will be sailed over the same course today and two more tomorrow should the committee deem it necessary in the selection of the cup defenders.

The order of finish:

Sailor, Canoe and Club.	Time.
W. Busch, Loon, C. I. C. and Y. C.	48:06.8
R. Armstrong, Mannequin, B. Y. C.	50:27.4
A. Wahl, Centaur, Knickerbocker C. C.	1:03:20
L. Friede, Mermaid, I. C. and Y. C.	Disqual.
F. Wolters Jr., Mab, Phila. Y. C.	D.N.F.
A. Smith, Fawn, City Island Y. C.	D.N.F.
R. Pfeiffer Jr., Musket'r, I. C. and Y. C.	D.N.F.
W. H. Bruns, Jr., Dolphin, Y. C.	D.N.F.

US TEAM SELECTED

U. S. Decked-Canoe Team Defers

A Precarious Seat Is the Decked-Canoe Sailor's Lot

Busch, Friede Named to Sail In Canoe Series

Past Records Decide U. Team as Calm Prevents Final Bayside Trial

By Everett B. Morris

PORT WASHINGTON, L. I., Aug. —Leo Friede, international champion in 1913 and 1914, and Walter Busch, winner of the Elliott trophy in 1911 and 1932, were named yesterday by the New York Canoe Club to defend the international challenge trophy at Bayside beginning Friday against the British challengers, Uffa Fox and Roger Quincey.

The selection was made without benefit of further trial races among ten decked-canoe sailors who established headquarters at the Bayside Yacht Club last Friday for a series of eliminations to determine the makeup of the American team. They raced Friday in a blow that wrecked half the fleet. Saturday they managed to sail one race before the breeze died out altogether. Today there was no wind and consequently no race. Little Neck Bay shone like glass under a scorching sun, and there never was breeze enough to make a match flicker.

At 5 o'clock, when it became evident that the flat calm that had prevailed all day would not be disturbed, the committee gathered in the deckhouse of the mother ship of the fleet, the big power cruiser Narwah II, and began the task of picking a team more on the basis of what they knew about the candidates than on what the aspirants had shown in the two trial races.

Friede Is Veteran

Within half an hour the committee had selected Friede and Busch. Both are members of the Island Canoe and Yacht Club of City Island. Friede has been sailing canoes for about a quarter of a century. He defended the championship for the New York Canoe Club against Ralph B. Britton, of Gananoque, Ont., in 1913 and again in 1914. Since then there has been no competition for the prize which was first raced for in 1886.

Busch is twenty-seven years old, lives in Pelham, works in a New York brokerage office and has been sailing decked canoes for eight years. He and Walter Schalle, another of the aspirants for international honors, once won the metropolitan tandem single-blade paddle canoe championship before they turned their attention to sailing.

Only one of the eight races held for the international challenge trophy has been a team match. Now after a lapse of nearly fifty years England has returned to the competition with a team composed of the two best decked-canoe skippers in the isle—Fox, a dark, wiry reckless chap of thirty-five with an international reputation as a designer and builder of fast sailing dinghies and canoes, and De Quincey, a well-knit young athlete who has just been graduated from Trinity College, Oxford.

Herald Tribune photo—Steffen

Leo Friede, who successfully defended the International Trophy, is shown in the tryouts yesterday to determine the American team that will meet the British challengers here next week

Britons Order Bigger Sails

Fox is the designer and builder of the seventeen-foot by forty-inch jib and mainsail canoes that will be sailed by the Britons. The jib is bent on a heavily raked mast that joins the main spar much after the fashion of an orthodox jib stay. The Englishmen today found that their sails were ten feet under the area they are allowed. They immediately placed orders for larger ones.

The English boats with their wide beam and 110-pound bronze centerboards are heavy weather craft. The American canoes, sharply rigged, should be superior in light going. Friede's canoe, Mermaid, is a splinter-like racing machine of sixteen-foot length and thirty-inch beam. Busch's Loom approaches the English boats in dimensions; seventeen by thirty-eight, but in no other respect.

The committee went over its figures for the two trial races and decided that Busch and Adam Wahl had finished in a tie for first place with 11.25 points and that Friede and Rolf Armstrong had tied for the next place with 9.35. A coin was tossed and Wahl won first prize.

AMERICAN—A Paper for People

us Purse

ENGLISH WILL SEND 2 CANOES TO RACE HERE

American Cup Defenders to Be Chosen After Trial Series Set for August 25 and 26

By JACK LAWRENCE,
N. Y. American Staff Writer.

Final arrangements were completed yesterday for restoring to active competition an international marine trophy that has almost as much historic background as the famous America's Cup. This trophy is the International Challenge Cup for decked sailing canoes and it has not been raced for since 1914. It was first offered as a perpetual challenge sailing trophy by the New York Canoe Club in 1885.

And it might be said that the racing of sailing canoes is quite as ancient a sport as the racing of vessels built for America's Cup competition. The two challenges officially accepted yesterday by the New York Canoe Club come from Mr. Uffa Fox, of the Humber Yawl Club, of Hull-on-Humber, England, and from Mr. Roger DeQuincey of the Royal Canoe Club of London.

Both challengers were selected after a long series of elimination trials in English waters and detailed arrangements for the contests here were mailed to them yesterday. The actual cup races will be sailed in Little Neck Bay, off the Bayside Yacht Club, on September 1, 2 and 3.

The American defenders will be selected in a series of elimination trials to be held on the same body of water August 25 and 26, according to a statement made last night by Mr. O. S. Tyson, secretary of the International Challenge Committee. Two men and two boats will be selected to defend the cup for the New York Canoe Club. To date the number of defense candidates entered in the eliminations is ten, representing the most expert sailing canoe skippers in the country.

The English canoes, sloop-rigged, in contrast to the main and mizzen rigging of the American decked canoes, have overall lengths of 17 and 18 feet, with beams of 40 and 42 inches, respectively.

In addition, the British carry approximately 110 square feet of sail, as compared to the smaller sail area of the Americans.

Designers to Watch Races.

The British centreboards are cast of bronze and weigh well over 100 pounds, whereas the aluminum fins of the American canoes tip the scale at only eight pounds. The races, due to these facts, will be closely watched by boat designers all over the world.

Both American sailors are admirably suited to sail in defense of the trophy. Busch is one of the most promising sailors developed in these parts in a number of years. He is 27 years old and prior to taking up decked-sailing was a paddling enthusiast, winning the metropolitan tandem single-blade title in 1927.

Friede, a veteran sailor, has been the foremost figure in American as well as international decked-sailing competition since 1913, when he defended the trophy, put in competition by the New York Canoe Club, against Ralph Britton, the Canadian challenger.

It is expected that Friede will shine in light-weather sailing, while Busch in his larger boat will be the main reliance for the United States when the weather gets heavy during the international races.

RECORD ATTEMPT FAU

Yacht Series

U. S. TEAM CHOSEN FOR CANOE SAILING

Friede and Busch to Defend International Challenge Cup Against English.

FINAL TESTS CANCELED

Lack of Wind Prevents Two Scheduled Races Off Bayside Yacht Club.

Leo Friede and Walter Busch were selected as the American defenders of the International Canoe Sailing Challenge Cup yesterday. They will meet Uffa Fox and Roger De Quincey of the Royal Canoe Club of London, England, in a series of match races to be held in Little Neck Bay, starting Friday afternoon.

The committee, consisting of W. P. Stephens, Thomas Zuk, H. Lansing Quick, Rolf Armstrong, H. Dudley Murphy, Jule Marshall, Oscar S. Tyson, secretary, and George F. Denhard, chairman, based their decision on the contenders' performances during the past several years as well as on the results of the two elimination races.

These contests were sailed over a triangular four and one-half-mile course off the Bayside Yacht Club on Friday and Saturday. Two more elimination contests were scheduled for yesterday, but lack of wind made holding them an impossibility.

In the final point standings of the American aspirants, at the conclusion of the elimination race, Adam Wahl and Busch were tied with 11.25 points each. Friede and Rolf Armstrong were also tied for third place, each with 9.35 points to his credit.

To Settle Weight Question.

In the team races with the British it is expected that the question of the lighter versus the heavier boat will be settled.

The American defenders will use light craft. Friede's Mermaid is an exact duplicate of the canoe in which he defended the cup in 1913 and 1914. It is only 16 feet long with a 30-inch beam. He carries 90 square feet of sail.

Busch has a somewhat larger boat, his Loon measuring 17 feet in length with a beam of 38 inches. They are both under the measurements of the British craft, both of which were designed by Fox, who is considered by many to be one of the foremost dinghy designers and builders in the world.



"THEY WON'T SINK -
I HAVE SEEN RACING CANOES
SAILING WHEN A SEA COVERED
ALL BUT THE SAILS AND THE
HEAD OF THE SKIPPER - - -"

"THE SHEETS ARE HELD
IN SPECIAL CLEATS WHICH
LOCK UNTIL RELEASED -
USUALLY WITH THE FOOT -"

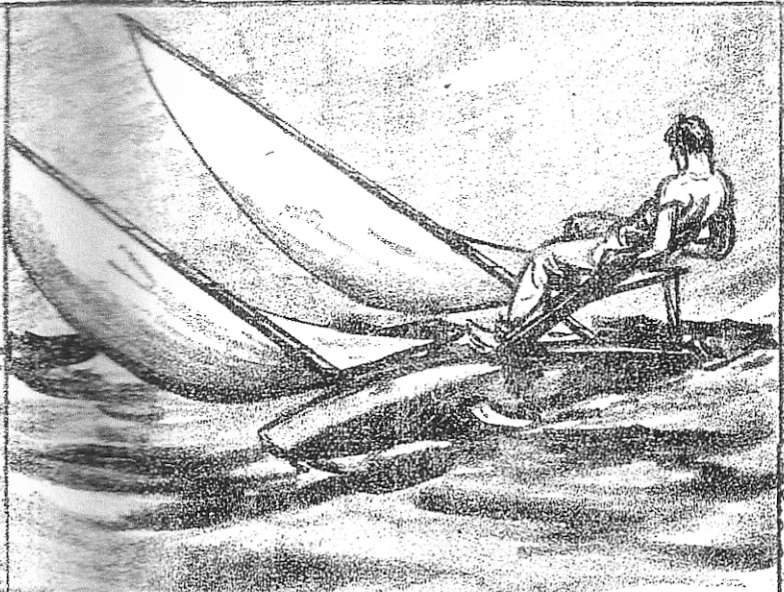
"IN THE TRYOUTS FOR THIS
WEEK'S INTERNATIONAL RACES,
ADAM WAHL LOST A FOREMAST
IN A STIFF BLOW - HE CARRIED
HIS AFTER MAST FORWARD
AND FINISHED THIRD - !"



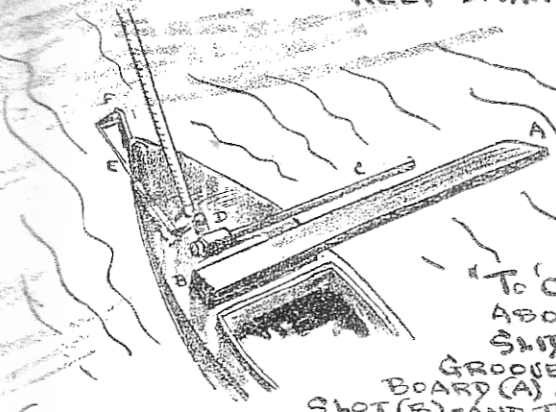
"CAPSIZE? THAT'S NOTHING -
HAPPENS SEVERAL TIMES A RACE -
GET UP AND SAIL ON -"



"90% OF CANOE SAILING
IS SEAMANSHIP - THE REST
IS BOAT AND LUCK -"



"I SAW MY CENTER BOARD
OUT OF WATER - AS LONG AS
THE MASTS ARE ABOVE WATER -
KEEP SAILING..."



"TO COME
ABOUT, ONE
SLIDES THE
GROOVED SEAT-
BOARD (A) ACROSS THE
SHOT (B) - AND THE TILLER
POST WHICH MOVES CONNECTING ROD (E) ATTACHED
TO ARM ON RUDDER (F) -
(E.P. - THIS MAY BE INACCURATE BUT
RUBE GOLDBERG DID NOT DESIGN IT!)"

"IN THE TRYOUTS FOR THIS
WEEK'S INTERNATIONAL RACES,
ADAM WAHL LOST A FOREMAST
IN A STIFF BLOW - HE CARRIED
HIS AFTER MAST FORWARD
AND FINISHED THIRD - !"



"SAILING
IS A RACE -
-"

"90% OF CANOE SAILING
IS SEAMANSHIP - THE REST
IS BOAT AND LUCK -"

A FRESH SLANT on How Easy It Is to Drown

By Burriss Jenkins, Jr.

They are from 16 to 18 feet long. Their width or beam varies from 30 to 43 inches at the widest part. The hull that separates you (not me!) from the ocean is less than a quarter of an inch thick. Yet they carry, most of them, two masts (hollow) and a wide spread of canvas on each. An expert can sail one through a gale of wind.

"Capsize? Of course. That's nothing. You often capsize several times in a race," explained one of the three or four most expert canoe sailors in the world, Adam Wahl, yesterday. In "spare time" young Mr. Wahl is a commercial artist with a studio at 128 W. 23rd st., New York.

"A good man can capsize without getting his feet wet, right his boat, and go on sailing without losing more than a few seconds time."

Mr. Wahl explained how it is possible to sail such frail and unsteady craft through nearly any kind of weather. (The races with the two selected British experts for the International Challenge Trophy and our own chosen team will come off this week-end in Little Neck Bay or thereabouts.)

"GOOD EXERCISE."

It seems the skipper has to perch on a thin plank about six feet long over the side of his boat amidships, varying his position on the plank to balance the pressure of the wind blowing in his sails on the opposite side. If a sudden gust comes, the idea is to bend way back over the end of the plank, and with a series of jerks and acrobatic contortions, force the sails up against the wind.

"Good exercise," he says, "to keep down the waist line. Proper leverage can always right a sail-canoe, no matter how strong the wind."

The boats won't sink. They're water tight, and the tiny cock-pit self bailing. That is, the water runs out through the centre-board slot.

"An experienced sailor," Wahl says, "rarely comes into the wind when a gust comes. He doesn't want to lose an inch of forward progress. Maybe he releases the sheets a notch or two, then hauls 'em back in. As long as the masts are a foot above water you're still sailing. Last Friday I could see my center board below me, almost entirely out of water."

FOOTWORK NEEDED.

Steering is done with a long tiller that extends out in the same direction as the "outrigger" plank, and is attached to a connecting rod that runs aft to the rudder. The sheets are handled with the feet. This latter innovation is the key to modern canoe sailing, Mr. Wahl explains.

"We now have a type of cleat that allows the

sheet (rope that pulls in the end of the sail, to you land-lubbers) to be hauled in but grips the rope to prevent it running out. There is a release arm on the cleat which can be raised with the foot to allow the line to pay out when necessary. Your foot gets so used to opening and closing the cleats (there is one for each sail) that you kick out automatically in a fraction of a second's time."

To "come about" (turn around, so that the wind blows the sails over the other side) it is necessary to do a dozen things quickly and in perfect sequence. The outrigger board slides across in a slot to the other side. So does the tiller. The skipper must step to the canoe's center to preserve careful balance as he crawls out the plank on the other side.

FORWARD MAST GOES.

"It gets to be instinctive. And the main idea is--keep going at all times!"

In heavy going, Mr. Wahl has seen seas completely cover a canoe's hull, the sails and the skipper's head the only things visible out of water, and the boat sailing on! Last Friday Mr. Wahl had his forward mast blown off in the stormy wind. Rapidly he cut the shrouds loose, and cast the broken mast and tackle overboard, unstepped the after mast and carried it and the sail forward in the tossing canoe, and stepped it in the socket forward. Then he sailed on and finished the race in third place, to find he was disqualified for "not finishing with complete equipment aboard." This oversight will probably prevent his selection for the International Races.

"They were absolutely right," he grinned ruefully. "I just forgot that rule."

A WEARING TASK.

Once he sailed a strange boat with a foot longer boom. In rounding a buoy he figured his distance with a sweeping glance, not to lose an inch, then busy with coming about, did not look at the buoy again until he felt a faint bump. The end of the boom had slightly scraped the buoy. The few unfamiliar inches had lost him the race, for it is a disqualification to touch a buoy.

He has been in weather so bad that he was "blown down every two hundred feet." But it takes a gale to do it.

"That is miserable work. There is nothing you can do about it. A sea comes along and whirls you like a piece of paper. Down you go in a mess. You adjust the scot board, jerk back up, and go on, only to go down again a few seconds later. You can always get home, but it wears you down and takes time."

The boats weigh from 120 to 170 pounds.

9/1/33
Friday

Sports of the Times

Reg. U. S. Pat. Off.

By JOHN KIERAN.

Complicating the Canoe.

BY the pale shade of Uncas, the last of the Mohicans, modern civilization has sadly complicated the simple canoe of earlier days. It wasn't like that when Hawkeye drew a deadly bead on the wicked Huron and the woods echoed to the crack of his rifle.

A canoe was a canoe in that sturdy era. Now what is it? According to the pictures of the craft that will compete in Long Island waters for the International Challenge Cup, a canoe now is a two-masted sailing vessel with a deck and centreboard and everything.

"Call that a canoe?" said a trapper from the Canadian woods, pointing to a picture of the English craft brought over here for the challenge race.

Yes, they called it a canoe. What would he call it?

"I dunno much about ships," said the old trapper, "but it looks to me like a two-masted schooner that was picked before it was ripe."

Anyway, it isn't exactly a contraption that a hunter or guide would like to drape over his shoulders for a two-mile portage over rough going. Evidently there has been a definite split in the canoe family. The old fresh-water canoe, the light rider of the silent lakes and the foaming rivers, still answers to the paddle. But the salt-water canoe has sprouted masts and blossomed out in sails.

Sail Ho!

These seafaring fellows will put a sail on anything and scud merrily over the water. They had their schooners and sloops and brigs and barks. They developed sloops of many varieties. But that wasn't enough. They put sails on canoes. They put sails on dinghies. The next thing will be sails on life preservers and an international challenge cup for competition in that class.

The skippers of the coastwise schooners still tread their decks with pride. But think of treading the deck of a canoe! Somehow it recalls the story of the unfortunate traveler who drew a lower Pullman berth under an upper that was occupied by a Singer midget with a toothache. It seems that the man in the lower was much annoyed because the midget overhead "kept walking up and down in his berth all night."

A man who once covered the waterfront says that sails were put on canoes long ago, and decks, too. But what about lee scuppers and mizzen royals? When do they go on the canoes? He couldn't say. He seemed to think that the query was out of order.

Away Back Yonder.

"The fellow who really started the sailing canoe," said the man who once covered the waterfront, "was a chap named John Macgregor in England. That was in 1866. He had a sailing canoe called the Rob Roy and sailed it on the Baltic and the Red Sea and all over. He wrote books about it. Later there were added attractions, the centreboard and the sliding seat and the tiller. Did you know that these canoe sailors work the running rigging with their feet? It's quite a stunt."

The whole thing looks like a stunt from the pictures. There are photos of canoes with the sails almost awash and the giddy skipper doing an acrobatic stunt on the end of a narrow plank far outboard on the windward side. It looks like a fine occupation for a man who had been trained on a flying trapeze.

"Say," said the man who once covered the waterfront, "sailing canoes were plentiful before intercollegiate football was a sport at all. This is no subject for trifling. The International Challenge Cup is a famous old trophy, like the America's Cup in yachting. It was first competed for in 1886, and we've held it ever since just as we've held the America's Cup. The last challenge was in 1914. This time the challengers are members of the Royal Canoe Club of England, which was founded in 1866. There are sailing canoes all over the world. This is a great sport and a constantly growing sport, and let's have no trifling about it."

Quite so. But to a mountaineer, a canoe with two masts, a tiller, a deck fore and aft and a centreboard seems something like those "camps" or "shacks" that millionaires who wanted to rough it used to put up in the deep woods, the aforesaid "camps" or "shacks" being modest affairs of twenty panelled rooms, eight tiled baths, separate servants' quarters and a six-car garage.

Just the Name.

"Oh, it's just the name that confuses, is it?" said the man who once covered the waterfront. "Well, call these things coracles, if you want. There's nothing particularly expensive about them. A handy man can build his own. And certainly a man can sail his own. He doesn't need any hired help. It's great fun."

So it appears from the pictures. There is no complaint in this corner except, as noted, the shock of discovering that the canoe has drifted so far from its original mooring. The word "canoe" used to bring up pictures of mountain lakes and foaming rapids with Indian guides, packs and rifles, perhaps a deer among the lily pads or a lumbering moose emerging dripping from the water.

But apparently that's a canoe from another birch tree. Or the canoe of salt water is a canoe from another shipyard. Live and learn.

"Set still an lemme do the paddlin'," the guide used to say as the birch-bark craft hit the head of the rapids. Everything depended on the keen eye and the brawny arms of the man with the paddle. The paddle was the master weapon of the man who handled a canoe. One of the important things to do in a canoe was to "set still." They tipped easily.

But these sailing canoes are generally heeled over in the breeze at an angle that would raise the hair on the head of the most stolid Indian guide. The skipper must be an acrobat and a handy man with his feet. It may be all right, but it still seems a trifle strange. A deck, two masts, a tiller and a centreboard. Couldn't they stow a paddle aboard somewhere just to keep up an old tradition?

AMERICANS SCORE IN CANOE SAILING

Busch and Friede First and Second, Respectively, in Race With British.

DE QUINCEY, ENGLAND, 3D

Fox Fouls Buoy and Is Disqualified in First Event of Cup Series.

By KINGSLEY CHILDS.

Sailing in light-weather conditions advantageous to them, the American defenders of the International Challenge Cup defeated the British contenders as the double-decked canoe sailing competition opened yesterday on Little Neck Bay, off the Bayside Yacht Club at Bayside.

The two American entrants, Walter Busch and Leo Friede, representing the New York Canoe Club, finished one-two, respectively, in the initial event of the series.

Third was Roger De Quincey of the Royal Canoe Club of London. The other British challenger, Uffa Fox, fouled a buoy on the last lap and was automatically disqualified.

Race Covers Six Miles.

Soon after the start of the six-mile race, sailed in a light north-east breeze over a triangular one-and-one-half-mile course that the craft circled four times, the superiority of the Americans was apparent.

De Quincey gained a slight lead as the boats got off to a good start at 2:15 o'clock, but that was the only time that one of the British canoes was ahead.

Within five minutes Friede, 46-year-old veteran of international competition, had forged in front. At the tiller of Mermaid, Friede, who successfully defended the cup in 1913 and 1914, when the event was last held, held a ten-second advantage over Busch as they rounded the first marker off Fort Totten. Busch, De Quincey and Fox were closely bunched there.

On the beat to windward to the second marker off the Great Neck shore, Friede gained, with De Quincey, Fox and Busch rounding the buoy behind him in that order. But on the leeward leg back to the starting stake Busch drew ahead of the English entrants as Friede increased his lead.

Keep Their Advantage.

As at the end of the first lap, the

Keep Their Advantage.

As at the end of the first lap, the Americans continued to head their rivals throughout the rest of the race. But Busch, gaining slowly on Friede during the second lap, succeeded in overhauling the American veteran on the third.

At the second marker on the third lap Friede had to turn back to round the buoy and Busch passed him.

Busch widened his lead over Friede most of the way thereafter. On the final leg, however, the latter cut down Busch's advantage considerably and the winner crossed the line 26 seconds ahead.

Almost two minutes behind Friede at the finish was De Quincey. The rudder of Fox's craft had caught the chain of the first buoy on the last round and he saw the finish as a spectator.

Race Again Today.

The second race of the series is scheduled to be held on Little Neck Bay this morning, starting at 11 o'clock. If one of the Americans wins the cup will remain here, but if one of the challengers triumphs a third race will be contested in the afternoon to determine the series winner.

This series marks the ninth time that foreign canoe-sailors have attempted to win the cup. The prize was first placed in competition in 1886 by the New York Canoe Club and ever since has been in its possession.

The total times for the contestants at the end of each of the four laps:

First Lap.		Third Lap.	
Friede	27:34	Busch	1:27:15
Busch	29:00	Friede	1:28:41
De Quincey	29:17	Fox	1:30:15
Fox	29:24	De Quincey	1:30:28
Second Lap.		Fourth Lap.	
Friede	57:33	Busch	1:59:22
Busch	57:46	Friede	1:59:48
De Quincey	58:58	De Quincey	2:01:46
Fox	59:18	Fox	Disq.

U. S. CANOE SAILORS WIN FIRST RACE

Walter Busch and Leo Friede, of the Island Canoe and Yacht Club of City Island, scored a one-two victory over two English challengers in the first race of the international decked canoe sailing series on Little Neck Bay, off Bayside, yesterday.

Busch took the lead from Friede at the second marker of the three circuit when the race began. He judged the best in 1:59:22. The sole six-mile can in 1:59:48. The sole following challenger to finish, English Quincey, of the Royal Canoe Club of London, was timed in 2:01:46. Uffa Fox, of the Humber Yawl Club, failed to cross the finish line.

BRITISH TIE SERIES IN CANOE SAILING

De Quincey First and Fox Is Next to Lead U. S. Pair in Second Race.

FRIEDE FINISHES THIRD

Busch Fourth in Bayside Test—Final Contest of Cup Competition Today.

By KINGSLEY CHILDS.

Leading throughout, Roger De Quincey of the Royal Canoe Club of London yesterday evened the series for the International Challenge Cup, emblematic of decked-canoe sailing supremacy, by winning the second race on Little Neck Bay off Bayside.

Just as the American defenders, Walter Busch and Leo Friede, had finished one-two in the series opener on Friday, the British entrants placed in that order yesterday. Uffa Fox of the Humber Yawl Club crossed the line in second position. Friede was third and Busch finished fourth.

De Quincey piloted his Valiant to an impressive triumph in the eight-mile race, sailed in a moderate southerly breeze. He finished 1 minute 23.5 seconds ahead of Fox, who led Friede by 47 seconds. Busch was 1 minute 2 seconds back of Friede.

Conditions Favor British.

In sharp contrast to Friday, when the Americans scored decisively in the light-weather conditions, the stronger breeze and choppy water were much more favorable to the heavier British craft yesterday.

Fox and Friede had an interesting duel for second place during most of the race, exchanging possession of that position several times. De Quincey, however, never relinquished the lead that he obtained at the very start. Busch was last most of the way.

As a result of De Quincey's victory, which was the first ever scored by an English contestant in the cup competition, a third and deciding race is scheduled for 11 A. M. today.

Although slated to race yesterday at that hour, the contestants did not start until 3:15 P. M. because an almost dead calm kept them at the Bayside Yacht Club's quarters.

Breeze Comes From South.

The breeze, almost due south, was welcomed when it came and proved advantageous to the invaders in their broader and sturdier boats. They were better able than the Americans to point their craft into the wind on the third leg of the triangular course and gained consistently on that stretch.

The lighter canoes piloted by the Americans fared better on the reach and run legs of the two-mile course that was circled four times. They could not overcome the advantage obtained by the challengers on the beat to windward, however.

English Lift Decked-Canoe Trophy Held Here for 47 Years as Uffa Fox Wins Deciding Race

British Decked-Canoe Sailor and Boat Which Won Trophy



Uffa Fox standing beside his East Anglain, which he designed and built and which he raced to victory yesterday at Bayside in the deciding race for the international trophy, which has been on this side of the water for forty-seven years

Herald Tribune photo—Steffen

De Quincey 2d, Busch Trailing, With Friede Out

British Craft Lead After 1st Leg, Imperiled Only as Wind Abates in Brief Rain

By J. P. Abramson

After forty-seven years an international marine trophy has passed out of the hands of the United States for the first time.

The old silver pitcher known as the International Challenge Cup that is emblematic of decked-canoe sailing supremacy was won by England yesterday on the gray, wind-ruffled waters of Little Neck Bay, off Bayside, when Uffa Fox, thirty-six-year-old rover of the seas, and his twenty-one-year-old Oxford companion, Roger De Quincey, scored another smashing triumph over American defenders in the third and deciding race of the series.

With first place only counting, the British pair outsailed and outmaneuvered their rivals in another one-two finish that duplicated their performance of the day before. But this time it was Fox, the adventurous singing sailor, designer and builder of small boats on the River Humber, who came home in front while De Quincey covered his wake and helped to outdistance the American pursuers. On Saturday it was De Quincey who won with Fox second. The Americans had taken the first race, also placing one-two, on Friday.

Busch Is Third

Fox, sailing his seventeen-foot forty-inch sloop-rigged East Anglian, covered the four circuits of the two-mile triangular course in 1:27:52—the fastest time of the series. De Quincey in a Vliant, twin of the Fox craft, was second in 1:30:01, and Walter Busch, of the Island Yacht and Canoe Club, in Loon, decisively beaten by two minutes and twenty-six seconds, was third in 1:30:18. The veteran Leo Friede, last successful defender of the trophy against Canadian rivals in 1913 and 1914, did not finish. Parting a dandy sheetline on the first lap and getting into difficulties with his slim sixteen-foot boat, he withdrew on the third lap when he was out of the picture.

Thus, after a lapse of forty-five years, England succeeded in lifting the decked-canoe trophy. This was the ninth challenge cup series over a span of forty-eight years, and the third quest by England's standard-bearers. In 1886 and 1888 representatives of the Royal Canoe Club of London had failed without winning a race. De Quincey, whose father and grandfather were commodores of the Royal, and Fox carried the colors of the same club, into whose hands the silver pitcher now passes.

Wind Favors English Type

Excellent sailing weather greeted the contenders on scheduled time yesterday, and with a moderate southerly wind of even greater force than prevailed on Saturday it seemed a foregone conclusion that the Britons

Wind Favors English Type

Excellent sailing weather greeted the contenders on scheduled time yesterday, and with a moderate southerly wind of even greater force than prevailed on Saturday it seemed a foregone conclusion that the Britons would triumph. In any kind of a real breeze the English sailing canoes were rated the masters of the lighter American craft, which had won on Friday in the lightest of airs.

The course was reversed so that the first leg was a run before the wind, the second leg a dead beat to windward and the third leg a close reach. Fox went over the line first but relinquished the lead on the first leg to Busch. Then on the windward beat the British craft, with their 110-pound centerboard, proved their ability to point higher. With Fox leading and De Quincey next they swept past Busch and were never headed.

Busch Gains Temporarily

The weather-beaten Fox drove ahead so rapidly he opened a gap of one minute, seven seconds on Busch in third place at the completion of one circuit. Friede was already out of it. The procession of the British had an unexpected interlude on the second lap and part of the third. Rain fell and the wind abated so that Busch suddenly found himself back in the race.

Wing and wing before the wind Busch closed the gap on the second lap to thirty seconds, and for a few seconds edged ahead of De Quincey into second place. He fell back again, however, on the windward beat. With the rain still falling he closed to within sixteen seconds of Fox, the pacemaker, on the first leg of the third lap. The race had become the most exciting of the series, but here the weather took a hand.

The rain stopped, the wind freshened. Under the conditions the British craft simply romped away from the American, Fox opening a gap of one minute, twenty seconds at the end of the third circuit and adding more than a minute more on the last round while De Quincey cleverly outsailed Busch.

Fox American Champion

The expedition led here by Uffa Fox ended a singularly successful campaign. Last month on the St. Lawrence, Fox became the first overseas invader to win the American decked-canoe sailing championship, scoring in a three-race series, while De Quincey took the Paul Butler Trophy.

Fox is a comparative newcomer to the canoe sailing sport. He has been sailing canoes only two years and this was his eighth race. But as a rough and ready sailor, Fox has had a lifetime of experience. He has crossed the ocean in small boats three times, first in 1920 with the late William Washburn Nutting in the 35-foot ketch Typhoon, again in 1921 in the 40-foot schooner Diablosse, and two years ago in the 60-foot ketch Landfall in the trans-Atlantic ocean race. He has sailed the North Sea to Sweden in a small boat, accomplished the hazardous ocean run to Fastnet, won the Prince of Wales Cup for dinghies in 1923 and 1929, and the British sailing canoe championship last year in his first venture.

Uffa Fox is named after an ancient king of England who ruled in East Anglian—which accounts for the name of King Uffa's canoe.

Fox and De Quincey will be guests of honor at a dinner Wednesday night at the New York Athletic Club where they will receive the challenge cup. They sail Friday on the Olympic.

The summaries:

THE FINAL RESULTS

THIRD RACE—TRIANGULAR COURSE— EIGHT MILES

Sailor, canoe and country	Elapsed time
Uffa Fox, East Anglian, England	1:27:52
Roger De Quincey, Vliant, England	1:30:01
Walter Busch, Loon, United States	1:30:18
Leo Friede, Mermaid, United States D. N. F.	

Final Series Standing

	Won	Lost
England	2	1
United States	1	2

Positions on First Three Laps FIRST LAP

Fox	23:00
De Quincey	23:54
Busch	24:07
Friede	25:47

SECOND LAP

Fox	54:14
De Quincey	54:27
Busch	54:32
Friede	54:50

THIRD LAP

Fox	1:10:16
De Quincey	1:11:14
Busch	1:11:36
Friede	Withdrew

English Canoeists Win Cup

BRITISH TRIUMPH IN CANOE SAILING

Fox First in Final Race of Series, With Countryman, De Quincey, Second.

BUSCH OF U. S. IS THIRD

Friede Withdraws on Third Round—Invaders to Sail With Cup on Friday.

By KINGSLEY CHILDS.

For the first time since the New York Canoe Club International Challenge Cup was placed in competition by that organization, in 1885, the trophy was lifted yesterday by two foreign decked-canoe sailors. The successful men were Uffa Fox and Roger De Quincey, representing the Royal Canoe Club of London.

They accomplished the feat after two other Englishmen and three Canadians had failed at various intervals over a period of almost half a century. On eight occasions prior to this year, representatives of the New York Canoe Club successfully had defended the prize.

To take the cup out of this country, Fox won the third and deciding race of the trophy series yesterday morning on Little Neck Bay off Bayside, where De Quincey had triumphed on Saturday. De Quincey was second yesterday.

Walter Busch, one of the two American entrants and winner of the opening race on Friday, finished third in the deciding event. Leo Friede, who defended the cup back in both 1913 and 1914 when competition for the trophy was last held, withdrew on the third round of the four-lap eight-mile triangular course.

British Victory Foreseen.

It was virtually a foregone conclusion among many of the officials that the Englishmen would win, barring accident, when the starting gun boomed at 11:07.

A good south, southwest breeze, a little stronger than that on Saturday, was sweeping the bay. The waters were choppy and conditions were again favorable for the heavier British boats.

The Americans had triumphed easily in the light weather conditions on Friday, but could not make the same headway in the stronger winds that prevailed during the final two races.

The defenders could not hold their own for long yesterday and Fox, getting the lead on the second leg of the first lap, never relinquished it thereafter.



Times Wide World Photo.

CLINCHES INTERNATIONAL TROPHY FOR ENGLAND.
Uffa Fox Sailing East Anglian Across Finish Line to Win Final Race.

At the finish, Fox in his East Anglian was two minutes and nine seconds ahead of De Quincey in Valiant. The latter concluded the four circuits of the two-mile triangle seventeen seconds in front of Busch in his Loon.

Same Course Is Used.

The craft sailed the same course that was used Saturday, except that they headed in the opposite direction, clearing all buoys to port, whereas the markers were to starboard in the second race of the series.

The somewhat similar wind conditions again enabled the English to gain consistently on the beat to windward, or second leg. The advantages gained on that stretch were too much for the Americans to overcome on the other two legs, which gave the contestants a run and a close reach.

After the first lap the order of the racers never changed. It was Fox, De Quincey, Busch and Friede until the last-named dropped out after two-thirds of the third round, when he was several minutes behind the leaders.

Fox held a fifty-four-second lead over De Quincey when the first lap ended, but on the second, during which a rain squall hit the bay for a few minutes, he lost considerable time. Fox probably would have lost the lead had he not just barely cleared the second marker on that lap, narrowly escaping fouling the buoy.

