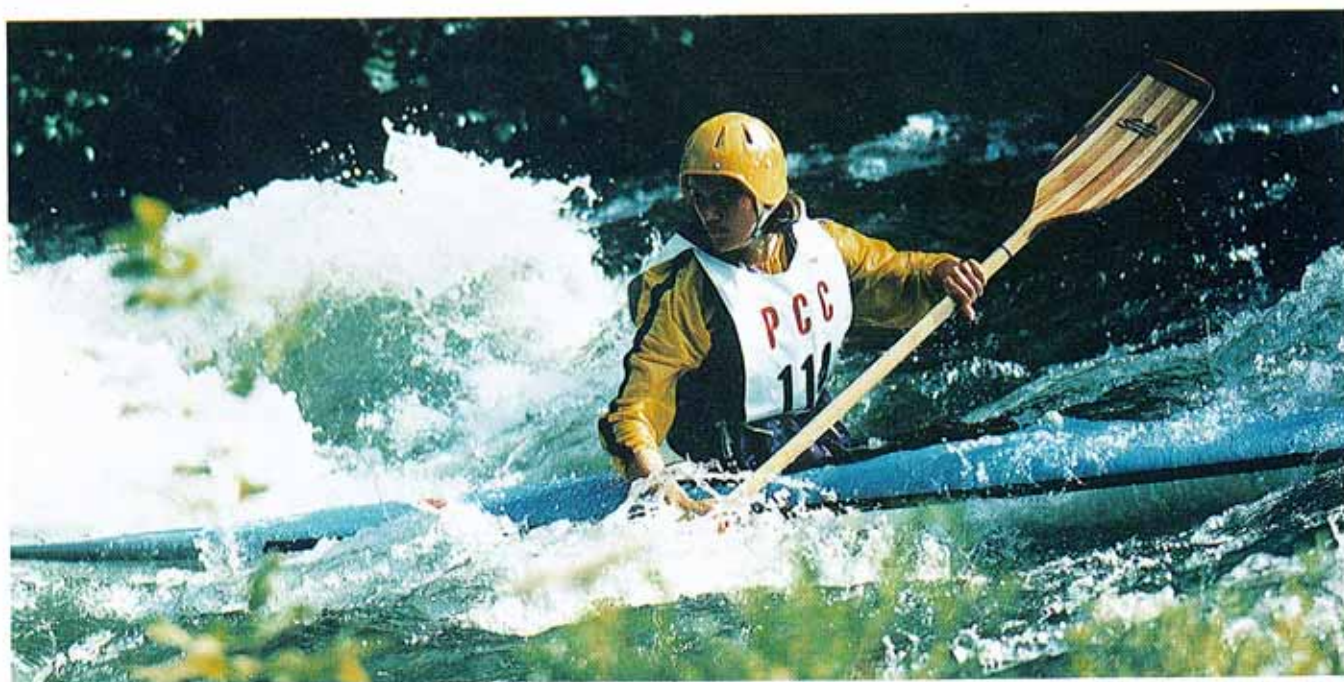




AMERICAN CANOE ASSOCIATION

1880-1980
100th Anniversary
YEARBOOK



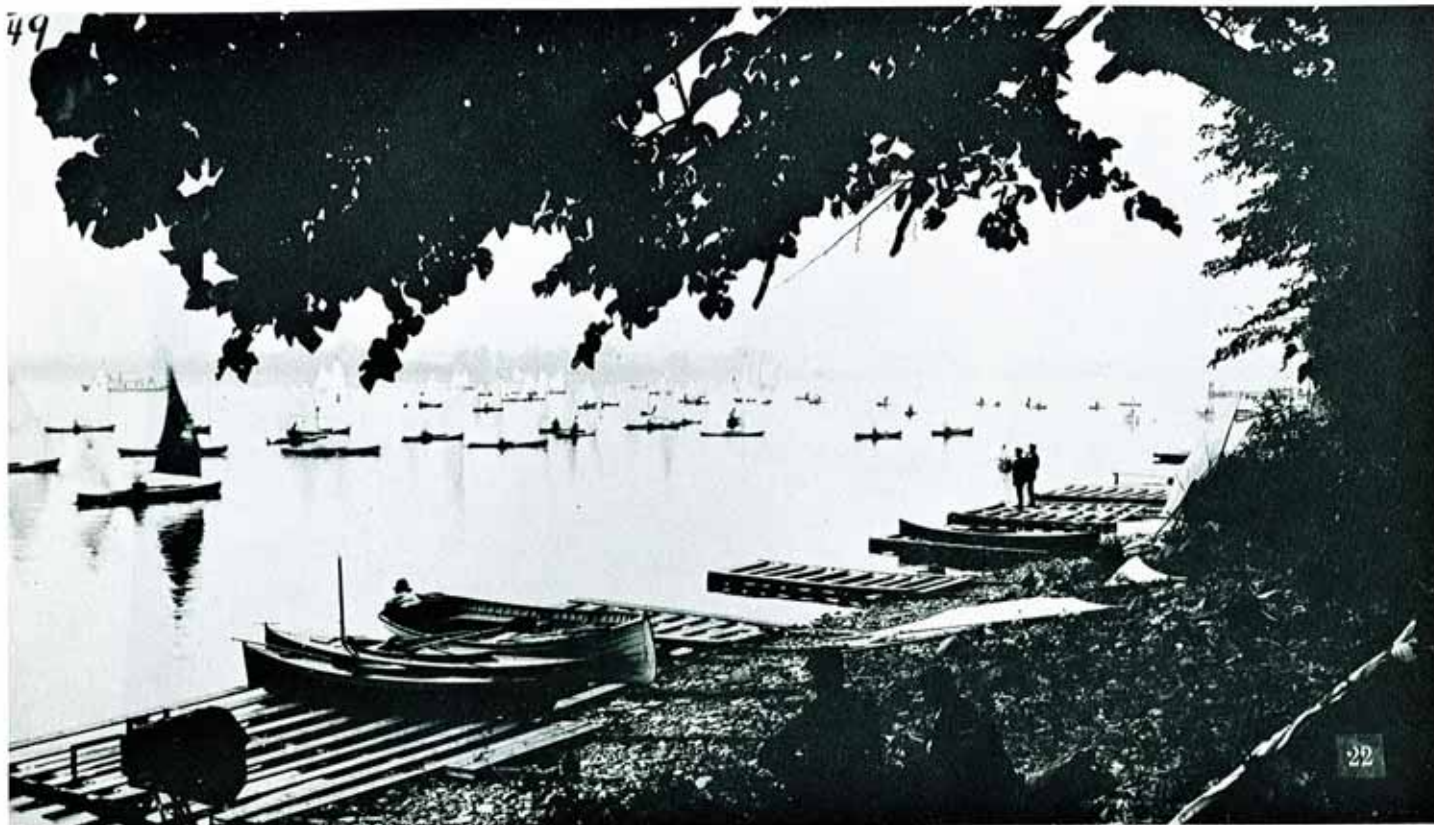
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New York State Historical Association, Cooperstown, NY*

AMERICAN CANOE ASSOCIATION

1880 100th Anniversary 1980

YEARBOOK

Number 92

Dedicated to the Officials of the Association who have served it well for one hundred years.

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June 1980

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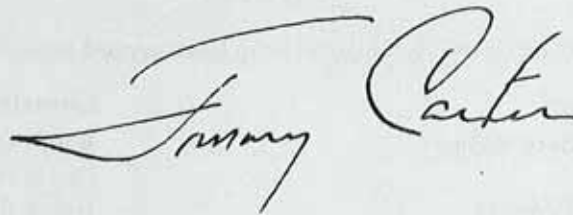
THE WHITE HOUSE
WASHINGTON

January 25, 1980

I congratulate the members of the American Canoe Association across our country on the one hundredth anniversary of your founding.

Your excellent work in promoting healthful outdoor recreation and the conservation of America's rivers and lakes deserves recognition. I am particularly pleased to hear about your close cooperation with the U.S. Coast Guard to increase safety of canoe sports. We need more joint efforts like this between government and private organizations to help us reduce red tape and avoid over-regulation.

I have fond memories of canoeing with members of the ACA on the Chattahoochee and Chattooga Rivers in Georgia, and I look forward to the time when our national efforts to clean up our waters will make such opportunities available to every citizen.

A handwritten signature in dark ink, reading "Jimmy Carter". The signature is fluid and cursive, with the first name "Jimmy" and the last name "Carter" clearly distinguishable.

AMERICAN CANOE ASSOCIATION, INC.



1880-1980



To All ACA Members:

It is a real honor to serve as Commodore of the American Canoe Association during the 100th Anniversary Year. It will be a year of many fine activities and a year during which we can study and recreate some of the historic moments from the past 100 years. I welcome you, your family, and your friends to come and celebrate with us.

My family and I have had a lot of enjoyment from the sport of canoeing. We have met a large number of members in our travels and number them among our treasured friends. I wish to express my appreciation to all of the members and dedicated officials of the ACA whose work has made it possible for the ACA to reach this anniversary.

The American Canoe Association can be proud of its many accomplishments and is particularly proud to enter this 100th year having just won the world championships of both Slalom and Wild Water. I congratulate the paddlers, coaches, and all of the behind-the-scene workers who contributed to this win. I am not sure, as I am writing this, how our Olympic flatwater paddlers will fare, as the President at this time wants us to boycott the Moscow Games. I hope that the eventual decision is that they may go to Moscow and compete in the Games that they have worked so hard to enter. No matter what transpires we are proud of them and wish them well in whatever competition they enter.

The American Canoe Association is an organization of people and can only be as successful as you make it. Your enjoyment will be enhanced by your participation. If you will solicit another member you will bring us all another friend.

The ACA is vital to canoeists in dealing with increasing government regulation. The ACA will be more and more important as life continues to become more complicated. Added responsibilities have already been placed on the ACA as the national governing body for canoeing, as set up under the Amateur Athletic Act passed by Congress in 1978. The increasing pressure on the recreational use of rivers makes our efforts in conservation and river rights extremely important. Even the racers need water to paddle on and its cleanliness is important to their health. Our training and safety activities give our members an opportunity to share their knowledge and talents while serving the public good at the same time. The training program introduces the beginner to the sport and many then go on to be competitors of one sort or another. For those who like competition there is an increasing need for members to assist in racing even if they do not wish to compete.

For our recreational paddlers we offer the conservation, safety, training, river rights, book service, cruising, and Sugar Island for your pleasure. 1980 is an ideal time to visit Sugar Island. Come and participate.

Help if you can, run for office if you are able, but do enjoy our fine Association. Your participation is what makes it all worth while.

Chuck Tummonds
Commodore



AMERICAN CANOE ASSOCIATION

For the members of the ACA this Yearbook is intended to provide a glimpse of the rich tradition of the past, a survey of the tremendous variety of activities of the present and some openings for the future.

Contents:	Page
Officers of the American Canoe Association	5
A Salute to the Old Timers	6
1880 The ACA, Then and Now 1980	8
The National Encampment and Sugar Island	13
National Sailing Committee	55
National Paddling Committee	57
National Slalom and Wildwater Committee	58
National Whitewater Open Canoe Committee	61
National Poling Committee	63
National Conservation Committee	65
Safety Committee	66
Training Committee	67
ACA Wins World Championships in Slalom and Wildwater	68

Thanks for materials contributed by: Joyce Malone, Merle Garvis, Chuck Tummonds, Barbara McKee, Dusty Rhodes, Noble Enge, Susan Chamberlain, Bill Stearns, Al Beletz, Bob Lantz, Don Jarrell, Charlie Walbridge, Steve Lysak, Divisions, Clubs and Advertisers.

