

SHACKLES AND CRINGLES

*canadian albacore association's
bi-monthly newsletter*

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Please direct all "SHACKLES AND CRINGLES" contributions and advertising enquiries to:

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Deadline for all materials to be included in the next issue of SHACKLES AND CRINGLES will be JUNE 15, 1983. The issue will be mailed approximately JULY 1, 1983.

Deadlines for subsequent issues of SHACKLES AND CRINGLES will be as follows:

AUGUST 15, 1983 TO BE MAILED APPROXIMATELY SEPTEMBER 1, 1983

OCTOBER 15, 1983 TO BE MAILED APPROXIMATELY NOVEMBER 1, 1983.

DECEMBER 15, 1983 TO BE MAILED APPROXIMATELY JANUARY 1, 1984.

PLEASE NOTE: Anyone wishing to publish regatta notices, and all other materials for SHACKLES AND CRINGLES are requested to observe these deadlines. Failure to do so may result in your event not receiving the publicity it deserves! SHACKLES AND CRINGLES will publish your regatta notices as many times as practical considering the regatta date, and our publication deadlines. Early delivery of your regatta notices will ensure its publication in the maximum number of issues of SHACKLES AND CRINGLES.

All classified ads of a non-commercial nature will be published free of charge, and will be published in two consecutive issues of SHACKLES AND CRINGLES, unless instructions to the contrary are received. If publication is to be for a lesser, or a greater period of time it is the responsibility of the advertiser to advise the Editor of SHACKLES AND CRINGLES.

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COVER PHOTO: "EATING THE TRANSOM" - RON BATT TAKES DAVID STURCH'S TRANSOM IN HEATED ACTION AT THE CANADIANS. PHOTO BY JUDY WHITFIELD.

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EXECUTIVE NOTES

COMMODORE'S REPORT

As I write this we are only one month away from the start of our sailing season -- and an active year it is going to be.

TARTS on May 28-29 is your last chance to qualify for the World Championships and three places will be up for grabs. If the U.S. or U.K. sailors do not take up all their spots for the Worlds, our share of these extra places will be allocated based on last year's "Canadians" results, beginning with the "A" Fleet and progressing, if necessary, to the "Challenger" and "Masters" Fleets on an alternating basis until all the places are filled.

Another season highlight is going to be the Race Training Week July 10-15 and Ontario Albacore Championships July 16-17, both at the Ontario Sailing Centre at Geneva Park. These events are being capably organized by Rear Commodore Rosemary Helmer. The full week should be a great chance to really improve your racing skills. Further details on these events will be found elsewhere in this issue of SHACKLES AND CRINGLES.

Ian Rogers' Worlds Committee has everything in hand and moving towards a great regatta. Even if you are not a competitor, there may be some opportunities to take part in some of the social events which are part of the Worlds program.

The '83 Canadians are also taking shape for September 16-18 at Ashbridge's Bay Yacht Club. Peter Brayshaw, our first Vice Commodore is already ironing out the details for what should be the largest regatta in Toronto this year.

The Spring Seminar took place on April 11 to a turnout of almost 150 sailors. Alf Jenkins, Executive Director of the Ontario Sailing Association brought an informative slide and talk show about the Ontario Sailing Centre's programs. It must be noted that O.S.A. provided funding for the Toronto seminar as well as a seminar held later that week in Ottawa for about 50 Ottawa area Albacore sailors. We are most grateful for the continuing support from O.S.A..

Karen Bleasby, reigning Canadian "International 14" Champion spoke on race tactics; Richard Storer spoke on boat tuning and sail trim, while Terry Neilson, Laser World Champion spoke on boat preparation and practice techniques. It was a most informative evening. We'd be interested in any comments

you might have on this event. Harbourfront has already been reserved for next year's seminar. I wish to thank Rosemary Helmer and John Langley for their help in organizing this event.

Many of you will have noticed the improved format of SHACKLES AND CRINGLES, the new mailing labels and well-printed correspondence on boat insurance and other C.A.A. activities. You are benefitting from your class' Osborne micro-computer, purchased last summer and now admirably adapted to meeting your needs. David Whitfield and John Ashby formed a sub-committee and acquired a program which sorts out the C.A.A. mailing list by a number of criteria such as district, club etc.. The untiring David Whitfield has put in long hours making the Osborne work for us. Christine Watson has been using the Osborne in producing a first rate SHACKLES AND CRINGLES. A scoring system is currently being developed for use at the Worlds and other Albacore regattas.

The year's on-the-water excitement is just about to start and I'm looking forward to seeing you all there -- I just wish I could make it to all the Albacore regattas, but with four or five on some weekends....

Charles Colman
Commodore

COME TO THE '83 CANADIANS

SEPTEMBER 16-18, 1983

ASHBRIDGES BAY YACHT CLUB, TORONTO, ONTARIO

In the last issue of SHACKLES AND CRINGLES we provided initial information about the 1983 CANADIANS, the courses, qualification procedures etc., and now that arrangements have progressed further we can provide specific details.

	DATE	TIME
REGATTA	THURSDAY 15th	18:30-21:00
REGISTRATION	FRIDAY 16th	8:00-10:00
	SATURDAY 17th	8:00- 9:00
RACING (1st Race)	FRIDAY 16th	11:00
(2nd Race)	FRIDAY 16th	
(3rd Race)	SATURDAY 17th	10:00
(4th Race)	SATURDAY 17th	10:00
(5th Race)	SUNDAY 18TH	10:00

Annual General Meeting - Friday, September 16th, at 20:00.

Commodore's Reception and Punch Bowl - Saturday, September 17th, at 18:30.

Dinner - Saturday, September 17th, at 19:30.

Dancing - Saturday, September 17th, from 20:30 to 0:30.

CONTINUED ON PAGE 4

CANADA ONE ORGANIZATION BOASTS ALBACORE
MEMBERS' SUPPORT

The Punch Bowl (both alcoholic and non-alcoholic) is limited, so late comers be forewarned, you may end up at the cash bar!

The three course dinner will consist of: Chef's salad, Prime Rib of Beef, roast potatoes, fresh carrots, and fresh beans, plus dessert, coffee, tea, rolls etc..

Box lunches (beef, ham, or cheese on a kaiser, plus biscuits and a soft drink) will be available from the club's kitchen at a cost of \$2.50 each.

There will be prizes awarded to both skipper and crew for the top five finishers in each of the four fleets; Championship, Challenger, Masters and Contender. Ribbons will be awarded to the top five finishers in each fleet in every race. In addition, the Tre Behan Trophy will be awarded to the top finishing junior sailor in the Championship Fleet. As usual, Family Trophies will be presented to the top placing boat (not finishing in the top five overall) which is skippered and crewed by members of the same household.

To encourage attendance by sailing club members, there are also the Club Championship trophies in each fleet. These trophies go to the members of the sailing club whose top three finishing boats in each fleet have the best score.

With so many trophies and traditionally lower entries in the Masters and Contender Fleets, everyone stands a good chance of taking home a prize, whatever the skill or age.

Now the most important thing in these hard times is the cost, which will be:

\$55.00 per crew if received before Sept. 1
\$60.00 per crew if received after Sept. 1

\$25.00 per junior crew (both skipper and crew not exceeding their 19th birthday as of December 31, 1983) if received by Sept. 1

\$30.00 per junior crew if received after Sept. 1.

All these prices include the Commodore's Punch Bowl, Dinner for two, plus the Dance. These prices are the same as those charged in 1981. Let's face it, it's hard for two people to go out just for dinner in Toronto for \$55.00, so all the racing and other activities are thrown in for nothing!

With these prices, and the special reduction for Junior sailors, plan now to attend. Advise your friends, and make up a team. Let's boost the attendance at this event back to the levels of the mid 70's.

Entry forms will be in the next issue of SHACKLES AND CRINGLES.

Peter Brayshaw
First Vice-Commodore

One of the very special and unique aspects of sailing an Albacore and being a member of the C.A.A. is tremendous contribution to sailing which is constantly being made by members of the Class. It's evident at both national and provincial sailing association levels, where class members have for many years dominated the inner circles of those organizations.

This same dedication and willingness to support the sport - that rarely seen Corinthian spirit is clearly evident again with the organization working for the Canada One syndicate.

Most of the sailors of course learned to sail in Albacores. Skipper Terry MacLaughlin was a recent winner at Conestoga Sailing Club's Warm Water Regatta. Chief boat mechanic Bob Whitehouse was until recently proprietor of Racing Sailboat Services in Toronto, a noted builder of wood Albacores and repairman and foil maker for most of the fleet. Assistant boat designer Steve Killing is an Albacore owner.

Behind the scenes there are many Albacore sailors working to assist the syndicate. David Yule, Tony Griffin and Paul Henderson are all members of the Canada One Operations Committee who are also well-known Albacore sailors.

Getting Canada One to the start line is projected to cost around \$6,000,000. Tax deductible donations to help in this effort may be made by mailing your cheque (PAYABLE TO: CANADIAN YACHTING ASSOCIATION - CANADA 1) c/o Clarkson Gordon
P.O. Box 251
Royal Trust Tower
T.D. Centre
Toronto, Ontario
M5K 1J7

Five per cent of all donations will be applied to assist Canada's National sailing Team.

If your sailing club would like to get involved in a special Canada 1 event or sponsorship please call or write:

Mr. George Walls
Bramaco Marketing Services Inc.,
44 Prince Andrew Place
Don Mills
Ontario
M3C 3G7

(416) 449-2100



C.A.A. MEASURERS LIST UP-DATED

Just bought a new boat and need it measured? Or a new suit of sails which you want to use next weekend? If you're going to participate in any sanctioned C.A.A. regatta your boat and sails MUST both have been measured by a C.A.A. Measurer.

If you own an Albacore and you are not sure whether it has ever been measured, you should contact the Chief Measurer David Weaver. He has records of all boats known to have been measured by the C.A.A.. Replacement measurement certificates are issued at no charge to members of the Canadian Albacore Association.

We've tried to make this list as accurate as possible. If any member who has been a measurer in the past and has been overlooked in this listing please contact the Chief Measurer immediately. Also, if there are any members who feel there is a need for a measurer in their area, and who would be prepared to act as a measurer for the C.A.A. please contact the Chief Measurer.

CHIEF MEASURER

David Weaver (Res.) 519 623-4402
14 Lansdowne Road N. (Bus.) 416 525-9140
Cambridge, Ontario ext.4651
N1S 2S8
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11 Martinview Court (Bus.) 416 252-5311
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Glen Hadden (Res.) 416 682-4344
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Thunder Bay, Ontario
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c/o Boathouse Marina
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CONTINUED ON PAGE 6

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(Thunder Bay Yacht Club)

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(Parkway Sailing Club)

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(Ile Perrot Yacht Club)

George Roth (Res.) 519 885-4325
212 Willowdale Avenue
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(Conestoga Sailing Club)

Michale Skafel (Res.) 416 623-0713
352 Seneca Avenue (Bus.) 416 637-4326
Burlington, Ontario
L7R 3A2
(Royal Hamilton Yacht Club)

Jamie Vallance (Res.) 416 634-3097
464 Elizabeth Street
Apt. 4
Burlington, Ontario
L7R 2M2
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Peter Vasoff (Res.) 416 762-4592
327 A High Park Avenue
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M6P 2S8
(St. Jamestown Sailing Club)

Warren Wilkins (Res.) 416 481-1873
25 Strathgowan Crescent (Bus.) 416 496-1000
Toronto, Ontario
M4N 2Z6
(Pointe au Baril Sailing Club)

PREPARING FOR THE WORLDS

by ALAN HUMPHREYS
- Canadian Albacore Champion

In this article, I will describe the approach that John Morgan and I plan to use in preparing for the World Albacore Championships in August. Let me emphasize first that our plan requires a commitment from both of us. We have a joint responsibility to ensure that our plan is turned into action and to help each other achieve our common (and individual) objectives. On the subject of objectives, I suggest that the first step for each crew is to decide on their own realistic objective - whether it is to come in the top five or top twenty - and work towards accomplishing it.

Our plan is an organized approach to ensure that by August we have the equipment, ability and confidence to achieve our objective. At the first gun, we will not be worrying about the sails or our boat handling - we will be concentrating on the job at hand - beating our competitors. Our plan is as follows:

PRE-SEASON READING

At this time of year, we refresh our memories by reading sailing books and, of course, the racing rules. My favourite book is Stuart Walker's ADVANCED RACING TACTICS, and I intend to reread it before we start sailing. With regular reading of the racing rules, by August we will both have a comprehensive understanding of them and the recent appeals decisions.

ENSURE THAT THE BOAT IS IN THE BEST POSSIBLE CONDITION

The boat is our most important asset and so we ensure that it is always in good condition with all equipment functioning properly. This year we have decided to completely refit the boat and by the Worlds, the hull, centreboard and rudder will be perfectly fair. The vang system will also be a priority this year to ensure that it operates smoothly and provides sufficient power for heavier winds. Also, any of the rigging or halyards that show the slightest wear will be

IMPLEMENT A PERSONAL FITNESS PROGRAM

By August, John and I plan to be as fit as possible and to achieve our weight targets (combined weight of 300 pounds). By early May, we will already be in reasonably good physical condition and will continue to build up for the Worlds with a final push in the last month. Jon Webb and Peter Aiken, the current World Albacore Champions, embarrassed most North American crews in 1981, when they displayed excellent physical fitness which allowed them to hike hard all the way round the course. This time we do not intend to give them such an advantage.

CONTINUED ON PAGE 7

SHACKLES & CRINGLES

IS YOUR BOAT SLOWING YOU DOWN ?

Bring it up to racing standards.

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The Jolly Woodman

9 Fisher Street, Unit 4
(Dufferin and Dundas Streets)
TORONTO, Ontario
(416) 535-1139

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PLAN THE USE OF OUR SAILS

We started planning the sails we would use in the Worlds, last year. We will order a new suit of sails well in advance of the regatta and sail with them a few times to ensure that we are familiar with how to set them up. Once satisfied, they will be put in a bag and kept for the Worlds.

BOAT TUNING WILL BE A MAJOR AREA OF FOCUS

We consider the best way to tune the boat is by sailing against another boat and exchanging information to improve the speed of both boats. We will do a considerable amount of windward tuning this way, making changes, one at a time, to improve our performance. Paul Henderson has "threatened" to tune up with us, which will be an experience! However, we plan to actively tune with one or two other boats as well.

SAIL IN THE PROXIMITY OF THE RACE COURSE

To capitalize on local knowledge, we will take every opportunity to sail south of the Toronto Islands (the race site) in order to gain a better understanding of the conditions, especially the wind shifts. We will also practice our heavy air sailing in this area to become accustomed to the wave conditions (which are very different from the Inner Harbour). Sailing an International 14 in the course area last August, I found that the wind was either very light or very heavy. We have had enough practice in light airs, but not enough in 15 knots plus, and we will therefore go out whenever possible in winds up to 25 knots.

SAIL IN LARGE FLEETS

Practice in fleets over 40 boats is highly desirable, especially to improve our starting techniques, upwind tactics, and the rounding of marks in large fleets. We will therefore sail regularly in the Harbourmaster series and attend all major Albacore regattas. Also, during the three weeks prior to the Worlds, we intend to sail at least three times a week.

PREPARE FOR PROTEST HEARINGS

We obviously try to avoid protests, but it is still important to be prepared for them. I find the best way to prepare for protests is by sitting as a member of protest committees. This improves my knowledge of the racing rules and helps me to understand what the committee is looking for from the parties involved.

GENERATE THE NECESSARY MENTAL TOUGHNESS

A key determinant in winning a World Championship is having the right mental attitude, the desire to win and the knowledge you can beat your competitors. Our plan is designed to ensure that we enter the Worlds knowing that we can do well and determined to do our best.

ONGOING ANALYSIS

Our plan is a flexible one, which requires continual reassessment of our approach. After each race during the season, we will debrief to identify areas where we can improve, what our competitors are doing, and how to beat them.

You will notice that I have not specifically commented on improving our boat handling skills, or the allocation of tasks (on and off the water), or crew compatibility - as we are in the fortunate position of having developed these already. If you are not satisfied with your own techniques practice is essential in order that all manoeuvres (including allocation of responsibility for identifying wind shift, changes in cloud formation, competitors etc.) are automatic.

I trust this article will help your own planning and look forward to preparing for the Worlds with you. Notice the lack of mental toughness!!! We'll have to work on that.



HUMPHREYS AND MORGAN TO REPRESENT ALBACORE CLASS IN "CHAMPION OF CHAMPIONS REGATTA"

The defending Canadian Albacore Champions Alan Humphreys and John Morgan will represent the Class at this year's "Champion of Champions Regatta" to be held June 11 and 12, 1983 at the Ontario Sailing Centre at Geneva Park.

This regatta is sponsored by Ontario Sailing Centre and brings together the class champions from all major racing classes in Ontario. The defending "Champion" is former Albacore Junior Champion Hugh Morrin who won the event last year sailing with Gordie McIlquhan.

