

shackles and cringles

canadian albacore association's
bi-monthly newsletter

EARLY SUMMER 1981 VOLUME XIX NUMBER 3



Executive '81

"Shackles & Cringles" is published bi-monthly by:

The Canadian Albacore Association
P.O. Box 1028
Station "Q"
Toronto, Ontario
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Printed by Ontario Sports Administrative Centre
through the Ontario Sailing Association.

DEADLINE FOR NEXT ISSUE

20 JULY 1981

Cover - WIND, SUN and an ALBACORE
A really superb shot taken at the NAA
Championships, at Stokes Bay, in 1978.

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Executive Notes

COMMODORE'S REPORT

Since our last issue of 'Shackles' the question of adjustable shrouds has been settled and, hopefully, it is now behind us as a divisive issue. Whatever each of our individual opinions and votes were, I hope we can all agree that the result of the referendum was a clear affirmation of the wishes of the majority of members, from a vote with a high degree of participation.

As mentioned in the last issue, Andrea and I went to the U.S. Midwinters and one result is a confirmation of our collective beliefs in the importance of the safety features of the Albacore. Bad weather conditions led to everyone dumping (except the Commodores of the C.A.A. and the U.S.A.A.) with some resulting boat damage and abandonment of boats where the integrity of the flotation chambers was compromised. In one case, a boat was extensively damaged after its bow tank flooded because the drain ports were open, having vibrated loose during trailering. Our buoyancy rules are sensible for our protection and to ensure continuing use and enjoyment of our boats.

Rory McIntyre has resigned as Builder Liason Member and Vice Commodore because of "deserting" us for a larger boat. He held down the "our man in Ottawa" spot and we are grateful for his help and, I'm sure, you will all wish him continued fair winds.

Earlier this month, on May 2nd, the Executive Committee and the Principals from Skene Boats met in Toronto to discuss various items of concern and interest. This meeting was productive to both parties and we hope to continue such dialogue for the overall benefit of the Class.

Haakon Kierulf
Commodore



Sail into Summer with the CAA Sun Visor, designed for us by George Roth. Price? Only \$4.00 each or \$7.00 for a pair.

First Vice-Commodore's Report

By the time you read this the 1981 sailing season will be well underway. Already the TARTS regatta has kicked off the season with 39 competitors displaying good sailing form in two Saturday races - then none at all in two non-existent Sunday races. It's no wonder they call it "Slumber Bay". As a result of their performances at TARTS four more competitors have earned the right to represent Canada at the World Albacore Championship to be held October 11-17 in Gwynn's Island, Virginia. The new team members are: Karen McRae and John Bleasby, overall winners at TARTS, sailing their refurbished "Pump and Circumstance". Kingston area junior sailors Hugh Morrin and Bill Read also earned a spot with their second place performance. Other new team members are Ian and Graeme Rogers, with a fifth place finish and Fred and David Black, of the host club with a ninth place finish. Congratulations!

There's still time to qualify for the Canadian team. Four more places will be up for grabs to those who have not already qualified at the 1980 Canadians, or at TARTS, at ARK, to be sailed the weekend of July 4th and 5th, in Kingston. For those who have never sailed in Kingston this is a real opportunity to sail in what is considered to be the best sailing water in Canada. Why not make it a family weekend and join us at ARK. Low cost accomodation is available at Queen's University's many residences if you act now. In addition, the City maintains a first class camping facility right on the lakefront.

At the present time Canada has been allocated 25 spots in the World's fleet. The U.K. has 15 positions and the U.S. has the final 20 spots. If any of these positions become available we will distribute the extra positions amongst the qualifying regatta finishers. Sailors eligible for positions on the Canadian team will be notified at the earliest possible moment in order to allow the competitors time to organize their vacation times.

One interesting aspect of the Albacore World championship is that it has always been won by a sailor from the host country (Dr. Jack Langmaid and Barry Poyntz won the two World Championships held in Canada). With the high quality of those already on the Canadian team, we have high hopes of breaking the host-country stranglehold.

While on the subject of major regattas, Ontario sailors should take note of recent changes to the funding formula provided by Wintario. In the past, support for Ontario's sailing community was extremely generous. However, like all government programs this funding has been drastically reduced. For 1981 only the top two Canadian crews who are also residents of Ontario will be eligible for any Wintario assistance. While this change affects all sailing classes in Ontario, it particularly

hits hard at a class such as the Albacore where the levels of participation are so much higher than in most other classes, and also where there are so many junior aged sailors who have need of such funding in order to participate in these major regattas.

We have been advised by O.S.A. that these changes were dictated to them and were not open to negotiation. It is to be hoped that we can change government thinking to increase the number of crew eligible for funding based on the activity in th class. It seems ridiculous that the very small class associations whose total membership is less than the number of participants at an Albacore Open regatta should receive funding for one crew while the most we are allocated is for two crew. Those affected by this decision should contact Alf Jenkins or Dave Thomas at O.S.A. to pressure for changes in 1982.

One final note regarding the North American Championship to be sailed June 19, 20 and 21, 1981 at the Muskoka Sands Hotel at Gravenhurst. This event is being hosted by South Muskoka Sailing Club under the direction of Ron Moody. Separate regatta notices have been sent to all members. These international events are very special events for our class. They represent a great opportunity to rub shoulders with some of the best dinghy sailors in North America. There's no qualification procedure for this regatta, so why not plan to attend? Participation in the North Americans counts as a qualifying regatta for the Championship Fleet for the Canadians which will be sailed September 11, 12 and 13 at Toronto Sailing and Canoe Club.

By holding the Canadians in Toronto it is hoped that more sailors will be able to join in the largest single class annual regatta held in Canada. Toronto area sailors are prepared to show hospitality to the out-of-town sailors by offering billets. If you're from out-of-province just give us enough warning and we'll even line up a "loaner" to sail in for the regatta. There's no excuse for not taking part. The regatta is sailed in four fleets (Championship, Challenger, Masters and Contender) to let every sailor find his own niche. Come and experience the "Canadians" this September 11, 12 and 13.

David Whitfield

GETTING THE WORD OUT

One of the few concerns expressed by those who have answered the Albacore Questionnaire to date relates to regatta notices arriving too late. A few words on the process of putting Shackles and Cringles together are probably in order.

The long-suffering editor Jean Rogers is a volunteer who coaxes, cajoles, and otherwise good naturedly tries to convince the Executive members, regatta organizers etc. etc. etc. that there is a deadline, published way in advance for each issue. Like most reporters we (the contributors) blithely ignore these exhortations as long as our

consciences allow. This often means that Shackles and Cringles goes to the printer a week or so after the editor's deadline for contributions.

Next we have the printer. Shackles and Cringles is printed through the facility of O.S.A. and the Ontario Sports Administrative Centre. The cost of printing is considerably less than a commercial printing house, and we are grateful for their assistance. Printing and mailing represent the largest single item in our budget. Without this assistance membership fees would be considerably more than what we presently are charging.

Unfortunately this service sometimes has a cost in terms of time. The Sports Centre prints newsletters for almost all other sailing class associations and other sporting groups. This means that Shackles sometimes must wait in line before it is printed. More time is lost.

Finally we have her Royal Majesty's Postal Service. The service that guarantees same century delivery. All our mail is deposited at the main Toronto Postal Facility to ensure (?????) speedy delivery. Alas, there's no consistency. For instance, the first ballot in the recent shroud lever referendum was back in our mail box just THREE DAYS after it was mailed. Spoiled by this success the Post Office outdid itself with more than three week delivery of many Referendum ballots!!! We have tested the difference between First Class mailing and Third Class (about one-third the cost) and

found that mailing an item by First Class mail does not ensure any faster delivery. Maybe the new Crown Corporation will straighten these inefficiencies out but I somehow doubt it. After all, the new Postal Director is the present manager of the Toronto Transit Commission and when was the last time the bus showed up on time either?

