

FEBRUARY 1977

shackles & cringles

canadian albacore association

newsletter

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Canadian Albacore Association
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QUALIFICATIONS FOR WORLDS,



PageI N D E X

3	COMMENT
5	QUALIFICATIONS FOR 1977 WORLDS CHAMPIONSHIP
8	COMING ABOUT, A GUIDE FOR CREW, SKIPPER AND SOLO SAILOR
10	THE TORONTO BOAT SHOW
11	OVER THE TRANSOM
14	FLOTATION TESTS - NOT A NEW ORDEAL
15	CUTTING & DRILLING THE MAST & BOOM
16	LETTERS
17	CLASSIFIED
	1977 NATIONAL CHAMPIONSHIPS SUPPLEMENT

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canadian albacore association

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comment

"Just beautiful!"

"I've never seen such magnificent woodwork."

These were just a couple of comments overheard at our Association stand at the Toronto Boat Show last month. There must have been many more in a like vein as indeed the boat, from stem to stern, from mast-step to masthead, was a tribute to a fine design and consummate craftsmanship.

This is the third year that the Albacore has been displayed at the racing classes exhibit at the Boat Show. The first year the boat was Dennis Sherwood's home finished composite boat. As Rich Austin said in Shackles & Cringles when he wrote about the Boat Show, "It was rather disappointing, however, to have to tell people they couldn't buy one like it in Canada". Last year we showed Nick Hancock's rebuilding of an early wood hull. Once again, a beautiful job resulting in a fast and up-to-date racing dinghy.

In three years, the public, to whom we are speaking when we show an Albacore like this, has not seen a typical Albacore. The splendid craftsmanship and the sophisticated rigging of these boats in large part denies the objective of telling the would-be-sailor, the sailor moving up from a small dinghy or surfboard, what an Albacore really is. Indeed, it is possible the exhibition of such superb but atypical Albacores, actually turns away more people than they attract.

There has been some lamentation that the Canadians are not like they used to be, in the days of Clevelands House or before that, Windermere House. These were family championship regattas so they tell us, and racing was just part of the fun. Now, say there graybeards, racing is all there is. An exaggeration perhaps, but as in many an exaggeration a germ of truth. What these older sailors (in Albacore years) are saying is that the racing somehow has become too serious and too specialized. A first class boat is beyond the average sailor's pocket-book, the time needed to master the intricacies of its controls too short and the time to tune boat and crew to championship level unavailable. Anyway, that's not what he wants to do, often as not.

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Which brings us back to what sort of Albacore do we want. Our objectives include a family and racing boat, a semi-development class where scope is left to improve performance particularly in rigging and sails. Are our objectives incompatible? The Association's Executive tries to keep its ear to the ground but the vibes they get are not necessarily the right ones. The Newsletter is one way of communicating to the membership and back the other way. If the thoughts expressed in this editorial coincide with your own and if they do not, let us hear from you in Shackles & Cringles. It's your forum to debate where we should be going.

(COMMENT is an editorial viewpoint and does not necessarily reflect that of the Association)

QUALIFICATIONS FOR THE 1977 WORLDS CHAMPIONSHIP

by Kent Taylor

In past years the selection procedure for qualifying in the major regattas sponsored by the Canadian Albacore Association has been somewhat arbitrary and therefore, has been revised in an attempt to make the procedure as equitable as possible to all members of the Canadian Albacore Association.

At the annual meeting last year we suggested the most important feature to be considered in selecting the Canadian representatives to the World Championships in 1977 was that individuals participating in C.A.A. sanctioned events on an on-going basis. While this objective will only be achieved on a limited basis for the 1977 Worlds, it is anticipated that the approach will be employed on an on-going basis which should see the objective realized for the 1977 Canadian Championships in September.

For the 1977 Worlds at Kingston, Ontario, we have attempted to minimize the inconvenience necessitated by the qualifying procedures but consistent with the objective of having our best sailors will accept the inconvenience for the sake of equity in the selection procedure.

In summary, the qualifying procedures are an effort to bring equity to the selection procedure, participation to strengthen the class, and a greater degree of fairness when taking into account such matters as wind conditions at the time of qualifying, the size of fleet, the number of races sailed and the relative success in each race.

