

shackles and cringles

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Executive '81

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Cover - Judy Whitfield. Some of the fleet enjoying an earlier TARTS,

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Executive Notes

COMMODORE'S MESSAGE

This Commodore's Message is being ghost written as Andrea and Haakon Kierulf join several other Canadian crews sailing in the Mid-Winters in Florida - the first of many major regattas to be sailed this year. I can't remember a year with as many major sailing events.

The North American Championships will be sailed in the Muskokas - the U.S. Nationals in the Niagara River at Buffalo. The 1981 Worlds in Virginia in October and the Canadians in September at Toronto. Top all those regattas with the many local regattas - the Gooderham Series and the Junior Canadians - and you have undoubtedly the most complete, and the most competitive sailing schedule offered by any sailing class, anywhere!

All this activity in the Albacore Class does not go unnoticed in the sailing community. New memberships continue to roll in - both from those new to the sport and from those whose names are well-known in other sailing classes. The Albacore lives up to our slogan "The boat to start with - the boat to stay with."

As this is being written the results of the shroud lever referendum are not yet known. What is known is that the response has been very encouraging. More than half of the 1981 membership have participated. No matter what the final result may be the Executive is convinced that the exercise of involving the full membership in this issue has been very beneficial to the Class.

We encourage all members to assist the Executive in setting the goals and objectives for the C.A.A.. Whether by personal call, or letter we invite your comments, suggestions and criticisms of the programmes offered.

1981 promises to be a GREAT year for the C.A.A.. Its success will be assured by your participation in the many sailing events offered.

DAVID WHITFIELD
VICE-COMMODORE

CORRECTOR WEIGHTS - WHERE TO PUT THEM?

Those of you who attended the Annual General Meeting last September will remember that a question was raised regarding the position of corrector weights in boats lacking a centre thwart. Ken Ayrton, the N.A.A. representative on the International Specifications Committee, John Luard, the U.S. Specifications Chairman, and I all agree on the interpretation of this rule. In a boat lacking a centre thwart the corrector weights must be in the same relative position as they would be in if the thwart was there. That is to say high up on the centre-board trunk.

Paul Pudwell
Chief Measurer.

FIRST VICE COMMODORE'S REPORT - REGATTAS

Details of the 1981 Worlds qualifying procedures and the details of the 1981 Gooderham Series events are outlined elsewhere in this issue of Shackles and Cringles. We hope everyone will join in the fun of sailing in these regattas. Your participation in Albacore regattas helps to maintain the Albacore as Canada's largest and most active sailing class.

Also included with this issue is a listing of sanctioned Albacore regattas, as they have been received to late March. I would ask all Fleet and District Captains to review this listing and immediately notify me of any errors or omissions. We wish to have a complete listing for the next issue of Shackles and Cringles. Please do not delay in notifying us of your regatta plans.

Fleet Captains are also reminded that each district may designate up to five regattas as "qualifying regattas" for this year's Canadians "Championship Fleet". The listing in this issue shows those which we are aware of.

Regatta organizers are reminded that Shackles and Cringles will print your Regatta Notices and distribute them free of charge. Please forward them as soon as possible. We will print them as many times as is practicable prior to the date of your regatta, so don't hold off till the last minute - more exposure means more competitors in your event.

Finally, the Executive has decided to make both the North American Championships and the Junior Canadians qualifying regattas for the 1981 Canadians Championship Fleet, in addition to the local regattas. Sailors are reminded that all sailors who compete in at least three "qualifying regattas" will be eligible to sail in the Championship Fleet. In addition, up to ten more positions will be available on the Friday at the Canadians, for those who have not already qualified. (see the last issue of Shackles and Cringles for more complete details).

1981 promises to be an exciting year of sailing for the Albacore Fleet. We look forward to seeing you at the many regattas.

David Whitfield

TARTS IS COMING

1981 "GOODERHAM SERIES" EVENTS NAMED

The second year of the "Bill Gooderham Traveling Series" has now been finalized.

Named in memory of the late Bill Gooderham, the man primarily responsible for the early development of the Albacore Class in Canada, this series is our "league championship". It's designed to encourage inter-district competition by recognizing an overall champion based on the best performance by a crew in at least three of five designated regattas. There's no additional fee for participating in the Gooderham Series - you just pay the normal regatta entry fees.

The regattas are nominated by the Ontario districts and are geographically spaced in the Golden Horseshoe, Toronto, Cottage Country, Eastern Lake Ontario, and Ottawa - the five major areas where Albacores are actively sailed.

For this year the Gooderham Series events will be:

- 1) Conestoga Warm Water Regatta (Kitchener) June 4-5, 1981
- 2) ARK (Kingston) July 5-6, 1981. (Please Note that this will also be a 1981 WORLD'S QUALIFIER)
- 3) Gatineau River Yacht Club Regatta (Ottawa) July 25-26, 1981
- 4) Balsalm Lake Regatta (Cottage Country) August 2, 1981
- 5) Westwood Sailing Club Regatta (Toronto) August 30-31, 1981

All of the above regattas are also designated as qualifying events for the Championship Fleet for the 1981 Canadians.

Sail with us in the Gooderham Series in 1981. Defending Champions Alan Humphreys and Paul Schram have set a high standard for the best in Albacore sailing - the Gooderham Series.

THERE'S STILL TIME TO QUALIFY FOR THE CANADIAN TEAM FOR THE '81 WORLDS

Want to be part of the Canadian Team for the 1981 Worlds? There's still lots of opportunity if you sail in TARTS (May 23-24, 1981) at Toronto Sailing and Canoe Club, or at ARK (July 5-6, 1981) at Kingston Yacht Club.

Under the Qualifying procedures set out last year, two-thirds of the 25 positions allocated to Canada have been awarded based on performances at the 1980 Canadians in the Championship Fleet. As a result, the top 17 finishers who had qualified for the Championship Fleet have been notified that they will be part of the Canadian Team. That leaves 8 more positions - 4 of which will be available at TARTS and 4 more at ARK, for those who have not already qualified. There is a possibility that some more spots may become available to Canadian sailors, depending on the number of U.S. and U.K. sailors who take up the positions allocated to their Associations.

If you wish to qualify for the 1981 Worlds be sure to attend TARTS and ARK. All you have to do is finish in the top four of those who have not already qualified and be in the top half of the fleet being sailed. As stated above, additional qualifying positions may become available. If there are additional spots the membership will be advised at the earliest opportunity.

The Worlds will be sailed October 11-17 at Gwynn's Island, Virginia. Registration will be \$100.00 (U.S.). Hotel accommodation and meals packages will be available at \$325.00 - \$300.00 per team of two. Additional guests may stay at special reduced rates. Ontario sailors will be eligible for WINTARIO funding. This support will assist in travel costs and pay one-half of accommodation costs. No assistance is available for meals or registration costs.

The '81 Worlds promise to be a great sailing experience. Plan your sailing now so that you'll be at TARTS and ARK. Join the Canadian Team.

STRONG 1981 MEMBERSHIP

CAA membership for 1981 now totals 247 - a level equivalent to that at the same time last year. Of these 247, 30 are new members. Our 1981 objective is to increase membership by 10% from last year's 500 to 550. In order to achieve this we are conducting an active campaign to contact known Albacore owners/sailors who are not CAA members. We are doing this by contacting clubs where Albacores are sailed and matching membership lists to the CAA membership list. Many clubs have yet to respond and we urge fleet captains/club commodores to help us strengthen the Albacore Class by sending us the names of known Albacore sailors. We will forward our new member package to all non members.