Front Cover William Carter, ACA 206 - 1887 Courtesy New York State Historical Association, Cooperstown, NY
Cathy Hearn, ACA 19048 - World Champion, 1979 Courtesy Barbara McKee

Back Cover (From top left clockwise)
Four members Brooklyn Canoe Club Courtesy New York State Historical Association, Cooperstown, NY
Olympic K-4 Race, Montreal, 1976
Poling, Ken Kastorff Courtesy Al Beletz
One Man Kayak Slalom Courtesy Barbara McKee
Fort Washington Canoe Club C-4, 1913
Open Canoe Slalom Courtesy Barbara McKee
International Sailing Canoe, Steve Clark, National Champion 1979
Slalom C-2 Mixed Courtesy Barbara McKee

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National Office: Box 248, Lorton, VA 22079 Executive Secretary, Joyce Malone

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1883	E.B. Edwards, Peterboro, Can.	1910	C.P. Forbush, Buffalo, NY	1940	W. Van B. Claussen, NY City
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1885	Gen. Robert S. Oliver, Albany, NY	1912	Payne L. Kretzmer, NY City	1942	Frederick Grant, Cleveland, OH
1886	F.S. Rathbun, Deseronto, Can.	1913	Fred W. Cramphorn, Boston, MA	1943-44	Oscar S. Tyson, NY City
1887	Robert J. Wilkin, Brooklyn, NY	1914	F.B. Huntington, Chicago, IL	1945-46	William A. Apfelbeck, New Haven, CT
1888	Robert W. Gibson, Albany, NY	1915-16	C.A. Spalding, Buffalo, NY	1947-48	Theodore G. Alteneder, Philadelphia, PA
1889	Liet-Col. H.C. Rogers, Peterboro, Can.	1917-18	A.F. Saunders, Syracuse, NY	1949	John W. Kempson, Maplewood, NJ
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1892	Charles V. Winne, Albany, NY	1921	H.M. Schwartz, Iliou, NY	1953-54	Henry Jahn, NY City
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1894	Irving V. Dorland, Arlington, NY	1923	Payne L. Kretzmer, NY City	1957-58	Richard Vogel, Darien, CT
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1898	Frank L. Dunnell, Brooklyn, NY	1927	E.S. Dawson, Schenectady, NY	1964-65	Raymond Dodge, Niles, MI
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1906	H. Lansing Quick, Yonkers, NY	1934-35	Ralph B. Britton, New Britain, CT		
1907	George P. Douglass, Newark, NJ	1936-37	William T. Reiners, Woodcliff, NJ		



Nathaniel H. Bishop



William L. Alden

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International Canoe Federation
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45th and Spruce St.
Philadelphia, PA 19104

A Salute to the Old Timers

Honorary Life Membership - 50 Continuous Years of Governing or Associate Membership

5895	Jule F. Marshall	1909	8734	William J. Gedge	1924
6124	C. Fred Wolters	1910	8774	W.F. Cordes, Jr.	1925
6343	Harold V. B. Voorhis	1912	8815	Charles L. Fretzner	1925
6883	Henry W. Jahn	1914	8795	David S. Fishman	1925
7062	Shirley Harrington	1915	8793	Ralph Meyer	1925
12467	Heloise Jahn	1917	8809	Joseph J. Remignanti	1925
7585	Donald M. Quick	1918	8796	Walter Schalle	1925
7828	William H. J. Harte	1920	8771	Everett P. Thomas	1925
8140	Egon H. Ottinger	1921	8813	Howard Wakefield	1925
8116	Ernest Riedel	1921	8916	Harold J. Bruns	1926
8242	Edward Warner	1922	8918	Charles E. Burns	1926
342	Mrs. James Mack Askew	1923	9062	Robert Louis Miller	1926
8423	Gordon K. Douglass	1923	9100	Donald J. Bergman	1927
8553	Harold L. Herrick	1923	9198	Leo Polt	1927
8585	Otto Seidewitz	1923	9408	Gunnar Johnson	1929
329	Caroline Apfelbeck	1924	20364	Mimi Polt	1930
8633	William A. Apfelbeck	1924	9602	George J. Ryan	1930
8655	Jackson Frates	1924	9672	Frank J. Krick	1931

25 Years or More of Continuous Governing or Associate Membership

9785	Stanley S. Cimokowski	1932	591	Nellie Maushart	1946
9759	John E. Knight	1932	10992	Harold Messerschmidt, Sr.	1946
9883	Stephen Lysak	1933	10957	George Peterson	1946
9843	Robert S. Pino	1933	11172	Ruth Springel	1946
9935	William Rappina	1933	11021	Thelma Wakefield	1946
9928	William J. Rhodes	1933	10981	Louis Whitman	1946
9881	Joseph Ryan	1933	11016	Carla U. Wilkinson	1946
11371	Eleanor Uebel	1933	11139	Ted Alteneder	1947
9933	Fred Uebel	1933	11136	Dorothy Jahn	1947
9936	Roger I. Wilkinson	1933	11369	Aida Rappina	1947
10043	George A. Byers	1934	11820	Doris Szatkowski	1947
9971	Howard B. Clark	1934	11073	Anthony Viola	1947
10109	Walter Haner	1934	11588	Roberta White	1947
10036	Joseph Klecka	1934	11300	Ted E. Climis	1949
9975	Anthony A. Szatkowski	1934	534	Ada Fishman	1949
10174	I.V. Dorland Eastmond	1935	11339	James F. Kearney	1949
10167	Norman J. Greig	1935	11292	Karl D. Quiring	1949
10259	Edmund B. White	1935	11285	Theodore R. Struhl	1949
10271	Daniel Zwart	1935	11370	Charles Damiano	1950
10291	Hansell T. Jeffers	1936	543	Hana Fishman	1950
10308	Alfred Pechar	1936	11471	J.E. Favareau, Sr.	1951
10313	Adolph C. Springel	1936	11459	Ugo J. Lisi	1951
10402	Jesse Fishman	1937	554	Ingrid Climis	1952
10386	Allan W. Loomis	1937	607	Hazel G. Ebbesen	1952
10410	Leslie D. Wilding	1937	12034	Theresa M. Favareau	1952
10559	Donald Bove	1938	11529	Louis M. Andrews, Sr.	1953
10678	Joseph S. Delahunt	1938	11545	Arnold Demus	1953
10480	Robert Dunford	1938	11576	William J. Marcouiller	1953
10504	William F. Graff	1938	11568	Jessie Graff	1953
10507	John Haas	1938	11615	Irene Guthrie	1954
10686	W.T. Raney	1938	11630	Stephen A. Macknowski	1954
11548	Alvine H. Clark	1939	11612	F. Malcolm Smith	1954
10710	Ambrose V. Maushart	1939	11691	Robert Chambers	1955
10782	Eric Feicht	1940	11716	Russell C. Dermond	1955
462	Antonia Heldt	1940	11673	Richard I. Gallagher	1955
11967	Helen Loomis	1941	23169	Iris Leggett	1955
11549	Evelyn Remignanti	1941	11704	Nicholas Messerschmidt	1955
10823	George Wascheck	1942	12379	Isabel Wakefield Oppen	1955
10815	Lawrence E. Zuk	1942	11665	Paul D. Wisdom	1955
10829	George Froelich	1943	11807	Ralph Alpert	1956
14190	Edith C. Pechar	1943	597	Mrs. Allan G. Leja	1956
11349	Katherine Ryan	1944	11803	Mary E. Lisi	1956
10883	Robert H. Jahn	1945	589	Stephanie Macknowski	1956
11053	Virginia J. Peterson	1945	11797	Alfred E. Musial	1956
10897	Dale E. Roe	1945	11776	L.M. Schindel	1956
10963	Frank H. Hahn	1946	596	Ann Schindel	1956
11031	Paul Manning	1946	11749	Collister Wheeler	1956

NOTE: Junior Membership does not count toward the 50 years or there would be more 50 and 25 year members.

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C. Bowyer Vaux ACA 33 First Winner International Challenge Cup 1886. New York State Historical Association, Cooperstown, NY.



*Ben Cass and Joe Stahl Savage River 1978
Photo by Robin Gordon*

1880 The American Canoe Association 1980 Then and Now 100 Years of Growth and Change

In 1880 Nathaniel Bishop sent out the famous "First Call" to assemble a National Canoe Congress at Lake George. At this congress on August 3, 1880, twenty-three canoeists founded the American Canoe Association which continues today as the oldest national canoeing organization in the world and one of the oldest national sports governing bodies in North America.

The forty-five hundred members of the ACA today are very much the same as those hardy early canoeists in their love for the outdoors, their care for the waterways, their desire for exploration and adventure, their spirit of competition and their attachment to their beautiful, delicate, sensitive craft, however many changes have taken place in the environment in which they follow the watery trails of the founders.

Although the aborigines of North America used all three of the primitive canoe forms, the development of the canoe as a sporting boat took a circuitous route to get to Lake George in 1880. The kayak form of the inventive Eskimos was transported to England from Greenland by John MacGregor and others. In 1865 he had the famous "Rob Roy" built by European construction methods in the Eskimo style. In England and most of Europe today this form is commonly called a canoe, which we now call a kayak in this country; and the Indian open style of canoe is called a Canadian. MacGregor cruised by sail and paddle on the coasts and rivers of Europe and publicized his adventures in *A Thousand Miles in the Rob Roy Canoe*.

Earlier, around 1855, in the area of Rice and Stony Lakes near Peterboro, Ontario, George W. R. Strickland and J. S. Stephenson developed the plank and rib wooden canoes using the shape of the Indian dugouts and birch bark canoes but white man's construction methods. The birch bark canoe remained primarily a work boat although many informal races were held amongst individuals and crews.

Most of the early canoes particularly of English origin were both sailed and paddled and had become very popular as a sailing racing class. In 1879 over two hundred canoes participated in a sailing race at the New York Canoe Club. At that time, it should be remembered that the canoe was the only light one-man sailing craft available.

The canoe had become a very popular boat by 1880 and the time was at hand when canoeists could not resist the traditional American urge to "get organized." As we have been proving for 100 years since August 3, 1880 when the Association was officially founded, it is not easy to organize the individualistic, free spirited adventurers who like to challenge the quiet wilderness lake or the roaring, rushing river. But the legacy of good fellowship in sport has been carefully nurtured as it has been handed down by thousands of canoeists from generation to generation to this day.

The founders were primarily cruising canoeists who sailed and paddled their craft to explore the generally inaccessible waterways of the country and whose principal reason for joining together was to exchange information and to foster cruising by canoe. Even at the first National Encampment, however, the spirit of competition arose and races were featured, some of which have been held every year since and have given us a tradition of competition. The National Encampment has also persisted and been held every year since 1880 with the exception of a few years of interruption by World War II.

Considering the changes which have occurred in this country over the past one hundred years it is a wonder that the sport of canoeing itself has persisted much less a national organization devoted to it.

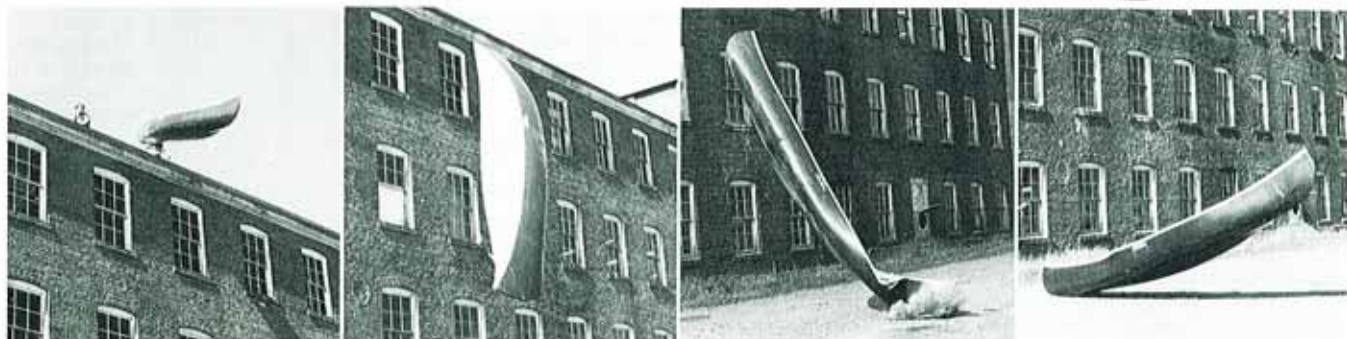
The canoes used by the early canoeists were hand-made of wood and were relatively expensive so that the devotees of the sport were fairly well-off, usually professional people. The price of a Rushton Vesper Model Canoe in 1903 at \$100 without fittings compares favorably to the cost of the same cedar canoe reproduced today for \$2000 in relation to the wages of the day.