All of this is in part explanation, part apology, and part request for your co-operation. The Editor constantly requests that all regatta notices be sent in as soon as they are prepared. We'll run them as many times as possible, right up to the regatta date. This will give your event the type of publicity it deserves. So don't wait for the issue just prior to you event get your notices, and your editorial contributions in NOW. Everyone will be better served.

David Whittfield

SPECIAL EVENTS AND LOCAL NEWS.....

In March, the Ottawa District organised a meeting at the R.A. Centre, which was attended by 35 CAA members. Barry Poyntz flew up from Toronto to address them on boat tuning and provided a slide show to illustrate some of the finer points.

The matter of a memorial trophy to the late Carl Strike, of Skene Boats Ltd., has received consideration and it will, hopefully, be available for competition at the National Capital Regatta in July.

Over 100 people attended the seminar at Harbourfront, at the end of April. This was put on with the assistance from the Ontario Sailing Association. Three leaders, Paul Hendersen - Rules - , Tam Mattews - Tactics, Starting and Round the Course - and Barry Poyntz - Sailing an Albacore Fast - all conducted lectures simultaneously, in different locations. Participants were divided into three groups and were rotated at 45 minute intervals, with a final presentation by David Thomas, Technical Director of OSA.

Despite a delay in the start, occasioned by many late arrivals, the evening got under way at 8.0pm and was successfully brought to a close at 10.30pm. There were surprisingly few problems in rotating such a large audience in spite of people taking a few extra minutes at the Refreshment table, doughnuts, donated by Tim Hortons, and coffee, and we hope to follow the same format next year.

As mentioned in a previous Shackles, the Association will endeavour to assist any local group in organizing events, by providing display material and/or lecturers. The cost of the display material etc. is naturally born by the Association and, depending on the location of the meeting, we are, in some cases, with the assistance of the Provincial Sailing Association, able to fund the meeting completely.

Kilbear Park Camping - (see last issue of Shackles) Remember, if you plan to go to Kilbear this summer, please let the Secretary/Treasurer (Judy Whitfield) know the dates when you plan to be resident in the Park. Please provide the information as soon as possible so that it can be passed on to other interested people.

Peter Brayshaw
Rear Commodore

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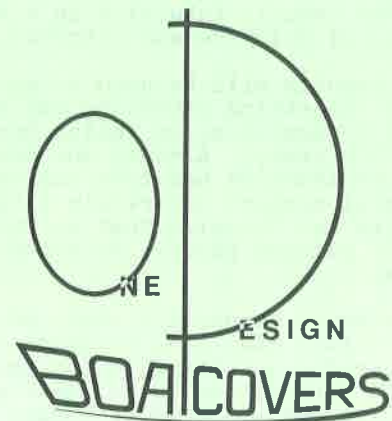
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QUESTIONNAIRE OVERWHELMING SUCCESS

The Albacore Questionnaire distributed with the last issue of Shackles and Cringles has been successful beyond our wildest imagination. Already more than 175 members have returned their questionnaire. We hope to have the results tabulated in time for the next issue of Shackles and Cringles.

The results will be used to guide your Executive in setting marketing goals for the class and to assist us to tailor our programs to meet YOUR needs. Already one benefit of the Questionnaire has been the suggestion from several members who retain their copies of Shackles and Cringles that we provide three-hole punched paper. No sooner said than done.

We wish to assure all those who took the time to respond that each suggestion will receive careful consideration by the Executive. Don't wait for another Questionnaire to be printed...we want to hear from you. Whether you wish to throw a rose...or a brick... your suggestions help to build a better C.A.A.

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DINGHY DIET.....

Abridged from an article by Selwyn Parker.

The question of diet rates fairly low for most dinghy sailors and certainly a long way behind problems of luff round, mast bend, centre of effort and so on. This is probably a wrong emphasis and diet should feature in any racing dinghy sailor's list of priorities, not necessarily ahead of sails, masts, and tuning but it should be there all the same. The reason is plain: if your food is wrong it effects your performance. At the majority of regattas, be they national or international, at least half the fleet head out to the start on stomachs which are ill-prepared for the physical effort ahead. Some have eaten too much, too late; others have eaten food which lacks any nutritional value at all and still more have taken inadequate amounts of fluids or else the wrong fluids. It is possible that a number of the fleet will be nursing hangovers.

There's nothing fancy about a good diet: one does not need vitamin pills, huge steaks, lashings of potatoes or tablespoons of glucose. Neither is there a magic diet, a kind of winner's formula. All that is required is a no-nonsense balance of fresh fruit and vegetables, dairy products, white and red meats and fibres.

The only thing which many sailors crave between back-to-back races is a hot drink, especially tea or hot chocolate. (Perhaps not in Southern Ontario. Ed.) This is a rather tall order for a race committee to serve up. However, instead the sailors are given sandwiches, which create a physiological conflict because the blood is torn between supplying the stomach (for digestion) and the muscles (for energy) or Mars Bars which are too rich and heavy. Bill Bentsen, the director for one-design racing for the US Yacht Racing Union, thinks it is a mistake to satisfy completely the hunger pangs between races for the very reasons just given. "The purpose is not to gain food value energy but just to stay un-hungry." Yet it is vital to replace lost fluids and this must be top priority.

What is plain from the experts' advice is that a normal all-round diet preferably not very different from that which one has grown to like, is a good preparation for the physical and mental rigours of regatta racing. American marathon runner Ken Moore advises: "don't try anything different before a race. If you have developed a balanced diet that works for you there's no need for anything extra." Certainly if anybody was likely to need 'anything extra' it would be a marathon runner. Thus there is no need for sailors to pop glucose tablets into their throats before a hard beat. It really doesn't do any good and it may harm. One cannot store energy and if the body has already absorbed its quota of glucose, vitamins or what-have-you, it doesn't help to stuff in more. The body only rejects it and we all know how.

Here is a dinghy sailor's balanced diet based on Bill Bentsen's advice:

BREAKFAST: Eat early, because nervousness slows down digestion. The meal should be light comprising fruit juice, an egg or cereal (not corn-flakes or such like which have virtually no value but a genuine muesli mix): a sweet roll or wholemeal bread served with honey (which releases glycogen and is easily absorbed) and hot tea. Bensten warns against an excess of caffeine, though. It is all right to nibble raisins on the way to the start too

BETWEEN RACES: Water is best, although on a cold day hot soup or tea is a good idea. A light snack of crackers and cheese can also help one to stay 'un-hungry'.

AFTER the RACE: Don't overeat or your appetite for the evening meal will be spoilt. Fluids come first and if possible stick to water. If it has to be soft drinks then shake out the fizz first. Sometimes the quality of the water may be doubtful and in that case stick to cans of orange juice. Beer is fine but (and it's a big but) only in moderation. Most people agree that excesses of alcohol should be avoided until the regatta is over but there is nothing wrong with a glass or two of wine with dinner or a nightcap at the end of the evening.

EVENING MEAL: Sometimes at regattas it becomes a case of eating what one can get. Hot and bothered after a poor race or when one is busy with a repair or there's a long queue for the showers, one can end up missing the hotel meal and can only grab a hamburger, followed by several pints of beer (to unwind). A familiar tale but that is where the trouble starts. The normal eating pattern has capsized and on top of the natural anxieties at a major regatta, the digestion goes haywire.

Where possible the post race meal should be leisurely and relaxing. Often it is better not to discuss sailing at all and certainly it is best to forget the protest you have just lost. Regard the meal as a psychological and physical preparation for the next day's racing. The meal itself should consist of something like hot soup, fish or a meat, such as chicken or steak, accompanied by potatoes and greens or coleslaw. For desert chose fresh fruit or cheese and some light cake or gateau. Thus one has the carbohydrate which a hard worked body craves, the greens, and a warmth from the hot soup and hot meat which is psychologically so important.

Diet is more important than most dinghy sailors realise and although there is no magic formula it does merit proper consideration in the list of priorities for anyone competing seriously.

THE FINE ART OF STEERING.....

Adapted from an article in which Steve Colgate discussed some helming pointers.

For most sailors, beginners or expert, probably the most exciting part of the sport is steering. When it's done well it is extremely satisfying. But few people recognize good steering when they see it.