THE FINAL RESULTS

Widen Their Margin.

However, Fox still led by thirteen seconds at the half-way mark in the race, with De Quincey only five seconds in front of Busch. But on the third lap, as the rain subsided, the challengers widened their advantages over Busch. Fox, especially did so, and as they started the final round, he led De Quincey by fifty-eight seconds and Busch by one minute and twenty seconds.

The cup, unsuccessfully sought by Englishmen in 1886 and 1888 and by Canadians in 1890, 1891, 1892, 1895, 1913 and 1914, will be formally presented to Fox and De Quincey at a dinner to be given at the New York A. C. city club house on Wednesday night.

On Friday the victorious invaders plan to sail for home on the White Star liner Olympic and will take the trophy on its first trip across the Atlantic.

With Fox also will go the American Canoe Association Challenge Cup, emblematic of the national championship, won by him last month at the Thousand Islands. De Quincey at that time took the Paul Butler Trophy, another of the leading canoe-sailing prizes competed for on this side of the Atlantic.

A Successful Invasion.

Thus the visit of Fox, 1932 English champion, and De Quincey, who won the title this year, proved highly successful.

De Quincey, who is 21 years old, has been piloting decked-canoes for four seasons, but Fox has handled them for only two.

The elapsed times for the contestants yesterday at the end of each of the four laps:

First Lap.		Third Lap.	
Fox	23:00	Fox	1:10:16
De Quincey	23:54	De Quincey	1:11:34
Busch	24:07	Busch	1:11:58
Friede	25:47	Friede	withdrew
Second Lap.		Fourth Lap.	
Fox	54:14	Fox	1:27:52
De Quincey	54:27	De Quincey	1:30:01
Busch	54:32	Busch	1:30:18
Friede	54:50		

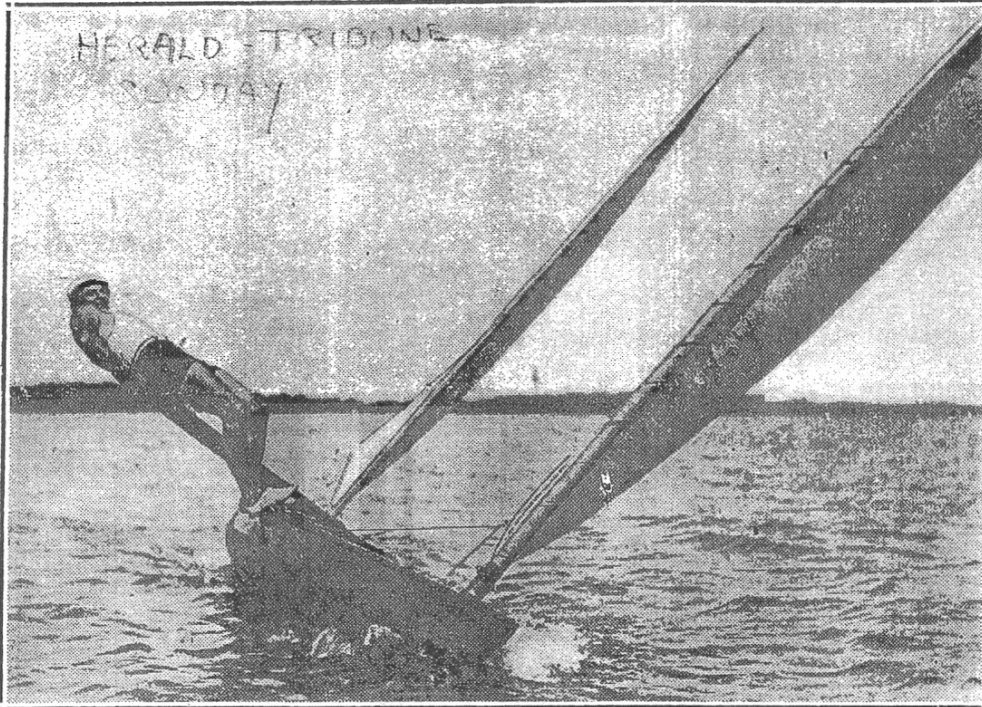
THE SUMMARIES.

Third Race.
Start, 11:07. Course, 8 Miles.

Sailor, Canoe and Country. Finish.
Uffa Fox, East Anglian, England...12:34:52
R. De Quincey, Valiant, England...12:37:01
Walter Busch, Loon, United States...12:37:18
L. Friede, Mermaid, United States...Withdrew

Canoe Sailing a Sport for Acrobats

AT SUGAR ISLAND



Rolf Armstrong, of Bayside, holder of the American Canoe Association trophy, "hiking out" on the sliding seat to keep his canoe from capsizing in a fresh breeze. Armstrong will seek to retain the trophy at the American Canoe Association regatta at Thousand Islands

U. S.-British Canoe Sailing Race Marks Revival of Old Sport

2 Britons Who Will Compete Here Join 300 at Thousand Islands Camp

By William H. Taylor

The revival of international sailing canoe racing, after a lapse of nineteen years, calls attention to a sport, once popular and latterly practiced by a comparatively few enthusiasts, which may, in the near future, regain much of its old-time popularity.

Nearly 300 canoeists are taking part in the annual encampment of the American Canoe Association on Sugar Island, in the Thousand Islands, which started yesterday and will last two weeks. Among the banner events for decked sailing canoes there are the races for the American Canoe Association trophy, which Rolf Armstrong, of Bayside, will defend, and for which, among other challengers, two British canoeists, Uffa Fox, of the Humber Yawl Club, and Roger de Quincy, of the Royal Canoe Club, will compete. Later in the season—September 1 to 3 to be exact—the two Britishers will sail on Little Neck Bay, in metropolitan waters, for the International Challenge Cup of the New York Canoe Club, against an American team to be picked.

The sailing of decked canoes, which are somewhat between an Eskimo kyack and the typical American Indian type of open canoe, first came into prominence in England in the '60s, as the result of the voyages of a Captain John MacGregor.

With his blankets, alcohol stove, grub pack, tent fly and clothing packed away beneath the decks of a little craft he called Rob Roy, this pioneer canoeist cruised extensively not only in British waters but along the shores and rivers of the Continent, and returning, wrote about his trips for the sporting journals.

Alden Brings Sport Here

The idea caught on rapidly and in 1866 the Royal Canoe Club was formed and the canoe cruisers became a common feature of British coastal waters. William L. Alden, a New York newspaper man, took up the sport in England and was responsible for bringing it to this country, where the New York Canoe Club was formed in 1871. Within a few years members of this club were cruising up the Hudson, on the lakes, and up and down the seaboard in their little 16 and 18 foot craft, sailing alone or in groups during the day and pulling their light boats up on the shore wherever evening or bad weather caught them, and pitching camp beside the boats.

Only two of the men who founded this club and, a little later, the American Canoe Association, survive, William P. Stephens and Arthur Brentano.

Stephens, an active young man just past his seventy-ninth birthday, still sails a little "canoe yawl," a larger keel development of the early canoes, and is a member of the committee in charge of the international races.

Trend Toward Racing Machines

The development of the decked canoe, like that of many types of sailing yachts, has been from an all-around utility craft to a racing machine. On the Thames, where canoe sailing reached its height in the '80's, a canoe fourteen feet long by thirty inches wide, decked forward and aft and carrying weighted centerboards and lead ballast, with a "Chinese lug" rig, was the popular craft. The American boats of the same era were of the same length and beam but of much lighter displacement—the Yankee sailor's passion for speed coming to the fore again. These canoes were sailed, as the ordinary open canvas canoe is sailed today, by a man sitting or lying inside the boat.

The first man to sail his boat sitting out on deck was C. B. Vaux, one of the famous oldtimers of the sport, who appeared at the races in 1879 balancing his tender craft by shifting his weight out on the weather deck in the puffs. The real revolutionizer of the sport, however, was Paul Butler, son of General Butler, owner of the yacht America, and a member of the Vesper Canoe Club of Lowell, Mass. A small man, Butler found he was unable to compete with heavier rivals when the wind breezed on to a point where they had to balance their craft by "hiking out" to windward. So, matching his brains against their weight, Butler invented the sliding seat, or "hiking board," which has made the sport into a combination of sailing and acrobatics.

Slide Gives Great Leverage

The sliding seat, on which the sailor may perch, shifting his weight inboard or out to the end according to the puffs of wind, enables him to balance, even in a good breeze and with a racing rig, a canoe that has barely enough initial stability to stand upright in the water alone with its masts stepped. Armstrong's canoe, with which he is defending the A. C. A. trophy this week, has a seven-foot board, which means that he can get his weight out more than five feet from the centerline of his boat (42 inches wide) when leverage is needed to keep her upright.

There is as much danger of capsizing to windward if a puff suddenly lets up when the sailor is out on the board as of going over in the orthodox manner. To the uninitiated it is nothing short of a miracle to watch a skillful canoeist taking his tiny craft to windward in a fresh, puffy nor'wester in open water, but the men who sail them declare that with a little practice the trick, like riding a bicycle, becomes second nature and the balancing is mainly instinctive.

From the time Butler brought out the sliding seat in 1885, the canoes developed more into racing machines. Gradually the sailors gave up carrying their camping equipment, and the stowage space forward and aft was bulkheaded into watertight compartments. Tight, shallow cockpits were built in, and one of the most ingenious gadgets was a loose canvas bag, fastened around the edge of the cockpit and lying loose on the floor, so that in case of a capsize the sailor had only to lift the loose bottom of the bag to expell all the water from his boat, then vault aboard again and go on his way.

Camp Still a Feature

The cruising angle was not entirely lost sight of, however. In 1880 the A. C. A. gathered its nationwide membership at Lake George for a two-week encampment, and in subsequent summers encampments were held on various lakes and rivers here and in Canada, until the association sought Sugar Island, on the St. Lawrence. Although the canoeists now "scrub" to the camp with their boats, automobiles and railroad trains, the camp itself is still a real camp, with all hands living under canvas and cooking out of doors during the two weeks of the event.

The racing for the A. C. A. trophy is always an important feature of the encampment, and most of the famous names of canoe sailing are engraved on the trophy—C. B. Vaux, Robert W. Gibson, Paul Butler, Ford, Jones, C. E. Archibald, Leo Friede, H. Lansing, Quick, T. S. Oxholm, M. V. Brokaw, W. W. Howard, Rolf Armstrong, E. H. Barney and others.

The boats used in the competition are beautifully built wooden canoes (canvas is too rough a surface for real speed) from 16 to 18 feet in length and from 30 to 42 inches beam, with a sail area of about 116 square feet in a "sharpie" rig; a mainsail and mizzen with no jib. The British use a somewhat different boat, about 17 feet by 42 inches with a sloop rig, though it is understood that Fox and de Quincy are bringing American-type boats to the races here.

The New York Canoe Club's international trophy, put up in 1885, will bring the two British sailors here, but before the international races a series of trials will be held at Bayside August 25-27 to pick the American pair, with Armstrong, Leo Friede, who was the last winner of this trophy nineteen years ago, his son Kenneth, Adams Wahl and other members of the New York Canoe Club at City Island, where most of the decked canoe racing in these waters, now centers, competing for the honor of representing this country.

British Challenged for Canoe Trophy in 1934 Race Abroad

M
A
r

Bartholomae, Los Angeles, One of Probable U. S. Contenders in July Series

An effort to win back the international decked-canoe sailing trophy, lifted from this country for the first time last summer by Uffa Fox and Roger de Quincy, of the Royal Canoe Club of England, will be launched next summer. The American Canoe Association has challenged the holders of the trophy for a race next year, and William A. Bartholomae jr., of Los Angeles, is named as a probable American contender.

The races, the first ever to be sailed in foreign waters since the International Challenge Cup was put up in 1886 by the New York Canoe Club, will be held in July, probably at Langston Harbor.

Though Mr. Bartholomae is the only one so far named by the A. C. A., one or two other American canoe sailors will probably compete, since as many as three men from a country may form a team. Mr. Bartholomae was national decked-canoe sailing champion in 1930. He is also known as a six-meter yacht sailor on the West Coast, and announced last winter that he would charter a boat and take part in the international six-meter series at Bermuda in March. He failed to do so, however.

Armstrong, Friede Mentioned

Other decked-canoe experts mentioned as possible members of next summer's American team are Rolf Armstrong, of Bayside, former national champion, and Leo Friede, of New York, international match winner in 1913 and 1914 and last year, with Walter Busch, one of the American team defeated by the much faster British canoes on Little Neck Bay, Bayside, in the international matches. So far, however, neither of these men has definitely been named as a challenger.

Except in very light weather the two British canoes, built by Fox and sailed by himself and Dr. Quincy, proved entirely too fast for the smaller American-type craft. The British boats, built to the extreme size limit of the class, with hundred-pound centerboards and sloop rigs, simply walked away from the lighter, sharpie-rigged Yankee boats except in the very lightest breezes. The boat that Bartholomae plans to use, according to the announcement, is West Wind, a typical American decked canoe, seventeen feet long, thirty inches wide and main-and-mizzen rigged. Armstrong and Friede both sail canoes of this type, but whether they will take them abroad next season or build something new along the lines of the faster British boats remains to be seen.

Eliminations will be held in England to choose the defenders of their newly-won title, and Fox and De Quincy are regarded as likely candidates to sail in defense of the silver nitcher they won here last year.

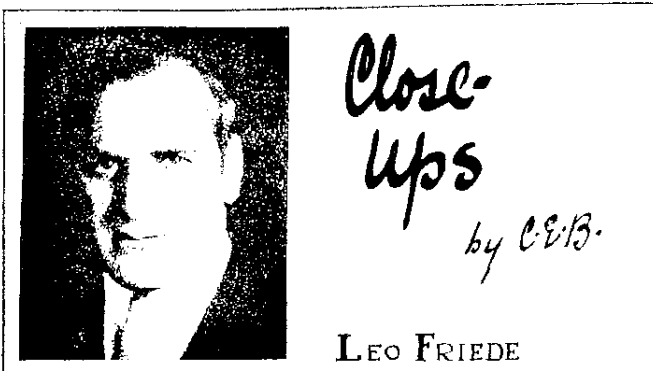
Matches Started in 1886

The sport of international decked canoe racing was started here in 1886, when Warrington Baden-Powell, founder of the Boy Scout movement, and Walter Stewart came over from England but were defeated by the American team of C. B. Vaux and William Whitlock. Ford Jones, a Canadian, challenged unsuccessfully in 1890, 1891 and 1892. In 1895 Paul Butler, inventor of the now universally-used sliding seat which enabled light-weight canoeists to compete against heavier men by getting their weight out on the end of a five-foot lever in strong winds, defended the title successfully against another Canadian challenger, Charles E. Archibald.

The next matches were those of 1913 and 1914, won by Friede against Ralph Britton, of Canada, on Gravesend Bay, and after that the sport lapsed for nineteen years until Fox and De Quincy, with their greatly improved racing canoes, came over here and not only won the international title series at Bayside, but also annexed the national championships in the racing held during the annual encampment of the American Canoe Association at Thousand Islands.

WILLIAM H. TAYLOR.

The
revers
White
a skei
tories,
to Mi
New
winn
which
has b
the tl
upon:
Bill
ing cl
to hav
his t
coach
likew
gamb
if ach
the P
perha
Loc
of vie
victor
this y
port,
town
of br
those
coun
chan
peak



Walking in the canyon that is Wall Street we have often reflected upon the gods of the mountains about us; the men who spend their days with in those walls, playing hard at the game of business, with their eyes riveted to the ticker tape, and their ear to the telephone, apprehensive of any change in conditions, like a doctor with his hand on the pulse of an invalid. We have often wondered about these people and what they do for relaxation. If successful, has their wealth made them phlegmatic and lazy or do they play as hard as they work at something equally as exciting as their work?

Turning into 50 Broadway we encountered an old friend, Leo Friede, and while shaking the firm, confident hand of this stock broker, we realized that here was a sportsman who applied the same principles to business and pleasure and came out on top in both.

At the age of twenty he sailed his first canoe just about the same time he set about conquering the world, and if in the succeeding twenty-five years we see that canoe sailing and the world have done right by him, it is only because he has done nobly by them.

He won a race the first year he raced, the Handicap sailing at the Atlantic Division Meet in the year 1907, and two years later won his first championship, the Elliott Trophy, emblematic of the Atlantic Division Championship, at Huntington, L.I. In the years between 1909 and 1926 he repeated this feat ten times.

In 1908 Leo was just a young boy attending his first A.C.A. Camp, but by 1913 when he won the International Trophy for the first time against such sailors as Ralph Britton he was beginning to be recognized as Ranking Sailor Number One. In the ensuing years he became the "kind keeper" of almost all the sailing trophies of the A.C.A. and it was these same trophies, the Mab, the David Crane, and the Paul Butler, among others, which felt most keenly his decision in 1926 to retire from canoe racing, for to them it was losing a good home, for never before had the trophies been so long in one place in each other's company.

Mr. Friede has been eight times holder of the A.C.A. Sailing Trophy. Since 1926, he has not been racing so extensively, but however has not given it up entirely. In 1929, in his sailing sloop "Mermaid", he won the Long Island Sound Yacht Racing Association Championship, and in 1932 he sailed in several races at Sugar Island. In the Trophy race that same year, he and Rolf Armstrong were tied for points, however in the final race while holding a slight lead, Leo Friede's sheetblock parted and forced him out of the race.

However strong may have been his decision to retire from the racing game, Leo Friede was not one to stand passively by while the two English boys challenged for the International Trophy last year, so he entered the trial races for the defenders and was chosen along with Walter Busch to represent the United States.

They won the first race but lost the next two. This defeat, however, has saved Leo Friede for racing at least for a little while longer; for it is his desire to try a race next year in England in an attempt to recapture for America the International Cup.

Leo Friede recalls James Neuman of Boston as the hardest man for him to beat.

Mr. Friede is not what may be termed as a lucky sailor. His competitors recognize in him a master craftsman, and would give a great deal to know half of the contents of his bag of tricks. He has been caught in many a bad spot, but he has always been able to bring his experience to his assistance, experience which has taught him, thru long association with wind and water, to turn adverse conditions to his own advantage.

His most thrilling race, strangely enough, was not one in which the elements conspired against him or in which his life was endangered, but one in which his bag of tricks was taxed to its utmost. It was at Sugar Island in 1916. He already had one heat of the Trophy race under his belt. In the second race he turned the first buoy on the wrong side, but only discovered his error on the second round; so after turning the buoy on the right side and believing he had a big lead on the rest of the fleet, he was chagrined to learn that he was actually last and almost a round behind. It was here that every little trick he ever knew came to his rescue and by taxing all his faculties he was able to overtake the entire field altho sailing the extra round, retaining his trophy.

He is a member of the Island Canoe and Yacht Club and the Colonial Yacht Club.

CRUISING

Anthony Fiala, ACA #6424, explorer and canoeist, is one of the first applicants for a "Cruising Certificate". He is eager to have recorded his exploration of the Tapagalo River and the descent of the Jurucna and the Tapajos Rivers in Brazil. An account of these trips appears in the late Col. Theodore Roosevelt's book "Through the Brazilian Wilderness" published by Charles Scribner's Sons, 1924. This trip was from 600 to 800 miles long by canoe. Mr. Fiala is responsible for the Appendix B of the above-mentioned book, in which he gives information regarding canoeing in wild places, enhancing the value of this book to canoeists. When not exploring the Tropics or the Arctic, Mr. Fiala divides his time between week-end cruises on the Hudson and his outfitting establishment in downtown New York, where he has just outfitted four Tropical Field expeditions.

Ain't it?

I care not
 a jot
 for a yacht,
 it's a joke at low tide in the bay;
 And the cutters and ketchers
 and yawls are the wretchers
 that lure the canoeist away.
 You may be content
 with a day or two spent
 on a schooner or sloop on the sound;
 But when all's said and done
 the canoe has its fun
 when the rest of the boats are aground.

ARMSTRONG RETAINS ELLIOTT WALDINGER LIFTS LADY BUG TROPHY

Rolf Armstrong, of the Bayside Yacht Club, captured the third and concluding race in the Atlantic Division of the A.C.A. decked canoe sailing series on Sheepshead Bay Sunday, July 29th, a victory which enabled him to defend successfully the historic Elliott Trophy. Armstrong led Fred Walters Jr., of the Philadelphia Yacht Club, to the finish of the six mile course by more than two minutes. In the final point standing Armstrong was credited with 14.10 points, Walters earned 13.45;

In the open cruising class, Hans Waldinger, a New Jersey sailor, displaced Jule Marshall, of the Inwood Canoe Club, as kingpin of the class. The final point standing was Waldinger, 25.16; Marshall 22.03. Barney Maltz, of the Island Club, who was leading in points at the conclusion of the second of the series races, did not compete but attended his sisters wedding. His total in the final standing was 16.

RESULTS OF METROPOLITAN CHAMPIONSHIP RACES						JULY 29th	
COURSE #1. LIGHT WIND-SOUTHEAST TO SOUTHWEST							
PLACE	BOAT	SAILORS	CLUB	TIME		POINTS	
				S.A.	ELAPSED FINISH		
LADY BUG TROPHY Open Cruising Race-2 3/4 miles-Start 1:00 p.m.							
1		Hans Waldinger	Von Mohl's	2:09:05	3:09:05	25	
2		Jule Marshall	Inwood C.C.	2:10:15	3:10:15	22	
ELLIOTT TROPHY Decked Canoe Race-Course 5 1/2 miles-Start 1:05 p.m.							
1	MANNEWHIN	H. Armstrong	Bayside Y. C.	1:25:05	2:30:05	14	
2	MAB	C. F. Walters	Philadelphia Y.C.	1:27:30	2:32:22	13	
3	CENTAUR	A. Schallo	Jamaic C. & Y. C.	1:26:42	2:33:42	7	
4	EPACHE	Adm. Wahl	Island C. & Y. C.	1:29:20	2:34:20	8	
5	LOON	R. Busch	Island C. & Y.C.	1:32:55	2:37:55		
6	CHIP	Irwin Tyson	Kulckerbocker C.C.	1:33:05	2:38:05		
7		William Lux	Island C. & Y. C.	1:38:30	2:43:30		
8		D. Fishman	Wanda Canoe Club	1:40:31	2:45:31		

TABOO II, OWLS & COO-COO ARE TITLE WINNERS IN OPEN CANVAS CLASS

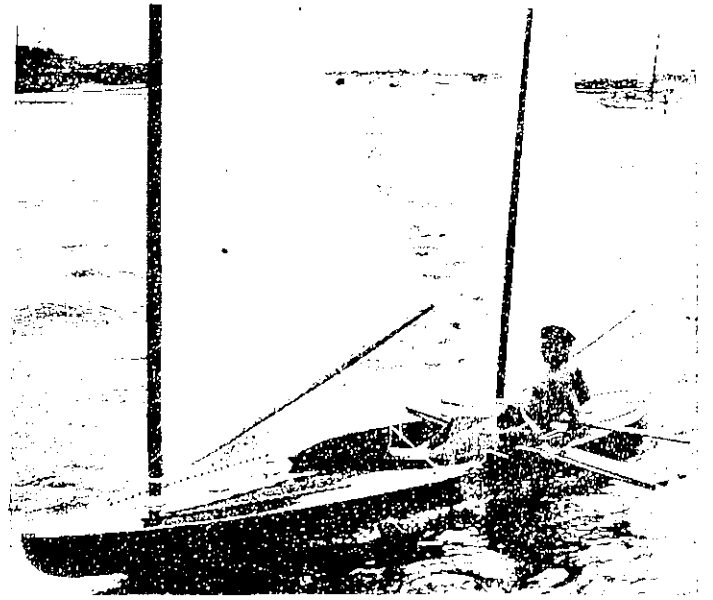
In the metropolitan canvas class titular races Henry Bogdan's sloop-rigged Owls scored a striking victory in Class B. Owls an eighteen footer rigged a la Curry, led Wilfred Balduc's Beans by almost five minutes at the finish.

James Albera's Taboo II won the Class A title over William Peterman's Waterwagon. Harry McArdle placed third in Wanderlust in this division.

Fred Sands sailed Coo-Coo to the metropolitan Class C championship over Frank Dugan's Albatross. Albatross trailed by almost five minutes at the finish of the five and one-half mile course.

CLASS "A" Canvas-5 1/2 miles-Start 1:15 p.m.						
1	TABOO II	Albera-DiEva-Albera	Miramar	1:35	3:12:35	3:42:35
2	WATERWAGON	Peterman-Gumbrecht	McKenna's	1:57	3:14:57	3:49:57
3	WANDERLUST	McCardle-Lon-Kelly	Mic Mac	1:51	3:15:10	3:51:10
4	BALLANT BOY	W. E. Fano-Fritzen	S.B.C.C.	1:52	3:17:52	3:52:52
5	AUDACIOUS	Perranti-Kempf-Schmitz	Mic Mac	1:52	3:20:15	3:55:15
6	VOYAGEUR	Tasta-Florento-Dargvillia	Miramar	1:53	3:22:49	3:58:49
Audacious fouled buoy and withdrew						
Ridgeway d.n.f.						
CLASS "B" Canvas-5 miles-Start 1:20 p.m.						
1	OWLS	Bogdan-Marra	Miramar	1:01	2:03:44	3:12:44
2	BEANS	Balduc-Brunello	Thello	92	2:08:08	3:26:08
3	SEVEN SEAS II	Runkel-Stevenson	S.B.C.C.	1:04	2:12:30	3:32:30
4	FLOTSAM	Guld-Evildsen	Thalls	1:05	2:16:27	3:36:27
5	KNEE DEEP	Melison-Harvenak	S.B.C.C.	1:04	2:17:35	3:37:35
6	CLIPPER	Zwart-Silberstein	Miramar	1:06	2:17:06	3:51:06
7	JEAN II	Curran-Frier	Miramar	1:07	2:20:12	3:58:12
CLASS "C" Canvas-5 1/2 miles-Start 1:25 p.m.						
1	COO-COO	Fred Sands	S.B.C.C.	55	1:55:55	3:17:55
2	ALBATROSS	Frank Dugan	S.B.C.C.	53	1:58:53	3:23:53
3	NARAYAN	Monk-Thurber	S.B.C.C.	53	1:59:15	3:28:15
4	ARN	H. Schab	S.B.C.C.	55	2:01:35	3:26:35
5	TABOO I	H. Borlan	Miramar	55	2:01:40	3:26:40
6	LILITH	Rudy Hofer	Mic Mac	55	2:03:50	3:28:50
7	WHITE	L. Wolosman	Miramar	55	2:07:00	3:35:00

Skimming Along to Victory in Canoe Sailing Race



County Title Canoe Program Slated Sept. 9

The Westchester County Canoe Championships to be held in Tibbetts Brook Park, Yonkers, N.Y. over a 400 meter course will take place September 9th. Entries positively close 6:00 P.M. Sept. 5th and they must be in the hands of Joe Cocker at # 1793 Riverside Drive, N.Y.C. prior to this time. NO POST ENTRIES. Fees: 25¢ per man per event in singles and tandems; \$2.00 per canoe per event in the Fours. Gold-filled, silver and bronze medals for singles and tandems; silver and bronze for Fours. Club point trophy.

The events to be contested are one man single, Junior and Senior; tandem single, Junior, Intermediate and Senior; Lunch from 12:30 to 1:30; Fours single, Intermediate and Senior; one man double, Junior, Intermediate and Senior; tandem doubles, Junior and Senior; Fours doubles, Intermediate and Senior.

RARITAN RIVER REGATTA

New Brunswick, N. J.
Delaware and Raritan Canal Waterways Celebration

Friday, October 12, 1934.
The first race will start promptly at 10 A. M.

EVENTS

1. Single Blade, Singles, Canoe
2. Row Boat Race
3. Single Sculls
4. Single Blade, Doubles, Canoe
5. Single Gig
6. Canvas Canoe.
7. Double Sculls
8. Double Blade, Singles, Canoe
9. Double Gig.
10. Double Blade, Doubles, Canoe
11. Eight Oared Shell
12. Outboard Motor Race Class A Single Blade Doubles

Entries close, Saturday, September 29, 1934. Mail entries to

George E. Little, Chairman

No entrance fees.

Rutgers University Gymnasium

New Brunswick, New Jersey

ACA Yearbook 1935 with 1934 results

Respectfully submitted,

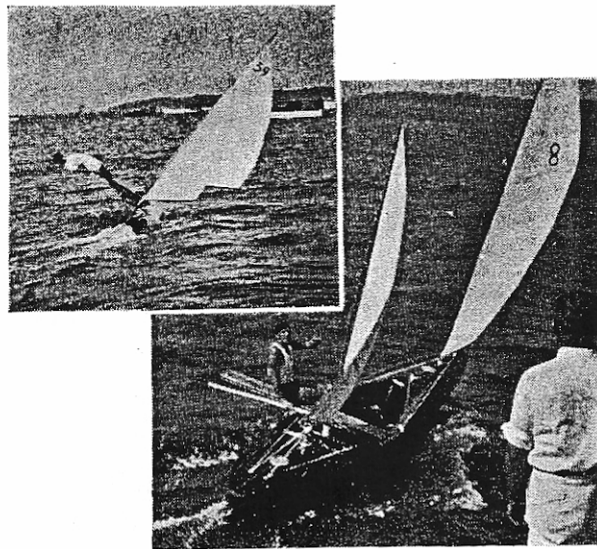
I. SUMNER MERRITT,
Treasurer.

Audited and found correct:

HERMON HARRINGTON, A.C.A. 8236
RAYMOND W. MELOR, A.C.A. 8801

<i>Assets—</i>	
Cash	\$324.16
Accounts Rec.	152.53
 Total	 \$476.69
<i>Liabilities—</i>	
Due Divisions	\$ 28.50
Sustain Membership Fund	10.00
Advanced Dues	12.00
Life Membership Fund	47.50
Totems and Burgees	31.91
Publicity	25.61
General Paddling	224.72
 Total	 380.24
 Surplus	 \$96.45

RIDING OUT A PUFF!



RALPH ARMSTRONG IN "MANNEQUIN"

MAKE A. C. A. YOUR BENEFICIARY

Atlantic Division—Labor Day Regatta

LAKE SEBAGO, BEAR MT., N. Y.,
September 1st, 2nd and 3rd, 1934

McLISTER TROPHY

- ONE MAN—DOUBLE BLADE— $\frac{1}{2}$ MILE (800 Meters)—Time 4:41:0
 1. Ernie Riedel, Pendleton 2. Steve Lysak, Yonkers 3. Harold Bruns, Yonkers
 ONE LADY—DOUBLE BLADE— $\frac{1}{4}$ MILE (400 Meters)—Time 2:10:1
 1. Elsie Peterson, Wanda 2. Mimi Polt, Knickerbocker 3. May Peterson, Wanda
 TAIL END RACE, CRUISING CLASS CANOES— $\frac{1}{8}$ MILE (200 Meters)
 1. Wm. H. Bruns, Jr. 2. Edward Quirk McEvoy, 3. Lester Kruppa,
 Yonkers Inwood Pendleton

TURTLE TROPHY

- ONE MAN—SINGLE BLADE— $\frac{1}{2}$ MILE (800 Meters)—Time 5:31:2
 1. Steve Lysak, Yonkers 2. Lewis Post, Red Feather 3. Edward Dreher,
 Pendleton
 JUNIOR BOYS RACE—ONE BOY—DOUBLE BLADE— $\frac{1}{8}$ MILE (200 Meters)
 Time 1:45:3
 1. Ninky Riedel, Pendleton 2. Bobby Jahn, 3. Lawrence Zuk, Island
 Ft. Washington
 JUNIOR GIRLS RACE—ONE GIRL—DOUBLE BLADE— $\frac{1}{8}$ MILE (200 Meters)
 Time 1:53:2
 1. Betty Cass, Yonkers 2. Virginia Jahn, Ft. Washington

BONK MEMORIAL TROPHY

- ONE MAN—DOUBLE BLADE—1 MILE (1600 Meters)—Time 8:50:2
 1. Ernie Riedel, Pendleton 2. Steve Lysak, Yonkers 3. Knute Nelson
 Red Feather
 ONE BOY—DOUBLE BLADE— $\frac{1}{4}$ MILE (400 Meters)—Time 2:41:4
 1. Billy Bruns, Yonkers 2. Billy Dorr, Lake Sebago 3. Bobby Cass, Yonkers
 DECKED SAILING RACE—5 MILES (Triangular Course)
 1. Wm. H. Bruns, Jr., Yonkers Elapsed Time: 1 hr. 17 min. 45 sec.
 2. Walter Busch, City Island Elapsed Time: 1 hr. 26 min. 10 sec.
 3. William Lux, City Island Elapsed Time: 1 hr. 26 min. 30 sec.
 OPEN CRUISING CLASS SAILING RACE— $2\frac{1}{2}$ MILE TRIANGULAR COURSE
 1. Hans Waldinger, Von Dohln 57 min. 25 sec.
 2. Wm. Grumbach, Knickerbocker 57 min. 30 sec.
 3. Barney Maltz, Island 57 min. 31 sec.

FOREST AND STREAM TROPHY

WILDERNESS CRUISING CONTEST

1. Edward Quirk McEvoy, Inwood—77- $\frac{2}{3}$ points
 2. Harold Messerschmidt, Red Feather—77 points
 3. Leo Polt, Knickerbocker—70 points

GOULD TROPHY

- CLUB FOURS—SINGLE BLADE— $\frac{1}{2}$ MILE (800 Meters)—Time 4:08.3
 1. M. Riley, L. Kruppa, 2. J. Linehan, A. Sherman, 3. E. Balko, J. Krajeski,
 E. Riedel, E. Dreher, H. Messerschmidt, S. Lysak, W. Bruns,
 Pendleton K. Nelson, Red Feather Yonkers
 CANOE EMPTYING CONTEST, USING WOODEN CRUISING CANOE
 1. Thomas Zuk, Island—21 sec.
 2. S. Lysak, Yonkers—24:1 sec.
 3. A. Gottlieb, Pendleton—26:4 sec.

THE OLD MAN - TOM ZUK

MEMBERS TROPHY

- CLUB FOURS—DOUBLE BLADE— $\frac{1}{2}$ MILE (800 Meters)—Time 3:54:1
 1. E. Dreher, E. Riedel, 2. S. Lysak, J. Lysak, 3. A. Sherman, K. Nelson,
 A. Gottlieb, B. Folks, J. O'Rourke, J. Ryan, H. Messerschmidt,
 Pendleton Yonkers J. Linehan, Red Feather

Westchester County Canoe Championships

TIBBETTS BOOK PARK LAKE, YONKERS, N. Y.,
September 9th, 1934.

JUNIOR EVENTS

ONE MAN—SINGLE BLADE

- Won by Joe Ryan, Yonkers—Les Kruppa, Pendleton, second—Al Gottlieb, Pendleton,
 third—Time 2:04:2.

ONE MAN—DOUBLE BLADE

- Won by Knute Nelson, Red Feather—Eling Riegels, Pendleton, second—Don Davison,
 Red Feather, third—Time 2:02:2.

WILKIN TROPHY

SENIOR FOURS SINGLE BLADE—Time: 3:52-1/5

1. Edward Deir, Gordon Potter, Oliver Wing, Gordon Douglass, Gananoque
2. Michael Riley, Lester Kruppa, Ernest Riedel, Edward Dreher, Pendleton

JUNIOR FOURS DOUBLE BLADE—Time: 3:56-1/4

1. William Bruns, William Mook, Robert McManus, John Lysak, Yonkers
2. John Ryan, Donald Davison, Martin Mayer, Edward McEvoy

J. K. HAND TROPHY

CLUB FOUR DOUBLE BLADE—Time: 3:31-2/5

1. Edward Balko, Stephen Lysak, John Krajewski, William Bruns, Jr., Yonkers
2. Edward Deir, Raymond Delaney, Gordon Potter, Gordon Douglass, Gananoque

WILDERNESS CONTEST,

Monday, August 20, 1934.