The event is sailed in Laser 11's owned by the Sailing Centre. This unfortunate choice of sailing craft has effectively eliminated many competitors from seriously vying for the title due to the severe weight restrictions imposed by the boat. If O.S.A. is really interested in finding the "Champion of Champions" it is to be hoped that they will change in future years to boats (such as the Albacore) which place the emphasis on sailing skill and remove the severe limitation of crew weight imposed by the Laser 11, which is aimed at the teen-age sailing market.

SEA CADETS OFFER ALBACORE TRAINING FOR TEEN-AGE BOYS AND GIRLS

Do you have a teen-age boy or girl who would like to learn to sail? One of the most outstanding sailing programs being run to-day is that of the Royal Canadian Sea Cadets. Many are unaware that female recruits are quite welcome in the Sea Cadet program. Commander Frank Down, National organizer of the sailing program tells us that about 25% of all Cadets are teen-age girls.

The national Sea Cadet program has grown in leaps and bounds over the past five years under Frank Down's baton. Using Albacores as their primary training and racing boat, the Sea Cadets have shown truly impressive progress.

Each year the top Cadet crews at their National Championships (sailed in Albacores, of course) are invited to sail in the Albacore Canadian Championships. While five years ago these Sea Cadets would be tagging up the rear of the Challenger Fleet, they now consistently place near the top. In fact, at the 1981 Canadians, a Sea Cadet Crew from Kitchener Ontario placed in the top three overall in the Challenger Fleet.

Coming to the Canadians is just one of the many rewards for the top Cadet crews. In 1981 the top two crews also sailed in the Albacore Worlds. For one crew from British Columbia that meant their third trans-continental flight of the year--all part of their training.

Unfortunately the Sea Cadet Nationals will conflict with the Albacore Worlds this year, so no Cadets will be sailing, but the Sea Cadet presence will still be noticed by Worlds' competitors, as Sea Cadet personnel will be assisting Ian Roger's Worlds Committee with on-the-water support. And, of course, there will be Sea Cadet crews at the Ontario Championships and at the '83 Canadians in Toronto.

In addition to the local Sea Cadet programs, selected Cadets attend regional sailing camps. In Ontario, this means a summer at "HMCS ONTARIO" located in Kingston. Here the Cadets follow CYA standards of instruction. At one time most of the instructors were civilians, but the program now boasts over 90% of the instructors are developed within the Sea Cadet system.

Any teen-agers wishing to find out more about the Sea Cadet sailing programs in their locality should contact their local recruiter. If you're unsure of Sea Cadet program in your community, or would like more information, please contact:

Commander F.A. Down,
CRHQ,
CFB TRENTON,
ASTRA, ONTARIO,
KOK 1B0
(613) 392-2811 EXT. 2937

The Sea Cadet program has been of tremendous support to the C.A.A.. Not only in terms of the presence of Frank Down and Jake Birk, and many others who have become fixtures at many of our major regattas, but also in terms of spreading the popularity of the Albacore throughout Canada.

The Cadets have shown themselves to be fine young sailors who have exhibited good seamanship, great discipline and tremendous enthusiasm for the sport of sailing. The C.A.A. is greatly honoured by the presence of Sea Cadets sailing with us.



OVER 200 ALBACORE SAILORS ATTEND SEMINARS

Albacore sailors in Toronto and Ottawa came out in unprecedented numbers in early April to attend sailing seminars sponsored by the C.A.A. and Ontario Sailing Association.

In Toronto, over 150 sailors heard speakers such as Karen Bleasby, Canadian International 14 Champion; Richard Storer of Sobstad/Storer sail loft; and World Laser Champion (and Canadian Olympic Finn hopeful) Terry Neilson, discuss boat tactics, sail trim, and regatta preparation.

In Ottawa, almost fifty District 10 sailors attended the seminar featuring Canadian Albacore Champion, Alan Humphreys who led a general discussion on sailing the Albacore.

Ontario Sailing Association assisted in the presentation of these seminars through a generous grant of \$500. to the C.A.A.. This money had originally been allocated to the Toronto seminar but Executive members felt that the money could be better spent by covering the cost of flying Alan Humphreys to Ottawa. District 10 sailors obviously appreciated Alan's presence by their enthusiastic turn-out.

It should be noted that many Albacore sailors regularly assist the sport of sailing by presenting sailing seminars in many parts of the province. Alex MacNaughton has, for many years, organized learn-to-sail seminars in Toronto's libraries. Alan Humphreys has been performing yeoman's service to the Class by numerous other presentations to sailing clubs. Paul Henderson too is a much sought after seminar leader. As an Association we are richly blessed by the support of so many who give unstintingly of their time to promote the Albacore class.

If any club or district would like to host an Albacore seminar or on-the-water coaching clinic this summer please contact the C.A.A. without delay. We'll do our best to assist in the obtaining of a qualified leader and provide whatever other assistance we can to ensure the success of the event.

ALBACORE
YOUTH TRAINING SEMINAR
AND CHAMPIONSHIPS
SATURDAY AND SUNDAY
AUGUST 13TH AND 14TH, 1983
AT PETERBOROUGH SAILING CLUB

This year's Canadian Junior Albacore Championships will be held on Clear Lake, at Peterborough Sailing Club. The format has been altered to one of a mini "Y.O.T.S." - the Youth Olympic Training Seminar, held annually by the C.Y.A.. The event will be heavily oriented at improving the sailing and racing skills of all competitors.

The seminar section will begin at 9:00 on Saturday, August 13th, with land instruction by the O.S.A. Mobile Sailing Clinic, followed by on-the-water tutoring and practical sailing exercises by lunch time.

The championship racing with classes for:

- 13 and under
- 16 and under
- 19 and under

will commence in the afternoon and continue on Sunday, August 14th. Competitors' sailing performance will be recorded on portable video equipment for viewing and analysis after supper.

All meals will be provided and the members of Peterborough Sailing Club are organizing a social event for Saturday evening. They have also offered to provide billets for out-of-town competitors.

This event is being subsidized by an Ontario Sailing Association grant, and by the Canadian Albacore Association. With the offer of free accommodation, and the other facilities provided by the members of the Peterborough Sailing Club, the cost has been kept to just \$20.00 per boat to encourage the maximum number of youth participants. This price includes lunches on Saturday and Sunday, plus Saturday dinner!

Prizes will be awarded to the top three finishers (both skipper and crew) in each age group.

It is preferable that all entrants bring along their own/borrowed Albacore, but for those who are unable to provide their own boat a limited number of loaner boats will be supplied by members of the host club.

To assist in the organization of this regatta, all competitors are asked to register before the event. It is absolutely essential that all competitors who will require billets, or who would like to use a "loaner" boat complete their registration and advise regatta organizers of their requirements no later than July 31st.

Further details on this regatta may be obtained from:

Paul Goddard,
 468 Gilmour Street,
 PETERBOROUGH, Ontario
 K9H 2J9

Telephone: (705) 742-2956 (Res.)
 (705) 743-5610 (Bus.)

We would appreciate your advising all prospective entrants in your club about this event, and to also place a copy of the notice which you will find in this issue of SHACKLES AND CRINGLES on your local club's bulletin board.

Peter Brayshaw
 First Vice-Commodore

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EXCUSES...EXCUSES...EXCUSES

The late Eric Twiname, regarded by many as the best sailing journalist of his time, was working on a fourth book at the time of his death. His friend Oliver Freeman has posthumously completed the book and it has now been published under the title SAIL, RACE AND WIN. The book deals with the psychological aspects of sailboat racing. What follows is an excerpt from this splendid book.

There are two ways of looking at winning. The first is to see it as something magical and mysterious which only the unusually gifted are ever able to do. The second is to see it as the result of a concerted effort given to avoiding losing. The first is superstitious nonsense; the second gives a sensible and very practical way for anyone who really wants to win.

If you are to avoid losing it would be a great help to know why people do lose. Study that and you can learn what stops people winning. Remove those obstacles and you automatically win. Easily enough said, but nothing like so easy to do, and most people studiously avoid looking at why they lose. Instead they become "blamers", always able to produce the best reasons in the world for their failure to do well. The most popular targets for blame are:

THE CREW - Normally responsible for all bad tacks and, according to the helmsman, any bad tactical moves (the good moves of course have nothing to do with the crew).

THE WIND - Nothing receives more blame for lost races than the wind and, like the crew, it is given very little thanks for the successful results, since they are due entirely to the helmsman's superb skill and judgement.

THE SAILS - The wrong sails for the prevailing conditions is an old favourite and can always be used when a helmsman has more than one suit from which to choose. An experienced blamer will always have three or more of each sail at his disposal so that this losing reason is always available, except on the occasions on which he wins. A new suit of sails on order is most useful here: "that won't happen when I get my new suit of Storer/North/Ulmer/Eggers etc." Sometimes the new suit is on order for an amazingly long time.

THE BOAT - Equipment failure provides a field day for the blamer. ("The jib halyard tensioner went on the first beat raking the mast back something horrible. Killed the jib, ruined the slot and brought on enough weather helm to pull a muscle in a weaker man.") A broken item that can be detached from the boat is even better as he can wander about afterwards displaying fragments of block, sheared tiller extension or severed trapeze wire as evidence of misfortune. Weed attached to the centreboard or keel, although popular, is unconvincing unless it can be produced.

LUCK - Bad luck is our blamer's most consistently in explaining away lost races. He is, for some mysterious reason, the object of consistently bad luck in the races he loses, with exact details of which he will regale people given half a chance, or sometimes given no chance at all, such is his need to broadcast the personal injustices he suffers on the water.

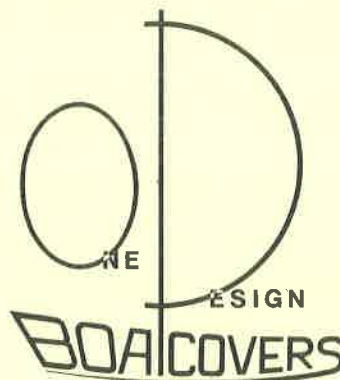
THE RACE COMMITTEE - Poorly set courses, start lines or some fault in the starting arrangements: never quite bad enough to call for a protest, but unquestionably the reason he lost, as everyone is told afterwards.

ANOTHER COMPETITOR - Some particularly nasty thing another competitor did to him, usually on the start line or first beat. Or even, in advanced cases of blamery, an unspoken conspiracy by the whole fleet to tack on his wind and force him about at every opportunity.

And so on. The reasons - some might say excuses - depend on the experience, frustration and creative ability of the individual. Not only have you seen these symptoms in your fellow sailors but, if you dare to admit it, you have seen some of them in yourself, since every racing helmsman has at some time found it more comfortable to explain a poor performance by finding external reasons than to accept the real source of the problem - himself. Everyone makes mistakes and the further down the fleet a crew are, the more things they do wrong - which is exactly why they're further down the fleet.

REPRINTED FROM SAIL, RACE AND WIN by Eric Twiname, published in North America by SAIL Books.

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



HANS GOTTSCHLING

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PHONE 277-3306

OUTER HARBOUR SAILING CLUBS TO HOST ONTARIO WOMEN'S DINGHY CHAMPIONSHIPS JULY 16, 1983

Ontario Provincial Women's Sailing Co-ordinator Margaret Bryce has announced that the Ontario Provincial Women's Double-Handed Championships will be sailed July 16, 1983 at Toronto's Outer Harbour Centreboard Club.

The doublehanded event will be sailed in Albacores, and the series will consist of between 3 and five races, depending on the sailing conditions. If weather interferes with the Saturday sailing, the event will be sailed on Sunday, July 17th.

The entry fee is \$20.00 per crew of two women. This registration fee includes lunch and dinner for the competitors.

In addition to the normal prizes, there will be a special prize for the top skipper over 40 (let's wait to see who claims that prize!). The top four finishers will also receive travel assistance to attend the Canadian Women's Doublehanded Championships later in the summer.

Watch for more details in the next issue of SHACKLES AND CRINGLES, but in the meantime, any competitors wishing further information should contact Margaret Bryce in Toronto (416) 536-2105 (Office) or 465-3250 (Residence).

QUALIFYING FOR CHAMPIONSHIP FLEET AT 1983 CANADIAN ALBACORE CHAMPIONSHIPS IS EASY!

Do you want to sail in the Championship Fleet at this year's Canadian Albacore Championships? If so, you'll have to qualify--but that's a lot easier than it sounds.



All you have to do is sail in at least three Albacore Regattas which have been designated as qualifying events for this year's Championships. There are a great number of such events in every part of the Province of Ontario. Just check the list of regattas included with this issue of SHACKLES AND CRINGLES and note those events which are designated as qualifying events.

As in the past, you do not have to qualify if you intend to sail in the CHALLENGER FLEET, MASTERS FLEET, or CONTENDER FLEET. These rules apply only to those wishing to sail in the CHAMPIONSHIP FLEET.

The only exceptions to the qualifying rules are as follows:

- 1) Non-residents of Ontario do not need to qualify if they wish to sail in the Championship Fleet.
- 2) Youth sailors (19 and under as of December 31, 1983) wishing to sail for the "TRE BEHAN TROPHY" in the Championship Fleet need not qualify.
- 3) Any other sailor who wishes to sail in the Championship Fleet but has not qualified by sailing in the required number of designated regattas may attempt to qualify by sailing in the Championship Fleet on Friday, September 16, 1983. The top 10 of those trying to qualify under this provision will be allowed to continue to sail in the Championship Fleet for the remainder of the Regatta. All others will automatically be transferred to the Challenger Fleet for the balance of the Championships.

Look for more details in the next issue of SHACKLES AND CRINGLES.



CANADA 1 FUND

For the first time in years Canada is challenging for the America's Cup.

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'83 WORLD UPDATE

In an example of true international co-operation, it appears that British competitors will be sailing Canadian-built, American-owned Albacores at this summer's world championships in Toronto.

There was some concern on the part of the organizing committee, chaired by Ian Rogers, that there would be no new boats for overseas competitors because of the recent demise of the late, lamented Skene Industries of Ottawa. Fortunately, Ontario Yachts of Oakville stepped into the breach and charter boat committee chairman David Medhurst was able to act as mediator for a deal similar to the one that resulted in new charter boats being supplied at the last Worlds at Gwynn's Island in the United States.

Hapco Marine, the firm that imports Canadian-built Albacores into the U.S. has agreed to order up to 10 boats from Ontario Yachts which they will charter to the British sailors before exporting them. This should be a good deal all 'round as our new builder gets a substantial kick-off order, Hapco gets boats with the cachet of having been sailed at the Worlds and the British get top quality boats to sail.

Of course, not all the fun will be on the water. madcap catering chairman Ian Bates has promised to pull out all the stops so that both the crews and the on-shore ancilliary staff, spouses, life-partners and whatnots, may partake of the hospitality of host club Royal Canadian and other Toronto area clubs. So far the agenda includes:

* An opening, "Hello, my name is..." cocktail party on Sunday, August 21, after the practice race.

* Tuesday afternoon barbeque and World Team Racing Championship viewing. RCYC Club manager Peter Van Buskirk has kindly donated the lawn of his beautiful Snake Island home, near the club dinghy area, the perfect spot for watching the three-nation warfare of team racing while imbibing libations supplied by a noted local distiller of spiritous liquors. Bates says he wants to float a steel band by on a barge just to add to the general hilarity but we'll just have to wait and see that one.

* Saturday night closing banquet, prize-giving and dance in the grand ballroom of the RCYC. Club food and beverage manager Gwynne Giles intends to make this parting shot a memorable one.

Robert Martin
'83 Worlds Committee

TECH TALK

JIB SHEETING

(By Michael McNamara and reprinted from Dinghy International)

What are the most important items of equipment on a small sailing boat? The answer could cover every individual fitting, but as a recent National BTO (Boat Tuning and Organization) opinion poll discovered, more and more people are coming round to the view that jib sheeting is the most important.

This poll showed that an interesting 53% came out in favour of jib sheeting, with 14% in favour of the boom vang and mainsheet combined, and only 4% thinking that toe straps should be bullet proof (especially in winter).

In the same poll 73% of the sailors said they used windtufts to get the best out of the sail. This is encouraging particularly because it shows that the purging of the old guard with their equal leech and foot tension and bisecting of the clew angle to get the best sheeting angle is beginning to pay off.

The importance of getting the jib sheeting right is very well documented and the sailor has only to look at the superb flow diagrams of Eric Twiname to show how the sail works (Ed. note: see START TO WIN or DINGHY TEAM RACING both by Eric Twiname)

Its front is responsible for aligning the air flow over the rest of the sail plan, so getting the angle of attack right is vital, while at the back it has to deflect and then squeeze the air through the slot. So if the leech is too tight the air is stalled and if is too slack the air is not squeezed enough. Both these functions are controlled by a) the fairlead position and b) by the amount the crew pulls on the sheet.

