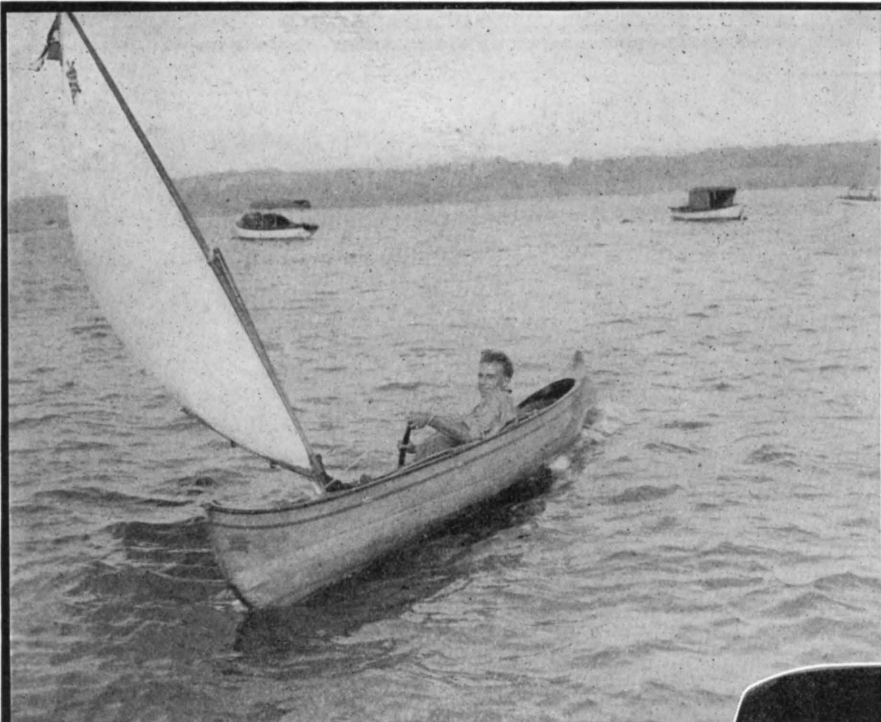


Rigging the Open Canoe

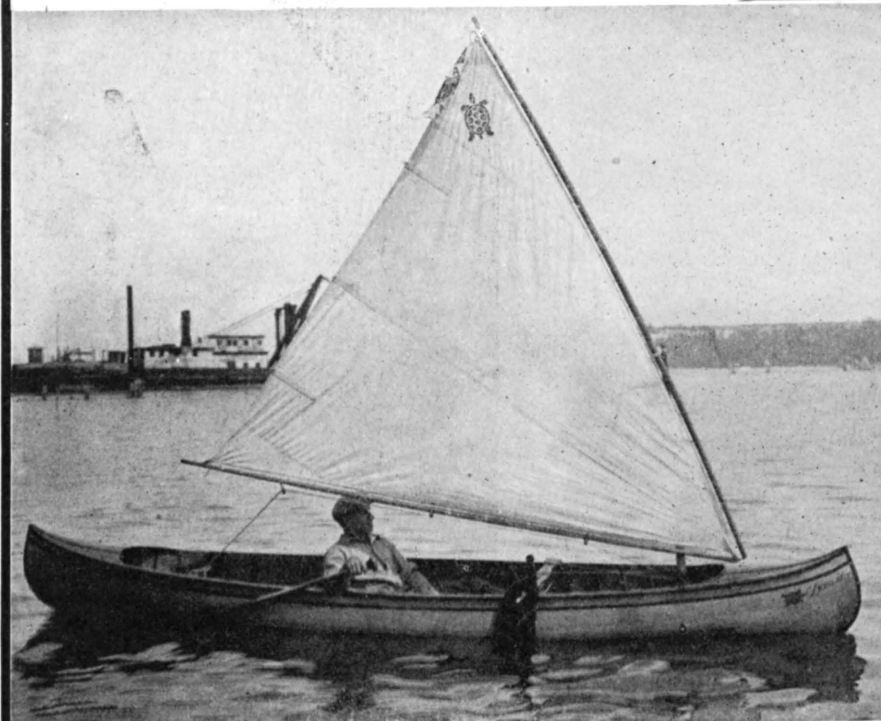
By
JULE F. MARSHALL



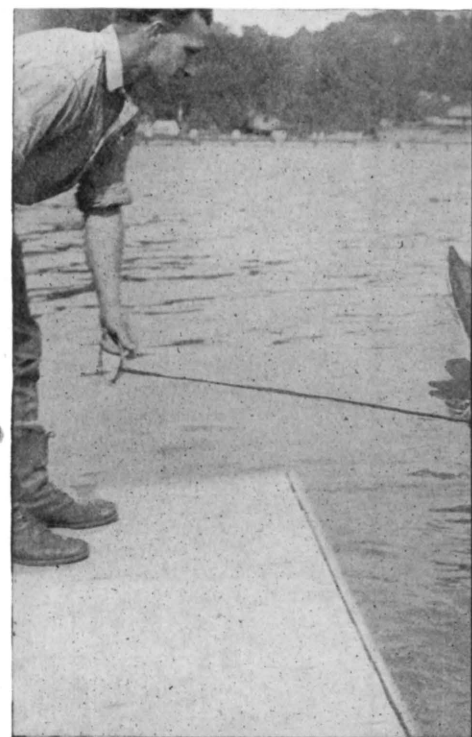
The open canoe, properly rigged, will ordinarily sail within six points of the wind and is therefore very progressive at "beating" into the wind. Such a craft is a pleasure as it will sail on all points of the wind and hold a true course. It should be sailed on its fairest lines, the even keel, whenever possible. Gusts and squalls may cause the canoe to keel way over, but at a certain point the sail will start to "spill" the wind so that an even sense of counter-balance on the part of the sailor is all the ballast required



One board, of the latest model, as shown here, is ample for an open sailing canoe. It pivots on its thwart by means of a lag-screw and wing nut. Its thwart is bolted to a thwart in the canoe. It is solid in use and is easily removed



The 40 square foot (for 16' x 30" canoe) lateen sail is generally accepted as best for this type of canoe. Its center of effort is low, the spars are of convenient length and can be stowed away, and its short, stiff mast conveys all the power from the sail to the hull. Care should be taken in rigging to raise the after end of the boom so that it clears the sailor's head. The paddle for steering is always carried on the same side that the sail is wearing on. The sheet line is fastened to the aftermost thwart, is carried along the boom by means of a swivel pulley and two stationary bullseyes, then to a swivel pulley on the mast and finally to the sailor's hand. This conveniently keeps the sheet line always in front. It also prevents sudden squalls from blowing the sail away



The center of lateral resistance can be verified by applying a force equal to that of the sail, by means of a line drawn in a per-