The following qualifying procedures deal exclusively with the requirements for qualification for all boats competing in the regattas but do not deal with such matters as whether or not the skipper and/or crew qualify, the boat sailed measures in or qualifies or any other matters which are the responsibility of the C.A.A. executive. Those skippers attempting to qualify for the 1977 Championships should ensure that they are entitled to participate under the rules established by the Association for each regatta.

Qualification Programme

The regattas selected for determining the participants in the Worlds - 1977 will be:

Canadian Championship Fleet - 1976

TARTS - May 28 and 29, 1977 Toronto Sailing and Canoe Club

Stormont - June 4 and 5, 1977

The Association is attempting to arrange for a fourth regatta to be held in either June or early July of 1977, and which will be announced at a later date.

In order to qualify a skipper must compete in not less than two of the qualifying regattas. Those skippers who sailed in the Championship Fleet at Fern Resort in September of 1976 must sail in at least one of two designated regattas in 1977. Skippers that did not compete in the Championship Fleet at the 1976 Canadians must compete in two of the designated regattas to be sailed in 1977.

The total points for each skipper's two best regattas will be used to determine that skipper's final standing.

Olympic scoring will be used for all regattas.

If any of the designated regattas start fewer than 40 boats, the total points scored by each skipper in that regatta will be adjusted in accordance with the adjustment formula.

If the adjustment formula is applicable, the number of boats participating in the regatta will be determined by taking the highest number of boats starting in any one race in that regatta.

In the event that the number of boats sailing in any of the qualifying regattas during 1977 i.e. TARTS, Stormont, etc. have fewer than 40 boats sailing, the total points scored for each boat participating in that regatta will be adjusted by the ADJUSTMENT FORMULA to provide a weighted point total. The ADJUSTMENT FORMULA is as follows:

The weighted point total = the number of points scored in the regatta x 40

the number of boats in the qualifying regatta

The number 40 appearing in the formula is an arbitrary number which has been agreed to by the executive of the C.A.A. The premise of the formula is that the average contestant will achieve essentially the same finishing position in a fleet of 40 boats as would be achieved in a larger fleet. On the contrary the formula suggests that in a smaller fleet the average contestant has a better chance of finishing proportionately better than he would in the large fleet. In general the formula assumes the change in ease of winning due to the addition of one boat will be greater when there are very few boats i.e. 10 or 15 than the addition of a boat when there are 40 plus boats in the regatta.

It is important to note that the formula would be used only for those regattas in which the number of boats participating was less than 40. It is the opinion of your executive that all qualifying regattas will have a minimum of 40 boats registered in which case the formula would not be applicable.

At the present time the number of Canadian positions available for the Worlds is 25. This number may be adjusted upwards as the number of U.K. boats entering are known. As additional places are made available, they will be offered in order of finish in the qualifying regattas.

Skippers qualifying for the Worlds must indicate whether or not they will participate no later than 12 noon July 5, 1977. It will be the responsibility of the skipper to communicate his intentions as of the above date.

All communications should be addressed to:

Kent D. Taylor
2 Hartfield Court
Islington, Ontario
M9A 3E3

Telephone: 416-233-3406 (Home)
*416-362-2861 (Office)

*Telephone contact can be
made with his secretary
Sheila Rushforth at this number.

COMING ABOUTA Guide For Crew, Skipper And Solo SailorBy Fraser Dewar

There are innumerable books advising "tack when ...", but these don't describe the most efficient movements of crew or skipper. In the forces there would be a N.C.O. bellowing "At the command squad one, the crew will put the forward leg over the centreplate well, surround, and sealant, etc.". Let's do the crew bit that way.

- Squad 1 When the skipper begins to fidget, and mumble, he's about to change course. The unused jibsheet is coiled handily on the opposite flotation tank. Coil up the sheet in use with the hand nearest the bow, and be prepared to uncleat.
- Squad 2 He's started to tack! Uncleat and hold tension on the sheet and be prepared to put your leg nearest the bow over the centreboard box (C.B.).
- Squad 3 When the mast is upright, and the tension is off the jibsheet, throw the coil across the boat into the water. Put your weight on the leg over the C.B.
- Squad 4 Reach down and pick up the coiled jibsheet with the hand nearest the stern.
- Squad 5 While bent, pivot on the foot over the C.B., facing aft in the rotation and extend the arm with the jibsheet (which will get the sheet in quickly as your arm is moving in a 36" radius, if it moves 180, will pull in 72" of sheet).
- Squad 6 Be seated.
- Squad 7 Jibsheet in tight (or correct tension) and cleated.
- Squad 8 Retrieve and coil unused jibsheet. Put on tank.
- Squad 9 Look smug as the skipper is still stumbling around back there.