One major point to look for when steering is a dinghy's angle of heel. A good helmsman keeps the dinghy upright as he beats upwind in heavy moderate air. If two well sailed boats are sailing close-hauled next to each other, their masts will be parallel and will remain that way in gusts and in waves. A poor helmsman allows the boat to heel more as a gust hits and tans to let it straighten up as it passes. Most good helmsmen anticipate the gust and take corrective measures such as feathering (luffing up slightly). Or they may ease the boomvang to reduce heeling, hike out harder, or bend the mast more to free the leech of the mainsail. If the gust is particularly strong, they may ease the boom-vang to allow the top part of the main to luff and reduce heeling. But the smoothest and most effective way to reduce heeling, particularly in smooth seas, is by steering. In heavy seas, too much momentum can be lost by feathering up and some of the other trimming measures I have mentioned are more appropriate.

Tacking is another maneuver that can show the difference between two helmsmen. There are a number of mistakes a novice makes when he or she tacks. The most obvious thing is to turn the boat too fast. A beginner shoves the tiller across to the leeward side, spins the boat - and it stops dead. I have even seen skippers put the tiller of a Soling Class sailboat straight across the boat in an attempt to tack and the boat barely has steerage way. If the skipper would only imagine the position of the rudder in the water when he turns the tiller he wouldn't make this mistake. The rudder of course is sideways and it acts as a complete brake to any forward motion of the boat.

The proper way is to allow the boat practically to tack itself in the initial stages of the tack and then move the tiller progressively faster as the boat turns.

Most boats should have a slight weather helm, in other words, the boat should turn into the wind if the tiller is released. A little heeling will usually increase the weather helm and as the boat turns, the rudder will naturally follow the water flow and any movement on the helmsman's part should keep this in mind. When tacking, the tiller should point pretty much in the direction of the original course of the boat (Fig.1) But after the boat has passed through the wind, the tiller must be brought back to the middle of the boat to neutralize the boat's swing. Once a boat starts swinging it will continue past the close-hauled course on the other tack unless you make this adjustment early

A novice helmsman usually does not anticipate quick enough and turns the rudder hard to stop this swing. This merely stalls the rudder and slows the boat more. If the swing isn't stopped the boat will go well past a close-hauled course; it will heel well over when the sails fill on the new tack; and will come back up towards the wind because of the weather helm caused by heeling and mainsail overtrim. In a tack by a good helmsman in moderate air during the turn the mast angle will be smooth, and the mast will go from a constant angle on one tack to a constant angle on the other. The mast on a bad helmsman's boat may lean over before the tack (for some reason many novices inadvertently head off and heel the boat just before they tack). It will swing very fast to the other side (indicating too fast a turn). Then it will lean over too far on the new tack (indicating that the helmsman has turned the boat past a close-hauled course). Finally, the mast will straighten up again which indicates an over-correction aggravated by a heeling-induced weather helm. Then and only then, will the boat finally settle down on the new close-hauled course.

My description of a bad tack applies most to moderate winds. A good helmsman may roll-tack a sailboat in light air and this may look fairly violent to an observer. The object of a roll-tack is to keep the sails as full of air as possible during the tack and also to increase the velocity of the air flowing over the surface of the sail. Before the tack the skipper deliberately lets the boat heel. As the boat heads up towards the wind, the helmsman and crew hike out hard which brings the mast upright and fills the sail with air. Because the air forced into the sail in this manner has to go somewhere, it follows the natural contour of the sail, flows over its surface in the usual manner, and creates forward power. As the boat crosses over to a new tack the crew hesitates in their movement toward the windward side and then hike out again hard which brings the mast back up to windward and fills the sails. So, while it may look like a horribly executed tack, the truth is that the racing helmsman knows exactly what he is doing, and he is doing it properly.

Another good test of helmsmanship is sailing upwind through waves. Wind and waves rarely come from the same direction so you are apt to be sailing more into the seas on one tack than on the other. As a general rule, the less time you spend on the face of a wave and the more time on the backside of a wave, the better. The orbital flow of the wave (the water flow within the wave) is such that when you are sailing on the face of a wave the boat is sailing up current as well as uphill. Such a flow is apt to be on the weather bow which pushes your boat to leeward. On the backside of a wave, however, the flow is with you - downhill and to windward - so all forces are beneficial. A good skipper spends more time sailing in the beneficial forces on the backside of a wave than he does in the detrimental ones on the face of a wave. He usually does this by heading up as the wave approaches to meet it more head on. Then, as the crest passes he bears off slightly to sail more across the backside of the wave.

A good helmsman also uses a wave to help when tacking. There are areas of smaller waves among the larger ones so only tack in the small waves to avoid stopping the boat. A good time to tack is on the crest of a wave, when a good portion of the boat, bow and stern, is overhanging the wave and is out of the water. This means there will be less resistance when turning and less slowing of the boat. It's much like the way a skier turns on a mogul (a mound of snow).

Steering off the wind can be far more demanding than steering upwind, particularly if there are large waves. This is one area where any written words are of little help. There are large differences in the ability of helmsmen to anticipate and cope with following seas and heavy airs while running downwind. Experience and practice are the only ways to become proficient at steering on this point of sail. Both novice and intermediate helmsmen tend to over-

steer in such conditions and part of this occurs because of the nervous tension caused by a heavy air situation. Once a helmsman over reacts to a swing of the boat (usually because he doesn't anticipate the swing early enough) he sets up a chain reaction of excessive swinging first one way and then the other. Only with experience comes the timing to cope with downwind sailing in heavy seas.

Concentration is the most important ingredient in steering on any point of sail. If a helmsman is watching other boats or telling stories to the crew, there is no way he can ever be above average in steering. The greatest racing helmsmen in the world put total undivided attention into steering, and rely on the crew for the actual sailing and most of the tactics. Fortunately, this concentration can be nourished and developed. So work on this and you will speed up the time it takes you to become a good helmsman.

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THE BIG ONES IN 1981

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AUGUST 15,16	C.A.A. JUNIOR CHAMPS, S.M.S.C.
21,22,23.	U.S. NATIONALS NIAGARA SAILING CLUB.
SEPT. 11,12,13.	CANADIANS T.S.& C.C.
OCTOBER 11-17	WORLDS GWYNN'S ISLAND, VA.

Know the Rules

OPPOSITE TACKS....GERALD SAMBROOKE STURGESS

The author examines the relationship between port tack boats and starboard tack boats, particularly the four occasions when the tables are turned on the starboard tack boat.

With regard to the first basic positional relationship, the Opposite Tacks - Basic Rule 36 simply says 'a port-tack yacht shall keep clear of a starboard-tack yacht.' By definition: 'A yacht is one on a tack except when she is tacking or gybing. A yacht is on the tack (starboard or port) corresponding to her windward side.' The starboard side of a yacht is the right-hand side when looking towards her bows; the port side is the left-hand side.

In Figure 1, any one of the port-tack yachts, P1 - P4, must keep clear of any one of the starboard-tack yachts, S1 - S4, except in the following four special situations.

1 When, as is shown in Figure 2, the starboard-tack yacht, S1, either has made a premature start and is returning to start, or she is on the course side of the starting-line when the starting signal is made and is working into position to start, she must in either case keep clear of all yachts which are starting or have started correctly, until she is wholly on the pre-start side of the starting line (rule 44.1 (a), Returning to Start).

Even then, when she is wholly on the pre-start side of the starting line and thereby newly acquires starboard-tack rights over P5, as shown on S2P5, S2 must allow P5 'ample room and opportunity to keep clear' (Rule 44.1(b)).

2 When the port-tack yacht, P in Figure 3, has established an inside overlap in proper time on the starboard-tack yacht, S, at a mark or obstruction and both are sailing on a free leg of the course after starting and clearing the starting line, despite the fact that S and P are on opposite tacks, rule 42.1(a), Rounding or Passing Marks and Obstructions, overrides rule 36.

