

shackles and cringles

canadian albacore association's
bi-monthly newsletter

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The Canadian Albacore Association
P.O. Box 1028
Station "Q"
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M4T 2P2

Please direct advertising inquiries and news-letter contributions to:

Mrs J. Rogers, (416) 481-7946 (H)
97, Douglas Avenue,
Toronto, Ontario.
M5M 1G4

Forward address changes to:

Mrs. J. Whitfield (416) 767-4447 (H)
Assistant Secretary-
Treasurer
285 Durie Street
Toronto, Ontario
M6S 3G2

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CANADIANS 1970, Hosted by the Boulevard Club.

Photo courtesy of CFD Trenton, Jack Birk.

EXECUTIVE

COMMODORE

Haakon Kierulf, (416) 241-9621 (H)
53, Celestine Drive, 743-5500 (O)
Weston, Ontario.
M9R 3N2

PAST COMMODORE

David Medhurst, (416) 423-1627 (H)
153, Hanna Road, 868-8707 (O)
Toronto, Ontario.
M4G 3N6

VICE COMMODORE

Paul Heron (416) 832- 8833 (H)
10601, Pine Valley Drive, 279-7300 (O)
R.R. #2
Woodbridge, Ontario.
L4X 1K6

VICE COMMODORE

David Whitfield, (416) 767-4447 (H)
285, Durie Street, 270-3560 (O)
Toronto, Ontario. Ext. 235
M6S 3G2

VICE COMMODORE

Rory McIntyre, (613) 225-8718 (H)
1216, Lampman Crescent,
Ottawa, Ontario.
K2C 1P8

REAR COMMODORE

Jerry Selwyn, (416) 447-5053 (H)
77, Paperbirch Drive, 361-3950 (O)
Don Mills, Ontario.
M3C 2E6

SECRETARY-TREASURER

Tony Polhill, (416) 749-6740 (H)
28, Esther Lorrie Drive, 781-6113 (O)
Rexdale, Ontario.
M9W 4T8

CHIEF MEASURER

Paul Pudwell, (416) 871-2016 (H)
235, High Street, 871-0412 (O)
Fort Erie, Ontario.
L2A 3R4

from your executive

COMMODORE'S MESSAGE

This issue is the last one in which I shall have the privilege of sending a message, as my term of office expires in September. You will receive a formal notice of meeting for our Annual General Meeting as well as a notice of race for our Canadian Championships.

I hope that many of you will participate in these events, and I look forward to seeing you at Cleveland House. The cottage country location and the planned activities are designed to encourage participation by "cottage sailors", without affecting the Championship Fleet activities. The designation of a trophy for a junior skipper and the relaxed measurement requirement for the Contender Fleet are both designed to extend participation in our racing activities.

Some of you have noticed and commented on a recent article in Canadian Yachting which referred to an alleged "rule beating" Albacore and went on to say that this was accepted by an Executive, the majority of whom owned the boat in question. While no specific data was given to support this statement, and even the year in question was not identified, I can report that no Executive Committee during the possible period covered by the allegation met this description.

You will receive more detailed reports at our meeting on the business of the Association, but I am happy to note the success of our Insurance Programme and the modest, but encouraging, increase in membership.

Haakon Kierulf.
Commodore.



INSURANCE PLAN EXPANDED

TO COVER SALT WATER SAILORS

In the last issue of Shackles and Cringles it was reported that those members who sail regularly in tidal waters could not obtain coverage under the CAA Group Plan.

We are pleased to announce that, after further negotiations with our insurer, full coverage will now be offered to every Canadian Albacore Association member at no additional cost. In other words, there will not be any tidal water exclusion under the CAA Group Insurance Plan.

With this change we are confident that the CAA Group Insurance Plan is even a better buy than ever. Over one third of our members have already enrolled. Why not join us today?

David Whitfield.

1980 JUNIOR CHAMPIONSHIPS TO BE SAILED

AUGUST 16 & 17

Calling all sailors under 20 years of age! Come to the Canadian Junior Albacore Championships, August 16 and 17 at Windermere, Ontario.

Where else can you sail in five races, get free breakfasts, free box lunches and a free Barbeque on Saturday evening for just \$25 per boat? Regatta organiser, David Niblett will even arrange billets for those who pre-register and contact him no later than August 4, 1980 at (416) 481-6953

Prizes will be awarded in three age categories: under 13 years; 14 - 16 years; and 17 - 19 years.

Don't miss this opportunity to sail with some of Canada's best Junior sailors. Register now so that you'll be on the starting line for the 1980 Junior Canadians.

Entry Form enclosed with this issue

Chief Measurer, Paul Pudwell, measuring the new Bob Whitehouse boat after the Fleet Captains Meeting in late April. Photo - David Whitfield.

20TH CANADIANS PROMISE TO BE BEST YEAR

The 20th edition of the Canadian Albacore National Championships will be held September 12, 13 & 14 at Cleveland House, in Ontario's Muskoka Lakes District.

Regatta Chairman, Alex MacNaughton, from the host Muskoka Lakes Sailing Club, has made several changes to the format to encourage every Albacore sailor to join in the fun.

As usual, registration for the Championship Fleet is limited to those who have sailed in at least three of the qualifying regattas, but entry into the other fleets is open. The Masters' Fleet for skippers over 40 years old and the Challenger Fleet for the up and coming sailors will offer top-flight competition for those who do not sail in the Championship Fleet. Finally the fourth fleet has been renamed "Contender Fleet" to better indicate that this fleet is intended for those whose racing experience is limited, or for those who enjoy a more social sailing atmosphere. It's up to you. There's still lots of time to qualify for the Championship Fleet. All you need to do is sail in three qualifying regattas and you are guaranteed a spot in the Championship Fleet. For a more complete listing of regattas please check the regatta schedule in this issue.

Many sailors may not have measurement certificates for their boats. If you don't know whether your boat has ever been measured, or if you've lost your measurement certificate please indicate that fact on your application form. Chief Measurer, Paul Pudwell, will be pleased to check his records to see if your boat has ever been measured. If it has been, we'll issue a new certificate and have it for you at the Canadians.

For anyone wishing to sail in the Contender Fleet only, if your boat has never been measured, the Chief Measurer will be pleased to examine your boat and if it appears to meet the Class rules he'll let you race even without a measurement certificate. Of course, measurement certificates will continue to be required for all other fleets.

Buoyancy endorsements will be required in all fleets as we feel that to be a most important safety requirement. However, if you haven't completed your buoyancy test by the time you come to the Canadians, facilities will be made available to test buoyancy. Please see the Notice of Race, sent earlier to you, for more complete details.

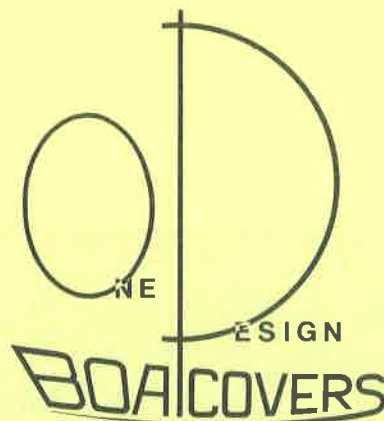
One further change has been made to encourage junior sailors to sail in the Canadians. The Tre Behan Trophy will now be awarded to the best junior aged skipper in the Challenger Fleet. Chairman MacNaughton extends a very special welcome to all junior sailors to join us for this exciting weekend.