CONTINUED ON PAGE 13

In order for the jib to work properly then, it is particularly important that the air can flow over both its windward and leeward surfaces. If the angle of attack is too wide so that the leading edge backs, the helmsman has to bear away and sail further than other boats. If on the other hand it is too shallow, the sail is difficult to read and is prone to stalling.

The correct way to organize the leading edge is to enlist the help of windtufts. Approximately 4" long, these should be positioned 6" or so in from the luff and away from seams as they become snagged in the stitching. If they are placed at 1/4, 1/2, and 3/4 height then some idea can be gained of the air flow over the sail.

As diagram 1 shows, when the windward windtufts are working they stream slightly upwards whilst those on the leeward side stream horizontally.

To see whether they are working effectively, hoist the jib with rig tension on, which usually means putting up the main with enough vang tension to keep the jib luff tight. Remember to keep the boat away from buildings etc., and position the boat on a close hauled course.

Next comes perhaps the most difficult decision in the whole organization process, that of deciding on the athwartship position of the fairleads.

In the past they were positioned simply where there was wood to screw them down. This usually meant on the side decks. As this was uncomfortable for the crew to sit on, some classes allowed slots in the deck leading to fairleads bolted on to the side tanks. From there it was just a step to sheeting directly to the tank tops and missing out the slot, a move which was followed by a general shift of the fairlead position towards the centre line of the boat. This led to an improvement in boat speed providing that the sail was used properly. In fact, the one thing that has become apparent is that the closer in the fairlead, the harder the sail is to set and the more the jib sheet has to be "eased" in order to keep the jib leech away from the mainsail.

It is this "easing" with its reduction in jib leech tension which makes the closer sheeting angle work so well. As diagram 2 shows, the closer sheeting angle and eased jib sheet allow the jib leech to follow the contour of the mainsail. This gives a constant slot width between the back of the jib and the front of the main.

With a wide sheeting angle with its tighter leech the slot is narrow at the top and wide at the base. Unfortunately then the slot can only be right at one place along the entire leech length.

Many people believe that by moving inwards they will point higher, simply because they are bringing the jib further in. In fact they may well point higher but not for this reason. What happens is that the air

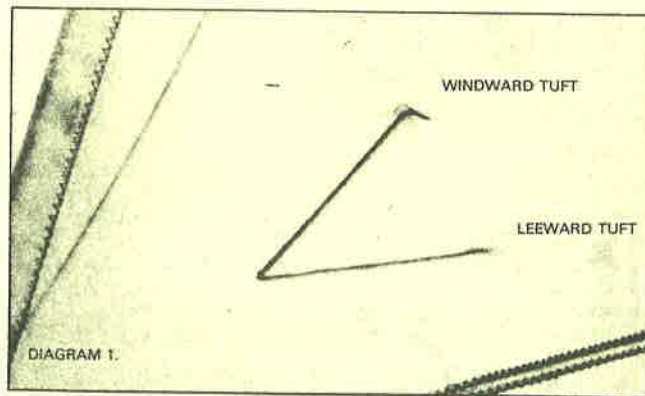
can get through the eased slot more easily so there is a reduced backlog of congestion and backwind. The jib also can be sheeted as a complete unit throughout its height without the need for leech tension.

The easing of the sheet means that the sail has to be cut fuller to allow it to twist and not just fall away. So, close sheeting jibs are fuller than their wider sheeted sisters which have to have plenty of leech tension to keep their tops working. A comparison between an Enterprise and a Fireball jib shows this clearly.

In fact within relatively narrow limits most boats in a class sheet in very similar sideways positioning. So, providing yours is similar to the known fast boats it should be all right. If in doubt however, a good rule of thumb is that the clew of the jib (not the fairlead) should be roughly halfway between the mast and the gunwale.

After deciding on the sideways positioning and before screwing the fairlead down into its fore and aft positioning it pays to make a mobile one with one's fingers. By moving this backwards and forwards it is possible to tighten or ease the leech.

If you choose a force 2-3 day when pointing is at a premium and when heeling is not a major problem the mobile fairlead can eventually be positioned so that all the windward tufts lift together working in unison like well regimented soldiers. If the top windward tuft lifts before the bottom because the leech is too slack and needs more tension, move the fingers forwards. On the other hand if the bottom lifts before the top, move the fingers back because the bottom is too full and the leech is too tight.



A check on the angle of attack at this point is to stand directly in the eye of the wind about 20 feet from the boat. If the windward tufts are doing their job properly you should be able to see neither the windward nor the leeward side of the jib throughout the luff length. If you can see one or other side then you will have to start again. For instance, if the leeward side at the bottom is exposed the sheeting has to be moved further aft to flatten the sail.

The further one stands forward in order to get this "in line" effect, the better the boat will point. The further aft you have to stand the further off the wind the boat will sail. At this stage it is possible to see if a closer sheeting position will make you point better simply by moving the finger fairlead in towards the centre line and then reorganizing the fore and aft tension to get the windtufts working again. If you then have to stand further forward in order to get that luff coming straight towards you then the better you will point.

To see the effect this will have on the slot, stand near the leeward quarter. If possible, the leech should follow the belly of the mainsail.

So, having decided on the best position bolt the track on so that the fairlead is roughly in the centre. Don't forget to mark this place.

If there is no immediately obvious place to sheet it is still possible to have a correct lead. One method often chosen is that of having barberhaulers and leading the sheet back to a fixed fairlead position. The leech can then be tensioned and the sheeting angle pulled downwards on a block through which the jib sheet runs.

Pulling down on the barberhauler is the same as moving the fairlead forward, while easing the barberhauler up is the same as moving the fairlead aft.

The principal danger with any of these barberhauler arrangements is that of over-tensioning on the downhaul. This hooks the leech and obviously removes any advantage of the closer sheeting. Careful marking of the leads is therefore absolutely essential. Sideways adjustment of the barberhauler or indeed any fairlead system is even more dangerous and it is a fallacy as Diagram 2b shows to think that the slot can be opened by moving the lead out. Much more is achieved in the opening or closing of the slot by the fore and aft movement of the fairlead.

This fore and aft movement from the medium wind point is needed as the breeze increases or dies away. In particular a movement aft in windier conditions eases the jib leech out. If this didn't happen the jib would become too full for jibs are fuller in a breeze than they are in lighter winds. A fullness created by the dreaded jib luff sag!

Every jib suffers from this although it can to some extent be controlled by rig tension for the tighter the shrouds and forehalyard the less the sag. The best way to monitor this is to keep a check on the leeward shroud. If this is very slack and simply floats about there is a good chance of having excessive sag. Care has to be taken not to overdo things - especially in light airs with a lumpy sea because if the luff is too tight and the angle of attack is flattened the sail becomes difficult to read.

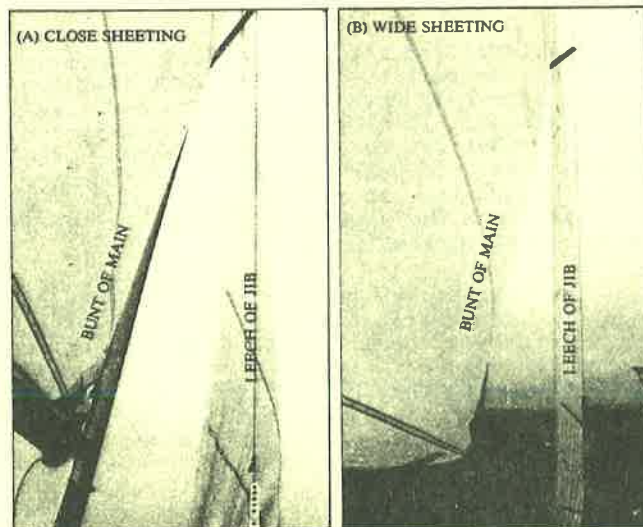


DIAGRAM 2

There has therefore to be some sort of movement on the jib halyard. In a boat such as the Enterprise for instance the highfield lever could well be adjusted to move over 1" - 1 1/2" between light and heavy airs.

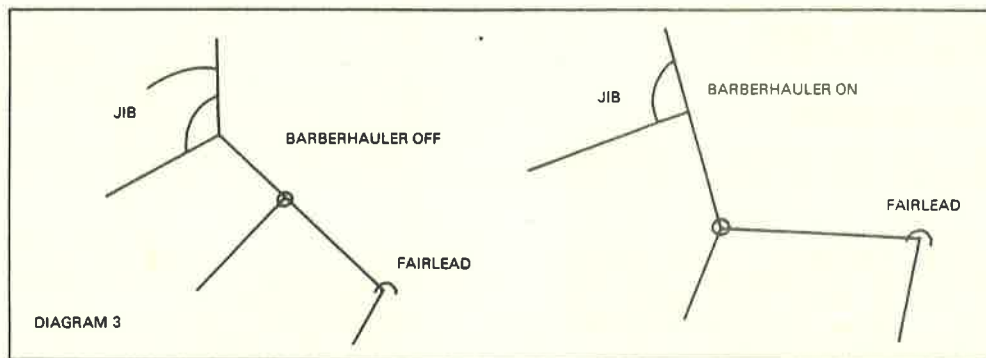
Excessive jib luff sag not only makes the front of the jib fuller to ruin pointing but also hooks the leech to congest the slot, at the very moment when the main is also being eased out to keep the boat on its feet. Obviously this reduces the efficiency of the sails and so the leech of the jib has to be "opened" to a) make the slot wider, and b) to reduce the amount of curve that the air has to make flowing over its surfaces.

So, after having marked the fairlead track for the medium weather position move the fairlead aft until the 3/4 height windtuft collapses and then move 1" or so forward. After establishing this heavy weather position, it too should be marked.

Never go beyond this mark because the collapsed windtuft shows that the sail is feathered and that the air flows equally past it on both sides. It has no drive and simply acts as a flag. Without this drive the boat cannot point so well and falls away from the wind slightly.

This is well worth remembering when considering pointing ability for it does not necessarily follow that poor pointing comes only from having the sail too full at the front. It can also come from having the top of the jib (or main for that matter) feathered. Usually jib luff sag means that this offending top part is hidden away from the helmsman's sight behind the mainsail. If the top windtuft has feathered, pointing the boat according to the bottom windtuft will slow the boat down. Nearby boats will be pointing about the same but will be going faster so the helmsman bears away to get the same speed, but then finds he is having to sail further. This can best be described as psychological "non-pointing". The solution is easy involving nothing more than moving the fairlead forward to bring the top of the jib

CONTINUED ON PAGE 15
SHACKLES & CRINGLES



into action. If this doesn't improve pointing then the front of the jib may well be too full because of jib luff sag and the way to keep this under control is to adjust rig tension.

To avoid this problem a few moments have to be spent before every race to check that a) all the windtufts are working together, and b) that the leeward shroud is not too slack.

In light airs with less pressure on the jib luff there is very little luff sag and so the sail will be flatter than would be ideal, especially if normal sheeting tension is used. The sail has to be eased on the sheets to give it some "life". Unfortunately, if the normal mid sheeting position is used this will open the leech too much.

In order to be able to ease the sail to put in that extra fullness, the fairlead has to be moved forward almost to the point where the bottom windtuft collapses. At the same time as easing the sheet to give increased fullness, the jib halyard should be slackened a little as well. The extra luff sag this gives helps to increase the fullness. Once this light weather position has been established it too should be marked.

It will be seen therefore that boats pointing best in the middle winds when the sail is at its most efficient. They point progressively worse as the wind gets up or dies down. Although the careful marking of the light, medium and heavy weather fairlead positions can help, the sailors themselves can improve things considerably.

It is the job of the helmsman to constantly watch the bottom windtuft to keep the boat pointing properly and it is the job of the crew to watch the top windtuft. He should aim to keep it just not backing. It can help to mark the sheet somewhere near the fairlead to improve the accuracy of his movements and he must be prepared to keep the sail constantly on the move. If anything it is better to have the sail undersheeted so that he has a nice easy backwinding to spot rather than have it too tight and stalled which is much harder to see.

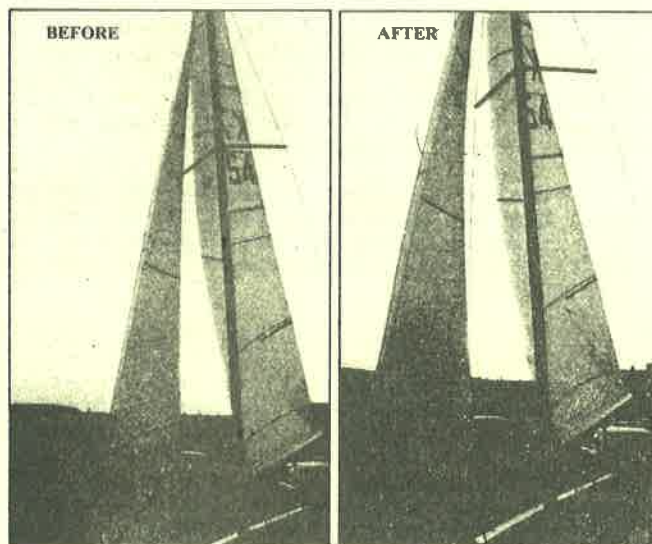


DIAGRAM 4

This is particularly important in light winds when there is no movement of the jib sideways and it is very easy to have a choked slot as shown in Diagram 4. So the motto is "ease and ease again".

Finally, by keeping a close eye on the other boats, particularly those at the top of the fleet, and by religiously reading the class newsletter (SHACKLES AND CRINGLES) it is possible to keep pace with sheeting developments. It is not a bad idea too, to find out what happens in other classes, but nothing works so well as that constant patrolling round the boat in the dinghy park to see exactly what things look like from all angles.

HAVE YOU SENT IN
YOUR 1983 C.A.A.
MEMBERSHIP RENEWAL?
WHY NOT DO IT RIGHT
NOW?

COMPASS WORK UPWIND

by Eric Twiname
(Reprinted from SAIL MAGAZINE)

Not long ago, the only reason we carried compasses on dinghies was to find our way home in fog. Now they're required go-fast gear on any seriously raced sailing boat. But like most go-fast equipment, more people have the equipment than the know-how to use it effectively; though when the compass is used effectively it reduces tactical mistakes and makes for faster windward legs.

If you're going to fit a compass at all, fit a good one. A small compass just isn't sensitive enough to the three-to-five degree differences in boat direction that a good one will tell you about. I use a standard large dinghy compass and it reads reliably, even in short slop, to five degrees and in still water to about three degrees. It's also important to fit it in the right place and an amazing number of people don't.

Ideally you want to be able to read the dial easily without big head movements so that frequent glances are effortless and don't stop you concentrating on making the boat go fast.

A single compass fixed at the forward end of the cockpit, just behind the mast, is the best arrangement on two- and three-man boats, though on some two-handed dinghies such as the 470 the most popular arrangement seems to be a compass on each sidedeck forward of the helmsman. The snag is that this requires big head movements to look from the luff of the jib down to the compass.

A small detail that I have found very valuable: if you're sitting out, your line of vision to the compass is at about 45 degrees to the centreline of the boat, yet the main vertical lines you're supposed to read against the compass card is set along the centreline making it difficult to read accurately because of the parallax. So paint on your own marks, one on each side of the compass glass (if there aren't two, 45-degree lines already) so that as you sit out on each tack a line faces you which will give a direct reading without being affected by parallax (Fig. 1).

The exact position of these two lines isn't important, since you need to know the changes in wind direction, not the true direction.

The magnetic disc can roam off quite often, particularly just after a tack or when you're sailing through bigish waves. Obviously you don't want to base the ensuing five minutes' strategy on a reading that is five or ten degrees out, so it's worth having three or four glances at the compass over a period of, say, 15 seconds. Then you can be sure the reading is true.

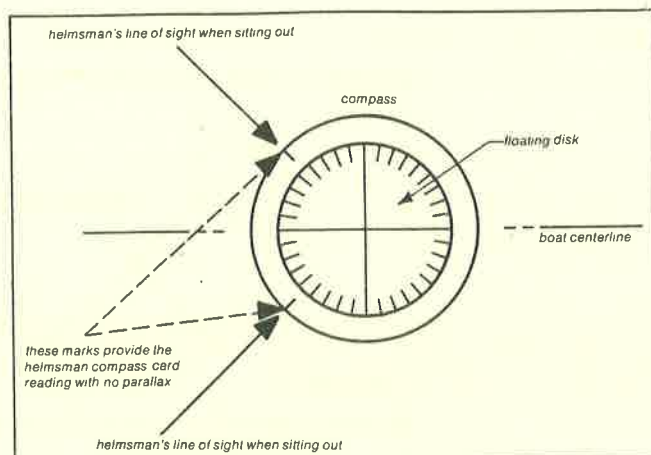


Figure 1: Mark a line that faces you as you sit out on a tack so that you can get a direct reading without having to be affected by parallax

When you discern from other signs that the wind has just shifted, and you're only using the compass for confirmation of the shift, that extra care isn't necessary. If one glance at the compass confirms your hunch, you're certain to be right.