Skippers, how do you come about, cleat or not cleat, face aft or forward? You'll get nothing from me, those that beat me don't need advice, and those I can beat, I won't advise.

One way to become adroit and nimble is to go out solo. Try it, unless you're caught on the lee side, it's darn hard to get knocked down close hauled, as the rudder stalls and the boat comes up in the wind.

If the wind is over about 13-14 m.p.h., the boat had better be set up for super-hiking - imitate a Finn Sailor. I bought an old main for a few bucks and had 18" cut off the foot from luff to leech. If I'm out for a good long sail, or the wind is up, I'll use the small main. It's a good ladies' aid too if it's blowing like the clappers at a regatta.

Little boat speed is lost on beats, or reaches, and by surviving the jibing mark, the resultant finish position is very gratifying.

Back to solo. It's best to have all controls within reach from the centre of the boat. Drape the jibsheets over the centreboard box so they can be easily reached when tacking.

To tack, ease the mainsheet and get the main in and off you go. If you prefer to pivot facing aft, watch the mainsheet and when it goes taut, stop the turn.

Try balancing the boat well, then sailing on feel with your eyes closed. Try a lot of things, the worst happening is a capsize.

This is a wonderful opportunity to learn boat speed with sail control. Read Richard Storer* and go out to try "Raw Brutal Power Low Down". It's a ball.

Don't try the spinnaker solo. I did, it went up, but it was brutal getting it down. Anyhow, I don't have to do it again, I've done it once.

* Shackles & Cringles, August 1976 Issue

1977 BOAT SHOW

By Austin Marshall

Arctic on the outside, bustling Riviera on the inside. Such was the 1977 edition of the Toronto International Boat Show as boating enthusiasts carved a well-beaten trail to see what is new on the 1977 waterfront. The traditional enthusiasm of sailors and wide variety of sailboats on display promises a busy season in the coming months.

The Association participated in SAIL 77. As most of you are aware, this is a display of several popular centreboard and keelboat classes whose purpose is to promote the sport of sailing. Most classes had a boat on display, together with a presentation of photographs and written material.

This year, the Albacore display was truly a showstopper and captivated the attention of everyone. This was brought about by our display boat, a brand new wooden Albacore which arrived from England just in time for the show. This boat was provided to us by her proud owner, Richard Storer. It was simple, beautiful, and had - you guessed it - a racing stripe!!!

Over 60 Albacore sailors took turns staffing the display over a busy 10-day period. They did an excellent job of promoting the Albacore and our Association, and answered a wide variety of questions about the sport. Over 3,000 brochures were handed out.

Many thanks to Richard for getting his boat to the Show, and to all the sailors and clubs who took part in making our exhibit a success.

over the transom

NORTH AMERICAN MID WINTERS, TAMPA, FLORIDA

- MARCH 10TH, 11TH & 12TH

Because funds allocated for other functions were not used last year, The Ontario Sailing Association has agreed that approximately \$400.00 will be available to support those wishing to compete at the North American Mid Winters in Tampa. If you are planning to attend and wish to apply for a portion of these funds, please write or telephone HELEN KETTLE.

Her Telephone No. is - 867-4229

Her address is - 116 Balmoral Avenue
Toronto, Ontario
M4V 1J4

OVERHEARD IN KINGSTON

"We want to keep the momentum going. In 1973, we had the Tercentenary. In 1976, the Olympics. Now in 1977, the Albacore Worlds." Nice company for us, we will do our best for you, Kingston!

BOAT BITS

Ron Taylor cleared out his car when the skiing season began and found enough parts to rig a whole Albacore. Is that why you are selling, Ron?

John Morgan after the last Shackles & Cringles was surprised to find twelve Albacore owners were anxious to sell him a boat exactly like the one he had. (Editor: Sorry about that John. John was selling his boat, not wanting one - see the Classified section for a correct version of his ad if you are interested in buying it.)

LOCAL AGENTS APPOINTED BY SKENE BOATS LTD.

