2. SEPTEMBER 28-29 NATIONAL CHAMPIONSHIPS

4. RACE RESULTS

6. INDIGENOUS WATERCRAFT OF NORTHERN EURASIA, EXCERPTS FROM HARRI LUUKKANEN

9. GOODSELL PART 6

10. IC NORTH AMERICAN REGATTA

12. FOR SALE

14. LAKE SEBAGO

15. ACA NSC COMMITTEE

16. ACA SAIL
The Delaware Valley Division Sailing Committee of the ACA invites you to our 5 Meter Class and ACA Class races at Union Lake, in Starling Drive, Millville, NJ. September 28-29, Saturday, Sunday at the Union Lake Sail and Tennis Club, Website for Union Lake https://www.ulstc.club/

Address: 1200 Starling Drive, P.O. Box 24, Millville, New Jersey 08332

Cost $10.
Trophies to be awarded are the C CLASS - 5 METER Mallison Trophy and the ACA CLASS – Tom Zuk Trophy.

Tentative Schedule (depending on the weather) (subject to change).
Friday after 2 pm: practice sailing.
Saturday 5 meter Class National Championship Races.
9 a.m. Registration, 9:30 a.m. Skippers Meeting.
10:00 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. 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.

Camping: Accommodations are at Parvin State Park. - 701 Almond Rd. Pittsgrove, NJ 08318 (856) 358-8616 Telephone: (856).358.8616, Park office Friday 8 am- 8 pm.
Hotel nearby: Quality Inn, 1701 N 2nd St route 47 08332 856.327 .3300 www.qualityinmnmillville.com
Directions to Union Lake Sail and Tennis Club, Starling Drive, Millville, NJ

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

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

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

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

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

Hotel Accommodations Millville, Vineland, NJ
Quality Inn, 856.327.3300 South Delsea Drive
1701 North 2 St., Millville, NJ 08332 closest to the lake.
Holiday Inn Express, 856.293.8888 at the Cumberland Mall,
off Rt 47 near 55, 398 Smith St., Vineland, NJ 08360
Other hotels are in Vineland on Landis Ave. - Comfort Inn,
Fairfield, Wingate, Ramada and Days Inn.

Camping: Accommodations are at Parvin State Park.
http://www.state.nj.us/dep/parksandforests/parks/parvin.html
- 701 Almond Rd. Pittsgrove, NJ 08318
(856) 358-8616 Camping is $20 per night. Telephone: (856).358.8616. Park office Friday 8 am- 8 pm.
You can rent cabins for the weekend after Labor Day -$55 per night. Park is located north of Millville in Salem
  County, Rte 540. Directions: From Rte 55 south take exit 35B, (north is exit 35) Garden Rd, Brotmanville. Take
  Garden Rd to second full cross road, to Crow Pond Rd., go left on Crow Pond Road, go to the end. Right on rte 540
  which is Almond Rd, go 2.5 mi. If the entrance is closed after 8pm goto the blinker and turn left on Parvin Mill Rd.
  Pay in the morning at the main entrance or pay in advance.
Saturday June 8, was sunny with wind 10 to 13 knots and gusty. Sunday was sunny but the wind was much stronger, about 15 - 20 knots.

Thanks go to Chuck Sutherland for running the races, and help from Union Lake Sail Club members.

There were no sail races at Sugar Island 2019.

KAY RYAN MEMORIAL LADY ‘S TROPHY SEPT. 4, 2018

Race 1 Light rain, 5-9 knots

Mia Barker 1
Marilyn Vogel 2
Joanie Krilla 3

LEFT Marilyn Vogel hands the Kay Ryan Ladies Trophy to Mia Barker at Lake Sebago, Sloatsburg, NY.
Above: Union Lake Sail and Tennis Club boat launch for sail canoes.

<table>
<thead>
<tr>
<th>Race 1</th>
<th>Race 2</th>
<th>Race 3</th>
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<td>Larry Haff</td>
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<td>Marilyn Vogel</td>
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We overview the indigenous watercraft from northern Europe to Bering Strait and the
Far East. Our purpose has been to document the types of boats, their history, and how they
were made and used by the cultures of this vast region. Data have been gleaned from diverse
sources, including archaeological finds, ethnographic descriptions, museum collections,
photographs, historical documents, and reports of early trans-Siberian travelers.