**CONTESTANTS PREPARED FOR A WILDERNESS CRUISE OF TWO WEEKS
DURATION IN MIDSUMMER—45 DEGREES NORTH LATITUDE**

Rating of Contestants averaged from reports of three Judges of Contest		Perfect Score
Wm. Apfelbeck	Ed. McEvoy	
		1. Equipment. (Condition and Practicability.)
10	10	Canoe and its equipment
5	5	Clothing and personal accessories
5	5	Shelter
5	5	Bedding
5	4	Pack
5	4	Food or list and containers
5	5	Other equipment; utensils, axe, compass
—40%	—33%	
		2. Transportation. (Handling and Adaptability.)
		Water:
3	3	Loading and Embarking
5	5	Paddling: Form, steering, etc.
5	4	Landing and unloading
		Land:
3	4	Carrying canoe
3	3	Carrying pack
—19%	—19%	
		3. Camping. (Efficiency and Completeness.)
7	6	Choice of site
5	4	Erecting shelter and camp plan
10	6	Fire: method, materials, use of axes, matches
5	5	Storage of equipment for night
5	5	Condition of abandoned site
—32%	—26%	
91%	83%	100%

TANDEM DOUBLE BLADE CRUISING CLASS.

SIX MILE PADDLING MARATHON.

Tuesday, August 21, 1934.

A very strong west wind and very rough whitecapped water made the race a real tough one. First and Second crews fought into the waves going west to Gananoque and kept close together with Riedel and Dreher with the advantage. On the return from Gananoque to Sugar Island the two leading crews were still quite close with the Pendleton crew leading until about a quarter mile from the Island. Just east of Scorpion Island the two Lysaks stopped paddling and bailed, then with lightened canoe they sprinted for the finish line, taking first place by only a couple of lengths.—1st, Stephen Lysak, John Lysak, Yonkers; 2nd, Ernest Riedel, Edward Dreher, Pendleton; 3rd, Edward McEvoy, Inwood, William Franz, Wanda.

CHILDREN'S PADDLING REGATTA.

Wednesday, August 22, 1934.

ONE BOY DOUBLE BLADE

1. Nicky Riedel
2. Reginald Britton

ONE GIRL DOUBLE BLADE

1. Sis Britton
2. Sue Wolters

BOYS' TANDEM SINGLE BLADE

1. Nicky Riedel, Lawrence Zuk
2. Reginald Britton, Allan Mayer

MIXED TANDEM DOUBLE BLADE

1. Doris Mayer, Lawrence Zuk
2. Sis Britton, Reginald Britton

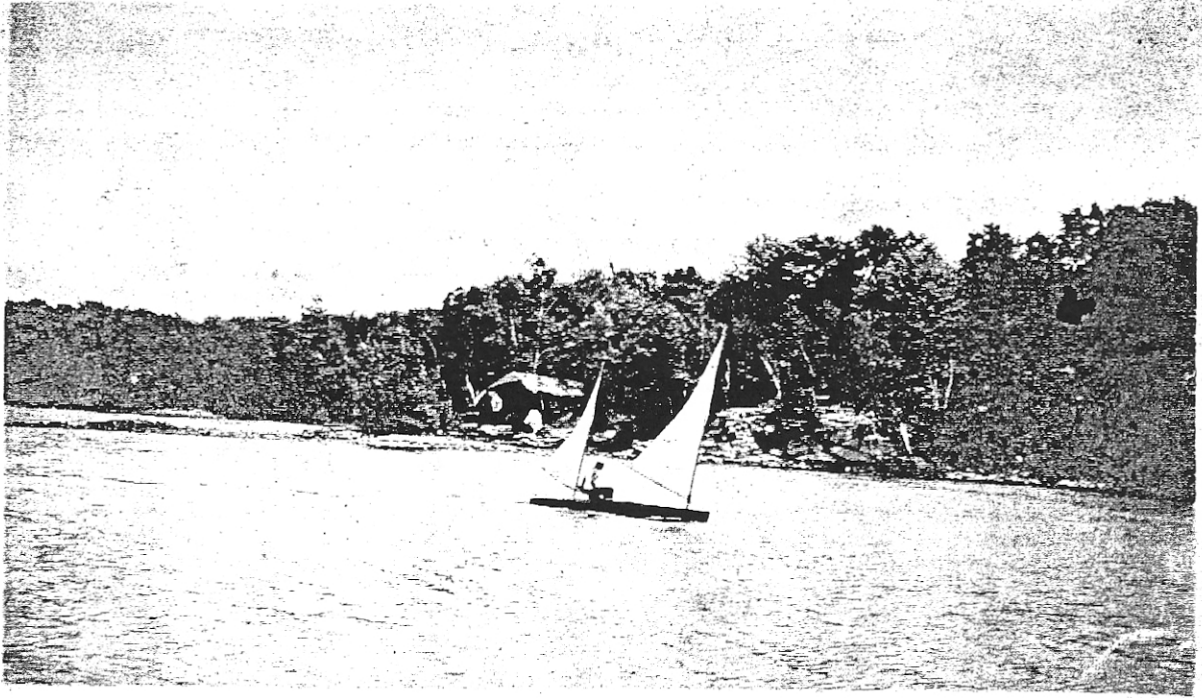
GIRLS' SWIMMING RACE

1. Gene Cady
2. Dodo Cady

BOYS SWIMMING RACE

1. Nicky Riedel
2. Timmy Kerns
3. Reginald Britton

THE YOUNG MAN — LARRY ZUK



1925

Tom Zuk - Sugar Island -1925

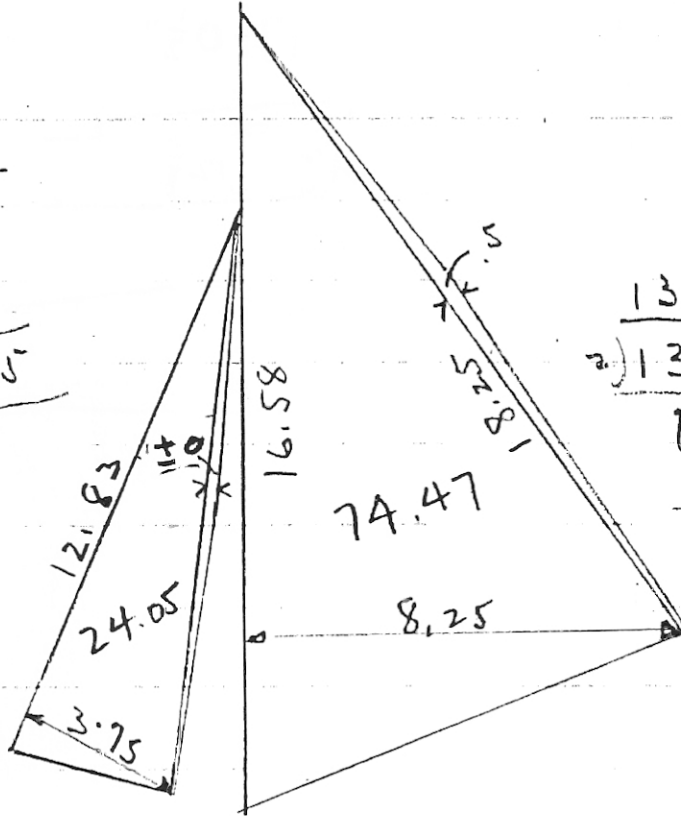
SOME NEW AND SOME OLD BIG CANOES
AND SOME 116X30 CANOES
1935

ADAM WAHL, CENTAUR #4.

12.83
3.75

6415
8981
3849

2) 4817 25
24.05



16.58
8.25

8290
3316

13264
2) 1367850
68.392
6.08

74.47
24.05

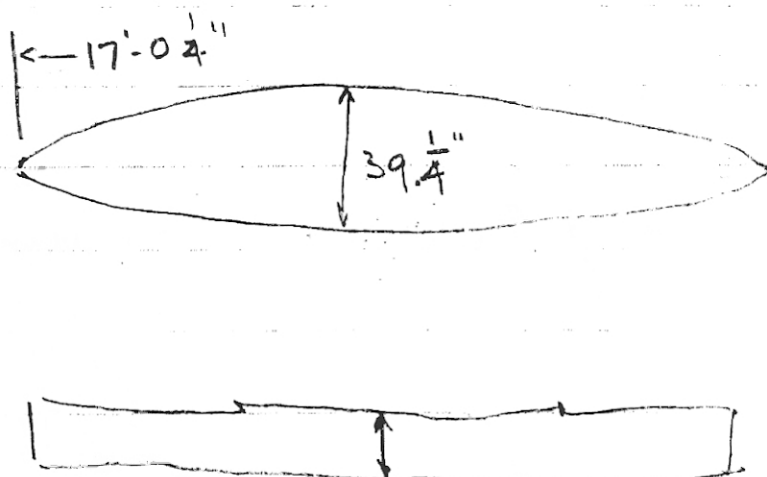
98.52

18.25

.5

3) 9.125
3.04
2

6.08



Note - new sail areas

allowed 107.6

This canoe and sails not completely measured
7/29/36 T. J. J. 29

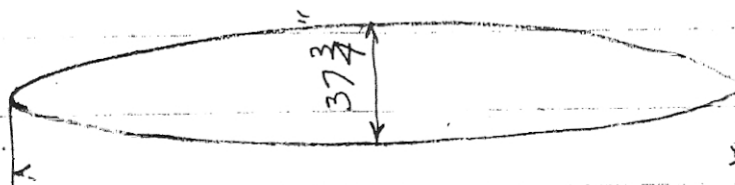
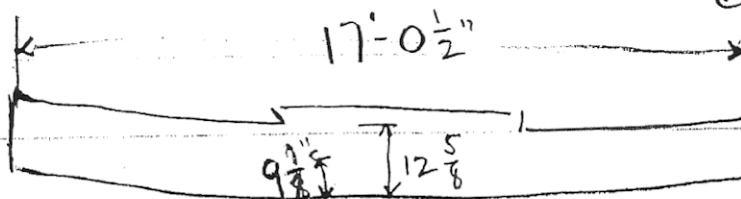
Some New and Some Old Big Canoes
 And Some 16x30 Canoes
 1935

GORDON DOUGLASS

No 19
 Change

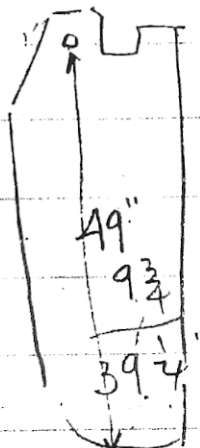
160 lbs.

Nymph III



14 13
 16
 2 3
 16
 5 1/8
 12

17.04
 5.5
 8520
 8520
 9.3720



Allowed -

107.64 sq ft

Note - new sail areas

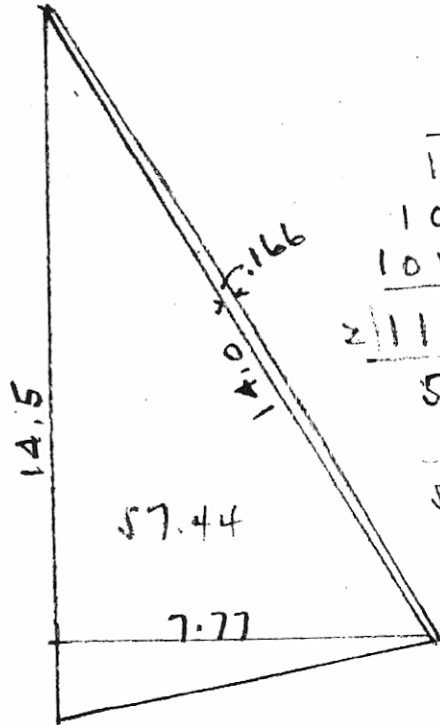
9 3/4
 9 3/4
 5 3/8

Sold to J. Fishman No number 41-

Some New and Some Old Big Canoes
And Some 16x30 Canoes
1935

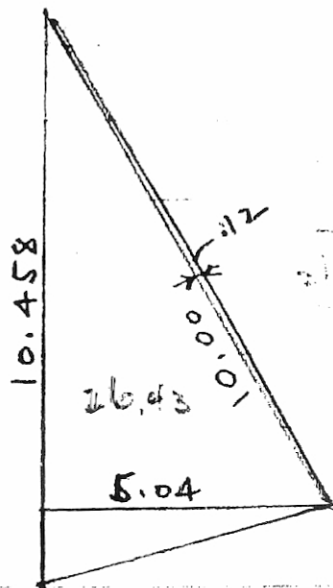
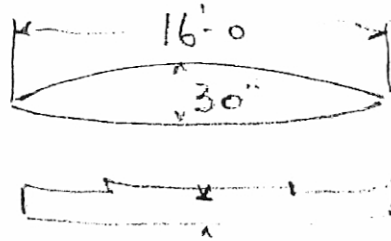
Leo Polt.

No 37



14.5	.166
7.77	14.
1015	664
1015	166
1015	3 2.3.24
2 112.665	.77
56.33	2
1.44	14.4
57.44	

57.44



10.458	.12
5.04	x 10.
41832	3 120
522900	.8
2 52.70832	.8
26.35	
.8	
26.43	

26.43

83.87

6/2/35

Allowed 92 sq ft

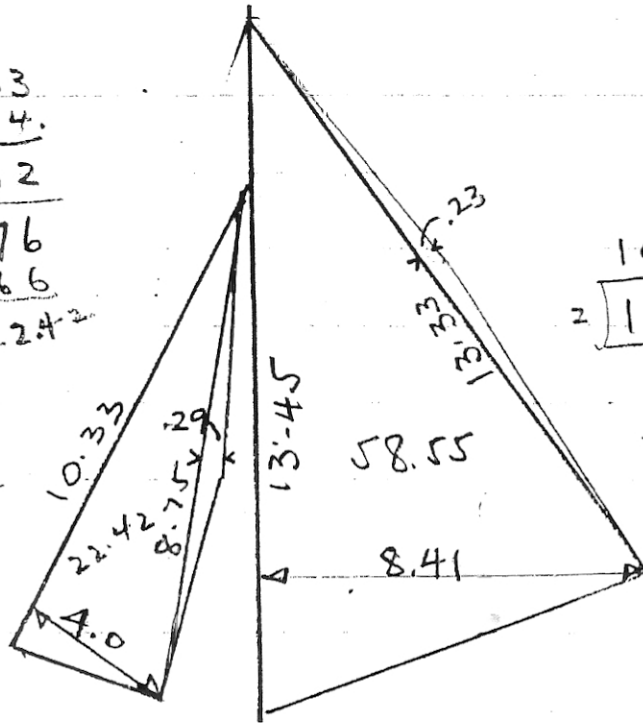
ORIGINAL MEASUREMENTS 1935

WALTER SCHALLE

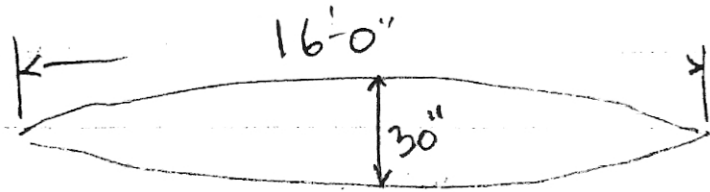
TWILIGHT

* 31

$$\begin{array}{r} 10.33 \\ \quad 4. \\ \hline 2) 41.32 \\ \underline{20.76} \\ 16.6 \\ 8.75 \quad 22.42 \\ \quad .29 \\ \hline 7595 \\ 1750 \\ \hline 2.5095 \\ 83 \\ \hline 166 \end{array}$$



$$\begin{array}{r} 13.45 \\ \quad 8.41 \\ \hline 1345 \\ 5380 \\ \hline 10760 \\ 2) 113.145 \\ \underline{56.557} \\ 2 \\ \hline 58.55 \\ 2242 \\ \hline 80.97 \end{array}$$



Paid
 5/15/36

Allowed 92 sq ft

Sugar Island Centennial

1903 - 2003

American Canoe Association



History of Sugar Island
as the National Encampment of the American Canoe Association

by Larry Zuk

[Commodore Larry Zuk has been going to Sugar Island for 80 of the first 100 years]

From its formation in 1880, the American Canoe Association held an annual National Encampment at various locations. Interest in establishing a permanent location was further directed toward the 1000 Island area when the National Camp was held at Grindstone Island in 1884. The Executive Committee voted to start a search for a permanent site.

The Search Committee consisted of Robert Wilkin and Charles E. Britton of Gananoque and resulted in the purchase of the Island. The deed states that the lands described as part and parcel of those lands set aside for the use of the Mississaguas of Alnwick Indians were sold to Charles Edward Britton, Commodore of the American Canoe association, and Robert Wilkin, Chairman of the Board of Governors of the ACA, for the sum of \$1000.00. The sale was officially recorded in Ottawa as July 18, 1901. Island 47 was purchased in 1919 and some small islands later.

The acquisition of the Island was the major factor in the survival of the Association. A fund drive collected money for basic improvements of a dock, a kitchen, a mess hall, a store, an ice house and floors for officers tents. The first encampment was held in 1903. The expense of the Island was a major concern of the Association from the very beginning.

The National Encampments were the core of the ACA program. The National Meeting and the meetings of the Board of Governors were held. Competitions were held for the National trophies (in a sense National Championships).

While the Island provided a focus for the ACA, its location in the northeast corner of the country, to some extent, hindered the ACA's geographic expansion as a national organization.

Since 1903 the National Encampment has been held at Sugar every year except 1926 when it was held at Turtle Island, in Lake George, and in 1919 because of World War I.

From 1903 to World War II, life at Sugar changed little. The steamer, "Yennek", which served the Island until the 30's no longer provided transportation but the Annual Encampments were large with many people's eating in the dining tent served by a cook.

Commodores threw large "Balls" with live bands; competition was a major activity with sailing, racing, novelty events, races for women and children and canoe tilting. A great two day paddling regatta was held with as many as 200 Canadians coming to the Island and providing great competition.

After World War II canoeing significantly changed in North America. People could acquire canoes, including the new aluminum boats, and carry them on their cars. Membership in canoe clubs declined. One by one Canoe club boat houses disappeared or became yacht clubs. Canoeists camped at many locations, took long canoe trips and travelled to the burgeoning number of canoe racing regattas throughout the county. National Championships were established in addition to the old traditional Trophy Races at Sugar Island. All of this led to a change in the population of Sugar Island. In light of the rapid expansion of activities, Sugar Island became less important to the Board of Governors and Sugar Island was run by a "Standing Committee" whose Chairman was appointed by the Commodore.

One of the major changes occurred at that time. About 1947-1948 there was great consideration and argument about the building of cabins. Some wished to preserve the natural beauty and camping aspect of the Island and some wished to establish a summer resort. Finally, the cabin builders prevailed but the others got some regulations. All the cabins were to be the same size and shape as designed by Commodore Thomas Zuk, an architect, and to be located on certain selected sites on one end of the Island. One cabin was built for the use of the Commodore and one cabin, built by Danny Zwart, for the use of the sailors at New York Bay. The first cabins were built in 1952.

The cabin sites were to be applied for by members with consideration given to the applicant's contribution to the ACA, such as being an officer and active competitor or cruiser.

Thus began the era of Sugar Island for Sugar Islanders. This was a positive step in the preservation of the Island and the continuation of ownership by the ACA.

Other activities on the Island decreased and the major paddling regattas ceased in the early 60's. Competition dwindled to the sailing, swimming and a small novelty regatta.

Commodore Bill Apfelbeck was the champion of Sugar Island and as Chairman of the Board of Governors, made certain it was financed into the 1960's. When he left the Board, Cabin residents like Henry Jahn took over the leadership.

Members of the ACA who lived in distant areas of the country or to whom the Island meant very little always looked at Sugar as a source of money to run the ACA. Although there is doubt as to whether the Island can really be sold, since the Provincial government would like to add it to the Island Park system, the Islanders, allied with the Atlantic Division, held a political stronghold in the ACA which outvoted any movements to sell, and elected Commodores and other officials who were friendly to the Island. This was extremely important to keeping the Island.

The next major change in the Island's political structure came in 1984 as the constitution established Sugar Island as a separate identity governed by Board of Trustees, elected by the congress for six year terms on a rotating basis. The first Trustees were Adolph Springel, Larry Zuk, Chuck Tummonds, Don Jarrell, Dusty Rhodes and Brian Ireland. Adolph was elected chairman and served diligently through 1999. He deserves much credit for maintaining the physical and financial condition of the Island and continuing its activities.

By the time this board was established the Sugar Island for Sugar Islanders period was on the decline. A few old timers who had been active canoeists like Dusty Rhodes, Adolph Springel, Joe Klecka and Chick Dermand were left, but most of the cabins had been passed down to the second or third generation who were not avid racing or cruising canoeists.

Through this period of the 70's, 80's and 90's, the primary canoeing activity at the Encampments was sailing racing and much of the platform and all of the ground camping was done by sailors. The fast growing group of IC sailors became the largest group of competitors and they and their families began to participate in the governing of the Island and running the activities of the Encampment.

When Adolph discontinued his leadership, the work was assumed by non-cabin owners and the younger users of the Island and the period of Sugar Island for Sugar Islanders was over. Even cabins became available and were not eagerly grabbed up. The current Board is Pearse O'Doherty, Robert Cassar, Scott Andrews, Kevin Dermond, Dick White, and Bob Celifarco; and the chairman is Pearse O'Doherty. More effort is being made to attract other ACA members to use the Island.

We all love Sugar as a place left largely as it was in 1903. From the Island we can see drastic changes on the other islands and activities on the river, but here we can feel like

participants in an old sport that takes us away from civilization and back into the outdoors in a relatively undisturbed environment.

Physically, the changes have occurred in the west end of the Island known as "Squaw Camp". Starting in 1903, certain Canoe Clubs camped in locations picked by them and their names became associated with places like New York Bay Buffalo Wallow, Rochester Bay and Brooklyn Point. Single men had to camp on the East end of the Island on "Buck Point", families camped in "Main Camp" and single ladies to the east in "Squaw Camp".

There was pride in the fact that the only wooden buildings on the Island were the store and the ice house. There were platforms for a mess house and a cook house located at the back of what is now the meadow behind Canoe Beach and were used until the mid 40's. A little later a storage house was built to store the ACA tents and campers' tents and equipment over the winter. At headquarters there was a large tent and an officer's tent in addition to the three flag poles. One flag pole was replaced through a fund collected in honor of Commodore Chuck Tummonds in 1986.

There was no well. We drank river water until the 80's. The first well was dug in the 70's. The new well was drilled in 1999.

The governors of the Island turned down many offers of electrical service by companies that wanted to run wires over to the Island. In the 70's the generator was added to provide electricity for evening activities, principally "Bingo".

In 1972 the Ireland family donated the present building that replaced the officer's tent. Henry Callman left his estate to the ACA and \$10,000 was set aside for a new headquarters building at Sugar Island. Obviously, some of this money was spent on the HQ pavilion dedicated in the late 70's.

There was a large float alongside Headquarters Point in 1903 where the steamers pulled in to load and unload. This was replaced by a large fixed wharf in the 20's which was still there in the early 60's. The current wharf was donated by Bobby Jahn in 1984 in Memory of his Father, Henry Jahn. Recently the old storehouse was replaced by a new building.

From the beginning small docks, floats and inclines were built by individuals and are still used. Inside the Islands, Salt and Pepper, large floats and wharfs have been built for motor launches.

In the early days, transportation to the Island was furnished by the steamer "Yennek" which brought the women and children and camp outfits over from Clayton while the men sailed or paddled the canoes. That is the way I first came to the Island. In the thirties transportation became less available and most people paddled or brought small motor boats, like my dad and Lou Whitman had up to the 70's, when I paddled over from Chisamor's and Lou took me back to sail my sailing canoe over and helped us leave towing the canoes.

In the 80's and 90's, the 1000 Island Motel provided a pontoon ferry which was a great help but not so reliable. Now under new management as Mystie Isles Resort, the pontoon boat provides good service in taking people to the Island, picking them up and delivering ice and other items. Cellular phones make contact with the mainland so much easier.

In the beginning Sugar Island was the center of the ACA. Starting just before and immediately after World War II, the increased mobility of canoeists, the increase in Divisional activity and the establishment of separate National Championships led to the decline of interest by the AC A.

Financially, from the beginning it was difficult to get money for Sugar Island and the National Encampment. Efforts to preserve the Island in the ACA were now left to the Island users. Finally the Island was set up as a separate entity with its own Board of Trustees.

Now, as we finish the end of the first 100 years, the Island is used by cabin owners, long term ACA participants, racing sailors and a few new cruisers and campers. In addition to sailing races, the National Encampment provides a lively program for children, canoe and kayak instruction, run by Chuck Southerland for a long time, swimming racing and evening activities like the awards dinner and Bingo. The paddling racing, Novelty Regatta and singing the old ACA songs around the campfire are but fond memories.

We owe a great debt of gratitude to all the people, too numerous to mention, who gave of their money, time and talents over the past 100 years to leave us, in the ACA, this beautiful place relatively undisturbed and nearly in the same state as it was in 1903.

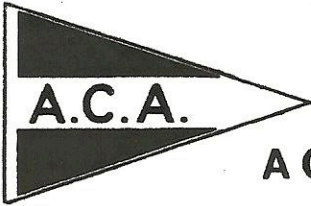


SUGAR ISLAND



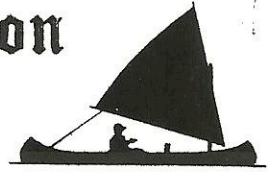
How to Put an ACA-Class Sailing Rig on Your Canoe





American Canoe Association

ACA CLASS OPEN SAILING CANOE



Sail - is a one-design sleeve type lateen sail of sturdy dacron material which may be purchased from the American Canoe Association National office.

The ACA Class rig is a sturdy, high performance, yet simple canoe sailing rig. When set up according to these instructions on any canoe with either a rudder or paddle for steering, it may be used by one or two persons for cruising or racing. If you intend to race, check the attached rules.

Mast, gaff and boom may be made of wood, preferably holly. Glue two 1½" by ¾" fir or Sitka spruce strips together for gaff and boom and taper and round to dimensions shown. Taper 4 strips and glue in a box shape with hollow center and plugs in ends for best results on masts. Aluminum tubing to dimensions shown may be used with wood plugs in ends or Laser or Force Five caps on ends. Do not attach fittings for halyard or sheet line until you put the sail on the spars and fasten the gaff and boom together and measure where the holes are in the sail. The gaff and boom should be attached so they fold together with sail on for storage on the boat.

Gooseneck - To attach the boom to the mast, you can tie it on with a rope to try it out (or permanently) or you can attach a ring to the boom to slip over the mast. Best is a brass or wood gooseneck on the port side of the boom fastened about 10" back on boom, so that sail extends forward 8" in front of center of mast.

One long leeboard usually on port side is sufficient. Four 1" x 2½" boards glued together provide maximum strength and resistance to warping. Finish to dimensions shown. Can be tapered below waterline to ½" thick at bottom. Face with glass on both sides where it attaches to the thwart.

Leeboard thwart may have an aluminum angle and carriage bolt or wood assembly with ½" brass bolt as shown. Face wood with fiberglass where it rubs against the leeboard.

Rudder blade is the same construction and shape as the leeboard. Stainless gudgeons and pintles can be purchased. The straight stick tiller shown with a hiking extension may be used or an extension may be run to a pivot behind the cockpit and a tiller attached to gain more leverage.

The mast thwart and mast step should be braced on most canoes to prevent twisting of the hull. Aluminum tube or plywood may be used.

Assembly of rig to the canoe begins by determining cockpit space and weight balance. For steering with a paddle the sailor must lie down in the canoe and needs a longer cockpit. This also helps with two people in the boat. The leeboard thwart should be approximately 26" forward of center and a back rest thwart 26" aft of center providing 48" cockpit. For steering with a paddle, the canoe should have a strong windward helm, therefore the distance from mast to leeboard is shorter than with a rudder which requires almost no windward helm. If you use a rudder, you sit on the gunwale just behind the leeboard so the leeboard thwart is placed 8" to 12" forward of the center of the boat. (Note A on drawing.)

Measure from the center of the boat forward to leeboard thwart. Then measure from center of leeboard to center mast (Note B on drawing), 24" for a long boat, 28" for a short boat. Put in the mast thwart and mast step. (If you desire to make this one or two inches farther forward because of the placement of seats or thwarts in your boat, you will only lose a little in performance.)

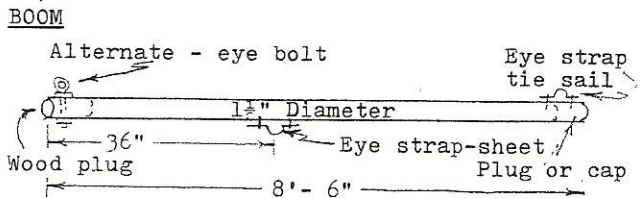
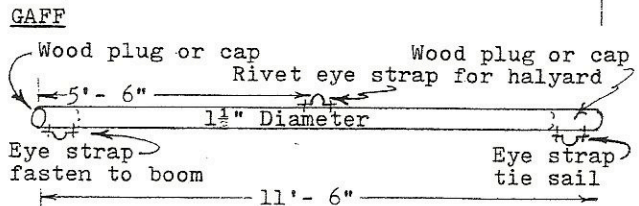
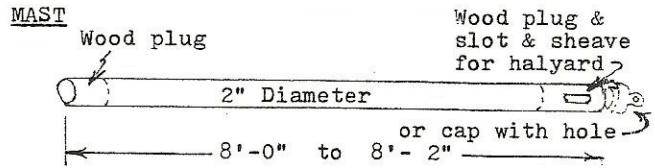
DO NOT fasten the leeboard thwart to the boat yet. Assemble the rest of the rig, clamp the leeboard thwart in place, sail the boat and adjust the leeboard back and forth one or two inches until you get the amount of windward helm you want. (We cannot give the exact location of the leeboard within 2 or 3 inches because of the variety of hull shapes and sizes and steering devices which will be used.)

Fasten the halyard to the gaff, run it through the top of the mast to a block on the front of the boat or on the mast thwart back to the leeboard thwart and tie it with the sail down and stowed on the boat. Then it is long enough and sail can be quickly hoisted.

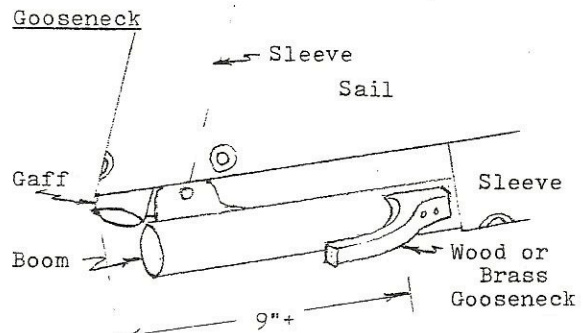
For paddle steering, attach the sheet line to a thwart or seat in the stern, run it through a block on the end of the boom, through a block on the center of the boom, through a block on the leeboard thwart and back to sailor's hand. It is safest not to cleat the sheet.

For rudder steering, attach the sheet line to the boom or a becket on a block on the boom and run through a double block on the leeboard thwart, back up through the block on the boom, back down through the double block on the thwart and to the sailor's hand.

ACA CLASS ALUMINUM SPARS



Note- Use 6061-T6 aluminum tube - 0.058 wall thickness. Marine stores have Laser or Force Five caps and fittings to fit.