Finally the Team Racing Championship will be raced this year on Thursday 11th and Friday morning, September 12th. Every club is encouraged to enter a three boat team in this exciting event for the beautiful Safrata Trophy. This is a real opportunity to tune-up your boat, sharpen your tactics and have an opportunity to gain some "local knowledge". If you want to learn more about team racing, just write to the CAA and we will be glad to forward copies of Eric Twiname's article on Team Racing. That's all you need to ever know about team racing.

Plan now to attend the largest single class regatta in Canada. You'll have the time of your life with the best and friendliest group of sailors you'll ever meet.

SEE YOU AT THE CANADIANS!

A BETTER BOAT COVER, TOP OR BOTTOM, DESIGNED AND MADE BY SOMEONE WHO SAILS A WOODEN DINGHY AND KNOWS THE IMPORTANCE OF A GOOD FIT.



HANS GOTTSCHLING

1655 CORAM CR., MISSISSAUGA, ONT. L4X 1L1

PHONE 277-3306

SAILING UPRIGHT BY ERIC TWINNAME.

Most people know that to sail a dinghy fastest in moderate and strong winds you have to keep it plumb upright, but watch any racing fleet and only a handful of helmsmen and crews put this prime piece of knowledge into practice. Most heel about 10 degrees and in gusts they heel a great deal more - anything from 15 to 90 degrees. This tendency to sail heeled is strongest among inland and estuary sailors, but it is pretty widespread even among those who enjoy steadier sea breezes for their racing.

There are several possible answers a helmsman might give on being told he was sailing his boat heeled:

1. "I don't think that sailing dead upright makes much difference to boat speed."
2. "Admiral's coppers and 12 Metres power along heeled so why shouldn't I?"
3. "We haven't the weight to hold her flat."
4. "Not sailing upright? I thought I was."
5. "Mind your own business" (or words to that effect).

So common are these answers that it is worth examining each (bar the last), starting with the most basic one of why keel boats go faster well heeled.

OPTIMUM HEELING ANGLE.

For any boat there is an optimum angle of heel, an angle beyond which the windward performance drops off sharply. With dinghies in strong winds this angle is zero - they should be sailed dead upright - but with keel boats it is a fixed angle, depending on the particular boat. 12 M Metres have big optimum angles of heel, Solings a small angle. But whatever the angle, the boat slows sharply when pushed beyond it.

Keel boats gain their main righting moment from the lateral shift of the keel as the hull heels, but beyond a certain angle leeway increases, weather helm becomes excessive and some of the rig's power is dissipated rather than used to provide forward motion. Press a keel boat too hard on the beat and a significant proportion of the rig's driving forces act downwards and so increase the hull's displacement, which slows the boat as surely as if you loaded her up with concrete blocks.

Some increase in the hull's displacement is inevitable whenever a boat heels. With a 12 Metre hard on the wind in 20 knots this downward pressure is big - around one ton. This penalty is recognised by designers and keel boat sailors must live with it, but they need not increase the penalty further by sailing overpowered and pushing the boat beyond the optimum angle of heel. Then the forces in the rig are bigger and, because the rig is heeled further, a larger proportion of these forces act downwards.

A good skipper will always know the exact angle of heel at which his boat goes best to windward in a good breeze. A poor skipper will drive the boat too hard, pushing her beyond her limit so she makes excessive leeway, is held back by undue weather helm and is unnecessarily pressed down into the water. This is where good judgement of sail changing and reefing is so important, and in gusty conditions it pays to spill wind to bring the boat to the optimum angle in exactly the same way as a dinghy sailor spills to keep his boat level.



We are not naming names in these two pictures, but they do seem to illustrate the article rather well.

When the Olympic 470 and successful Admiral's Cup helmsman Phil Crebbin* the British Congressional Cup match races, he had never seriously raced keel boats before. No-one was therefore more surprised than he when he comfortably won the event. The conditions were gusty and he attributes his superior upwind speed to spilling the main and feathering up in the gusts, just as you would in a dinghy.

In dinghies, where crew weight rather than a keel counterbalances the rig's force, it is quite unnecessary to suffer the handicaps of heeling which the keel boat skipper must put up with. The only dinghies which benefit from a small angle of heel in heavier winds are catamarans, where it pays to lift the weather hull just clear of the water, and flat bottomed scow shaped hulls, like Fireballs. For the rest the only way is to sail them flat.

When the wind is light things are different and some heeling to reduce the wetted surface area of the hull and help the sails hold their shape is necessary.

WHY HEELING IS A KILLER.

So important is it to sail a dinghy flat that it is worth taking a more detailed look at just why we lose out every time we fail to hold her flat. The penalties are these:

Weather helm develops - This happens mainly because the forward driving force of the rig is no longer over the centreline but acting from over the water several feet to leeward. To counteract the tendency that this creates for the boat to screw up into the wind, the helmsman hauls his tiller up to windward and the angled rudder now acts as a brake, producing several times as much drag as a straight rudder.

The rig loses power - It is often forgotten that the rig becomes appreciably less efficient as it heels, turning more of the forces available for forward motion into the downward acting force already mentioned. Even with 15 degrees of heel there is a fraction less power available to convert into forward motion than when the rig is upright. As the boat heels to 25 degrees and more the power falls off dramatically.

Leeway increases - Even at 10 degrees of heel leeway increases slightly. At 20 or 25 degrees leeway increases considerably on dinghies, and leeway becomes dramatic when this heeling combined with loss of speed causes the centreboard to stall. This happens particularly easily on boats with fairly small, narrow boards.

Crew weight becomes less effective - When the boat heels the centre of gravity of the hiling helmsman and trapezing crew move closer to the centre of buoyancy of the hull so transmit less righting moment to the rig than when upright. Also, as the crew and helmsman are lifted higher above the water their bodies come into a faster windstream so drag is increased.

The reason that Fireballs and catamarans go better slightly heeled is that during the first few degrees of heel the boat's centre of buoyancy moves to leeward, increasing its distance

from the crew's centre of gravity and so increasing the leverage. This is why we talk about getting the best speed out of a Fireball by sailing it on its lee chine. The benefits of sailing a cat are even more obvious.

HOW EVEN LIGHTWEIGHTS CAN SAIL FLAT

"How can we be expected to keep the boat dead level", a lightweight will plead, "we haven't got the weight?"

Maybe not, but the thing that is holding him back is not the lack of weight but lack of heavy weather know how and technique. So important is this business of upright sailing that all else must be sacrificed to it, and if that means flattening off the mainsail to lose power, flatten it. And if you have to pinch and spill, do that. But if it's speed you're looking for, whatever else you do, don't heel.

Lightweights have to compensate for their lack of heavy weather power by heightened skill. Not only must they develop their upwind skills to hang in there with the heavies, they must work at their downwind sailing, where their light weight is in their favour, so they gain more on the runs and reaches than they might lose on upwind.