Our summary provided here is devoted to bark boat traditions….We describe four major canoe traditions,
each coinciding with major river systems: Ob-Pechora, Yenesei, Lena, and Amur. Within each river
system there may be several sub-types, e.g. Amur I and Amur II. Except in rock art, the history of bark
boat development is very shallow as very few bark canoes have been preserved archaeologically.

Over the past decade, Harri Luukkanen has consulted hundreds of individuals and scores of museums,
libraries, and archives ranging from Western Europe to the Far East. Harri conducted most of the basic
research and initial drafting of the book manuscript, while Fitzhugh worked around the edges, elaborating,
re-writing, and filling in anthropological and archaeological knowledge. ....

Paddles, however, indicate the presence of bark canoes as early as 8000 years ago. Most rock
art depicts log canoes rather than bark or skin boats. Wooden planked boats replaced bark
canoes in northwestern Eurasia during the late Iron Age but persisted in the Amur into the
20th century. Canoes appear to have dispersed from South Siberia during the early Holocene
and developed distinctive features in their respective river systems. Some Ket Yenesei canoe
styles may be prototypes of Kootenai Indian canoes of interior British Columbia.....

In 1964, the Smithsonian Institution published Bark Canoes and Skin Boats of North
America authored by Edwin Tappan Adney and Howard I. Chapelle. By that time, the
Smithsonian had been collecting Native American artifacts and watercraft for more than a century....

The opportunity to prepare a comparable work prompted the present authors
to undertake a sequel for the Eurasian continent. Bark and Skin Boats of the Eurasian
North describes the history, use, and types of bark and skin boats utilized by the traditional
cultures of northern Eurasia. The book serves as an historical atlas of traditional boats
among more than forty tribes and peoples from northern Europe to Central Asia and the
Far East. ....

Summary: East Meets West
Our summary ends with a question: why is the history of bark and skin boats in the
northern region of the Eurasian Far East so different from that in the continent’s northwestern
extremes around the Baltic and White Sea? To put it another way: why have so few
of these highly serviceable craft been documented during the past 1,000 years in Fennos-candia, with
virtually none persisting into the recent historical era, while in the Far East
MAJOR BIRCH BARK CANOES
IN NORTHERN EURASIA

Lena type
3.5 × 0.75 × 8.04 m

Yenisey type
3.5 × 0.75 × 0.3

Oval rim as thwarts

Ob - Pechora type
3.5 × 0.75 × 3.5 m

Amur type II
3.5 × 1.0 × 3.5

Amur type I
3.5 × 0.7 × 0.3 m

Bark stitched to the ribs
bark boats dominated the interior waterways into the 20th century?

Part of the answer lies in the types of available records. Written records exist in Fennoscandia only from medieval times, and archaeological finds consist mostly of paddles.

Here, bark and skin boats were mostly replaced during the Iron Age, and few excavated boats have been found dating to the succeeding 1,500 years. In Eastern Siberia and along its Arctic and Subarctic coasts, bark canoe and skin boat use continued into modern times, and both types of craft have been studied and documented, although few are known archaeologically. A wealth of data no doubt exists in Chinese and Manchurian literature dating back to the Iron Age, but this information is not accessible to researchers lacking Chinese or Manchurian language.

However, factors other than archival data are also involved. In Northern Europe, planked boats built with iron nails on a keel rather than a log base were introduced 2,000 years ago, stimulated by developments in the Mediterranean. In northern Europe, lapstrake boats with overlapping planks with sewn seams and then in Viking times with nails, produced strong, light boats of all sizes following a single basic hull design. The smaller versions, for one or a few people, were more durable, and therefore safer, than bark or skin boats and quickly replaced them. Once iron tools and nails became accessible to local builders, plank log boats and clinker boats supplanted birch- and larch-bark canoes, first in the Baltic region by 1500, and soon afterward replaced skin boats along the Arctic coast of western Eurasia.

Unlike in Northern Europe, in the quieter waters of the Amur basin bark canoes continued in regular use into the 20th century for hunting, fishing, and travel. Efficiency and Native economies were the dominant factors in their preservation. Birch bark was readily accessible and could be fashioned into a hunting or fishing craft with just a few days’ work.