3 When two overlapping yachts on opposite tacks, S and P in Figure 4, are running to a port-hand leeward mark, round which S will have to gybe in order most directly to assume a proper course to the next mark, she must gybe as soon as she has room to do so. In such conditions, rule 42.1(b) overrides rule 36 S therefore, cannot claim starboard-tack rights over P and sail her past the mark.

4 When a yacht, S1 in Figure 5, has touched a mark and either is about to exonerate herself or is exonerating herself by re-rounding it, she must keep clear of S2 and all other yachts which are about to round or pass the mark correctly until she has cleared it and is on a proper course to the next mark (rule 45.1, Re-rounding after Touching a Mark).

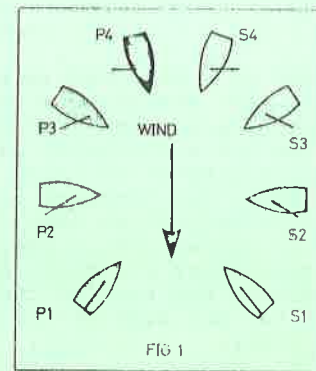


FIG 1

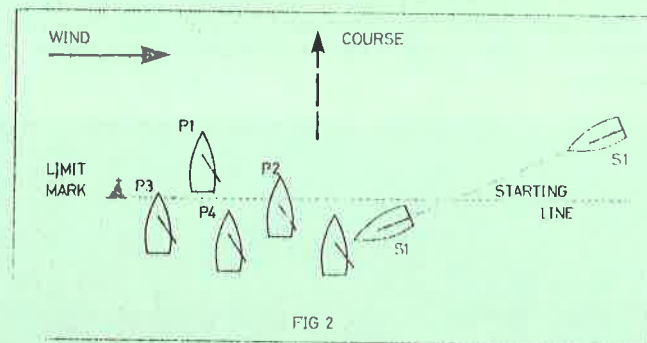


FIG 2

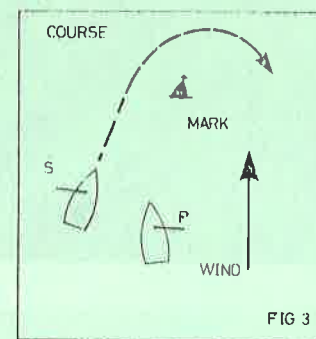


FIG 3

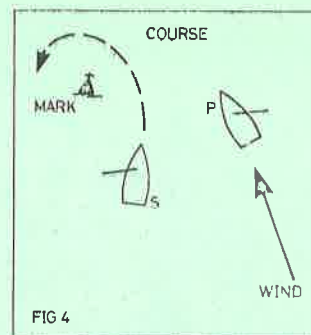


FIG 4

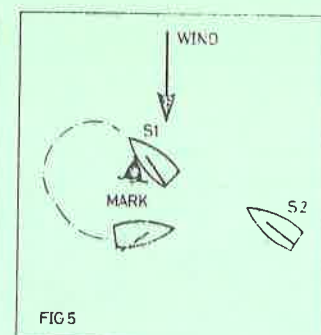


FIG 5

(Reprinted from Yachts and Yachting)

TARTS.....FIRST WORLDS' QUALIFIER THIS YEAR

There's a new name or rather names, on the TARTS trophy - new, in part, to the class too. Karen Macrae and John Bleasby, co-owners of AL5009, headed the board on Saturday evening and those results stood as there was insufficient wind to allow a start on Sunday.

Race #1 got off to a very tidy start, with only one competitor over the line, after only a short delay waiting for the wind to come in. This it did from the south-east, in which quarter it remained to a greater or lesser degree. The Macrae/Bleasby duo took the lead immediately and was never passed, though John Francis was always there or thereabouts - remaining in second spot throughout the race. Action was by no means static in the rest of the fleet as the boats tried first one side of the windward legs and then the other.

After a rather cool break for lunch (despite the sun) the second race was away first time, with a somewhat diminished breeze, which continued to lighten throughout. This time the lead was taken by "Maniac", with Hugh Morrin and Bill Reid working very hard. They were very

quick to explain that it was the first time out this season - in the Albacore that is, having tuned up on Windsurfers and Taser 2s. For some time Morrin held off Ian and Graeme Rogers but Alan Humphreys and Paul Schramm worked their way through to take the lead and Bleasby/Macrae moved into third place.

Sunday dawned with probably at least 98% of the fleet determined to improve. However, after a two hour wait, greatly enlivened by the Lake Ontario Frisbee Championships, Race Officer, Robert LaBastide, made the only possible decision and abandoned racing for the day. Almost everyone accepted a welcome tow back to TS&CC and the regatta concluded with the presentations to the prize winners, the announcement naming the four Worlds Qualifiers and a very well earned vote of thanks to Race Committee Chairman, Normunds Berzins and Ingrid Ness, with their able helpers, among them Judy Whitfield, who as usual deserves a special mention.

Worlds' Qualifiers:
Bleasby/Macrae, Hugh Morrin, Ian Rogers and David Black.

(my apologies to Karen it is 'McRae. ed.)

TARTS 1981

← All the top finishers are featured in this spread. →
↓

All pictures by David Whittfield.





BOAT #	SKIPPER	CLUB	RACE 1		RACE 2		RACE 3 RACE 4	FINAL TOTAL	FINAL PLACE
			PLC.	PTS	PLC.	PTS.			
5009	BLEASBY	RCYC	1	0	3	5.7		5.7	1
6525	MORRIN	KYC	3	5.7	2	3		8.7	2
6660	HUMPHREYS	BC	7	13	1	0		13	3
6655	FRANCIS	SMSC	2	3	7	13		16	4 =
6400	ROGERS, I.	PABSC	4	8	4	8		16	4 =
6644	MOODY	SMSC	10	16	5	10		26	6
3731	BATT	OHCC	5	10	15	21		31	7 =
480	OWEN	RCYC	9	15	10	16		31	7 =
4881	BLACK	TSCC	15	21	8	14		35	9
7141	HENDERSON	RCYC	13	19	11	17		36	10 =
6816	ROGERS, B.	TSCC	12	18	12	18		36	10 =
6628	TREISSMANN	RCYC	19	25	6	11.7		36.7	12 =
7085	MARTIN	RCYC	6	11.7	19	25		36.7	12 =
5600	LEONIDAS	RCYC	18	24	9	15		39	14
6159	GALLANT	TSCC	16	22	17	23		45	15
6840	STAMPER	RCYC	21	27	13	19		46	16 =
6216	STEPHENS	RCYC	20	26	14	20		46	16 =
6494	MURDOCK	TSCC	14	20	22	28		48	18
6201	JAVY	TSCC	23	29	18	24		53	19
4659	ASHBY	TSCC	17	23	25	31		54	20 =
6250	PUDWELL	PSC	22	28	20	26		54	20 =
6157	BROWNE	OHCC	24	30	23	29		59	22
6221	MALLET	OHCC	8	14	DSQ	46		60	23
7034	McKENZIE	H4C	28	34	21	27		61	24 =
4129	DURNFORD	TSCC	25	31	24	30		61	24 =
5547	BRAYSHAW	BH4C	11	17	DNS	46		63	26
7099	DUNNSTEE	BH4C	DSQ	46	16	22		68	27
7005	BAKER	NTSC	27	33	30	36		69	28
7100	GRIFFITHS	TSCC	29	35	29	35		70	29
6787	MORRISON	St. JTSC	33	39	27	33		72	30 =
7010	LANGLEY	WSC	32	38	28	34		72	30 =
7014	VALLANCE	BSBC	36	42	26	32		74	32 =
6463	OVERBURY	LBSC	30	36	32	38		74	32 =
6251	BAIN	OHCC	31	37	31	37		74	32 =
6462	FRASER	PL4C	26	32	DNF	46		78	35
6585	HARRIS	NTSC	35	41	33	39		80	36
4422	WATSON	TSCC	34	40	DNF	46		86	37
7006	BROWN	NTSC	37	43	DNF	46		89	38
4894	BAILEY	TSCC	38	44	DNS	46		90	39

CANCELLED

Over the Transom

Response to the questionnaire was so good that supplies of the Albacore crest are temporarily exhausted. Never fear! More are on the way and every member who responded will receive one, eventually.