The Eskimo paddling craft found its way to Germany where in 1907 Johann Klepper introduced the folding kayak which became very popular in Europe. These very seaworthy boats proved highly successful on lake and ocean and particularly on whitewater rivers. They were brought to America in quantity by Jack Kissner in 1935 and in the early 1950's copied by both European and American canoeists to produce the hardy superlative fiber glass and other plastic kayaks produced today at prices much more affordable than the cost of their ancestors.

The open Canadian type canoe of the Peterboro region persisted in its original form until the 1930's and spread all over the world. In order to reduce the cost of the carefully handcrafted all-wood canoe with its watertight seams, the canvas canoe was developed in the late 1800's. In 1903, Rushton's all-wood Indian Girl cost \$65.00 but covered in canvas cost only \$32.00. These canvas canoes were still planked over ribs with the planking fastened to the ribs over a form and therefore of white man's construction although in many cases the ribs were wide and flat and resembled those of the Indian Birch Bark. These canoes had the shape of the Indian canoe but little of the construction method.

[Continued on page 10]

When we threw our Tripper off the factory roof, we learned two things.



1. It won't fly.
2. It's the toughest canoe we ever made.

The canoe you see being launched from the roof is our 17 ft. Tripper, the king of expedition canoes. And if you think it performs well when it hits the ground, you ought to see when it hits whitewater.

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The abutment bent the Tripper like a hairpin, and we bent

our backs to pry it off. But then our laminate put its memory to work, literally "remembering" its original form. With a little heat from the sun we snapped the hull back to canoe shape. And sold the craft, at a fair discount, to a fellow down the street.

That was years ago. And since then, proof of the boat's ruggedness has come from other quarters.

From author-explorers John Rugge and James West Davidson (*The Complete Wilderness Paddler*), for example, who reported in *Canoe Magazine* that the Tripper's "depth and big volume design make it *the* expedition boat... big enough to carry two people and a month's gear into whitewater

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Your dealer can give you more facts about the Tripper's V hull, rockered ends and heavy-duty gunwales, decks and flotation seats. Write for his name and a catalog of all our canoes, kayaks and accessories.

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For many years the inexpensive canvas canoe was the popular choice of American canoeists. After World War II, however, as a result of new developments in manufacturing techniques and materials the scene changed rapidly. Grumman, applying aircraft manufacturing techniques, introduced the aluminum canoe, light, strong and able to withstand punishment meted out by the combination of more difficult whitewater and the novice paddler. Molded fiberglass construction applied to canoes and kayaks was introduced in the early 1950's and proved highly successful because of its durability and the relative ease of molding into any desired shape. Other plastic manufacturing methods have provided light durable canoes and kayaks.

As a result, the canoeists of today is offered a selection of over 800 different models of craft produced by more than 150 builders in a variety of materials and a range of affordable prices.

Along with this significant change in the craft there have been profound changes in the physical and social environment. Early announcements of the National Encampments and other regattas devoted considerable space to train and boat schedules and arrangements for shipping canoes even as late as the 1930's. There are quite a few of us around who traveled to the National Encampment at Sugar Island for the first time via railroad and ferry! Particularly after World War II, the ease of throwing the canoe on top of the car and quickly reaching a favorite waterway aided in the rapid increase in canoeing activity and, alas, detracted from the probability that one could enjoy it in solitude.

The improvements in highways made it possible to go farther from home to enjoy more varieties of canoe sport. More camping areas became available to automobile use but fewer remained only accessible by water. The canoe clubs with houses for boat storage within walking or street car range numbered about 200 in 1900 of which only a handful remain, such as the Washington Canoe Club, the Philadelphia Canoe Club, the Dayton Canoe Club, the Seminole Canoe Club, the Sebago Canoe Club, the Yonkers Canoe Club, the Inwood Canoe Club, Columbia Canoe Club and more in Canada than in the United States. Other former canoe clubs are devoted to sailing and other forms of boating. The automobile and highway system also spawned the summer cottages which line the banks of our lakes, rivers and coastal waterways and made them accessible to hordes of motorcraft.

During the late 1800's and early 1900's the canoeist, even in large cities like New York, walked or took the street car to the Canoe Club and trained for racing during the week and went cruising and camping directly from the club on the weekend. Because of the changes in our life style the canoeists today put their canoes or kayaks on cars and drive to where they train or cruise and a much smaller percent camp from their canoes.

Through all of these changes the American Canoe Association led the way in organized canoeing through periods of declining membership and financial problems and periods of increased membership and activity — though never prosperity.

Canoe sailing increased in activity until around 1900 and then declined to an active level but a relatively small group of sailors. Today the International Class decked sailing canoes which are direct descendants of the Rob Roy and the Nautilus still compete for the same trophies that were first raced for in the 1880's and also hold modern World Championships. The Cruising Class canoes derived from the wooden Peterboro canoes were started as a separate class in 1898 and race for the same trophies today. The wood-canvas canoes were organized into racing classes in the 1930's and the one- and two-man classes continue to be raced. There are approximately two hundred active competitive racing sailors today in addition to many recreational sailors.

Paddling racing which also started in the 1880's became very popular during the Canoe Club era as the clubs owned most of the racing craft as they still do today. Racing with single and double blade was originally done in cruising canoes but in the teens special racing craft were developed like the one-man "peanut" and the four-man "quad" or "four boat." The fifteen-man Canadian war canoe was also popular and still is in Canada. In 1924 the Washington Canoe Club put on a demonstration at the Olympics at Paris and in 1936 canoeing became an Olympic sport. In 1934 the ACA joined the ten year old International Canoe Federation when it announced that canoeing would be in the Olympic Games. Paddling racing was the predominant activity of the Association between World Wars I and II and as an Olympic activity since. The expense of the highly specialized racing canoes and kayaks has been a limiting factor. Approximately 500 canoeists are actively engaged in "flatwater" paddling as it is known today. In Canada because of the number of canoe clubs and the formation of the Canadian Canoe Association this activity is more popular.

Cruising was one of the original three activities of the Association and there was a great exchange and publication of information. As the inland and coastal waters usable by camping cruisers became explored and well travelled, the participation of members in this activity declined. It has had a resurgence since World War II when the improvements in boats and equipment and the increasing skill of the white water paddlers has led to the open-

[Continued on page 11]

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*Ladies at Stony Lake, Ontario 1883
New York State Historical Association, Cooperstown, NY*

ing of increasingly difficult waters. Most of the cruising today and the publication of information is related to white water runs of considerable difficulty. The Association is also taking an active role in the preservation of the natural waterways and the preservation of the right to use them through its Conservation and River Rights Committees.

Major additions to the activities of the Association occurred in the early 1950's because of the rapidly growing interest in river canoeing. Informal river racing and a few organized river races occurred after World War II while the sports of downriver "wild water" racing and "slalom" racing were being developed in Europe. As a result of European influence concurrent development of white water racing, both downriver and slalom, occurred in the Eastern States and in the Rocky Mountain States. In June of 1953 a slalom was held at Salida, Colorado and in 1954 slaloms were held on the Brandywine in Maryland and in Colorado along with a major amateur downriver race. These early slaloms led to the first National Slalom Championships at Salida, Colorado in 1956 and swift expansion of white water racing. From the beginning International rules and boat types were used as well as traditional open canoes and in 1970 White Water Open Canoe racing was given national status as a separate activity. White water racing and recreational paddling are the most popular activities of the Association today and their devotees comprise about half the membership.

Canoe poling, originating with the Indians and used by the early explorers for traversing up rivers and in shallow waters, was organized as a racing sport in 1968 and is gaining in popularity. Here again modern canoes and equipment such as the light aluminum poles have stimulated interest.

Marathon canoeing, very popular in the Midwest, is the sport of racing relatively long distances on quiet lakes and rivers or rivers with minimal rapids. As with other forms of canoe racing it has expanded rapidly since World War II with the improvement of equipment. Specialized boats and bent-shaft single-bladed paddles are used with paddlers usually in a sitting position. Although this branch of the sport has been fostered predominantly by the United States Canoe Association, the ACA is greatly interested in cooperative support for its promotion. The designs for the canoes follow the same rules as those for Open Canoe White Water and many of the participants race in both kinds of competition.

Canoeists individually and through local organizations have always been in the forefront of conservation efforts to preserve not only the natural waterways but the wilderness in general. An outstanding example of this is the prominent part played by the Association's work in preserving the State Forests in New York in 1915. To capitalize on this effort and provide a central organization, the Conservation Committee was established in 1956. Generally it acts on a national level in cooperation with other conservation groups and lends support to local conservation efforts.

Through all of the changes in the physical and cultural environment the Association has constantly changed to serve the needs of its members. From its beginning it grew rapidly to a membership of individuals and clubs of 3,627 in 1899. In the early days the Canadians were an integral part of the organization, but with the founding of the Canadian Canoe Association in 1902 there was a great decrease in the number of Canadian members, although cooperation and competition between the two groups has been maintained until the present time.

The original constitution provided for the formation of Divisions, and at the annual meet in 1886 the applications for the formation of the Eastern and Central Divisions were officially approved and in 1887 the Northern Division was formed. Since the Central Division was so large, the Atlantic Division was split off in 1888, the Western Division in 1899, the Delaware-Chesapeake Division (now the Middle States Division) in 1916. Divisions were close-knit organizations and activity amongst the clubs at the divisional level was very strong. Club regattas and Divisional Championships were as important as the competition at the National Encampment up until World War II. In view of the difficulty in transporting boats, this is very understandable.

Due primarily to the efforts of Wallie Clausen, long-time ACA member who was also responsible for the development of the Red Cross canoeing program, the Dixie Division centered in Florida was established in 1936 and the Pacific Division in 1944.

As canoeists began to travel more and most activities established national and international competitions, the Divisional activity became less important in some sections of the country. In other areas the Divisions were too geographically large and were subsequently broken into smaller Divisions.

In 1955 the Rocky Mountain Division was established as the first Division primarily organized for white water activity, with strong local participation because of its remoteness from other canoeing centers. The Northwest Division was split off the Pacific Division and the Western Division was broken down into the Midwestern Division, the Michigan Division and the Ohio-Pennsylvania Division in the 1970's. The Northern New York Division was created in 1973, which is essentially the same territory that was established as the Central Division in 1886!

Today, national and international competition in the six canoe racing sports is widespread as canoeists travel back and forth across the country and to other countries, and divisional activity is not as strong. There are still a few well organized divisions such as the Atlantic Division which has been consistently the best organized with the most members over the last half century. The Eastern, Dixie, Middle States and recently Ohio-Pennsylvania and Northern New York Divisions have active programs.

The Association's organization today centers around the Activity Committees. Especially the competitive committees are well organized and run local, divisional, national and international events. A white water racing member in Maine is more likely to know personally a white water racing member in California than he is to know a canoe sailing member in his own home town.

