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<td>CANOE SAILING LEVICK COLLECTION</td>
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FOR SALE

1926 Old Town Otca Canoe

For Sale: 17 foot 1926 Old Town Otca Canoe
The boat is a CS model with all of its woodwork in good shape. The boat is in excellent condition.

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

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

Photos of details of the boat and of the boat under sail, are available. Price - Reduced to $2200

Eric Russell 917-446-5414 ericprussell@hotmail.com

Restored Peterborough canoe with sail rig in excellent condition, Sloatsburg, NY. $2200. Pictures are available. Contact:
Don Uebel, e-mail: donaldgmichelem@aol.com

ACA SAIL: 44 sq. ft. lateen
The price is now $329 US. plus postage.
Includes free rig plans, Canoe Sailor newsletter for 1 year and other information.
e-mail to canusailor@yahoo.com
pay to:  M. Vogel,
2210 Finland Road,
Green Lane, PA 18054

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

Submit articles for the next issue of Canoe Sailor to Marilyn Vogel, Editor, 2210 Finland Road,
Green Lane, PA 18054
or e-mail to canusailor@yahoo.com
THE CRUISING CLASS SAIL CANOE is an open canoe sailed by steering with a paddle, no rudder is used. The sail may be any design but its size (about 40 sq. ft.) is based on the dimensions of the canoe. This is the oldest most traditional form of ACA canoe sailing. Its simplicity requires much skill but results in better sailing ability. The sailor soon learns to balance the boat using his or weight, adjusting the leeboard and fine tuning the placement of the leeboard thwart.

Kay Ryan Memorial Trophy- Ladies Race Monday, Sept. 7 10am and 2pm

The entrance is on Seven Lakes Drive- at the gate for SB2, ACA group camp.(pictured below)

Who was Roger I. Wilkinson?

See the following pages and also, see his article about the Development of Open Canoe Sail Racing, from Brooklyn, NY to the Thousand Islands St. Lawrence River!
The Delaware Valley Division Sailing Committee of the ACA invites you to our 5 meter Class and ACA Class National Championships at Union Lake, in Millville, NJ.

5 meter Class and ACA Class will be held on **September 26-27**, Saturday and Sunday, at the Union Lake Sail and Tennis Club, Starling Drive, Millville, NJ.


Cost about $35.

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

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

Friday after 2 pm: practice sailing.

Saturday: 5 meter Class National Championship Races.

9 a.m. Registration, 9:30 - Skippers Meeting.

10:30 start - 3 Races

Annual Meeting of the ACA National Sailing Committee

Trophy Presentation, Dinner at a restaurant.

Sunday - ACA Class National Championship Races.

9 a.m. registration followed by Skippers Meeting.

10:00 start - 3 Races

Trophy Presentation

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

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

**Bring lunch and beverages. Some snacks will be available.**
Directions to Union Lake Sail and Tennis Club, Starling Drive, Millville, NJ


From Philadelphia it is accessible from the Commodore Barry Bridge via Route 322 east.
Rte 322 east in Mullica Hill, NJ to highway to 55 South, see beow.
or From Philadelphia - the Walt Whitman Bridge at the south side of Philadelphia toward Atlantic city to route 42 to route 55, see beow.

From the north:
Route 55 South, exit 27 (Vineland-Millville), Take a right onto Rte 47 south.
At the second traffic light, turn right onto High St.
At the Y in the road turn right onto Sharp Street.
At the second road on the right turn right onto Glenside Drive.
Travel 1/4 mile, and just after the sign “Woodland Shores”, turn at the 3rd left onto Starling Drive (sign is in the tree).
Travel to the end of this residential street. At the dead-end, the entrance is on the right for the Union Lake Sail and Tennis Club. PRIVATE: ULSTC Sign.