ACA CLASS SAILING CANOE
 44 Square Feet
 Lateen Sleeve Sail

Nov. 3, 1981
 Scale: 1 cm=1 ft.
 L. Zuk

ACA CLASS SAILING CANOE
 44 Square Feet
 Lateen Sleeve Sail

Nov. 3, 1981
 Scale: 1 cm = 1 ft.
 L. Zuk

Sail Height Max 13'-6"
 Rule

Rigged for steering

with a paddle

All dimensions recommended but optional

Except for Racing

Max Sail Height 13'-6"

Center of mast to front of sail min 8"

Sail Height Max 13'6"
 Rule

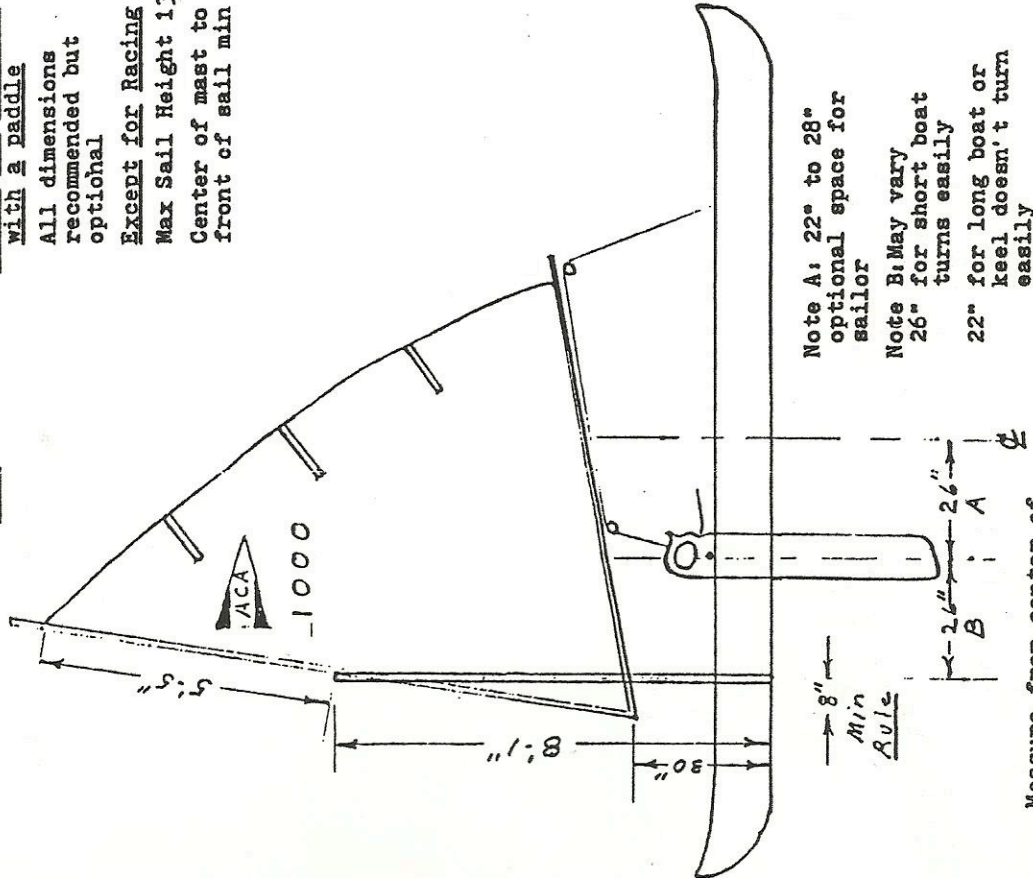
Rigged for Steering
with a Rudder

All dimensions recommended but optional

Except for Racing

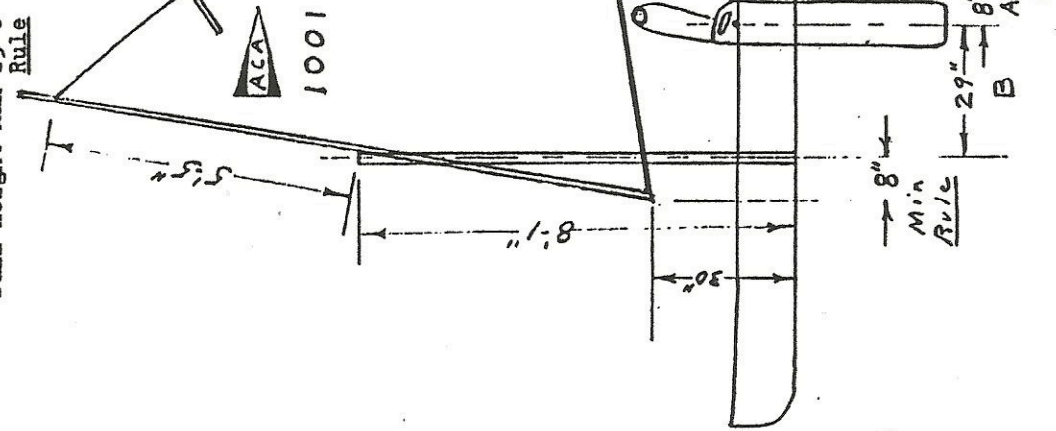
Max Sail Height 13'-6"

Center of mast to front of sail-Min-8"



Note A: 22" to 28" optional space for sailor
 Note B: May vary 26" for short boat turns easily
 22" for long boat or keel doesn't turn easily

Measure from center of boat

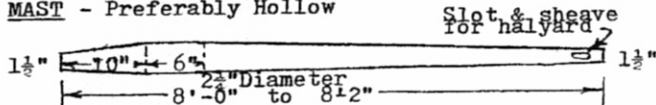


Note A: 8" to 12" optional space for sailor
 Note B: May vary 30" for short boat turns easily
 26" for long boat or keel

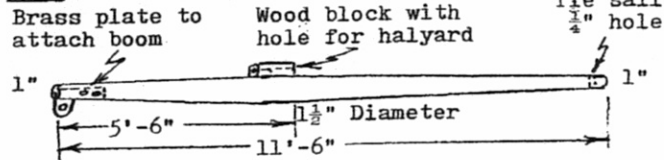
Measure from center of boat

ACA CLASS WOOD SPARS

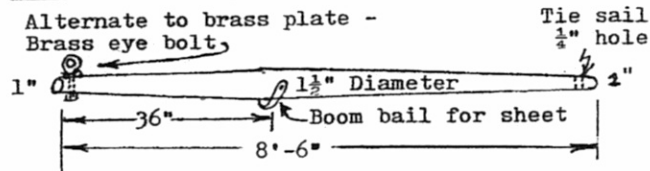
MAST - Preferably Hollow



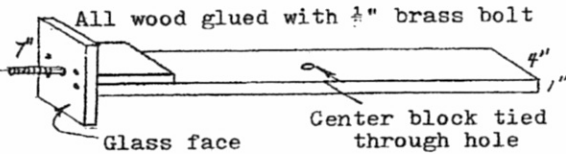
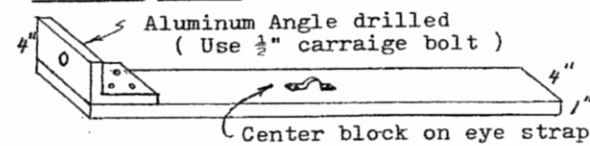
GAFF - Preferably Hollow



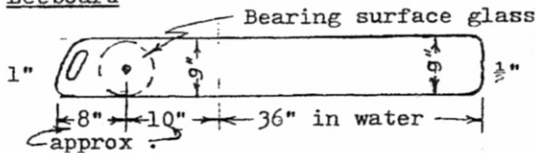
BOOM - Preferably Hollow



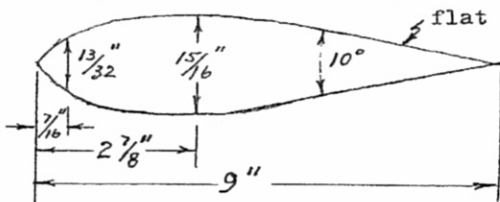
Leeboard Thwart



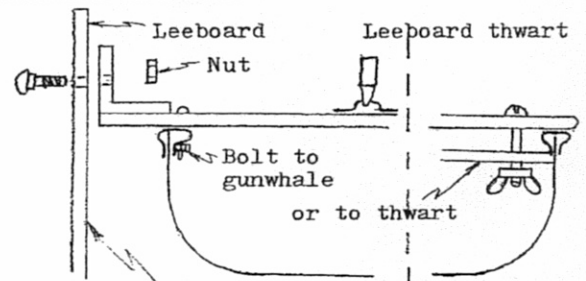
Leeboard



Cross Section at Waterline



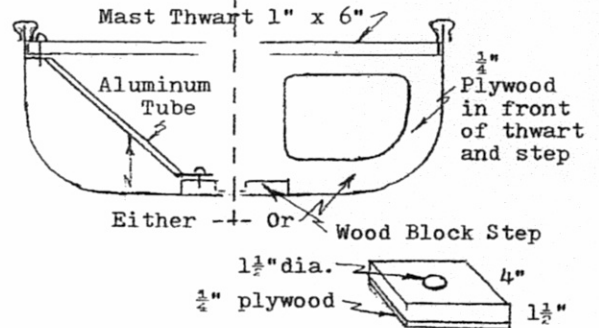
Leeboard Mounting



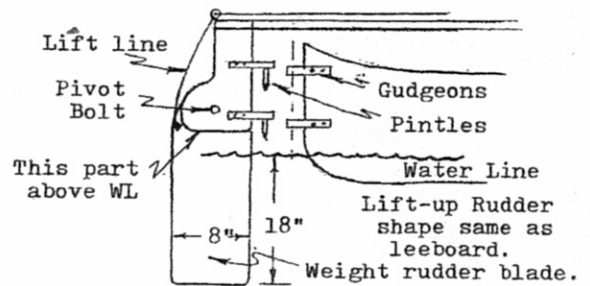
Keep close to boat so just misses when pulled up.

Mast Thwart and Step

Aluminum Tube or Plywood Support



Rudder



Note- Put sail on spars and measure before attaching halyard and sheet fittings.

REGISTRATION FORM

ACA Class Open Sailing Canoe

Name _____ ACA Class Sail No. _____
 Address _____ Telephone No. _____

Name of Canoe _____ Manufacturer _____

Length _____ Max. Beam _____ Model _____

Max. Beam at 4" Water Line _____ Deck Length: Bow _____ Stern _____

Steering: Rudder _____ Paddle _____ Shape: Sym. _____ Asym. _____

Remarks: _____

Return this form to: Chairman, National Sailing Committee

c/o Marilyn Vogel, Secretary, 2210 Finland Rd., Green Lane, PA 18054

Optional - attach a downhaul to the bottom of the boom at the after part of the gooseneck and/or a vang at the center cut on the boom and run through blocks attached to a ring at the bottom of the mast.

This is the recommended rigging for this sail. Modifications are permitted. If you wish to race, check the rules. There are two measurements on the rigging: (1) maximum sail height 13'6", and (2) sail extends 8" or more in front of centerline of mast. There are a few restrictions on the hull and decking.

ACA Class Open Sailing Canoe Racing Rules

11-3-81

The ACA Class Open Sailing Canoe is a simple sleeve lateen sailing rig suitable for cruising or racing. It is based upon a one-design sail which must be purchased from the National Sailing Committee of the American Canoe Association and manufactured by licensed sailmakers.

No modifications to the sail are permitted nor any changes or additions to the sailing rig permitted unless stipulated in these rules.

The Canoe Hull and Permanent Attachments

1. The canoe must be single-hulled, pointed at both ends and symmetrical from side to side but not necessarily symmetrical from end to end. Any length is permitted.
2. The canoe shall be 30 inches or wider at the 4-inch waterline at some location.
3. The canoe with rigging shall float when submerged.
4. The canoe shall not be decked for more than two thirds of its length. Deck coamings or splashboards shall not be more than 2 in. high.
5. Permanent bulkheads are limited to the area under the decks.
6. Flotation is encouraged and may be added, but no flotation shall be installed so that it acts as additional decking or gunwales and impedes the flow of water into the boat.
7. Gunwales shall not be greater than 3 inches wide including the hull of the boat and may not extend outboard of the hull more than 1½ inches.
8. Any type of bailing device is permitted.
9. Hiking straps are permitted.
10. Keels are optional and shall not exceed 1½ inches in depth.

The Attached Sailing Rigging

If the canoe is rigged as per instructions, it will conform to these rules. Any construction material may be used.

1. The sail must be an official ACA sail purchased from the National Sailing Committee. No alterations to the sail are permitted. The sail may not be sailed loose-footed.
2. The rigging shall be attached so that the gaff, boom and sail can be lowered and stowed on the canoe while underway.
3. The sail shall be installed using the openings provided in the sleeves for fittings such that the top of the sail is no higher than 13 feet 6 inches above the inside of the bottom of the hull measured vertically from the head of the sail with the canoe level.
4. The sail shall be installed so that the foremost part of the sail at the tack shall be no less than 8 inches in front of the center of the mast measured horizontally.
5. The mast shall be a straight single mast and the boom and gaff shall be straight. All spars are allowed a one-(1)-inch bend as measured from end to end along the center line for a manufacturing tolerance or set caused by use. The mast without fittings shall fit through a 3" diameter circle.
6. A rudder or paddle which may be attached to the canoe may be used for steering.
7. One or more leeboards may be used. Centerboards or skegs are not permitted.
8. A sprayboard at the leeboard(s) is permitted which shall not be longer than 6 inches forward nor 3 inches aft of the leeboard when the leeboard is in a vertical position.
9. No seat shall extend outboard of the gunwale. Seats are permitted only under the gunwale.
10. Downhauls and vangs are permitted. Adjustable outhauls or adjustable travellers are not permitted.

New rules: As amended to date. August 27, 1994

The Canoe Hull

3. The canoe shall be 29 inches, or wider, at the 4-inch waterline at some location.
7. Gunwales shall not be greater than 4 inches wide including the hull of the canoe.

The Attached Sailing Rigging

11. A window is permitted. Recommended size and location included in class drawing.



1880-1980

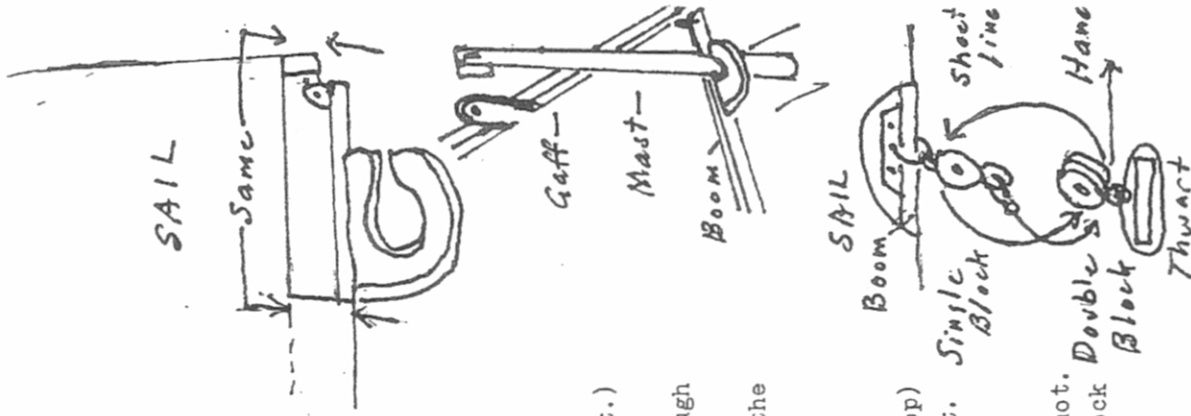
AMERICAN CANOE ASSOCIATION, INC.

Signed: Larry Zuk
National Measurer

ACA Class Sail Assembly

1. Glue the gaff together with epoxy glue.
2. Insert gaff and boom into sail sleeves - open side in.
3. Bolt the two brass plates together with a $\frac{1}{4}$ x $\frac{3}{4}$ bolt & wing nut
4. Attach 1/8" nylon or dacron line at 3 corners of sail.
5. Pull sail down at the tack so it is parallel to the boom and tie.
6. Pull sail up very tightly at the head and tie it.
7. Pull sail out loosely at clew as far as cloth goes without stretching.
Tighter in heavier wind - put on tension.
Looser in light wind - $\frac{1}{2}$ ".
8. Boom and gaff go on left side of mast. Put gooseneck on mast up where the mast is thin and slide it down. This holds gooseneck on mast when sail luffs. Mast is set with sheave sideways. Block on mast is on left and block on gaff goes against it. Thus, sail does not rub against mast.
9. Tie loops of 1/8" nylon cord around boom to fasten sheet line at cut out in boom. Do not put any holes or bolts in boom. It weakens it.
10. Use $\frac{1}{4}$ " Dacron yacht braid line for Halyard and sheetline. (About 45 ft.)
11. Put Halyard through the hole in wood block on the gaff and tie a knot in the line. (Not around the gaff.) Put the long end of the line through the top of the mast. With the sail lying on the canoe in the position you would stow it for paddling, put the halyard through the mast, down the mast around the mast thwart and back to the leeboard and tie it. Then cut off the excess line. The halyard is then handy to haul up the sail while you are sitting in the boat underway.

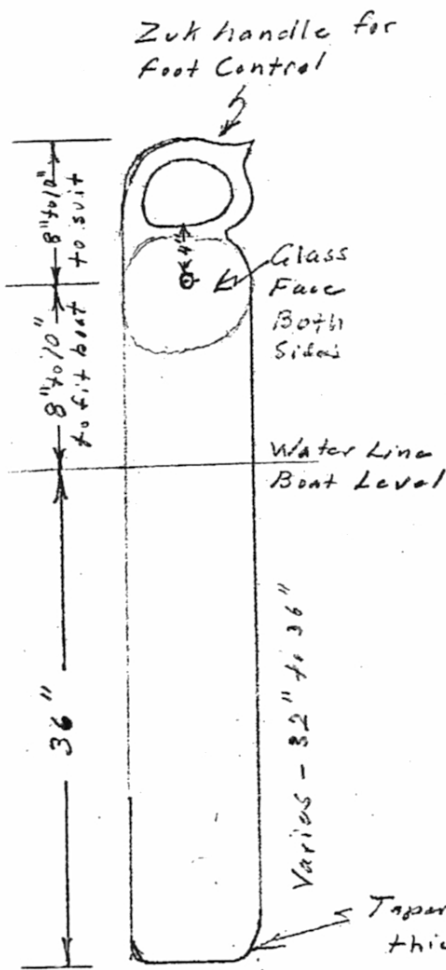
12. Assemble the sheet line. Tie the single block with the becket (extra loop) onto the boom. Tie the double block with swivel onto the leeboard thwart. (I use little shackles so I can take the sheetline off and put it away separately.)
13. Tie one end of the sheetline to the becket on the boom with a bowline knot. put the line through the double block on the thwart, back through the block on the boom, down through the block on the thwart and back to your hand.
14. Put the boom out at an angle of 80 degrees (which is the furthest it should be let out), put the sheetline twice around your hand on the gunwale (which is the way it should be held while sailing) and cut it off.
Do not have extra sheetline in the canoe to sit on or get tangled.
Do not tie a knot at the end or cleat the sheetline. Be able to loosen it in the puffs.



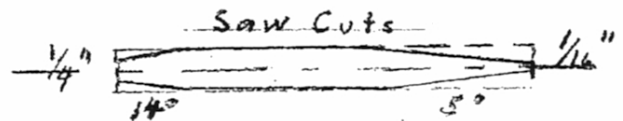
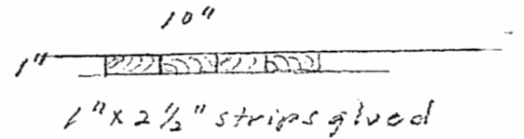
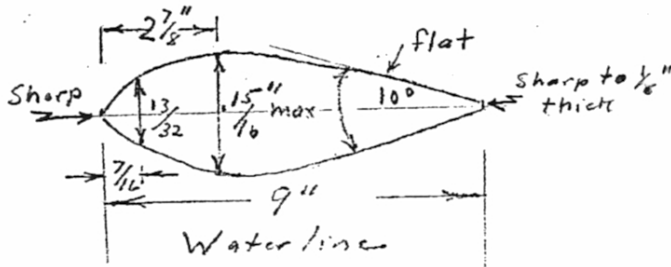
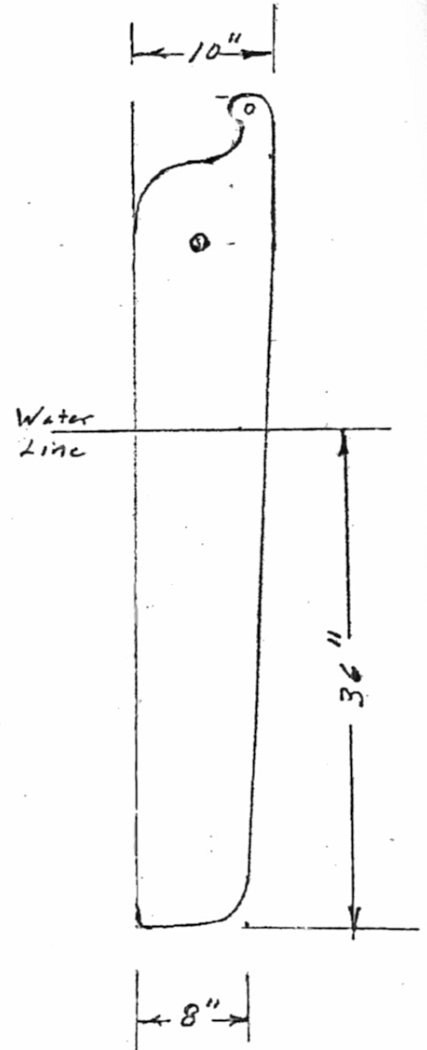
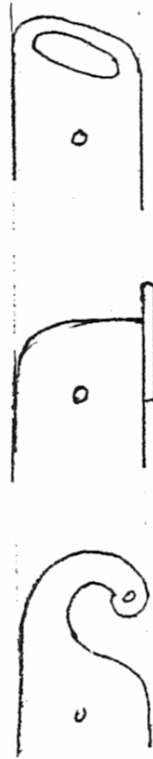
Lecboard

1-25-81

One long lecboard - usually port side.



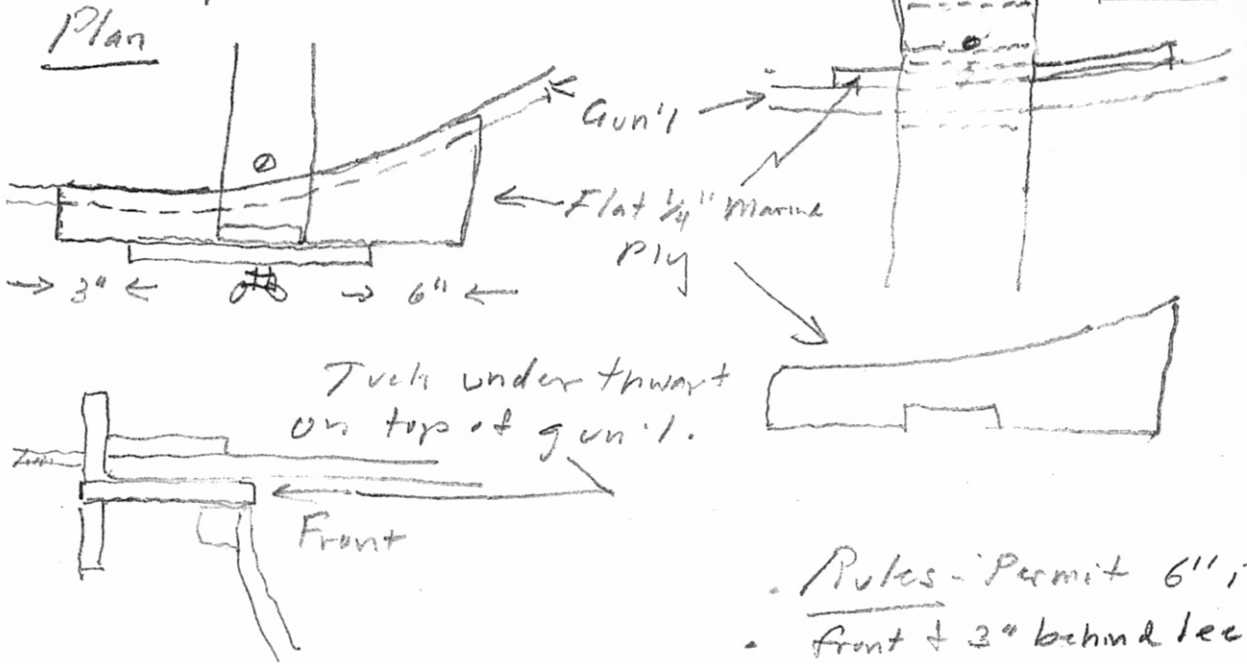
Handles



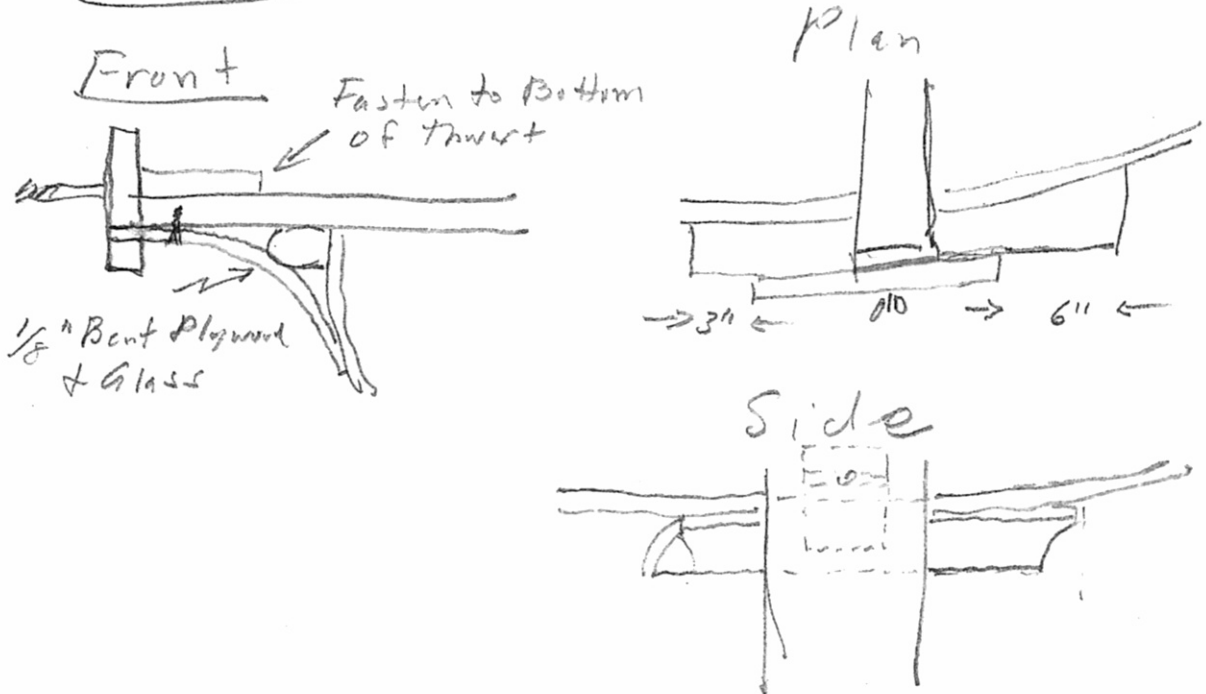
Sprayboards at Leekboard

4-30-86
Larry Zolt

Simple-flat board



Curved - best



ACA CLASS SAILING CANOE

44.5 Square Feet
Lateen Sleeve Sail

Nov. 3, 1981
Scale: 1 cm = 1 ft.
L. Zuk
Page 1 of 3

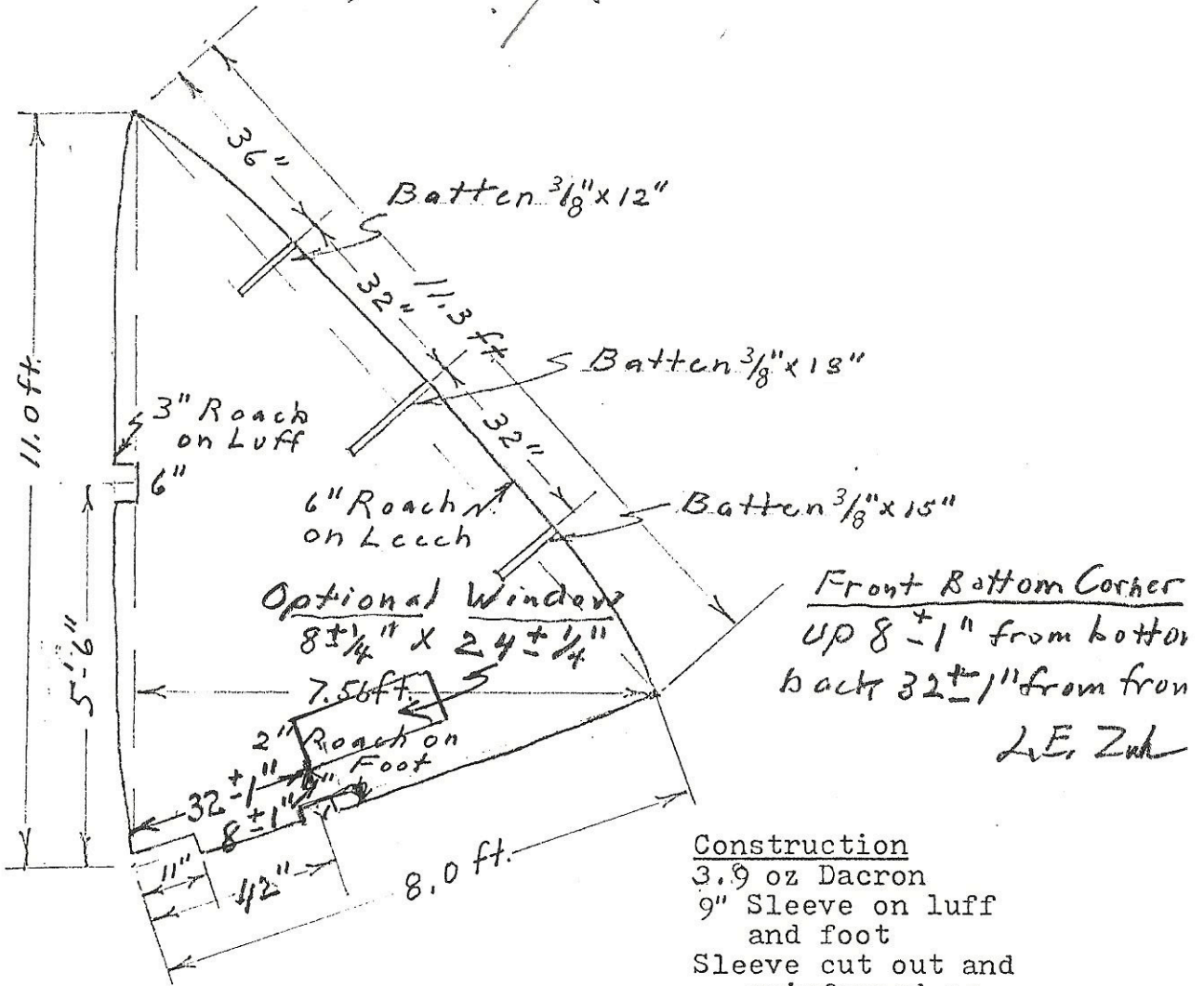
Revised 3-10-82

Revised Window
6-3-94

Recommended

Window Design 6-3-94

Larry Zuk



Stencil ACA Burgee
Stencil 4 digit number 6"
Tolerance on luff, foot
and leech $-\frac{1}{2}$ " +0

Construction
3.9 oz Dacron
9" Sleeve on luff
and foot
Sleeve cut out and
reinforced as
indicated

45 Grommets in corners
Medium full tapered
Sewn in batten

3/8" Glass battens
plastic tip

Deck Tanks

As an alternative to permanent bulkheads and decks, foam blocks, poured foam or air bags, for extra flotation, I built air tanks attached to the underside of decks. They are Removable, leaving the canoe lighter for paddling or light air sailing and they make the canoe easy to clean. In case of any leaking, they may be patched or sealed from the outside while out of the canoe. My pair of 39 inch cruising decks for the Dragonfly adds 9 lbs. to the weight of the canoe,

The bottom of the tank is flat and allows a half inch underneath for water to drain back into the middle of the canoe where it can be bailed out . I used a bottom plate and a stem plate of 3mm marine plywood to get the desired shape on the first tank. The second tank I molded off the first except for the bulkhead and now I am molding tanks for other Dragonfly canoes.

First I coated the inside of the canoe end with parting compound or lined it with Seran wrap to be able to release the tank after molding. Then I placed the bottom ply and the stem ply into the canoe. If they slide around, glue them in with contact bond. Then I glassed the inside of the hull and plywood with two layers of 6 ounce glass cloth. I used epoxy although polyester would be fine. The tank should be slightly longer than the deck at this time. I brought the glass up over the gunwale to form a flange to glue to the deck. The two pieces of plywood were left in as part of the tank.

I shaped the bulkhead of 3mm marine plywood to fit nicely, but not necessarily water tight, at the end of the decklength. Mine is 39 inches. Remember, the deck length is measured to the end of the deck and bulkhead. I left the top extended 3 inches to trim to the deck shape later. I glassed in the bulkhead on the inside with two layers of 2 inch glass strips and coated the surface of all wood surfaces to protect against water absorption and rot. I then pulled the tank out of the canoe and cleaned the inside of the canoe.

Now, working on the outside of the tank was easy. I trimmed the excess glass and glue off the tank with a disc sander and using strips of glass reinforced the joint at the bulkhead and wherever else it needed it. I put 2x3x1 inch blocks in the two corners where the skin, bulkhead and deck join and a block where the front of the tank will fit up against the existing canoe deck.

At the stem, small, end I put a "beak" of $\frac{3}{4}$ plywood which will hold the tank down by wedging under the canoe deck. Fit this to size by putting the tank back into the canoe and trimming to fit.

My decks are crowned 3 inches above the gunwale at the bulkhead. I tried on the deck bend and carefully trimmed the top of the bulkhead to fit. This is the only critical watertight joint since all the others can be sealed from the outside.

As an optional feature, I put two strips of 2 inch ethafoam down each side of the tank with a spreader in the middle to hold the tank sides out against the hull of the canoe to reduce flexing when the canoe is submerged.. As an optional feature, a plastic nipple could be glued into the stem end with a cap to be opened for breathing or emptying condensed water.

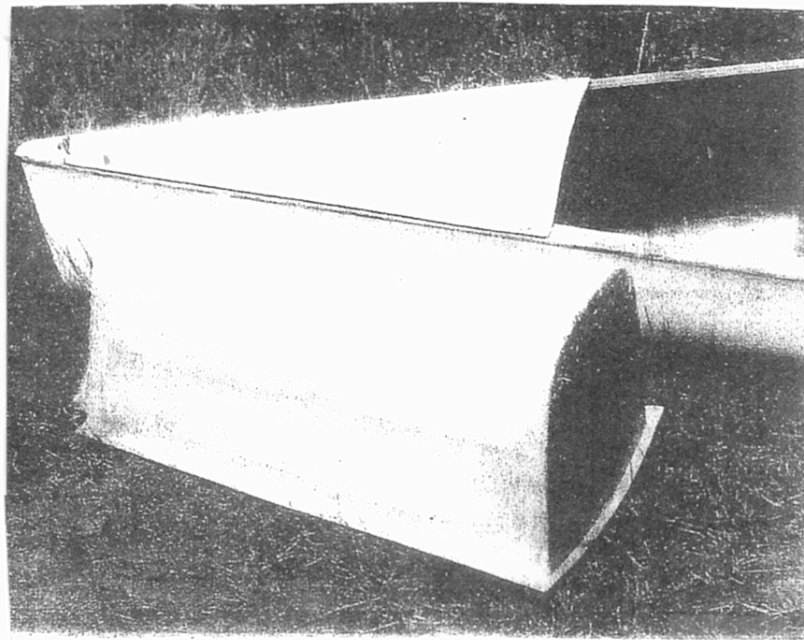
Now I was ready to put on the deck. I had made my decks oversize all around with a $\frac{1}{4}$ inch by $\frac{1}{2}$ inch support strip glued down the middle of the center and coated all over with epoxy. I put 2 glass strips on the flanges over the gunwale, over the block at the

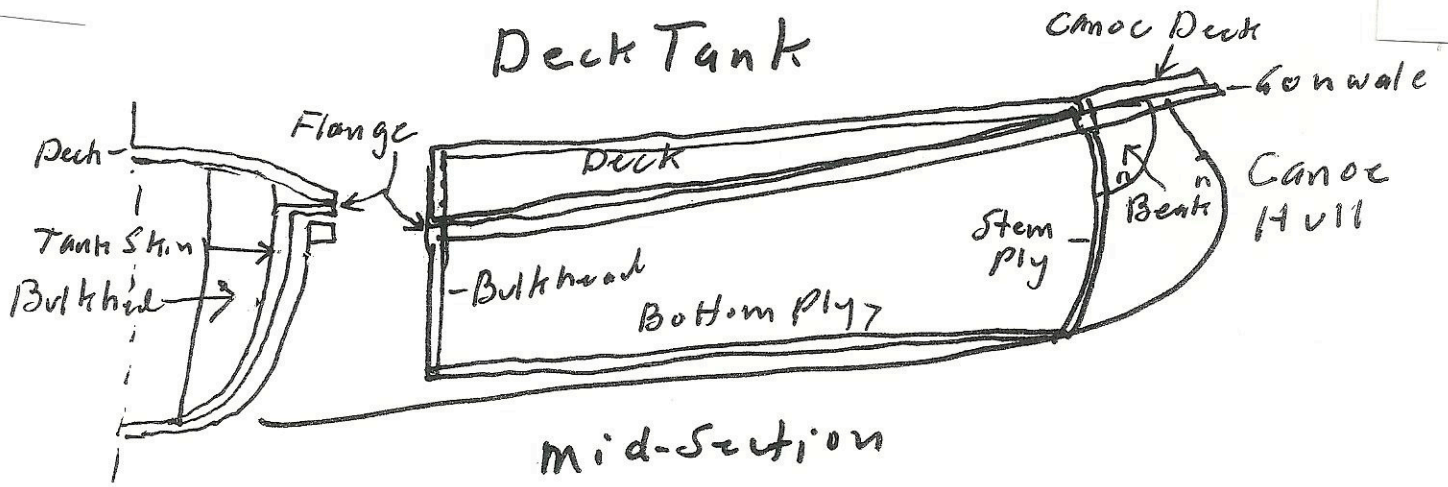
stem and under the deck where it goes over the bulkhead. I saturated the glass and clamped on the deck leaving it hang over all edges for trimming later .

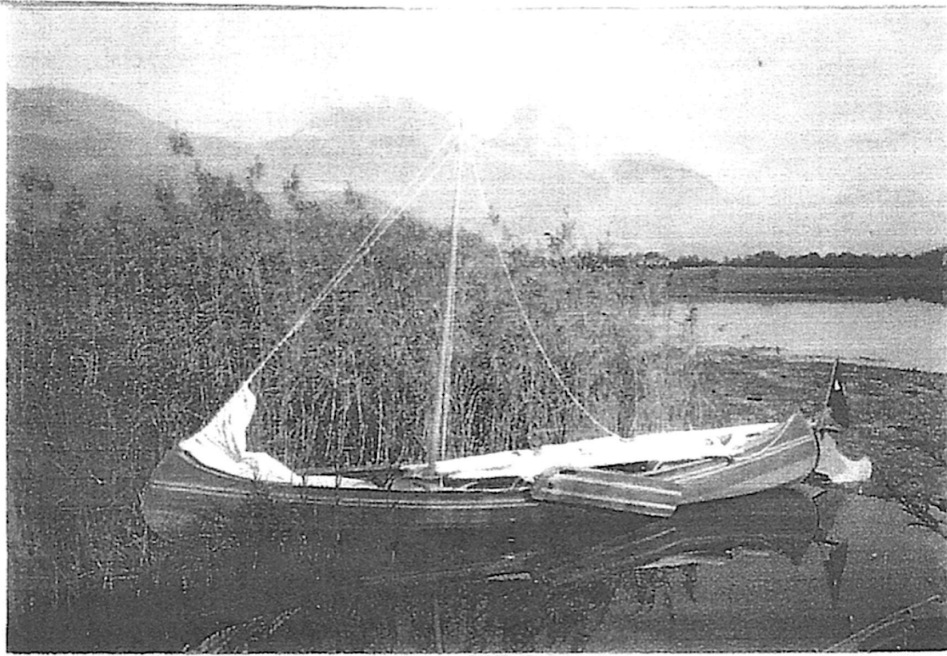
Then I put plastic seran wrap over the inverted finished tank and molded the second tank open at the bulkhead. After trimming , I put it into the other end of the canoe and fit in the bulkhead. This allows for one end of the canoe to be slightly smaller or larger than the other. Then finish the second tank as the first.