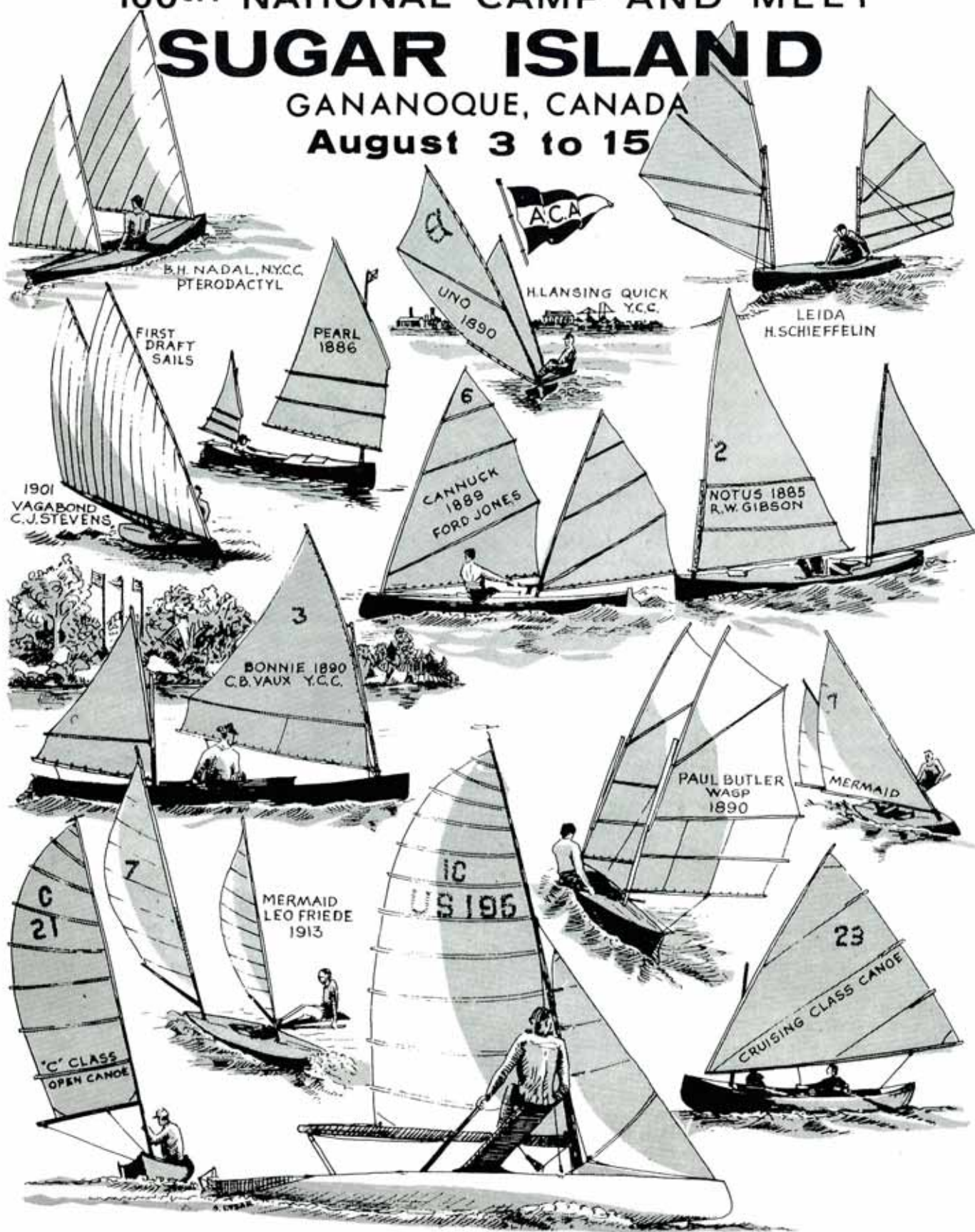
(Continued on page 69)

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*Ladies Tilting at Sugar Island 1906
New York State Historical Association, Cooperstown, NY*

THE NATIONAL ENCAMPMENT AND SUGAR ISLAND

From the very beginning with the gathering which founded the A.C.A. at Crosbyside Point on Lake George the National Encampment has been a tradition. The purposes of the encampment to join canoeists together in comradeship, to camp, canoe, race, exchange ideas, and to enjoy the company of old friends has persisted until this day.

The first three Encampments were held in 1880-1882 at Crosbyside and the Canoe Islands at Lake George. The original intention was to hold meets at that locality and there was thought of purchasing the islands. The growth of the Association, however, led to a policy of holding the Encampments in various locations. From 1883 until 1902 the National Encampment was held in different locations including Ontario, Canada; Lake George, Lake Champlain and the Hudson River, New York; and Cape Cod, Massachusetts; but the meets kept coming back to Grindstone Island and other localities in the Thousand Islands area of the St. Lawrence River.

As early as 1883 there had been discussions of a permanent camp and in 1900 a committee was appointed to obtain a site on the St. Lawrence River. On July 18, 1901, Sugar, or St. Lawrence, Island was purchased for \$1000 from land set aside for the use of the Mississaguas of Alnwick Indians. The Association also owns several small islands around Sugar Island including Island 47 which was purchased in 1920.

The National Encampments have been held at Sugar Island every year since 1903 with the exception of Turtle Island in Lake George in 1926, no meets in 1944 and 1945 and one National Encampment in the Midwest in the 1970's.

Members and their guests traveled for many years by train to Clayton or Gananoque and paddled or travelled by ferry to the Island. The ferry "Yennek" served the Island for twenty-five years. For many years the only buildings on the Island were the mess hall, the storehouse and the ice house, the latter the favorite gathering place of the younger generation. After World War II a limited number of cabin sites were made available to members and "squaw camp" has quite a few these days.

In the "old days" as many as 200 camps were set up on the 55-acre island during the Encampment. Too numerous to tell are the anecdotes of the tricks played by the campers over the years but the same spirit remains today that livened the scene in 1903. The bugle is blown and the old cannon fired at colors where the flags of the ACA, Canada and the United States fly on the familiar three flagstaffs. The stories are told and the old songs sung around the campfire at night.

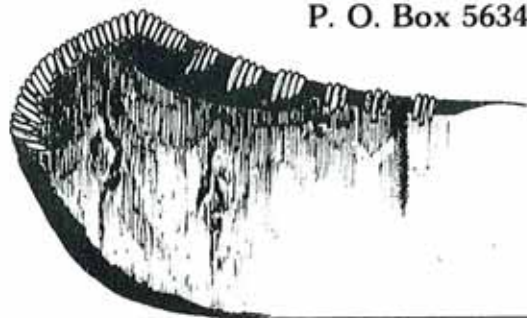
Many a youngster has grown up on Sugar Island to camp and race and enjoy the activities. As the traditions are passed down from generation to generation the spirit of comradeship in canoeing and the outdoors which was started in 1880 is kept alive.

To get the feeling of the ongoing history of the Association and to be a part of it every member should enjoy the comradeship of the Annual National Encampment at Sugar Island and 1980 will be the best year yet!

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Dave Pepiot - *Life Member*

Frank Raley - *Life Member*
Gordon Schindler
Keith Yetter



Paul Butler ACA 754 Inventor of the Sliding Seat around 1890. New York State Historical Association, Cooperstown, NY.



Leo Friede Sailing the "Mermaid" - 1913
New York State Historical Association, Cooperstown, NY

THE NATIONAL SAILING COMMITTEE

Canoes were the first true boats built by primitive man, excluding rafts and floats. They date back at least to the Stone Age and have been found around the world, constructed of either bark, skin, or dugout trees. It follows logically that canoes were most probably the first boats sailed, and undoubtedly that occurred in unrecorded history. Much primitive sailing was probably downwind sailing, occurring when favorable winds befell the traveler. Over the world, however, some quite sophisticated historical sailing was developed in canoes and similar boats. There apparently is no documentation that the North American Indians of birch bark fame engaged in any sailing before the arrival of Europeans. But a number of northeastern tribes, such as the Micmac, Passamaquoddy, Malecite, and Cree, did later develop and use sailing canoes. Reportedly, eastern Eskimos were sailing umiaks when white men reached the Arctic in the 17th century. In the very early days of the North American fur trade, some sail apparently was used on the Great Lakes routes by the French and the North West Company. It was limited to downwind square sails and was not a common practice.

The canoe sailing described above was not representative of the sport as we know it today. Recreational canoe sailing in its modern form seems to have begun developing as a pastime and sport about the middle of the 19th century, inspired and aided no doubt by writings about John MacGregor's "Rob Roy" canoe which was built in 1865. MacGregor, a Scottish sportsman, traveler, and philanthropist, published a best seller in 1866 - "A Thousand Miles in the Rob Roy Canoe on Rivers and Lakes of Europe." During those times there was considerable contact between English and American canoeists. Many of the early canoe sailors were rather well-to-do and sailed fine relatively expensive hand crafted wooden canoes, including some designed by well known naval architects and built by very skilled boat builders. Construction of recreational sailing canoes spread and soon resulted in racing competition.

Sailing was very much a current canoeing activity associated with the founding of the American Canoe Association in 1880. Experimentation and development of sailing rigs started before the formation of the ACA and continued afterwards, fostered by the association and its members interested in sailing. Rig variations were limited only by imagination, and all manner of designs were tried for whatever purpose. Racing canoe rigs also underwent changes over the years but three general types evolved and have persisted in the United States.

The **International Decked Sailing Canoe** is a light 17 foot racing canoe that has reached a high state of development. It dates back to the "Rob Roy canoe" concept. Generally not symmetrical fore and aft, it has gone through more than a hundred years of variations and changes from ballast keels, to light center masts, and batwing ketch rigs to full batten sloop rigs. In addition to English influence, a number of American canoeists such as Paul Butler contributed much to the early evolution of the class. The modern craft is designed for racing sailing and is characterized now by light weight, 10 square metres of sail area, a sliding seat, and general refinement that has produced one of the fastest single handed and single hulled sail boats. Under ACA administration, racing dates back to the founding date of 1880. International competition dates back to 1885, when the New York Canoe Club offered the International Challenge Cup. The initial 1886 race was held in August in conjunction with the seventh annual ACA encampment at Delaneys Point, Grindstone Island, on the St. Lawrence River. Warrington Baden-Powell, brother of the founder of the Boy Scouts, and one of England's most prominent canoeists, was there with his "Nautilus No. 5." International competition for the decked sailing canoe continues today under direction of the International Canoe Federation, providing top level sailing competition for sailors primarily from England, Sweden, and West Germany, in addition to the United States. A World Championship series was initiated in 1961.

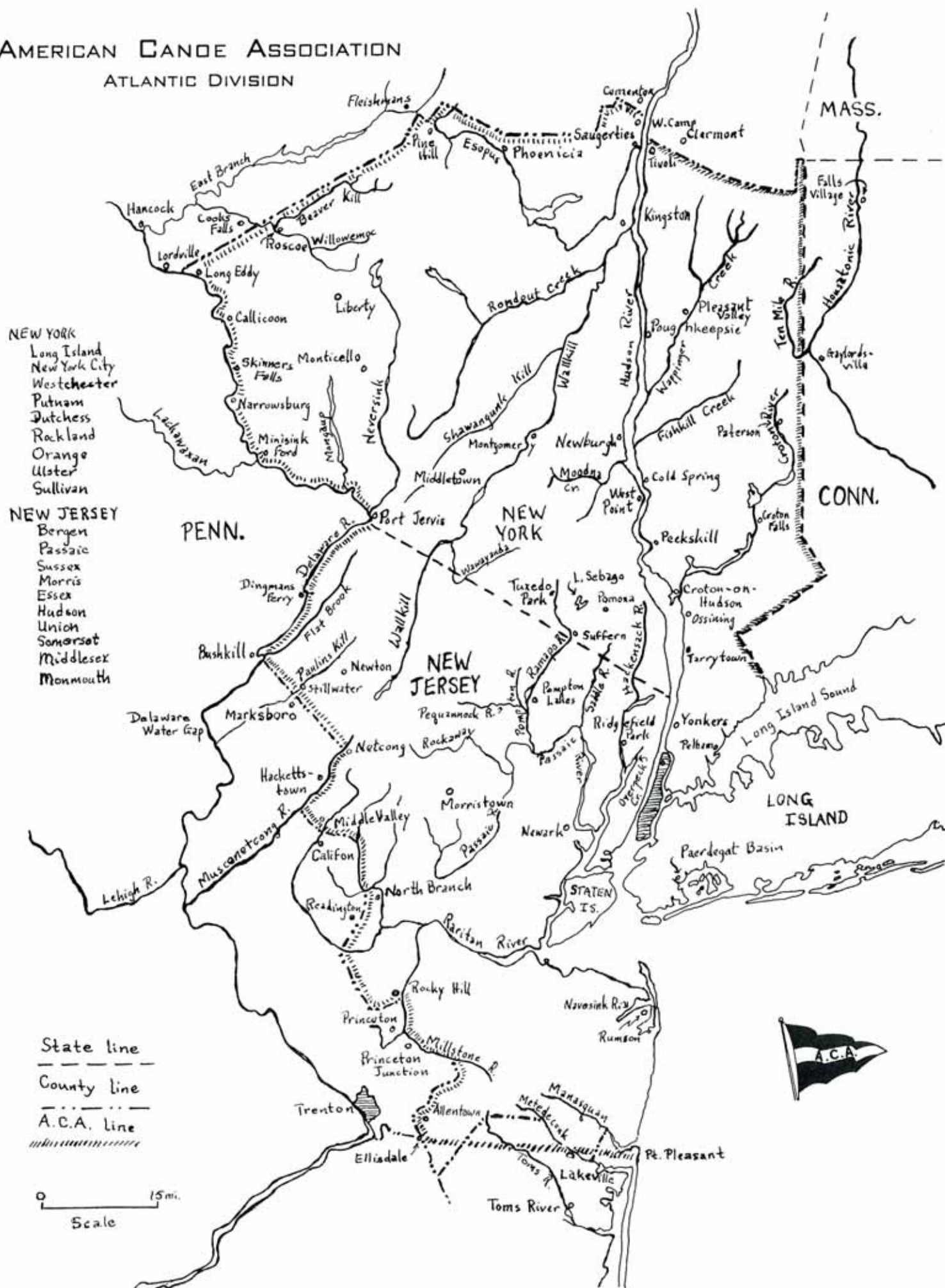
Cruising Canoe. The conceptual basis for this class was to provide an auxiliary sailing rig for a standard open paddling canoe without losing its all around adaptability. The class was developed around the wooden Canadian paddling canoes just before the turn of the century and continues to be the most "canoe-like" of recognized competitive sailing canoe classes, with its required hoisting and lowering rig and all steering being done with a paddle. The majority of the early canoes had lateen sail rigs, a convenient sail to handle, lower, and allow the canoe to be easily paddled. Like other sailing canoes, ingenious sailors over the years have not been idle in trying variations of rig and rigging. Defined by ACA rules, sail area is about 40 square feet, dependent upon the length and beam of the canoe. The class has always been recognized and fostered by the ACA. A racing series begun in 1907 still continues today.