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

From New England
Route 95 south - the NJ Turnpike south to exit 3. Take the RT-168 N exit, EXIT 3, toward CAMDEN/PHILADELPHIA. Turn SLIGHT RIGHT onto S BLACK HORSE PIKE/NJ-168 a few blocks.
Merge onto I-295 South toward WALT WHITMAN BR/DEL MEM BR. via EXIT 26
Merge onto I-76 E/I-295 South toward DEL. MEM. BR./ Rte 42 south- Atlantic City
I-76 E/I-295 S becomes NJ-42 S. about one exit to via EXIT 13
Merge onto NJ-55 South toward DEPTFORD/GLASSBORO/VINELAND
Take the RT-47 S exit, EXIT 27, toward MILLVILLE. see above.

Camping: Accommodations are at Parvin State Park. - 701 Almond Rd. Pittsgrove, NJ 08318
Telephone: (856) 358-8616 Park office Friday 8 am- 8 pm.
You can rent cabins for the weekend after Labor Day -$55 per night. Park is located north of Millville in Salem County, Rte 540. Directions: From Rte 55 south take exit 35B, (north is exit 35) Garden Rd, Brotmanville. Take Garden Rd to second full cross road, to Crow Pond Rd., go left on Crow Pond Road, go to the end. Right on rte 540 which is Almond Rd, go 2.5 mi. If the entrance is closed after 8pm goto the bliinker and turn left on Parvin Mill Rd. Pay in the morning at the main entrance or pay in advance.

Hotel Accommodations Millville, Vineland, NJ *
May not be available due to the visit to Philadelphia by the Pope!
Best Western, 856.327.3300 South Delsea Drive or 1.800.528.1234
1701 North 2 St., Millville, NJ 08332 closest to the lake.
Holiday Inn Express, 856.293.8888 at the Cumberland Mall,
off Rt 47 near 55, 398 Smith St., Vineland, NJ 08360
Other hotels are in Vineland on Landis Ave. - Comfort Inn, Fairfield, Wingate, Ramada and Days Inn. 
Who was Roger I. Wilkinson (RIW)?

He was a dedicated canoe sailor who admitted he was too lazy to paddle his own canoe! In the 1920’s and 1930’s he sailed in the A, B, and C classes in Sheepshead Bay, Brooklyn, NY. In 1939 he tried decked sailing and won the Paul Butler Trophy with an early full batten rig.

After retiring from research at Bell Telephone Laboratories, he formed the Neversink Canoe Sailing Society at his home in Rumson, NJ. When I met him in 1979 he was an energetic, enthusiastic supporter of canoe sailing even though he was 90 with Parkinson’s disease. As an innovator he was noted for his wood Old Town sail canoe “Yankee” with a jib and shrouds.

At his house on the Neversink River in New Jersey he sponsored canoe sailing races with his wife and neighbor George Waschek. The ladies sat in the shade with ice tea watching while we raced along the tidal river. After the race he had us non-winners switch sail canoes and race again. As a novice canoe sailor, I was excited and felt lucky to sail his “Yankee” Clipper!

As a member of the Atlantic Division he served as Rear Commodore (1941) and Vice Commodore (1942-1943). Within the American Canoe Association he served as associate editor of the “Canoeist,” for several years, Chairman of the A.C.A. Archives Committee, member of the General Sailing Committee (1938-1939), and Commodore (1960-(an Olympic year in Rome) and 1961).

He wrote a series of articles on canoe sailing which are still useful.

Before he joined the A.C.A., he was an organizer of the Associated Canoe Clubs of Sheepshead Bay (ACCSB) and their first commodore (1932), as well as commodore of the Holmdel Boating Club. ACCSB joined the American Canoe Association in 1940.

The Mystic Seaport in Mystic, CT has an ACA Collection. It is the American Canoe Association Collection 291 Manuscripts of the Research Collection of the G. W. Blunt White Library. Most of the history is the Wilkinson Collection (1932-1983). The index is accessible online at http://library.mysticseaport.org/manuscripts/coll/coll291.cfm.