Now I took the two completed tanks to the lake and submerged them. Very difficult. Tremendous flotation.. Any leaks can be patched from the outside. If desired, hatches may be installed and the tank used for storage as with a permanent compartment.

To install the tank in the canoe I pushed it securely into the end of the canoe making sure the end was firmly held in place by the deck. Then I put small bolts through the deck and gunwale . A brass clip could be used screwed onto the deck into the wood blocks glued under the corner of the deck with blocks glued under the gunwale to keep the tank from sliding back into the canoe.







A Brief Look at

**The History of Canoe
Sailing in North
America**

A Brief Look at
THE HISTORY OF CANOE SAILING IN NORTH AMERICA

Larry Zuk
SAILING CANOES

To begin the story the reader must travel back in time to the 1870's. Those were the days when Custer was still fighting Indians and much of the country was still not mapped. People traveled around on horseback or in wagons or in boats. Farms, towns, and cities grew up around the waterways and much more shipping and traveling was done over water. A greater percentage of the people were familiar with boats and with sailing. Also, the people of the East Coast used the language more the way it was used in England.

John Macgregor designed a craft modeled on the "Esquimau" boats he had seen on his travels in North America in 1859. He called these boats "canoes" and named his Rob Roy after a member of the family. Actually, he designed four of them and used them for travels, starting in 1865, around Europe and the Middle East. His books did much to make the canoe popular. At about the same time another Englishman, Warrington Baden- Powell, designed and built another canoe which he called the "Nautilus", which also went through several models. Under Macgregor's leadership they formed the Royal Canoe Club in 1866.

In North America, another journalist, William L. Alden, had a canoe made by James W. Everson which followed the lines of the Nautilus No. 4, and was named the "Violetta". He influenced some of his fellow sportsmen to take up canoeing and founded the New York Canoe Club in 1871.

These canoes, which we would call kayaks today, were cruising boats intended for making trips lasting several days. They were made by European building techniques, cutting pieces of wood and fastening them together with nails and screws and bolts. They did not originate from the birch bark canoe and had nothing to do with it. They had cockpits in which they slept and, from the very beginning, centerboards and rudders.

In a similar manner to other yachtsmen, they started racing with the first official canoe sailing race on Flushing Bay, October 21, 1871. The race was won by Montgomery Schuyler in the "Gretchen", built in England. The New York Canoe Club had sixteen members that year.

J. Henry Rushton began building canoes in 1876 and his first sailing canoe, Alden's Vesper, was soon added to his catalogue. William P. Stephens was building canoes in New Jersey before 1880.

The American Canoe Association was formed in 1880 at Lake George. They held annual Encampments at various places and started a series of competitions. The first was the

ACA record in 1884, which was a combined paddling and sailing trophy. The Sailing trophy was added in 1886.

In 1886, at the Annual Encampment at Grindstone Island in the Saint Lawrence River, an important Regatta took place where the competition was primarily amongst various styles of canoes. The British canoes, sailed by Baden-Powell and Stewart, were of the Nautilus type, larger and heavily ballasted. The American canoes, Gibson's Vesper, built by Rushton, and Barney's Pecowsic, built by Fletcher Joyner, were much lighter and without ballast. Paul Butler even had a canoe with a sliding seat he had just invented.

The Americans very soundly defeated the British with the Vesper's winning the first race and the Pecowsic's winning the consolation race. Gibson and his Vesper also won the ACA Sailing trophy. This Regatta established the racing superiority of the light, specialized, racing sailing canoe and especially the smooth-skinned and technically rigged Pecowsic. From that point on the builders designed canoes and the rules were changed to develop the sailing canoe as a highly specialized racing machine!

By 1903, when the ACA had purchased Sugar Island and started its National Encampment there, the rules stated that the sailing canoe be no longer than 16 feet nor wider than 30 inches but for each decrease of length of 1 inch there could be an increase of width of 1/8 inch. They could carry 112 square feet of sail area.

There was also a "Cruising Class," where the boats had to have a cockpit in which the sailor could sleep, and a Special Class which could be 17 feet long and 42 inches wide, and also required a cockpit for sleeping, and no seat could extend outboard of the gunwale.

In 1901 draft sails were introduced and Farnham Dorsey won the Sailing Trophy at Sugar Island, and most sailors changed from the old batwing sails that were originally used. In the pictures of the time, most of the canoes are ketch rigged with Gunther type rigs.

After the new International class rules in 1934, this kind of Sailing Canoe, which had originated as a canoe for taking long trips, sometimes sailing and sometimes paddling and sleeping in the canoe, had developed into a strictly racing sailboat. Few of the old canoes have been preserved.

The design and development of the new wider, planing hulls was carried on mostly by individuals. Louis Whitman designed the Manana and the Phoenix, which hulls he had cold molded in Sweden. Most of the canoes were made of wood by individuals and were one of a kind. However, in the 1950's, hulls of molded plastic with fiberglass and other fiber reinforcement were introduced, and the ICF went to a one-design hull.

Now, in the first decade of the 21st Century, most of the canoes are made by groups of canoeists in the US and Canada who have made molds which take advantage of variations

allowed by the rules, to make theirs, hopefully, the fastest. Possibly one might be purchased by usually only used canoes are available. Every two years there are World Championships, but the old "Challenge Cup" Sailing Trophy and others are still contested.

CRUISING CANOES

Cruising canoes are exactly like what the title suggests. They are canoes built of wood for day paddling and for taking long trips with camping gear. They were originally developed for paddling with no thought of sailing.

In the Rice lake region of Ontario, in 1858, I.S. Stephenson developed and built canoes of basswood in the general shape of the birch bark canoe but built of lightweight strip planking and narrow ribs tacked and screwed together in the European boat building style. This was followed by the establishment of several companies which became the Peterborough, William English, Rice Lake and others, making this type of canoe. These canoes became the most used canoes in paddling racing in Canada and the United States and continued as such until the Second World War.

The American Canoe Association held an Annual Encampment every year after its founding at Lake George in 1880. Many of the early encampments were in southern Ontario, including the Thousand Island region of the Saint Lawrence River. As usual, when sportsmen get together they start to set up various forms of competition and so contests in sailing, paddling, tilting, overturning and emptying and other ways of handling canoes were initiated. The first Championship officially recognized was the ACA Record in 1884. This was a three-race series of one sailing race, one paddling race and one combined race with six alternating paddling and sailing legs, recognizing, in other words, the best "all around" canoeist!

At these Encampments they became acquainted with the Peterborough type of canoe used by the Canadian Members and photographs of these encampments show the predominant number of these canoes on the beach and in the water as these canoes became used in the paddling races.

As usual with racing people some of these canoes were redesigned and developed more for paddling racing, especially in Canada. The 16 ft. racing models for one and two paddlers became known as the "peanut" and the 20ft. canoe as the "Quad" for four paddlers. They were used for both single-blade and double-blade racing until the adoption of Olympic Rules in 1952.

However, the companies like Peterborough, William English, Saint Lawrence, Rice Lake, Canadian Canoe Company, Capital Boat works, in Canada, Beers Bros. Engine Co., in Rochester and J.R. Robertson in Massachusetts continued making canoes in which people paddled and took trips, or "cruises". Many of these cruises were with a combination of

sailing and paddling, in the same manner as did canoeists using the original sailing canoes. At least one Canadian company sold a simple lateen sailing rig.

As usual, since many canoeists were sailing these boats, they started racing them.

There was a standard set of measurement rules which were made for paddling. This provided a group of very similar canoes. It also provided a basis upon which a set of "Open Canoe" Sailing Rules were established.

By the time of the first encampment at Sugar Island in 1903 there was a set of "Racing Regulations" for sailing open canoes which was essentially what we have today except the sail area was 60 square feet for any size canoe. An "Open Canoe" sailing race was also held with four of the contestants from the New York Canoe Club and one from Park Island Canoe Club at Trenton, New Jersey. Two of these sailors also raced in Sailing Canoes.

At Sugar Island in 1905, Open Canoe races were held with seven contestants, two of whom also raced in Sailing Canoes. They were from the New York Canoe Club, the Knickerbocker Canoe Club and the Admiralty Cub of Ithaca, New York.

In the Next year there was an expansion of the fleet so that at the next National Encampment at Sugar Island in 1906 there were sixteen contestants in the Open Canoe sailing race. Fifteen sailors raced in Sailing Canoes with four racing in both and the two new trophies were established for 1907.

The first race for the Lady Bug Trophy was held on Saturday, May 30, 1907. There were seven starters, the race was two miles, the wind was strong and the water rough and the race was won by A.M. Poole of the New York Canoe Club (who had donated the Lady Bug Trophy) in his canoe "Lady Bug", with H.D. Cochrane of the Knickerbocker Canoe Club 2nd.

The first contest for the "Open Canoe Sailing Trophy" was a series of three races held at Sugar Island in August 1907, in which twelve open canoe sailors competed, nine of whom also competed in decked sailing canoes. The races were three times around a triangular course with essentially the same rules that we now have but with a maximum sail area of 40 square feet.

There had been little or no designing of these canoes for purposes of sailing, but sailors started favoring certain canoes. I call it "the least worst" method of selection. Among all the canoes available, these seemed to be performing the best. Just like buying automobiles. None of them was designed for what I want to use it for, so I buy what I think is the closest to what I want. This persisted until I designed the Osprey in 1978.

During these years, it became increasingly popular to race these canoes to win the ACA Record, combined paddling and sailing trophy, against the “Sailing Canoes”. Until the introduction of plastic canoes, only wood canoes were used in this sailing racing. I have only seen two or three canvas canoes, and recently, three or four wood canoes covered with fiberglass in the 75 years that I have been racing these cruising canoes. These races, with the addition of a National Championship for the Cruising Class and a parallel set of races for the ACA-Class (which I designed and started in 1992) have continued to be contested from 1907 to the present.

Now, in 2008, we have, wood canoes, plastic canoes (even using carbon fiber) strip canoes (which are fiberglass canoes with a wood core), molded “Royalex” and an occasional aluminum canoe in the same race. And the canoes specially designed for sailing racing are winning.

Remember that the majority of these wooden cruising canoes have been used for paddling, day sailing and taking trips and have never been raced.

CANVAS CANOES

In 1850, G. H. Gerish began making and selling canvas canoes in Maine. Soon the Old Town Canoe Company in Maine, Arnold and others in the Boston area and some companies in the Midwest, like The Wolverine Canoe Company of Detroit, followed. Even Robertson in Massachusetts and some Ontario builders added canvas canoes to their line and Rushton added an Indian Girl canvas model. These canoes, like the wooden Rice Lake canoes copied the Indian forms but were made by white man’s shipbuilding methods: basically, cutting pieces of wood and fastening them together with tacks, rivets, screws and bolts. There were only a few canvas canoes made, either by Indians or Europeans, by the Indian method of making a sack and pushing it out into a shape with wood gunwales, stringers and ribs and fastening them together by binding them with strips of roots or animal skin.

The canvas canoe filled a great need, replacing the birch bark, for transportation in the wilderness and for recreation on the water. They became the boat for the summer camp, both personal and group camps, and rentals for traveling, fishing and of course, girling. The wooden canoe was made by cutting to pattern long strips, usually of cedar, with a lap joint and tacking them together with smaller, lighter ribs. The canvas canoes were butt jointed between planks’ and even between two pieces in the same strip, over a set of much stronger and heavier ribs, similar to those in a birch bark canoe, and then covered with canvas and water-proofed. They were less expensive primarily because they took less labor and also they used cheaper wood, including short pieces and unmatched grain and even some knots. The popularity of the canvas canoe crested about 1904 when the bicycle rage took over and you

took your girl on “a bicycle built for two” but they remained as the most used canoe until World War II when the aluminum and eventually plastic canoes took over.

Because of the way these canoes were used, the basic requirements were high initial stability, good tracking and protection from damage. Therefore, with the limited knowledge of boat design of the time, they made them wide, flat bottomed, with little or no rocker and a strong outer keel for added tracking and protection when hauling the boats in and out of the water.

Old Town made and sold sailing rigs. Some Canadian companies, like The Canadian Canoe Company of Peterborough also made them. Because of the same requirements of usage they made a substantial rig so that they wouldn't get so many returns from breakage, and made parts that required less labor, to keep the cost down. This made them sluggish in their performance. It is difficult to find out how many of these rigs were sold but Old Town, in particular, made them for a long time. When I was racing and guiding in Maine in the forties, I only saw a few in some youth summer camps -- but not sailing. I cruised, under sail, in New England from 1970 to the present and I gave Canoe Sailing Clinics for the ACA and AMC for twenty-five years in the Boston area in the 70's, 80's and 90's, and only had two Old Town sailing rigs show up.

However, one group of canoeists did use canvas canoes for racing although they made their own rigs. They started in the 1920's principally in Sheepshead Bay, in Brooklyn, NY. Because of the availability of many canvas canoes, which is probably the only kind they saw, and their relatively low cost, compared to other sailing boats, they started sailing and racing from the numerous clubs and boathouses around the bay and formed a large fleet. Racing classes were organized and a set of rules developed with the largest canoes, over 21 ft. in the “A” Class with a crew of three; the next size smaller in the “B” Class with a crew of two; and the 16 ft. to 18ft. 6 in. in the “C” class, with 55 sq. ft. sail and a crew of one. I have measurements of sails in the A-Class of up to 123 square feet and in the B-Class of 100 square feet with many of the rigs carrying one or two lateen sails. But most rigged were with Marconi sails and one B-Class canoe was sloop rigged.

Unfortunately, when I had the opportunity, I did not learn enough about this racing when I was hanging around with Lou Whitman and Danny Zwart, but I am trying to research more. This group joined and became official ACA Classes in 1935. I have numbers and measurements for 8 A-Canoes, 12 B-Canoes and 12 C-Canoes in 1935 as compared to 127 Sailing Canoes and 39 Cruising Canoes. There is a picture of an A-Class canoe with its crew on the Cover of Wooden Canoe Magazine which looks to me to be Louis Whitman in the bow and Barney Maltz in the middle, which would have Danny Zwart in the stern, but it is difficult to see him. They seem to be off City Island, where they frequently sailed, with Rikers Island in the background. But I cannot be absolutely certain. Also, there is a note in my father's measuring book which says that numbers 21 to 30 were assigned to Akron. Gradually fewer of these canvas canoes were sailed and the A-C lass and B-Class were

dropped. But the C-Class has continued with, like all the other classes, the plastic canoes replacing the canvas canoe. In the 60's the center of this canoe racing moved to Rumson NJ and Dayton OH. And now regattas are held all over the Eastern US and in Canada at Sugar Island.

In the 20's, concurrently with the activities at Sheepshead Bay, canvas canoe sailing racing developed in the Midwest from several Canoe Clubs, the last of which clubs with the old clubhouse, and still racing, is the Dayton Canoe Club. In the 60's a national Championship was established in Florida and there was the Northeastern group, which moved to Rumson NJ. Today, all the C-Class sailors race in all the Divisional and National Championships and the Trophy Races at Sugar Island.

I have raced in the C-Class races since the early 70's, but always with a cruising class rig, with a paddle and 45 ft sail, against the 55 ft. sails. Except one year in 1995 when I rigged a new Dragonfly for C-class and tried a rudder. I only won one race, never could get used to the rudder, even with 50 days of sailing, and finished the season on the last leg of the Nationals in Ohio saying, "When I get to shore, I'm never going to sail a canoe with a rudder again!!" I finished 10th in the fleet of 21 canoes and, so far, I have not!

So the canvas canoe has been used for day sailing and racing until, as with canoes used for other purposes, they have been replaced by plastic canoes. My Dragonfly is a carbon fiber and honeycomb canoe 17 ft. long by 35.5 inches wide that weighs 38 pounds. That's why they have replaced canvas canoes!

ALUMINUM AND PLASTIC CANOES

Commercial rigs and other modernization

Irwin Tyson, an ACA racing sailor, was in the marketing department of The Grumman Company at the end of World War II when they were looking for uses for their presses which formed airplane parts. He talked them into investigating making canoes and recommended to them several individuals who could give them expert advice on design. My father, Tom Zuk, and my uncle, Jule Marshall, were among the group. Grumman did write them and ask for ideas on size and design, thwarts, seats, and other items. I can remember the discussions and in general, the ideas they gave them. Dad even made drawings for hull shape. (I hope I will find them as I organize my papers for the museum.)

The Grumman Company completely ignored all of their recommendations and produced the canoes that we all know. It looks as if they could form this initial hull in one strike of the press and then rivet the whole boat together. They also made other boats, as we know, and this made the least expensive way of producing the boats. The aluminum canoe was lighter than the Canvas canoe, more difficult to dent or scratch and, therefore, started to replace the canvas canoe for camps and rentals. Actually, in the long run, the canoes were extremely difficult to repair and the rivets eventually leaked.

Grumman produced two sailing rigs, which, because of the ruggedness required and the need to keep the price down, were clumsy and inefficient. I do not know how many were sold. The second rig had a 55 sq. ft. sail and was advertised as a C-Class rig. I never heard of anyone racing the rig, although there have been a few aluminum hulls rigged by racing sailors which have raced. The 17 ft. canoe is quite fast, actually. In my classes and cruises, I have seen a few Grumman sailing rigs, and even tuned up the rigging to make them moderately sailable.

Another venture into the field of commercial sailing rigs was started by Jim Henry of Mad River Canoes. He and his wife started by getting sailing rigs and racing in the C-Class. Some other members of the family also raced. They were very good sailors and won some races and trophies. Then they came out with a C-Class sailing rig designed by Bob Schumaker, who is also a good sailor. The commercial rig was not the same rig that they were racing, but it was good. They did produce and sell rigs, but my information is that they only made about 50 of them. No one else came to our races with a Mad River rig but one came to my sailing workshop and, with a little tuning up, sailed well. They have stopped selling them, so I gather the effort was not economically productive.

To try to fill the need for an introductory sailing rig for most commercial canoes, that is efficient, relatively inexpensive and can be made by most canoeists, I designed the ACA-Class rig and developed the sail through four prototypes. I gave the rights to the American Canoe Association Sailing Committee. The sail is a cruising sail for day sailing or taking trips with camp outfit. For that purpose the rig should be simple, light weight, have a sail which is efficient so that it moves the canoe in light air but is still manageable in a stiff breeze and not too high, for getting under tree limbs when coming ashore. The sail should be quickly hoisted, lowered and stowed by the crew underway in the canoe and the boom should be high enough to clear the sailors head, when he is sitting in the bottom of the canoe where he should be, so he can see and doesn't have to be ducking the boom all the time. Of course, the racers wanted to race the rig, so, after consultation with many sailors, I developed a simple set of rules, which made almost any commercial canoe eligible for the ACA-Class, and the rig is also eligible for the cruising class on most canoes. The Class became an official ACA Sailing class and also an official class in Finland with other countries considering adopting it. The rig has been relatively successful as we have already sold more than 550 sails, and people keep sending me pictures of canoes sailing with it in Europe, Africa, Australia, etc. The sail is very well made of extremely fine sailcloth and is sold at the price at the sail maker with a \$10 royalty to the ACA Sailing Committee plus shipping cost. There is no dealer's profit. Along with the sail we send instructions for making (from wood or aluminum) and setting up the rig on your canoe.

Reinforced plastic canoes, beginning about 1951 and made primarily for whitewater racing, started replacing all the other manufactured canoes. [Using the first fiberglass and acrylic resin canoe I made in 1954, although I made kayaks in 1953, my wife and I won the First National Slalom Championship.]. Plastic canoes have the advantages of being light

and strong, being made in shapes in which wood will not bend and reasonably inexpensive. Many of them, properly rigged, have made good sailing canoes. The most efficient commercial hulls, of those we have tried, seemed to be the 17 ft. Mohawk Ranger, and the 17 ft. Mad River Northwoods. Ed Kattel had the specially designed 18 ft. Ultima made by Mohawk and I designed and developed the carbon fiber, plastic-cored, extremely light weight, 17 ft. 6 in. Dragonfly with Ted VanDusen. Both of these canoes are commercially available.

Another form of plastic boat, which has been popular with people who like to make things, is what is known as a “stripper”. It is a sandwich, a canoe with fiberglass, or other cloth, inside and outside, and a wood core. They can be made to be lightweight and some people think they are pretty. But, most important, is that they are the quickest way to make and try out new designs and they can then be used as a plug to make a mold. The first stripper made for sailing, that I know, is my Osprey, a 16 ft. cruising canoe, designed and built in 1978, which won all the cruising trophies, ending with the Nationals in 2003 and the ACA-Class Nationals as well. It is now in the Antique Boat Museum in Clayton. The Dragonfly also started as a stripper, which won the National Cruising several times. Dragonflies are now laid up with carbon fiber and epoxy and win most all the open sailing championships.

In summary, Canoe Sailing came to us from England and our first sailors were cruising sailors who explored the lakes and rivers of relatively wild North America. They used wooden canoes derived from ‘esquimau’ craft, which we would call kayaks in North America today. However, they soon started racing with the formation of the New York Canoe Club, in 1876, and the American Canoe Association in 1880.

Canoeists soon started sailing other wooden canoes which they were paddling. These were also initially used for taking trips but were racing by 1907. Canvas canoes were rigged during the 1920’s and raced mostly at Sheepshead Bay and the Midwest.

Currently, in 2011, many canoes are rigged, with some of the rigs described above, for day sailing, but very few sailors take trips with camp outfit, anymore. The sailing canoes, now the International 10 meter Class, have the largest number, possibly with 100 canoes, and race all the old trophy races as well as World Championships. The Cruising Class races all the old races, only the C-Class remains of the Canvas Canoe Classes. We are lucky to get 15 canoes in a regatta and there are probably about fifty active canoes.

Unfortunately, in the effort to be competitive, most of the canoes sailing today are plastic, replacing all the older materials, and only in the Cruising Class do we see old wooden canoes, strippers, commercially made plastic canoes and specially designed, owner made, composite, specially molded, light weight canoes in the same race. Some of us have recently taken sailing, camping trips with the same variety of hulls and rigs.

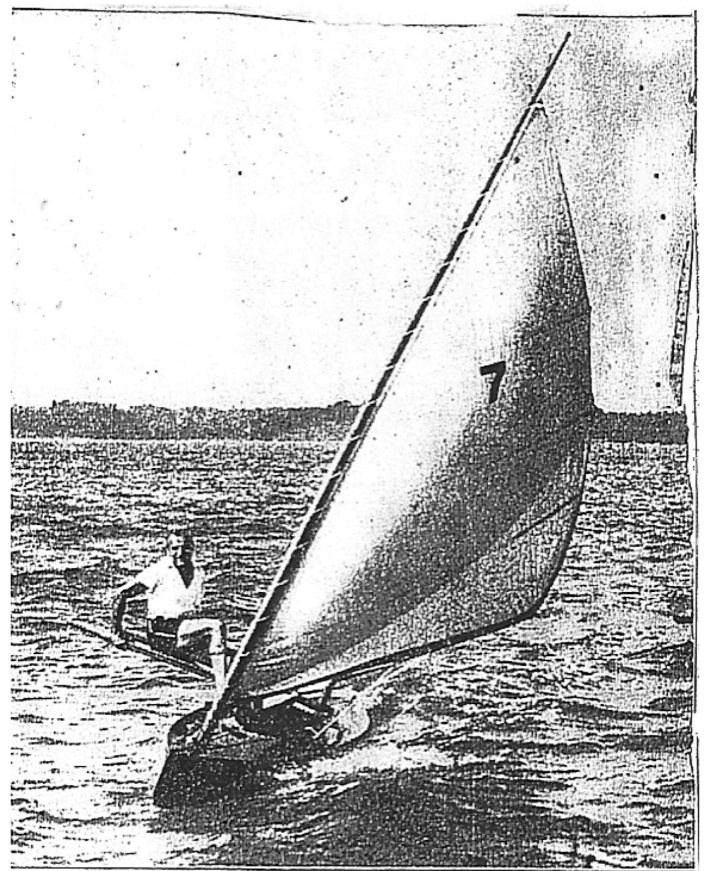


HONORARY MEMBER

Warrington Baden-Powell, Royal C.C. of London, sailing his famous canoe, "Nautilus II". International Cup challenger 1886. Illustration by Beech-Nut Packing Co.

1886

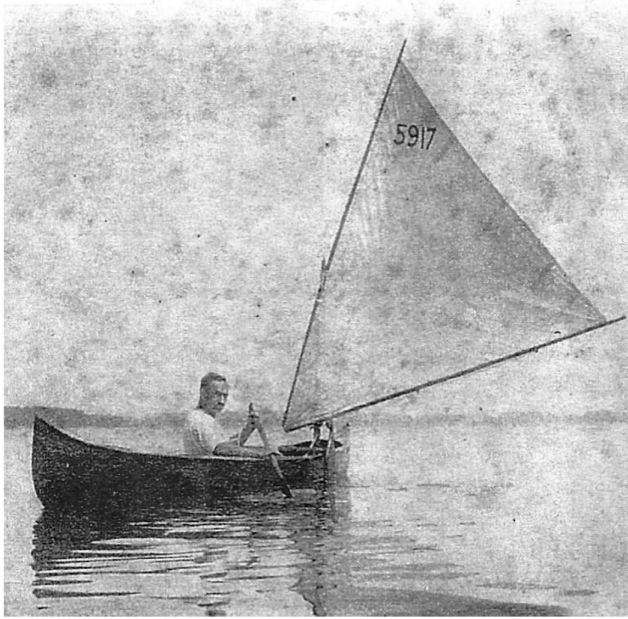
Sailing Canoes



1933



2000



Tom Zuk in his William English "Undine I" -- 1921 Winner of Open Canoe Sailing Trophy & 1920, 1921, 1922 ACA Record Combined, & Admiralty Trophy 1921



Larry Zuk in his own original "Osprey" -- 1978 Winner of Open Canoe Sailing Trophy & 1979, 1997, 2002 Lady Bug, Admiralty, Wilkinson & others for 74 years: 1935 -- 2008, and still going.

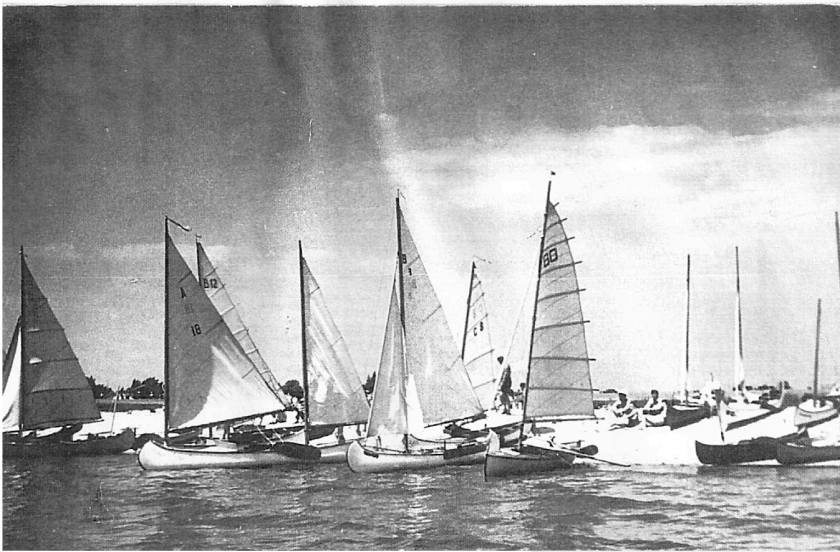
Cruising Canoes



Tom Zuk 1956

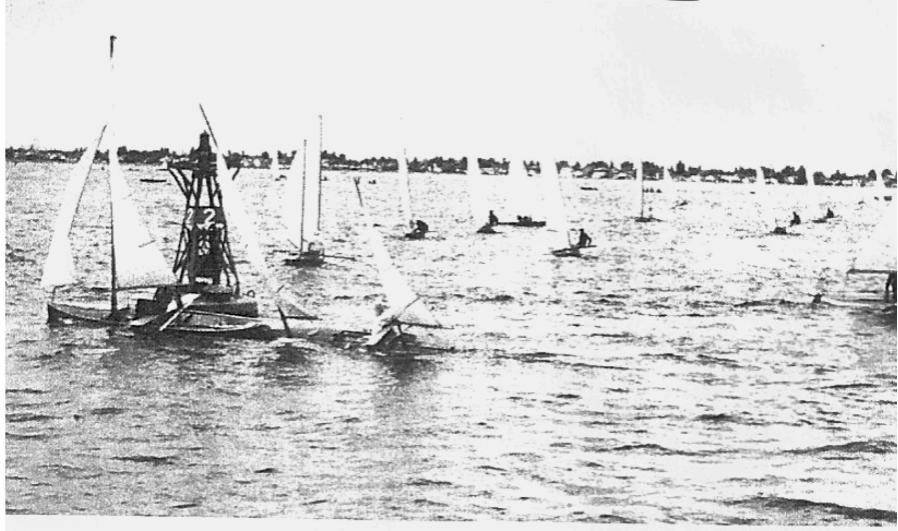


Mick Raffle, Sherrie Winkworth & Tom Uebel -- 2006



1930

Canvas
Canoes



2007

GASNO GAO
Aticamec Birchbark
Canoe



GASNO GAO
Larry Zuk December 2010

Gasno Gao, Circa 1930 – 1950, an Aticamek birch bark canoe –13ft.10 in. x 34 in., 72 lbs., made by Ceasar Newashish (sp?) of Manuan, Quebec, Canada. I bought it in 1976 from an Indian canoe builder who was making and selling canvas canoes in the adjacent town of St.-Michel-Des-Saints. The name means birch bark canoe in Seneca, my adopted Indian Nation.

The story goes back a long time. I have been studying American Native peoples for many years and have a large collection of artifacts, clothing and other native crafts. I also have been making and using canoes for many years. But I didn't have an Indian canoe! I knew Henri Vallincourt and have great respect for his workmanship and knowledge of native crafts but I wanted an Indian canoe. I had several talks with him as we worked on canoe parts. I studied the literature and learned as much as I could about birch bark canoes and contemporary builders, then started my search. After the Meet at Sugar Island, Evelyn and I would head up into Canada where we had heard they were making canoes. We went up one river that flowed into the St Lawrence where people had said that they built them. Upon getting up as far north as possible, we were told "over there--farther East", but we ran out of time and had to continue the next year. We went to Quebec and asked around there without any success.

Then, in 1973, we took our most exciting trip up the Saint Maurice River. The scenery was beautiful as the road ran along the winding river a few miles south of La Tuque. Suddenly, there was a loud "BANG" from the back of the car and I stomped on the brake, thinking we had hit something. Glancing into the rear view mirror, I saw our gas tank lying in the middle of the road with gasoline pouring into the road and running into the ditch! There was not much traffic up there but about fifteen minutes later one car sped by, going north. However, as we began to think of what else we could do, a couple of elder strangers stopped, and with Evelyn's meager French we negotiated a ride for Evelyn with them. On Wednesday late afternoon a tow truck came and took me and the car to the garage in LaTuque, took us to the restaurant to have dinner and to the motel. On Thursday morning we went to the garage and observed their putting the brazed tank back onto the suburban. There were two of them working and three sitting around watching and giving advice in a continuous babble of French. It was hilarious! They finished the repairs and sent us on our way north. They had been so hospitable and generous to us and did not charge much for all the work they had done or for transporting us!

At Point Bleue, on Lac Saint Jean, near Chambord, the Manager of the Hudson Bay Trading Post showed me on the map where the canoes were made in Manuan, on the River Matawin, back west of where we were. So it was back home for another year.

The next year, in 1974, after Sugar Island, we headed down the Saint Lawrence and then north to Joliette and then North to St.-Michel-Des-Saints, where a beautiful birch bark canoe hung from the rafters in the restaurant and we stayed for the night. Although it is a small town, they were well equipped for tourists because it was a major snow mobile center in the winter. We got our directions from the people in the motel and restaurant and headed off to Manuan. From there on, it was dirt lumber road, dodging the pot holes and washed out places and squeezing over to the side as big, loaded lumber trucks hurtled down the road past us toward town. About 30 miles up the road as we thought we were nearing our destination, we began to see Indians picking blueberries in the fields along the road. Suddenly, we almost drove into a huge washout as we came to a screeching halt! My heart sank as I thought that again we had come so close and failed to get our canoe!

I got out of the Suburban and looked down into the gully. It was impassible but I saw a small sign about six inches high and a foot long with a crude arrow on it pointing to the right. We were in a field at the time but as I turned the car, I saw faint car tracks down a slope into a patch of small trees. We followed about half a mile, crossed an old low log bridge, back up the creek and joined our original logging road where shortly we arrived at a small cluster of neat, but not fancy, one story cottages, like the old motels with separate buildings, but in the center of the village was a neat, rather small (compared to most of the big churches of the towns along the Saint Lawrence) Church!

A small man in clerical robes was working in the garden as we parked and got out of the car. "Top o' the Marnin", he greeted us and asked if we would like to see the Church. Of course we said yes and he showed us the inside of the church. Every wall, post, and the alter were magnificently decorated with carved birch bark! We loved it! We had really finally got to the home of the canoe builders!

It turned out that he was a Jesuit Priest who had been trained in Boston! We made a generous contribution to the Church and talked about Boston for while. Then we asked about the canoe builders and found that Ceasar Newwashish and his son were not there nor expected back soon. I think they were off fishing.

We returned to St.-Michel-De-Saint where we spent the night and continued on our Canadian exploration through Montreal to Ottawa. I had wanted to see the Rideau Canal and the trip down to the St. Lawrence River, seeing the magnificent, very high old locks, still in use, mostly by pleasure boats, was very much worthwhile. Continuing our trip, we proceeded to Gananoque and the ACA Encampment on Sugar Island. Another year without a birch bark!

At the national meeting of the ACA, on November 10, 1974, I was elected National Commodore, (equivalent to President). With all the administrative work, trips to meetings and National Championships, I paddled, sailed and raced, but there was not much time for exploring in 1975 and 1976.

However, as Commodore, US Representative and Olympic Official, I attended the ICF World Meeting and the Olympics with all the meetings and parties included. On July 19th, I drove to Sugar Island and left my canoe for the express purpose of not having a canoe on my car at the Olympics, for fear of having someone steal it. I drove to Montreal and attended the Meeting of the ICF and the party that evening; Evelyn arrived on the airplane next day. We had a few days before the Olympics, so, on the spur of the moment, we decided to run up to Manuan just to see the place.

We drove to Manuan on Sunday, picked some berries, visited the Father and the Church and found out that Caesar was back in Montreal, where we had started, at the Exhibition of Native Crafts! We drove back to St.-Michel-De-Saints. Before dinner, while touring the town, we visited the shop where a native made some white man's canvas canoes which he was proud to show us and tried to sell us. Of course, we complimented him on his canoes and workmanship but we really were not interested. On our tour of the old barn and shed which was his factory, I spied a little birch bark canoe back in the corner of the shed and asked him about it. He said it was broken and he had to fix it. Knowing that it would be a long time before I got back there again, I examined the canoe and said that I would fix it. "How much?", I asked. He was very reluctant to sell it because he was afraid he was cheating me! But he said, "250 dollars American." Aside, Evelyn asked if I would be satisfied with this canoe and not be hot on the trail of another and I said, "Yes." Someone had taken one of the two original thwarts out and put in a canvas canoe seat which I wanted to replace. He said he would make an exact copy of the other thwart and install it in the canoe while we ate dinner. After dinner we went back and he had put in a beautiful thwart at no extra charge. But I gave him an extra \$10 and we happily loaded our Birch Bark on our car and drove back to Montreal.