At first it can be a problem to relate a change in the compass reading to a change in wind direction, deciding, for example, which way the wind has shifted when you're on starboard and the reading changes from 290 to 300. When confronted with this problem during a race I have been known to bear away deliberately to see which way the bearing has changed. But that's the worst way of finding out. The best way is simply write down on the starboard side of the compass:

HEADERS + (meaning reading increases when headed)

LIFTS -

and on the port side:

HEADERS -

LIFTS +

(Editor's note: you can also try little memory "joggers" such as "Start up" (for a lift on starboard) and "Put down" (for a lift on port))

To get the most out of the instrument, compass work should start before the race. A little close-hauled sailing before the start can tell you:

* The compass readings for the mean boat direction on port tack and starboard.

* The general pattern of windshifts--whether the wind is tending to oscillate and, if so, the size and tough time period of the oscillations.

If you have difficulty remembering numbers, it's worth writing down the mean reading for each tack in a prominent place, so immediately after you have started you can check the compass reading against the mean

CONTINUED ON PAGE 17

reading for that tack. Then you know whether you are on a lift or a header right away--a rather important detail that most of the fleet won't know. So when you're on a sizeable header, you'll be able to tack off--behind other boats if necessary--knowing that when the wind swings back again, you'll cross ahead of them all.

(Editor's note: a piece of white "Mac-Tac" vinyl sheeting on each side deck provides an excellent "chalk board" to record these headings, which will wipe clean with a little water, especially if you do your recording with a black china marker.)

The most difficult windshifts to spot without a compass are small ones on open water courses. Even with a compass you have to check several times to be sure that the shift is genuine and not just the compass card's temporarily wandering. Yet in most dinghies, particularly the smaller ones, a five-degree header on a big open-water course is worth tacking on.

The man getting five-degree shifts right all the way up a mile beat would be 150 yards ahead of the man, sailing at the same speed, who missed all the little shifts and reached the weather mark in two long tacks, provided, of course, there were no permanent swings or bends in the wind direction. (Fig. 2).

On most inland waters there are points on the shore that you can use to judge your direction of sailing against, and any change in direction caused by the wind shifting is fairly easily noticed, provided you are looking out for it. In the middle of the fleet your concentration is divided and it's not difficult to miss the tell-tale change of heading. This is unfortunate because good reading of the shifts would pull you up through the fleet faster than anything else. And again, this is where compass work comes in.

Once you know the mean boat direction on each tack there's no need to pick out points on the shore to check whether you're being headed or lifted. All you do is keep glancing at the compass and it will tell you when your heading changes. There is no looking up from the boat, no remembering shoreline features every time you tack, and there is more time left to get the maximum speed out of the boat.

Certainly I find I also use the old methods for spotting the shifts. The compass isn't the key to instant infallibility in shifting winds, but provided you keep a weather eye open for all the other signs, it makes life a whole lot easier. There is something to be said for being able to read your potential mistakes in degrees on a dial.

The sharper the shift the less use a compass is. When making short tacks the magnetic disc doesn't get long enough to settle down. The best approach then is to respond quickly with a tack each time a header backs the luff of the jib.

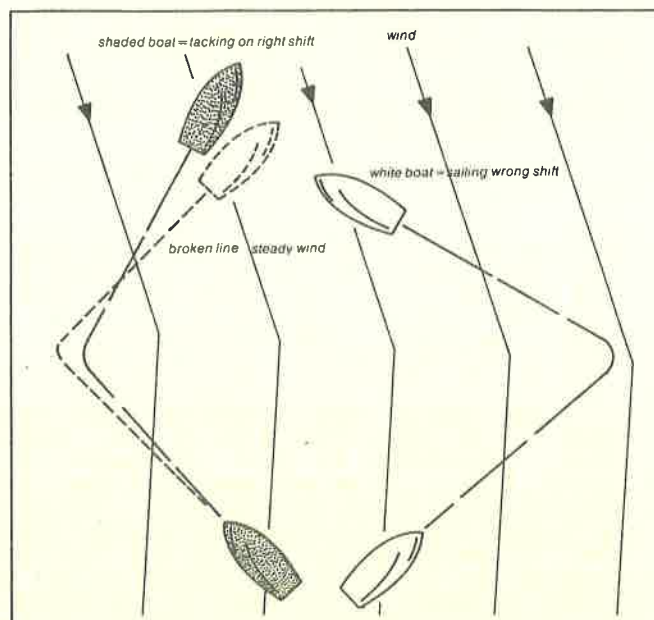


Figure 2: On a mile-long beat with wind shifts of five degrees each side of the mean direction, tacking on the right shifts will give you a 150-yard advantage over a boat sailing in steady wind, and 300 yards over a boat sailing the wrong shifts

Another pre-race use of the compass is detecting a geographic wind curve. The wind curves in a fairly constant pattern wherever there are features like valleys, hills and shorelines to bend it--and sometimes even when there aren't. These curves in the wind can most easily be picked up when your start is downwind of your launching area. On the way to the start all you have to do is put the boat onto a dead run every two or three minutes, read the compass very carefully and get the crew to jot down the readings. Once down at the starting area you can check the figures for any gradual change in the compass bearings.

Let's say, for example, that the bearings on the dead run change gradually from 030 to 045 over three quarters of a mile. The shortest--and therefore quickest--route up the first beat would be...well what would it be? No prizes for the right answer other than first place at the weather mark.

The start itself is analyzed by compass bearing in the most competitive racing circles. Fixed-line starts in international fleets tend to get excessively busy in the 15 or 20 minutes before the start gun. They've all read all the right books and are swarming like smoke-crazed bees round the markers at each end, picking shore transits, checking tide, practising starts, trying to pick an end to start at, and reaching up and down and watching everybody else doing the same thing. The result is that it's difficult to get a look in.

The best way to decide which is the right end to start at therefore is not to get involved in the melee, but to get a compass bearing on the line and work out which end to

CONTINUED ON PAGE 18

start at in undisturbed wind and water. A bearing on the line can be had by sailing from one end exactly to the other. The bearing of the boat (the reading the compass disc makes against the centreline) is the bearing of the start line.

All you do now to select the favoured end is to sail into clear water upwind of the start line and reach with the boom against the shrouds: first, on the exact bearing of the start line); and second, on the reciprocal bearing (i.e., the first compass reading plus 180). One way you'll move forward, the other you won't. The favoured end of the line is the one you sail away from (Fig. 3).

You can go even further and make yourself a pre-race tidal plot of the sailing area, provided it is tidal, of course. It's quite simple to do and something that team support boats do at the Olympics. You throw a sponge over the side at the weather mark, let it drift for two minutes and use your compass to give you the direction of the tidal movement. Its speed you can estimate by the number of boat lengths the sponge has travelled in the time. The same operation at each mark gives you the tidal plot over the course.

Perhaps the greatest value of this kind of detail work is that it increases your awareness of what the wind is doing. As I've said, the other signs will tell you almost as much, but not so easily or so accurately.

Even so, there is a danger of becoming too reliant on the compass and insensitive to the other things that tell you about lifts and headers. Ultimately, the seat-of-the-pants man rather than the instrument man will win the races. But a seat-of-the-pants man who also gets what he wants from his compass will beat them both!

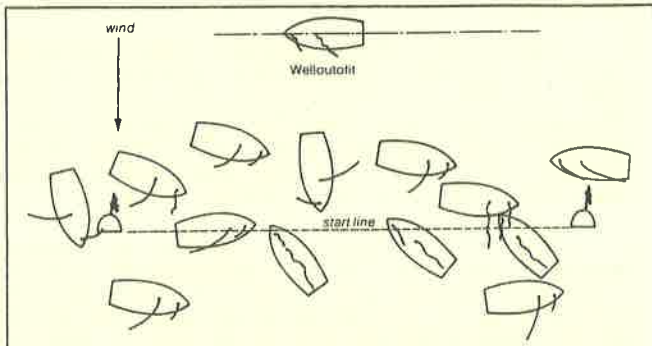


Figure 3: Welloulotit checked the bearing of the start line before it got congested. He has now sailed off into clear wind and is using his compass to sail exactly parallel to the line and calculate the favored end

This is the second of two parts on dinghy cruising excerpted from the book DINGHY CRUISING WITH PHILLIPS, which is available by mail from: Ken Elliott, 108 Fulton Street, Toronto, Ontario M4K 1X8 at a cost of \$5.50 per copy (including postage).

ONE BOAT ALONE, OR IN COMPANY? For many, the choice between sailing alone or with other boats will be automatic because of circumstances, temperament, and number of friends who are interested. We have cruised mainly in company, but after one ambitious week's cruise alone, we felt the following factors should be considered. With a single boat, you are free to start off in the morning when you are ready, stop when you like, or go on to all hours and skip supper if you wish. In company, even if you are tired and ready to stop, you may be unwilling to inflict a possible uncomfortable campsite on other people. Alone, you can accept a small or inconvenient anchorage if you prefer, rather than go on and look for something better. When you are sailing a single boat there is no pressure to keep up with others. You can take a few extra minutes to get the boat ship-shape before you move off, you can heave-to and reef in a leisurely manner instead of having to keep on going, you can reef as early as you like if the wind is freshening, or you can decide to take shelter without asking anybody. If the crew is busy on something else, or asleep, you can leave the jib hauled in too tight and it does not matter that you lose a little speed. Or if you want to, you may go as fast as you like and not be held up by slow-pokes. In a calm, you can decide to row or sit and wait, as you wish. And especially when sailing alone there is freedom from the anxiety you can suffer when one boat gets out of sight ahead or lags behind.

On the other hand, sailing in company provides companionship and we have made long-term friends cruising. There is the double-check on navigation and compass courses, and ready help in the event of equipment failure or for making incidental repairs. If you should have a big misfortune or even lose your boat on the rocks, such close help may be vital. We have once or twice felt, while cruising alone, that we were at risk of being molested at an anchorage by thieves or vandals. There may also be a problem if you want to leave your boat at a dock or beach to go shopping, which sailing in company would solve.

When cruising in company, our preference is for two to four boats only. This would not apply to cruising resort or areas in which there are many campsites. But, in uninhabited areas, we tend to look for very small sheltered coves in which to camp, and more than three or four dinghies may not be able to beach or anchor together.

CONTINUED ON PAGE 19

If dinghies sailing together are not all of the same class, it is important that they should have very nearly the same speed in all wind conditions, and on all points of sailing, especially the same speed on a beat, in order to stay together.

SELF-RESCUE It is essential to be able to right yourself (with the help of crew if carried) in the event of capsizing. There are no crash boats on a cruise, and in conditions that make capsizing possible, your friends in the other boats are going to have their hands full looking after themselves. It is also essential that your boat will not sink under any conceivable circumstances, including for instance, capsizing after getting a hole in one of the buoyancy tanks by hitting a rock. Carry extra flotation securely fixed in the boat.

MAST. A pivoting mast is useful for going under bridges because it can be lowered while you are afloat. We prefer a wooden mast and boom, so that in the event of damage we would be more likely to be able to repair or jury rig it. Frank Dye, famous in England for his ocean passages in a 16 foot dinghy, had his mast broken in a North Sea storm. He cut away the broken section, then butted, splinted, lashed and stayed the two ends to make a shorter mast, and sailed on 200 miles to Norway.

DISTANCE. Once you are out of your harbour or cove and in open water (which may be an hour or more after you set sail) you can hope to make four to five knots when beating against a moderate wind, one-and-a-half knots rowing in a calm. WE count 20 nautical miles as a fair day's sail, though we often sail considerably more. If we have over 15 miles planned, we would have alternative stopping places noted on the chart. Remember that the pleasure and the success of a cruise is not proportional to the distance covered. Be content with distances you can manage easily in the time available. If you are lucky and have a favourable wind, you will have an extra bonus of being able to go further than planned, or spend time ashore and have unscheduled stops.

FLEXIBILITY. Make a flexible plan, whether for one day or for a holiday of several days or weeks. Allow at least one day "lay over" for every day's sailing. Each day have alternative plans in case too little or too much wind prevents your covering the distance you hoped. Study the chart for shelter or ports of refuge along the way. Plan a round-trip cruise in such a way that if you have to abort part way round, there are places where you can land and hitch-hike or take a bus to the place you have left your car and trailer. If you let yourself get into a situation in which you are forced to sail back to your trailer on a certain day, you may be pressured into sailing in bad weather and so run into danger.

YACHT CLUB MEMBERSHIP. If you are hoping for hospitality and the use of facilities at other Yacht Clubs, it is only fair to have your own membership paid up, and to carry your membership card.

(EDITOR'S NOTE: We want to publish more articles on cruising in forthcoming issues of SHACKLES AND CRINGLES. In fact, there's an annual award for the best cruising article submitted for publication. Anyone with experiences or tips in cruising their Albacore is asked to contact the Editor.



BOATS FOR SALE

ALBACORE # 480 - wood Fairey Marine hull - "Fiddlesticks" - excellent race record - top and bottom cover, plus launching dolly - \$4,000.00. Contact: Mike Owen (Toronto) (416) (Bus.) 429-4411; (Res.) 466-7311.

ALBACORE # 545 - wood Fairey Marine hull - completely renovated and refinished - covers - all racing options - super lightweight hull - \$4,000 or will negotiate for best offer. Contact: Ron Taylor (Toronto) (416) (Bus.) 489-3030

ALBACORE # 653 - wood Fairey Marine hull - completely rebuilt and refinished - sunrise yellow hull - new mahogany deck (varnished) - refinished interior - new hardware - new foils - Sail inventory negotiable. \$2200-\$2400 depending on sail selection. Contact: Barry Moreton (Toronto) (Res.) (416) 222-1885.

ALBACORE # 700 - wood Fairey Marine hull - nearly new sails - road trailer - life jackets etc. - \$2,000.00. Contact: Ross McKay (Toronto) (416) (Res.) 621-8706.

ALBACORE # 2119 - Fibreglass hull - white hull with light green deck - one suit of sails - \$800.00. Contact: Gail Borden - (Toronto) (416) (Bus.) 863-2422; (Res.) 278-6535.

ALBACORE # 3029 - Fibreglass hull - tapered mast - two booms - 2 suits of sails in good condition - self bailers - boat cover - road trailer. Boat will be available in Toronto in early May. Toronto calls can be returned during working hours (Monday to Friday). Asking \$1200.00 (negotiable). Contact: K. Wong - (Sarnia) (519) 336-1248; or (Toronto) (416) 465-2804 after 7 P.M..

ALBACORE # 3461 - Fibreglass Skene hull - white hull and deck - well-maintained - Storer sails (nearly new). \$1600. Contact: Peter Hayes (Ottawa) (613) (Bus.) 238-6560.

CONTINUED ON PAGE 20

ALBACORE # 3731 - All wood - excellent race record - all the "strings" you could ask for - top condition with good sails. Price negotiable. Contact: Ron Batt (Toronto) (Res.) (416) 221-5437.

ALBACORE # 4548 - McGruer & Clark hull - built in 1971 - salmon hull with white deck - 2 sets of sails - road trailer - wet suits. Excellent package for novice sailor. Contact: Hugh Peacock - (Bus.) (Toronto) (416) 441-2731; (Res.) (416) 579-0179 (Oshawa).

ALBACORE # 4884 - Skene - Storer sails - Proctor spars - with or without Tee Nee road trailer - \$1,750.00. Contact: Alan Driver (Toronto) (Res.) (416) 423-6868 (evenings).

ALBACORE # 5521 - Fibreglass Skene hull - Proctor spars - Storer racing sails (used only 1 season) - various racing bits - boat cover - lying at R.C.Y.C.. Contact: Robert Martin (Toronto) (Res.) (416) 979-2403 (after 6 P.M.)

ALBACORE # 5547 - 1972 Skene - new Proctor mast and boom - high performance centreboard and rudder - North sails. \$1,500. Contact: Ian Brayshaw (Burlington) (Res.) (416) 632-8586.

ALBACORE # 5590 - 1973 Skene - Proctor spars - Storer sails - racing rigged. \$1500. Contact: Ken Brown (Ottawa) (613) (Res.) 225-4204; (Bus.) 996-9957.

ALBACORE # 5671 - Good condition - racing equipped - 2 suits of sails, including 1 set of one year old Storer sails - Proctor mast and boom - 2 rudders - cover. Asking \$2,000.00. Contact: Jack Mitchell (Burlington) (416) 529-6564 (evenings).

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ALBACORES #'s 6153, 6750, 6751, 6760 and 6761 - all Skene Albacores - ivory hulls with white decks - built to club specs. - Proctor D mast, stiff boom - centre traveller - Elvstrom suction bailers - race equipped - good working sails - well maintained - \$2300 each o.n.o.. Contact: Mooredale Sailing Club (Toronto) (416) 922-3714.