The National Sailing Committee series are boxes 19 through 21, and boxes 25-26. The Associated Canoe Clubs of Sheepshead Bay (A.C.C.S.B.) has its own series in box 28, folders 1-3. In box 26, he left a slideshow with commentary, articles, a black and white film on canoe sailing. Wilkinson also left Sugar Island Photographs (photocopies) from 1934-1956, undated.

Wilkinson was a regular at Sugar Island and highly regarded. He had a great campsite now known as Wilkinson Point!

Marilyn Vogel
Spring Warm-up Cruise

Annual Bob Celifarco Memorial Sail, Spruce Run, Clinton, NJ, May 9, 2015

On May 9th a group of seven sailors met at Spruce Run State Park for the Annual Bob Celifarco Memorial Sail. Weather was a bit cloudy, but winds were ideal for a first outing.

Bill Covert and John Depa arrived early to fine tune their C-Class rigs. Marilyn Vogel and Chuck Sutherland car-topped their ACA rigs. Larry Haff brought his hand crafted outrigger canoe, “Nai-A” from Massachusetts to test his new reinforced fittings and gave John an opportunity to sail it.

Dave Breinig and his son, Henry, arrived with Dave’s newly acquired Dragonfly. Even though boats have been around for a number of years, sailors had to check out new modifications. David Breinig practiced steering with a paddle while his son made an impressive sailing debut. Sixteen year old Henry looked at home sailing Dave’s Ultima. Henry may prove a force to be reckoned with this racing season! Young sailors are a welcome addition to the fleet.

The group spent several hours cruising and even switched boats for comparison. What a great way to open a new season and work out body kinks after the long, cold winter. All in all, an enjoyable outing!

John Depa
### DELAWARE VALLEY DIVISION 2015
#### 5 METER CLASS CHAMPIONSHIPS
UNION LAKE, MILLVILLE, NJ

<table>
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Above: left to right: Larry Haff, Marilyn Vogel, Chuck Sutherland, Dave Breinig, Bill Covert, John Depa.
**RACE RESULTS - SUGAR ISLAND 2015**

### 5 METER CHAMPIONSHIP SERIES
**SUGAR ISLAND 2015**

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**ACCA CLASS CHAMPIONSHIP SERIES**
**SUGAR ISLAND 2015**

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In the last issue an essay contest was posted for the theme: “I don’t plan to capsize!”

**Contest winner** is Mike Wick of New Jersey! Congratulations. His story:

Saturday, April 4, 2015, 9:24 AM  
Mike Wick  
mikewick55@yahoo.com

We had five people in three boats on the Pungo River, Belhaven, NC on the intracoastal waterway. 50 degree water, but it had been a long winter and we were ready. We had a four day trip after trailering, and all went well.

I was sailing with my buddy, Peter Gottlund in his Caledonian Yawl, NIP. We were running with a single reef in, but it was gusty enough so we were anxious. The first jibe, in rougher water, went well, but the second jibe the mainsheet may have jammed and we flipped. It happened so fast. She lay on her side while we swam to recover. Peter got the mainsail down while I went around the boat to deploy the centerboard. The two other boats were nearby and came over. We righted NIP and held her alongside (after we got out of the water), pulled the rig and bailed her out fairly quickly. The third boat collected the lose gear; so nothing broken, nothing lost. By the time NIP was restored Peter was shaking with the cold. His clothes were soaking wet so we stripped him down and put him in ANNIE’s cabin in a sleeping bag with a large hot tea.

I’ve always worried about a capsize, and, now I feel much better. Chuck is right [about cold water shock]. And it was April Fools Day.
RECOLLECTIONS ON THE DEVELOPMENT OF OPEN CANOE SAILING RACING IN THE U.S.A.

by Roger I. Wilkinson

September 20, 1975

Early Sheepshead Bay Days

Upon graduation from Iowa State University in July 1924, I came directly to New York City to work for the AT&T Company. By happenstance I was assigned a desk next to a slightly older engineer, Everett Smith by name, who belonged to a young people's group at the Flatbush Congregational Church, and whose weekending consisted mainly of paddling canoes from one of the canoe clubs on Sheepshead Bay out to Plum Beach for swimming and picnicking. (Plum Beach was an island except at lowest tide, which largely insured its privacy for canoeists.)