Pre-race preparation is important when conditions make sailing upright difficult. Setting up the mainsail really flat with a lot of mast bend (especially pre-bend where the mast has spreaders), a bar-tight luff, foot and kicking strap all cut down the heeling forces and make it easier to hold the boat level. So does moving the jib fairleads outboard and aft to open the jib slot.

With the boat set up right the best way to get maximum windward speed and stay level varies from class to class, but there are a few basics which always apply. Heavy weather windward sailing is more than anything else a balancing act, with the boat being pinched up to windward a little to avoid any heeling while the mainsheet is eased when necessary as an added safety valve. In stronger winds the jib has to be eased as well to reduce the heeling forces and increase speed. With the jib eased slightly and spilling on the mainsail as well most dinghies can be driven upwind dead upright in any wind up to force 7. After that the wind wins and no amount of theory will help you.

Wave technique is also important. The idea is to luff as the boat goes up the face of the wave and bear off as she goes down its back, but if you do this you tend to heel as you bear off. It's therefore necessary to be working the mainsheet constantly to keep the boat level the whole time. There's a considerable art to this which takes a lot of practice, but a good wave technique will enable you to keep the boat flat and powering at top speed when others are struggling and falling away.

Gusts catch us all out some of the time, but they catch some out all the time. There are three golden rules in gusty conditions: be dead level or preferably heeled slightly to windward just before the gust strikes, spot the gust from the surface of the water upwind before it arrives, spill as much as necessary to

stay level during the gust's initial impact. That way you can stay level throughout and power clear of nearby helmsmen who are missing out, heeling and falling off to leeward, slowly, with mainsails flogging.

HEELING? NOT ME.

Most habitual heelers just don't know they are habitually heeling. So accustomed are they to sailing along with 10 degrees of heel that they are certain they are dead upright. What you have always thought of as upright maybe isn't. And a mistaken idea of exactly what upright looks and feels like will adversely affect your whole heavy weather performance.

Cambered foredecks make it difficult to judge when the hull is exactly level, but even with flat foredecks many very competent helmsmen don't know when they are sailing upright. A few years ago a friend and I did an afternoon's sailing in Lasers going through set manoeuvres which were photographed for the book Start To Win. When my friend saw the pictures he was astonished to see that he had consistently been sailing his boat heeled, even though at the time he was quite certain he had been perfectly upright.

How do you check whether you have the same problem? Simple. The principle's the same as tuning a radio - go off station one way, then off station the other and you know exactly where the station is. Start by deliberately heeling 10 degrees to windward and settle down on a long close-hauled leg keeping that 10 de-

grees of windward heel. Then heel 10 degrees to leeward. By experimenting in this way it will soon become obvious just what upright is and what it feels like.

At a recent coaching session I had everyone doing this windward heeling exercise and the experience was as surprising to them as the photographs had been to my Laser friend. About half found that their previous idea of what upright looked and felt like was wrong. Several sailed dead level, looking very good and going fast and were taken aback on getting ashore when told that they'd got upright sailing dead right. They thought they had been sailing with 10 dergees of windward heel.

One helmsman asked me at the beginning of the coaching session to give some tuning advice as his boat carried excessive weather helm. It turned out that he was one of the habitual heelers, and once he discovered what upright really was he was no longer troubled by weather helm. As is so often the case, it was he, not his boat, that needed tuning.

* NAA Champion in 1974.

Reprinted from Dinghy and Boardsailing.

The last word...



in finishing first.

Breakthroughs in boatspeed are the result of new ideas that work. In sailmaking, that means new approaches to sail shape design, and improvements in sail cloth quality.

As an Albacore competitor, you should be looking for that extra edge in speed, and asking yourself if only one sailmaker can meet your requirements.

Check us out! We're working hard to make all our sails the leaders of the pack. Join us, and start off the '80's with some proven boat speed.

1979 Results

North Americans	3rd
Canadians	5th
Lake of Bays Open	1st
L.S.S.A.	1st, 3rd
Hamilton Invitational	1st
RHYC Turkey Regatta	1st



NORTH SAILS FOGH
55 Ormskirk Avenue, Toronto M6S 4V6
(416) 762-7531

STARTING.....

BY MIKE AND WENDY FITZPATRICK

The development of boat speed by tuning and good handling through practice can be completely wasted by bad starts. Top sailors are quoted as saying that "starting is 40% of winning"!

Consider this basic statement:

WINNING..HOW?..go faster
 go less distance
 slow the rest

For the moment, let us develop that second suggestion 'go less distance'. It may seem crazy, since the race course is the same length for everyone - but is it?

If you extend the thought a little and say 'go less distance through the water between the time the guns go for the start and the winner's finish' there is more to hang your hat on.

Those who are well back from the line at the start waste distance as do those who start at a point on the line further from the first mark than the favoured end, and those who are on the unfavoured tack when wind shifts occur. And they occur all the time. Distance made good through the water is reduced or negated if the water is moving against you - a tidal stream, river or surface current. Distance is wasted on reaches or runs if you wander from the straight line course, and at marks if you overstand or merely round them sloppily. Distance can be increased less obviously by making leeway due to poor centreboard adjustment, excessive heel or just plain bad helmsmanship. Finally you could waste yards by going for the wrong end of the finish. Before becoming too depressed by all these dismal thoughts, remember that speed can compensate for distance, especially downwind, and many factors, such as tides and line angles, can be detected easily.

Bearing all these ideas in mind, we may develop techniques for a minimum distance approach. For this article we will concentrate on starting and the first all-important yards.

PERFECT START TIMING

No matter how slow we might be there are few reasons why we cannot hit a chosen spot on a line literally bang on time. Such reasons as may make us fail may well be due to the opposition, but most of the factors in start timing are under our own control. Waterproof timers are not in the realms of dreams for most dinghy sailors these days. Nothing terribly fancy is required, just an accurate and visible sweep second hand. Stop watches are desirable but not essential. Given a reasonable timer, the only problem is setting it accurately.

Sound takes quite a time to travel the length of a starting line and you really should set your stopwatch or check your ordinary watch time by the flags or other visual signals. With a setting at the 10 minute (class warning) signal and a check at the five, you will know exactly when to start without having to look at the flags, watch other competitors and wait

for the bang. At club level and even at some open events, much of the fleet will be late and slow moving. Absolute confidence in your timing is crucial if you are to beat them off the line.

WHERE TO START - NORMAL LINE

Most serious races start to windward and this is the easiest starting line to 'read'. You may check whether one end or the other is further to windward by taking compass bearings of the average wind and the line's direction, or you may more easily reach along the line one way, cleating your sails when just full of wind, then tack (leaving sails cleated) and reach the other way. When the sails are lifting or even flogging you are going towards the 'best' end. If the sails are filling well and you are moving well, you are going towards the 'bad' end. What could be simpler?

There is one small problem: you might carry out your check during a freak shift. So either ensure that the wind is average after several compass checks, or carry out the check a number of times until you are convinced. (Fig. 1)

Unless the first beat is ridiculously short compared with the starting line length, or you can lay the first mark in one tack, you should go for the better end for wind and not the end apparently nearer the mark (Fig 2).