All CAA members can help support our Association by explaining the CAA benefits to non members. Furthermore, if you sell your Albacore please tell the new owner about your Association and forward his/her name and address to us.

CAA membership is the best buy going! What do you receive?

A quality newsletter which provides a wide range of sailing information from boat maintenance, to cruising, to advanced racing. The newsletter keeps you abreast of developments (eg. the shroud lever referendum), provides Classified Ads. (boat sales) and furnishes a forum for your wit and views.

An excellent and inexpensive Albacore Group Insurance Plan which will save most people more than enough to cover the \$15.00 membership fee.

Access to and support of the Association's sailing activities.

A copy of the Class Yearbook.

Please help us build our Class. Send us the names of your club Albacore sailors and when you see them encourage them to join the CAA.

Charles Colman
Vice Commodore.

OUT AND ABOUT

The last issue of Shackles contained our marketing strategy for 1981, which hopefully you will remember depended on the individual efforts of many members. Here is a brief list of some of the things that have or are being organized.

January Toronto Boat Show stand - see report in the last issue and the photogaph in this one.

February The cross-country ski party at Albion Hills had to be cancelled due to the lack of snow - next year we will try and schedule this event for mid-January when the snow conditions may be more reliable.

Ottawa Boat Show organized by the District Fleet Captain, Doug Noble, and the Ottawa area Albacore owners. Congratulations on a fine effort - separate report.

March Lecture at the R.A. Centre in Ottawa, on 25th, at 7.30.pm. Guest speaker - Barry Poyntz.

April A lecture "Improving the skills of the average club sailor" will be held on April 16th at Burlington Boating and Sailing Club, La Salle Park, Burlington, at 7.30pm. Richard Storer, of Storer Sails, will be the guest Speaker.

An exhibition in St. Catherines' Penn Centre will probably be held in late April/early May. Congratulations to District Fleet Captain, James Howe, and all the other local Albacore sailors who are organizing and/or assisting.

Seminar on April 30th, at Harbourfront, Toronto, at 7.30pm. - see separate flyer.

April/May Bronte Harbour Yacht Club will be organizing two shopping mall exhibitions - Burlington Mall and Hopedale Mall - in connection with Junior and Adult Sailing Courses. Congratulations th Ashley Hornel and B.H.Y.C. members.

Conestoga Sailing Club will be holding their beginning of the season exhibition in a Kitchener/Waterloo mall with the objective of attracting people to the sailing courses (and then into the Albacore Fleet). Keep up the good work Conestoga. The enthusiasme of your members is obviously reflected in the increase of your club's Albacore Fleet.

Summer Killbear Camping - very informal organization - see separate article.

Purchase a trophy for a British Columbia Championship - who will take the responsibility of organizing the event?

We in the executive would welcome learning of the activities of our members and receipt of suitable material for publication in Shackles. This not only applies to people in Southern Ontario but especially to our members in other areas and Provinces.

Again we request:

What can you do to assist? - Please come forward and offer to organize an event, submit an article to the local press.

Please place the notices (classified ads. and regatta dates) on your local club, library, school, supermarket notice boards.

Pass on your copy of Shackles to a non-sailor, library or Doctor's/ Dentist's waiting room.

Peter Brayshaw
Rear Commodore



START WITH TARTS

SUMMER HOLIDAYS 1981

What are you doing for your holidays this year? Have you thought of going sailing and camping at Killbear Provincial Park, near Parry Sound, Ontario? Why not join other Albacore owners cruising, racing, training on slalom courses, lying on the beach in the sun, building sand castles with the kids or sitting round the camp fire having a beer.

Killbear Park is located on a peninsular on the edge of Georgian Bay, but is well sheltered by islands (reported to be 30,000 in number) providing an ideal cruising ground for dinghies. It has nature trails and an open-air theatre with nature type films twice a week. There are seven camping grounds all sited on the water's edge, with a total of 894 camp sites, but due to the size of the park it does not become crowded, although there is competition for the best campsites at peak holidays. Despite the sign on Highway "69" which states "Campsite Full", which seems to be erected in June and is never taken down until late September, one usually does not have difficulty in finding a site if you avoid the peak arrival times of Friday evening and Saturday mid-day. Although one should attempt to locate at Harold's Point Campsite, be prepared on arrival to accept any campsite for the first night and relocate the next day as you observe the more popular/better situated sites become vacant the following morning. Put a notice on the board at the Park entrance with a big A, and give your name and site number so that other Albacore owners can locate you.

Traditionally there is an unofficial dinghy race early each afternoon from Harold's point and around two islands. There is no official handicapping (or prizes) Lasers race against Albacores and Mirrors etc. However, should the Albacore Association know there are likely to be at least 6 Albacores racing, then we would provide a supply of prizes, to be awarded on a weekly basis. (Incidentally, this offer is open to any other holiday type meeting organizes in Canada by and for Albacore Owners/Association members).

I suggest, therefore, that people who intend to take camping holidays, should try and locate at Killbear during the following period:

July 27-31

These and other people who intend to camp this summer at any time during mid-June through mid-September should complete and send in the attached form and the Albacore Association will let you know how many other Albacore sailors will be likely to be in the park at any one time.

We hope to enclose a brochure on Killbear Provincial Park, but at the time of going to print we do not know whether there will be sufficient supplies available.

Peter Brayshaw
Rear Commodore.

The last word...



in finishing first.



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IMMERSION TESTING YOUR ALBACORE.

By PAUL PUDWELL - CHIEF MEASURER of the CAA.

As the beginning of another season comes round here is a rerun of Paul's article, first printed last Spring.

Much confusion surrounds the annual ritual of the buoyancy test - the Albacore owner's equivalent of ordeal by fire.

While many fear the day when their boat must pass the annual inspection, we in the CAA feel that the buoyancy test is a most important part of each sailor's preparation for the sailing season. All boats, wood, composite and fibreglass must successfully pass the annual immersion test as set out in Paragraph 4 of Part B of the Rules.

First, in order for the test to be properly conducted, it must be witnessed by one of the following; a flag officer of your sailing club; an official CAA measurer; a member of the CAA Executive.

Secondly the test must be in accordance with the rules. There are two different but equally acceptable methods of conducting the immersion test.

There are three separate buoyancy compartments in an Albacore. Each tank must be fully immersed for at least five minutes.

One common method of immersing a boat is to extend the boat on its side, while holding the mast parallel to the water. It is imperative that the side tank and the front buoyancy tank are immersed. This can be accomplished by having someone, preferably your loyal crew, sit on the high side. When immersion testing using this method, each side must be immersed for at least five minutes. In addition, the rules require that the boat be flooded in its upright position and 270kg (595lbs) of weight be placed in the boat in the vicinity of the centreboard casing. The boat in that position must float with the gunwales out of the water and be stable. All buoyancy tanks, air bags and positive buoyancy must remain in place to successfully pass this test.

The alternative method of testing an Albacore's buoyancy is to flood the boat in its upright position. One must place at least 270kg (595lbs) of weight in the vicinity of the centreboard trunk, insuring that all three compartments are fully immersed for five minutes. This test effectively checks all three tanks at one and the same time, while complying with the test requiring the boat to be immersed with at least 270kg. of weight.

Your Albacore will successfully pass the test if there is less than $\frac{1}{2}$ litre of water in each separate compartment, and if the boat, when flooded, remains stable, with the gunwales above the water and all the buoyancy remains in place.