The following firms have been named local agents:

Midland Area Daniells Sailing Centre
Sailboat Road
Midland, Ontario

Port Carling Area Boathouse Marina
Port Carling, Ontario.

HANS FOGH TO SPEAK TO ALBACORE SAILORS

Set aside Tuesday, March first for an evening with Hans Fogh, the well known sailmaker and Olympic sailor.

Hans has offered to talk about spar and rail handling techniques, boat layout, and racing techniques for the Albacore sailor. He has sailed recently (as a crew!) in our Canadian and North American Championships, and will no doubt have some interesting observations to make.

Hans will be talking at 55 Ormskirk Avenue, Toronto (near the South Kipling and The Queensway) at 7:30 p.m. on March 1st for what is sure to be an educational and enjoyable evening. Coffee and doughnuts will be served.

NOTICE TO RACING CHAIRMEN

Is your Club hosting a regatta this year?

Have you advised OSA of date and place?

The CYA Provisional Race and Regatta Schedule is now out and it appears that many Albacore regattas are not listed in it. The Regatta Calendar which is published from this list is a pocket-size booklet which is available to all sailors and is widely used by them in setting their summer "itinerary". Therefore, you should get your notice of race in to CYA/OSA without delay.

The notice should be sent to:

ONTARIO SAILING ASSOCIATION
559 Jarvis Street
Toronto, Ontario
M4Y 2J1

Attention: Mr. Bill Gooderham

R A C I N G !

4 th

AT

TAMPA MIDWINTERS

O R

COMFORTABLE FAMILY BOAT

G-H GIVES YOU BOTH



FOAM SANDWICH GIVES YOU THE STIFFNESS OF WOOD WITH MINIMUM WEIGHT
THREE WAYS TO BUY

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| BARE HULL | - | RIG IT YOURSELF |
| STANDARD | - | READY TO SAIL |
| RACING | - | PERFORMANCE PACKAGE |

WRITE FOR DETAILS TO:
G-H PRODUCTS LIMITED
80 HICKSON AVE.,
KINGSTON, ONTARIO

(613) 546-4923

(613) 546-7990

FLOTATION TESTS - NOT A NEW ORDEAL!

By Fraser Dewar

One cold English midwinter 1943 morning the squadron was huddled around a dark, cold, cylindrical object on the floor, miserable in the knowledge that the ground crew were cosy as they had modified their stove to burn 150 octane petrol, and engine oil.

The final indignity was to be bundled into 1500 cwt. Bedford vans and deposited - bloody hell - at the public baths.

The North Sea, cold and bad tempered, had claimed many pilots, so their Lordships had taken our soft parachute cushions and issued packaging, except that the mast for a tiny soil was packed on top, and at right angles to our anatomy. A later issue, with a radar transponder mast was worse as it had nobs on it.

The theory was simple, when the engine stopped being a turner, and became a burner, we were to step out, descend into the channel, and sail or paddle until rescued. We were content to learn by doing, but the RAF thought otherwise, and so to the public baths, cold, dark, full of water at absolute zero. The drill was to jump off the highest board, inflate the dinghy, and exist. The bitter bit was that they brought only one flying suit. The C.O. was first, the rest of us had to climb into that cold wet flying suit, a frigid sarcophagus.

The moral? Albacore Flotation tests in Lake Ontario are a piece of cake compared to those public baths. Get it done early for a change, before T.A.R.T.S. 1977. (Wonder who they're forcing into the public baths these days?)

CUTTING & DRILLING THE MAST & BOOM

If it is necessary to cut a mast or boom to length, a simple way to mark a square line round the section is to wrap a piece of paper with square corners round the tube, lining up the edges and pencilling round.

The section should be cut with a 24 tooth per inch hacksaw, working round the tube rather than going straight through.

Fittings can be attached by stainless steel self-tapping screws but great care must be taken to drill the correct size holes. Drill a clearance hole through the outer part, that is the fitting when adding a part to the outside of the mast, or the mast wall when fitting a heel plug or similar plug. Then in the part to be threaded a smaller hole must be drilled. To get a good thread in the thin mast wall, drill a hole the same size as the core of screw, but if the screw is to be driven into thicker metal, like a casting, a slightly larger hole should be drilled. In either case, always put a spot of grease on the screw before driving it home, otherwise it may shear off.