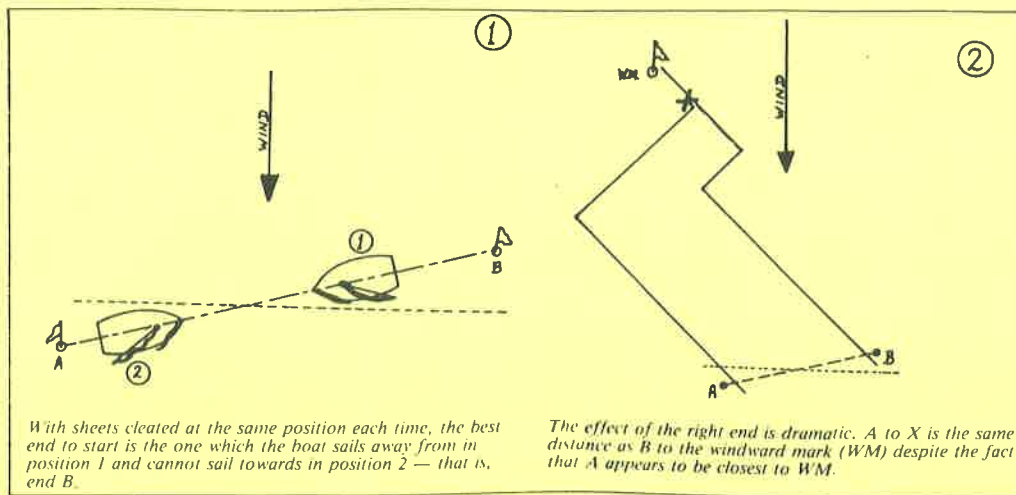
If there is no discernible bias you have only to worry about being right on the line and clear of the opposition. It might look clearest in the middle of the line but unless you have transits (Fig. 3) you will find it impossible to tell exactly where the line is when you are approaching it. A possible dodge is to reach along the line, or just behind it, until the gun, keeping one end dead ahead and the other just to windward of the sightline as you look dead aft, but this needs good judgement and leaves you terribly vulnerable to a luff or any right of way competitor. Better to stick to a place close to, but perhaps not right at, the correct end, where there may well be a nasty scrummage.

THE REACHING START

Fixed club lines or a massive shift may create a reaching start. Now the best position on the line is that point from which you would reach the first mark most quickly.

If the mark is a fair way away and the line is short, this position may not be significant but it is certainly worth a trial or two against the clock if you have time. If not, elect for the likeliest end in your own judgement and experience and be sure that you take the pin position with perfect timing and maximum speed. The middle is no good unless you want to settle for a mid-fleet position: boats on one side or the other are bound to slow you. A cautious, slow approach and acceleration after the gun will have you viewing transoms and eating dirt.

If the leeward end looks good and you have space - and providing the sailing instructions allow a quick gybe and restart - you really



can push your luck and aim to start the thickness of a coat of paint from the line. If it is to be the windward end, you dare not reach in for fear of luffers before the gun, after which the rules give you a little more chance. Rather, come into the pin on a fast and free beat, advising those on your windward side loudly that you have right of way, then bear off at the last second (Fig.4).

Heaven preserve us from the persistent starboard tacker on a close reaching port-hand start — but just in case heaven forgets you, keep your eyes open, cut your losses and duck his stern.

Should your course and class encourage spinnakers, a little caution is called for. Panache and elan are all very well but an early hoist is an invitation for publicity seeking tacticians to abandon their own good start in the interests of seeing you swim or inflicting upon you a similar indignity.

A perfect pin end start, at either end, will allow you time to move into clear space, then do your much rehearsed lightning fast hoist and set. Sorry, but the only way to the top is to practice!

It goes without saying that all your variable controls should have been set for the reach during your practice starts and left alone, even if you did beat or run during your pre-start manoeuvres. Why are your ears red, Percy?

THE RUNNING START

Great fun this — for the spectators. At last timing is not everything. What profit is there if the fleet is sitting on your wind? Most important now is to have and keep a hole behind you. That is all very well, but how? Well, you may now permit yourself the luxury of the middle of the line — many will still use the ends to aid their judgement. Another good ploy is to come in at top running speed, since most will be idling in slowly and few will sit on your tail. Now this means spinnaker, or at least jib stick, plate up and running trim. And all these mean you are very vulnerable. Be prepared, therefore, to modify your policy and luff clear of danger, even at the cost of a

little later start, but do try to keep that gap astern. Do not luff under or in front of others if you can possibly avoid it. Avoidance may include slowing rather than changing course and this is possible by spilling the jib/or spinnaker, letting go the kicking strap, weather permitting, and slamming down the plate. You might even try sheeting in the main (again, weather permitting) but do not do this without practice.

You can always console yourself, if it all goes wrong, with the thought that the running start is the least important of all starts, provided that you can run fast and well.

COMPLICATIONS

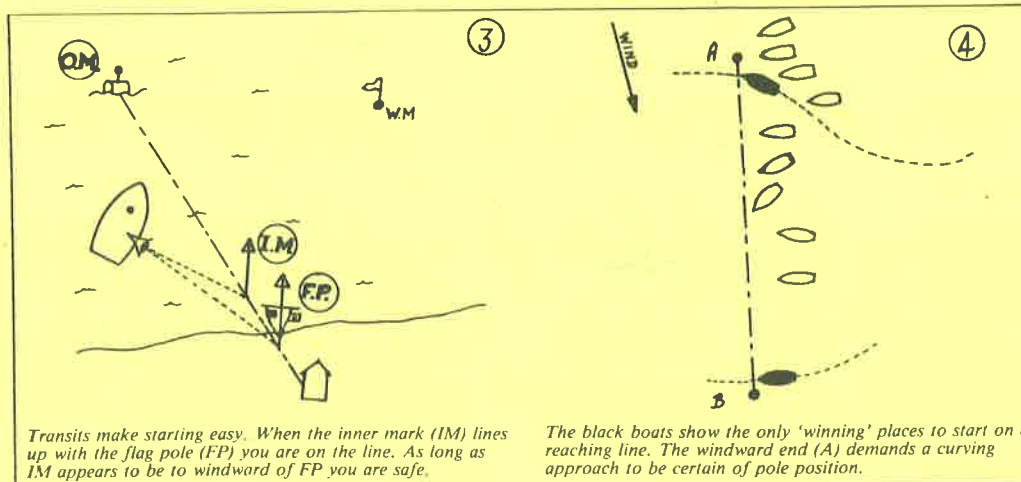
There are complications of a manageable type — mainly currents — and there is the opposition trying to do unto you that which they would not wish you to do unto them. Let us consider the easier first. No matter what the type of current, tide, river stream or surface drift, the rules are obvious. You want to be in it if it is going your way and dodge it if it's not.

Your standing position and course may therefore be dictated and you must weigh up whether wind or tide is most important. Here again arriving early for a few trials is invaluable.

The other effect of currents, in any direction, is to upset your judgement of approach speed. A partial aid is to watch transits rather than a fixed object such as the start buoy, but a better answer is a few timed runs on your chosen starting path. The early bird catches the worm, and wins the start.