So there we were, happy about finally getting our canoe, but with a canoe on the car which we really thought might get stolen. Just what we had been trying to avoid! We drove to the Exposition Center and met Caesar Nawashish and showed him the canoe which he said he had made "Maybe 20 or 30 years ago." We admired the Exhibit and bought a little model bark canoe that they were making for the tourists, which I still have on the mantelpiece.

Back at the motel, we asked where we could store the canoe, but they had no space long enough. So, from the second floor, we put it out the window onto the first floor roof. And there, throughout the Olympics we, and everyone else, could see our canoe as we drove up to the Motel!

The story should stop there. I officiated at the Canoeing Races and we enjoyed the Olympic Games and Parties. Then we went back to Sugar Island where I performed my duties as Commodore and raced in the sailing races, winning the Cruising Class race around the Island, All Outdoor Trophy, in my Dad's old Willetts.

Then on Monday, August 9th, we started home and heard hurricane warnings on the radio. Paying little attention, we stopped and toured the Adirondack Museum at Blue Mountain Lake and ate a picnic supper. At 8:30, as it got dark, we took off for home in the rain. Warnings were more specific then. Hurricane Belle was coming up the Hudson and western New England. The rain and the wind increased and was getting pretty wild as we got to Albany. I stopped several times to tighten the canoes down. We were worried about losing our old Willetts and, especially, our new Birch Bark, which had been so difficult to get! We also stopped at a couple of Motels, which is unusual for us, but they couldn't squeeze us in. Finally we stopped at Lee, Massachusetts in the highway service area and slept in the car resuming our driving when the storm had subsided in the morning. A wild trip!

I patched the major split in the bottom and cheated with a little epoxy. Everything else was done in the Indian Fashion as I took out a couple of ribs and re-bent them, put in a couple of thin spruce splittings to support the injured area, bound in the new thwart with split, water soaked roots and also bound a broken gunwale near the end. Then I refilled all the breaks and scratches with the "Indian Duct Tape" mixture of boiled pine pitch, rendered animal fat and charcoal.

I showed the canoe and paddles at a race in Concord, where about 398 people ignored it and two people admired and asked me questions about it. We paddled it on trips with the AMC with about the same results. No one took the opportunity to paddle a birch bark that I offered. I dressed as an Indian in an absolutely pre-Colombian costume of deerskin, with decorations of a deer hair roach, porcupine quill, native beads and body paint, with a native basket and Indian paddles, for a video recording introducing Concord's Historical Sites. This was shown to visitors in the museum at the National Monument. Also Evelyn and I dressed in authentic costume as a squaw man and squaw of the Canadian fur trading era for a Halloween Cruise on the Concord River.

My favorite was, on important occasions, such as the equinox, to dress in the most primitive Indian attire, sneak out from a secret launching place and paddle silently up and down the River past other boats at the celebration at Egg Rock (which is the confluence of the Assabet and Sudbury Rivers to form the Concord River), the Revolutionary War North Bridge and other places where people were celebrating, and then disappear. The "Spirit of Meskatequid" surveying what the white man had done to His River! ----- that got a picture on the front page of the newspaper!

I was the head of the 100th Anniversary Committee of the ACA and organized and participated in many events. On July 29, 1980, we held the 100th Anniversary National C-Class Sailing Championship at the Yacht club at Lake George. On the weekend we held a Canoe Parade and Celebration at the spot where the ACA was formed and there is a Commemorative Plaque on a rock facing the Lake. There were about 30 canoes and Evelyn and I paddled our Osprey with a large ACA Burgee, and Eric Wells paddled the Birch Bark.

Also, in celebration of the 100th Anniversary, I set up an ACA celebration with the Antique Boat Museum in Clayton and asked the Wooden Canoe Heritage Association to join us. On Saturday, August 9, 1980, we set up our ACA exhibit. The WCHA registration was right next to ours and our boats were all on the lawn together. I had the Birch Bark laid out with Beric Wells, in full Seneca Costume of the period just before the Revolutionary War, standing by to answer Questions. We had some races and other demonstrations including the traditional race between a sailing canoe and a Saint Lawrence skiff (which was first held about when the ACA started in 1880). The next issue of Wooden Canoe reported on the event with no mention of the ACA at all!

The last trip I took with the canoe was with a group of about thirty people with a Conservation Organization and we were celebrating the 100th Anniversary of the Lewis and Clark Journey of exploration. Of course, I had to bring an example of one of the kinds of boats they used. We stopped along the way up river for parts of the Lewis and Clark story. At lunchtime I talked very shortly about Birch Bark canoes and they all refused the offer to let them paddle it. The boats on the trip were mostly plastic canoes with two people and a few plastic kayaks. Going back down river they were in a hurry to get home for dinner, or something, and vigorously applied their meager skills to the paddles. I had to get up on one knee and paddle at, what was to me at that time, racing speed for over three miles. It is a very slow canoe with so much rocker that, paddled single handed, it spins with each stroke and I use a "C" stroke. I was tired!

In 2008, I gave "Gasno Gao" to the Antique Boat Museum in Clayton NY. You may paddle it up there.

Gasno Gao
Birch Bark
First Paddle
Sugar Island- -1976



TRAPPER and SQUAW
Halloween Canoe Trip
Concord North Bridge
1961

NATIVE INDIAN
Concord 1630





**American Canoe Association
100th Anniversary
Lake George -- 1980**



**Gasno Gao
Seneca Indian
Beric Wells**

**Antique Boat Museum
Clayton, New York
100th Anniversary**



Mystie 1910 Peterborough Canoe



MYSTIE
Larry Zuk March 2011

CANOES USED FOR SAILING

These Canoes were primarily rigged and used in the American Canoe Association for Sailing Racing and Cruising (trips of more than one day with camping, fishing, and even hunting, outfit on board). All these canoes are significant, not only because they are old, but, because they are all National Championship Canoes and, furthermore, represent innovations in the rigging, hull, or both, primarily in the Cruising Class and the ACA Class.

None of these canoes is equipped with any kind of mountings for a rudder or other steering device. All were intended to be steered by balancing the canoe and the use of a hand-held paddle. See my manuscript on the HISTORY OF THE CRUISING CLASS, which describes these canoes and how they were developed and used.

MYSTIE — 16 foot x 32 inch open style cruising canoe. Used for cruising by sail or paddle with one or two people, paddling racing with one or two people with both single and double blades and “open canoe” sailing racing usually with one person.

This canoe has with it the original mast, boom and fittings, leeboard and fitting to mount the leeboard on the canoe, the old unusable sail, a Dacron copy of the original sail made by Mrs. Harm, the second owner of the canoe, and a cut down Dacron sail which I used to sail and race the canoe from 1993–2003. Also there are two single-blade paddles, originally with the canoe, circa 1910, and a double-bladed paddle with which Tom Zuk won the paddling trophy at Sugar Island in 1913.

I stood knee deep in the water, slid into the bottom of my canoe, sailed off Canoe Beach on Sugar Island and was magically transported back almost a hundred years to 1910, when this canoe first floated these same waters! Same tree I dodge so my sail won't get caught -- I've been doing that myself for about 70 years -- and as my sail gently fills, watch that my leeboard doesn't hit that rock sticking up from the sandy bottom. Only a blow directly from the north is strong here in Headquarters Bay. Over on my left is the old pier where the steamboat that services the Islands drops off women, children, camp outfits, food and supplies from Clayton -- I was carried on to the Island the first time in 1923. I can remember the steamer and pier from the 30's and the big old black pilings can still be seen twenty feet down on the bottom.

Now I am out on the river and I see that old tug pushing a pair of barges down the Gananoque Channel loaded with timber or iron ore for Montreal and the other smaller steamer carrying farm products to Quebec. That rich old skipper is proudly guiding his steam yacht between the islands to his big Summer Estate and another fine big sailing, ketch-rigged yacht is running strongly down river on the brisk, southwest breeze. Those little boats being

rowed, or sailed, out are St. Lawrence skiffs with farmers bringing fresh milk, vegetables, and meat to the campers on the Island – I can remember them from the thirties, honking their horns as my mother grabbed her pack and bucket and we climbed down the rocks to get our fresh camp food to add to the canned food we had brought and the fish we caught. And there are two sailing canoes coming out with newly arriving campers soon to be racing here!

I sailed around the race course and looked back at Sugar Island, Old Squaw Island and Island 47. They had changed very little and would not change much, except for the intrusion of a few small cabins, in the 89 years (so far) that I have been going there.

I pointed close into Headquarters Bay and took a few paddle strokes back into reality! As I pulled my canoe up onto the meadow amongst sailing dinghies, motor boats -- but still mostly canoes and kayaks -- shining in their fiberglass and epoxy painted skins, including a few I had made myself, I looked back across the river. That was a big freighter coming out of Gan, large motorized yachts over toward Gordon Island, beautiful big sailing yachts running downriver and noisy motor boats and jet skis buzzing around! The two sailing canoes had zipped into New York Bay as they had back in 1903 and here was Mystie just as she had been in 1910!

This canoe was a special order from the Peterborough Canoe Company, of Ontario, Canada. At this time, I have evidence that it was a special design by Farnham Dorsey and that he specified its construction. It has thwart-ship planking on the outside over long thin strips the full length of the canoe and some ribbing inside. The outside planking, or “ribs”, are fastened to each other with mortise and tenon joints. This was uncommon even in those days, compared to the long longitudinal lapped planking outside over narrow ribs inside, and is designated by the letter “A” in the number on the inside.

Remember this canoe had to be ordered by mail, built, packed and sent by railroad from Peterborough to Gananoque. There was a man in Gananoque who did some work on the canoes for the ACA people and he may have put the special sailing rig on the canoe for Dorsey. The sail was made in England.

Dorsey had to go by rail from New York or Boston to Clayton, New York and then by ferry to Sugar Island then to Gananoque by ferry or another canoe to pick up his canoe. On departure, he had to check it through the customs official on the Island, sail it to Clayton and then ship it by rail to New York and by wagon (probably) to the canoe club. Think of how much easier this is now-a-days!

Dorsey was a man who was apparently financially well off. I have an article about his retirement as Vice president of an oil Company in 1954. That would indicate that he was about 20 when he won the decked championship in 1901 and 30 when he won the cruising in this canoe and a prominent canoe sailor (See my History of the Cruising Class). He was in close competition with George Douglass. An article written by Dudley Murphy stated that he

was a newcomer to Winchester in 2001 and that year won the decked canoe, Sailing Trophy, at Sugar Island with a new full formed, draft sail as opposed to the batwing sails of the time. So we know he was an innovator.

Dorsey won the Decked Sailing Trophy in 1901, the Open Canoe championship in 1909, 1910 and 1913, and many races before and after that. With most of the sailors of that time, he also competed in paddling races, novelty events and canoe tilting. We know that Dorsey sailed an open canoe Sideboard, and a decked canoe named Celeritas in 1908. In 1909 he raced a decked canoe named Fly and won the Open Canoe Trophy with a canoe named Emerald. I don't think he changed the name of one of those canoes. Rather, I think that he thought, like the rest of us, "If I had a better canoe, I could really beat these fellows!", and ordered this new canoe sometime between 1909 and 1910. He continued to win the Championship until 1913. The letter I received from Mrs. Harm, the woman to whom Dorsey gave the Canoe, affirms that he won the Championship with it and raced it for three years after which it was considered a "freak" and "outlawed". (The canoe and its special rig were totally within the rules then and still are.) The Peterborough Canoe Company changed its numbers so many times that no one seems to be able to confirm when it was built.

The canoe has its own special way of hoisting and lowering its rig as required by the rules. The whole mast is pivoted in a rotating thwart and is moved from horizontal to vertical, allowing the sail to be a sleeve sail (the earliest one I have encountered on a canoe). There is also a specially designed fixture for holding the lee board which fastens to the thwart and allows the lee board to be easily adjusted with the foot from the inside of the canoe as so many of us like to do. The metal fittings for this had to be designed and specially cast just for this canoe.

Dorsey sailed both decked canoes and open canoes on the Hudson River and was listed as being a member of the Knickerbocker Canoe Club but he also sailed in Massachusetts, with Dudley Murphy and Paul Butler at the Winchester Boat Club on Mystic Lake (which has been my home lake for the past 38 years and I have sailed Mystie there). Could "Mystie" have been named after this Lake?

Dorsey continued to attend the Meet at Sugar Island until about 1930 and knew me as a child. At that time he was back in New York and Dorothy Atkinson asked him if she could use his old canoe and he gave it to her. She used it on Lake Erie and on the Finger Lakes (a letter from Dorsey in 1930 is attached to this history). Dorothy Atkinson Harm wrote the ACA in 1991 seeking to donate the canoe to be preserved. The ACA office, in one of its most erudite moments, passed the letter on to me. I answered the letter and after a series of interesting letters and phone calls, arranged for the canoe to be specially packed and delivered to me (for which I paid \$500 of my own money). I promised to exhibit the canoe and put it in a museum. Some drawings of the rigging and my measurement of the original sail are attached.

I rigged the canoe, did some minor repairs, had a Dacron sail cut to almost the same dimensions of the original sail, and sailed it at various functions. The canoe, when I got it, weighed 72 pounds, which is about average for a 16 ft. Peterborough. To help me with carrying it around, I took out the floorboards, which got it down to 68 pounds, but when I soaked it enough to stop most of the leaking, it was over 70 again. The rig seemed very fragile to me and I was anticipating trouble when the first hard puff hit me. The little old canoe just nestled down, tipped very little and accelerated with the puff. Very easy to sail!

I sailed *Mystie* from 1993 until 2003, exhibiting it at Blue Mountain Lake and other places, and raced it in the Ladybug Trophy in 2002 and got second! (later that year I won the Nationals in the 1935 Willetts), showing that the old canoes performed very favorably against today's sophisticated, tall-masted rigs! I also sailed it at Sugar Island for the 100th Anniversary in the "Antique Canoe Parade". In fact, it *was* the antique boat parade! Shirley Proctor showed up with Dudley Murphy's 1903 sailing canoe, *Banshee*, later.

It is so hard to believe this that I almost left it out. The only damage to the canoe occurred when it was lying overturned, well up from the beach, among other craft at Canoe Beach during the 2003 Encampment.

Pictures of the canoe are attached and I will find more and add them to the report.

On July 25, 2008 I took "*Mystie*" to the Antique Boat Museum in Clayton, New York, very near the pier where she first entered the U. S. A. nearly 100 years ago, around 1910!

FARNUM F. DORSEY

61 BROADWAY

NEW YORK CITY

Nov. 3. 1930

My dear "Willie":

Today I found your letter in a coat which I had not worn recently and realized that I had overlooked answering it: please forgive me - I have been so busy lately that many things have gone undone.

I shall be delighted to have you use my old canoe: there is no place here for it, and it is of no value to me: I hope it will be to you. I am sending this off with one eye on the clock. - I will send you a note authorizing your father to take the canoe and other things away from the club house.

Hastily

Farnum F. Dorsey

6-9-91

Mrs. Robert J. Harm
539 Summit Drive
Richardson, Texas 75081

214, 231-3301

American Canoe Assn. March 8, 1991
Newington, Va.

Gentlemen,

A sailing canoe named "Mystic" made of wood, is owned by me. Mr. Harnum Dorsey had this made in Peterboro, Canada, to his design. The sail was made in England.

It was the "undefeated World Champion" at Sugar Island (Michigan?) for three years. Then was outlained as a "freak". This information was passed on to me verbally. The accuracy may be questionable. I have a letter from Mr Dorsey giving this canoe to me.

My wish is to have an accurate history of this canoe. Also, to give it a suitable place for their interest and preservation.

2.

Would you kindly send me any history you may have and suggest places that would use this gift?

The canoe is in sailing condition. Remin of the original sail and an accurate design remains. There is a modern replacement sail. All else is original.

Thank you for your assistance,

Donaly G. Harm

AMERICAN CANOE ASSOCIATION, INC.



189 Prairie Street
Concord, MA 01742
508-369-6668
June 9, 1991

National Office:
7217 Lockport Place
P.O. Box 248
Lorton, Virginia 22079

Member:
International Canoe Federation
National Safe Boating Council
National Water Safety Congress
United States Olympic Committee

Cooperating with:
American Red Cross

Dear Mrs. Harm,

I received your letter from the A.C.A. office. I am the historian and archivist of the ACA. Sorry for the delay in answering but I did do some research on the subject.

I am also a former Commodore of the Association and have been going to Sugar Island since 1923 - longer than anyone ever has.

Yes, we would very much like to preserve the Canoe and we have been putting our ACA historical collection of boats, photographs, slides paperwork, etc in the Mystic Seaport Museum at Mystic, Connecticut. I would be happy to pay for and arrange to have the canoe put in the Museum. I will have to make the arrangements, however, since they need to have very good reasons to take boats and well documented.

So far I have found out that Mr. F.F. Dorsey won the "Sailing Trophy" at Mudlunta Island in the St Lawrence River at the National Encampment in 1901. However this trophy is for "decked" sailing canoes and is probably not the canoe you have.

However, at "Sugar Island" in 1908 and 1913 he won the "Cruising Trophy" which is for sailing canoes of the open type and is probably the canoe you have. While the trophy is not exactly the "World Championship", (I have won it.), it represented the National Championship for that type of sailing canoe at that time.

I design canoes of that type and build them and have been racing them for 57 years. I will do some more research and perhaps get more of a story and some pictures of those times. My father won the "Paddling Trophy" that same year, 1913.

Please let me hear from you as I am very much interested in preserving the old canoe and having it take its historic place. As soon as I hear from you, I will give you a call and hope we can proceed from there.

I will look forward to hearing from you.

Sincerely,

Larry
Larry Zuk

Mrs. Robert J. Horn
539 Summit Drive
Richardson, Texas 75081

June 13, 1991

Dear Mr Zuck,

Your letter came today. Your position in the American Cancer Association, and your knowledge and experience is interesting. It is just what I hoped to find.

This is not a proper comment to your letter. We are about to leave on a three month trip.

There is no question what if details can work out, the cancer may go to jail.

The enclosed picture is not too enlightening. The cancer does have desks at head ends, a lee board and a revised fitting to stop the mast. There are floorboards which are shaped, removable and ground underneath on an angle.

As soon as I return from the trip I will write or phone you.

Sincerely,

Robert Horn

539 Summit Drive
Richardson, Texas 75081
July 6, 1991

Mr. Larry Zuk
189 Prairie St.
Concord, MA 01742

Dear Mr. Zuk:

Your letter continues to be of much interest. The background of both you and your father in canoes is understandable. My father and I found sailing special. We also had a sailing nice boat.

Enclosed are two pictures. Please see the backs for details.

The Club Mr. Dorsey mentions in his letter was located on Irondequoit Bay at the base of Inspiration Point. Access was by boat from the Newport House directly across the bay. There were six or more resorts built long ago when people from Rochester, N. Y. took a trolley to the south end of the bay. A commercial boat stopped at these docks. I can just remember that it had some fringe on the edge of its roof and seemed glamorous. People spent the weekend at these resorts and vacations.

My canoe was later used on Conesus Lake, one of the Finger Lakes.

I also have a couple of old paddles. At least one is ornately decorated and has the man's name. They are very narrow.

Whenever you can arrange for the canoe to come to you is fine. We have returned from our trip and have no commitments until February. Please tell me if you wish to have some paper work to cover this gift.

In due time it would be nice to have an idea of the value of this gift for tax purposes.

I look forward to this transaction. It makes me happy to have found you and the Association.

Sincerely,

Dorothy
Dorothy H. Harm

* We are shipping to you.

Mrs. Robert J. Harm
539 Summit Drive
Richardson, Texas 75081

November 22nd, '91

Dear Louie,

Each one the trucker came for the "Mystery". We were impressed with how carefully they arranged the canoe in their truck and their efforts in general.

However, the main man became interested in a knife, sawed it etc. display in a (generation of family stuff) coffee table with glass top and drawers. There his last act was forgotten, to pack up a nylon suit bag (modern) but contained pieces of the original sail, some rope and fittings.

One rope contains the snaps which that secured the mast to a loop attached to the fitting where the mast fits when in use.

2

More important, the aluminum piece fits across the gunnels in fittings you will see. It runs in and across the mast to tilt down into the canoe.

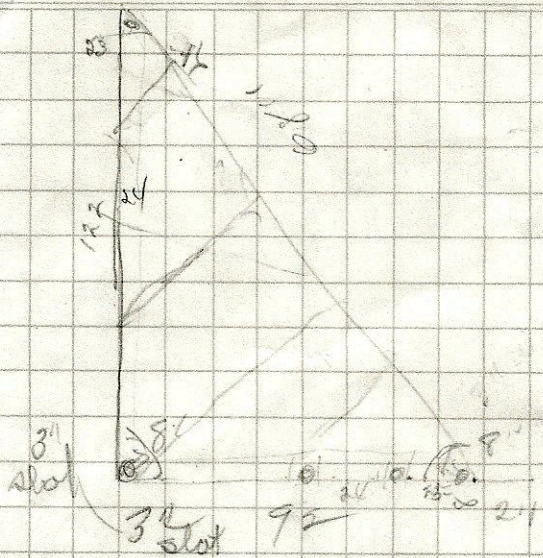
You should note the fittings under thru-holes that allowed any control of the sheet line.

The original sail was destroyed by a dog as it was laid out to dry. The masting part in the sail was not because some young people tried to sail. They ask and I said a firm "No". death in life.

This has been a great pleasure and relief to have the canoe off my mind. My Chemo seems to help my quality of life and I am grateful. I hope not that any of the vessel reactions. Bald headed duck ladies weigh are plentiful, Family, Society,

Kelly O'Brien
243-4341

8' w/w
hole



$$\begin{array}{r} 120 \\ 90 \\ \hline 10800 \end{array}$$

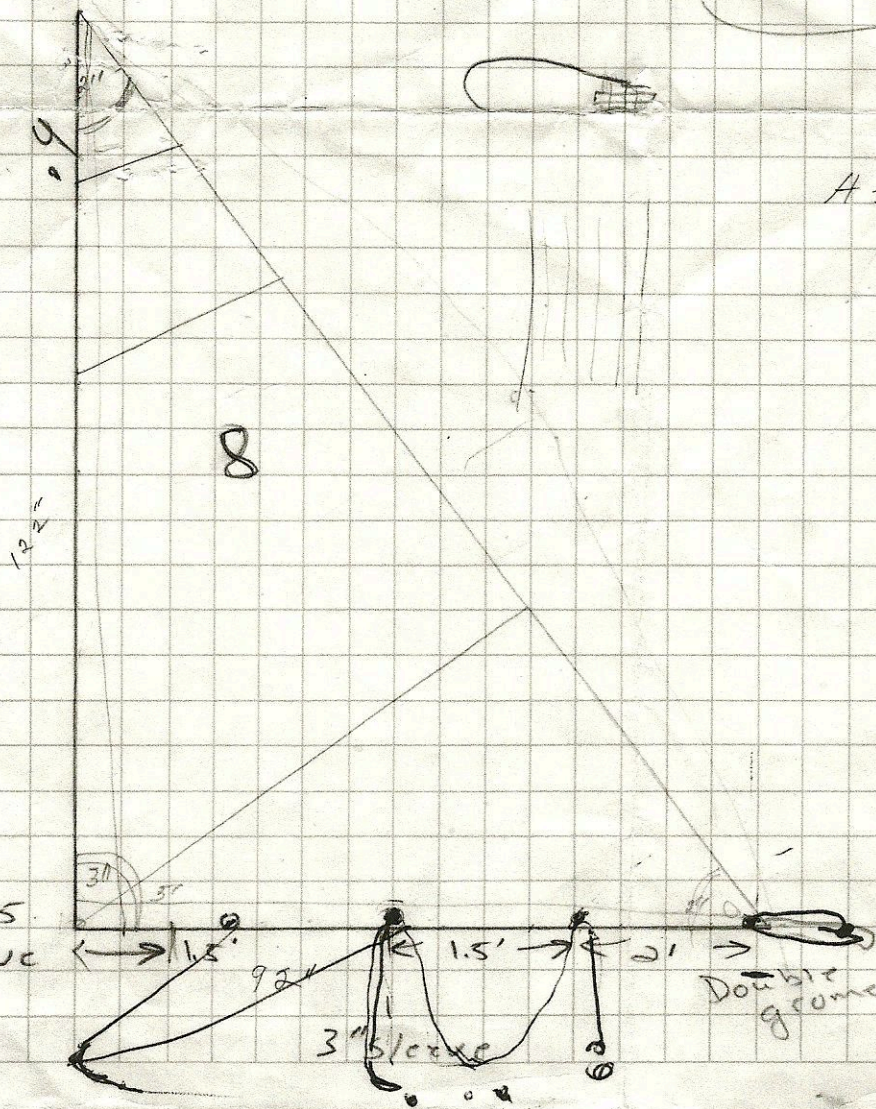
Poles
11 x 8' 2-3"

38.26 sq ft

$$\begin{array}{r} 92 \\ 61 \\ \hline 92 \\ 550 \\ \hline 5612 \end{array}$$

$$A = \frac{12.2 \times 9.2}{2} = 5612 \text{ cm}^2$$

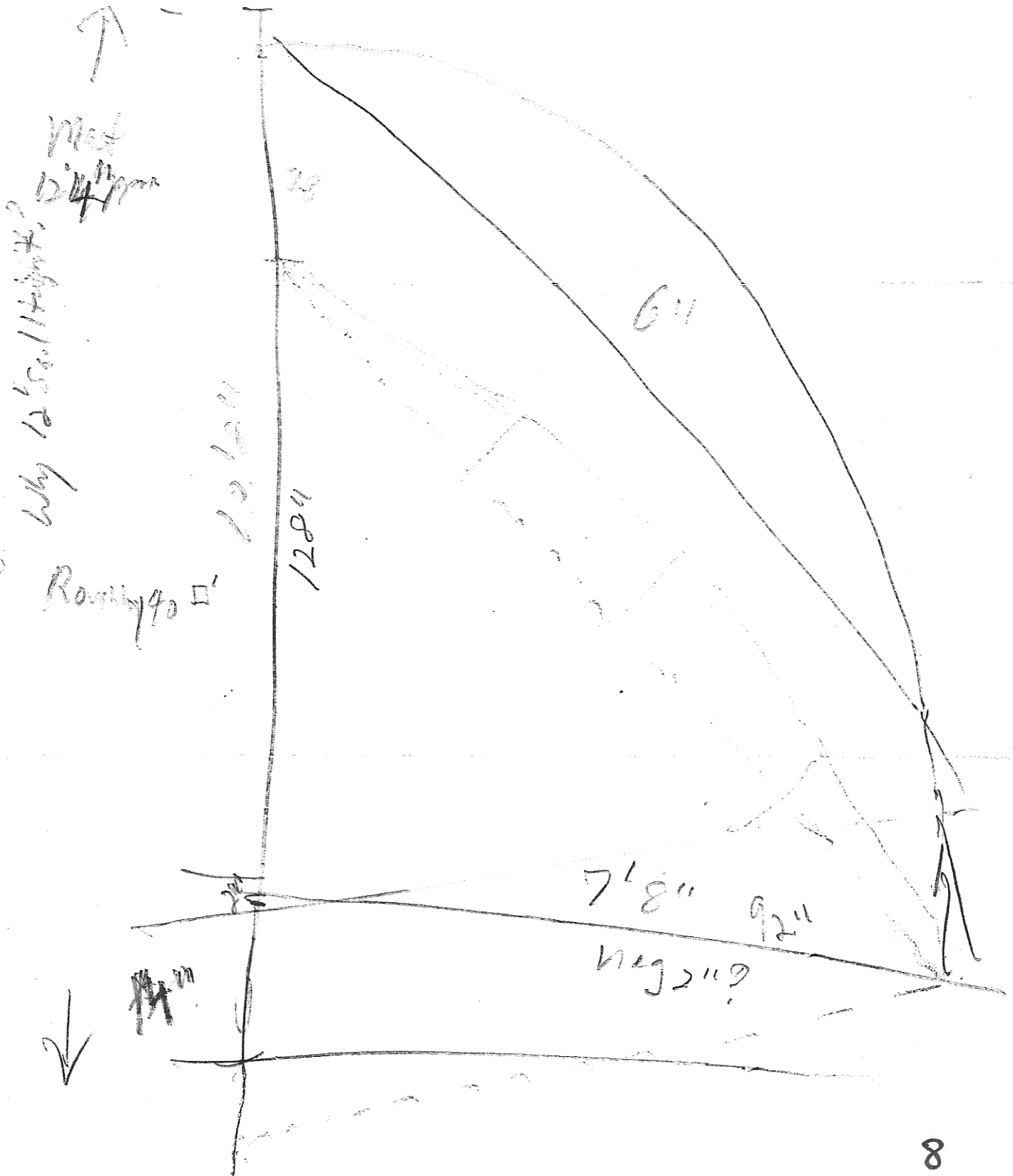
$$\begin{array}{r} 144 \overline{) 5612} \\ \underline{432} \\ 1290 \\ \underline{1152} \\ 1380 \\ \underline{1196} \end{array}$$



$$\begin{array}{r} 1080 \\ 37.5 \\ \hline 144 \overline{) 5400} \\ \underline{432} \\ 1080 \\ \underline{1008} \\ 720 \\ 720 \end{array}$$

No 8 "Mystic"

9-16-92





UNIQUE LEEBOARD MOUNTING
Mounts on gunwale and thwart
Spring loaded for adjustment with foot



MAST THWART AND SLEEVE SAIL
Specially cast mast thwart mounted to rotate up and down
To hoist and lower entire mast and sail
Very low boom and sleeve sail

MYSTIE 1910 PETERBOROUGH



**PADDLING 1910 STYLE
BLUE MOUNTAIN LAKE**
In 1910 most of the paddling of these canoes
was done with double blades in the USA-
single blades in Canada
1913 Racing and 1915 two piece double blades
Replicas of original seats.
This style of canoe was never built with seats.
Removable wood seats with canvas tops were
shaped to the bottom of the canoe and put in
when paddling with double blades.
Please excuse modern life jackets
I never saw a person or picture of
anyone wearing a lifejacket in 1910.



SAILING SEBAGO 2002

Original rig, Dacron copy sail
1920's Paddle, Modern Lifejacket
1990 Hat and Boat shoes



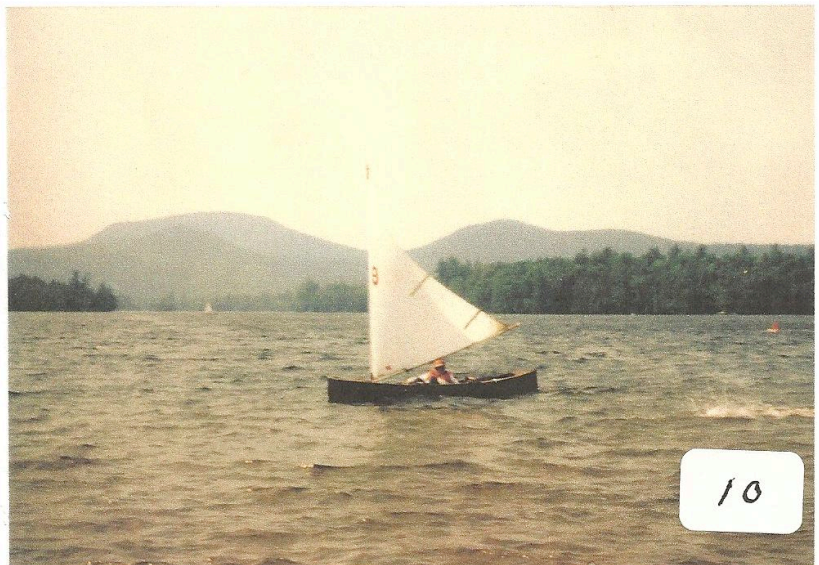
SUGAR ISLAND 2002

On Canoe Beach with two long time Islanders
Kay Ryan 1930's Larry Zuk 1923

Mystie

1910 Peterborough

SAILING RACE 1996
BLUE MOUNTAIN LAKE
Oriinal Rig-- Replica Sail
Heavy wind



A TRIBUTE TO FARNHAM DORSEY AND TOM ZUK

I suddenly realized that this year I would have been going to Sugar Island for 80 years. I needed to do something to recognize how wonderful it is to be able to go somewhere so beautiful and to camp and race sailing canoes for such a long time.

I decided to sail and race historic canoes in tribute to the Sailors before us who made it possible. I proposed a "Historic Canoe Race" at Sugar Island. No one else brought historic canoes, but I sailed Farnham Dorsey's 1907 Peterborough, "Mystie" and Tom Zuk's 1935 Willetts, "Undine".

In 1908, Farnham Dorsey of New York City specially ordered a canoe from Peterborough to his specifications and rigged it with a revolutionary sleeve sail rig where the entire mast folds down to lower sail. Remember, that boat would have been delivered to Gananoque by railroad and Dorsey would have gone to Clayton by railroad and by steam ferry to Gan to get it and paddle to Sugar. With his new rig he won the Cruising Trophy several times from 1909 to 1913. Dorsey and the canoe; "Mystie"; were at Sugar Island the first time I was there in 1923.

As I sailed it, I imagined how it looked on the river in 1909. Inter-island steamers - not tourboats, working sailing boats with lumber and bricks and produce - not sailing yachts and people rowing Saint Lawrence skiffs - not motor boats!

In 1935, Tom Zuk ordered a 17 foot Willetts Canoe from Tacoma, Washington and rigged it with a revolutionary new rig which featured an arm on a slanted mast instead of a typical lateen rig. He started the sailing group at Lake Sebago where I first learned to sail in this canoe and raced from 1935 through 1941. Tom Zuk won the Cruising Trophy at Sugar Island several times beginning in 1920 and 37 years later in 1956, when he was 65. He beat Steve Lysack, then 46, for the Cruising Trophy at Sugar Island in this canoe.

I sailed the two canoes at Sugar Island and then took them to the Wooden Canoe Heritage Association annual meeting and exhibited them. Both Canoes have their original rigging; spars, leeboards and paddles but the 1908 has a replica sail and they have bronze blocks but modern running lines because I can't find any linen roping.

I also decided to see how well these canoes would race against present day canoes. On Fourth of July weekend, I raced the 1908 Peterborough in the 1904 Lady Bug Trophy since they both originated in the same era. It won the first race and got second in the series.

On Labor Day Weekend I raced the 1935 Willetts, which I first started sailing there in 1935, in the Cruising Class National Championship, Wilkenson Trophy which started in 1940. It won two races and the series, and I realized that although this canoe had won many Trophies in its career, this was the first time that canoe had won the National Cruising Championship!

So, here's to Farnham Dorsey and Tom Zuk, promoters of the sport of canoe sailing. Our thanks to them and to all the sailors who for many years preserved our sport and Sugar Island for us!

Undine IV
1935 Willetts
Canoe



WILLETTS -- UNDINE IV

Larry Zuk March 2011

CANOES USED FOR SAILING

These Canoes were primarily rigged and used in the American Canoe Association for Sailing Racing and Cruising (trips of more than one day with camping, fishing, and even hunting, outfit on board). All these canoes are significant, not only because they are old, but, because they are all National Championship Canoes and, furthermore, represent innovations in the rigging, hull, or both, primarily in the Cruising Class and the ACA Class.

None of these canoes is equipped with any kind of mountings for a rudder or other steering device. All were intended to be steered by balancing the canoe and the use of a hand-held paddle.

See my manuscript on the HISTORY OF THE CRUISING CLASS, which describes these canoes and how they were developed and used.

UNDINE IV—17ft. x 34in., Open style cruising canoe, Used for cruising by sail or paddle, single or double blade, with one or two people in “open canoe” sailing racing, usually with one person. Made by Willetts Brothers, Tacoma, Washington, these canoes were built with full length western cedar strips outside and full cedar planking inside thwartship, as opposed to ribs far apart with planking outside. The tacks were well driven for a smooth outside finish. There were two seats of flat fore and aft spruce slats about 1 in. wide. This stock model canoe came with a mast thwart, designed by Tom Zuk, and a bronze mast step installed. The gunwales and thwarts were all teak. The canoe weighed exactly 80 pounds and cost \$80 plus shipping.