Their persistence in the Far East resulted from social, economic, and political factors related to the maintenance of traditional lifeways, economies, and settlement patterns, and especially the absence of industrialization and commerce once away from the coast and the main Amur artery. As in Europe, boats with nailed or stitched planks also began to supplant bark canoes in the flat-water parts of the Amur system, but these changes did not reach peoples of the northern interior until the 19th century. Where hunters had to navigate rapids and portage between lakes and tributaries, the bark canoe — easy to build, requiring few tools or nails, and extremely light, with no cost for materials — remained the boat of choice into the 20th century.

Bark canoes have been an influential factor connecting peoples from Northern Europe to Chukotka and the Far East. They probably spread throughout the northern parts of the continent even before the final retreat of Ice Age glaciers more than 10,000 years ago and must have entered North America with the first Asian immigrants. Life in the taiga and boreal forests, with their extensive swamps and waterways, was impossible without the bark canoe. Its success continued until canvas, fiberglass, and aluminum replaced bark and wooden frames. Yet even with improved materials, following the same basic design style, canoes remain an integral part of modern life in the forest zone, even far south of the northern forests.
A Canoeing Reminiscence
by D.B. Goodsell

DIVISION MEETS

So far I have had nothing to say about the Division Meets which I attended. Those at Chimneys Island, Long Island Sound, Park Island on the Delaware, Lake Sunapee, Mass., Delanco on the Delaware and others are pleasantly remembered. At Chimneys Island I camped alone in a 7x7 tent and did very well. At this meet I borrowed a canoe yawl from one of the members of the South Norwalk Canoe Club and won the race much to my delight.

EXECUTIVE MEETINGS

The Executive Committee meetings at Rochester, Boston, Albany, Trenton, Philadelphia and New York are remembered for the pleasant associations. I cannot pass without mention that at Rochester on Irondequiot Bay in October 1903 when Quick and Hogan took their famous slide down a two hundred foot high sand bank, in front of Foggy Taylor's bungalow, in the bay. I watched the performance from Fred Walters "trained yacht Belle".

I believe it was at this same meeting that Jesse Armstrong and I set up all night discussing ACA affairs. I told him that my motto had always been "The Sports the Thing." Nothing much else mattered in a sporting organization. I chided him on not taking an active personal interest in canoeing. I believe that after that he did bring a canoe to the meet. He kidded me for years after about it. Anyway I do remember that together we took several late trips around Sugar Island with frequent stops at friendly hospitable camps. During one such trip he fell overboard in getting out and made a sorry appearance. On one of these evenings I retired after a busy night and had a most realistic dream of a saw mill. I could hear the buzz, buzz of the saw going, occasionally striking a knot and this continued for so long that I finally awoke to find that Jesse Armstrong had preempted a chair on my front porch and there he sat with his head hanging back on the chair letting out snores such as he only could do.

FISHING

Excursions in canoes across the bay from Sugar Island toward the Canadian side, in search of pond lilies were frequent. We found them in profusion, of large sizes growing wild. The porch of my tent was often decorated.

One of the following years is recalled for a fishing event. Frank Moore, Payne Kretzmer and I stayed after the meet had closed. We had packed most of our duffel for the return home and so had very little to eat. I told Frank to row my dinghy while I trolled for a pickerel. When we were off Squaw Island we struck hard and I gradually landed the best pickerel that I had caught in the St. Lawrence. Jokingly I said to Frank "We will try for his mate". The trolling line had no more gotten out when we had another strike and landed another pickerel of the same size and weight as the first.

At Grindstone Island in 1896, Mr. Dr. Nellis landed a Muscalonge which weighed thirty-five pounds. It had growing on its side lots of eel grass and a parasite eel about eight inches long. The only utensil large enough to hold him was a wash boiler. The fish came into the mess tent on a plank, nicely decorated, and borne aloft by waiters; it was received with much ceremony. It was good eating.

Dr. & Mrs. Nellis with her 35lb. Muscalonge.

Fishing on the north side of Sugar Island, from the shore, along some steep rocks and trolling along the bottom for a possible muscalonge, I had a strike. Gradually, I got the fish along side the rocks but had nothing but a pail with which to land him. I told a little boy who was near to put the pail under him and throw him ashore which he did successfully. While we were gloating over our success the fish gave one grand flop and was overboard again. Fortunately the line had not been taken from its gill and we were lucky in again landing him, this time for good. It weighed about eight pounds.