ALBACORE # 6184 - Skene racing model - minimum weight - used very little - never raced - in outstanding condition. Contact: George Syme (Barrie) (Res.) (705) 835-3420

ALBACORE # 6220 - Allen hull - Storer sails - excellent condition - outstanding race record - road trailer optional - best offer. Contact: Sicotte Hamilton (Orillia) (Bus.) (705) 363-8781; (Res.) (705) 325-6339

ALBACORES #'s 6805 & 6806 - two fully equipped Albacores - "6-II" hulls - foam sandwich construction - ultra stiff hulls - standard spars - Fogh sails - mahogany/sitka laminated foils or aluminum centreboard (as preferred) - used 10 weeks. Price negotiable, best offers over \$1,000.00. Contact: Kay Cartwright, P.O. Box 758, Kingston, Ontario K7L 4X6 - (613) (Bus.) 544-6212; (Res.) 546-7990.

ALBACORE # 7034 - Back injury interrupts dinghy racing. Must (regretfully) sell my Skene Albacore - complete with jib bar - extra Storer jib - all Harken fittings - road trailer - cover - all Whitehouse foils. Ready to race. Contact: Bill McKenzie, P.O. Box 520, Orillia, Ontario - (705)(Bus.) 325-2753; (Res.) 487-3110.

ALBACORE # 7041 - Skene hull, race equipped - complete with North Sails - Proctor spars - cover and dolly. Value over \$5,000.00 at 1982 prices. Best Offer. Contact: Rob Watt (Kitchener) (Res.) (519) 894-2974.

ALBACORE # 7081 - Skene hull - minimum weight - Storer sails - Proctor spars - all "go fasts" - turquoise deck - white hull - road trailer - cover. Will deliver to southern Ontario or Winnipeg. Best Offer. Contact: Hugh Loughborough, P.O. Box 1137, Atikokan, Ontario, POT 1C0. (Bus.) (Toronto line) 968-3695 ext. 374, or (807) 597-6951 ext. 374; (Res.) (807) 597-2336.

ALBACORE - Brand new Skene - white hull with orange deck - Proctor spars - Storer sails - Regularly \$4235.00 - sale priced at \$3750.00. Contact: The Boathouse Marina, Minett Ontario - (705) 756-3963.

EQUIPMENT FOR SALE

CENTREBOARD - Albacore centreboard by Mark Lindsay. Mint Condition. \$400.00. RUDDER BLADE - Albacore rudder blade by Bullock. \$100.00. Contact: Roger Green (Barrie) (Res.) (705) 726-9494.

ALBACORE LAUNCHING DOLLIES AND ROAD TRAILERS FOR SALE: Albacore launching dollies - complete with pneumatic tires and rubberized sling - specially designed for Albacores. \$195.00.

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SAILS - Albacore mainsail - Fogh - brand new, never out of the bag. \$225.00. Contact: Phyllis Love (Toronto) (Res.) (416) 922-0714

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SAILS - North-Fogh Albacore sails - main and jib - barely used - in excellent condition. \$200.00 Contact: Bill Kennedy (Toronto) (Res.) (416) 286-1670 (evenings).

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MAST - Seahorse mast - fully rigged - complete with diamond struts, wire halyards, and jib tension lever. Best offer. Contact: Rob Watt (Kitchener) (Res.) (519) 894-2974.

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MAST - Proctor mast wanted for an Albacore. Please contact: Ken Brown (Ottawa) (613) (Res.) 225-4204; (Bus.) 225-4204.

DOLLY AND TRAILER - Launching dolly and road trailer wanted for an Albacore. Please contact: Joanne Osborne (Toronto) (Res.) (416) 489-1390; (Bus.) 967-1444



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RULING THE WAVES

CAN THERE BE LUFF AT FIRST SIGHT?

FIRST OF TWO PARTS

WHAT IS THIS THING CALLED LUFF?

"Luff" is a word found with many uses in sailing. The "luff" of the sail--"luffing" one's sails--or "luffing" an opponent are all common uses of the expression.

"Luffing is defined as "altering course towards the wind" (Part 1 of the Rules). The specific rules which cover "luffing" are found in:

Rule 35 - Limitations on Altering Course

When one yacht is required to keep clear of another, the right-of-way yacht shall not so alter course as to prevent the other yacht from keeping clear; or so as to obstruct her while she is keeping clear, except:

a) to the extent permitted by rule 38.1, (Same Tack, luffing and sailing above a Proper Course after Starting), and

b) when assuming a proper course:...

(i) to start, unless subject to Rule 40, (Same Tack, Luffing before Starting)....

Rule 37 - Same Tack - Basic Rules

37.1 -WHEN OVERLAPPED

A windward yacht shall keep clear of a leeward yacht.

Rule 38 - Same Tack - Luffing and Sailing above a Proper Course after Starting

38.1 - LUFFING RIGHTS

After she has started and cleared the starting line, a yacht clear ahead or a leeward yacht may luff as she please, subject to the proper course limitations of this rule.

38.2 - PROPER COURSE LIMITATIONS

A leeward yacht shall not sail above her proper course while an overlap exists, if when the overlap began or, at any time during its existence, the helmsman of the windward yacht (when sighting abeam from his normal station and sailing no higher than the leeward yacht) has been abreast or forward of the mainmast of the leeward yacht.

38.3 - OVERLAP LIMITATIONS

For the purpose of Rule 38 only: An overlap does not exist unless the yachts are clearly within two overall lengths of the longest yacht; and an overlap which exists between two yachts when the leading yacht starts, or when one or both of them completes a tack or gybe, shall be regarded as a new overlap beginning at that time.

38.4 - HAILING TO STOP OR PREVENT A LUFF

When there is doubt, the leeward yacht may assume that she has the right to luff unless the helmsman of the windward yacht has hailed "Mast Abeam", or words to that effect. the leeward yacht shall be governed by such hail, and, when she deems it improper her only remedy is to protest.

38.5 - CURTAILING A LUFF

The windward yacht shall not cause a luff to be curtailed because of her proximity to the leeward yacht unless an obstruction, a third yacht or other object restricts her ability to respond.

38.6 - LUFFING TWO OR MORE YACHTS

A yacht shall not luff unless she has the right to luff all yachts which would be affected by her luff, in which case they shall all respond even when an intervening yacht or yachts would not otherwise have the right to luff.

Rule 40 - Same Tack - Luffing before Start

Before a right-of-way yacht has started and cleared the starting line, any luff on her part which causes another yacht to have to alter course to avoid a collision shall be carried out slowly and in such a way as to give a windward yacht room and opportunity to keep clear. However, the leeward yacht shall not so luff above a close-hauled course, unless the helmsman of the windward yacht (sighting abeam from his normal station) is abaft the mainmast of the leeward yacht. Rules 38.4 (Hailing to Stop or Prevent a Luff); 38.5 (Curtailling a Luff); and 38.6, (Luffing Two or more Yachts), also apply.

Rule 42 - Rounding or Passing Marks and Obstructions

Rule 42.1 ROOM AT MARKS AND OBSTRUCTIONS

(d) An outside leeward yacht with luffing rights may take an inside yacht to windward of a mark provided that she hails to that effect and begins to luff before she is within two of her overall lengths of the mark and provided that she also passes to windward of it.

CONTINUED ON PAGE 23

Now, the first thing to note is that Rule 38 covers yachts which are on the same tack, whereas the limitation on altering course for boats on different tacks are to be found in Rule 35. Under the latter Rule, the leeward yacht may luff but in doing so "may not alter course so as to prevent the other yacht from keeping clear."

If the leeward yacht attempts to luff the yacht on the opposite tack which is trying to pass to weather the leeward yacht must give the weather yacht fair warning of her desire to luff and give the weather yacht opportunity to respond. In other words, the leeward yacht can only luff the opposite tack yacht if she does not infringe the limitations of Rule 35.

One must also recognize that even for yachts sailing on the same tack there are two separate situations which affect the rights of the leeward yacht to luff a yacht which is sailing on the same tack and attempts to pass to leeward. Rule 38 applies to open water situations, while Rule 40 applies to situations which arise before the start and before the yachts have cleared the starting line. It's also worthwhile to note that Rule 38.5 puts one further limitation on the right to luff--you can't luff a boat passing to weather if an obstruction, a third yacht, or other object restricts the weather yacht's ability to respond to the luff. Rule 38.2 further limits the right to luff a windward boat to those situations where the leeward boat is being overtaken. Clearly one cannot establish an overlap to leeward by overtaking the weather boat and then luffing it to further impede its progress.

It has often been said that the only yacht which can win a "luffing match" is the one which is sailing behind the two combatants. There's a lot of truth in that comment. It's also a fair comment to question whether luffing just because Rule 38 permits it really makes sense except to prevent a yacht from passing you. Surely, the purpose of sailboat racing isn't to put your fellow competitors out of the race, but rather to enjoy the battle of wits involved in racing together.

If one accepts my arguments then it follows that the best way to luff an opponent is to start to do so before any overlap exists--giving the overtaking yacht clear notice that you will protect your position to weather--luffing her head to wind, if necessary. The accompanying threat to "Luff to the other side of the lake" will usually convince the overtaking yacht to abandon its plan to pass to weather and go to leeward.

It has often been suggested that the yacht which attempts to pass to weather should alter course and continue to alter course so that there is at least one and one-quarter boat lengths between the yachts. To pass at closer quarters is to invite the luff.

Many sailors seem to be confused by what is the "mast abeam" position referred to in Rule 38.4. Appeals cases have held that the onus is on the windward yacht to satisfy the Protest Committee that she has attained the "mast abeam" position in order to curtail the leeward yacht's luff. In addition, numerous decisions have held that the hail must be loud enough to be heard by the hailed yacht, otherwise she may continue to luff.

The question also arises in dealing with Rule 38.2 as to when the "mast abeam" position has been established. In large yachts which are being steered by a wheel or by a tiller without an extension, it is fairly easy to determine what "the normal station of the helmsman" will be which is necessary to determine if he is forward of the "mast abeam" position. However, in dinghies such as Albacores where long tiller extensions are often used, the helm's "normal station" varies greatly depending on wind/wave conditions.

The matter was dealt with by the I.Y.R.U. in a rules interpretation known as Argo v. Lucky Luke (IYRU Case 101). At the moment of contact the helmsman of the weather yacht was situated forward of the mainsheet block and was abeam of the leeward yacht's mast. It was accepted that most helmsmen in the class of boat would station themselves aft of the mainsheet block. In the Interpretation the IYRU found that it was "an acceptable fact that the normal station of the helmsman of the windward yacht can vary and need not be the same for all yachts in the same class".

Notwithstanding this interpretation, the onus still lies on the helmsman of the windward yacht who has hailed "Mast Abeam" to satisfy the Protest Committee that in any given set of circumstances that he was at his "normal station" and that he had not moved forward merely to justify his hail and thus terminate the luff.

Rule 38.4 covers hailing to stop a luff. If you refer to the Rule set out above you'll notice that the leeward boat can assume when there is doubt that she has the right to luff unless the helmsman of the windward yacht has "Mast Abeam". However, once the windward yacht's helmsman has hailed "Mast Abeam" the leeward yacht must immediately curtail its luff and if she does not feel that the windward yacht's helmsman was in the "Mast Abeam" position the only recourse is to protest.

The Appeals cases have indicated that a windward yacht which does not respond to a luff because she thinks there's doubt as to whether the leeward yacht has established its luffing rights does so at her own peril. The USYRU Appeals Committee decided in Sundance v. Haven that under Rule 38.2 the leeward yacht's right to luff terminates when the relative positions of the yachts reach the point where the windward yacht has achieved the "Mast Abeam" position.

CONTINUED ON PAGE 24

They went on to find that "Rule 38.4 operates only when there is doubt as to whether that point has been reached. Where the facts permit no reasonable doubt and establish that the windward yacht actually has achieved Mast Abeam, rule 38.4 does not become operative ..." and the windward yacht

by DAVID WHITFIELD

TO BE CONTINUED IN THE NEXT ISSUE OF SHACKLES AND CRINGLES

REGATTA DATES

CANADIAN ALBACORE ASSOCIATION 1983 REGATTA SCHEDULE

- | | | | |
|--|--------------------|--|--------------------|
| TORONTO SAILING & C.C.
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-TORONTO, ONTARIO
!LAST '83 WORLDS QUALIFIER
+CANADIANS QUALIFIER | - MAY 28-29, 1983 | HARBOURMASTER SERIES
DAY # 3
HOST: NTSC
-TORONTO HARBOUR | - JUNE 19, 1983 |
| CONESTOGA S.C.
WARM WATER REGATTA
-KITCHENER, ONTARIO
+CANADIANS QUALIFIER | - JUNE 4-5, 1983 | BRONTE HARBOUR Y.C.
OPEN REGATTA
-BRONTE, ONTARIO
*GOODERHAM SERIES QUALIFIER
+CANADIANS QUALIFIER | - JUNE 25, 1983 |
| PETERBOROUGH S.C.
EXAMINER TROPHY REGATTA
-PETERBOROUGH, ONTARIO
+CANADIANS QUALIFIER | - JUNE 5, 1983 | ROYAL CANADIAN Y.C.
OPEN REGATTA
-TORONTO, ONTARIO | - JUNE 25-26, 1983 |
| HARBOURMASTERS SERIES
DAY #1
HOST:RCYC
-TORONTO HARBOUR | - JUNE 5, 1983 | GATINEAU RIVER Y.C.
OPEN REGATTA
-OTTAWA, ONTARIO
*GOODERHAM SERIES QUALIFIER
+CANADIANS QUALIFIER | - JULY 2-3, 1983 |
| FANSHAWE Y.C.
JUNE BUG REGATTA
-LONDON, ONTARIO
+CANADIANS QUALIFIER | - JUNE 11-12, 1983 | HARBOURMASTER SERIES
DAY #4
HOST: WSC
-TORONTO HARBOUR | - JULY 3, 1983 |
| STORMONT Y.C.
UPPER CANADA REGATTA
-CORNWALL, ONTARIO
+CANADIANS QUALIFIER | - JUNE 11-12, 1983 | LAKE OF BAYS S.C.
ALBACORE REGATTA
-MUSKOKAS, ONTARIO
+CANADIANS QUALIFIER | - JULY 9, 1983 |
| HARBOURMASTER SERIES
DAY #2
HOST: WSC
-TORONTO HARBOUR | - JUNE 12, 1983 | BRITANNIA Y.C.
NATIONAL CAPITAL REGATTA
-OTTAWA, ONTARIO
+CANADIANS QUALIFIER | - JULY 9-10, 1983 |
| ROYAL HAMILTON Y.C.
OPEN ALBACORE REGATTA
-HAMILTON, ONTARIO
+CANADIANS QUALIFIER
=DISTRICT 3 CHAMPIONSHIP | - JUNE 18, 1983 | PARKWAY S.C.
PARKWAY INVITATIONAL
-FORT ERIE, ONTARIO
+CANADIANS QUALIFIER | - JULY 9-10, 1983 |
| LAC DESCHENES S.C.
INVITATIONAL REGATTA
-OTTAWA, ONTARIO
+CANADIANS QUALIFIER | - JUNE 18-19, 1983 | PETERBOROUGH S.C.
CENTENNIAL REGATTA
-PETERBOROUGH, ONTARIO
+CANADIANS QUALIFIER | - JULY 10, 1983 |
| | | HARBOURMASTER SERIES
DAY #5
HOST: RCYC
-TORONTO HARBOUR | - JULY 10, 1983 |
| | | <u>ALBACORE RACE TRAINING</u>
<u>WEEK</u>
-GENEVA PARK, ONTARIO | - JULY 10-15, 1983 |
| | | O.H.C.C. - MOOREDALE S.C.
O.S.A. WOMEN'S REGATTA
-TORONTO, ONTARIO | - JULY 16, 1983 |
| | | <u>ONTARIO ALBACORE</u>
<u>CHAMPIONSHIP</u>
-GENEVA PARK, ONTARIO
+CANADIANS QUALIFIER | - JULY 16-17, 1983 |
| | | HARBOURMASTER SERIES
DAY #6
HOST: WSC
-TORONTO HARBOUR | - JULY 17, 1983 |
| | | SOUTH MUSKOKA S.C.
OPEN REGATTA
-BRACEBRIDGE, ONTARIO
*GOODERHAM SERIES QUALIFIER
+CANADIANS QUALIFIER
=DISTRICT 7 CHAMPIONSHIP | - JULY 23, 1983 |