This canoe has with it the original sailing rig, made by Thomas S. Zuk, Senior, who won Cruising Class Trophies at Sugar Island, and elsewhere, from 1920 through 1956. He raced this canoe from 1936 through 1956. I raced this canoe from 1936 until winning the National Championship with it in 2002 (68 years). It also has the long narrow single blade that he used for racing, for all the time he sailed the canoe, I believe, and I used this paddle until the end of 2010 and will give it to the Museum. The canoe went to the museum in 2008.

After my father sold his 16x30 decked sailing canoe in 1932, we had no canoe in the family. Since I had raced and won paddling races at Sugar Island in 1934, he decided we needed a canoe to properly bring up two sons. He had seen Steve Lysak's 1934 Willetts canoe and he and I went to look at it and measure it. He had first learned about these canoes from a 1932 National Geographic Story about sailing the canoe from Seattle, Washington, to Alaska up the inside passage.

There was available a sailing rig made by Willetts with a removable skag under the boat in place of lee boards. I saw and sailed one of these rigs at Tacoma in 1982 and unfortunately did not measure it.

This new canoe, which we got in the Summer of 1936, was our family canoe. Although we raced it, I also learned to paddle in it and we trained for paddling racing, used it for fishing and with family and with friends took long cruising camping trips—as it turned out—for 75 years and four generations!

My father then made a new style rig with an arm on the mast on which the boom pivoted without having “mast shadow” from being close to, often touching, the mast on one tack. He published this design, along with drawings of the rigs currently being sailed in 1936. My father was not so good with tools, so I don’t know how much of the work he did himself, except I remember working on the leeboard. Dad designed the sail and worked with George Ratsey, whom he knew quite well. Ratsey and Laphorn, whose loft was on City Island, were famous for making America’s Cup winning Yacht sails.

A few of these rigs were made, one of which was Jess Mossburg’s, featured in Wooden Canoe Magazine, which, unfortunately, cut out the part about the rig’s being designed by Tom Zuk and Adam Wahl. (The original article, sent to me by the author, had this information.) My dad also made, or supervised the making of, the exact same sailing rigging of another Willetts Canoe for Carl Staley which I arranged to be given to the Mystic Seaport Museum. Those are the only canoes I know of with exactly the same rigging. Carl later put a rudder on the canoe which, I am sure, disturbed the balance of the rig so it was difficult to come to windward.

At the same time, Dad reserved a tent platform at the Atlantic Division Camp at Lake Sebago. So in 1936 we started sailing at Lake Sebago. We gathered the seven canoes which had sailing rigs on them and started a series of handicap races with the Willet’s, as the fastest canoe, with no handicap. Each sailor sailed all the seven canoes, rotating each weekend. I can remember winning my first sailing race in George Bonnington’s eighteen foot White Maine Guide Model. For some reason, with my light weight and skill, that canoe just went well for me! We kept the Willetts at Sebago and developed an increasingly larger fleet through 1940 when I went away to college.

This canoe was raced by Tom Zuk during that period on the Hudson at Von Dolan’s at Edgewater, New Jersey, where Hans Waldinger kept his canoe. Only the two of them were active to keep the Cruising Class alive. I remember running their races down there, around 1937 or 1938, and Hans kept winning. In 1941 this canoe was taken to the Island Canoe Club, on City Island, where the decked canoes were, and the races were held there. I came back from the Navy in 1946 and my Dad said, “You race it!” He had won the Lady Bug so I went into the Nationals and got third. Doug Cummings Sr. and Junior, both, were in prime

shape. In 1947 I got second. I only got to sail occasionally but Dad sailed the canoe there for years.

In 1955, Tom sold his business and moved to Cambridge, Maryland, where he sailed out of his back yard, and then went to Sugar Island. The two Willetts canoes had the race of the century between the ten year younger Steve Lysak, who had been winning for years, and the 65 year old veteran, Tom Zuk. In the last race, in a heavy blow, Tom won the Cruising Trophy he had first won in 1921! Lysak's canoe is still around in the hands of one of the decked canoe sailors. This was the only time that Lysak was beaten at Sugar Island in 10 years from 1954 to 1963!

The canoe was sailed almost daily in the summer in the Chesapeake Bay and Sugar Island until 1967. It was very worn out, so Dad decided to trash it and took all the fittings off. But I persuaded him to bring it to Colorado and I kept it. I brought it back to New England in 1969.

When I came back to the East from Colorado, I was sailing the Kidder whitewater canoe I had been sailing in Colorado and I paddled it and sailed it at Sugar Island in 1970.

I knew my Dad's Willetts needed considerable rebuilding so I needed a canoe to sail immediately. In June, 1971, I saw a Lincoln, which was being made right up the river from my house and bought an 18 footer which was nice for camping trips but really too big for cruising sailing. Working quickly with information at hand, I ordered a Wilkinson 45 sq. ft. main sail from his sail maker in New Jersey, got a small jib from Lou Whitman and made a rig, including a rudder, so that the canoe could be sailed in the Cruising class with mainsail and paddle and in C-Class with added jib and rudder. I sailed it in 1971 and 1972.

We had been making rigs for my Lincoln and Sawyer and for Larry Morse. So Larry and a high school friend of the family, Karen Jenkins, was helping me work on the Willetts. Probably some others helped as there were always canoe people working in my basement shop.

On June 2, 1972, I bought some fine Sitka spruce planks from Stew Coffin who lived nearby and was going out of the canoe building business, and on June 3rd started rebuilding the Willetts. The floor, where the sailor steps in and sits, was worn completely through the inside thwartship planking and the canoe had been painted outside with house paint!

So I had to put planking in the bottom, which I did with thin strips of marine plywood glued in with glass and epoxy. And, because of the color, took as much of the paint off as I could, and still leave some wood, and covered it with Dynel and acrylic plastic died white. It had the original rig which I copied for a spare rig. But I sailed it with the original rig except for replacing the leeboard, which I saved. Dad had shortened the leeboard because of the shallow water in Chesapeake Bay in which he was sailing. But it has that original leeboard in

the Museum. I had the spare sail made by a sail maker in Marblehead, but was not entirely satisfied with his work I tried some others in Marblehead trying to find a sail maker that understood small boats and was willing to make one new sail at time, not easy!

I finally sailed the Willetts at Sugar Island on August 8, 1972, in probably its first race in about 15 years, for a 3rd place in the Trophy and at Sebago in September for a 5th place out of 12 canoes in the Nationals. Deciding that I was not going to win in that canoe, I bought a Sawyer Canadian from Lou Whitman, who thought it would make a fast sailing canoe. I rigged it first with my spare Willetts rig and raced both canoes at Sebago and Sugar for three years and decided, finally, that I was not going to win with this canoe against the new canoes with high Marconi rigs. However, in 1976, I did win the All Outdoor Trophy for cruising canoes around Sugar Island with the Willetts!

In the 1930's in addition to using the canoe at Lake Sebago, we took trips and sailed in the salt water at City Island, Great South Bay and Long Island Sound. In 1938, when I was 15, my Father let me take my first long, sailing, camping trip. On a Saturday morning in early September, my Dad drove us up to the Mamaroneck Yacht Club and we embarked with complete camp outfit, sailing the Willetts up Long Island Sound. In fair, but brisk weather we sailed up the New York and Connecticut coast to our island destination off of Rowayton, Ct. We set up camp, found some Indian arrow points and net sinkers, cooked our dinner and enjoyed the evening at our camp fire. Sunday morning we struck camp, loaded the canoe and started back. The wind picked up from the southwest as we sailed a close reach down the coast. Finally, late in the afternoon, we were heading into some three or four foot waves. Our port tack was driving us into shore and I really was afraid to tack out away from land where the wind and tide would take us out into the middle of Long Island Sound. As we were being driven close to the Sea Wall at Mamaroneck harbor with the waves pounding high on the rocks, I decided that we could just make it on that tack and sneak into Mamaroneck harbor—and we made it!

Wet and cold, we landed on a small beach amongst the rocks. Relieved to be ashore and not out there in what as now pretty heavy wind and high sea, we walked up to the house and knocked on the door of the house on whose beach we had landed. Fortunately, they were sympathetic, friendly and helpful to the two cold, wet teenage mariners. We called my folks and while we waited for them to come pick us up, we got the canoe and its load up to the driveway ready to load on the car. My mother had been worried and was glad to have her son back home safe and unharmed. My Dad was angry because we weren't skillful enough to finish the trip and he had the extra work of picking us up!

Another cruise we took in 1937 or 1938 in the Willetts was on the Hudson. Again Al Northrup was with me as Dad helped us embark from the Yonkers Canoe Club and we sailed up the Hudson and then paddled up the Croton River past the old Dutch Colonial Manor House (I think it was Stuyvesant; there was no State Park there at that time) to a small cabin where Dad's friend and fellow Club member, artist and canoeist Teddy Cornu had made a 30

foot canoe “mother ship” and taught boys to make some small kayaks for going on trips up and down the Hudson. We had made arrangements to camp there. We set up camp and looked around. We started finding worked stone and then started digging in the garden in front of the Manor House and found a few arrowheads and scrapers and net sinkers. An elderly lady came out of the house and we thought she would have us arrested or at least chase us away. But she asked us what we were doing, invited us into the house and showed us some fine old Mohawk clothing and a carrying bag that had been in the family for generations! She let us keep looking for artifacts and we had an enjoyable day. We hated to leave as we packed the Willetts and sailed off down the Hudson to Yonkers.

After the war, I was guiding in Maine, taking young people on ten day canoe trips, but we did not use the Willetts. I had the old, canvas Morris that I had rebuilt and a new White Maine Guide canoe and some other old beat up canvas canoes which served our tripping purposes.

But when I returned from Colorado and rebuilt the Willetts, we started The Great Cruises--sailing canoe trips of three or four days in various parts of New England and The Adirondacks. Those trips included the first few to Lake Sebago, Maine and Beale Island on the coast of Maine and then Great Cruises such as from Cupsuptic down Mooselicmeguntic and Richardson Lakes, Moosehead Lake, West Grand Lake, Long Lake and Sebago in Maine and, of course Winnepesaukee in New Hampshire. We also sailed on Lake George, Lake Champlain, the Saranac Lakes, Racquet Lake and Blue Mountain Lake in New York. The Willetts was used on many of these trips by Evelyn and me or loaned to others to go with us. Most of this tripping was done with Larry Morse, Phil LeMieux, a fellow named Gordon and Larry Haff. We continued to use the canoe in racing, day trips and camping trips which is what a “cruising canoe” is all about.

So, in 1976 and 1977, I designed, and built a stripper, which I called the Osprey, to win the races at Sebago. And it did! I started sailing the Osprey in 1978 and won the Trophy at Sugar Island in 1979 and started winning at Lake Sebago.

I loaned the Willetts to Sebago for a training boat, but a beginner capsized and twisted and broke out the mast thwart and it remained unused. The sailors there just wanted to win the races and thought their turn would come. They didn't want to train beginners and tried to discourage me from racing.

In 1985, I picked up the British sailors at the airport and entertained them at my house and we took five canoes to Maine, rigged for ACA Class and C class sailing, including the Willetts. I replaced the mast thwart, varnished and cleaned it up. We also took them cruising in Maine. One of the Brits stayed until Labor Day and got a third in the Cruising Class Nationals with the Willetts!

I was winning so much that I usually took off from the races some years as I don't think it is good for a sport to be dominated by one or two people but rather to encourage people by letting them have some success. In 2002, however, I decided, instead, to race antique canoes to compare how they sailed relative to modern canoes. Both the Willetts and Dorsey's 1909 Peterborough had small hoisting and lowering rigs which conformed to the rules as they were in 1909 and 1935. They conformed to the 2000 rules also. The other canoes would not conform to the 1935 rules but to the present rules which permitted high full battened sails. I got second in the Lady Bug with Mystie, the 1909 Peterborough, principally because Don Uebel had an exceptionally fine day! But in September, I won the National Championship with the 1936 Willetts Canoe, which Dad called "Undine", and was the fourth canoe by that name. Afterwards, I realized that the Willetts canoe had never won the Nationals before although it won everything else!

The canoe was not sailed very much after that. After 74 years of service, I put the Willetts with the Osprey and the first Dragonfly in the antique boat Museum in Clayton in 2008.



AMERICAN CANOE ASSOCIATION

COMMODORE

Thomas Zuk
3986 Murdock Avenue
Bronx 66, N. Y.

Secretary: Walter Haner
506-11th St., Brooklyn, N. Y.

FOR INFORMATION

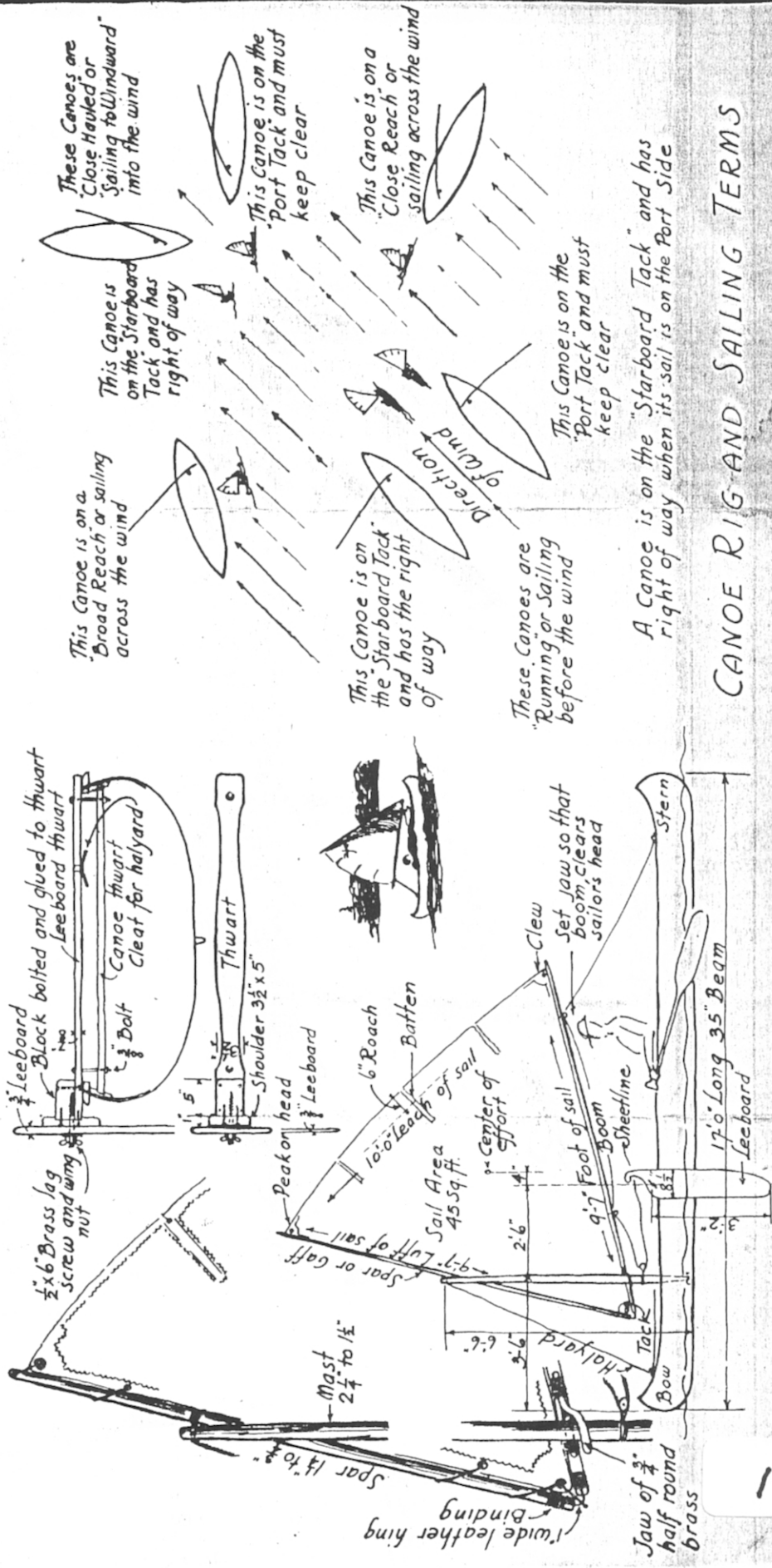
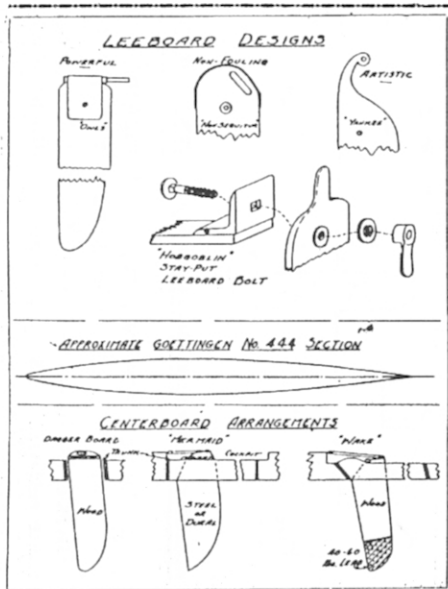
RELATIVE TO SAILING CANOES
Adolph Morse, 3224 Grand Concourse
Bronx, N. Y.

RELATIVE TO CRUISING AND CAMPING
John Hain, 89 Hudson St., Hoboken, N. J.
W. Van B. Claussen, Water Safety
Service, American Red Cross,
Washington, D. C.

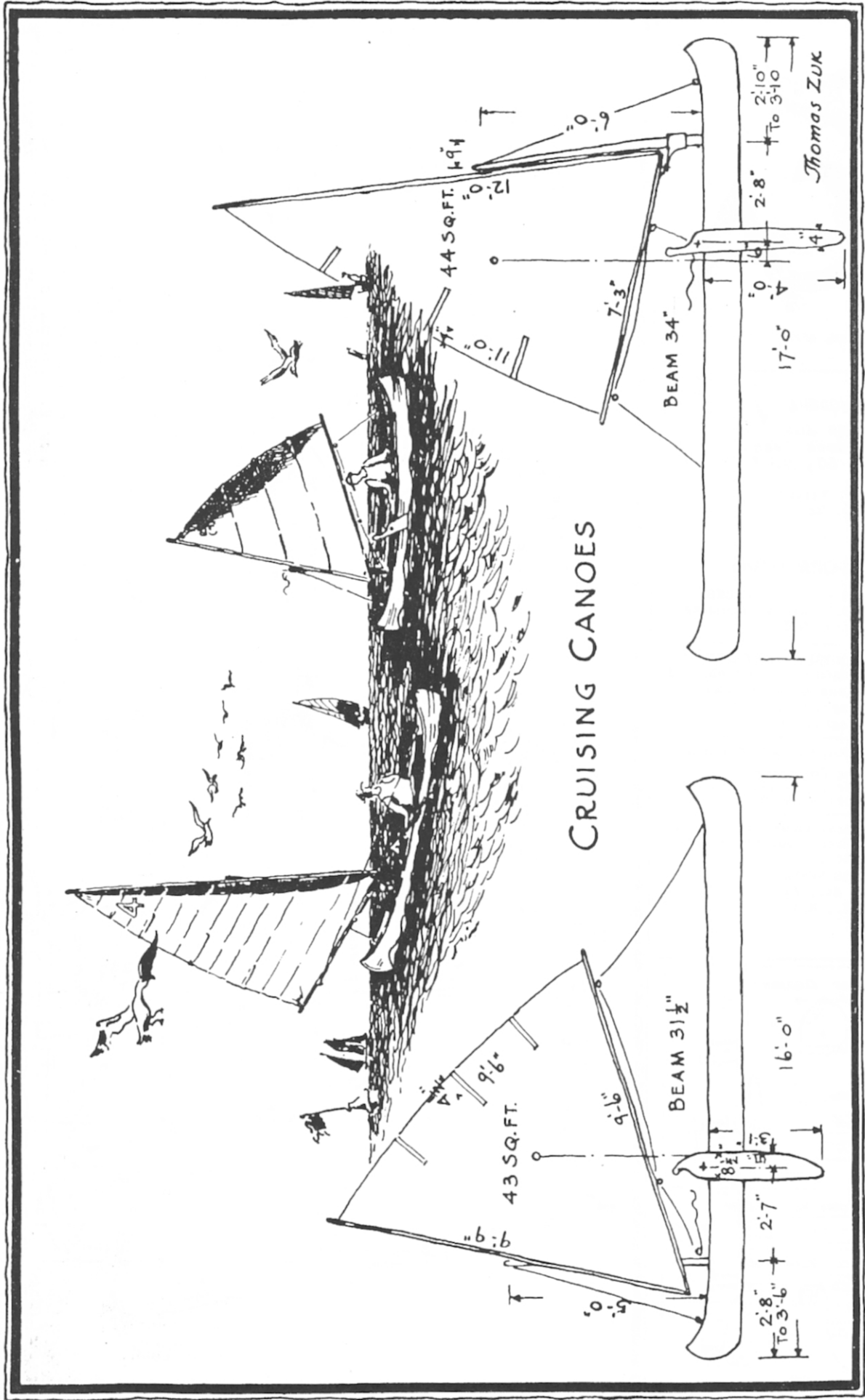
RELATIVE TO PADDLING RACING CANOES
National Paddling Committee Chairman,
Walter Haner, Jr., 506 11th Street,
Brooklyn, N. Y.

Relative to American Canoe Association
(Applications, dues, address changes,
etc.)

LOUIS VENEZIA
104-31 117th St., Richmond Hill
L. I., N. Y.



CANOE RIG AND SAILING TERMS



Shown above, are two types of rigging suitable for cruising canoes. Many novice sailors have requested measurements for use on different size canoes. With this in mind, Tom Zuk, nationally known sailor, has provided a simple, concise drawing, providing

measurements and positions of rigging on both 16 and 17 foot cruising canoes. It is hoped that this drawing will be of considerable help to canoeists, who are anticipating the purchase of sailing equipment.

WILLETT'S CRUISING CLASS CANOES

Rigged exactly the same by Tom Zuk in 1935

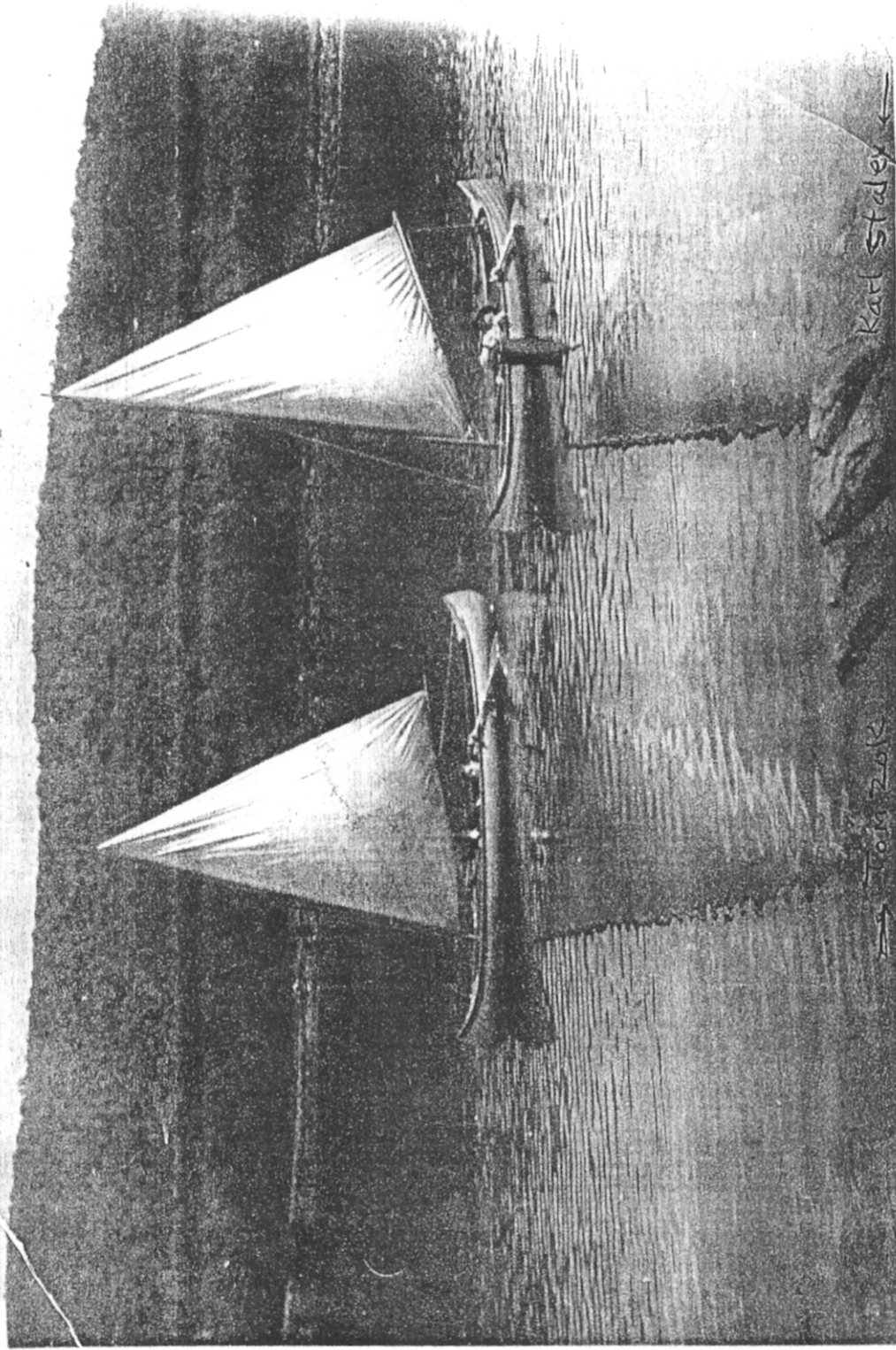
Left - Tom Zuk's Undine IV Sailed by Larry Zuk

Right - Carl Staley's sailed by Carl

I remember when Uncle Jule Marshall brought his canoe and Carl brought his to Lake Sebago and we informally raced. I, as 13 year old champion to be, was no match for the two old champions, Tom and Jule, who had been racing against each other since 1910.

11/20/75 A Water color X 1-S To Karl Staley

Jule, at age 83, mistakenly thought the picture was at Sugar Island when he painted a water color for Carl Staley



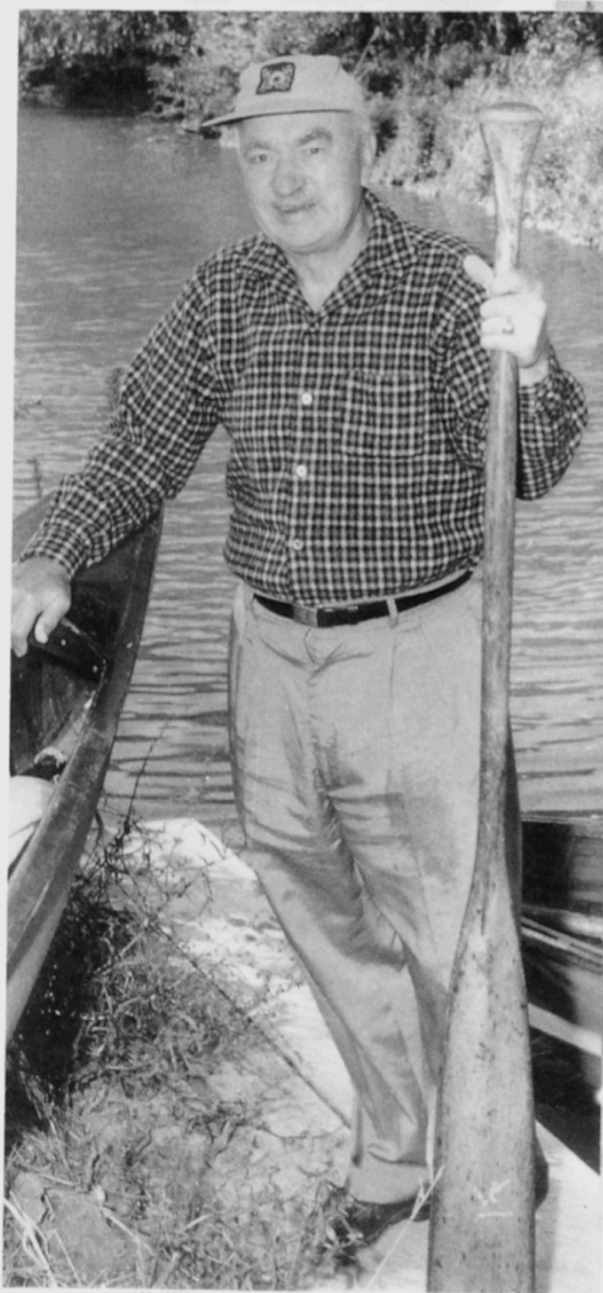
St. Lawrence River

"Lady Bug" Canoes

Tom Zuk

Karl Staley

1936



Grandpa and Erica

Spent the Summer Sailing---1963

Cambridge Maryland

The back yard on Jenkins Creek off Chesapeake Bay

Tom and Grace retired there on purpose in 1955.

Tom and Tommy sailed the Willetts until 1968.



CHAMPIONS-1956
Sugar Island
With Trophy Flags
Sailing Trophy
Lou Whitman
Cruising Trophy
Tom Zuk

Tom Zuk- sailing
Willetts—Sugar
Island---1939



Larry Zuk sailing
Willetts--Sugar
Island--1973



MOOSEHEAD LAKE



WILLETTS-CRUIISING

SAILING-CAMPING
TRIPS IN MAINE

LOWER RICHARDSON
LAKE



MOOSEHEAD LAKE



A TRIBUTE TO FARNHAM DORSEY AND TOM ZUK

I suddenly realized that this year I would have been going to Sugar Island for 80 years. I needed to do something to recognize how wonderful it is to be able to go somewhere so beautiful and to camp and race sailing canoes for such a long time.

I decided to sail and race historic canoes in tribute to the Sailors before us who made it possible. I proposed a "Historic Canoe Race" at Sugar Island. No one else brought historic canoes, but I sailed Farnham Dorsey's 1907 Peterborough, "Mystie" and Tom Zuk's 1935 Willetts, "Undine".

In 1908, Farnham Dorsey of New York City specially ordered a canoe from Peterborough to his specifications and rigged it with a revolutionary sleeve sail rig where the entire mast folds down to lower sail. Remember, that boat would have been delivered to Gananoque by railroad and Dorsey would have gone to Clayton by railroad and by steam ferry to Gan to get it and paddle to Sugar. With his new rig he won the Cruising Trophy several times from 1909 to 1913. Dorsey and the canoe; "Mystie"; were at Sugar Island the first time I was there in 1923.

As I sailed it, I imagined how it looked on the river in 1909. Inter-island steamers - not tourboats, working sailing boats with lumber and bricks and produce - not sailing yachts and people rowing Saint Lawrence skiffs - not motor boats!

In 1935, Tom Zuk ordered a 17 foot Willetts Canoe from Tacoma, Washington and rigged it with a revolutionary new rig which featured an arm on a slanted mast instead of a typical lateen rig. He started the sailing group at Lake Sebago where I first learned to sail in this canoe and raced from 1935 through 1941. Tom Zuk won the Cruising Trophy at Sugar Island several times beginning in 1920 and 37 years later in 1956, when he was 65. He beat Steve Lysack, then 46, for the Cruising Trophy at Sugar Island in this canoe.

I sailed the two canoes at Sugar Island and then took them to the Wooden Canoe Heritage Association annual meeting and exhibited them. Both Canoes have their original rigging; spars, leeboards and paddles but the 1908 has a replica sail and they have bronze blocks but modern running lines because I can't find any linen roping.

I also decided to see how well these canoes would race against present day canoes. On Fourth of July weekend, I raced the 1908 Peterborough in the 1904 Lady Bug Trophy since they both originated in the same era. It won the first race and got second in the series.

On Labor Day Weekend I raced the 1935 Willetts, which I first started sailing there in 1935, in the Cruising Class National Championship, Wilkenson Trophy which started in 1940. It won two races and the series, and I realized that although this canoe had won many Trophies in its career, this was the first time that canoe had won the National Cruising Championship!

So, here's to Farnham Dorsey and Tom Zuk, promoters of the sport of canoe sailing. Our thanks to them and to all the sailors who for many years preserved our sport and Sugar Island for us!

Osprey 1978 Strip Built Canoe



OSPREY
Strip Built Cruising Canoe -- ACA Hull No. 12
Larry Zuk Nov 2010

These Canoes were primarily rigged and used in the American Canoe Association for Sailing Racing and Cruising (trips of more than one day with camping, fishing, and even hunting, outfit on board). All these canoes are significant, not only because they are old, but, because they are all National Championship Canoes, and furthermore, represent innovations in the rigging, hull or both, primarily in the Cruising Class and the ACA Class.

None of these canoes is equipped with any kind of mountings for a rudder or other steering device. All were intended to be steered by balancing the canoe and the use of a hand-held paddle.

See my manuscript on the HISTORY OF THE CRUISING CLASS, which describes these canoes and how they were developed and used.

Osprey — 1978 Open Cruising Strip canoe, Sitka spruce with mahogany gunwales, stems and thwarts. 16ft. x 35 inches. Laid up with no metal fasteners (no tack or staple holes), acrylic plastic with 10 oz. glass cloth outside and 6 oz. inside. Original launched weight 56 lbs. The gunwales, decks and thwarts were varnished but the hull never coated with anything but the acrylic resin. Comes with original 14 ft. Sitka spruce mast I made, 50 sq. ft. fully battened cruising sail made by Marblehead Sails to my design drawings, leeboard and thwart and one or two single blades used for cruising sailing. Designed and built by Larry Zuk, it is probably the first canoe ever designed specifically for open canoe sailing racing. Raced and cruised for 35 years, it never needed re-gluing, was only patched outside and is still in good seaworthy condition.

In 1969, I moved from Colorado back east to leave the whitewater and resume my sailing racing. I had rigged a whitewater canoe (the Kidder, which I also gave to the Museum) and had six canoes sailing in Colorado but no racing. I also rigged an 18 ft. Lincoln with a 45 ft. tall battened sail. Also, I bought a Sawyer Canadian, 16 ft. canoe from Lou Whitman which I used for cruising racing with my spare rig for the Willetts. I sold the Lincoln but sailed the Sawyer and rigged it for ACA and C-Class and we used it as a training canoe for many years. When I rebuilt my dad's old Willetts canoe and started racing at Lake Sebago and Sugar Island, I soon realized that the old canoe was not going to be competitive with the new tall rigs (but I finally won the National Championship in 2002 with it), so I decided to design and build a really championship canoe!

I read the only book on building strippers that I could find and, I believe, saw one or two canoes and decided that, in the book, there was too much of the process left out. If I were going to put that much money and time into a canoe, I'd be damned if it were going to have all those little tack or staple holes in it! I tried the soaking in carbonate that was

recommended for removing them but it didn't work. So, I fastened each strip to the mold with clamps and rubber bands and glued each to the previous plank. I have never used a metal fastener in the Osprey for any purpose. It is entirely glued and is, without any repairs or re-gluing, in fine shape 35 years later. There is varnish on the gunwales, decks and thwarts but only resin on the inside and outside of the hull. I made a series of slides of two "strippers" being made and gave lectures, using the actual finished canoes on display.

In 1976, I had bought a Sawyer Canadian from Lou Whitman who thought it would make a good open canoe sailing boat. I was rigging it with a copy of my Dad's Willetts rig. In February of 1976 I bought some Sitka spruce and some Mahogany from Condon's, in White Plains, most of which was used for spars but some was used for gunwales and thwarts for the canoes. I cleaned the shop and built a wall and tried to dustproof the shop. I varnished the Willetts gunwales and thwarts, worked on the decked canoe, and designed and ordered some sails. This was all preliminary to building a canoe.

Larry Morse, Phil Lemieux and some others were all working with me to rig their canoes for sailing so, we, together, were making spars, leeboards, mast thwarts and leeboard thwarts. My basement was a canoe factory! One of my notes says, "43 hours shop work last week". But along with this, work started on the Osprey as on April 17, 1976, Larry Morse and I cut long strips of Sitka which were mostly used for spars but some for gunwales and thwarts. And on April 22nd my notes say "cut mold" and "design boat".