THE OPPOSITION

Now we come to the really difficult bit. What are we to do about all these blighters screaming up and down, churning up wind and water, whilst ruining our plans by getting in the way? Well, for a start we can arrive in the area early and work out what wind and current are doing before they arrive and start to chop it up. Thus forewarned, we are forearmed with a sound plan for starting. We can now modify the plan to allow for them cutting up wind and



water. Both factors will slow our approach and reduce our pointing ability. Fine, so we set off a little earlier on our final run-in and gain a few yards to weather of our chosen run-in path. All we have to worry about now is the physical presence of other boats. This problem is vastly reduced by making our start path a starboard, right of way, almost close-hauled course. We can now respond if luffed, we need not worry about any port tackers and using the special rule for luffing before starting (when there is no 'proper course') we can gently encourage those ahead and to windward to clear our path for us. Magic, well not really: just a positive, planned approach backed up by good rule knowledge and controlled boat handling.

THE FINAL FEW SECONDS

If all the foregoing thoughts were properly developed and applied we should be in the right place, pointing the right way, with clear wind enabling us to develop maximum boat speed and hit the line on time.

Judgement which only comes with practice is needed to assess the rate of acceleration desirable in order to cross a few yards in a few seconds. That judgement will be hindered by any distractions. Make sure your adjustments—tidying up, clothing, bailing, weather observations et al— are completed minutes before the start, not seconds. All you can afford to think about is distance, time and your reaction to manoeuvres of those who are as clever as you. Don't panic or shout, but by all means appraise the wrongdoer of your rights in a calm and positive voice. Avoid attacking tactics if you can unless you must regain that vital clean wind. Don't wait for the signal or sound but trust your timer, haul your sheets, stretch your muscles and go...go...GO

RECALLS

If you start near the ends you are likely to know if you muff it before the dreaded recall sounds. If you were actually the end boat, you can and should spin round that end like a dervish. If you were anywhere else you have problems. If you start to turn back you have no rights and if you were, in fact, in the front of the front rank there is just nowhere to turn. First ploy, then, is a rapid slowdown. Once the line of boats rockets past either side you can find room to head back. At this stage you still have some chance. If it was a favoured end you may still have it over those who chose the other end, provided you are quick.

There is also sometimes a surge of anger and adrenalin which lifts your normal standard, but let's face it, in good competition you cannot afford this bad start. Neither can you afford a poor but safe start. There really is nothing for it but to practice and practice until you get it right consistently.

GENERAL RECALLS

If you know your start was good, put your head down and go for speed. Never mind gawping and complaining about old so-and-so being over or waiting for a recall that may never happen. There is time to learn of a general recall after a minute of sailing hard. If by then half the fleet has returned, you may risk a quick look for the flag. Believe only the visual signal, not the opposition and not the guns. You may have misheard, and visual signals rule. OK?

Reprinted from Dinghy And Boardsailing.

over the transom

* Following David Whitfield's article on naming your boat, I have received these thoughts from Fraser Dewar, "I still think the best (name) from Ottawa, "The Sir John A". Some years ago I refinished the Albacore and renamed it "Major Upsett". The recently purchased cottage Laser then required a name; we were close to christening the boat "Private Parts" when my wife found out, and vetoed the name unless both boats were together. My son suggested "Private Sector" as I was always leaving the fleet. I suggested "Tactile", my daughter, always bruised from the boat wanted "Corporal Punishment". However, late in April, the boat became "Income Tacks" I still like the original, however, I don't think the SLYC resident padre would approve.

This year we will have the Lake Invitational Regatta renamed "The Sand Lake Triangle".

* The CANADIAN WOMEN'S OPEN SAILING CHAMPIONSHIP will be sailed in Lasers and 420's. It is to be hosted by Kingston Yacht Club on August 30, 31 and September 1. The entry fee will be \$30 per person which includes banquet, box lunches and Ontario sailing Association Clinic. For further information and entry forms write to :
Kingston Yacht Club,
13A, Maitland Street,
Kingston, Ontario.
K7L 2V3

* Elsewhere in this issue is an interesting article by Geoffrey Wheatley, Executive Director of CYA. Should any member of the CAA be interested in joining the CYA as an individual the CYA are prepared to refund \$3 to the CAA.

* The CAA have been advised by the Race Committee of Grimsby Yacht Club that there will be NO Albacore Regatta on August 23 1980.

* The EASTERN CANADIAN INTERMEDIATE SAILING CHAMPIONSHIP, for youth born in 1964 or later, will be sailed in Albacores at Muskoka Lakes Sailing Club on August 23 and 24. For information on provincial qualifiers contact:
Ontario Sailing Association,
160, Vanderhoof Avenue,
Toronto
(416) 429-7701

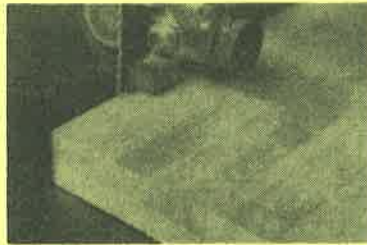


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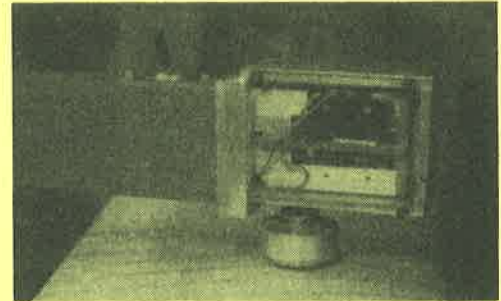
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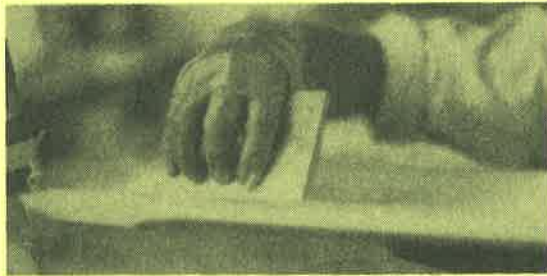
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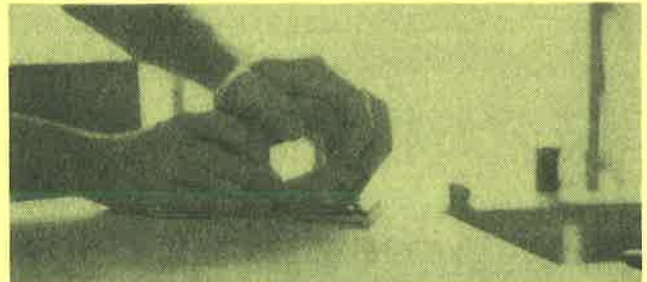
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REGATTA NEWS AND RESULTS

T.A.R.T.S. MAY 24 & 25

There are some who might say that this regatta should be redesignated W.B.B.R. - Wooden Boat Benefit Regatta - as there was one glass boat, John Ashby and Steve Parcell in 4659, in the top five and only three glass boats in the first ten. This year the regatta was under the able hand of Carl Balkwell, as Regatta Chairman, and it attracted a very competitive field of 41 boats.