CONTINUED ON PAGE 25

- NEPEAN S.C. - JULY 23-24, 1983
 INVITATIONAL REGATTA
 -OTTAWA, ONTARIO
 +CANADIANS QUALIFIER
- HARBOURMASTER SERIES - JULY 24, 1983
 DAY #7
 HOST: RCYC
 -TORONTO HARBOUR
- BALSAM LAKE S.C. - JULY 31, 1983
 ALBACORE REGATTA
 -KAWARTHAS, ONTARIO
 *GOODERHAM SERIES QUALIFIER
 +CANADIANS QUALIFIER
 =DISTRICT 8 CHAMPIONSHIP
- HARBOURMASTER SERIES - JULY 31, 1983
 DAY #8
 HOST: NTSC
 -TORONTO HARBOUR
- WESTWOOD S.C. - AUGUST 6, 1983
 ALBACORE REGATTA
 -TORONTO, ONTARIO
 +CANADIANS QUALIFIER
- OTTAWA NEW EDINBURGH S.C. - AUGUST 6-7, 1983
 INVITATIONAL REGATTA
 -OTTAWA, ONTARIO
 +CANADIANS QUALIFIER
 =DISTRICT 10 CHAMPIONSHIPS
- PETERBOROUGH S.C. - AUGUST 7, 1983
 WOMEN'S REGATTA
 -PETERBOROUGH, ONTARIO
- CANADIAN JUNIOR ALBACORE CHAMPIONSHIPS - AUGUST 13-14, 1983
 PETERBOROUGH S.C.
 -PETERBOROUGH, ONTARIO
 +CANADIANS QUALIFIER
- NORTH TORONTO S.C. - AUGUST 13, 1983
 OPEN ALBACORE REGATTA
 -TORONTO, ONTARIO
 +CANADIANS QUALIFIER
- POINTE-AU-BARIL S.C. - AUGUST 13, 1983
 PABAR REGATTA
 -GEORGIAN BAY, ONTARIO
 +CANADIANS QUALIFIER
- SAIL R.A. - AUGUST 13-14, 1983
 DON RANTZ REGATTA
 (HOSTED AT O.H.E.C.)
 -OTTAWA, ONTARIO
- BURLINGTON SAILING & B.C. - AUGUST 20, 1983
 OPEN REGATTA
 -BURLINGTON, ONTARIO
 +CANADIANS QUALIFIER
- MOOREDALE S.C. - AUGUST 20, 1983
 ALBACORE REGATTA
 -TORONTO, ONTARIO
 +CANADIANS QUALIFIER
- 1983 WORLD ALBACORE CHAMPIONSHIPS - AUGUST 21-27, 1983
 R.C.Y.C.
 -TORONTO, ONTARIO
- NATIONAL SEA CADET REGATTA (CLOSED) - AUGUST 26-28,
 -SUDBURY, ONTARIO
- ST. JAMESTOWN S.C. - SEPTEMBER 3-4,
 ALBACORE REGATTA
 -TORONTO, ONTARIO
 *GOODERHAM SERIES QUALIFIER
 +CANADIANS QUALIFIER
- 1983 CANADIAN ALBACORE CHAMPIONSHIPS - SEPTEMBER 16-18,
 ASHERIDGES BAY Y.C.
 -TORONTO, ONTARIO
- ROYAL HAMILTON Y.C. - OCTOBER 8, 1983
 TURKEY REGATTA
 -HAMILTON, ONTARIO
- FANSHAWE Y.C. - OCTOBER 8-9, 1983
 PUMPKIN REGATTA
 -LONDON, ONTARIO
- LAC DESCHENES S.C. - OCTOBER 8-9, 1983
 TURKEY REGATTA
 -OTTAWA, ONTARIO
- U.S. NATIONALS - OCTOBER 8-10, 1983
 MONMOUTH BOAT CLUB
 -MONMOUTH, NEW JERSEY

GOODERHAM SERIES REGATTAS SET

Bill Kennedy, Second Vice Commodore has announced the final selection of the Bill Gooderham Series Regattas. This series, named in honour of the late Albacore pioneer, is in its fourth year of competition.

This year's Series will consist of the following five regattas:

- JUNE 25, 1983 BRONTE HARBOUR YACHT CLUB
 OPEN REGATTA
- JULY 2-3, 1983 GATINEAU RIVER YACHT CLUB
 OPEN REGATTA
- JULY 23, 1983 SOUTH MUSKOKA SAILING CLUB
 OPEN REGATTA
- JULY 31, 1983 BALSAM LAKE SAILING CLUB
 OPEN REGATTA
- SEPT. 3/4 1983 ST. JAMESTOWN SAILING CLUB
 OPEN REGATTA

All these regattas are also qualifying events for the Championship Fleet at the '83 Canadians so you can kill two birds with one stone by sailing in the Gooderham events.

This Series was designed to encourage sailors to compete in regattas in other Districts. There's no additional charge to participate. Just come on out.

Prizes are awarded to the 5 crews who have the best overall standing by counting their best three of the five designated regattas. Trophies will be presented at the '83 Canadians at Ashbridge's Bay Yacht Club.

Plan now to sail in the "Bill Gooderham Series" for the very best in Albacore racing.

REGATTA RESULTS

EWINGS WIN '83 MIDWINTERS

reports by John Mahoney and Bill Ewing

Flying down the final reach of the '83 Albacore Midwinters, I glanced around the race course and observed only two other competitors still upright and sailing. The fourth and final race of the high wind, abbreviated series typified the exhilarating sailing that we enjoyed in Sanford, Florida this year. Beginning with the trip south and culminating with our arrival back in Monmouth Beach, New Jersey, the winds rarely dropped below 15 m.p.h., and occasionally exceeded 25. Typically, the breeze began in the early morning at about 15 from the Northwest and built to 20-25 during the day.

Converted Snipe sailors Bruce Smith and his wife/crew Elaine showed excellent tactics by leading the first race until Eileen and I were able to plane into an inside overlap at the first leeward mark and hold on to win Race 1, followed by the Smiths and Roger Thomas/Debbie Yap.

Race 2 recorded the same order of finish for the top three boats; however, after rounding the first two marks in second place, Bruce and Elaine Smith passed us at the leeward mark where we experienced some fouled rigging and had to make a momentary "pit stop" to complete repairs. Our upwind speed seemed excellent and we were able to regain the lead on the next beat and hold on for another win.

The left side of the course was clearly favoured in Race 3 with Roger Thomas/Debbie yap and Parker/Mary Jayne going hard left to round first and second followed by "right siders" Ewing and Smith. We were able to snare the lead on the second reach, but lost it again temporarily to Roger Thomas when he went further left on the next beat as the wind dropped to 10 m.p.h. in spots. The Thomas boat took second place to tighten the race for second overall with the Smiths who finished third.

By the end of Race 3 the winds were in excess of 20 m.p.h. and building. Between races the Smiths capsized and were still disorganized at the start of Race 4. Although we started poorly, we were able to get TUGAWAR set up right and power over the fleet to round first followed by Roger Thomas and the the Jaynes who were sailing very well in the heavy going. As the winds exceeded 25 m.p.h. there were many capsizes, including two by Roger Thomas who dropped from second to fourth place. Only the top three finishers (Ewing, Jayne and Mahoney) remained up-

right for the entire race and with the continued strong Northwesterlies and dropping temperatures (low 40's farenheit) the remaining days of racing were cancelled.

The Race Committee work was stellar. Particular kudos to Dave Nebbits who rescued numerous boats more effectively than I have ever seen.

The camaraderie and facilities were excellent and the chicken curry dinner prepared and served by John Mahoney and Connie who travelled all the way from Montreal was delightful. John and Connie also sailed well to capture the B Fleet championship.

Eileen and I are pleased to be the first winners of the Bennett Memorial Trophy donated by Bill Friedman. Those of us who attended Midwinters in Mount Dora fondly remember Dale Bennett, who loaned his motor boat and assisted Bill on the Race Committee several times.

The top three finishers overall were:

- * Bill and Eileen Ewing - first with 3 points
- * Roger Thomas and Debbie Yap - second with 12 points
- * Bruce and Eileen Smith - third with 14 points.

The top (and unfortunately only) Canadian boat was John Mahoney and Connie who finished seventh overall and first in the B Fleet with 28 points. Eleven boats in total participated in the '83 Midwinters.

Bill Ewing

* * *

The Canadian Perspective by John Mahoney

The Midwinters regatta was a uniquely enjoyable experience with memorable hospitality, superb wind conditions and excellent sailing (although some found the wind a little too plentiful).

The regatta was held in Sanford, Florida, on a fresh water lake, and accommodation was in a Holiday Inn situated on the lake. The setting was beautiful, the weather was warm by Canadian standards, and the winds blew continuously 10-20 knots.

Unfortunately, attendance was low. Only 11 boats sailed, with only one from Canada. The regatta was not expensive - gasoline is presently less expensive in the U.S., and accommodation and food were quite inexpensive. It is a long way to drive from Montreal - but it is not difficult to carry two Albacores on one trailer with a little ingenuity.

Hopefully more Canadian boats will participate next year. If you have any questions or suggestions please contact the Assistant Secretary who will be pleased to pass them on to the U.S. Albacore Association.

The writer would like to thank Roger Thomas, the organizer of this regatta, for a most enjoyable time.

John Mahoney

SHACKLES & CRINGLES



ALBACORE GROUP BOAT INSURANCE PLAN
APPLICATION FORM

CANADIAN ALBACORE ASSOCIATION

P.O. BOX 1028, Stn. "Q", Toronto, Ontario M4T 2P2

NAME _____
ADDRESS _____
RESIDENCE TELEPHONE _____ BUSINESS _____
CLUB _____
BOAT No. _____ BUILDER _____ YEAR _____
HULL CONSTRUCTION _____
PHYSICAL DAMAGE ON: BOAT COVERS - VALUE _____
TRAILER - VALUE _____
DOLLY - VALUE _____

COVERAGE IS ALL RISK AND INCLUDES \$200,000.00 MARINE
LIABILITY AND \$1,000.00 MEDICAL PAYMENTS

POLICY TERM: MAY 1/83 to MAY 1/84 * DEDUCTIBLE - \$100.00 *

NAVIGATION LIMITS: Inland and Coastal Canadian waters, Great
Lakes and tributaries (extended navigation
coverage is available)

PREMIUM:

\$3,000.	\$45.00	\$6,000.	\$75.00
\$4,000.	\$55.00	\$7,000.	\$85.00
\$5,000.	\$65.00	\$8,000.	\$95.00

PLEASE INDICATE COVERAGE REQUIRED WITH AN "X"
NOTE: You must be a member of the C.A.A. to insure your boat under
this insurance plan.

SIGNATURE

COVERAGE EFFECTIVE ON RECEIPT OF APPLICATION AND CHEQUE BY
CANADIAN ALBACORE ASSOC. P.O. BOX 1028, STN."Q",
TORONTO, ONTARIO M4T 2P2

NOTE:-- CHEQUES MADE PAYABLE TO JARVIS INSURANCE LIMITED

CONFIRMATION OF COVERAGE

I N A INSURANCE CO. OF CANADA
POLICY NO. YW 20 70 73

POLICY TERM
MAY 1,1983 - MAY 1,1984

ACCEPTED BY:

LAY-UP WARRANTY: Warranted by the Assured that the said vessel
shall be laid up and out of commission from Dec. 1 until April 1.

Year after year Storer Sails win at every level of sailing competition.

Congratulations to Albacore sailors: Paul and Martha Henderson, Ian Brayshaw and Mike Milner, Ron and Leslie Batt.

Between them they won every race in the 1982 Canadian Championship using Storer Sails as did the winners of the Masters and Challenger championship fleets.

All through the 1982 season the consistent winning results at Albacore regattas has proven the consistent quality, not to mention speed, of Storer sails. The winning designs are very accurately locked on to a set of mylar patterns which ensure the same fast sails for you.

Storer Albacore sails built by sailors actively competing in the class. Be ready for the 1983 Worlds being held in Toronto.



Gary and Barry Poyntz grinding them down.

Remember Storer Albacore Sails also finished:

*Canadian Championship: 1976, 77, 78, 79, 80, 81 - First
U.S. Nationals: 1977, 78, 79, 80 - First*

*North Americas: 1976, 77, 78, 79, 80, 81 - First
Worlds: 1977 - First, 1981 - Second and Third*

Since February 1975 the Storer Name and Trademark has grown to be one of the most respected independent sail lofts in North America.

To further develop our customer service and technical programs, we have, with some of the best lofts in the world formed a group under the banner of Sobstad Sailmakers Incorporated. It is the opinion of many people in this industry that the most effective technical sailmaking group worldwide is Sobstad.

At Sobstad Storer we look forward to providing you with the competitive edge that has put Sobstad and Storer first in so many of the world's most prestigious races.

**SOBSTAD
STORER** 

Innisfil 400 Industrial Park, Thornton, Ontario, L0L 2N0 Barrie: 705-436-5550 Toronto 416-883-1399

U.S.: Old Saybrook, CT; Mamaroneck, NY; Chicago, IL; Torrance, CA; Marina del Rey, CA; Newport Beach, CA; San Diego, CA; Seattle, WA;

Overseas: Australia, Japan, Switzerland

STORER SAILS LTD. TRADING AS SOBSTAD STORER SAILMAKERS

CANADIAN ALBACORE ASSOCIATION

1983 MEMBERSHIP INVOICE

IN ORDER TO PROGRAM THE ASSOCIATION'S NEW COMPUTER WITH ACCURATE INFORMATION ON OUR MEMBERSHIP WE WOULD ASK YOU TO COMPLETE ALL THE INFORMATION REQUESTED ON THIS FORM. IF YOUR PRESENT MAILING LABEL IS INCORRECT IN ANY WAY PLEASE INDICATE THE NECESSARY CHANGE(S) IN THE PLACE(S) PROVIDED.

THANK YOU

NAME: _____ PHONE NO. (HOME) _____

ADDRESS: _____ (BUS.) _____

_____ STREET _____

_____ CITY/TOWN _____ (COTTAGE) _____

_____ PROVINCE _____ POSTAL CODE _____

SAILING CLUB(S): _____ SAIL NO.(S) _____
(IF APPLICABLE)

DISTRICT: (PLEASE REFER TO MAP ON THE REVERSE OF THIS FORM)

A) DISTRICT YOU NORMALLY SAIL IN _____

B) DISTRICT YOU LIVE IN _____
(IF DIFFERENT FROM ABOVE)

1. ARE YOU A DISTRICT FLEET CAPTAIN? YES _____ NO _____
DISTRICT NO. _____

2. ARE YOU A CLUB FLEET CAPTAIN? YES _____ NO _____
SAILING CLUB _____

3. ARE YOU A C.A.A. MEASURER? YES _____ NO _____

4. ARE YOU A MEMBER OF THE C.A.A. EXECUTIVE? YES _____ NO _____

5. DO YOU PRESENTLY INSURE YOUR ALBACORE UNDER THE C.A.A. GROUP INSURANCE PLAN? YES _____ NO _____

6. DO YOU COMPETE IN ALBACORE REGATTAS? YES _____ NO _____

7. DO YOU ONLY USE YOUR ALBACORE FOR PLEASURE SAILING AND CRUISING? YES _____ NO _____

8. IN WHAT YEAR (APPROXIMATELY) DID YOU FIRST BECOME A MEMBER OF THE C.A.A.? _____

9. ARE ANY MEMBERS OF YOUR HOUSEHOLD PRESENTLY YOUTH SAILORS (19 AND UNDER AS OF DECEMBER 31, 1983)? YES _____ NO _____

10. PLEASE INDICATE THE NAME OF YOUR CLUB'S ALBACORE FLEET CAPTAIN (IF KNOWN): _____

11. PLEASE INDICATE THE DATE(S) OF ALBACORE REGATTAS TO BE SAILED AT YOUR CLUB IN 1983: _____

12. ARE YOU WILLING TO ASSIST THE C.A.A. IN ITS ACTIVITIES AS:
(PLEASE CHECK APPROPRIATE BOX(ES))

- 1. MEASURER _____
- 2. CLUB FLEET CAPTAIN _____
- 3. DISTRICT FLEET CAPTAIN _____
- 4. EXECUTIVE MEMBER _____
- 5. CLASS PROMOTION AND PUBLICITY _____
- 6. OTHER (PLEASE SPECIFY) _____

CLASS OF MEMBERSHIP: (PLEASE CHECK ONE)

FULL MEMBER (OWNER OR HELM)-----\$21.00 _____

ASSOCIATE MEMBER (NON-OWNER)-----\$16.00 _____

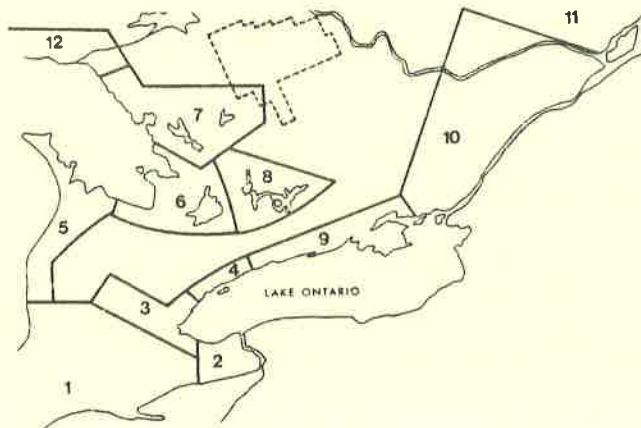
MAKE ALL CHEQUES PAYABLE TO: CANADIAN ALBACORE ASSOCIATION

PLEASE RETURN ALL COMPLETED FORMS ALONG WITH THE REQUIRED MEMBERSHIP FEE TO:

CANADIAN ALBACORE ASSOCIATION
P.O. BOX 1028,
STATION "Q",
TORONTO, ONTARIO
M4T 2P2

DISTRICTS

- | NO. | AREA |
|-----|------------------|
| 1. | WESTERN ONTARIO |
| 2. | NIAGARA |
| 3. | GOLDEN HORSESHOE |
| 4. | TORONTO |
| 5. | BLUEWATER |
| 6. | SIMCOE |
| 7. | MUSKOKA |
| 8. | KAWARTHAS |
| 9. | QUINTE |
| 10. | OTTAWA |
| 11. | QUEBEC |
| 12. | NORTHERN ONTARIO |
| 13. | MANITOBA |
| 14. | SASKATCHEWAN |
| 15. | ALBERTA |
| 16. | BRITISH COLUMBIA |
| 17. | NOVA SCOTIA |
| 18. | NEW BRUNSWICK |
| 19. | OUTSIDE CANADA |



Coming Soon!