Everett didn't have to do much selling, and we agreed to rent a 16-foot Old Town canoe from another telephone engineer for the following summer for $10. We kept it at the Sheepshead Bay Canoe Club, which along with Thall's Boat House, was very nearly at the west end of Sheepshead Bay, on Emmons Avenue, Brooklyn. This was about 2 blocks west of Lundy's Restaurant, famous then and still, for its fish dinners. Mr. Gould ran the Sheepshead Bay C.C.; he was very active in the Hansen Place Methodist Church, and this we felt lent a special aura of respectability to his club.

At that time, besides the two clubs noted above, there were three others on the Bay, farther east: The Mic Mac, the Miramar, and the Oriental Point. Altogether, there were several hundred canoes at these five clubs. The great majority were canvas covered canoes, 16 to 18 feet long, bearing such manufacturer's names as Old Town, Kennebec, White, Chestnut, etc. Of these, a hundred or more must have been rigged for sailing; nearly all with single or double lateens. There were two or three "bat wings" which permitted getting more sail area "up high" where the wind supposedly was stronger. One I especially recollect reportedly carried 160 square feet of sail. We novice paddlers looked with envy at those sailing canoes; we despaired of ever getting into one of these precarious craft, to say nothing of sailing one ourselves.

The following year (1926), Everett developed other interests (a young lady, I think); I was lucky to find a classmate, Tony Paone, had transferred to the AT&T Co., and I introduced him to canoeing. He became equally enthusiastic, and we enjoyed a partnership for many years. What's more, he thought we ought to try canoe sailing. In early spring the following year we were down at the club, and were fascinated by another member who was rigging his "lateen doubles" canoe for the first sail of the season. Since he was alone, he invited us to go along as ballast since it was a breezy day. I don't recall much about our first sail, except cowering in the bottom of the boat in a couple of inches of mighty cold water, until the skipper announced we were coming about, and be ready to get up on the "gunnel," which one he didn't tell us. All was well until we were coming past head to wind, when we found that the boom on the mainsail was too long to pass the mizzen mast. We heeled over to at least 45 degrees, shipped a lot of water, and Tony and I were ready to swim for it. But our fearless skipper knew what to do; stand up in the boat and raise the main boom high enough to pass the mizzen mast. He assigned me to do that on each come about for the rest of that sail. Tony and I returned to the Club shivering and shaken; but we'd been initiated, and from then on we were determined to become canoe sailors - with a rig with shorter booms.

Canoe Sailor 47 page 10
Toward Organized Racing

About 1928, numbers of us "new" sailors remarked on the chaotic state of canoe sailing racing. There was generally only one race each year conducted by Mr. Gould of our Club, to which sailors from all of the clubs were invited. There were 3 classes: 20 foot canoes with double sails, 18 foot canoes with double sails, and canoes with single sails. Within these limitations, sail areas could be anything - and were. Since it was obviously impracticable to demand that everyone in each class should suddenly appear with a single required sail area, a scheme for allowing for the different areas was needed.

A couple of us from S.B.C.C. ventured to call on the sailing leaders of the other four clubs to ascertain what kind of a handicapping scheme we might get agreement on, and incidentally whether they could be interested in supporting a series of races with each club, say, sponsoring one race to which all of the others would be invited. To put it mildly, there was not universal acceptance of this proposal; there was a long history of rivalry between some of these clubs and their owners who were not about to furnish prizes for other clubs to sail for. But enough agreement to warrant calling a meeting of club representatives to discuss the possibility. And the more we talked, the more enthusiastic we all became.