The basic design was completely new and had never been done. The canoe was primarily designed for small lakes with light puffy winds. It did very well, actually, in the hard winds and large waves at Sugar Island, but as I grew older, with my weight of less than 145 lbs., it was difficult for me to handle. This meant large sail area, quick starting and less resistance at slow speeds, designed displacement of 215 lbs., and light weight as possible. This was the first time I used the calculus since college days. I describe the design as "slide rule assisted", as opposed to the later computer-assisted designs.

Although the basic design had been made, now this was "lofting" which was making full size drawings for the mold forms. May 14th and June 17th still said "working on mold". Work continued on my Willetts and the Sawyer that I was sailing. There is a box in my notes which says "April 17, 76 first cut on boat planks -- May 14, 76 mold started -- March 24, 77 boat started."

Remember, I was commodore of the ACA in 1975 and 1976 and in 1977, still a member of the council, traveling to meetings, and I was racing the Sawyer and camping-cruising in the Willetts and we were making sailing rigs. But work continued on the new Osprey. I don't have the details at hand for 1977 but the planking had been glued together and the glass put on and the mold disassembled so we could work on the hull. In January 1978, I was working on thwarts and in February and March sanding the inside of the canoe

and putting on gunwales and decks. Sanding, plastic and varnish are also mentioned. On May 30th, I was “gluing mast Osprey”.

On June 10th, 1978, my notes say, “Launched Canoe Cochituate”. This is followed by a couple of weeks of sanding the inside of the canoe, varnishing gunwales, and also finishing spars, leeboard, thwarts, and spray board.

The canoe and rig had been under construction for a long time because I work carefully and we were doing many other activities. As an illustration, let me tell you about the previous two months. On July 1st and 2nd, I raced at Sebago in the Ladybug and was 2nd in one race and 5th overall. On July 3rd we took a local river cruise, on the 8th and 9th, a sailing cruise to Beale Island, Maine, and on the 15th, sailed in the decked canoe Eastern IC Championships at Ram Island in Buzzards Bay. On July 22nd, started packing and spent from the 24th to the 28th at my folk’s on Chesapeake Bay with a trip to see Ben Fuller at St. Michaels. Then spent July 29th and 30th at the C-Class Nationals at Oceanport, New Jersey. On the way home, I picked up, with my trailer, a decked canoe at Danny’s and another at Lou Whitman’s for the fellows in Dayton.

On Monday, July 30th, we had a National Council meeting at Sebago and on August 1st, Evelyn and I flew to Honolulu on our trip to Hawaii and Alaska to visit our Daughter, returning on August 24th. On Saturday, August 26th we raced the Eastern C-Class Championships at Bowman’s and I sailed the Osprey with its cruising rig against the bigger sails and rudders, getting 4th out of ten canoes. On September 2nd and 3rd I raced the Osprey in its first cruising races and beat Gordon Miller and Joe Klecka for the first time! I was second to Gordon, beating Klecka in the regatta field of 13 canoes!

It took a long time building from April 17, 1976 to August 25, 1978 -- two years and four months. The Osprey was designed and built to win Cruising Class Sailing races on Lake Sebago and on its 5th day of sailing, it did!

I won the Cruising Trophy at Sugar Island in 1979 and in 1980 won two of the three races but because of the scoring of the time (with extra points for the windward-leeward race) Joe Klecka got first. I was second, and Gordon Miller was third. And I beat those big fellows in a heavy wind! Although the canoe was allowed 50 sq. ft. under the cruising rules, I sailed it, frequently, with the smaller ACA Class Sail, winning the National ACA Class, Tom Zuk Trophy, at Sugar in 1985. In 1982, the ACA Class became a National Class and I had designed it so that the sail could be used on most canoes in the Cruising Class and C-Class as well.

In 1983, I won the combined sailing-paddling race for the ACA’s oldest race, The Record, for which the Admiralty Trophy is awarded. But Steve Clark in an illegal decked canoe beat me for the overall series. At age 61, second was not too bad. But the following year, 1984, I won the paddling, sailing and *the* combined races, to win the ACA’s oldest

competition on its 100th Anniversary! The Osprey won many races for 15 years from 1978, with both the big cruising sail and the ACA Class Sail, every trophy for the Cruising Class and ACA Class, until 1992 when I designed, built and sailed the Dragonfly.

The Osprey was only used for camping-cruising trips with the ACA Class sail a few times. It has plenty of space with its wide beam and is very good for this purpose but I used the glass Sawyer and the old Willetts more for those trips.

In 2002 I loaned the Osprey to Dave Sherman to sail at Sebago. They thought I loaned it to the Division. So, Tom Uebel, who had not been sailing for several years because of his lung problems, decided to sail it. I won the Lady Bug but he beat me in the Nationals. So the 2003 National Championship was its last race, so far, and I think that it is still the fastest light wind, Cruising Class Canoe. The computer testing that we did substantiated this. At faster speeds or with the small ACA Class sail the Dragonfly is faster. The Dragonfly was computer-assisted design.

Partly to make certain that no one else borrowed it and beat me in a race, I gave the Osprey to the Antique Boat Museum in 2008.

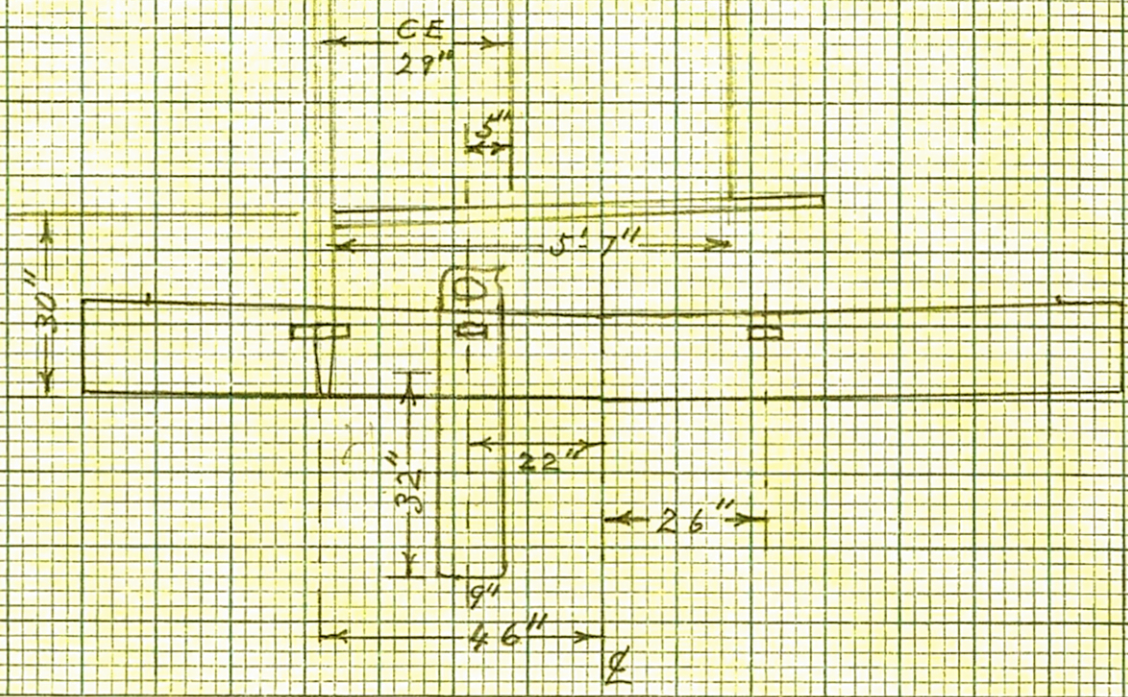
Cruising Canoe - "Osprey"
 16'-1" x 35.5"
 50 Sq. ft. Full Batten

Design Cr-4
 February 11, 1978
 L.E. Zuh

Scale: 1 cm = 1 ft

Mast 14'-0"
 Sail 13'-6"

12



1

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18
 0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16



LAUNCHED -- Lake Cochituate
June 10, 1978

OSPREY 1978
STRIP BUILT CANOE
Designed & built by Larry Zuk



LAKE SEBAGO
July 1978

LADY BUG TROPHY -
JULY 1978
First Race Larry ever beat
Gordon Miller and Joe Klecka
Series: 1. Miller 2. Zuk 3. Klecka





A.C.A. 100th ANNIVERSARY
Lake George --- 1980



LAKE CHAMPLAIN 1979
Eastern Class C Championship

MERRYMEETING LAKE
FIRST RACE --- 1978
Eastern Class C Championship





FINISH COMBINED
Larry Zuk-Ben Fuller
Gus Schuldtheight



SUGAR ISLAND 1983

Larry winning the COMBINED
Paddling and sailing Race for the
ADMIRALTY TROPHY
The ACA's oldest competition
On its 100th Anniversary



**HIGH ROCK LAKE
North Carolina 1982
Class C Nationals**



**MASSABESIC LAKE
ACA Class Nationals
1985**

**LAKE SEBAGO
1999
Class C Nationals**



Falcon -- 1953 Manana Decked Sailing Canoe



THE DECKED SAILING CANOE -- FALCON

Larry Zuk March 2011

Decked Sailing Canoe: International 10 Sq. M., named "FALCON", ACA No. 90, which is also its IC Number; Lou Whitman design, "Manana II", Cold Molded by Max Anderson of Sweden in 1953, fitted, rigged and sailed by David Fishman. These canoes were designed to the new International Rules agreed to by the U.S. and Great Britain in 1934, which were stated in metric measurements. The original measurements, made in 1953 read 17'3/4" length, 40'3/4" width and 23.8" depth.

The canoe comes with her original rigging and sails, No. 90, and an extra set of Dacron sails from Lou Whitman. She has been slightly altered to swing the centerboard up and down, but with the parts saved to restore it to its original state. It can be sailed but has a leak, probably in the centerboard trunk.

Louis Whitman, famous International Canoe sailor and designer-builder, designed two of these "Manana" canoes. According to my records, Manana No. I, in 1945, was made by Lou Whitman and later destroyed. And Manana II, in 1948, was also destroyed. He then ordered a number of these latter hulls to be made in Sweden and shipped to City Island, New York, and made available to our sailors. According to my records, which were made at the time, not later (attached to this description), there were 5 hulls ordered from Max Anderson in 1953 and 5 in 1954. Dave Fishman's canoe, No. 90, and Frank Hahn's, No. 74, now in the Antique Boat Museum in Clayton, NY, and Jesse Fishman's, No. 92, at Mystic Seaport in Connecticut, were in the 1953 group. At the Island Canoe Club, with the help of Lou Whitman, these canoes were decked, fitted and rigged by the individual sailors but are remarkably similar. With the same wood shell, they could be finished wider or deeper or with different decking or centerboard trunk and mast placement. I was there in 1953, and saw these canoes (even took a picture of Dave's with my real falcon sitting on the bow).

The Fishmans, Whitmans and Zuks were very close both socially and in canoeing at City Island and at Sugar Island in the 20's and 30's, when I was young and hung around the club until 1935, when we got the Willetts and went to Sebago. Also after I was in the Navy from 1946 through 1949. I was at college, in the Navy and in Colorado winning white water races and was only a visitor, racing in the Cruising Class sailing Nationals in 1946 and 1947, occasionally visiting home and going to City Island.

Jesse Fishman was a better sailor but Dave, and this canoe, competed until at least 1956 and, perhaps, raced or just sailed at City Island and Great South Bay after that. With it, Dave won the Crane Trophy in 1949, the Mab in 1950 and the Mermaid in 1952. (See more in *Sailing With Champions* by Fay Jordaens with Larry Zuk.)

In 1965 I heard that Dave wanted to sell the canoe and wrote him. He was delighted to keep the canoe “in the family” and I bought her for \$500.00. Dave crated it in New York and shipped it and on May 29 I bought a trailer for it. On June 1, 1965, while I was at work, the Canoe was delivered in Denver and the truck driver and my 97 pound wife, Evelyn, wrestled the 250 pound crated Canoe on to the trailer in the garage. I came home the proud possessor of my first International Sailing Canoe! (I had sailed on my father’s 16x30 decked canoe for the first time in 1927.) I had done most of my winning white water races and was getting a few open canoes rigged. We had six canoes sailing on Cherry Creek Reservoir and I intended to try out the decked canoe there.

Sometimes going with the Denver Sailing Club, I sailed her on lakes like Carter Lake at 6000 feet altitude, Shadow Mountain at 10,000 feet, and Dillon Reservoir, at about 7000 feet. In the cold waters of Colorado, we always used wet suits for sailing, but not much in white water. My 17-year-old daughter, Erica, was racing white water with me in the C-2, and by herself in the kayak, and she liked to sail. We sailed the Falcon side-by-side on the sliding seat and one skippered on starboard tack and went out on the sliding seat and the other skippered on the port tack! This required very close cooperation as the crew handled the sheet lines and centerboard and both had to get off the seat at precisely the same time so that the sliding seat could be moved from side to side or inboard or outboard!

With my tiny wife, Evelyn, it was different. She bravely participated in camping, fishing and running all but the roughest white water, and sailed with me in the open canoe on Cherry Creek Reservoir. Somewhat reluctantly, she agreed to try out this new adventure in canoeing. So, fortified with our wet suits and life jackets, and accompanied by other sailing dinghies, we embarked on the decked canoe and scooted down the lake exhilarated by the speed and growing more confident. Suddenly, a quick, hard puff of wind hit us, my reaction was inadequate and too late, and I yelled, “We are going over!”

This is not an infrequent occurrence on a decked canoe, especially in the mountains with their changeable wind currents. The canoe lies down on its lee beam with the skipper (who was out there to windward on the sliding seat) sitting on top of the windward side of the hull, in this case staring down into the lake where his passenger had disappeared! Instantly, she popped up out of the water and grabbed the shroud close at hand. “Everything is okay”, I comforted her, “just hang on!” Standing on the hull, holding the main sheet tight and pulling down on the sliding seat, I brought the boat upright. Evelyn, not too strong with her small arms, could not climb back onto the canoe. It was similar to climbing out of a swimming pool without a ladder. I couldn’t go over there and put both of us on the same side of the canoe, so I turned the canoe back over again, leaned over and helped her up to hold onto the windward shroud. I turned the canoe back upright again and there she was, lying across the boat and only had to roll over and sit up!

After about seven knockdowns, we got cold and tired and came in. Some time later, a Club member offered to take her out for a sail in a Lido 14, a small dingy. When they returned, I asked her how she liked the sail, to which she replied, "It was like riding in a baby carriage!"

I raced in a few "one of a kind" regattas, beating everyone except the C-Scows, but sailing in the tricky mountain winds and dunking in the ice cold water really was not the most enjoyable sailing experience. We sailed mostly near Denver on Cherry Creek Reservoir with our group of open canoes. I also used the decked sailing canoe mast, sails, rudder and tiller to rig a catamaran using two Kidder white water canoes, which we sailed in Colorado and even in the Pacific Ocean off the coast of Mexico!

In 1969, I brought the Falcon back to Massachusetts where I sailed her, demonstrating and loaning her to sailors to try to get them to join the sport. In 1977, I raced and Chris Converse sailed in the Falcon for his first race at Ram Island and later became National Champion. Ted Bowman took his first sail on a decked canoe in New Hampshire, becoming a decked canoe sailor in addition to his championship open canoe sailing. As I devoted my time to racing Cruising Class canoes, it was not used much after 1979.

In 1981, I was chosen by the ICF to be the North American Representative on the International Sailing Committee and as such went to meetings in England and Canada, and was a Judge and Measurer at the World Championships in Marion, Massachusetts in Buzzards Bay. I have attached some pictures of that occasion and of the International Committee.

I have attached some pictures of the canoe in 1953, and, later articles on racing in the Rockies and then racing again in New England. Also attached are some early measurements of both Frank Hahn's No. 74 and Dave Fishman's No. 90 made in 1953 when they were first rigged. Also included is the list of decked sailing canoes rigged and registered starting in 1935. In 1934, the first international decked canoe sailing rules were established and my father, Tom Zuk, was elected the first ACA National Measurer (see my manuscript on "The Demise of the 16x30 Sailing Canoe").

My relationship with decked sailing canoes started with rides on my father's 16x30 in 1927 and continued from measuring canoes at the International Challenge Cup series in 1933, to owning, sailing and racing this canoe, "Falcon", to being on the ICF Sailing Committee in the 1980's, to writing Decked Sailing History now in 2011, and who knows where else?

In 2008, I donated the Falcon to the Antique Boat Museum in Clayton, NY.

MAX ANDERSSONS

KANOTBYGGERI

VÄSTERÅS

POSTGIRO Nr 8 26 76

TELEFONER:

FABRIKEN 32086

BOSTADEN 32083

Västerås den 1st April 1953

Louis Whitman Esq
1814 - 48th Street
BROOKLYN 4
New York
USA

Dear Sir,

I have received your letter of the 25th inst and have pleasure in informing you that the 5 canoe hulls have been sent to our shipping agents Messrs Eric Hultgren & Co Gothenburg and are booked for shipment by the M/S Stockholm leaving Gothenburg on the 4th April.

The boat is reckoned to be in New York by the 14th April.

We have forced the manufacture of your order so as to help you to the earliest possible delivery and we reckon that 4 hulls and the masts will be sent from here on the 7th or 8th April.

On account of the above statement we are enclosing invoice covering complete order and Messrs Hultgren & Co Gothenburg will if necessary make a rest charge on the order.

We trust that these hulls will in all respects correspond with your expectations and trust to hear from you soon.

Hoping to be favoured also in future with your esteemed orders we remain, Dear Sir,

Yours faithfully



MAX ANDERSSONS

KANOTBYGGERI

VÄSTERÅS

POSTGIRO Nr 8 26 76

TELEFONER:

FABRIKEN 32086

BOSTADEN 32083

Västerås ~~den~~ the 22nd October 1953

Louis Whitman Esq
1814, Forty-eighth Street
BROOKLYN 4
NEW YORK USA

Dear Sir,

We have pleasure in writing you concerning your construction of sailing canoes as we are to-day sending a canoe hull to W J Kempner 47-53 St. John Street SMITHFIELD LONDON E C 1 England.

When this canoe was built we have considered the remarks which have been raised through W J Kempner regarding the classification having found that in connection with the joining of the two halves a pressing on the inner side of the keel causes the bad state with regard to measurements 0,813 m / 32" / in the middle and 0.102 / 4" / over the keel. This has now been altered and we fully regret this and await with pleasure your comments in the matter.

We also beg to point out that in view of the inconvenience caused you and in order to put this right at least partly we are willing to admit a considerable reduction in price in the event of your order for those sailing canoes. We are thus willing to supply at Kronor 800:- each.

Hoping to hear from you in the near future

We remain Dear Sirs

Yours truly.

Max Anderssons Kanotbyggeri
Västerås

1814-48th Street
Brooklyn 4, New York
October 26, 1953

Dear Mr. Anderssons:

Read your letter of the 22nd October noting you are aware of the trouble you have caused me with the unfinished moulded canoes. I should have advised you of the various flaws in the construction of these boats, however I was too busy with finishing of my boat; also, racing and travelling.

However, here is a list of complaints:

- (1) Five (5) boats measured out of rise of floor rule. Some of these were pulled out to as much as $41\frac{1}{2}$ " in order to measure in. In my own boat, I pulled it out to $40\frac{1}{2}$ ", put a permanent brace at the bilges and let the gunwales spring back to $39\frac{1}{2}$ ". Naturally some slight distortion was caused. I also cut my sheer down amidship one inch.
- (2) There is no uniformity, some boats measuring $37\frac{1}{2}$ inches, others, 40".
- (3) Some of the centerboard trunks were not centered ~~in~~ in the boats
- (4) The gluing of the keel casing and backbone was very poor, coming loose.
- (5) The outer planking was supposed to be polished smooth, all bumps and hollows to be removed.
- (6) You were told to print copies of my plans and return them to me...you failed to do this.
- (7) The plywood used in the centerboard trunk and keel-casing should be sanded smooth before installation. We do not even have any unsanded plywood in this country.
- (8) The mast lumber you used was very poor. I do not take exception to your Swedish fir, but in this country, fir comes in long straight lengths, free of sap and perfectly straight grain and clear. As a matter of fact, I could have masts and booms of best airplane spruce made in U.S. sizeable order for \$60.00 or 300 Kroner per set. Yours cost me about 350 Kroner and they were inferior. As far as weight was concerned they were fair except that they were a little heavy on top. Also, the top should be large enough to install a small wheel or sheave 1" or $1\frac{1}{4}$ ".

(2)

In spite of all this, I completed my boat by the end of May and had it in good racing trim by the end of June.

I planed a lot of the bumps out of the boat but still have a hollow 1/16 inch on both sides of forward end of the trunk. I expect to glue on some mahogany veneer this winter and remove these hollows and check it more carefully for bumps.

In general, I know that I could have had the boat moulded in this country for less money when the duty and all of the other expenses on your boats are considered.

It cost me approximately \$415.00 or Kroner 2100 per unit boat, mast and spar.

I would like to order two(2) open boats from my mould, sheer line 16 inches or more as shown on your original plan. Thickness of planking to 1/16 inch thinner, install inner and outer keel of 3/16 inch 45 degree plywood, same as decked canoe. Do not install centerboard trunk and inwales. That work will be done here. Also, when boat is assembled, get the maximum beam possible--I believe 42 or 44 inches is practical. These boats are to be a new class of cruiser type, semi-decked canoes, to accomodate two people inside the boat.

I expect to have a front deck and a bulkhead six(6) feet from bow and rear deck and bulkhead five feet from stern, leaving a cockpit of 6 feet. The purpose is if an upset occurs, after righting there will only be about six inches of water in the six foot cockpit which can easily be bailed out or the ^{boat} may even proceed on its way instantly and be bailed out while moving. Of course, the sailing rig will be smaller. No slide seat will be used. One of these boats is to be used by my wife and boy.

Perhaps this boat will be the answer and become popular with people who are too timid to sail a decked canoe.

I understand you have received an order from Mr. Haner for paddling canoes. The correct thing to do would be to ship them in simultaneously in order to save trouble and expense.

If you are sincere in making adjustment on the old boats, please let me know what you can do relative to this order. Also, do not forget to return my plans.

Sincerely,

Louis Whitman

MAX ANDERSSONS

KANOTBYGGERI

VÄSTERÅS

POSTGIRO Nr 8 26 76

TELEFONER:

FABRIKEN 32086

BOSTADEN 32083

Västerås den 19th November 1953

Louis Whitman Esq

1814/40th Street

BROOKLYN 4 N.Y.

NEW YORK

USA

Dear Sir,

I have received with thanks your letter of the 26th ult.

I did of course not receive a very pleasant letter regarding the delivery in the spring and I have also explained in an earlier letter why the canoe could not be classed. When the mould was made we were particularly anxious that the measurements should be accurate according to the classification rules but as I mentioned earlier the measurements have been displaced in the adjustment and the joining of the two halves as planing has been done on the inside of the inner keel side and consequently a displacement with regard to the width in the middle of the boat. This is not mentioned as a defense on my part but only as a mere statement of facts.

As regards the high expenses for shipping and freight I will make the necessary inquiries contacting our shipping agents Messrs Eric Hultgren & Co Gothenburg.

I beg to thank you for your promised order as per your desire thus sheer line 16 inches or more as shown in **your** original plan Thickness of planking to 1/16 inch thinner install inner and outer keel of 3/16 inch 45 degrees plywood same as decked canoe.

Mounting of centre board case and inwales to be made by you, Is the centre board hole not to be made either in that case the placing of that is required when giving us your definite order with regard to the augmented total area of the canoe hull I wish to quote this at a price of \$ 168.- each exclusive of packing and freight.

I have not yet heard anything from Mr Haner but suppose and hope he will place an order.

I regret to say that the drawing was not sent as promised but is enclosed herewith.

Hoping to hear from you again soonest possible so that the delivery will be subject to no delay I remain, Dear Sir,

Yours truly,

Max Andersson, Kanotbyggeri
Västerås

1814-48th Street
Brooklyn 4, New York
December 4, 1953

Max Anderssons
Kantbyggeri
Vasteras, Sweden

Dear Sir:

Enclosed you will find a check for \$110.00 which will act as a down payment; the balance to be paid on delivery of two cruiser, high freeboard type deck canoe hulls.

In order to avoid mistakes, I will repeat specifications:

High sheer line 16 inches as shown on your original plan
Planking thickness 1/16 inch thinner than regular deck canoe *or 5MM*
Keels, inner and outer 3/16 inch-45 degree plywood same as
for regular decked canoe
Centerboard trunk hole location and width same as for
regular decked canoe
Make hole but do not install trunk
Do not install inwale or outwale
Beam to be 43inched, flatten hull as much as possible in
order to accomplish this.

I will install gunwales and centerboard trunk myself.

You have received Mr. Haner's order by this time. I would like to receive my hulls together with his. This will save a lot of money and trouble.

I understand you have been over to England and have seen their version of decked canoes. Do you think you can now build one complete similar to ones you have seen. If you are interested please let me know approximate cost.

Also, I have not heard of any Swedish interest in decked canoes or perhaps in the cruising version.

Please acknowledge receipt of this order and give delivery date by return mail. Please use my correct address as shown ~~above~~ above. As yet I have not received my plans.

1814-48th Street
Brooklyn 4, New York
December 4, 1953

Max Anderssons
Kantbyggeri
Vasteras, Sweden

Dear Sir:

Enclosed you will find a check for \$110.00 which will act as a down payment; the balance to be paid on delivery of two cruiser, high freeboard type deck canoe hulls.

In order to avoid mistakes, I will repeat specifications:

High sheer line 16 inches as shown on your original plan
Planking thickness 1/16 inch thinner than regular deck canoe *6 m 227*
Keels, inner and outer 3/16 inch-45 degree plywood same as
for regular decked canoe
Centerboard trunk hole location and width same as for
regular decked canoe
Make hole but do not install trunk
Do not install inwale or outwale
Beam to be 43 inches, flatten hull as much as possible in
order to accomplish this.

I will install gunwales and centerboard trunk myself.

You have received Mr. Haner's order by this time. I would like to receive my hulls together with his. This will save a lot of money and trouble.

I understand you have been over to England and have seen their version of decked canoes. Do you think you can now build one complete similar to ones you have seen. If you are interested please let me know approximate cost.

Also, I have not heard of any Swedish interest in decked canoes or perhaps in the cruising version.

Please acknowledge receipt of this order and give delivery date by return mail. Please use my correct address as shown ~~above~~ above. As yet I have not received my plans.

Aktiebolaget Svenska Handelsbanken

TEL.-ADR.:
HANDELSBANK



This is to certify that the below-mentioned cheque has been lost in connection with the shipwreck of the n/s OKLAHOMA in December 1953.

Cheque No. 686

Amount: US \$ 110:--

Drawee: Manufacturers Trust Company.

Drawer: Manufacturers Trust Company.

Order: Max Anderssons Kanotbyggeri.

Stockholm, February 19th 1954.

AKTIEBOLAGET SVENSKA HANDELSBANKEN

M. La. Gustav

[Signature]

(9)

decked canoes

	Owner	Canoe
81		
82		
83		
84		
85		
86		
87		
88	Clipper V New	D Zwart → Destroyed by fire
89		
90	David Fishman	
91	Jose Fishman	
92	Raymond A Dodge	
93	" " "	
94	" " "	
95	Steve Byrak	
96	Don Zwart	
97	J Whitman	BOB HUNTER NETHERCOT
98	Per Nelson	24 S W 21, 26th L Miami Fla
99	Leonard Susman	
100		
101	Timothy Prince	Cincinnati Ohio (NEAR Lentini

(10)
 yr. length beam w.l. depth Sailarea *Boards*

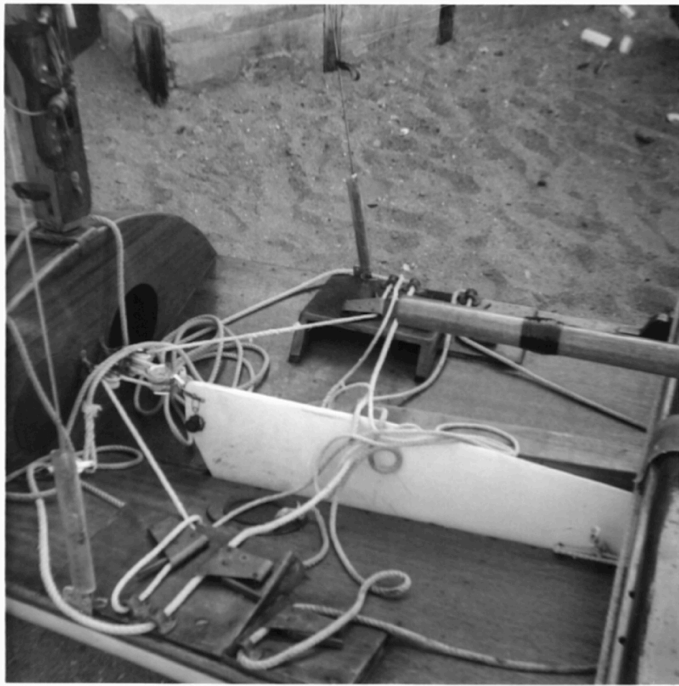
153 17'0³/₄ 40³/₄ 12³/₈ *Smedley*
 142 16' 40¹/₂ Destroyed 11⁵/₈ 107¹/₂ "

1953 17'0³/₄

1953 17'0³/₄

Compliments
 of
 ATLANTIC DIVISION
 DECKED
 CANOE SAILORS





NEW SWIVELING
CENTERBOARD



ARRIVAL IN
DENVER CRATED

INTERNATIONAL 10M
DECKED CANOE
FALCON NO. 90

CARTER LAKE 1965
Erica and Larry Zuk

CARTER LAKE
Altitude 6000 feet



DECKED CANOE NO. 90



Erica and Larry
Sailing 1966 - 1968

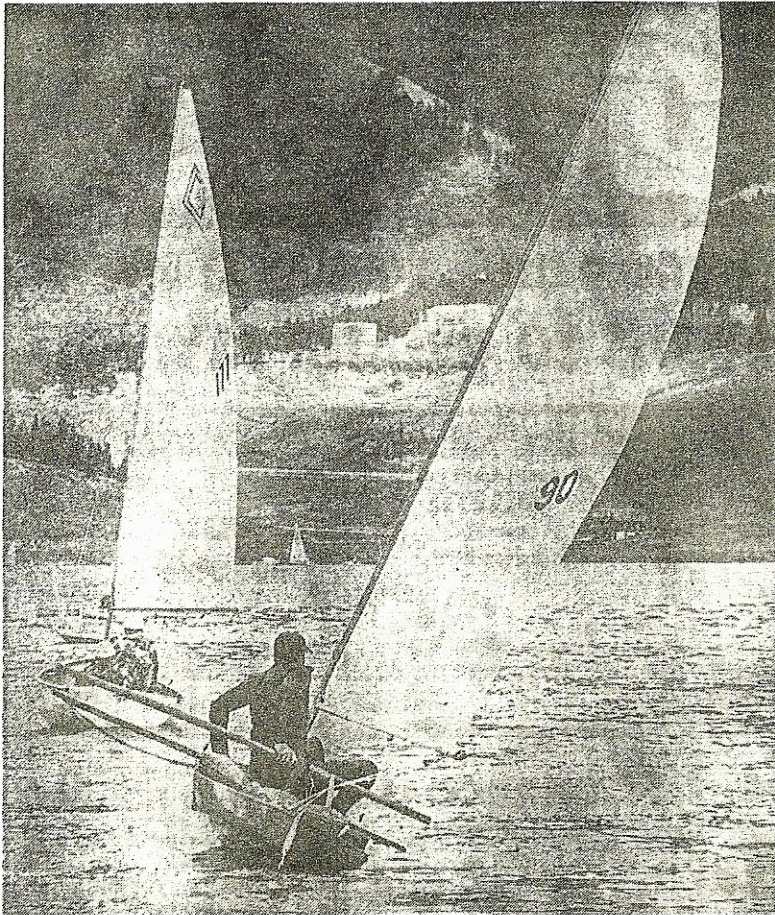
SHADOW MOUNTAIN
Altitude 10,000 Feet



DECKED SAILING RIG
on Two Kidder Canoes
at Shadow Mountain
(later in Gulf of Mexico)



Mountain Mariners Sail Dillon



Pulling tight against the wind, this canoe-like contender in Sunday's regatta on Dillon Reservoir puts on sudden burst of speed. Success was as much a measure of nerve as skill in brisk breezes.

Tall sails and towering mountains, right, form a unique, picturesque Colorado combination. Skittish winds on the high-country waters quickly made sailors of some landlubbers and landlubbers of some sailors.



Sudden Gale Ends Regatta at Dillon

16

Sharp spikes of white sail dot Dillon Reservoir and soft tufts of cloud float overhead as boats from across the U.S. compete in Sunday's Ski-Yachting Regatta. About 80 boats ventured out on the 5-mile course during the day until a sudden gale roughed the placid surface into whitecaps, sending contestants to shore to ride it out. Monday holiday sailors will head for Arapahoe Basin to compete in ski races there.

—FULL PAGE OF PICTURES ON PAGE 44

—Rocky Mountain News Photo by Dennis Weiser.

DECKED
CANOE
NO. 90

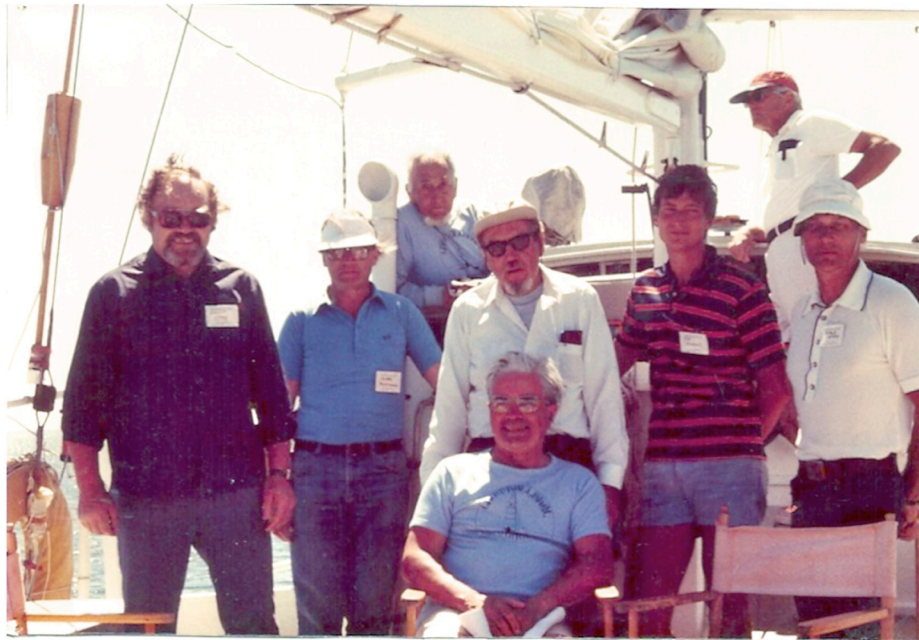


Chris Converse in Falcon
First decked sailing race
at Left -- David Lagreeze

SAILING BUZZARDS
BAY off Clark's Ram
Island, July 1977

Left to right
Steve Lysak,
David Lagreeze,
Hannah Clark in Falcon,
Chris Converse,
Steve Clark





INTERNATIONAL CANOE FEDERATION Sailing Committee

Upper left: Arthur Neveling, Chairman

L to R: Ernst Otte--Germany, Walter Pollman--Germany, Larry Zuk--USA, Per Sheuhult--Sweden, Seated; Peter Wells--England;

Lower Right: Noble Enge--USA (invited measurer); Upper Right: Van Clark, Skipper



**WORLD
CHAMPIONSHIP
1981
BUZZARDS BAY
MARION, MASS**

MEASURING SAILS
in German Metric Units
Larry Zuk and Walter Pollman
Lois Wells, Recording