When moving fittings, or attaching new ones, care should be taken to avoid drilling holes too close to each other, particularly horizontally across the section, and in high stressed area of masts. For the same reason, large holes should not be cut for internal uphaul sheaves, etc. In these applications, a top and bottom fixing sheave cage should be used rather than one with side fixings.

This article was taken from "Spars, Tuning, Rigging and Maintenance", by Proctor Masts Ltd. Copies of the complete booklet which is a mine of information on spar and sail control can be obtained for 50 pence from Proctor Masts Ltd., Duncan Road, Swanwick, Southampton, England.

letters

Dear Editor:

I believe we've identified the northern correspondent, he owns the magnificently tatty wood boat (fibreglass reinforced dry rot) called "Wood Alcohol".

The 1976 Sand Lake Regatta again fulfilled its reputation by being a grand spectacle. As the Thursday night service in the log church had no less than six ministers in attendance, we got a real zot in for winds - and it paid off! Muskoka Lake's fleet take note, our Reverend Meteorologist was transferred to Port Carling.

Deciding that we were racing against the grain, the 1976 regatta raced counterclockwise. The big island made an admirable grandstand for the jibing mark which was 50 yards away. The enthralled spectators then watched the jibe of a well known yachting editor which resulted in a hopscotch in and on the hull, the centreboard and ultimately the tiller, which resulted in a wild tillerless plane back to the start, and beer. The editor was awarded the dull thud trophy.

Although it's a relaxed, fun regatta, there is good quality sailing. Ten, or so, Albacores were well sailed, notably AL 119, which skippered by a guest of a cottager, dispelled the concept that the boat will make a win.

That man in that boat would give any fleet a battle.

Fraser Dewar
Commodore
Sand Lake Y.C.

classified

FOR SALE: Albacore KC 6212. 1975 Allen c/w Trailer and sails (Shore) Cover (Top and Bottom) \$2200.

Call: John Morgan
(416) 223-8157 Evening
(416) 363-3015 Day

FOR SALE: 1971 McGruer & Clark ALBACORE Deluxe #4261. Good racing record. Blue hull, Holt Allen Mast, Elvstrom Sails, Jib Window, Boat Cover. In excellent condition. \$1,775.00

Call Simpson - Toronto 863-2434

FOR SALE: ALBACORE A 545, Fairey Marine Privately owned from first purchaser. Moulded plywood hull, back deck removed and replaced with standard side decks, Seahorse Metal Mast, Musto Sails, Stern Traveller, Hull in good shape. No dry rot, close to minimum weight 248 lbs with opportunity for further weight reduction. \$1500.00

Call: Ron Taylor
(416) 233-5094, or
(416) 482-3030

FOR SALE: #6259 Standard 6-H Albacore; never used; Taylor sails; orange and yellow. '76 Boat Show model. Ideal for cottage. Priced to clear at \$1,700.

#6260 Orange decks, white hull. Raced one summer. Fully rigged for racing, including Fogh sails and spars. Extra stiff. Demonstrator, on sale at \$2,100.

6-H Products Ltd., 80 Hickson Avenue, Kingston
(613) 546-4923

FOR SALE: AK 3246 Fibreglass, deluxe McGruer & Clark, excellent condition, measurement certificate, Holt Allen mast and boom, Elvstrom sails and bailers, c/w launching dolly, canvas cover, paddles, life jackets, etc. Will store until spring and deliver Toronto area. \$1275.00

Custom Road Trailer \$ 175.00

Call: John Fisher
(416) 421-6043 Business
(416) 488-5061 Residence

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WANTED: Albacore bottom cover for trailering.

Call: J. Selwyn
 (416) 361-3894 Business
 (416) 447-5053 Residence

FOR SALE: AL 4621, the best of both worlds - Fibreglass hull and custom inlaid wood deck, immaculate condition, excellent racing record, minimum weight, Proctor D Mast and Boom, McNamara sails, every conceivable racing extra. (Boat cover and trailer included)

Call: Ian Bates
 867-4221 Business
 922-9949 Residence

FOR SALE:

1	Proctor B Minus Mast & Boom, Brand New	\$150.
1	Proctor B Mast & Boom, Used 6 Times	\$150.
1	Suit Sails, Fogh 1976	\$150.
1	Suit Sails, Musto & Hyde, Brand New	\$170.