There was no problem on fixing on three classes, roughly as designated in the all-Bay race run annually by S.B.C.C. But there was an obvious need for a realistic system of handicapping by sail area. And an examination of such records as could be found indicated that wind strength was another important variable in performance. After much discussion, a tentative schedule of handicaps was worked out by the Central Committee, as follows:

<table>
<thead>
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<th>Wind Strength</th>
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<td>2</td>
</tr>
<tr>
<td>Light</td>
<td>1 1/2</td>
<td>2 1/2</td>
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(Figures are seconds per square foot per mile)

It was felt that the handicaps should be inserted at the start, so that a boat once under way knew where he stood against his competitors. This meant standing starts from the beach with elaborate take-off schedules. This was somewhat simplified by grouping boats by 5 square feet intervals. Even then there was no inconsiderable grumbling when, for example in the "singles" class a canoe with 40 square feet of sail had to compete with one with 80 square feet. A special non-partisan (we hoped) Wind Committee comprising one non-sailing member from each club had to be set up. You can imagine the pressure brought on them by voluble sailors asto the strength of the wind at race time!

It may be of interest to note how many canoes started in the first race on July 26, 1931 under the new plan:

Class A - 20 foot canoes, double sails, crew of 3 - 8 boats
Class B - 18 " " " " " " " 2 - 34 boats
Class C - 18 " " " single sails, " " 1 - 11 "

A total of 53 sailing canoes on the starting line. Quite a sight!

An unusual point scoring system was adopted: 1st place 21 points; 2nd 13 points; 3rd 8 points; 4th 5 points; 5th 3 points; 6th 2 points; 7th and later finishers 1 point. Just how we arrived at these numbers I can't recall; but it must have been debated long and loudly at the time.
Forming a Permanent Organization

At the end of the 1931 season, most sailors thought we'd had a lot of fun; and that we should continue to develop the plan, and that we should formalize the organization. This last was done by adopting a short set of Operating Rules and electing a set of officers for the coming year. The writer was honored by being selected as the first Commodore; Vice Commodore was Frank Moell, Rear Commodore Fred Blagbro, Treasurer Richard Romaine, and Secretary Harry McArdle. A Board of Governors comprising one sailor from each Club (Mic Mac, Robert Holland; Miramar, Anthony Marra; Oriental Point, Van Farrell; Sheepshedd Bay, Anthony Paone; Thallas, Louis Nalek) plus the Officers made up the Executive Committee. It was agreed that the new organization should be called The ASSOCIATED CANOE CLUBS OF SHEEPHEAD BAY.

A great many meetings of the Executive Committee were held in getting ready for the 1932 season. Dues for Sailing members were set at $2.50; for ordinary members, $0.50. Entry fees for Classes of Boats were adopted. Race Signals were agreed upon, prizes were specified. In order to work toward eliminating the Handicap System, always a controversial matter, maximum sail areas for the three classes for "new and redesigned boats" were agreed upon, as follows: Class A - 135 square feet; Class B - 105 square feet; Class C - 75 square feet. Furthermore, "Existing boats which entered one or more series sailing races in the season of 1931 and which exceed the (above) restrictions shall be permitted to compete in all series sailing races hereafter sponsored by the Association as long as they do not alter their rigs in any essential manner. Repairs and replacements of similar parts will be permitted."

A Log Book detailing the above Rules and Regulations, sketches of eight race courses in the Rockaway Inlet area, and a roster of the sailing canoes in the Bay was published. Thirteen Class A, 39 Class B and 20 Class C canoes with their skippers and crews were listed. One more item must be mentioned. A newsletter, to be called THE DOPE was to be published giving notices of race dates and other activities, general and personal information of interest, and particularly detailed results of each race. The writer was editor of The DOPE for its first two years when it was taken over and expanded by more talented sailors. It ran through at least Volume XI (1942), and much of the vitality of the Association can be credited to its continuous flow of timely information, program notes and personal glimpses.

March 1931.