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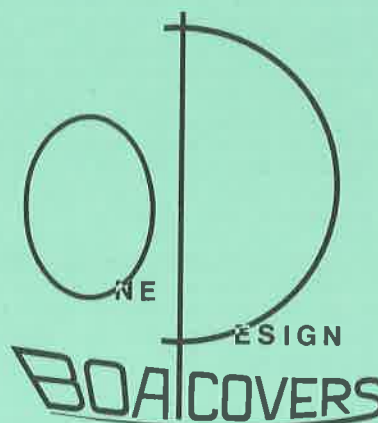
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Know the Rules

SIMPLE REALLY

The IYRU rules are brought together under various headings. In order to compete in a race it is only necessary to grasp and apply the broad principles as set out in Part 4 of the Rule Book: The Right-of-Way Rules, which govern the manoeuvres of yachts while racing and state which yacht must keep out of the way of another. With this knowledge the novice can expect to keep out of trouble himself and avoid illegally interfering with his fellow competitors.

Gerald Sambrooke Sturgess, an internationally respected expert on the rules, explains these basic principles.

The rules are designed to fulfil three requirements. First, to enable yachts to manoeuvre safely at close quarters, i.e., to avoid collision. In theory, there should never be a collision under the right-of-way rules if it can possibly be avoided; in practice, however, when a yacht that should have kept clear fails to do so, the right-of-way yacht is not prohibited from stressing the fact that the give-way yacht did not keep clear by just touching her. Second, to ensure that yachts compete equitably against each other and third, to be educational. It is important to appreciate that the rules apply to all types and sizes of boats, sailing offshore, inshore and on inland waters, in all kinds of wind, weather and tide.

It follows that in normal conditions that when two boats touch while racing, one of them must have infringed a right-of-way rule and should be penalised, unless after hearing a protest the race committee finds that the contact was minor and in the circumstances unavoidable, but this is not a matter for the two helmsmen to decide themselves.

Some sailors quite wrongly believe that it is unsporting to protest. Owing to the fact that it is impossible for a race committee to police the whole racing area for possible rule infringements, the competitors themselves are required to ensure a strict observance of the rules by protesting against any yacht that infringes against them. A competitor who is not penalised for infringing a rule will obtain points and a place in that race to which he is not entitled, to the detriment of the other helmsmen who carefully observed the rules.

The pleasure and satisfaction to be obtained from competing in any given club or class entirely depends on the attitude of its members towards strict rule observance, and certain classes are notorious for their flagrant disregard of the rules.

The first rule in the book - the Fundamental Fair Sailing rule - makes it clear that a yacht shall compete in a race only by fair sailing, superior speed and skill. In other words trying to win a race by knowingly infringing a rule is cheating, and this is quite foreign to the sport. Consequently, when a yacht knowingly infringes a rule she should immediately either retire or, if an alternative penalty

applies, exonerate herself. Nevertheless, if she does neither and persists in racing, from the safety point of view the other yachts must accord her such rights as she may have under the rules of Part 4, and should protest against her.

Again, from the safety point of view, a yacht should hail another yacht when making an unforeseen alteration of course and when claiming an overlap at a mark or obstruction.

In the interests of both safety and equity, a right-of-way yacht is prohibited from altering course so as to prevent the give-way yacht from keeping clear, or so as to obstruct her while she is keeping clear, except in three special situations.

It should not be difficult to understand and apply these principles, as they are based on common sense and fair play.

Turning, now, to the rules governing the right of way between two approaching yachts, they are framed to cover the four basic positional relationships that can exist between them:

- 1) On opposite tacks - the port-tack yacht keeps clear.
- 2) On the same tack - the windward yacht keeps clear.
- 3) One or both yachts are changing tack, either by tacking or gybing - the yacht which is changing tack keeps clear, unless both do so simultaneously, when the one on the other's port side keeps clear.
- 4) One yacht is anchored, aground or capsized - the yacht under way keeps clear.

These right-of-way rules are subject to modifications of three kinds:

- a) there are some exceptions to the basic rules;
- b) There are some limitations on the freedom of manoeuvre of the right-of-way yacht;
- c) There are some transitional periods during which rights shift from one yacht to another that need to be provided for.

The right-of-way rules in general apply to yachts racing in open water but when they approach marks and obstructions, such as shoal water and the shore, in the interests of safety it becomes necessary to make certain exceptions to these rules.

In addition, the right of way held by a yacht under one of the basic rules is never absolute; her freedom of manoeuvre is in certain circumstances limited: for example, as mentioned she may not prevent another keep clear.

Finally, the rules recognise that when the right of way shifts abruptly from one yacht to another as, for example, when a yacht establishes an overlap to leeward from clear astern of another, or after a yacht has completed a tack, the erst-while right-of-way yacht, which is now required to keep clear, is entitled to 'ample room and opportunity to keep clear'.

(Reprinted from Yachts and Yachting)

The new edition of the IYRU Rules, with the most recent additions and/or interpretations will be published early in April by the C.Y.A. The book will be available from Provincial Sailing Associations and all good sailing book stores.

PREDICTING THE WEATHER

ALAN WATTS HAS SOME HANDY RULES FOR DECIDING WHAT IS IN STORE.

Many marine forecasts apply to the big ships and the small-boat sailor therefore has to listen to marine forecasts with a certain reservation. Because they are so numerous, small craft do get special mentions on radio and TV broadcasts. But it often happens that although a sailor has heard and watched all the information, he still has a great deal of doubt about what the weather is going to do.

There are several reasons for this. One is that a large number of those who go afloat for pleasure don't care much for meteorology. Who can blame them really? Not everyone wants to wade through textbooks on weather to find that what they have read has only an occasional use for them. There are not many weather texts written exclusively for small-boat sailors, and even these texts may seem somewhat forbidding.

But let's face it. No matter what you may say about the abilities of the Weather Service, they do a job that neither you nor I can do and that is to warn us, often many many hours in advance, of what is likely to happen to the weather. Sometimes they are wrong but it is not half as often as some people would have you believe.

A lone observer, watching his patch of sky, cannot forecast the coming weather all the time, but there are certain situations where the look of the sky foretells the sequence of events that can have important consequences for the small-boat sailor. And it is possible to get a jump on the weatherman, right in your own back yard, where the proximity of land and water, hill and river, make a great deal of difference to the weather experienced.

All of us who sail know how easily the wind can shift from place to place and no forecast, however detailed, can hope to give guidance on that kind of vagary. Your own bit of knowledge can help you come up with answers about why the wind shifts, or when it may rain or blow.

In days gone by the shepherd sitting on his hillside and the fisherman grappling with death at sea both stayed put. They grew to know the look of their own skies and what these predicted in the way of trouble ahead. They developed a sixth sense about when it was likely to get dangerous.

Today we go to sea without the benefit of a lifetime of experience. We sweat in an office all the week and then suddenly throw it all off and become mariners. We need help in assessing the weather, a great deal of help. But like all help, it has to be practical.

So what to do? You can either rely on the forecasts to keep you out of trouble at all times, or you can take what the forecasters say, and try to add a bit yourself. Here you have to limit your horizons. You cannot hope to learn in a flash what professional forecasters have taken a lifetime to learn. It is the important signs you want to learn first; the ones that will have you in port before the storm breaks.

Of all the important rules that can make anyone a forecaster, what I call the Crossed Winds rules, are the most likely to bring you success and keep you clear of trouble. First, you have to learn to recognize a cloud or two and take time out to watch the way the clouds move. In a continent like North America where the weather is more changeable than anywhere, the Crossed Winds rules come into their own for they are based on universal principles of the atmosphere that must work wherever you are in the temperate latitudes of the Northern Hemisphere. (For the Southern Hemisphere you have to change the rules slightly.)