To be continued
After a quiet period for the class the International Canoe fleet descended upon Savin Hill Yacht Club in Dorchester, Massachusetts for a weekend full of sailing, swimming, socializing, camaraderie and general convivialness (not a real word). After much horse trading a jockeying for position, nine boats entered,

Day one dawned grey and gloomy, a far cry from the “sunny and 70” we had been promised during the week. As the fleet was rigging up the breeze clocked into the west, directly from the water tower, which not only portended something ugly but also forced us to launch on a beam reach in breeze approach 20 knots. This was not easy, but we did it and most of the fleet headed out to the starting area with a few other wiser gents deciding that discretion was the better part of valor.

The breeze for race one was heavy but nothing particularly pronounced. A larger problem was the gusts, which were ENORMOUS (up to 30 knots). Off the start Willy was on Mike’s hip with Bill Beaver to leeward and ahead. Willy managed to stay high and was the first one to the port lay-line, which at that wasn’t the death sentence it would become later. In race one it simply meant a little more breeze and a little lift. Willy was well ahead at the windward mark, extended his lead down the reaches, and was able to hold on for the bullet despite pitch-poling within 100 yards of the finish.

Race two saw Willy once again ahead at the first windward mark and holding a significant lead at the leeward mark. However, he understood the starboard the second windward mark and went for his second tack too late. By the time he went, a “Hand of God” 27-knot puff had come over the JFK Library and knocked him flat. As Willy flailed Mike sailed past on Machette, followed by Bill, Steve Gay, and Clark the elder. Mike took the bullet, with the remaining sailors finishing in said order, Willy bringing up the rear.

By this time most of the fleet was succumbing to breakages or general exhaustion, so a group decision was made to head for home. We all made it and had gotten at least partially de-rigged when the rain started. While Dave Clark and Mike evacuated to Mike’s shop to make repairs to Dance Commander (damage prior to race one) the rest of the fleet adjourned to Papillon to hide from the rain and enjoy coffee and cocoa courtesy of Del and Gail

Day two dawned and looked significantly more promising for canoe sailing. A solid mid-level breeze blowing out of the north east - right down Dorchester Bay. This made for flat water, and race three went off in mid-seat conditions with most of the sailors eventually finding their straps at some point on the first beat. It built throughout the day, and was eventually what the Brits call “Champagne Sailing.” David suddenly had his act together on Dance Commander at the start, smoked off the line and was first to the port layline. But Mike and John had tacked earlier and while Willy and Dave ended up overstood, Mike was right on the layline and John got the “Southie Shift” off of Southie Beach. Mike led around the first windward mark with Willy tacking just inside John and the two of them rounding just in front of Dave. Dave managed to squeak by John on the second beat, but other than that nothing changed. Mike held on for the bullet with Willy second, Dave third, John fourth, and Steve Clark fifth.

During race four it seemed like the series might be getting interesting again. Willy won the starboard side of the line (the pin for this regatta), worked over the top of Mike, and tacked inside Dave and pretty close to the port layline. Dave was farther into the corner though and only slightly overstood, so he managed to come out of the corner fast enough to work over the top of Willy and be first to the windward mark. Willy was next around followed by Steve Gay and John while Mike got into a spot of bother at the windward mark with Todd. Dave still led at the leeward mark despite hooking the gybe mark, but got screwed there when Willy, Steve, John and Mike were all lifted to the left of him while he sat there in the midst of a huge lull. Mike was the only one to tack while the rest of the fleet elected to sail through it. A big pressure line off the left side catapulted Mike into second with only Willy getting enough pressure of the beach to stand between Mike and another bullet.

International Canoe North Americans Races September 14-15, 2019
Fortunately for yours truly, the pressure line was also a header, leaving Mike with few options down the run. Willy held on for the bullet, followed by Mike and Steve Gay with Dave salvaging a fourth by sneaking by John on the run.

At the start of race five we were all treated to a lesson in both the perils and benefits of barging. Todd tried to slam the door on Willy at the pin. Willy avoided him as Todd auto-tacked, then slammed the door on Steve. This had the unintended consequence of sending Steve right as the breeze went right, and he was subsequently first around the windward Mark, followed by Mike, Dave, John, and Steve Clark. Steve Gay subsequently hit the gybe mark and got passed by Mike and Dave while he was doing circles, and Willy picked up a nice trailing puff to sail through John and Steve Clark’s lees. The canoes rounded the leeward mark with Mike first, Dave second, Steve third, and Willy fourth. Willy tacked immediately, got a nice lefty, and was able to pick up Dave and Steve, and narrowly trail Mike at the last windward mark. But Mike then sailed away on the run while Willy untied an unholy snarl in his main sheet. Mike 1, Willy 2, Steve Gay 3, Dave 4.