Race # 1 was sailed in light to medium winds, with Ian Brayshaw taking an early lead. However, Barry and Garry Poyntz worked their way up through the fleet to take the lead about 100 yards from the finishing line.

Race # 2 was cancelled due to a shortage of wind.

Race # 3, on Sunday morning, was sailed in light winds, which, after a couple of shifts on the first leg, gradually decreased. The Poyntz brothers led all the round.

Race # 4 saw Ian Brayshaw again take an early lead. Despite an indifferent start and going the wrong side of the course, the Poyntz boat was second at the first mark and the national champions went on to win the final race of the series.



Garry and Barry Poyntz with their TARTS Trophy.
Photo - David Whitfield.

RESULTS

Sail#	Helm	Club	R #1	R #3	R #4	Total
6731	B.Poyntz	LBSC	1	1	1	0
4659	J.Ashby	TS&CC	4	7	4	29
6655	J.Francis	SMSC	8	6	3	31.4
6660	S.Cerny	BC	3	17	2	31.7
5009	A.Humphreys	BC	13	3	5	34.7
480	M.Owen	RCYC	6	11	6	40.4
6157	K.Browne	OHCC	10	9	8	45
5547	I.Brayshaw	BHYC	2	19	12	46
6644	J.Moody	SMSC	18	2	15	48
3731	R.Batt	OHCC	19	4	9	48
6641	S.Cumming	BYC	5	8	25	55
6400	I.Rogers	PABSC	15	15	10	58
6250	P.Pudwell	PSC	9	27	7	61
6628	D.Treissman	RCYC	16	5	24	62
3765	S.Gibson	LBSC	7	18	19	62
3103	J.Selwyn	TS&CC	20	12	18	64
6104	H.Kierulf	RCYC	14	13	19	64
6159	R.Gallant	TS&CC	21	10	21	70
6494	B.Murdock	TS&CC	12	21	26	77
7019	B.Baxter	BS&BC	28	14	18	78

CONESTOGA SAILING CLUB

WARM WATER REGATTA

The weather was an influence on the number of entries, less than were expected, and with a North-Westerly gusting to 35mph on Sunday all racing was cancelled.

On Saturday the first races were held in light to medium shifting winds from the East and South East. A short thunder storm preceeded the third race, which had to be shortened because of the lateness in the day. Winds for this race were medium, from the South East, but more in the gusts.

George Roth
Fleet Captain.

RESULTS

6700	M.Glew		1	1	1	1
5009	A.Humphreys	BC	2	3	2	2
6252	H.Morrin	KYC	4	2	5	3
3731	R.Batt	OHSC	3	4	7	4
US5403	J.Clements	NSC	8	9	4	5
5852	D.Weaver	CSC	6	5	10	6
6658	R.Stuart	FYC	5	10	6	6
7019	B.Baxter	BSBC	9	6	8	8
4876	G.Plant	CSC	7	16	3	9
6271	J.Pol	FYC	11	7	11	10
6600	D.Lenz	CSC	10	11	9	11
5529	G.Roth	CSC	14	8	15	12
6169	S.McGregor	BSBC	13	13	12	13
5778	M.Krebs	CSC	12	dnf	13	14
3239	B.Torrie	CSC	15	14	14	!\$
6462	W.Fraser	BYC	17	12	dns	16
6767	N.Kunc	KBSC	16	15	dns	17

R.H.Y.C. ALBACORE OPEN REGATTA

The Royal Hamilton Yacht Club hosted 24 Albacores on Saturday, 5 July. The morning clouds burned off and the day brightened with the promise of fair winds (and possibly more). As if as an omen, Bob Ross in 4510 broke a shroud just before the start of the first race. Graham Elliot in 6251 won, with Paul Goddard (6666) and John Morgan (6665) close behind.

After lunch, at which the updated forecast threatened thunderstorms, the wind freshened to about 25mph, more in the gusts. The Clements (US 5403), from Grand Island N.Y. found the planing to their liking and won the second race of the day with ease. Others were not so comfortable in the higher winds: several retired and several capsized. The Vallance brothers (7014) took the prize in the latter category with 3 dumps.

Only the strong hearted stayed out on Hamilton Harbour for the 3rd race. Paul and Ted Goddard ensured their 1st overall by winning a closely contested race. Paul Pudwell (6250), our chief measurer, and the Kierulfs 3rd.

Paul Goddard has been 2nd and 3rd in past years and so topped those performances this year. The Morgans, defending winners, put in a strong performance at 2nd overall. The Clements were 3rd, helped by their sailing in the second race.

Once again this year the RHYC Albacore Regatta was an exciting event, thanks to the participants and our unusually abundant supply of weather.

Michael Skafel.

Skipper	Crew	Sail No.	Position			Total Points	Final Position
			Race 1	Race 2	Race 3		
P. Goddard	T. Goddard	6666	2	3	1	8.7	1
J. Morgan	C. Morgan	6665	3	2	5	18.7	2
J. Clements	N. Clements	US5403	6	1	8	25.7	3
S. Ferry	J. Etches	6790	5	4	6	29.7	4
H. Kierulf	A. Kierulf	6104	7	7	3	31.7	5
B. Baxter	M. Baxter	7019	8	6	4	33.7	6
P. Pudwell	M. Smith	6250	10	9	2	34	7
G. Elliott	B. Kay	6251	1	11	13	36	8
P. Brayshaw	Brayshaw	6590	4	8	14	42	9
G. Roth	B. Strosburg	5529	12	10	10	50	10
J. Howe	S. Howe	4468	15	13	7	53	11
R. Drinkwater	F. Drinkwater	6657	9	5	DNS	55	12
J. Pol	J. Pol	6271	11	15	11	55	13
C. Farrow	D. Borsclough	5679	14	14	12	58	14
L. Howarth	L. Skeates	5790	16	18	9	61	15
I. Brayshaw		5547	13	12	DNS	67	16
C. Vallance	J. Vallance	7014	19	17	DNS	78	17
S. McGregor	B. Bradley	6169	22	16	DSQ	80	18
I. Coutts	S. Lorimer	5650	17	DNF	DNS	83	19
R. Moxness	D. Moxness	2661	18	DNS	DNS	84	20
P. Urwin	J. Urwin	4554	20	DNS	DNS	86	21
G. Maxfield	R. Maxfield	4833	21	DNS	DNS	87	22
D. Bailey	L. Dowling	6703	DSQ	DNF	DNS	90	23
R. Ross	D. Onions	4510	DNS	DNS	DNS	90	24

BRONTE HARBOUR YACHT CLUB

LAKE ONTARIO CHALLENGE

On June 21st it was the calm after the previous day's gale. The 10 to 20 knot wind, which was forecast, did not materialize. Only two of the races scheduled for this regatta were sailed.

The first race was shortened after one lap of the Olympic course. The breeze was very light and variable resulting in the rear of the fleet closing with the leaders and many overtaking situations.

A good breeze appeared for the start of the second race but a general recall, which dropped the Albacore start, and a second general recall resulted in a critical twenty minute delay, by which time the wind suddenly dropped. At the finish, when the Albacores had caught up the Wayfarers and Lasers, which had started before them, there was no wind at all. Except for the few leading boats, the fleet bunched a few yards from the finish line and gradually drifted across in random order.