The rules work like this. When a great mass of warm air is going to follow a mass of cool air, the wind at higher altitudes must blow in from the left of the surface wind. And when cool air is to follow warm, then the wind aloft must blow from the right of the surface wind. When the winds aloft and below are blowing in roughly the same direction, then no great change is to be expected for several hours.

To make the rules practical and useful they can be stated this way.

Crossed Winds Rule 1: Stand with your back to the wind, and if the high clouds come from the left look out for a Low.

Crossed Winds Rule 2: Stand with your back to the wind and if the high clouds come from the right then eventually the weather's going to be Right.

Crossed Winds Rule 3: Stand with your back to the wind and if the high clouds stream with or against you, there will not be much change for some hours.

Of the three Rule 1 is the most important, it foretells deterioration in the present weather system. When the upper sky is visible and has cirrus clouds in it, stand under some natural grid like the branches of a tree, a TV antenna, electricity or phone wires and see how a conspicuous element of the cirrus moves.

Of course there are problems. You have to stand with your back to the true surface wind and not some wind that has been deflected by buildings or trees. The most effective way, if low cloud-like cumulus is about, is to watch how it moves and use that as a guide arrow for measuring the direction of the surface wind. And if you are near the coast in fair conditions, the wind you have may be a sea or land breeze which again is not the true surface wind. Here the cumulus, which is above the local breeze, will give you the direction of the true surface wind.

When you have determined the direction of the surface wind, making a forecast using the Crossed Winds rule can be helped not only by the direction the high clouds move from, but also by their speed of movement, (the faster they move the more violent the weather to come) and by their individual conformation. The more they are placed in one single direction, the worse the weather is likely to be.

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POINT FOR STORER SAILS.

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TORONTO 363-5627

I remember a few years ago when we had one of those September storms which somehow seem to coincide with the peak of the hurricane season. Winds got up to 100 knots and many boats sank at their moorings. Yet I was able to forecast that gale a full 24 hours before it broke simply by analyzing the look of the sky.

The first signs were great banners of high clouds streaming down from the northwest (which is the typical direction) and they were moving so fast that you did not have to use a grid to see them travel against the backdrop of the sky. That was the first sign of high wind to come. Then I saw their linearity, and finally their density. Sparse open cirrus clouds usually mean "broken-up" weather, but these great wells of cloud were solid despite their height.

Then there was the surface wind. West at first, it backed, like winds do ahead of trouble, into the southwest and later south. You will see that that made Rule 1 apply. The next day the wind freshened to gale and storm force in some sea areas. Of course in between were the first gathering cloud layer, lowering skies, and then rain. The Crossed Winds Rule predicted that progression as well.

It is not all that important to sailors that they get wet. But to be caught out in a gathering gale and to be unable to make shelter is a different story and it could mean, as a quote from the Weather Service so baldly puts it, "the difference between life and death."

How Fast Are Your Foils?

A sailboat is like an airplane with one wing in the air and the other in the water. It can only go as fast as its slowest Foil. You have spent a lot of time getting your sails right, but what about your Board and Rudder? Are they the right shape, stiff, fair?

ML FOILS are designed to get the most performance within the class rules. THE SHAPES are high lift low drag N.A.C.A. sections which are accurately reproduced by our shaping machine. The machine is a custom designed electronically controlled three dimensional milling machine. STIFFNESS is obtained by ML's system of epoxy laminating and epoxy glassing specially selected quarter sawn woods. FAIRNESS is the result of 4 separate finish sanding operations and spray painting with Awlgrip, a tough high quality finish.

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Albacore Centerboard \$300 Rudder \$200
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Prices effective from October 1, 1980

50% deposit required with an order

TRAVELLING.....BY GRAHAM ROGERS

The following contribution describes how two people, who many of their friends thought were old enough to know better, started sailing an Albacore and how the boat took them to many places and made them many friends. Our sailing progress and travelling are so intertwined that it is impossible to talk of one without the other. If it wasn't for sailing and travelling and the friendship involved it is very unlikely that we would be living in Toronto now.

There always seems to be a camaraderie amongst sailors but it is greatly enhanced by experiences shared away from the usual club waters. Club sailing is great and travelling to open meetings is no alternative, rather an extension. Why not participate in the Gooderham Trophy Series this coming season and find out what we mean?

(Jean)

We had been sailing less than 10 times when we joined our first sailing club and started racing in the Handicap Fleet. Our little boat was soon outpaced and we always finished well behind everyone else. The Albacores really impressed us as they plumed past en masse exulting in the Solent chop. So, with the profits from a summer teaching trip to Brazil we bought our first Albacore, A.1690, renamed 'Pineapple Poll'. We sailed her right through that winter, sometimes on Wednesday afternoons, at other times on Sundays and so, when the first club races started at the end of March, we at least knew what she felt like. We enjoyed our club racing and made some new friends and rivals. We learned a lot at Hamble that year, racing three times a week in a tidal estuary, where the spring tides run at about 4 knots and it feels as though someone has pulled the plug out. June arrived and David and Anne Bratcher bullied us into entering the Parkstone Yacht Club Open Regatta. We were very reluctant to go; we had only just started racing; we hardly knew the racing rules; we didn't want to show our ignorance to the elite. Parkstone was the elite then with John Herbert runner up in the previous year's National Championship, on the brink of winning the current year's event and becoming the World Champion in 1973. And John didn't have it all his own way in the club races! Yes, Parkstone was the best. Well, we raced; I'm not sure whether anyone else thought so and the Race Committee must have wished we would retire so that they could go home. We learned a lot from our errors but, more important, we made new friends and we were not discouraged. Later that year we went back to Parkstone Y.C. for part of Poole Week, a week long regatta for about 20 different classes, some keelboat, some dinghy, some local one design and some national and international, with one race a day for each class.

By now Jean and I were sailing crazy and when club racing finished at the end of October we refused to pack up the boat. The Wessex Albacore Association (synonymous with Parkstone Y.C. in those days) organised a winter series from mid-October until Christmas in Poole Harbour. We still remember our early Sunday morning drives down to Poole. Crisp winter mornings, usually, with the low sun reflecting off the frost lying on the New Forest heathland. Winter sailing is still an adventure and adventure is

good for cementing acquaintances into friendships. But winter sailing in Poole Harbour was almost magical at times, with flocks of wintering Canada geese skimming over the waves alongside us as we reached, perhaps through light mist, to marks with unlikely names such as Aunt Betty and Stan's Mark.

The following year we decided to do more travelling and we went to open regattas at Parkstone, Christchurch and Stokes Bay as well as entering our own club open regatta. We were last in almost every one; other boats retired when we overtook them, and by that October we had become quite wellknown, if not infamous. We went to the Worlds that year, too, in Plymouth and met our first Canadians, Ian and Joan Rogers. We were not last but I cannot boast to finishing in the top half of the fleet. Tales are still told of the wind and waves, which made everyone remember Plymouth Harbour, (its nice to be part of a legend) but we remember that week because of our decision to buy another Albacore. A.5171 'Right On', only completed at the end of May, was already a successful boat and had finished 5th overall at Plymouth. We were apprehensive that a proven fast boat would go just as slowly with me at the helm as 'old reliable', but we took the plunge and became the very proud owners of 'Right On'. It was the right decision and with our new boat speed we improved to 4th overall in that year's Wessex Winter Series.