Call: L. Safrata
 225-5334 Residence
 225-5730 Business



**ONTARIO
SAILING
ASSOCIATION**

*Alf Jenkins, Executive Director
559 Jarvis Street
Toronto, Ontario*

OSA Sailing Seminar '76 and AGM

This year OSA has been putting Sailing Safety as its main stress, and has developed an excellent Sailing Safety Manual. This emphasis on a sailing safety theme was extended into OSA's Annual Sailing Seminar held November 5-7 at the Cara Inn, and was the main thrust of the weekend workshops and keynote address.

This year over 260 people attended the many Workshops, meetings and social events held at the Cara Inn, Toronto, and the R.C.Y.C. Carlton House. They elected a new executive taking over from the retiring officers, Don Grant, President; Brian Shelley, Secretary; and Chris Paterson, Treasurer. The new officers are:

President - Wm. Cheek, Royal Hamilton Y.C.

Secretary - Robin Clarke, Royal Canadian Y.C.

Treasurer - David Medhurst, Toronto Sailing & C.C.

At the President's Luncheon, honours were bestowed on three OSA volunteers for their special efforts during 1976

- To **George Harvey**, as author of Offshore Manual Part I "Introduction to Offshore Sailing"
- To **Victor Searles**, as author of Offshore Manual Part II "Introduction to Cruising"
- To **Doug Keary** for many areas of contribution, but foremost as Director of the Ontario Sailing Centre at Geneva Park for Race Training.



O.S.A. Director Alf Jenkins talking with Dr. Martin Collis of Victoria University, B.C.

19
Each of these people and many others, contributed immeasurably to the success of OSA and received the thanks of the President, Don Grant.

Those attending the Luncheon were also treated to an excellent address by Dr. Martin Collis of the University of Victoria, B.C., on the subject of Hypothermia, the effects of cold water on the human body. His entertaining and amusing treatment of this difficult subject met with the enthusiastic appreciation by the audience of nearly 200 persons.

The evening before, OSA delegates and District III Laser sailors heard a most informative and entertaining address by world famous helmsman Dick Tillman, who traveled up from Florida to attend the Seminar.

Throughout the weekend, sailors involved themselves in one or more of the areas which interested them. A summary of some of these activities is listed here.

Sailing Competitions - Ken Inglis Chairman

- An inter class competition to create either a form of team racing, or champion of champion's race.
- Sail Kingston Committee formed to be represented on the sailing competitions committee and study the feasibility of utilizing part of the Olympic Sailing site as part of a local sailing thrust for the people of the Kingston area and in co-operation with the City of Kingston.
- Janet Willings will become the new Provincial Youth Co-ordinator, and Larry Woods will be administering our support of the individual competitors on the Ontario Sailing Development Team.
- An "Olympic Finn" program will be instituted by OSA as a result of a gift from Shell Oil through CYA, of 15 Olympic Finns. The goal is to create a strong depth of sailing strength in this class for the 1980 Olympics.

Communications - John Gorrie Chairman

John Gorrie, the new Communications Committee Chairman, launched a most aggressive plan for OSA for 1977 by which its image and its functions in sailing will become more clearly visible to sailors and the public.

- At the Toronto International Boat Show, Dave Millar presented a more visible OSA with a new centre area of interest including film presentations and a Chrysler Sailing Simulator.
- Through the efforts of Mary McLaughlin and Alf Jenkins, OSA successfully campaigned for the extension of the services of the Toronto Harbour Police to the outer shore boundaries of Metro Toronto in 1977.
- A strong effort to be continued by Waterfront Chairman, Norman Campbell, to temper the Federal Government's escalation of costs for land leased by the Sailing Clubs of OSA.
- OSA to adapt a posture of higher visibility to the sailing public.
- Identification of "key" individuals in Class Associations and Clubs.

CYA Sailing Instructors Forum - Debbie Brown, Bob Leonidas

- A guideline established for salaries for various levels of instructors. Not a schedule.
- Feeling was to return to Yellow Award re-defined.
- Time between Blue and Red should be two years.
- Increase Blue capability to awarding of Silver Sail.
- Advice to instructors through newsletters including Provincial Youth Events.
- A series of Open Instructor Forums at the OSA Zone Level, (outside Toronto)
- The institution of a Log Book for Instructors, also as a reference manual.
- More sailing safety be built into the Level I White Sail.