Several members have been asking for more cruising articles and I would be delighted to oblige. However, I do first need the material. There must be some good stories just waiting to be told to our members. Until I receive some, may I remind you of the Wayfarer Cruising Library: - maybe a look at some of this literature would inspire some Albacore cruises. Contact Alan Philips (416) 385-0353 eve. &w/e *see Winter Shackles.

Another plea for photographs. Up-to-date racing shots or 'away-from-it-all' cruising pictures or anything that you think would look good in Shackles. If possible, could we have the negatives, please, failing that prints as large as you like (except not poster size, thank you) but no smaller than 3½ x 3½. We will return any material if so requested.

WANTED...NO LATER THAN SEPTEMBER...VOLUNTEER to edit Shackles - otherwise look out! There will either be no Newsletter or there will be a pressed man wearing the green eye shade.

Peripatetic Boat Builder Returns to Toronto

Bob Whitehouse is back from Florida and will be back in business in the near future, building and repairing boats to the highest Racing Sailboat standards. Contact Bob at: 646-7511.

Elsewhere in this issue is a reminder of the MOOREDALE regatta. Please note that the date is not now as shown on earlier racing schedule.

Race committee Chairmen, if you would like a report of your regatta included in Shackles, please let me have the info as soon as possible after the event. It's surprising how quickly details of races slip from one's memory, even with detailed results in front of one. Any action shots during the regatta would also be appreciated.

I should like to remind you all that O.S.A. has various Learn to Sail manuals and other books, for sale. There are also T-Shirts and bumper stickers, amongst other sailing aids. Of particular interest this year is the new I.Y.R.U. and C.Y.A. Yacht Racing Rules Book. All these are obtainable through your own club ordering them in bulk from O.S.A.



NORTH TORONTO SAILING CLUB

ANNUAL OPEN REGATTA
TORONTO INNER HARBOUR
SATURDAY AUGUST 15
(RAIN DATE AUGUST 16)

INFORMATION FROM:
JOHN SHIPMAN 965-0322(B)
537-7005(H)





THE boat to start with ----- Length 15' Beam 5'
Draught-board up 9"
board down 4'9"
Sail area 125sq ft.

THE boat to stay with -----

Boats for Sale

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 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 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 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)

A 6198 & A 6199 Skene hulls, new in 1977. Proctor spars. 1 suit of sails each. Good condition. Contact Derek de Boerr (416) 964-8497 (H)
960-9051 (B)

A 6250 Allen hull. Two rudders, two tillers, two centreboards. Two suits of Allen sails. Top cover. Trailer and launching if desired. Contact Paul Pudwell (416) 871-2016 (H)
871-0412 (B)

A 618 Fairey Mk 1 hull, refinished. Proctor spars. Two suits of sails, (Storer and Musto). Trailer and cover. Contact Ric Austin (416) 463-6810 (H)

A 2895 Whitby hull, in good condition, fitted with Elvstrom bailers. \$1,250.00 ono. Contact Pete Lucas (416) 838-2538 (H)

A 2550 Whitby fibreglass hull. Wood and steel centreboards. Asking \$1,300.00. Contact Mr Campbell (416) 845-4779 (H)
924-8481 (B)

Boats Wanted

ALBACORE - WOOD, would anyone with a wooden boat for sail please give a call to John Martin, of Guelph, and give him the details. Contact John Martin (519) 822-1953

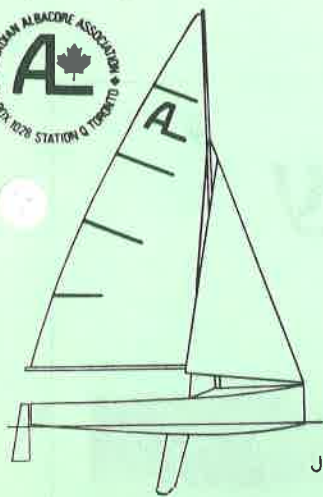
Equipment for Sale

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)

CENTREBOARD aluminium, cut for Albacore. Contact F. Morrison (416) 822-5704 (H)
822-4711 (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. Apply to: Mr. Doug. White (705) 742-3605
1483, Westbrook Drive,
Peterborough, Ontario.
K9J 6R5



Regatta Dates

AUGUST

- 1, 2 24 Hour Race
Stormont Yacht Club, Cornwall
- 2 District 8 Championship +
Balsam Lake Sailing Club
- 2 M.L.S.A. Albacore Regatta *
Beaumaris
- 8 & 9 Open Albacore Regatta
Royal Canadian Yacht 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.
- 22 Open Albacore Regatta
Mooredale Sailing Club
- 23 Harbour Master's Series
- 29, 30 Area 10 Championship *
Brittania Yacht Club, Ottawa
- 29 Albacore Regatta * +
Westwood Sailing Club

JUNE

- 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

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 Muskoka District Regatta *
Muskoka Lake Sailing Club
- 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
13 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

Move in fast company



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

ASK ABOUT OUR NEW '81 DESIGNS

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

SET SAIL FOR THE N.A.'s

1981

NORTH AMERICAN ALBACORE CHAMPOINSHIP

JUNE 19th, 20th, 21st

HOST: South Muskoka Sailing Club
LOCATION: Muskoka Sands Inn, Gravenhurst, Ontario
REGISTRATION: At the boathouse - Muskoka Sands Inn.
Friday June 19th, 9 a.m. to 11:30 a.m.
Entrants must show valid bouyancy certificate, measurement certificate and
CAA or USAA membership.
PROGRAM: 5 races - 4 races to count.
12:30 p.m. Friday June 19th - Two races - second race immediately following
finish of the first race.
11:30 a.m. Saturday June 20th - Two races, second race immediately following
finish of the first race
6:30 p.m. - 7:30 p.m. - Reception.
7:30 p.m. - Dinner and Dancing at the Muskoka Sands Inn.
9:40 a.m. Sunday June 21st - One or two races as required-immediately
after final race presentation of prizes - hotel boathouse.
FOOD: Canteen service for snacks and beverages. Main dining room available for
breakfast or dinner.
ACCOMMODATION: Muskoka Sands Inn (limited availability)
Welcome Inn - 1165 Muskoka Rd. South Gravenhurst
60 units - new - 705-687-3431
Muskoka Motel - Junction Hwy 41 North and Bethune Drive at end of town
705-687-2274 (16 units)
Star Motor Hotel - Hwy 11B North - 18 units - 705-687-3485
Other accomodation Canoka Motel - 705-687-2209 and
Oakwood Motel - 990 Muskoka Rd. S. - 705-687-4224
Camping at Bracebridge Camping and Trailer Park - 3 Miles south of Bracebridge
on Muskoka Rd. 16 and Stephens Rd. - 705-645-2174
SAILBOAT
FACILITIES: Boats can be left on the beach or tied down on numerous docks located
at Muskoka Sands.

Directions from Toronto: Highway 400 north to Highway 11
Exit. North on Highway 11 to Gravenhurst. Take Gravenhurst
Exit (Bethune Drive) approximately 5 miles to Winewood Road.
Turn Left on Winewood Road (Kentucky Fried Chicken outlet
at corner) until you come to the first road on the right,
which is Muskoka Beach Road. Turn right and proceed approx.
5 miles along Muskoka Beach Road to the Muskoka Sands Hotel.
The hotel is approximately 120 miles north of Toronto - about
2½ hours drive.

NORTH AMERICAN CHAMPIONSHIP REGISTRATION FORM

NAME: _____ :REGISTRATION FEE \$35.00 _____

ADDRESS: _____

POSTAL CODE: _____ PHONE: _____

CREWS NAME: _____

SAIL NUMBER: _____

BOAT NAME: _____

Dining and Dancing on Saturday evening \$15.50 _____
TOTAL _____

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: _____

* Commitment for Saturday evening must be made one week prior to regatta to ensure reservation.