Open Canoe classes. With the widespread popularity of canvas covered canoes during the early part of the 20th century, it was inevitable that they would be sailed. In the 1920's a group of canoe clubs around Sheephead Bay in New York began sailing and racing them. By 1931 sailing interest had grown around the bay, and with recognition of a need for organization, the "Associated Canoe Clubs of Sheephead Bay" was formed to direct activities. Common interests led this group into contact with the ACA, and in 1934 three open canoe classes - A, B, and C - sailed by the Sheephead Bay association were adopted by the ACA. The three classes used standard stock model 18 to 20 foot canvas covered canoes, with different sail areas and number of crew. Steering was done with a rudder and any type sail rig was allowed. Rules changes occurred through the years and currently three classes with sail areas of about 3, 5, and 7 square meters are specified in the rules, for use on standard shaped symmetrical canoes of any type construction. The 5 Meter canoe, which is the former original class C canoe, is the most popular.

Racing is not the only part of canoe sailing. Noncompetitive sailing, from afternoon sailing to extended cruising, is probably a larger segment of the sport than racing. An uncounted number of participants throughout the United States and Canada sail without publicity or organized contact which makes it difficult to estimate the degree of activity. Sail racing within the ACA is more easily assessed. Current racing is primarily in the eastern United States, with active groups in New England, New York, New Jersey, Ohio, and Florida.

Canoe sailors all over the country, whether racers or not, preserve and carry on the long history of canoe sailing lore. One of the best sources for information is someone who is already sailing. If specific information is not available from divisional sailing chairmen or a local sailor, it can be requested from the National Sailing Chairman.

ATLANTIC DIVISION



THE NATIONAL PADDLING COMMITTEE

Paddling racing has always been a significant activity in the Association. In 1880, the first encampment featured both paddling and sailing races including a paddling race for sailing canoes. The early races were raced in both the English Rob Roy type and the Peterboro style. The same canoes were used for both paddling and sailing racing and were propelled by double-bladed paddles.

Specialized canoes for paddling racing soon were developed and in 1888 the Paddling Trophy for one-man double-bladed canoes over a course of one mile became the oldest trophy for paddling events. Participation in paddling racing grew rapidly and races were held for one man, pairs and fours for both single blade and double blade as well as various sized war canoes. Around 1910 the specialized one- and two-man boat called a "peanut," sixteen feet long by 30 inches wide, was developed and was the standard until World War II as was the 20 foot "quad" or "four boat." The canoe clubs owned most of the racing boats.

Paddling racing attracted the largest number of canoeists of any activity of the ACA during the 1920's and 1930's with intense competition among individuals and clubs. During this period the Washington Canoe Club along with Canadian Paddlers put on a demonstration of canoe racing at the Paris Olympics of 1924 and in 1926 the ACA joined the United States Olympic Committee. The ACA played a very important role in introducing the sport into the Olympic Games in which they first appeared in Berlin in 1936.

The Olympics were raced in new highly specialized boats with the double-blade events in narrow kayaks which were new to our paddlers. Nevertheless, Ernest Riedel, many times national champion, competing in a borrowed kayak, very narrow for his accustomed stroke in the wider American boats, placed third in the 10,000 meter event.

After World War II, we adopted the European style boats for paddling and in 1948 Steve Lysak and Steve Macknowski paddling in a canoe designed and built by Steve Lysak won America's first gold medals in the 10,000 meter C-2 event. In 1952, Frank Havens won the gold in the 10,000 meter C-1 class.

The expense of the racing canoes, usually imported from Europe, and the decline in the number and activity of canoe clubs made it difficult to continue to attract canoeists into this activity, which was becoming known as flat water paddling. The increase in white water paddling was also a factor. Even though women's events were also added to the sport the number of participants declined and remained relatively low during the 1950's and 1960's.

Especially in the past two Olympic Quadrennials, however, there has been a resurgence in activity and in the quality of the competition with as many as 500 contestants in national and major regattas. The women competitors have played a major part since they entered the sport and the teams have had the opportunity to compete more frequently in international competition. National Championships as well as North American Championships, the Pan American Games, and International and World Championships are held in addition to the Olympics.

Paddling racing has come a long way in 100 years with the changes in the paddling craft, the inclusion of women competitors and the expansion to world-wide competition, but the spirit and excitement of racing one canoe against another continues to attract young athletes and this important activity of our past and future plays an important role in the American Canoe Association.



Stephen Lysak and Stephen Macknowski - Gold Medal C-2 1948 Olympics.



Frank Havens - Gold Medal C-1 1952 Olympics

to the
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AMERICAN CANOE ASSOCIATION
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The first WAR CANOE - the Unk - ta - hee (Lord of the Water) built for the TORONTO CANOE CLUB by the Ontario Canoe Co. attended its first A.C.A. meet at Stave Island in 1889.

THE NATIONAL SLALOM AND WILDWATER COMMITTEE IN 1980

Two years ago, in 1978, we celebrated the 25th anniversary of slalom racing in the United States. Although it is one of the younger branches of American Canoe Association competitive activity, slalom racing has come a long way in twenty-seven years. In 1953, when the first slalom races were organized, the international race rules had to be translated from the original French, competitors were in traditional open canoes and foldboats, and the race courses were meant to simulate the natural hazards of the river. In 1957, when the first United States competitors crossed the ocean to compete in the World Championships, they were overwhelmed by the competition.

In 1980, with an ACA member on the International Canoe Federation Slalom and Wildwater Committee, we are participating in the writing of the competition rules. Where once U.S. competitors awaited their chance to obtain a new European boat design; now Australian, American and European competitors alike are paddling boats designed in the United States. Race courses now test every ounce of a racer's skill and strength, and although some traditionalists regret the demise of the gate as a simulated rock, few can deny the excitement and challenge of the closely hung gates of a 1980 slalom course, with an extra margin of speed the reward for "sneaking" a low-volume racing boat under the poles.

In 1979, the first time that the World Championships were held on the American continent, ACA competitors won gold medals in five events, silver in two, and bronze in two; and the United States was declared the overall team winner in both slalom and wildwater. And so in 1980 the American Canoe Association can proudly display awards recognizing its slalom and wildwater team as the best in the world.

Wildwater racing has been contested in the United States for many years, but has had fewer years as an organized event, with consistent rules, than slalom. Nonetheless it has made the same rapid strides as slalom racing, as witness the results above. The first ACA Slalom National Championship was held in Colorado in 1956, and the first ACA Wildwater National Championship, also in Colorado, in 1959. The National Championship events have been held in various parts of the country since then; in 1980 the ACA Slalom Nationals will be held in California, and the ACA Wildwater Nationals once more in Colorado!

The National Slalom Committee was formed in 1953 to help guide and organize this new sport as an ACA and ICF sanctioned activity. In 1978 its name was changed to the National Slalom and Wildwater Committee to reflect its participation in both areas of the sport. The NSWC has a strong tradition of participation by representatives from nearly all the ACA divisions. Committee activity through the years has involved writing and amending the slalom and wildwater racing rules, organizing the racing schedule, sanctioning National Championships, encouraging the formation of new races, smoothing the inevitable disputes, and selecting teams to compete in World Championship and (in 1972) Olympic competition. In 1965 the NSWC began fund raising activities through USISCA to help support World Championship teams and to encourage the development of the sport. For twelve years USISCA and the NSWC have published the *Whitewater Program*, which has developed from a simple black and white format describing races to a slick magazine presentation with color photos and numerous well written articles.

Slalom and wildwater competitors have been ranked on the basis of their race performance since 1964. What began as a subjective listing developed into a more sophisticated computer-generated ranking in 1971. The increasing number of races and paddlers made even the computerized ranking so unwieldy that in 1976 it was limited to ACA/NSWC registered competitors. The registration system instituted by the NSWC provided for the funding of the ranking system, as well as for a newsletter which serves as a monthly communication link between the NSWC and the active ACA slalom and wildwater competitors.

In keeping with the changing nature of "amateurism" in many sports, the ACA amateur rules have changed dramatically over the years, and the NSWC interpretations have had to keep pace. Although slalom and wildwater racing has not been affected by the promotional mania attendant on some sports and competitors, the increasing popularity of this sport has brought new challenges to the NSWC in interpreting both the letter and the spirit of amateur competition.

The growing number of skilled and talented ACA competitors wishing to compete in various International races has meant that the NSWC must now make team selections not only for World Championship competition but also for Europa Cup teams, "Pre-World Championship" teams, as well as regular International race entries. Regular coaching by United States Team coaches and support personnel in the way of managers, doctors and trainers have been part of the ACA World Championship team for many years; and currently U.S. Team coaches work year-round. All of these people are, of course, volunteers who receive no pay, and in many cases have to cover their out-of-pocket expenses as well. To deal with this problem the fund raising program of the NSWC continues, now under the banner of the U.S. Whitewater Team Fund of the ACA.

Looking ahead is something a slalom or wildwater racer must be good at, or the river will have its way; and the committee supporting these competitors must have no less foresight. One activity which has been underway for the last two years is a vigorous effort to convince the Los Angeles Olympic Organizing Committee to include whitewater slalom as one of the canoeing events in the 1984 Olympic Games. Other areas which will be the focus of NSWC activity in the coming years are continued and more sophisticated fund raising, and broadening the base of training and coaching both beginning and expert competitors.

However, the future holds much unknown promise, for it is unlikely that those people who were the first organizers of this ACA activity in 1953 had any notion that in 1980 the ACA Whitewater Team would be "Champions of the World."