As race six was about to get under way it seemed like some legitimate pressure had built, and we all sailed away from the start really fast before gybing to get into position. Then the wind died and only Todd made it back in time. The gentleman from the San Juans won the start while the rest of us were late. I’m afraid I don’t remember too much about that race except that Dave got his act together enough to insinuate himself between Mike and Willy. Mike 1, Dave 2, Willy 3.

At the start of race seven Willy was still theoretically in the mix for the championship. In super shifty conditions he just led Mike around the first windward mark with the rest of the fleet fairly far back. Willy held his lead (perhaps half a second) at the leeward mark, and tacked on top of Mike when he went to go left. Mike pinched him off so Willy tacked. Then a big puff/header came off the left side and Willy sailed out from under Mike’s lee. Willy was just ahead at the second windward mark and survived a gybing duel with Mike to hold on for the bullet and win by less than a second.

Race eight went off with the championship still theoretically up for grabs if Mike messed up. He won the start, and seemingly put the regatta away on the first beat; with Willy engaged in pinching off Dave, Mike put a port-starboard on him and force a crash tack and capsize. Willy recover enough, thanks to a large lift off the right side, to still be somewhat close at the windward mark, and had sailed through Steve Clark’s lee and to within a couple boat lengths by the gybe mark. Then he blew the gybe and went in to windward, sealing the regatta. Mike seemed to have the race wrapped up until Steve Clark caught a huge lift off of Southie Beach, rode it all the way to windward mark, and hung on for the bullet (Alice’s first bullet in quite some time). Mike took second though and wrapped up a truly terrific regatta. Fantastic consistency - nothing lower than a two! Willy finished second, trailing Mike by four points after a throwout. And Steve Clark edged Dave for third on the strength of finishing every race. Mike becomes the first North American canoe sailor to ever successfully defend the North Americans trophy. Congratulations Mike. Well sailed sir. I’ll have to try again next time.

This wraps up a truly excellent weekend of canoe sailing. Many of us had forgotten how fun tight racing in these boats is. This weekend, despite Saturday being somewhat of a survival drill, was a good reminder. The International Canoe Fleet would like to thank Del Olsen and Gail Yando for running our races, setting excellent courses in very challenging conditions, and also providing our race-committee boat/general party/meeting space. The fleet would also like to the thank our volunteers Breck Wagner, Max Godbey, Nick Kells, and Andrew Bauer for all their help. A huge thanks also goes to Mike and Courageous Sailing Center for the use of the safety boats, and all other help. And finally a thanks goes to Savin Hill Yacht Club for welcoming the canoe class and providing an excellent regatta venue. We hope to be back soon. It was a great event and we hope that the next one will be even better.

1st Mike Costello 2nd Willy Clark 3rd Steve Clark
Harri Lukkanen of Finland with family in his sail canoe. Harri started a canoe sailing club and built a clubhouse and rigs.

**AMERICAN CANOE ASSOCIATION**

www.americancanoe.org  
ACA, 503 Sophia St., Fredericksburg, VA 22401  
Telephone: 540.907.4460  
fax: 888.229.3792

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

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

ACA Class Sailing Equipment. 44 Sq. ft. ACA Sail, red and white, built for Finnish ACA group. Sail is on Aluminum spars. 2 piece ACA fiberglass ACA mast. Retractable rudder and tiller. All used only once. Lee board also available. $400. Larry Haff 508-981-1302 larryhaff@aol.com.

Grumman sailing canoe. No sailing rig. Boat is in good condition. Needs paint and repair or removal of wooden trim. Trim is not original. Has Rudder gudgeons, $750 or make offer. It is located in Owasco, NY, just outside of Auburn. Cayuga County.
Mark Hess rexhess@gmail.com, Telephone (315) 209.3885

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

Old Town Sail and spars, $250. Marilyn Vogel email: arvogel@verizon.net

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 A-1 physical shape and can be used as either a restoration project needing minor modifications to bring it to original 1926 condition--details on request--or kept in its current status.