Mail entry form to: Mr. Ron Moody
71 Oriole Parkway
Toronto, Ontario
M4V 2E3

PLEASE NOTE: ALL CHEQUES ARE TO BE MADE PAYABLE TO RON MOODY!!!!
DO NOT MAKE CHEQUES PAYABLE TO THE C.A.A.

1981

88TH annual

L.S.S.A. regatta

DATE: JUNE 27 & 28 with July 1 held in reserve in case of bad weather

PLACE: Toronto Sailing & Canoe Club SOUTH OF LAKESHORE BLVD. W.
 1391 Lakeshore Boulevard West JUST WEST OF THE CANADIAN
 Toronto, Ontario, M6K 3C1 NATIONAL EXHIBITION

CLASS: L1, 505, 470, FIREBALL, ALPACORE, WAYFARER, CLL6, LASER, LIGHTNING,
 and MISC.

COURSE: 1.5 MILES SOUTH OF CLUB IN HUMBER BAY

ACCOMODATIONS Several hotels, motels are on Lakeshore Blvd. west of club.
 Private accomodation may be available through your class
 representative.

PRIZES: FIRST 3 SKIPPERS AND CREW IN EACH CLASS.

SCHEDULE: SKIPPERS MEETING 12:00 NOON, SATURDAY JUNE 27
 FIRST RACE STARTS 1:00
 THIRD RACE STARTS 10:00 SUNDAY, JUNE 28. FOURTH RACE TO FOLLOW

FEE: SINGLE \$6; DOUBLE HANDERS \$10; TRIPLE HANDERS \$13.

PRE REGISTRATION: BEFORE JUNE 20 SEND TO: ROBERT NEW
 SECRETARY/TREASURER L.S.S.A.
 365 ELLIS PARK ROAD
 TORONTO, ONTARIO,
 M6S 2V7

LATE REGISTRATION: ADDITIONAL \$3.00: AT T.S.C.C. FRIDAY, JUNE 26
 - 7:00 P.M. to 10:30 P.M.
 SATURDAY, JUNE 27
 - 9:00 A.M. to 10:00 A.M.

SOCIAL & PARTY PLANNED FOR SATURDAY EVENING.
 AMENITIES: CLUB KITCHEN AND BAR SERVICE AVAILABLE ALL DAY.
 HOT SHOWERS, LAUNCHING RAMPS, PARKING

REGISTRATION FORM _____

CLUB _____

CLASS _____

OWNER _____

SAIL NO. _____

CREW _____

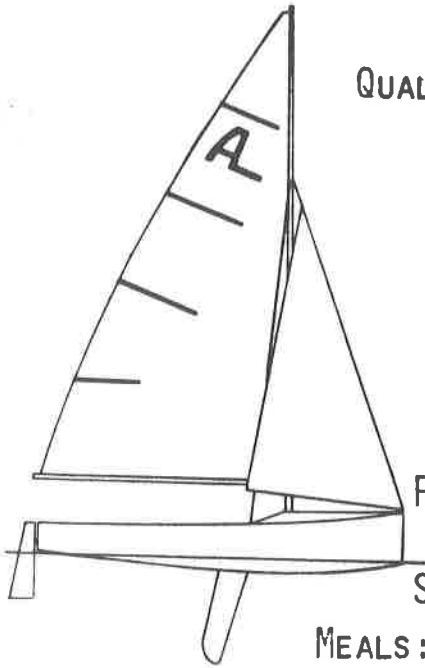
I, on behalf of myself and crew, realize that sailing is a sometime hazardous sport and release the L.S.S.A., the TS&CC the CYA, OSA its or their directors, officers or employees from any and all claims on behalf of myself and my crew and agree to save harmless the above from any claim made against the above by my Crew or Myself or any person claiming on behalf of either of us.

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

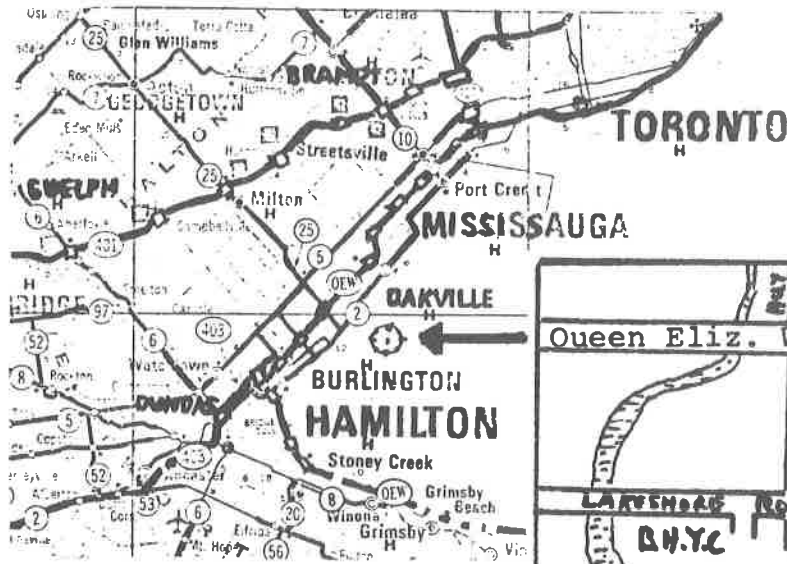
OR

E. Dunnstee

Home

-Weeknights (416) 822-6696

-Weekends (416) 270-5978



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 _____

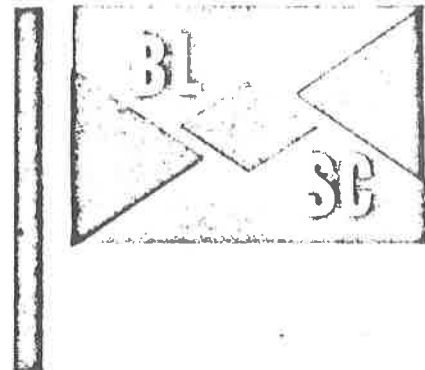
SAIL NO. _____

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: _____

SAILING CLUB



BALSAM LAKE SAILING CLUB.

18th ANNUAL ALBACORE REGATTA
(Griffin Trophy)

(This open regatta has been designated by the Canadian Albacore Association within the Gooderham Memorial series and also a "qualifier" for the Canadian Championships "A" fleet)

and (same start)

ALBACORE DISTRICT 8 CHAMPIONSHIP

This will be open only to CAA registered members of Albacore fleets within District No. 8. Sailors qualifying for this Championship may compete in both the District and the Open. The two will be sailed together.

and (separate start)

4TH ANNUAL LASER REGATTA
(Willson Trophy)

SUNDAY, AUGUST 2nd, 1981.