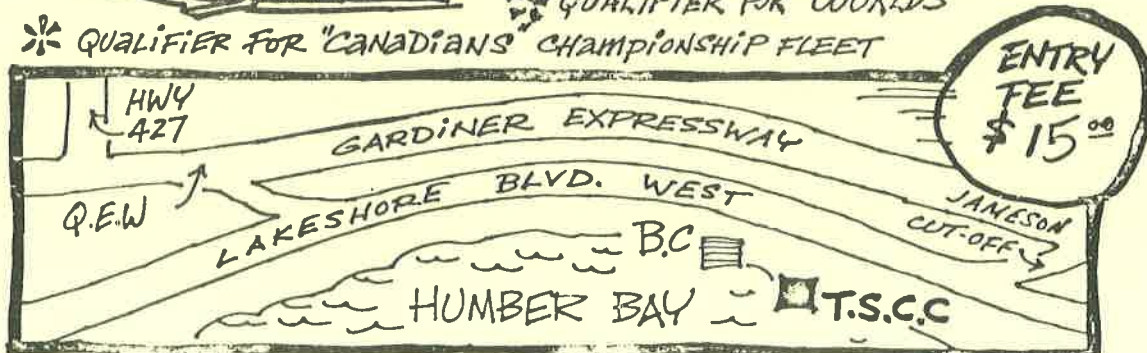


28/29 MAY
at

TORONTO SAILING & C.C.
1391 LAKESHORE BLVD. W.
TORONTO

REGISTRATION FRI EVE. & SAT 2.M.
SAT. 2 RACES (NOON START)
SUN. 2 RACES (11A.M START)
FREE COFFEE & (of course) TARTS
BOX LUNCHES AVAILABLE

* QUALIFIER FOR "CANADIANS" CHAMPIONSHIP FLEET
* QUALIFIER FOR "WORLDS"



TARTS 1983

(CANADIAN ALBACORE ASSOCIATION SPONSORED REGATTA)

LAST QUALIFIER FOR THE 1983 WORLD ALBACORE CHAMPIONSHIPS!!!

QUALIFIER FOR THE 1983 CANADIANS CHAMPIONSHIP FLEET!!!

9TH ANNUAL TORONTO ALBACORE REGATTA AT T.S.& C.C.

LOCATION: TORONTO SAILING AND CANOE CLUB
DATE: SATURDAY, MAY 28 AND SUNDAY, MAY 29, 1983
PROGRAM: MAY 27 - REGISTRATION, 19:00 TO 21:00
MAY 28 - REGISTRATION, 8:30 TO 10:30
- 2 RACES BACK-TO-BACK, 1ST WARNING GUN AT 12:00
- GOURMET DINNER AVAILABLE AT 13:00
MAY 29 - 2 RACES BACK-TO-BACK, 1ST WARNING GUN AT 11:00
- PRIZE PRESENTATION IMMEDIATELY AFTER LAST RACE
NO SKIPPER'S MEETING WILL BE HELD
SCORING: OLYMPIC, BEST THREE RACES TO COUNT.
MEALS: LIGHT SNACKS AVAILABLE FROM CLUB KITCHEN ON SATURDAY
AND SUNDAY. BOX LUNCHES AVAILABLE SATURDAY AND SUNDAY.
GOURMET DINNER ON SATURDAY EVENING.
REGISTRAR: JUDY WHITFIELD
285 DURIE STREET,
TORONTO, ONTARIO
M6S 3G2
(416) 767-4447 (Res.)
REGATTA
CO-ORDINATOR: ERICA GRIFFITHS
242 ELLERSLIE AVENUE,
WILLOWDALE, ONTARIO
M2H 1Y4
(416) 223-9218 (Res.)

NOTE: THE REGATTA IS THE LAST QUALIFYING REGATTA FOR THOSE
WISHING TO SAIL IN THE 1983 WORLD ALBACORE CHAMPIONSHIP.
THE REGATTA IS ALSO A QUALIFYING REGATTA FOR THOSE
WISHING TO QUALIFY FOR THE CHAMPIONSHIP FLEET FOR THE
1983 CANADIAN ALBACORE CHAMPIONSHIP.

.....
DETACH AND MAIL TO THE REGISTRAR
TARTS 1983

SKIPPER'S NAME:.....TELEPHONE #:.....
ADDRESS:.....
CREW'S NAME:.....
ADDRESS:.....
BOAT NAME:.....BOAT NUMBER:.....
CLUB:.....
1983 C.A.A. MEMBER:.....
MEASUREMENT WITH 1983 BOUYANCY:.....
ENTRY FEE ENCLOSED:\$.....

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, MY
CREW AND MY BOAT. I AGREE TO HOLD HARMLESS AND FREE OF ANY
LIABILITY THE CANADIAN ALBACORE ASSOCIATION, THE SPONSORING CLUB,
ITS MEMBERS, EMPLOYEES OR INDIVIDUALS APPOINTED OR VOLUNTEERING
TO ASSIST IN THE RUNNING OF THE REGATTA, FOR ANY DAMAGE, MATERIAL
OR PERSONAL, SUFFERED BY ME DURING THE RACING OR OTHERWISE.

DATED:.....SIGNATURE:.....

NOTE: PLEASE MAKE ALL CHEQUES PAYABLE TO "T.A.R.T.S."



WARM WATER REGATTA

June 4&5, 1983 - albacore - wayfarer - 505

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 event 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 the Grand River Conservation Authority Park Motels in Kitchener - Waterloo area.
- PROGRAM:** Registration Friday 6:30 p.m. to Sat. 10:00 a.m.
Skipper's meeting 10:00 a.m., Saturday.
Sunday Skipper's meeting announced Saturday p.m.
Presentation of awards 2:00 p.m- Sunday.
- 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 dessert. Dinners must be reserved by Friday night at 9:00 p.m.

CONESTOGA WARM WATER REGATTA

REGISTRATION FORM

Name: _____

Registration Fee: \$12.00 \$ _____

Address: _____

(After May 21 - \$15.00) \$ _____

Postal Code: _____ Phone: _____

Non Albacore Assoc. Member
(\$3.00) \$ _____

Boat Class: _____

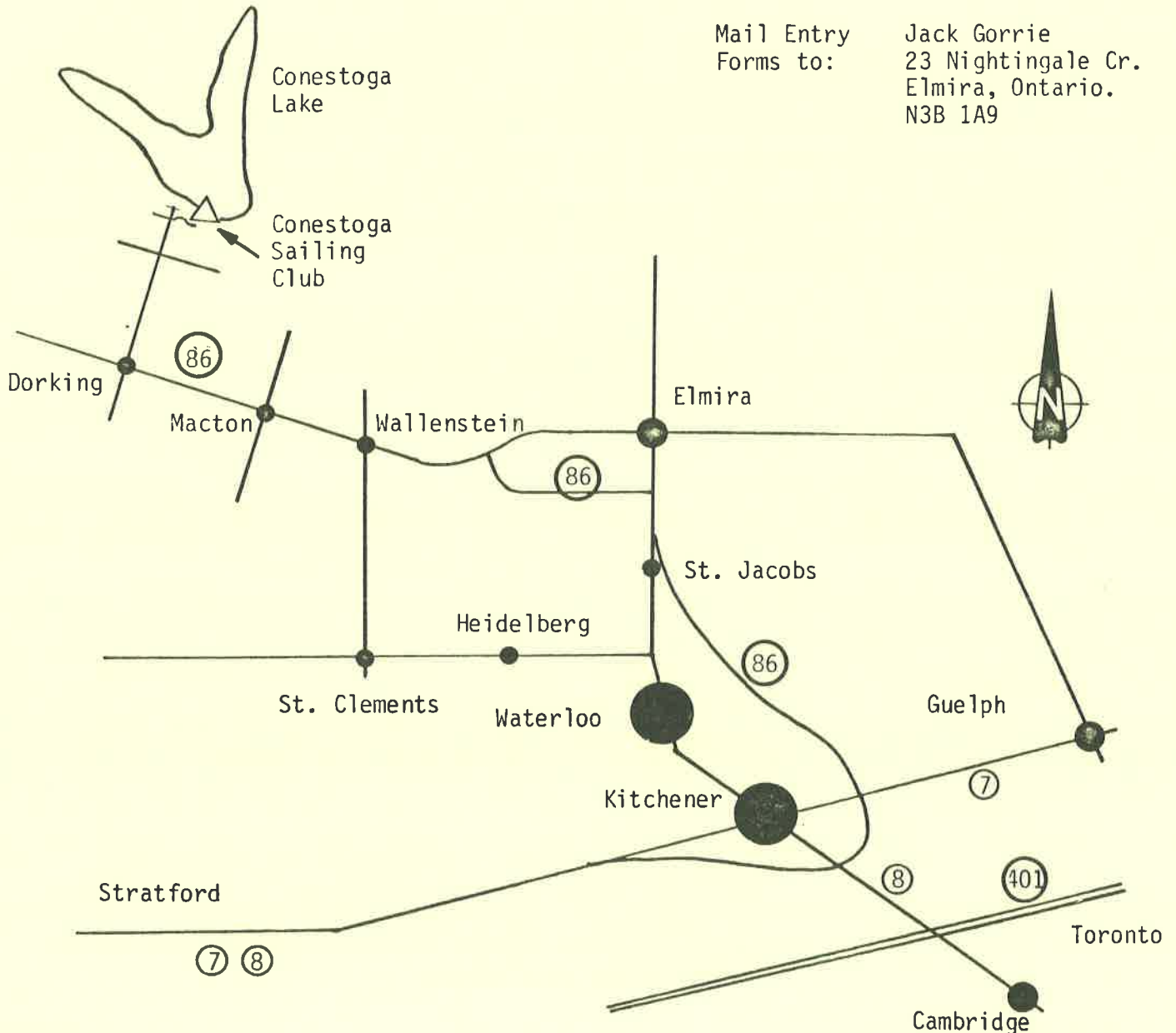
Adult Dinners () @ \$6.75 \$ _____

Sail Number: _____

Child Dinners () @ \$4.75 \$ _____

Boat Name: _____

Total Payment Enclosed \$ _____



Mail Entry Forms to: Jack Gorrie
23 Nightingale Cr.
Elmira, Ontario.
N3B 1A9

CAA SPONSORED REGATTA -
RHYC OPEN & DISTRICT 3 CHAMPIONSHIP

Location: Royal Hamilton Yacht Club
Ft. of McNab Street, Hamilton

Date: June 18, 1983

Program: Registration 8:30 to 10:00 a.m.
Skipper's Meeting 10:15 a.m.
First Race 11:00 a.m.
Lunch - in the clubhouse
2nd and 3rd races back-to-back

Scoring: Olympic System

Note: Registration Fee includes lunch for skipper and crew.

Regatta Chairman: Bob Ross 385-0136 Hamilton
978-5533 Toronto (business)
123 Cranbrook Drive, Hamilton, Ontario, L9C 4S5

Advance Registration

Detach and mail to Regatta Chairman, Bob Ross.

Skipper's Name _____ Crew's Name _____

Address _____ Address _____

Telephone No. _____ Telephone No. _____

Sail No. _____ Boat Name _____ Club _____

CAA or USAA Member: Yes _____ No _____

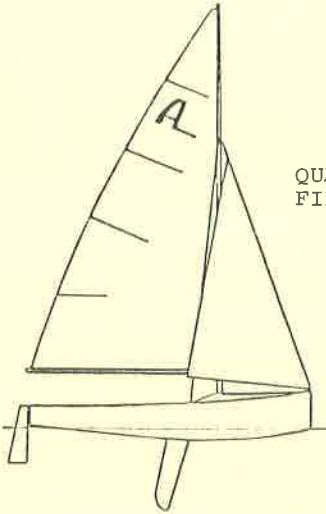
Measurement Cert. with 1983 buoyancy endorsement (to be checked at registration):

Entry Fee:	\$20.00 _____	Make cheques payable to R.C. Ross
Non-member Fee	\$ 3.00 _____	
Total amount enclosed	\$ _____	

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, 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.

Date: _____ Skipper's Signature _____



LAKE ONTARIO CHALLENGE
REGATTA

QUALIFIER FOR 1983 CANADIAN ALBACORE CHAMPIONSHIP FLEET
FIRST OF THE 1983 GOODERHAM SERIES REGATTAS

BRONTE HARBOUR YACHT CLUB
2514 LAKESHORE ROAD WEST
OAKVILLE, ONTARIO

SATURDAY, JUNE 25, 1983

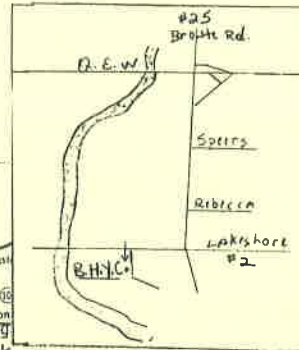
- PROGRAM: 3 races - Olympic course
Skippers' Meeting 09:30 hrs.
- SCORING: Olympic points - all races to count
- MEALS: Licensed Club premises. Meals
and snacks available.
- FACILITIES: Change rooms, hot showers. Parking
and launching at the Club. Park and
beach area nearby for non-sailors.

REGISTRATION: Saturday, June 25, 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	\$7.00
	Non-CAA Members' Surcharge	\$3.00

INFORMATION: Club (416) 827-6437
OR
E. Duynstee (416) 270-5978 (Home)



ONTARIO...ARI...ARIO

CHAMPIONSHIPS!

WHEN: SATURDAY JULY 16, & SUNDAY JULY 17, 1983
WHERE: ONTARIO SAILING CENTRE, GENEVA PARK
LAKE COUCHICHING, ONTARIO
WHY: ...BECAUSE ALMOST EVERY OTHER ALBACORE SAILOR IS GOING TO BE
THERE COMPETING FOR...



5 TOP BOAT TROPHIES - KEEPER TROPHIES FOR BOTH SKIPPER AND
CREW



THE ONTARIO TROPHY - AWARDED TO THE TOP ONTARIO FINISHER



THE FUN OF IT!

COMPLETE YOUR REGISTRATION FORM TO-DAY AND BE A PART OF IT!

BACKGROUND:

THE "ONTARIO TROPHY" HAS IN PAST YEARS BEEN AWARDED AT THE
CANADIAN ALBACORE CHAMPIONSHIPS TO THE TOP ONTARIO BOAT RACING IN THE
CHAMPIONSHIP FLEET. THIS YEAR THE C.A.A. EXECUTIVE HAS CHOSEN TO
AWARD THIS TROPHY AT THE NEWLY CREATED ONTARIO CHAMPIONSHIP REGATTA.
THIS NEW EVENT OFFERS AN OPPORTUNITY TO COMPETE FOR THOSE RACERS:

- ...WHO HAVE JUST COMPLETED THE ALBACORE RACE TRAINING WEEK
- ...WHO WISH TO PRACTISE FOR THE '83 WORLDS AND CANADIANS
- ...WHO SIMPLY ENJOY RACING AND MEETING FELLOW ALBACORE SAILORS.

PLEASE NOTE: THIS REGATTA IS OPEN TO ALL C.A.A. MEMBERS--THERE'S
NO NEED TO QUALIFY--JUST COME ALONG! HOWEVER, IT IS A QUALIFYING
EVENT FOR THE CHAMPIONSHIP FLEET AT THE '83 CANADIANS.