WHEN a sail is added to a canoe it brings with it a number of extras: mainly, sail, spars, lines, and leeboard. It is advisable in such a small sailing craft to have as few extras as possible. The experience of hundreds of expert canoe men has shown that a canoe, if properly *balanced*, can be sent wherever guided with the minimum of equipment, a single lateen sail with two spars and a short mast, two lines (sheet and halliard), one board used as a lee-board and windward board, and a paddle for steering. However, minimum of equipment is dependent on its parent, perfection in balance

A light braid rope wound tightly around the haft of the steering paddle prevents its slipping on the wet gunwale when the tension is great. It will also save the paddle and the canoe from becoming marred and splintered



By lifting the steering paddle out of the water and leaning the weight slightly forward, these canoes will come up into the wind like a top, and if the paddle is instantly dropped in the water on the other side the canoe will sail off on the opposite *tack* without a noticeable change of headway. The sail should be raised and lowered only when the lee-board is fully down and the canoe has been pointed into the eye of the wind. Always paddle away from shores and obstructions before hoisting the sail so as to be free of treacherous *back-drafts*

The double lee-board is connected with a round thwart, ferruled in the middle, each half of the thwart bolted solidly to its board. The lee-board thwart is held by means of "U" bolts to the canoe's thwart.



pendicular direction to the course of the canoe. If correct, the canoe will forge ahead without sheering off



This shows, roughly, the center of effort. The top of the paddle must be over, or, correctly, six inches aft the center of lateral resistance, with the weight in the center of the canoe, to assure its full sailing possibilities.

Here also is shown the method of holding the sail on the spars. At intervals of six inches on the sail, galvanized iron rings are sewed. Fitted in between each ring a brass screw eye is fastened to the spars. A straight wire passing through all the rings and eyes and fastened at each end with a twist completes this effective method.