Now into our third year of Albacore racing we travelled the length and breadth of England and even into Scotland for the National Championship. We made friends in Plymouth, Manchester, Edinborough Ullswater, London and all along the South Coast of England. By our persistence rather than our brilliance we qualified that year for the Worlds to be held in the U.S. the following year. Albacore sailing at Hamble River S.C. had declined and early in 1975 we moved along the south coast to join Stokes Bay S.C. We didn't know until afterwards that The Bay was the birth place of the Albacore. When we joined A.1 was a regular competitor and an outrageously fast boat. Stokes Bay is much more open and exposed than Hamble and the sea can be rather confused at times. Launching from a shingle beach into a three foot swell was, at times, more than interesting and always very wet.

The year in which the Worlds was last held in the States (1975) saw us building up by sailing where ever and when ever we could. Regattas were by now taken in our stride and we looked forward to seeing all the regular circus of crews who went the rounds. The Worlds was different and my colleagues at work thought me mad, "why on earth do you want to go to America just to sail a dinghy?". Why indeed, but go we did, and North America did us proud. The nearest international airport to the Worlds venue (the then National Sailing Center at Association Island, Henderson Harbour, N.Y.) was Toronto and for a week before the Championship the British team discovered Canadian Hospitality. Jean and I toured Toronto, basked in the best of Ontario's summer and became the firm friends of Nick and Lesley Hancock, our hosts for the week. The racing the following week was almost an anti-climax but we enjoyed ourselves and learned a great deal (what a Great Lake line squall is for example).

Now five years later we are still sailing an Albacore but not on the South Coast of England. Now we belong to our third sailing club and that's in Toronto and we have our third Albacore, # 6816, "Mistress Quickley". Because we had met and become the friends of Canadian Albacore sailors we found that we settled into Canadian life fairly painlessly, when we settled here two and a half years ago. In our first season we had no trailer and so ventured no further from Humber Bay than the Outer and Inner Harbours but last year saw us on the road again. The regattas we went to, though very different from the U.K. ones, were all very enjoyable and we continue to increase the number of our sailing friends and acquaintances. While we had a fairly successful racing season, it is the people that we shall remember, those against whom we competed and who welcomed us into their club houses and even their homes.

Can I persuade you into travelling in 1981? It really is great fun and there are many regattas to choose from all over Ontario. You don't have to be an expert to enjoy open meeting racing, in fact its the fastest way for a novice to learn, and win or lose the social atmosphere is the same. Travelling has other advantages too. If you go to other club's regattas you can bully their membership into supporting your open. Why not just try out one or two nearby to start with and then, if the bug bites, who knows, you may emigrate to England!

AREA 10 NEWS

Once again the area was represented at the Ottawa Sportsmen Show. The booth was well attended and hopefully will resolve in increased membership.

Many thanks to John Chamdler for the use of his boat; Richard Storer for the sails; and the many people who manned the booth.

A tentative schedule for regattas has now been prepared and it is published elsewhere in this issue. Please note the dates carefully as some events have been changed. Hopefully there are no conflicts.

Doug Noble.
District Fleet Captain.

(The District 10 Regattas are incorporated in the Regatta Calender. Ed.)

DISTRICT 3 NOTES

Seminar at Burlington S.B.C. on April 16th, at 7.30pm. Guest Speaker will be Barry Poyntz. Topic - Sailing an Albacore Successfully - is directed at the average club sailor.

The designated race for the 'Gooderham Trophy' in the 'Golden Horseshoe' will be the Conestoga Warm Water Regatta on 6 & 7 June.

Two bits of news to pass on fom our friends over the border. Niagara Sailing Club's own regatta for the Niagara River Championship, will be sailed on the same course as the U.S. Nationals This regatta is on 11 & 12 July. Prior to the U.S. Nationals the USAA is hoping to run a Ladies and Junior Regatta on the 19th August. August 20th will be given over to registration and measurement and the Regatta starts on 21st and continues on 22nd & 23rd.

Jim Howe
District Fleet Captain

Fleet Captains

Bronte Harbour Sailing Club.
Eugene Duynstee (416) 822-6696

Burlington Sailing & Boating Club.
Jamie Vallance (416) 634-9592

Conestoga Sailing Club.
George Roth (519) 885-4325

Royal Hamilton Yacht Club.
Ian Coutts (416) 639-7679

Parkway Sailing Club.
Bill MacLeod (416) 357-9257

TARTS 23 AND 24 MAY

Over the Transom

Last December O.S.A. announced the appointment of the new Recreational Sailing Co-ordinator. Wendy Wadham has taken over this position and will be responsible for Instructor Development, Learn-to-Sail Programs, Mobile Sailing Clinics, Physically Disabled Programs and all other recreational activities. Wendy will be well known to many of you as she is an active member of Lake of Bays Sailing Club and for the past two years has been Director of the Georgian Bay Sailing Camp.

Many of you will remember Roger Redwin at Racing Sailboat Services. Roger is still busy repairing boats and building foils. He can be reached at (416) 259-8802.

Anyone considering a trip to the US Albacore Nationals might plan a familiarization regatta over 11th and 12th July. Hosted by Niagara Sailing Club, the regatta will be on the same course as the US Nationals and will incorporate the Niagara River Championships.

How many of you out there in Albacore Land would like to edit Shackles and Cringles? At least one I hope! I shall be resigning from this chair no later than the next Annual Meeting. If anyone would like to take over earlier that's fine by me. Its not a difficult task and you certainly don't need any special skills. You don't even need a typewriter as the Association makes available a super Olympia 77 machine, complete with correcting tape for the likes of me!

PLEASE DISPLAY THE CLASSIFIED PAGE ON YOUR CLUB, OFFICE OR WORKS NOTICE BOARD.

HARBOUR MASTER'S SERIES

Here, from Mike Kimber, is all the info. you need about this series over six Sundays in the Inner Harbour, Toronto.

Location: R.C.Y.C. marks - Toronto Bay.
 Start Times: 2 Races per date
 1st race - warning 13.20,
 start - 13.30.
 2nd race - ASAP after completion
 of first.
 Dates: As published, see Calender.
 To Enter: Cheque, payable to John Shipman,
 sent to Series Treasurer,
 John Shipman,
 44, Carus Avenue,
 Toronto, M6G 2A4
 plus your name, address, club,
 M. number. Race Instructions
 by return mail.
 Prizes: Each race - 1st, 2nd, 3rd,
 2 Harbour Master's glasses.
 Series - Mann Trophy for best
 8 of 12 starts.
 More Info? Mike Kimber RCYC. 767-4476 (H)
 598-5047 (O)
 John Shipman NTSC 537-7005 (H)
 965-0322 (O)
 John Langley WSC 484-7065 (H)
 630-7241 (O)

Last Year's Results

1	D.Treissman	6628	RCYC	13.0
2	M.Owen	480	RCYC	22.25
3	K.Browne	6157	OHCC	39.00
4	G.Leslie		WSC	46.75
5	D.Kimber	4633	RCYC	58.75
6	R.Batt	3731	OHCC	66.50
7	D.Sherwood	6701	RCYC	67.00
8	D.Stamper	6840	RCYC	80.00
9	Pitman		WSC	88.00
10	L.Safrata	6210	RCYC	88.75

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board down 4'9"
Sail area 125sq ft

THE boat to stay with -----



Boats for Sale

A 6105 Allen hull in superb condition, white with yellow deck. Elvstrom mast, Fogh boom, 2 suits sails (1 suit Storer hardly used), Suunto compass, Certificate, Wiscot trailer, launching dolly, fitted top cover, paddles, life jackets, wet wear. \$2350 ono.

Contact Bob Drinkwater,
22 Woodlawn Drive,
Grimsby, Ontario.

(416) 945-3836 (H)
233-3216 (B)

A 6665 Don Young hull, built 1977, wood. Fully refinished following 1980 sailing season. Included is one suit Fogh sails, only 1 year old, mast, boom, rudder, centreboard. Racing gear includes compasses, shroud levers, mast pusher, Harken/Sail Speed ball bearing blocks. Good racing record.