A great deal of favorable publicity resulted from YACHTING Magazine, carrying a feature article, "Democracy Afloat" by Francis A. Dugan, which told of "Finding Pleasure and Sport in the Sailing Canoe." Illustrated with numerous action photographs, it gave our open canvas covered canoes a status as a real sail boat and produced inquiries from all over the country. Frank Dugan was one of our best Class C sailors ("Albatross"); in later years he contributed much art work to The DOPE, giving it a professional air.

Two racing rules adopted by the ACC&EB are still of interest today.
(1) "Canvas decking of any description may be used except that at least one-third of the overall length of the boat must be clear from gunwale to gunwale. Bulkheads will not be permitted. Watertight air compartments other than those free to float shall not exceed two cubic feet in capacity."
(2) "Fouling Marks - A canoe or its equipment shall not touch any of the designated marks unless wrongfully compelled to do so by another canoe. However if a canoe does foul a mark it may reinstate itself by correctly rounding the mark a second time."
Flirtation with the American Canoe Association

Few of us knew much about the American Canoe Association, except that by hearsay "it was a pretty stuffy bunch." Nor did its existence particularly concern us in the ACCSB, since we were reasonably happy with our present and prospective operations. Occasionally the ACA was brought to our attention, such as when William "Bill" Lux, swimming instructor at the Brooklyn Central Y.M.C.A. was designated to conduct a special canoe sailing race for the new Fox Theatre as a publicity measure. Bill was a loyal advocate of the ACA, and had to be respected since he was a well known decked canoe sailor. I think he must have persuaded me to call up Frank Baldwin, long time pursuer of the Atlantic Division of the ACA, to see if he'd like to attend one of our ACCSB regattas. He would, and did. Moreover he brought former Commodore Walwin "Charlie" Barr with him. It would be hard to find a more pleasant and sincere pair of gentlemen charmers. They were frankly impressed with the numbers of canoes and sailors at Sheephead Bay, more than in the whole of the ACA. However both thought the ACA had something to offer us. Frank spoke of finding additional sailors in the New York area, such as at City Island, through the ACA route. Charlie thought that vacationing at Sugar Island in the Thousand Islands would appeal to us.

As a result, two or three of us in the summer of 1933 made out applications for membership in the ACA. Ralph Britton, ACA Commodore, invited the author to attend the Annual Meeting of the ACA Executive Committee to be held on October 14, 1933 at the Buffalo Canoe Club, and tell them about the Open Canvas Covered Sailing Canoe program at Sheephead Bay. More than that, he urged us to draw up a set of Racing Regulations for our 3 new classes which would be suitable for the ACA to adopt. Attached as Appendix A is a summary of my remarks at the Annual Meeting. General approval was expressed and the matter turned over to the General Sailing Committee for action.

At the January 12, 1934 meeting of the General Sailing Committee Commodore Britton moved that the (Wilkinson) report be accepted and the present A.C.A. racing rules be revised as necessary to provide for a new classification to be known as the Open Canvas Covered Sailing Canoes with the request that sail areas shall be measured according to A.C.A. rules. Motion carried and the secretary instructed to take the necessary steps to properly revise the racing classification." At an earlier meeting of the General Sailing Committee, Commodore Britton had announced that the Central Division had turned over to the A.C.A. the famous Central Division Open Sailing Trophy to be used for Sailing competition in the Sheephead Bay Class of Open Canoes. (NOTE: This was done, and this beautiful Gorham made trophy was raced for in Class B for several years. During the war years, alas, its location was lost, and although numerous attempts to find it were made, it has not been recovered.) The Open Canvas Sailing Canoe Racing Regulations as adopted appear on page 38 of the ACA 1934 Year Book, and are given here in Appendix B.

National Races under the A.C.A.