Bronte were pleased to have 26 entries, representing ten clubs. Both races were won by Karen Johnson, with crew Jenny Normand, from RCYC. Second place overall went to Charles Colman, with Pamela Colman, from South Muskoka, with a second and fifth place finishes and third was Ron Batt, with Mike Carr, from Outer Harbour sc. with two fourth places.

RESULTS

6642	K.Johnson J.Normand	RCYC	1	1	0
7000	C.Colman P.Colman	SMSC	2	5	13
3731	R.Batt M.Carr	OHSC	4	4	16
5796	D.Douglas D.Flanigan	BHYC	3	8	19.7
6525	H.Morrin W.Reid	KYC	14	2	23
5547	I.Brayshaw J.Beitz	BHYC	13	3	24.7
6590	P.Brayshaw M.Brayshaw	BHYC	9	7	28
6641	W.Cumming A.Cumming	BHYC	11	6	28.7
5858	D.Weaver J.Slater	CSC	8	11	31
6494	B.Murdock D.Whitfield	TS&CC	5	16	32
7019	B.Baxter M.Baxter	BSBC	7	17	36
3103	J.Selwyn J.Selwyn	TS&CC	6	19	36.7
4833	G.Maxfield R.Maxfield	BHYC	12	14	38
3892	E.Duynston V.Reid	BHYC	18	9	39
4129	D.Durnford D.Leader	TS&CC	16	15	43

ALBACORE CREW SAILS IN CHAMPION OF CHAMPIONS REGATTA

Ontario Sailing Association organized a "Champion of Champions" Regatta this June at the Sailing Centre at Geneva Park. The Executive decided to offer the opportunity to sail in this regatta to our Junior Champions. Last year's second place team of Ian Brayshaw and Jeff Bietz from Bronte Harbour Yacht Club accepted the invitation. The following is Ian's Report.

The first annual Champion of Champions regatta was held on the 14th and 15th of June. There was one crew selected from each recognized class of boat in Ontario. In all, 17 crews turned up for the competition which took place at the Ontario Sailing Centre on Lake Couchiching.

The boats used for this event were Laser 2's. This proved a major problem for most crews since it doesn't have much more room in it than a normal Laser. These boats are fairly fast in moderate to heavy airs. They also capsize very easily.

On Saturday, the winds started off light, and after a bad start in the practice race we ended up sixth. By the time of the championship races the winds were almost non-existent. We were over the line early and after returning to the line the wind was going around in circles, as we sat and watched other boats go by. However, we put the spinnaker up and managed to catch a few boats and placed 13th.

On the next day there was a north-northeast wind 20 - 30 knots. These winds were very tricky around the islands and there was quite a chop.

After a good start we managed to get the boat planing upwind but did not allow for the effects of the wind current around the island, and found ourselves forced to make a long losing tack. Off the wind we made good progress and ended up 14th.

On the second race, we made a fairly good start and were in the middle of the fleet. However, when setting the spinnaker we nearly capsized and lost many boats. In this race we ended up 15th.

Just before the last race we capsized and consequently made a bad start. However many other competitors capsized or almost capsized and we ended up 13th again.

We finally placed 14th and our main problem was boat handling, since it takes some time getting used to such a confined space, especially when the boat is anything but stable.

We thank the Ontario Sailing Centre for a fun weekend.

Ian Brayshaw.

PARKWAY SAILING CLUB

INVITATIONAL REGATTA

'When the wind is from the north in the morning it stays all day' said the Commodore at the skippers meeting. Bucked we all thought that he meant -stays steady- only to find that he really meant -that with luck we would be able to stem the current and not drift on masse over the falls. The current was the crux of the weekends racing and only Alan Humphreys could be said to have got it all right. The difficulty was estimating the wind strength and choosing, on the second leg, which way to go. In the first race the wind was light and the best way was to hug the Grand Island shore as close to the rocks as one dared; in the second race it paid to go straight for the mark along the centre of the river (in fact the middle is shallower than three quarters over and the local helmsmen picked off place after place from the visitors by apparently going the wrong way). Your correspondent spent this race observing from the back of the fleet after drifting over the starting line prematurely. But we did get in three races, each one won by Alan, and because every one else had at least one bad race at the end of the day we had Hugh Morrin with 17 points in second place and five boats sharing third place with 18 points. It was all still to be decided bar the shouting.

As race time approached on Sunday there was not a cloud in the sky and not enough wind to flutter the flags on the committee boat. A postponement was made until one o'clock and all the sailors enjoyed a very pleasant loaf and gossip stewn about on the river bank. At 12.55 there was still no wind but just in the nick of time the flags moved and racing(?) was on. The wind kept fair for the first race (won by guess who). For the second race the course was shortened, a premonition by the race committee. The wind dropped just as Hugh Morrin, after a great start, reached the windward mark. The fleet crabbed and drifted around somehow. The locals up the shallower centre seemed set to show the visitors the way but Jerry and Joan Selwyn used their guile to quietly drift into and along the U.S. shore. The wind had now almost completely gone and despite the fact that their distance sailed was more than twice that of the direct route this paid off and they went on to win by a large margin. Your correspondent crewed by your editor followed and managed to pass everyone else after being near the back of the fleet at the weather mark. Dick Railton who had hit the weather mark and was forced to re-round hugged the shore too and finished well up to give a tie for second place overall broken in favour of Mistress Quickley owing to her second place in the last race. A memorable regatta with good, fair sailing under difficult conditions. Apart from Alan Humphreys (crewed by Paul Schram) who out sailed everyone else, the boats were closely matched and the racing was consequently exciting to the last.

RESULTS

5009	A.Humphreys P.Schram	BC	1	1	1	1	8	11
6816	G.Rogers J.Rogers	TS&CC	3	12	4	5	2	26
7004	R.Railton R.Railton	PSC	7	8	3	3	5	26
6250	P.Pudwell M.Smith	PSC	6	6	6	4	7	29
5310	J.Pudwell L.Pudwell	PSC	12	4	2	2	12	32
6525	H.Morrin W.Reid	KYC	5	3	9	7	10	34
6665	J.Morgan C.Morgan	BC	4	7	7	12	4	34
US5403	J.Clements N.Clements	NSC	10	9	5	8	3	35
5547	I.Brayshaw M.Milner	BHYC	2	2	14	11	9	38
3103	J.Selwyn J.Selwyn	TS&CC	8	13	8	10	1	39.75
4468	J.Hoare C.Hoare	PSC	11	11	10	6	11	49
US4585	R.Guyder D.Jager	NSC	13	5	11	9	13	51
2704	W.Macleod L.Macleod	PSC	14	14	dns	13	6	63
7019	B.Baxter M.Baxter	BSBC	9	10	13	dns	dns	64
6213	J.Cowley D.cowley S.Cowley	PSC	16	15	12	14	14	71
5003	D.Whitfield D.Leader	TS&CC	15	dns	dns	dnf	dnf	77



BRINKMANSHIP...another of Steve Parcell's
'Wish you were there' pictures.

Sailing at Parkway Sailing Club isn't like this,
honestly. Ed.