Contact John Morgan (416) 276-6142 (H)
928-4479 (B)

A 6251 'ELLIYACHT' Finished by Racing Sailboat Services in Jan. 1979, minimum weight. 2 centreboards, 2 rudders (1 fixed, 1 flip up), 2 suits Storer sails, Harken equipment throughout, mast ram, jib tensioner, shroud adjusters, all controls to windward side. Adjustable hiking straps. Jib bar. Extra Klegicell stiffening in the floor. Good race record. Excellent condition. Contact Graham Elliott (416) 762-8659 (H)
BEST OFFER SECURES.

A 5858 Rondar hull. Many extras. Very good condition. North American Champion 1975. 2nd place 1975 Worlds.

Contact Rory McIntyre (613) 225-8718 Ottawa

A 3105 Grampian hull, white with red deck, repainted. 2 suits of sails, Storer and Rockall. Boat cover. \$1200 or best offer.

Contact Cliff Rayment (416) 491-1151 (H)
599-4568 (B)

A 4410 Skene hull, two suits Storer sails, fully rigged for racing with centre traveller, excellent race record. Launching dolly. \$1900.

Contact David Treissman (416) 773-4274 (H)
Box 476 883-2111 (B)
Richmond Hill,
Ontario. L4C 4Y8

A 6154 'KALLA II' Skene hull, in good condition, white with white deck. Elvstrom spars, two suits of sails (Storer and Fogh), 'magic box' jib tensioner, shroud levers, adjustable hiking straps, custom made top and bottom covers, trailer. Minimum weight. Current buoyancy and measurement certificate. Good racing record

Contact Don Behan
136, Matchedash St. N. (705) 326-6570
Orrillia, Ontario.
L3V 4V1

A 3892 Grampian hull, white with light blue deck. Two suits of sails, two centreboards (one wood), all gear complete for racing or cruising. Currently located in Oakville. Can be delivered. \$1400.

Contact Eugene Duynstee (416) 822-6696 (wk.eve)
270-5978 (w/e)

A 4894 'TANGLEFOOT' Skene hull, Proctor D mast, completely outfitted for racing. Re-finished hull and centreboard, custom rudder (plus spare), mast ram, prebender, shroud levers, hiking pads, adjustable hiking straps, twin compasses, Elvstrom bailers, traveller or bridle sheeting. Storer sails 1 main, 2 jibs. Very good racing record. Top cover, launching dolly and trailer included. Available now. Contact Gil Parcell (416) 759-0207 (H)

A 6641 'MACDUFF' Young hull, wooden, very well equipped for racing. Pronto trailer and dolly. Contact Bill Cumming (416) 845-3204 (H)
845-2571 (B)

A 3445 Skene hull, two suits of sails, Proctor spars, nearly new canvas cover, launching dolly. Consistent local race winner. \$1550. Contact Phil Lange, (416) 681-0442 (H)
471, Lorne St. #1 845-9264 (B)
Burlington, Ontario.
L7R 2T2

A 6040 skene hull new in 1977. In excellent condition and complete with trailer. Call (519) 759-3221

A 4256 McGruer hull, Elvstrom mast, Storer sails, race equipped. Good condition. Dolly, fitted cover and paddles. Best offer over \$1700. Contact Bill Brummitt (416) 486-1652 (H)
(613) 966-4051 (W/E)

RONDAR hull, white with blue deck. Elvstrom spars, Fogh sails, refinished rudder and centreboard, 2 paddles, cover, dolly. Can be seen at The Boulevard Club, Toronto.

Contact Gord Thompson (416) 489-4316 (H)
869-0990 (B)

GRAMPIAN hull in good condition. Excellent suit of sails, aluminum centreplate, canvas cover. Unused for 2 out of 5 years. Can be seen at Whitby Yacht Club. Call (416) 284-2287

Equipment for Sale

FOGH main and jib cut 1980 and used only half a season. 2nd Westwood Regatta and 4th Saint Jamestown Regatta. \$300

Contact David Howard (416) 465-6144 (H)
252-7121 (B)

CENTREBOARD for Albacore, built by Davis of England.

Contact Jerry Selwyn (416) 447-5053 (H)
361-3950 (B)

CHIEF SAILING INSTRUCTOR required by Lake of Bays Sailing Club. Nine weeks, approximately June 28 to September 5. O.S.A. Red or Blue rating required.

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1483, Westbrook Drive,
Peterborough, Ontario.
K9J 6R5

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Regatta Dates

MAY

23, 24

TARTS * !
Toronto Sailing & Canoe Club

JUNE

6, 7 Warm Water Regatta * +
Conestoga Sailing Club

6, 7 Upper Canada Regatta *
Stormont Yacht Club

6 MYRC
National Yacht Club

7 Harbour Master's Series

13 Albacore Regatta *
Royal Hamilton Yacht Club

13 MYRC
Royal Canadian Yacht Club

19, 20, 21 North American Championship *
South Muskoka Sailing Club

20, 21 Niagara Frontier Regatta
Buffalo Canoe Club

20 MYRC
Ashbridge's Bay Yacht Club

21 Harbour Master's Series

27, 28 Lac Deschenes Regatta *
Lac Deschenes SC Ottawa

27, 28 88th LSSA Regatta
Toronto Sailing & Canoe Club

27 Albacore Regatta *
Bronte Harbour Yacht Club

28 Harbour Master's Series

AUGUST

1, 2 24 Hour Race
Stormont Yacht Club, Cornwall

2 District 8 Championship +
Balsam Lake Sailing Club

8 Albacore Regatta
Mooredale Sailing Club

8, 9 Ontario 19 & Under Double Handed Champs
Toronto Sailing & Canoe Club

15, 16 Canadian Albacore Junior Champs.*
South Muskoka Sailing Club

15 Wine & Swine Regatta *
North Toronto Sailing Club

15 Open Centreboard Regatta *
Burlington Sailing & Boating Club

21, 22 U.S. National Championship
23 Niagara Sailing Club N.Y.

22, 23 Don Rantz Regatta *
Lac Deschenes Yacht Club, Ottawa.

23 Harbour Master's Series

29, 30 Area 10 Championship *
Brittania Yacht Club, Ottawa

29 Albacore Regatta * +
Westwood Sailing Club

JULY

4, 5 District Three Championship *
Parkway Sailing Club

4, 5 ARK '81 * + !
Kingston Yacht Club

4 MYRC
Port Credit Yacht Club

5 Harbour Master's Series

11, 12 National Capital Regatta
Brittania Yacht Club, Ottawa

11, 12 Niagara River Championship
Niagara Sailing Club, N.Y.

11 Invitational Albacore Regatta
Lake of Bays Sailing Club

11 MYRC
Island Yacht Club

12 Harbour Master's Series

18 MYRC
Boulevard Club

19 Harbour Master's Series

25, 26 Albacore Regatta * +
Gatineau River Yacht Club, Ottawa

25 MYRC
Toronto Sailing & Canoe Club

26 Harbour Master's Series

SEPTEMBER

5, 6 Albacore Regatta *
Saint Jamestown Sailing Club

11, 12 Canadian National Championship
Toronto Sailing & Canoe Club

19 MYRC
Queen City Yacht Club

26 Humphrey Trophy
Boulevard Club
Last chance in Toronto to tune up
for the Worlds. Several short races,
and grog, to keep you on your toes.