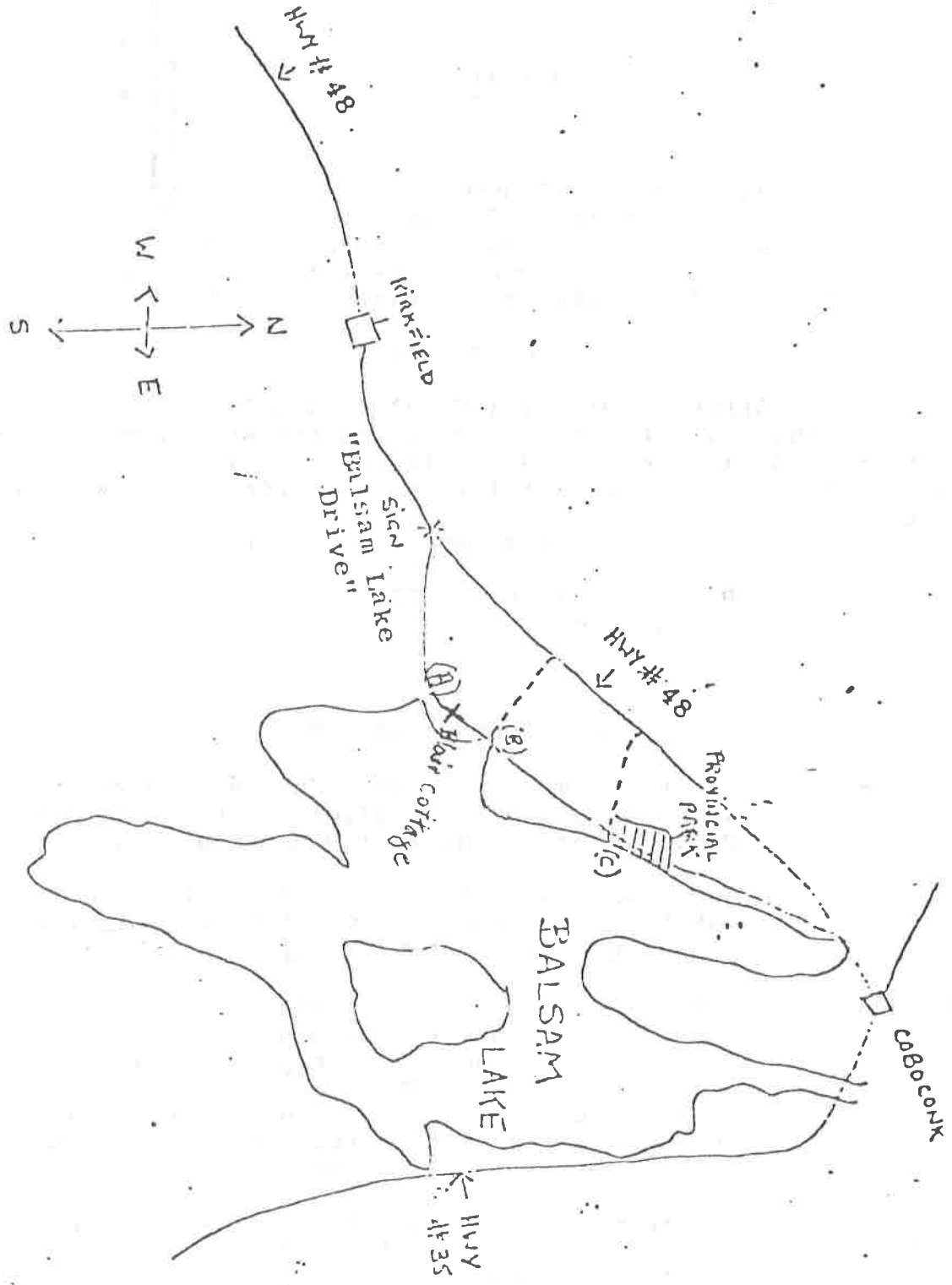
- LOCATION: Blair Cottage, near western canal entrance (see map attached). Go to Kirkfield on Hwy. 48 or Coboconk on Hwy. 35 and 48 and follow map and signs from there.
- TIME: Registration 1000 to 1200 at the Blair cottage. THERE WILL BE NO SKIPPERS MEETING. Start at 1300 promptly. BRING YOUR OWN LUNCH - soft drinks available.
- LAUNCHING: Three locations (map, signs).
 - a) Western canal entrance.
 - b) About one mile northeast of a).
 - c) Provincial Park.
 Launch your boat, sail to the Blairs, leaving car and trailer at launching site. Help with launching available. Note: No launching at the Blairs.
- SAILING INSTRUCTIONS: At registration. Two races, back to back. A third race may be held at discretion of Race Committee but only if start is by 1600.
- AFTER RACE: Drinks, Buffet Dinner and Prize-giving at the Blairs. Important: Load your boat on trailer and leave it at launching site (parking is limited at the Blairs). Go by car to the Blairs.

FURTHER

INFORMATION:

Ann Shaw	Tony Griffin
Before July 1st: 416 239-9621	Before July 1st: 416 366-0718
After July 1st: 705 374-4928	After July 1st: 705 438-3197

— Paved road
 - - - Gravel road



(A), (B) & (C) = Launching Sites.

BALSAM LAKE SAILING CLUB

18th ANNUAL ALBACORE OPEN REGATTA

DISTRICT 8 ALBACORE CHAMPIONSHIP

4th ANNUAL LASER OPEN REGATTA

Sunday, August 2nd, 1981

I hereby apply to sail in the above as follows:

ALBACORE - Boat Number _____

Skipper's Name _____

Tel. No.: _____

Crew's Name _____

Measurement Certificate & Buoyancy Endorsement: Yes No

Are you eligible for District Yes No

LASER - Boat Number _____

Skipper's Name _____

Tel. No.: _____

FEES - Boats (both Albacore and Laser) \$6.00 _____

* CAA non-members \$3.00 additional _____

Dinner - all adults each, including skippers,
 crews and guests \$7.00 Number: _____
 children under 14 \$4.00 Number: _____

Total: _____

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 and/or the Canadian Laser Association for any damage, material or personal, suffered by me during racing or otherwise.

Dated: _____

Signature: _____

Send this sheet with your cheque payable to Ann Shaw to:

Mrs. Robert M. Shaw,
51 Glenview Blvd.,
Toronto, Ont.
M8X 2K3.

Telephone: (416) 239-9621.

After July 1st:

Mrs. Robert M. Shaw,
R. R. No. 3,
Kirkfield, Ont.

Telephone: (705) 374-4928

*This is a Canadian Albacore Association-sponsored regatta. This fee can be applied against the annual membership fee of \$15.-

NOTE: There will be a 50 boat limit in each class - first come, first served. For this reason AS WELL AS FOR CATERING you are urged to apply early.



Royal Canadian Yacht Club
94 Hayden Street, Toronto, Ontario M4Y 1W2
Telephone: (416) 923-2406

RCYC OPEN ALBACORE REGATTA

Saturday, Sunday, August 8-9, 1981

Program

Saturday: 12:00 Skippers' meeting
13:00 First race, triangle course, Toronto Harbour.
Second race, immediately following first.
18:00 Sailors' buffet, Club House.
Sunday: 11:00 Third race, around Toronto Island.

Scoring

Place equals points, except first place equals 3/4 point. All races to count.

Registration

Friday, 17:30 to 21:00 hours, at RCYC City Station, 263 Queen's Quay West, at the foot of Parliament Street. Crane available for launching.

Saturday, 9:00 to 12:00 hours, at the Island Club House.

Entrants required to show 1981 buoyancy certificate and to sign a waiver of responsibility.

Information

Contact David Stamper, regatta chairman, 782-7809 (home), 443-4914 (work) or Robert Martin, fleet captain, 979-2403 (home), 598-5520 (work).

Registration form: return to David Stamper, 281 Bedford Park, Toronto, Ontario M5M 1J6.

Name.....Sail no.

Address.....

cont'd.....Phone.....

Registration fee \$10 Non-CAA surcharge \$3

___dinner at \$7.50 per person.

I enclose my cheque payable to the RCYC Albacore Fleet in the amount of \$_____.

CANADIAN JUNIOR ALBACORE CHAMPIONSHIPS

AUGUST 15 & 16

SOUTH MUSKOKA SAILING CLUB

5 RACES WITH 4 TO COUNT

\$30.00 Fee per Boat (plus \$3.00 for non CAA members).

- * OSA Mobile Sailing Clinic (video recorder) tentatively planned
- * 2 days of great racing
- * 2 breakfasts
- * 2 box lunches
- * Barbeque on Saturday night

Registration: August 14 16.30 - 21.00
 August 15 08.00 - 10.00

Skippers' Meeting: August 15 10:00 a.m.

NOTE: Sailors requesting billets must pre-register or contact Jim Kappelé at (416) 481-7646 no later than August 3, 1981.

MUSKOKA RD 30



69

Follow 69 North of Gravenhurst for approx. 15 miles to Muskoka Road 30. Turn right and follow AL signs to site.

HWY 11



North on #11 until you reach Gravenhurst. Enter Gravenhurst. Drive up Main street and turn left onto # 69 at lights (post office on corner).