In 1934 a small group of us from Sheephead Bay took, and 3 Class B canoes to Sugar Island. The ACCSB DOPE for May 12, 1942 had announced for August 20-22, the First National Championships for the Canvas Classes would be held at Sugar under A.C.A. auspices. (Up to this time the ACCSB had held the Metropolitan Championships.) This was our first sally into the A.C.A. community. Although too few to hold official races, the reports of our reception at Sugar (in a blinding rain storm) were so enthusiastic that a much larger group of 15 or more canoes from the Bay trekked to Sugar in 1935.
We all sailed over from Clayton as a group and made a spectacular entry at Headquarters Bay at Sugar. (I can still hear the war whooping.) Those were the days of Ralph Britton's commodorehip, a great organizer as well as decked canoe sailor. (His father had been Commodore 40 years earlier, and was instrumental in the acquisition of Sugar Island in 1903.)

According to ACA Year Book and ACCSB DOPE sheets, National Championships for the Canvas Classes (B and C) were held - or at least scheduled - for Sugar Island, probably in 1934 to 1939. Entries were disappointingly few, so the ACCSB invited all classes to Sheephead Bay for the 1940 Nationals. The response was gratifying:18 decked canoes, 5 Class A, 18 Class B, 8 Class C and 5 Cruising Sailing canoes; the total of 54 was larger than anyone could remember. The National races for 1941 were held at City Island. (Attendance numbers are not available in the author's records.)

World War II and Mr. Moses intervene

The entry of the U.S. in WII, was a major disturbing factor in scheduled sailing canoe racing. A few races were held in Sheephead Bay in 1941; the DOPE publication apparently ended there.

A second more permanent interruption then took place. The City of New York, under the driving personality of Parkways Commissioner Robert Moses, decided to dismantle most of the commercial establishments fronting on Sheephead Bay, to make way for the new Belt Parkway. The Sheephead Bay Yacht Club was one of the few to survive. Numbers of us transferred there. More of the members of Thalls, the S.B.C.C and Mac Mac clubs simply could find no place to go, and sadly gave up canoeing. Appeals to the City to build a municipal boat house on Plum Beach were politely listened to, but went for naught. In the meantime, numbers of the canoe sailing leaders moved away from Brooklyn, others went into larger sail boat classes; a few transferred to the Cruising Sailing Class which was having a revival at Lake Sebago, the A.C.A. Atlantic Division's summer camp in the Harriman State Park, near Bear Mountain, New York.

Dixie and Dayton carry on

Fortunately, before the light of open canvas covered canoe sailing was nearly extinguished in the New York area, the gleam was seen in two other divisions of the A.C.A. Nathan Mallison of the Seminole Canoe Club in Jacksonville, and Donald Aughe of the Dayton Canoe Club spearheaded the building of Class C fleets in their divisions over the past 15 years or more. In 1965 Don Aughe ventured to Jacksonville, and by winning a three race series, reestablished a modern National Championship in Class C. The Mallison Perpetual Trophy already has a formidable list of Class C champions. The most recent version of these "nationals" was held on August 16-17 this year (1975) at Round Valley Reservoir, New Jersey. Twenty one C-boats participated, the largest number on record. Thus prospects look bright for the future.

The writer hopes that not too many inaccuracies have crept into his informal narrative; he will welcome corrections and additions. Also he hopes that some one in the Seminole and Dayton Clubs will add their own histories to the one above.

Roger Wilkinson
One-time Class C Secretary

Attached:
Appendix A
Appendix B
ACA National Sail Committee Meeting, Union Lake Sail Club, Starling Drive, Millville, NJ  
September 26, 2015  after the races  
Agenda:  
Officer reports  
Old Business  
New Business  
Election of officers  
Any member who wishes to propose a change to the Racing Rules or By-Laws should provide the Secretary with the proposal in writing and the current wording that would be changed.

American Canoe Association  
www.americancanoe.org  
new address   ACA,  503 Sofia Street, Suite 100, Fredericksburg, VA 22401  
Telephone: 540.907.4460  fax: 888.229.3792

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Was this Sheepshead Bay, Brooklyn, NY in the 1920’s?