OCTOBER

11 - 17 World Champs. Gwynn's Island, Va. USA

* Canadian's Qualifier

+ Gooderham Series

! Worlds Qualifier

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OUR 1980 RESULTS SPEAK FOR THEMSELVES

1st NORTH AMERICAN CHAMPIONSHIP (3rd consecutive year)
1st, 2nd, 3rd, 4th, 5th

1st U.S. CHAMPIONSHIP (4th consecutive year)
1st, 2nd, 4th, 5th

1st CANADIAN CHAMPIONSHIP (5th consecutive year)
1st, 4th, 5th

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ALBACORE
DINGHY RACING SEMINAR

THURSDAY, APRIL 30TH 1981
7:30 P.M.

Harbourfront
Toronto

BRIGANTINE ROOM, YORK QUAY CENTRE
TORONTO

- PAUL HENDERSON - Vice-President, International Yacht Racing Union
- TAM F. MATTHEWS - Member of Canadian 1980 Olympic Team and winner of 1977, 1979, 1980 Canadian 470 Championships
- BARRY POYNTZ - Winner of 1976, 1978 - 80 Canadian Albacore Championships and 1978 Canadian 470 Championships

will give short talks and conduct discussion groups dealing with

1981 RACING RULES

TACTICS

HOW TO MAKE AN ALBACORE GO FAST

All sessions will run simultaneously in different locations and will last 3/4 hour. The sessions will be repeated, as necessary, and it is anticipated that participants should be able to take part in all three groups during the course of the evening. However, due to the limited time, discussions should relate only to matters relevant to Albacore racing.

Admission is free and light refreshments will be provided, but to assist the organizers with arrangements, it will be appreciated if intending participants will advise the Secretary, Judy Whitfield, 285 Durie St., Toronto M6S 3G2, telephone (416) 767-4447



CANADIAN ALBACORE ASSOCIATION SPONSORED REGATTA

TARTS 1981

7th Annual Toronto Albacore Regatta at T.S. & C.C.
 LOCATION: Toronto Sailing and Canoe Club, Humber Bay.
 DATE: Saturday, May 23 and Sunday May 24, 1981.
 PROGRAM: May 22 - Registration, 8.00pm. to 10.00pm.
 May 23 - Registration, 8.30am. to 10.30am.
 - 2 races back to back, 1st start 12.00 noon.
 - roast beef dinner, 7.00pm.
 May 24 - 2 races back to back, 1st start 11.00am.
 - prize giving.

NO SKIPPER'S MEETING WILL BE HELD

SCORING: Olympic, best three races to count.

ACCOMODATION: Numerous hotels and motels just west of the club.

MEALS: Light snacks will be available on Saturday and Sunday. Roast beef dinner on Saturday and box lunches on Saturday and Sunday must be ordered in advance.

REGATTA CHAIRMAN: Normands Berzins,
 516, Wellington St. W.
 Toronto, Ontario.
 M5V 1E3.
 (416) 368-5526 (B)
 925-0482 (H)

REGISTRAR: Mrs Judy Whitfield,
 285, Durie Street,
 Toronto, Ontario.
 M6S 3G2.
 (416) 767-4447 (R)

NOTE: This regatta is a qualifier for the Championship Fleet at the 1981 Canadians. It is also designated as one of the 1981 Worlds Qualifying Regattas.

Detach and mail to the contact person above.

TARTS 1981

SKIPPER NAME:

CREW NAME:

ADDRESS:

ADDRESS:

PHONE NUMBER:

BOAT NUMBER:

BOAT NAME:

CLUB:

CAA MEMBER: YES NO

MEASUREMENT CERTIFICATE WITH CURRENT BUOYANCY ENDORSEMENT

ENTRY FEE: \$15.00
 Non-CAA Member Fee \$ 3.00
 - Roast Beef Dinners \$ 8.50 (Sat.)
 - Box Lunches \$ 2.50 (Sat. & Sun.)
 Total Amount Enclosed \$

WAIVER OF LIABILITY: By participation in this regatta, I understand that I voluntarily assume and am knowledgeable of the risks of sailing and I assume sole responsibility for myself, my crew and boat. I agree to hold harmless and free of any liability the sponsoring club, its members, employees or individuals appointed or volunteering for the regatta and the Canadian Albacore Association for any damage, material or personal, suffered by me during the racing or otherwise.

DATED: _____

SIGNATURE: _____

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(519)6382673

Warm Water Regatta 6-7 June 1981

ALBACORE WAYFARER

FIVE RACES (3 SATURDAY AND 2 SUNDAY)

OLYMPIC SCORING

We cordially invite you to participate in our "Warm Water" Regatta which every year attracts many of the leading sailors in these classes. By June 1st, our water temperature will be approximately 15°C (60°F). This plus the interesting winds make the Conestoga Sailing Club's Annual Regatta the ideal first regatta of the season.

FACILITIES:

- * Club house, wharf, gravelled launching area, parking and shaded lawn area.
(PLEASE, NO PETS ALLOWED)

ACCOMMODATION:

- * Limited camping on an adjacent site to the club.
- * Camping at Grand River Conservation Authority Park.
- * Motels in Kitchener - Waterloo area.

PROGRAM:

- * Registration Friday 6:30 p.m. to Saturday 10:00 a.m.
- * Skippers' meeting 10:00 a.m., Saturday.
- * Sunday, Skippers' meeting announced Saturday p.m.
- * Presentation of awards 2:00 p.m. Sunday.
- * Albacore qualifier for the 1981 Canadian and District 3 Bill Gooderham Trophy.

FOOD:

- * Canteen service for snacks, Saturday and Sunday.
- * Saturday, there will be a full hot dinner available at 6:00 p.m. - roast beef, mashed potatoes, vegetables and desert. Dinners must be reserved by Friday midnight.