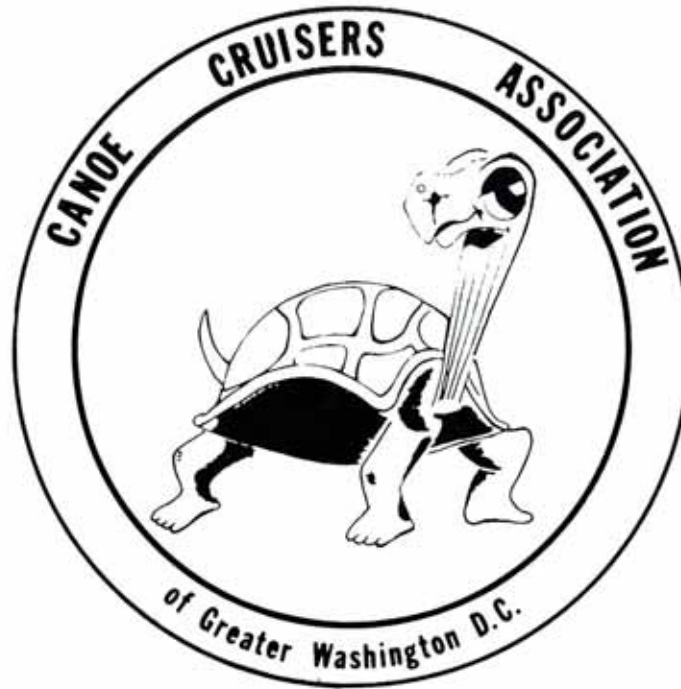


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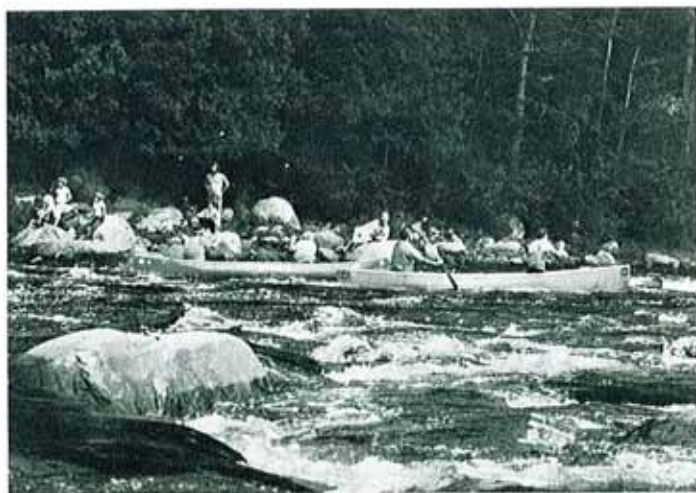


1880

1980



Barbara Mckea and John Sweet - 1975 Dead River, Maine - Photo by Don Jarrell



Downriver Race - Dead River, Maine 1970

WHITEWATER OPEN CANOE COMMITTEE

Before the white man came to North America, the Indians ran their bark and dugout canoes down, and up, the rapids. So, later, did the explorers and voyageurs who opened the country by canoe. Since, however, their objective was to transport themselves and their valuable cargoes of supplies, trade goods and furs, and because of the fragile nature of their craft, they usually portaged around the difficult rapids. When they sometimes ran the rapids for fun, it was usually after carrying the cargo around them.

The early sporting canoeists ran some rapids in their cruising and exploring, but their all-wood and later canvas-covered canoes were not rugged enough nor were they especially designed to be sufficiently maneuverable for the difficult white water which the recreational enthusiast seeks out today. The development of aluminum, fiberglass and other plastic canoes designed and built especially for white water encouraged the expansion of white water recreational and racing canoeing.

In the early 1950's white water racing in both slalom and down-river events started in this country as a result of European influence, and the European folding kayak was first used for the double-bladed racing. In Colorado from the beginning European covered canoes and covered canoes designed and built by American canoeists were used for racing and cruising. However, in the eastern part of the country the racers used the open canoes which they had available to them. In the 1960's competition forced almost all white water racing canoeists to obtain European covered canoes or to build their own covered canoes to participate in International Class white water competition.

There were an increasing number of white water enthusiasts, however, who loved their traditional open canoes and appreciated the skill required to challenge the river in them. So many canoeists continued to run rapids in open canoes that it became evident that there was a need for organized racing in open canoes on a national level.

Bill Stearns, supported by the Penobscot Paddle and Chowder Society of Bangor, Maine, spearheaded the organization of the first National Whitewater Open Canoe Championships on the Dead River in Maine in 1970. One hundred thirty-two competitors from the New England states and eight other states showed up to prove the popularity of this kind of racing, and National Championships have been held every year since in several parts of the country.

The first races were sanctioned by the National Slalom Committee, but Bill Stearns, with the help of others, persuaded Commodore Tom Cooper to establish a standing committee for Whitewater Open Canoe racing. National Championships were held on the Dead River, the Wolf River in Wisconsin, the Nantahala River in North Carolina and the Snake River in Wyoming. Bill Stearns continued as National Chairman followed by Mike Waddle of Maine.

In 1975, Bill Stearns, Pete Riviere and National Chairman Neil Phillips submitted the necessary changes to the ACA constitution, and with the assistance of Commodore Larry Zuk the National Whitewater Open Canoe Committee was voted a full Activity Committee.

In its original concept the National Championship Downriver Race consisted of a quiet water section, a portage, and a white water section of at least Class III rapids. This format encouraged the competitor to be expert in all the skills required of the cruising canoeist and also required that boats be fast and light yet maneuverable and rugged enough for white water. Everyone participated in whatever boat he had available, and an attempt was made to preserve this tradition by having special classes. However, as with any kind of competition, people designed and built special boats and eventually rules had to be standardized. After considerable discussion canoe specifications have been established to be consistent with those of Marathon Racing, as many people run in both kinds of racing.

The classes for contestants have also been arranged for one and two men or women, mixed pairs, seniors and juniors. There is also a class for families which has been successful in encouraging family participation.

Today the number of recreational and racing white water open canoe participants represents the largest group of canoeists in the country, with the greatest number of races and entries in local and officially sanctioned championship races. This group correspondingly constitutes the largest number of ACA members today.

The open canoe enthusiast is challenging rivers of great difficulty each year and the Association and other organizations have made a considerable effort to provide training in skill and safety and to establish safety standards for equipment. This activity shows promise of even greater expansion in the future and everyone is encouraged to join organized groups and enjoy this exciting sport in safety.

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THE NATIONAL POLING COMMITTEE

Primitive man, a landlocked creature, conceivably used the pole before the paddle as a means of moving a hollow log or long-type raft through the water. One need only page through the past issues of *National Geographic* to notice the many photographs of the underdeveloped nations of the world propelling their various canoes and boats by means of the pole. Our voyageurs hacked them out of the woods and refuted the common notion that poles cannot be used on large rivers with soft, muddy bottoms. The soft, muddy bank of a large river, like the Missouri and Mississippi, is deceiving. In normal water it will have a firm bottom a short distance out from the shoreline, where the mud is continually washed away. This is where the keelboatmen and the voyageurs found a solid purchase. It is generally believed that poling is harder work than paddling, but the pioneers knew that greater distances could be covered for the amount of energy expended. Then again remember, on their upstream travel, they avoided the main current while using the eddies near the shore.



*Sylvester Beletz - 1969 Meramec River, Missouri
Photo by Al Beletz*

In August of 1965, through the Meramec Canoe Club, Al Beletz along with his two brothers Sylvester and Frank, organized the first national poling championship on Missouri's Meramec River. Poling immediately proved to be not only interesting to the contestants, but created considerable spectator interest, thus adding support to the sport.

In 1968, at the A.C.A. national meeting in Long Beach, California poling was accepted as an official sport of the A.C.A. and a national committee was formed.

An extensive search for poling information revealed little or nothing of any value. The main source of knowledge came from many years of direct involvement that resulted in much study over slow-motion movies, notes and discussions after poling trips and poling championships. No end of different techniques and types of equipment were tried under the exacting eye of measurable competition. Sylvester Beletz developed the new collapsible aluminum pole with resulting new techniques. Every year, since 1965, a national poling championship has been held.

In the old days poles were used mainly as the fastest means of upstream river travel and a way of slowly threading through certain rapids thus protecting the less sturdy canoe hulls. Today, with the collapsible aluminum poles and the more sturdy hulls, a revolution in poling has taken place. Additionally the new poles are easy to manipulate compared to the heavier wood poles, making poling an easy effort.

Increasingly more canoeists are discovering:

1. Poling is not only the fastest way to canoe upstream by human power, but also the fastest way to descend most streams.
2. Contrary to common belief seldom does a properly trained poler turn over.
3. Poling is highly effective in water 4 to 28 inches deep where paddlers prefer not to break-blade their way. Thus polers are exploring some of the many thousands of small shallow streams, creeks and upper-stretches, seldom if ever navigated, while avoiding the weekend crowd and taking pressure off our popular streams.
4. Many polers believe that poling is the safest method of canoeing since they usually probe in the shallow near the shore on large streams or the small streams. It is difficult to drown in such shallow water.
5. Polers need not give up canoeing in the winter. With proper equipment and technique, the effects of hypothermia are greatly reduced since it is very unusual for anyone to become more than partially immersed in shallow water.
6. Beginning canoeists learn to navigate streams much sooner with a collapsible aluminum pole than with a canoe paddle, especially when using the kneeling or sitting kayak stroke with pole. This stroke was impractical with the heavier old wood poles.
7. There is no need to wait for weekends to go long distances for canoeing. With the new poles, in most areas of our country, one can explore many of those small shallow streams near home.
8. Canoeists are finding that practically all rivers and small streams are suited for poling. While some may appear soft at the bank or near the shoreline, a few feet out they contain solid-type river beds where a pole purchase can be found.
9. Experienced polers know that scouting through unfamiliar white water or exploring new white water is best with a pole. While exploring upstream, it is not only safe from a natural scouting position below, but seldom is there a need to get out and scout ahead.
10. More independence can be found with poling. With little preparation and on short notice, one can drive to the put-in, pole upstream and back down at one's own leisure. Planning with others, costly and time consuming car shuttles are eliminated. In a trip or two one can save the cost of a pole. Worry over cars and fuel costs are reduced. Returning downstream to the put-in, the poler finds that his car keys are in his pocket and his gas tank is still full.
11. Polers find that under normal use the collapsible aluminum poles can last a lifetime.
12. Poling is less likely to result in upset and damage to one's canoe.

Presently poling activity can be found in all divisions of the A.C.A. More organized activity and competitions can be found in the Atlantic, Dixie, Eastern, Middle States, Northwest and Midwest Divisions. Poling instructional clinics and poling trips are held in different parts of the country each year. Information on these trips and clinics as well as free poling information can be obtained by writing or calling the National Chairman of the Poling Committee.

(Continued on page 72)

**HAPPY ONE HUNDREDTH ANNIVERSARY
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The many members of the Atlantic Division Youth Program Committee



*Philadelphia Canoe Club War Canoe - 1912
Photo by Thomas Zuk*



*Clean Free-flowing Water - Concern of the Conservation
Committee - Photo by Bob Lantz*

THE NATIONAL CONSERVATION COMMITTEE

Our early ACA members knew miles and miles of clean, free-flowing streamways....our present members prize every clean, free-flowing river mile they can find.

Unlike many members of other organizations, the nature of canoe usage requires our members to be actively out in the field; that is, on the water. And we all, eventually, become quite sensitized to the current state (and expected future) of the water and other resources with which we have become so intimate. Canoeists generally evolve into concerned conservationists as they see, mostly first hand, the continual step-by-step degradation of a body's water quality; or the commercial paved-over conversion of previously known wetland habitat; or even the dramatic and complete inundation of quality riverine environment due to some political-patronage but highly questionable concrete dam project.

Years ago the members of the American Canoe Association recognized the need to speak out from their in-the-field vantage to try to redirect such wasteful projects away from the streams and waterways that they knew. Many remarkable and time consuming efforts in support of streams all across this country have been expended over the years by individual ACA members in, for instance, Pennsylvania, Ohio, Minnesota, Tennessee, Colorado, California, Idaho, Nebraska, and Maine to name just a few. Dams have been stopped, effluents eliminated, wetlands preserved, and watersheds protected due to these efforts. At other times, the fight has been lost with dam gates closed or streamways channelized, dredged and filled. But even then, the public's general awareness concerning the potential for damaging river abuses has increased. We're in the midst of an overall public ethics change. And through the actions of these volunteer individual members, ACA has been strongly positioned on the leading edge of these national reforms.