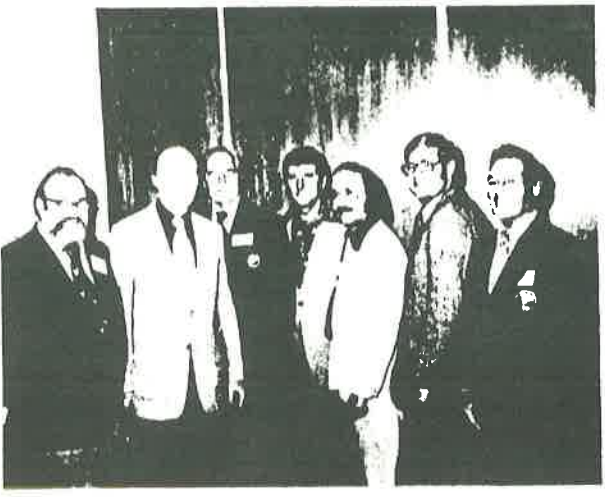
Sailing School Managements - Doug Maybank

- Good boat maintenance program advocated.
- Boat replacement fund should be incorporated into Sailing School budgets.

- Wintario brochures were discussed and distributed.
- Full utilization of Program Boats during off times can generate more revenue.
- Institute Adult evening courses through Community Colleges.
- At a nominal fee, allow senior youth students to use boats in club regattas after hours.
- Staff hiring should commence early in the year.
- Start early on advertising your sailing course.

Safety Workshop - Bill Stevens

- Over 45 OSA Safety Officers were present and over and above the excellent address by Dr. Collis, the following areas were discussed.
- A thorough analysis of the new "Rules of the Road" to be instituted July 15, 1977
- A presentation specifically on club safety was presented. Copies available on request from OSA office.
- Visual aid presentations were presented and available to clubs for showings by the clubs during the winter. Contact Bill Stevens (OSA)



L. to R. Chairman Bill Stevens, Don Giffin, Alex Camp, Barry Hitchcock, Ed Collis, John Hooker.

Offshore Committee - Gord Proctor

The Part I and II are now available and are on sale from OSA.
 Part I - Introduction to Offshore Sailing
 Part II - Offshore Cruising
 Part III - Offshore Racing was presented to the meeting in draft form and will be analyzed and put into print early in 1977. Offshore equipment was available for viewing and was discussed by John Hooker and Mark Luffborough.

The new OSA Offshore Committee chairman will be George Harvey, who will be taking over from Gord Proctor. Gord did an excellent job getting this committee started in OSA.

Ontario Sailing Centre - Doug Keary

- This year the regatta capabilities will be expanded for small to medium size regattas.
- The course fee will be \$180.00 per course for the 1977 race training courses during July and August.

Contact OSA offices for information and brochure. Enrolment should be early in order to assure place.
 - Specific areas will be covered this year and you should contact the following persons.

Optimist Dinghy - Joanna Kidd, 257B Carlton St., Toronto, Ont.

Women's Week - Merrilyn Currie, 2138 Primate Ave., Mississauga, Ont.

Catamaran Week - Larry Woods, 1 Wendakee Dr., Winona, Ont. L0R 2L0

Youth Week - Janet Willings, 192 Sutherland Dr., Toronto, Ont. M4G 1J2

Olympic Finn Week - Bruce Brymer, 207 Weston Rd., Toronto, Ont. M6N 3P1 or the OSA office for details.

- A proposal by YMCA, Geneva Park, is being prepared to expand significantly the sailing facilities at the Ontario Sailing Centre.

Zone Activities - Bill Cheek

- A fresh and aggressive approach is planned to decentralize many OSA activities to the Zone Level.
- Expanded Zone Executives have been formed to prepare for this plan.

Ontario Inter Collegiate Committee - Ian Brown

- An approach will be made through OSA for Ontario University Athletic Association recognition of sailing as a university sport within its criteria.
- The committee is applying to host the North American Intercollegiate Single Handed Regatta for June 1977, likely at Ontario Sailing Centre, Geneva Park.
- A renewed activity among 8 Ontario Universities has encouraged the committee.

Handicapping & Rating - John Tinker

Under John Tinker's leadership, a new manual will be developed and incorporation of LOR, MYRC, IOR and Portsmouth, into a comparative form that can be studied and utilized for the clubs own particular needs.