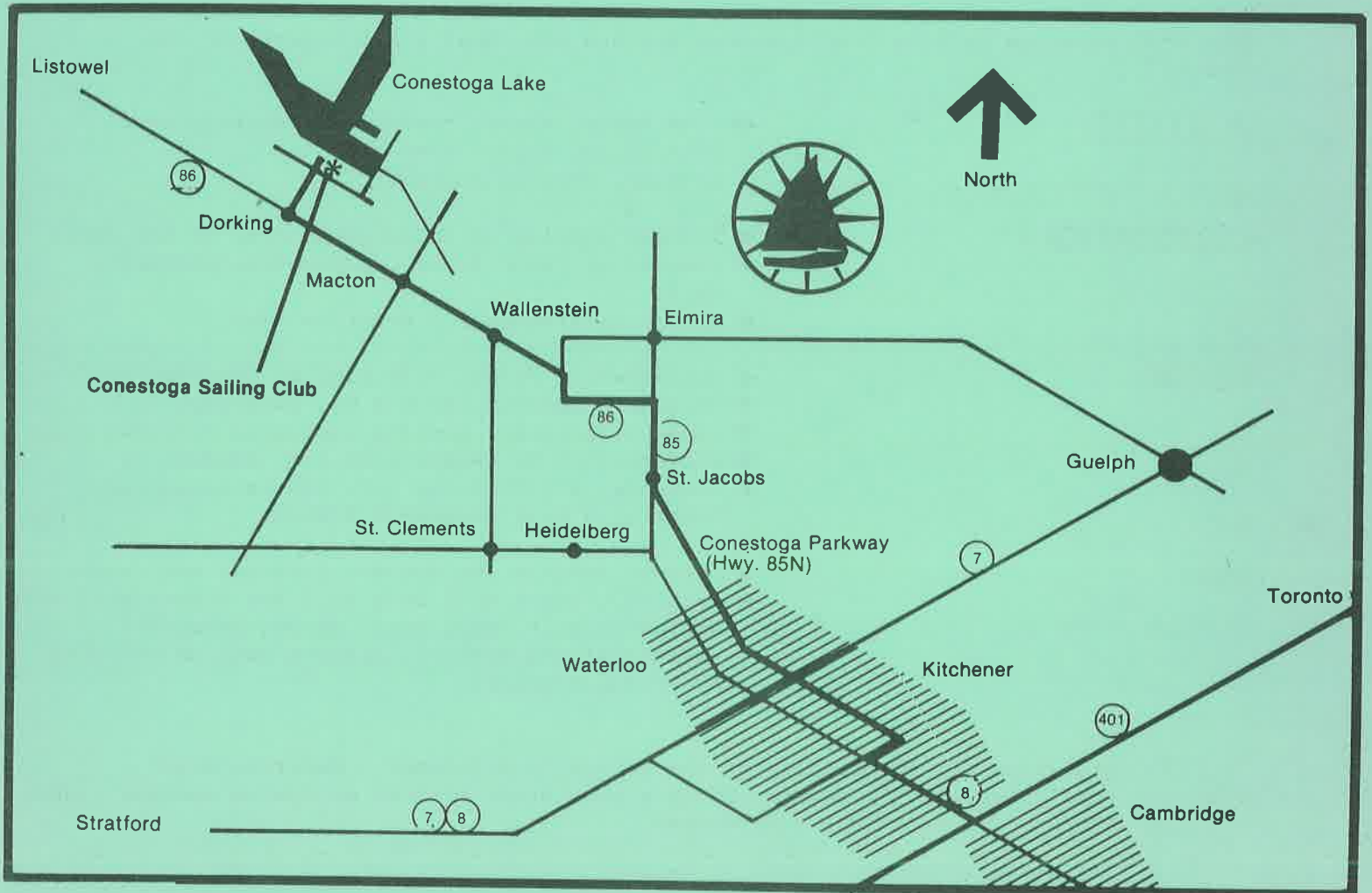
All this, plus the hospitality of the people in Kitchener - Waterloo area! Bring the family and get the season off to a good start with an enjoyable weekend. Join us in celebrating C.S.C.'s 20th Anniversary.

CONESTOGA WARM WATER REGATTA

REGISTRATION FORM

Name _____	* Registration fee \$12.00	\$ _____
Address _____	* (After May 26-\$15.00)	\$ _____
_____	* Non Albacore Assoc. Member \$3.00	\$ _____
Postal Code _____ Phone _____	* Adult Dinners (___) @ \$ 6.50	\$ _____
Boat Class _____	* Child Dinners (___) @ \$ 4.50	\$ _____
Sail Number _____		
Boat Name _____	* TOTAL PAYMENT ENCLOSED ●●●●●●●●	\$ _____

Mail Entry Forms To: Mr. Tony Lockyer,
325 Grangewood Drive,
WATERLOO, Ontario.
N2K 2E4



Kingston Yacht Club
1 Maitland St.
Kingston, Ont.
Commodore: J.L. Boyd

ARK '81 Chairman and Albacore
Fleet Cap't: Hamish Taylor
105 Gore St., Kingston
613-542-8761 (H)
613-547-5937 (O)



ARK '81 July 4,5

Kingston Yacht Club's Albacore Fleet looks forward to seeing you at the 7th Annual Albacore Regatta, Kingston on July 4 and 5.

NOTE: Four positions in the Canadian team for the Albacore Worlds this fall will be selected from ARK '81 competitors. We have a 35 boat limit at ARK '81, so do be prompt with your entry!

Registration Fee: \$15 per boat (includes Sat. dockside BBQ)
Measurements: All competitors must present a 1981 buoyancy certificate.
Lodging: a) Camping facilities at Lake Ontario Park (2 km. west of KYC)
TEL:613-542-6574 (no reserv. needed for 1/2 nights)
b) Queen's student residences: \$12.50/body/night. Indicate no. of persons and nights on your registration form below.

PROGRAMME: Friday 2000-2200 Registration
Saturday 0830 Registration, Skippers Meeting, 3 races, BBQ
Sunday 1000 2 races, presentations

PRIZES: Skene Trophy - overall winner; Keeble Trophy - 1st race on Sunday; Keepers

ARK '81 REGISTRATION FORM : mail to 105 Gore St., Kingston K7L 2L6

Cheque for \$15 to be made payable to ARK '81 (CAA non-members: \$3. additional which can be applied to CAA membership fee)

NAME _____ CLUB _____
ADDRESS _____ CREW'S NAME _____
SAIL NO. _____
PHONE _____ No. of persons/nights for Queens rooms:
_____/_____

WAIVER OF LIABILITY: By participating in this regatta, I understand that I voluntarily assume and am knowledgeable of the risks of sailing and I assume sole responsibility for myself, crew, and boat. I agree to hold harmless and free of any liability the sponsoring club, its members, employees, and individuals appointed or volunteering for the regatta and the Canadian Albacore Association for any damage suffered by me during racing or otherwise.

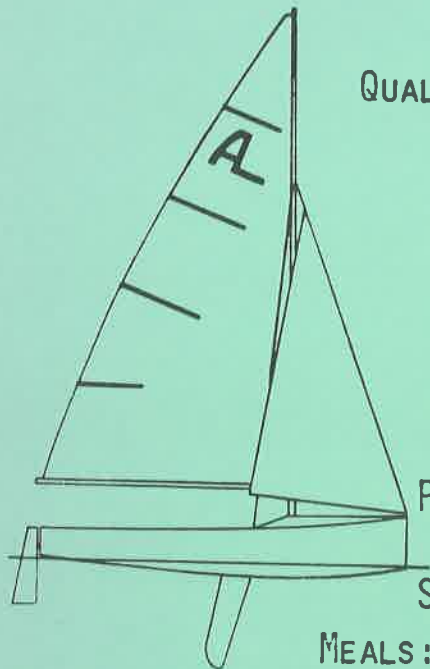
DATED: _____ SIGNED: _____

LAKE ONTARIO CHALLENGE RETATTA

QUALIFIER FOR 1981 CANADIAN ALBACORE CHAMPIONSHIP FLEET

BRONTE HARBOUR YACHT CLUB
2514 LAKESHORE ROAD WEST
OAKVILLE, ONTARIO

SATURDAY, JUNE 27TH, 1981



PROGRAM: 3 races - Olympic course
Skippers Meeting 09:30 hrs.

SCORING: Olympic points - all races to count

MEALS: Licenced Club premises. Meals and snacks available.

FACILITIES: Change rooms, hot showers. Parking and launching at the Club.
Park and beach area nearby for non-sailors.

REGISTRATION: Friday, June 26th, 19:30 hrs. to 21:00 hrs.
Saturday, June 27th, 08:00 hrs. to 09:30 hrs.

Entrants will be required to show valid buoyancy certificate,
measurement certificate and CAA membership.

ENTRY FEE: CAA Members \$6.00
Non-CAA Members Surcharge \$3.00

WAIVER OF LIABILITY: All entrants will be required to sign the following waiver:
By participation in this regatta, I understand that I voluntarily assume and am knowledgeable of the risks of sailing and I assume sole responsibility for myself, my crew and boat. I agree to hold harmless and free of any liability the sponsoring club, its members, employees or individuals appointed to or volunteering for the regatta and the Canadian Albacore Association for any damage, material or personal, suffered by me during racing or otherwise.

INFORMATION: Club
(416) 827-6437

OR

E. Dunnstee

Home

-Weeknights (416) 822-6696

-Weekends (416) 270-5978