Within the last decade, ACA along with other interested river user organizations and individuals helped found the American Rivers Conservation Council, a Washington, D.C. based lobbying organization whose charter is simply to promote federal preservation of worthy free-flowing "wild and scenic rivers" throughout the nation. The ARCC has a long string of successful accomplishments to its credit and remains today the best single, purposeful (and existing) tool yet devised to effect our river protection goals. ACA continues to maintain close liaison with ARCC including representation on their Board of Directors.

As a national organization, ACA is called on to review and disseminate information concerning river or river-affecting projects all across the country. In the last 5 years the national conservation committee has testified or otherwise been in communication with the regulators concerning the Boundary Waters Canoe Area (Minnesota); Delaware River (N.Y., N.J., Pa.); Duck River (Tennessee); Little Tennessee (Tellico Dam); Niobrara River (Nebraska); Trinity River (Texas); Youghiogheny (Md., Pa.); Salmon (Idaho); Chattooga (Ga., S.C.); Chattahoochee (Georgia); Pine Barrens (New Jersey); Tuolumne (California); Obed (Tennessee); and many others.

We've provided testimony as regulations developed concerning the Corps' wetlands "404" dredge and fill authority; EPA's rivers "clean water" criteria; and Dept. of Interior's watershed stripmine practice allowances.

And finally, in cooperation with the Izaak Walton League of America's "Save Our Streams" program, we've been working to make available techniques for quick and easy stream-flow water quality monitoring to allow the ACA membership a means to identify and document ongoing problem areas that might be found during normal canoeing activities.

One of the inherent strengths of ACA comes from our nation-wide membership out floating on their local streams. Keeping the proper channels of communications open between the "field" and the downtown lobbyists and regulators that can affect those streamways is one of our most effective tools towards impacting our goal of river enhancement. So keep on paddling by day and writing by night.

**Congratulations
to the
American Canoe Association
on its
100th Anniversary.**





*Wally Van B. Claussen - Dean of Canoe Instructors -
Assistant National Director, Water Safety Services -
American Red Cross - 1949 - Commodore ACA - 1940*

SAFETY COMMITTEE: EDUCATION, NOT REGULATION

The Safety Committee of the American Canoe Association has always held an important position, but with increasing interest by the membership in white water paddling, it has taken a more active role in recent years. Part of its efforts have been directed towards accident analysis and developing effective rescue skills. The other has been aimed at working with local, state, and federal officials responsible for preventing accidents on our nation's waterways to help them in this difficult and often thankless task.

The committee works under the leadership of its chairman, who maintains correspondence with numerous paddling experts and government officials nation-wide. He answers queries directed to him through the National Office and over the phone, assisting people in finding a local expert in their area who can help them. In addition, the Committee works in the development of safety literature, such as the posters and "Canoesport Packet" developed under a U.S. Coast Guard grant. Since the Association believes that "Education, not Regulation" is the key to successfully reducing canoeing fatalities, the Committee works closely with the Training Committee and the American Red Cross, both of whom are in the process of developing a comprehensive river training program. They also meet with government officials in an attempt to minimize the quantity of unneeded regulation in the area of canoeing, and to cooperate with them in their efforts to improve safety on lakes and rivers. A newsletter is published to keep all interested people abreast of current trends.

The Committee hopes in the future to develop close relationships with all organizations interested in canoeing; to represent the organization effectively wherever needed, and to lead the fight against unnecessary government regulation. Continued exchange of information can only be to our mutual benefit.

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Canoe Instruction - Western Pennsylvania Whitewater School - 1977 Photo by Don Jarrell



Cathy Hearn - World Champion 1979
Photo by James Thresher - The Washington Post

TRAINING COMMITTEE

Since the founding of the ACA in 1880, its members have been active in teaching safe canoeing skills to others. A great deal has been accomplished to promote canoeing through numerous books published by individual members and through numerous magazine articles. In addition to promoting the sport, many authors dealt with the "how to" of canoeing. Yet, despite the written communications, there was misunderstanding caused by lack of a common vocabulary and face-to-face contact. In 1929 Fred Mills, ACA member and an executive with the Boy Scouts of America organized a committee to establish a uniform canoeing nomenclature. This committee represented the ACA, Boy Scouts, Girl Scouts, and Red Cross. The ACA's Commodore, Dr. Howard Wakefield strongly endorsed the resultant nomenclature. This action helped to unify the efforts of the many individuals and organizations in providing sound canoeing education.

In the 1930's and 1940's, Wallie Claussen, longtime ACA member, established canoeing instruction for the Boy Scouts and the Red Cross and published their Canoeing Handbooks. He was Assistant Director of Water Safety Service for the Red Cross for many years.

Over the years efforts have been made by the ACA to establish its own national program of canoeing education. Many ACA members have taught others the needed paddling skills based entirely upon their own personal experience, but only to a local audience. In 1949 the Western Division of the ACA (based in Chicago) published "Know Your Canoeing," a 40 page booklet on the essential safety aspects and skills of canoeing. Other similar booklets have been published at various times in attempts to educate people about canoeing.

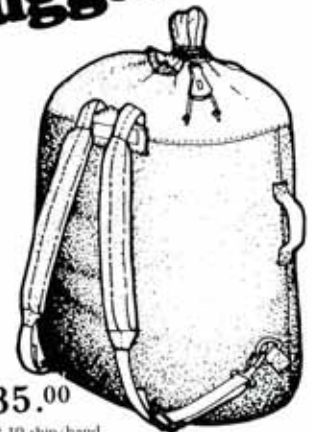
In 1973 under Commodore Gail Cowart the ACA formed a national special committee: the Canoe Instruction Certification Committee. This is now referred to as the Training Committee. Under the direction of its chairmen (Gail Cowart, 1973-1976; Don Jarrell, 1977-1978; and Bunny Johns, 1979) the committee has worked closely with the American Red Cross in the development of a new textbook and program of canoeing instruction.

The committee has also developed a manual for instructors as well as a complete program of certification of basic skills in canoeing and kayaking, up into river paddling skills. There is also a program for the certification of canoe and kayak instructors. Over 500 people have earned the ACA's Instructor certification.

Working with the Safety Committee under a grant from the U.S. Coast Guard the Training Committee has developed and is distributing a series of river safety posters and packets of canoeing safety literature. Also, a Film Library of instructional films has been started and expanded. Films are available on loan at a nominal cost to clubs and other groups. A second grant from the Coast Guard will enable the Committee to continue these projects and also to produce TV and radio public service announcements about canoeing safety.

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First ACA World Champion Team
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WORLD CHAMPIONS IN SLALOM AND WILDWATER

American Canoe Association Slalom and Wildwater Teams won the World Championship in Slalom and the World Championship in Wildwater at Jonquiere, Quebec in 1979! This is the first time the ACA has won a World Championship in any canoe sport since joining the International Canoe Federation in 1936 and is a great accomplishment on the part of all the team members and supporters who have trained so hard, traveled so many miles and made great personal sacrifices in their dedicated effort.

Led by Cathy Hearn of Maryland, who won three gold medals in K-1W Slalom, K-1W Team Slalom and K-1W Team Whitewater, and Jon Lugbill of Virginia who won two gold medals in C-1 Slalom and C-1 Team Slalom, the team collected four gold, two silver, and two bronze medals in Slalom, and one gold and one silver in Wildwater. The Team Championships in both Slalom and Wildwater were won by the whole team as a joint effort since all members count in the ICF scoring procedure. Jon Lugbill, Dave Hearn, Bob Robison and Ron Lugbill absolutely dominated the C-1 Slalom competition with their 1, 2, 3, 5 finish in the individual race and first in the team race, as did Cathy Hearn, Linda Harrison, Betsy Judd and Jean Campbell in K-1 women's Slalom with their 1, 3, 8, 17 finishes in the individual event and first in the team event.

Not only were these victories a great achievement for all the members of the team but also a great reward and satisfaction to all the members of the slalom and white water community. The International Canoe Federation holds World Championships amongst its twenty-seven member National Federations, and the American Canoe Association competes in these events (only in the Olympics does the team represent the United States) in Slalom and Wildwater, flatwater paddling and sailing. The first Slalom World Championships were held in 1949 and the first races were held in this country in 1953. Therefore, while we had been the originators of racing in sailing and paddling canoes, we were newcomers to white water racing.

For twenty-seven years the white water canoeists worked hard to catch up and now to come out on top. The credit belongs not only to these great competitors who have become the best in the world but to the literally hundreds who helped get to Jonquiere. We have to thank all those competitors who trained and raced who may not have won but who raised the standards of performance higher each year. And then there were the race organizers, the timers, gate judges, safety teams, transportation helpers — hundreds over the years who rarely get proper recognition or sufficient thanks for races well run. We also tend to forget the parents, friends, spouses and others who provided transportation, rearranged their lives and gave moral support to those in the boats.

Great contributions to the effort were also made by the canoe designers and builders who started in 1953 and constantly improved the equipment. Perhaps the greatest unseen-unsung contributions have been made by the Divisional and National Slalom Chairmen, the International Representatives, the coaches, and especially those who have raised the finances necessary to support the national and international level of competition.

To all of these people who, working together, produced a World Championship Team the Association owes a debt of gratitude and offers a grand SALUTE!

Wildwater				Slalom				Wildwater Team Races			
K-1				K-1				C-1			
1. Jean Pierre Burny	Belgium	18:06.29		1. Peter Fauster	Austria	209.08		1. France		21:07.68	
2. Bob Campbell	Great Brit.	18:18.08		2. Eddi Wolfhardt	Austria	211.09		2. USA (Chuck Lyda, John Evans, Kent Ford)		21:08.15	
3. Claude Benezit	France	18:18.15		3. Richard Fox	Great Brit.	211.47		3. West Germany		21:25.80	
4. Dan Schnurrenberger	USA	18:29.53		5. Chris McCormick	USA	216.57		K-1			
15. Dan Johnson	USA	18:42.54		16. Eric Evans	USA	222.66		1. West Germany		18:25.09	
17. Bob Alexander	USA	18:46.48		27. Dan Isbister	USA	243.23		2. France		18:26.22	
18. Bill Nutt	USA	18:47.06		46. Tom McGowan	USA	282.14		3. Great Britain		18:26.29	
C-1				C-1				10. USA (Dan Schnurrenberger, Dan Johnson, Bob Alexander)		22:57.13	
1. Luc Verger	France	20:39.07		1. Jon Lugbill	USA	238.49		K-1W			
2. Gilles Zok	France	20:49.64		2. Dave Hearn	USA	242.85		1. USA (Carol Fisher, Leslie Klein, Cathy Hearn)		20:10.67	
3. Rene Paul	Switz.	21:11.94		3. Bob Robison	USA	255.62		2. West Germany		20:14.00	
4. Chuck Lyda	USA	21:16.36		5. Ron Lugbill	USA	261.01		3. Great Britain		20:31.85	
8. Kent Ford	USA	21:30.29		K-1W				C-2			
11. John Evans	USA	21:53.20		1. Cathy Hearn	USA	253.30		1. France		19:55.86	
12. John Butler	USA	21:54.68		2. Liz Sharman	Great Brit.	253.86		2. West Germany		20:11.86	
C-2				3. Linda Harrison	USA	257.74		3. Switzerland		20:15.70	
1. Bunichon-Doux	France	19:51.38		8. Becky Judd	USA	295.22		4. USA (Cass-Stahl, Huey-Grabow, Lugbill-Hearn)		20:36.85	
2. Kuenzli-Probst	Switz.	19:53.68		17. Jean Campbell	USA	353.41		Slalom Team Races			
3. Hayne-Jacquet	France	20:02.52		C-2				C-1			
8. Ben Cass-Joe Stahl	USA	20:32.60		1. Welsink-Czupryna	West Ger.	260.67		1. USA (Jon Lugbill, Dave Hearn, Bob Robison)		279.55	
10. Jeff Huey-Paul Grabow	USA	20:48.35		2. Calori-Calori	France	275.43		2. West Germany		353.17	
11. Ron Lugbill-Dave Hearn	USA	20:50.81		3. Jez-Kudlik	Poland	277.11		3. Czechoslovakia		414.88	
13. Jim Underwood-Roy Cooley	USA	20:54.52		12. Steve Garvis-Mike Garvis	USA	311.50		K-1			
K-1W				13. John Burton-Gordon Grant	USA	311.99		1. Great Britain		235.36	
1. Dominique Gardette	France	19:38.67		15. Steve Fulton-Steve Holmes	USA	325.54		2. Austria		243.28	
2. Gisela Grothaus	W. Ger.	19:47.68		16. Carl Gutschick-Paul Flack	USA	334.20		3. Switzerland		245.48	
3. Renate Prijon	W. Ger.	20:00.77		K-1W				4. USA (Chris McCormick, Eric Evans, Tom McGowan)		275.95	
4. Carol Fisher	USA	20:04.23		C-2				K-1W			
8. Leslie Klein	USA	20:19.79		1. Poland		334.65		1. USA (Becky Judd, Linda Harrison, Cathy Hearn)		384.07	
13. Cathy Hearn	USA	20:47.08		2. France		373.35		2. West Germany		385.81	
20. Laurie Walters	USA	21:19.90		3. Switzerland		477.81		3. Switzerland		409.91	
				5. USA (Burton-Grant, Garvis-Garvis, Holmes-Fulton)		523.42					

WORLD WHITEWATER CHAMPIONSHIPS JULY 1-8
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100th anniversary

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of the A.C.A.