AREA TEN REGATTAS

The first two regattas held in this area featured the same weather pattern: light and medium winds on the Saturday, followed by boat busting wind on Sunday. The third regatta saw the pattern reversed with strong winds on Saturday and medium on Sunday.

UPPER CANADA REGATTA STORMONT Y.C. JUNE 5 & 6

1	5586	Nicholls
2	6140	Krajcarski
3	3384	MacCallum

NATIONAL CAPITAL REGATTA BRITANNIA Y.C. JULY 12 & 13

1	7017	V.Turkington
2	5858	R.MacIntyre
3	6140	D.Krajcarski

GATINEAU RIVER Y.C. JULY 5 & 6

A FLEET

1	6140	D.Krajcarski
2	5858	R.MacIntyre
3	4862	I.Mellor

B FLEET

1	C.Hutton
2	K.Brown
3	M.Doyle

REMINDER: Area 10 Championships at the Stormont
Yacht Club on September 6 and 7.

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361-1261 (B)

MISCELLANEOUS

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826-7900 (B)

SHACKLES & CRINGLES

THE CANADIAN YACHTING ASSOCIATION AND YOU

By: Geoffrey Wheatley,
Executive Director
CANADIAN YACHTING ASSOCIATION
OTTAWA, ONTARIO



On the far wall of the smallest room in my house I have a wooden plaque given to me by my long suffering wife. The inscription reads:-

THE TWO HAPPIEST DAYS IN THE LIFE OF A SAILOR ARE:-

THE DAY HE BUYS HIS BOAT

THE DAY HE SELLS IT

Because of its location I have had the opportunity to frequently study these words of wisdom. After 20 years of analysis, I have come to the conclusion that sailing is like sex, its something that enthusiasts continually talk about but seldom discuss. In consequence a vast majority of Canada's sailors can tell you the merits of their particular craft, the facilities of their club and the boat they are going to get next season providing the bank manager can be successfully entertained at the local sailing club.

For many years I have recognized that the only reason my bank manager is difficult every time I wish to extend my short term loan, (originally negotiated 25 years ago to purchase my daughter's baby carriage), has nothing to do with the poor health of my chequing account, his obstructive attitude probably results from the fact that he never had a baby carriage of his own! After our most recent confrontation, I am now firmly convinced that he was never conceived, he is the product of a computer that had an affair with a sexy abbacus!

What has all this to do with sailing? Well the original baby carriage was 15 feet long with 120 feet of competitive sail area!

In those days, like many novice sailors, I believed that a few hours experience with a friend was sufficient to enable me to launch the 'Baby Carriage' and sail off into

the blue with the assurance of a fully fledged Skipper. Two masts and three sets of sails later, I realized there was more to this sailing game than "Horatio had ever dreamt of in his philosophy.

Having been fished out of the water for the umpteenth time, I threw my pride to the wind and enrolled as a novice student at my local sailing club.

Here I came into contact with trained instructors who spent many long hours teaching me how to enjoy the experience of Wind and Sail, and the competence required to safely handle a boat.

As the years went by, I began to realize how important it was for recreational sailors to take a personal interest in their sport and how easily we could lose the facilities of weekend sailing when government, at all levels, decide that the use of sailing facilities was a privilege rather than a natural right. I also recognized that my local sailing club was only one small voice in the never ending dialogue between the many environmental interests of today's society.

In recognition of this fact, the Canadian Yachting Association came into being in 1931 to act as a collective voice for all sailing clubs and individual sailors throughout Canada. The record of the C.Y.A., over the past 49 years, has been impressive particularly in the areas of legislation safety, and education. Today the voice of Canada's sailing fraternity is heard in Ottawa and in all the provinces of Canada through the representative of the C.Y.A.

Over 10,000 sailors take C.Y.A. instructional courses every year, organized through the affiliated clubs and sailing associations of the organization. Sailing manuals, instructional films, safety publications, and certificates of proficiency are just a few of the services available through the C.Y.A. every year. For those of us who dream of international glory (I am still dreaming), the C.Y.A., in cooperation with national sailing bodies throughout the world, support and participate in international competitions.

No sailor in Canada can afford not to belong to the C.Y.A., either through a local sailing club or by individual membership. For \$15.00 a year, \$5.00 if you are under

19 years of age, any Canadian Recreational sailor or potential sailor can join the organization and, in doing so, add their support to the work of the C.Y.A.

If this were not enough, there are special money saving benefits now available to all C.Y.A. members for example, through a generous arrangement with this magazine, all members of the C.Y.A. can now enjoy special subscriptional discounts on this publication. Negotiations are also under way to create a similar discount service for such things as Accident and Boat insurance for all members.

On reflection, I don't think that the plaque on my wall is correct. Boating is full of endless happy days regardless of what we sail. Perhaps if Noah had bothered to take the C.Y.A. instructional course, he would not have experienced the problem of landing his boat on top of a mountain, and then telling two Dinosaurs to go forth and multiply when they were both called George!

It is one thing to know what to do, but it is something else to get your act together. Why don't you get your act together and join the Canadian Yachting Association (C.Y.A.), it could be the best investment this season!

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1st U.S. NATIONALS (3rd consecutive year)

We have worked hard on our Sails for 1980.

Remember the World Championships in 1981 will be held in the U.S.

Storer Albacore Sails are made to the highest standards using the best American dacron. Our reputation is built on quality you can count on.



storer sails ltd

Innisfil 400 Industrial Park
Innisfil, Ontario L0L 2N0
Canada. 705-436-5550

upcoming regattas

AUGUST

- 3 Muskoka Lakes Albacore Regatta
* Muskoka Lakes Sailing Club
- 3 17th Annual Albacore Regatta.
* + Balsam Lake Sailing Club.
- 2 & 3 24 Hour Race.
Stormont Yacht Club.
- 9&10 Lac Deschenes Invitational Regatta.
* + Lac Deschenes Yacht Club.
- 9 Albacore Regatta.
Mooredale Sailing Club.
- 9 Open Regatta
Bronte Harbour Yacht Club.
- 10 Harbour Master's Series.
- 8 & 9 U.S. Nationals.
& 10 Saint Mary's Sailing Club. MD.
- 12,13 North American Championships
* & 14 Saint Mary's Sailing Club. MD.
- 16&17 CAA Junior Canadian Championship
Windermere Bay.
- 16&17 Don Rantz Invitational Regatta
* Ottawa - New Edinburgh Yacht Club.
- 16 PABAR
Pointe au Baril Sailing Club.
- 16 Albacore Regatta
North Toronto Sailing Club.
- 16 Open Centreboard Regatta
Burlington Sailing & Boating Club.
- 23&24 Albacore Regatta
* Westwood Sailing Club.
- 30&31 ST. James Town Albacore Regatta
* St. James Town Sailing Club.

SEPTEMBER

- 6 & 7 Area 10 Championships
* Stormont Yacht Club
- 12, 13 Canadian National Championships.
14 Cleveland House.
- 13 MYRC.
Queen City Yacht Club.

OCTOBER

- 6 7 Open Pumpkin Regatta
8 Fanshawe Yacht Club

* Canadian's Qualifier + Bill Gooderham Series