We re selling this classic beauty because we really do not have a good place to keep it. It needs a garage or barn or living room- somewhere dry and protected; out of the weather and off the ground.

The exterior varnish work is done with a high tung oil varnish--more delicate than urethane but more easily maintained. 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, 1 wood paddle, 2 original seats (needing re-canning).

A complete ACA sail rig is available with boat purchase at an additional $300.

This add is also posted in other locations. Boat is located in Basking Ridge, NJ
Delivery can be arranged within 300 miles.

If you would like photos of details of the boat and of the boat under sail, please e-mail me directly.
This boat was featured in WoodenBoat Magazine in the March/April 2014 Relaunchings section.
Price - Reduced to $1900 or reasonable offer.”

Hillary Zaenchik 908-244-6202 hzaenchik@verizon.net
Eric Russell 917-446-5414 ericprussell@hotmail.com

Canoe Sailor 55 page 13
Inside Sheepshead Cabin, during the Open House on Labor Day weekend at the ACA Camp at Lake Sebago, located in Harriman State Park off Seven Lakes Drive, Sloatsburg, NY, south of Bear Mountain, north of Suffern, NY. Nearby highways are Route 87, exit for route 17.

http://aca-atlanticdivisionblog.com/ and
www.americancanoe.org/WhatWeDo/CampSebago

Tom Uebel sailing a Dragonfly canoe, with grandson Tucker.
## National Sailing Committee 2019 American Canoe Association:

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<tr>
<th>Name</th>
<th>Email</th>
<th>Phone</th>
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<tr>
<td>Dave Breinig</td>
<td><a href="mailto:dobreinig@gmail.com">dobreinig@gmail.com</a></td>
<td>215-696-9118</td>
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### YOUR DIVISION CHAIRPEOPLE

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<tbody>
<tr>
<td>New England Division</td>
<td>Larry Haff</td>
<td>15 Smith St., Westborough, MA 01581 Email: <a href="mailto:LarryHaff@aol.com">LarryHaff@aol.com</a></td>
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<td>Atlantic Division</td>
<td>Joan Krilla</td>
<td>14 South St., Mahwah, NJ 07430 Tel: 201.669.9994</td>
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<tr>
<td>Delaware Valley</td>
<td>Bill Covert</td>
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<td></td>
<td>John Depa</td>
<td>124 East Schuykill Road, Little Egg Harbor Twp., NJ 08087-1132 E-mail: <a href="mailto:caddepa@comcast.net">caddepa@comcast.net</a>, Tel: 609-294-2213</td>
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<td>Ohio-Penn</td>
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</tr>
<tr>
<td>Appeals</td>
<td>Charles Sutherland</td>
<td>2210 Finland Rd, Green Lane, PA 18054 (215) 453-9084</td>
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### AMERICAN CANOE ASSOCIATION MEMBERSHIP

<table>
<thead>
<tr>
<th>Address</th>
<th>503 Sophia Street, Fredericksburg, VA 22401</th>
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<tbody>
<tr>
<td>Telephone</td>
<td>540.907.4460, fax: 888.229.3792</td>
</tr>
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### Canoe Sailing Websites

- **ACA Canoe Sailor**: [http://canusail.org/](http://canusail.org/)
- **American Canoe Association**: [www.americancanoe.org](http://www.americancanoe.org)
- **Traditional Small Craft Association**: [https://tsca.net/](https://tsca.net/)
- **US Sailing**: [www.ussailing.org](http://www.ussailing.org)
- **Sugar Island**: [www.americancanoe.org/SugarIsland](http://www.americancanoe.org/SugarIsland)
- **Misty Isles Lodge**: [www.mistyisles.ca](http://www.mistyisles.ca)
- **Finland Canoe sailing**: [http://www.canoesailing.fi/](http://www.canoesailing.fi/)
- **Facebook**: [https://www.facebook.com/search/top/?q=canoe%20sailor](https://www.facebook.com/search/top/?q=canoe%20sailor)
- **International Canoe**: [www.intcanoe.org](http://www.intcanoe.org)
- **International Decked**: [http://sailinganarchy.com/](http://sailinganarchy.com/)
- **ACA September 2011 Canoe Sailing at Lake Nockamixon on-line**: [http://www.youtube.com/watch?v=sBMSFYwkUwc&NR=1](http://www.youtube.com/watch?v=sBMSFYwkUwc&NR=1)

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