The original Activity Committees were Cruising, Sailing and Paddling and they maintained active programs serving the needs of members for almost 75 years. In the early 1950's the rapidly growing sport of whitewater racing struggled for recognition and amidst some controversy as to whether or not this was a distinctly different form of the canoeing sport or whether it was a part of the paddling activity the National Slalom Committee was formed in 1954.

National Organizations have a tendency to change slowly, but the ACA has changed and grown to extend its activities where needed to support canoeing activities. Most committees start as ad hoc committees and then expand to Standing Committees and full-fledged Activity Committees with representation on the Council. In this way the Conservation Committee in 1956, the Marathon Committee, Poling Committee and White Water Open Canoe Committee have been added as Activity Committees, and the Canoe Instruction, Safety and River Rights Committees are doing important work. The Sugar Island Committee operates the Island, and other important committees furnish support to the national organization.

Women have always played an important part in the ACA. At its founding women could only be honorary members but they were present and active. In 1880 some of the first members were Mrs. W. I. Alden, Mrs. N. Longworth, Mrs. N. H. Bishop, Mrs. T. H. Upton, Miss Charlotte Hudson, Miss Jessie F. Root, Miss Jennie D. Wynkoop and Miss Mary Wilsie Fuller.

On Thursday, August 14, 1902 at 10:30 a.m. at Squaw Point, at the National Encampment at Chatham, Massachusetts, the "Squaw Flag" was officially raised and dedicated. It was made by Mrs. Mackendrick, Mrs. McKeag, Mrs. Drake and the Misses Britton after a design by Mr. Peebles. This was an example of the involvement of the women in the sport and their active presence at the camp meets. In the early 1900's a class of Associate Membership was established. Before World War I women had to attend a National Encampment before they were considered for membership.

In 1944 the Constitution and Bylaws were changed to admit women as full governing members of the Association, although the active Associate Members were allowed to retain their old numbers. Since that time women have carried out responsibilities of leadership as committee chairmen, Vice Commodores, Secretaries, Treasurers and in other positions of invaluable assistance to the Association.

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(Continued on page 70)

From the beginning many women cruised and camped with the men and also competed in sailing and paddling races. Many events were scheduled where the women usually competed with their husbands and boy friends. International competition with the ICF and the Olympics certainly promoted women's racing, and white water canoeing provided a major impetus. Today competition for women along with men and in events for women alone is a major part of the racing scene, and ACA members have been among the leaders in international racing. Glorianne Perier and Francine Fox have won Olympic kayak medals, in 1964 Carol Knight and Marietta Gillman have won World Championships in Slalom C-2m and in 1979 the ACA paddlers led by Cathy Hearn won three gold medals in K-1W Slalom, K-1W Team Slalom and K-1W Wildwater Team. Cathy Hearn, Linda Harrison, Becky Judd, Jean Campbell, Carol Fisher, Leslie Klein and Laurie Walters were a major part of the ACA's becoming the World's Champions in both Slalom and Wildwater.

The publications of the ACA have played a very important part in promoting canoeing in this country. Before the formation of the Association, the "Yachting and Boating" columns in *Forest and Stream* publicized the sport and were a major factor in the founding. In 1881 Nathaniel Bishop edited the first American Canoe Association Yearbook. The second Yearbook was published in 1883 and a Yearbook published every year until only one Yearbook was published for the two years of 1918 and 1919. The yearly tradition continued until 1969. Because of the reorganization effort and the expense of printing, Yearbooks which were primarily membership directories were published in 1970, 1971, 1972 and 1975. That was the last until this, the 92nd Yearbook on the 100th Anniversary. The Yearbooks provided officers names, membership lists and information about the National Encampment and events of the year. They preserved much of the history of the Association.

In February 1882 the first issue of "American Canoeist" appeared, and the ACA has had an official publication ever since. The "American Canoeist" was published through 1888, and "Forest and Stream" also served as an official publication in 1887 and 1888. From 1889 until 1929 "Forest and Stream" was an official designated publication of the ACA although there were others such as "Sail and Paddle," "The Rudder," "Sail and Sweep" at the same time. From 1929 through 1931 "Yachting" was the principal official publication.

From 1932 until 1940 there were only the communications of the secretary in addition to the Yearbook, but in 1941 the "American Canoeist" was revived by Charles Burns and continued after 1955 with Doris Cousins as Editor until 1960. The "American Canoeist" was continued on a rather loosely scheduled basis until 1973 when it was incorporated into "Canoe" Magazine. The contracts with Canoe Magazine stipulated that it was the official publication of the ACA and the original masthead states "incorporates the American Canoeist." Although "Canoe" continues as the official magazine, *The American Canoeist* as an informative newspaper style publication was revived in late 1979 and has been continued into 1980.

The publications of the ACA have done much to attract canoeists to the Association and to inform the public about canoeing. With so scattered a canoeing population with such diverse interests, the publications provide a bond which reminds us we are all in the same "canoe," as it were, and inform the members of the widely geographically separated and different activities.

Unless a member is on the Council or an active committee the only news he may get of other than local events is through the publications. At the present time there are five types of written material produced. In addition to the *Yearbook*, *Canoe* and *The American Canoeist*, there are newsletters for almost all of the Activity Committees and there are numerous posters, safety materials, rules, racing packets, etc. The national office has for many years maintained a Book Service through which books may be purchased and the other items obtained.

To meet the needs of an organization which grew from a small group of cruising canoeists to a national sports governing body with international responsibilities and a large number of members with extremely diverse interests has required changes in organizational philosophy and structure. While the ACA as with most voluntary, recreational and national organizations has been slow to change at times, it has responded to the needs of its members over the years and is expected to continue to do so. It has outlasted organizations set up in parallel with it and groups which have broken off from it and generally assimilated other canoeing groups. Hopefully it can be even more of an integrative force in the future.

(Continued on page 72)



*The Rhode Island
Canoe Association
salutes the
ACA
on its
100th year of
service to
American canoeists.*

**GREETINGS
to
My Old Friends
Dave Fishman**

***Jim and Bob Deppner
Congratulate the ACA
on its
100th Anniversary.***



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The Eastern Division

The racing interests of the sport need more organizing than the recreational aspects and the establishment of the Divisional structure of the first 50 years supported the racing segment. The activity centered organization of the past 30 years has been an adaptation to specialization on the part of members and to national and international competition.

By 1970 increasing numbers of members and rising concerns about the outdoor environment, about safety, education, international involvement and the aforementioned activity interest led to the most sweeping changes in the history of the organization. The advantages of being a tax exempt educational and sports governing body were significant in this effort. A new Constitution and Bylaws were drawn up and adopted in 1971 which established the present organizational structure. This new constitution provided many of the advantages for which it was intended but incorporates many compromises between the principles of geographic divisional control and activity centered control.

The membership increased in size dramatically from the 1000 member level where it had remained for years to 2500 in 1972 and to 4300 in 1978. The dues were increased from \$5.00 in 1972 to \$20.00 in 1980. In addition some activities charged for newsletters and for registration. A central office was established in Denver around 1972 with some paid staff; records were computerized and the office was moved to the Washington, D.C. area in 1979 with a paid executive secretary and some part time help. This rapid change in size as well as in complexity has the present organization hard pressed to manage its diversified affairs, to continue to expand and to serve the needs of its members. A committee has already been established to review the organization and the constitution and to make recommendations for improvements. The next few years should see significant organizational changes.

Much has changed since 1880 in canoeing and in the American Canoe Association and much has remained the same. In 1880 the canoeists were differing as to the nature and direction of the organization and, of course, arguing about the rules for the racing boats. In 1980 different canoeists are arguing about the same subjects.

But fortunately for us and for the continued growth and prosperity of the sport and the American Canoe Association we can still camp and sing the old songs around the campfire, paddle and sail together and enjoy being in the canoe on the water and in the great outdoors.

It has been a great 100 years! What will it be like in another 100 years? Will there be an ACA? Will there be canoeists? Will there be canoes? Will there be water?

A.C.A. PAST NATIONAL POLING CHAMPIONS — OPEN CLASS FOR POLING CUP

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1977—1. Bill Corwin, 2. Alan Hunter, 3. Don Jarrell
1976—1. Mike Guenther, 2. Mary Shaw, 3. Roy Weil
1975—1. Marty Guenther, 2. Roy Weil, 3. Joe Mitchell
1974—1. Mike Guenther, 2. Jack Held, 3. Scott Kolb
1973—1. Ron Kloepper, 2. Jack Held, 3. Sylvester Beletz
1972—1. Ron Kloepper, 2. Ralph Brown, 3. Jack Held

1971—1. Mike Guenther, 2. Sylvester Beletz, 3. Ron Kloepper
1970—1. Jack Held, 2. Ron Kloepper, 3. Mike Guenther
1969—1. Sylvester Beletz, 2. Duane Woltjen, 3. Dave Riek
1968—1. Joe Mitchell, 2. Jack Held, 3. Jim Vogt
1967—1. Ron Kloepper, 2. Sylvester Beletz, 3. Jim Vogt
1966—1. Ron Kloepper, 2. Eugene Stumpf, 3. Ralph Brown
1965—1. Ralph Brown, 2. Sylvester Beletz, 3. Rus Goddard

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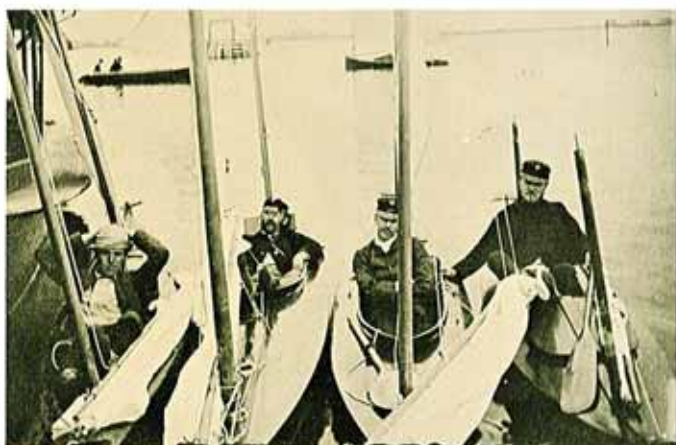
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4 Members of the Brooklyn Reg. Canoe Club in 1907.

¹ William Schmitt, 2-04-05.

² Frank L. Schmitt, 2-04-05.

³ Robert J. Schmitt, 2-04-05.