HWY 400

North on 400 until you reach HWY # 11 (North of Barrie)

Tear off and mail to Jim Kappelé, 279 Lytton Blvd., Toronto, Ontario. M5N 1R7

Please register us for the Junior Canadians.

Name.....
 Address.....



Billet requested

Phone #
 Sail Number.....

Crew Name.....
 Phone #.....

Enclosed is my \$30.00

\$3.00 Non CAA fee

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 this regatta and the Canadian Albacore Association for any damage, material or personal, suffered by me during the racing or otherwise.

Date..... Signature.....
 Signature of Parent or Guardian if under 18.....



Rosedale-Moore Park Association

Mooredale Sailing Club

A member of the
Outer Harbour
Sailing Federation

MOOREDALE ALBACORE REGATTA

Saturday August 22

Location: Toronto Outer Harbour

Cost: \$15 per boat before August 21, \$17 after this date.

Non CAA fee: \$3 extra. Bring Certificate.

Fee covers races and 2 dinner tickets. Bring lunch.

Dinner \$6 for non contestants

Race Details: 3 races, all to count.

Skippers meeting 10:00 a.m. First race 11:00 a.m.

If rained out regatta will be held Sunday August
23, contact Mooredale clubhouse ph.461-3660.

Registration: Contact Barbara Revill for entry form at:

923-6964 (Res)

or 862-7427 (Bus)

Mail Completed forms to: Mooredale Sailing Club
146 Crescent Rd.
Toronto, M4W 1V2

SKIPPER NAME:

CREW NAME:

ADDRESS:

ADDRESS:

PHONE NUMBER:

BOAT NO.:

BOAT NAME:

CLUB:

CAA MEMBER

YES

NO

MEASUREMENT CERTIFICATE WITH
CURRENT BUOYANCY ENDORSEMENT

NON CAA MEMBER FEE \$3.00

Total Payment Enclosed \$

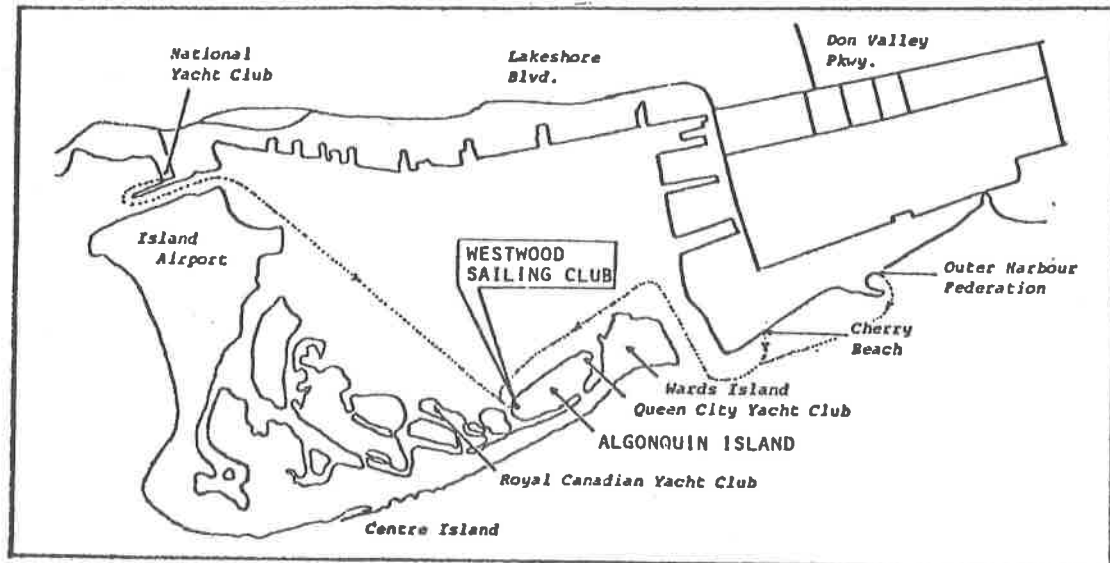
WAIVER OF LIABILITY: By participation in this regatta, I understand that I voluntarily assume and am knowledgeable of the risks of sailing and I assume sole responsibility for myself, my crew and boat. I agree to hold harmless and free of any liability the sponsoring club, its members, employees or individuals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

Dated: _____

Signature: _____

19 81 REGATTA AUG 29,30

Westwood Sailing Club



- LOCATION: Toronto Inner Harbour
- CLASSES: Albacore and 5°5
- Five races scheduled (Saturday - 3, Sunday - 2)
- GENERAL: Qualifier for 1981 Canadian Albacore Championship Fleet
- Final race in the "GOODERHAM SERIES"
- COST: \$25.00 per boat. This includes:
- race registration
 - lunch Saturday
 - B.B.Q. Dinner Saturday
 - Coffee & donuts both days
 - Club Ferry to Westwood on Saturday and Sunday mornings
 - Club Ferry back to mainland Saturday after dinner
 - Free overnight boat parking
 - Prizes - 1st 3 in each class
- REGISTRATION: In Person - at Westwood Clubhouse August 28, and 29
(Friday - 7:00 - 9:30 p.m.; Saturday - 8:30 -10:00 a.m.)
- INFORMATION: Westwood Clubhouse - 368-6279
John Langley - 484-7065 (res)
630-7241 (bus)
Lawrence Benjamin - 487-1351 (bus)

1981 CANADIAN ALBACORE ASSOCIATION GROUP INSURANCE PLAN
TERMS AND CONDITIONS

The Canadian Albacore Association is pleased to offer Albacore Dinghy Insurance at very special rates available only to members of the C.A.A..

In co-operation with the Drake Insurance Company, a firm specializing in marine insurance and Jarvis Insurance Agency, the C.A.A. has developed a special group insurance plan which will mean lower premiums and increased coverages for most Albacore sailors.

The Albacore Group Plan offers insurance at very attractive premium rates. In 1981 the rates remain \$10.00 per \$1,000.00 of coverage. The minimum insurance limit is \$3,000.00 for a premium of \$35.00. Additional coverage may be purchased in units of \$1,000 (i.e. \$45.00 for \$4,000.00; \$55.00 for \$5,000, etc.).

What coverages are offered under our Albacore Group Insurance Plan? Compare these coverages with any other insurance plan.*

-ALL-RISK basis including collision, fire, theft, lightning etc. including full racing risks!

-Coverage for boat, spars, sails and equipment including boat dolly and trailer for loss or physical damage!

-Coverage for boat and trailer while in transit up to 500 miles from home base! Coverage for longer trips available for small additional premium upon request.

-Replacement cost coverage - NO DEPRECIATION will be taken (even on sails) after payment of the \$50.00 deductible, up to the insured value of the boat! In other words, the damaged item will be repaired or replaced new for old!

-Medical coverage for injuries sustained for up to one year after the date of the accident.

-Personal liability coverage has been increased this year to \$200,000.00! With to-day's trend to ever-increasing liability claims even the non-racer cannot afford to be without personal liability coverage.

-All claims will be adjusted locally by experienced adjusters thus ensuring prompt repair to your Albacore.

The Albacore Group Insurance Plan is now in its second year of operation. Developed with the assistance of Peter Jarvis, a well-known centreboard sailor who knows and understands the problems faced by dinghy owners in insuring and repairing their boats, the plan attracted over 200 subscribers in its first year! Please remember that these very competitive rates and coverages are available only to paid-up 1981 members of the C.A.A.. These rates and coverages are not available through any other source. We regret that these coverages are not available for community club boats, or boats which are normally sailed outside of Canada.

Compare the rates and coverages with any other plan. Most sailors will find that they can save their entire cost of membership in the C.A.A. from the reduced cost of insurance alone! We're sure you'll find that the Albacore Group Insurance Plan is your best insurance buy!

ALBACORE GROUP INSURANCE - just one more good reason for belonging to the Canadian Albacore Association.

*Check the Insurance policy for complete details.

For further information contact the Canadian Albacore Association, P.O. Box 1028, Station "Q", Toronto, Ontario M4T 2P2 -or- phone Judy Whitfield (416) 767-4447 (afternoons or evenings)