HOSTS: CANADIAN ALBACORE ASSOCIATION AND THE ONTARIO SAILING
ASSOCIATION

REGISTRATION: CENTENNIAL CENTRE/REGISTRATION CENTRE AT GENEVA PARK:
FRIDAY JULY 15, 1983 - 19:30 TO 21:00
SATURDAY JULY 16, 1983 - 8:00 TO 9:30

RACING PROGRAM: WE'RE PLANNING FOR FIVE RACES (IF MORE THAN FOUR ARE
SAILED ONE WILL BE DISCARDED).
THREE RACES SATURDAY - FIRST RACE START AT 11:00
TWO RACES SUNDAY - FIRST RACE START AT 10:00

ACCOMMODATION: AT THE SUPERB FACILITIES OF GENEVA PARK, A LIMITED
NUMBER OF ROOMS ARE AVAILABLE IN GENEVA COURT, GENEVA
LODGE AND THE WIGWAM. IN ORDER TO FACILITATE THE
ADMINISTRATION OF THIS EVENT ALL ROOMS WILL COST
\$43.00 PER NIGHT PER PERSON. THIS PRICE INCLUDES
ALL MEALS, SATURDAY NIGHT BARBEQUE, PROVINCIAL SALES
TAX AND GRATUITY. ROOMS WILL BE ASSIGNED IN ORDER OF
RECEIPT OF REGISTRATION. IF YOU WISH THE TOP LEVEL OF
ACCOMMODATION REGISTER TO-DAY!

WE STRONGLY RECOMMEND THAT ALL SAILORS PLAN TO STAY AT
GENEVA PARK ON THE EVENING OF FRIDAY JULY 15, 1983,
DUE TO THE EARLY START OF RACING ON SATURDAY.

ALL ROOMS MUST BE BOOKED THROUGH THE REGATTA ADMIN-
ISTRATION. GENEVA PARK WILL NOT ACCEPT INDIVIDUAL ROOM
REGISTRATION.

FOOD: ALL SAILORS STAYING AT GENEVA PARK WILL HAVE THEIR
MEALS INCLUDED IN THEIR ACCOMMODATION COSTS. FOR
SAILORS NOT STAYING AT GENEVA PARK MEALS MAY BE
PURCHASED SEPARATELY THROUGH GENEVA PARK'S REGISTRA-
TION OFFICE. BOX LUNCHES WILL BE AVAILABLE ON 24 HOURS
ADVANCE NOTICE. GUEST TICKETS FOR THE SATURDAY EVEN-
ING BARBEQUE/DANCE SHOULD BE PURCHASED THROUGH THE
C.A.A. NO LATER THAN JULY 10, 1983.

ONTARIO CHAMPIONSHIP - REGISTRATION FORM

JULY 16-17, 1983 - GENEVA PARK, ORILLIA, ONTARIO

SKIPPER'S NAME: _____ CREW'S NAME: _____
ADDRESS: _____ ADDRESS: _____

POSTAL CODE: _____ POSTAL CODE: _____
PHONE #'S: (Res.) _____ PHONE #'S: (Res.) _____
(Bus.) _____ (Bus.) _____

BOAT NUMBER: _____ BOAT NAME: _____
SAILING CLUB: _____

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, MY CREW AND MY BOAT. I AGREE TO HOLD HARMLESS AND FREE OF ANY LIABILITY THE CANADIAN ALBACORE ASSOCIATION, THE ONTARIO SAILING ASSOCIATION, THEIR MEMBERS, EMPLOYEES, SERVANTS AND AGENTS, AND ALL INDIVIDUALS APPOINTED OR VOLUNTEERING TO ASSIST AT THIS REGATTA, FOR ANY DAMAGE SUFFERED BY ME DURING RACING OR OTHERWISE.

DATED: _____ SIGNED: _____

REGISTRATION FEE: \$30.00 PER BOAT IF RECEIVED BY JUNE 15, 1983
\$35.00 PER BOAT IF RECEIVED AFTER JUNE 15, 1983
INCLUDES: RACE FEES, COMMODORE'S RECEPTION AND DANCE ON SATURDAY
EVENING.
DOCUMENTS REQUIRED: 1. 1983 C.A.A. OR U.S.A.A. MEMBERSHIP CARD
2. VALID MEASUREMENT CERTIFICATE WITH 1983 BOUY-
ANCY ENDORSEMENT.

IF YOU ARE NOT PLANNING TO STAY AT GENEVA PARK, BUT WOULD LIKE TO STAY FOR THE SATURDAY EVENING BARBEQUE, PLEASE INCLUDE \$10.00 PER MEAL TICKET DESIRED.

MAIL CHEQUE AND REGISTRATION FORM TO: ROSEMARY HELMER,
REAR COMMODORE, C.A.A.,
134 LAWTON BOULEVARD, #402
TORONTO, ONTARIO
M4V 2A4

PLEASE NOTE: ALL CHEQUES SHOULD BE MADE PAYABLE TO:
"CANADIAN ALBACORE ASSOCIATION"

ALL CHEQUES ARE TO BE MADE PAYABLE TO: CANADIAN ALBACORE ASSOCIATION

ONTARIO CHAMPIONSHIPS

JULY 16, 17, 1983

GENEVA PARK ACCOMMODATION FORM

NAME: _____
ADDRESS: _____

POSTAL CODE: _____
PHONE #'S (RES.) _____
(BUS.) _____

PLEASE RESERVE ACCOMMODATION AT GENEVA PARK FOR:

A) _____ NUMBER OF PEOPLE FOR FRIDAY, JULY 15, 1983 @ \$43.00 PER
PERSON = \$ _____

B) _____ NUMBER OF PEOPLE FOR SATURDAY, JULY 16, 1983 @ \$43.00
PER PERSON = \$ _____

TOTAL COST OF ACCOMMODATION: \$ _____ (TOTAL OF A AND B)

THESE PRICES INCLUDE ROOM, ALL MEALS (INCLUDING SATURDAY NIGHT
DINNER/DANCE), PROVINCIAL SALES TAX AND GRATUITIES.

CHILDREN STAYING IN THE SAME ROOM AS THEIR PARENTS UNDER THE AGE OF
THREE MAY STAY AT NO COST. CHILDREN BETWEEN THE AGES OF 4 AND 12
YEARS MAY STAY FOR HALF THE NORMAL PRICE.

ACCOMODATION IS NORMALLY AVAILABLE ON THE BASIS OF TWO PEOPLE PER ROOM
(TWO BEDS PER ROOM). IF ANY SAILORS REQUIRE SINGLE ACCOMMODATION
THERE WILL BE A LIMITED NUMBER OF ROOMS AVAILABLE ON A STRICT "FIRST-
COME - FIRST SERVED" BASIS. A SMALL ADDITIONAL CHARGE MAY BE MADE FOR
THIS TYPE OF ACCOMMODATION. PLEASE NOTE ON YOUR APPLICATION FORM IF
YOU DESIRE SINGLE ACCOMMODATION.

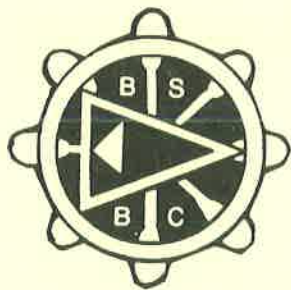
ACCOMMODATION AT GENEVA PARK FOR ALL TYPES OF ACCOMMODATION IS
LIMITED.

ROOMS WILL BE ASSIGNED ON A "FIRST COME-FIRST SERVED" BASIS.
ALL ROOMS MUST BE RESERVED BY JUNE 13, 1983, AFTER WHICH ANY UNBOOKED
ROOMS WILL BE RELEASED TO GENEVA PARK FOR REGULAR VACATION
GUESTS.

RESERVE YOUR ACCOMMODATION EARLY TO ENSURE BEST CHOICE OF ROOMS.

MAIL YOUR CHEQUE WITH THIS FORM TO:

ROSEMARY HELMER,
REAR COMMODORE C.A.A.,
134 LAWTON BOULEVARD, APT. #402
TORONTO, ONTARIO
M4V 2A4



BURLINGTON SAILING & BOATING CLUB
ALBACORE & FIREBALL REGATTA
JULY 30 & 31, 1983
FIVE RACES / OLYMPIC SCORING

Entry Fee \$12 (\$15 after July 15)

***Albacore Canadians Qualifier**

***Fireball Provincial Championships**

LOCATION: Albacore District Three. LaSalle Park on the north shore of Burlington Bay, Burlington.

PROGRAM:
July 29 - Registration, 19:00 to 21:00.
July 30 - Registration, 8:30 to 10:00.
- Skipper's meeting, 10:00.
- Dinner served promptly after racing.
July 31 - Skipper's meeting announced Sat. pm.
- Awards presentation immediately after last race.

MEALS: Free coffee and doughnuts Sat. and Sun. morning. Box lunches available Saturday and Sunday. Cold buffet dinner Saturday, order at registration. Club canteen serves refreshments and snack foods.

FACILITIES: The two storey clubhouse features a large special functions room, snack bar, sailor's lounge, and washroom/shower facilities. The clubhouse is located on the LaSalle Park grounds. LaSalle Pier has three docks for dinghy launching from four ramps. The east side launching area is protected by the floating marina and its wavebreaker.

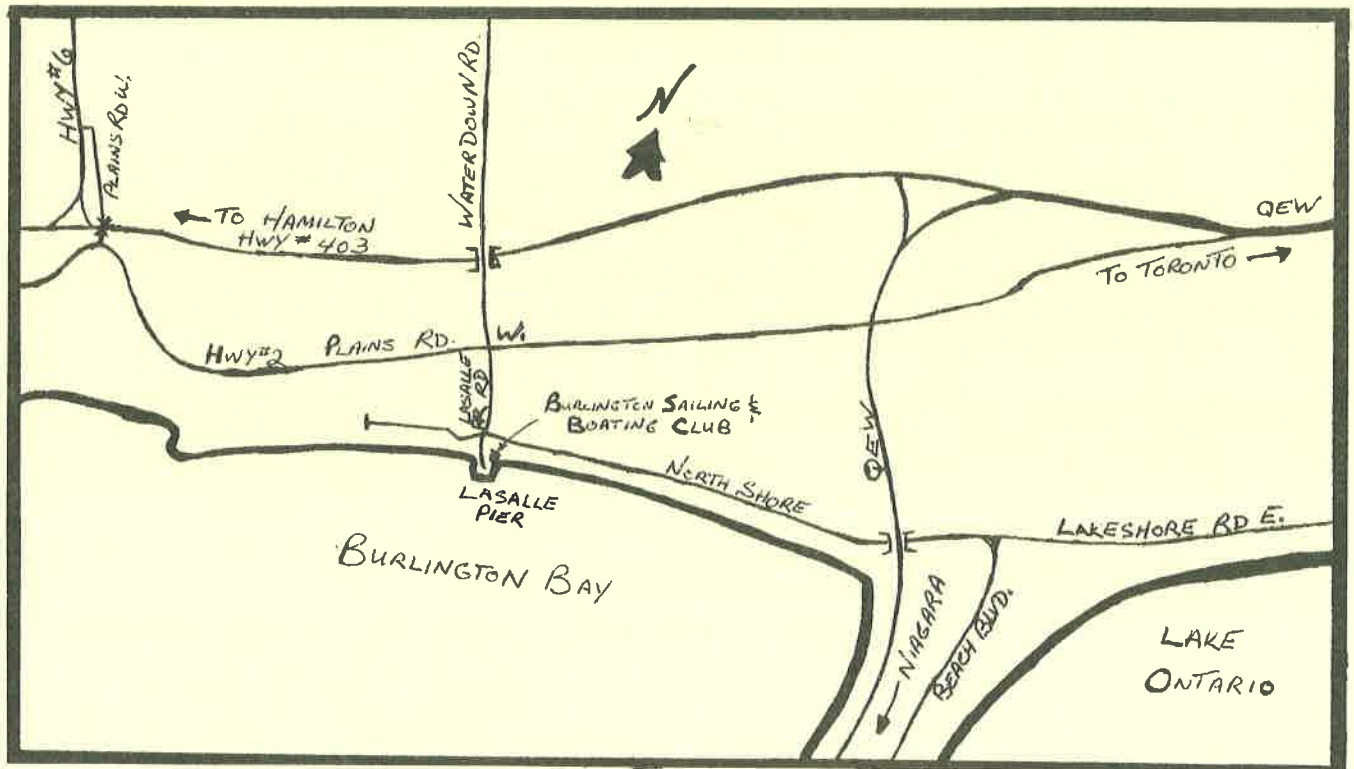
Detach and mail to the Registrar

Skipper's name:.....Telephone #:.....
Address:.....
.....
Crew's name:.....
Address:.....
.....
Boat name:.....Boat number:.....
Club:.....
1983 C.A.A. member:....., Non-member fee \$3.00 extra
Measurement with 1983 bouyancy:.....
Dinner Saturday?:.....
Entry fee enclosed:\$.....

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, my crew and my boat. I agree to hold harmless and free of any liability. The Canadian Albacore Association, the sponsoring club, its members employees or individuals appointed or volunteering to assist in the running of the regatta, for any damage, material or personal, suffered by me during the racing or otherwise.

Dated:.....Signature:.....

REGISTRAR: James Vallance
Apt.4, 464 Elizabeth St.
Burlington, Ontario L7R 2M2
(416) 634-3097





**Westwood
Sailing Club**

WESTWOOD SAILING CLUB OPEN ALBACORE REGATTA

AUGUST 6, 1983

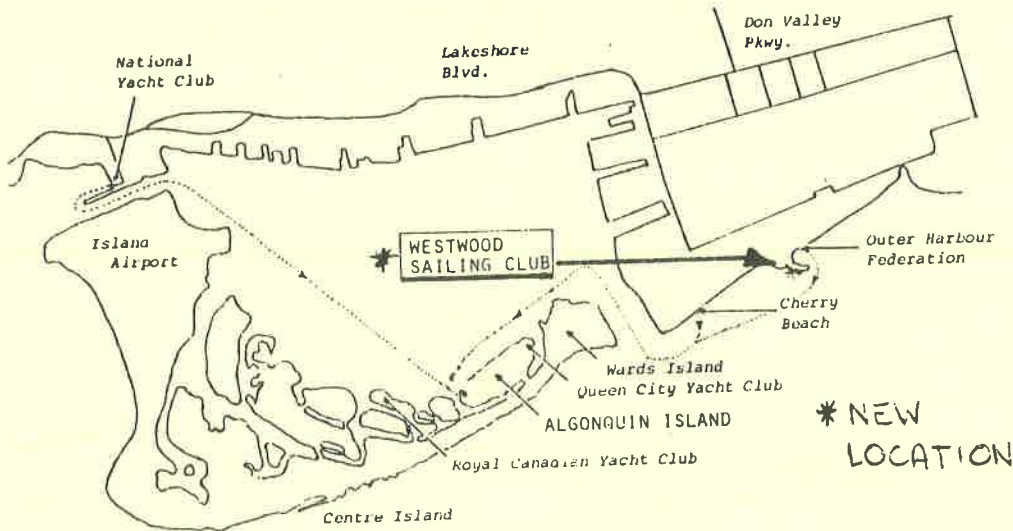
SIX RACES

ALBACORE CANADIAN CHAMPIONSHIP QUALIFIER

SKIPPER'S MEETING: 10:00 - FIRST RACE AT 11:00

REGISTRATION: MARGARET LATHAM - OR - FRIDAY AUGUST 5, 1983
 RACE CO-ORDINATOR AFTER FRIDAY RACES
 60 DINGWALL AVENUE BETWEEN 21:00 - 22:00
 TORONTO, ONTARIO - OR - BEFORE THE FIRST
 M4J 1C3 RACE

TELEPHONE: (416) 465-6660 (Res.)
821-1023 (Bus.)



SKIPPER'S NAME: _____
ADDRESS: _____

SAIL #: _____
CLUB: _____

CREW'S NAME: _____

COST: TO BE ANNOUNCED - INCLUDES: LUNCH AND DINNER SATURDAY
DANCE SATURDAY NIGHT
COFFEE AND DOUGHNUTS IN THE MORNING

BALSAM LAKE SAILING CLUB
20TH ANNUAL ALBACORE REGATTA

FOR THE GRIFFIN TROPHY

SUNDAY JULY 31st, 1983

- * BILL GOODERHAM SERIES QUALIFIER
- * DISTRICT 8 CHAMPIONSHIP
- * QUALIFIER FOR '83 CANADIAN ALBACORE CHAMPIONSHIPS "A" FLEET.

LOCATION: Blair cottage, near western canal entrance (see attached map). Go to Kirkfield on Highway 48 or Coboconk on Highway 35 and 48 and follow map and signs from there.

TIME: Registration 10:00 to 12:00 at the Blair cottage. THERE WILL BE NO SKIPPER'S MEETING. Start promptly at 13:00. BRING YOUR OWN LUNCH--soft drinks will be available.

LAUNCHING: Three locations (see map and signs).
a) western canal entrance
b) about 1 mile northeast of a)
c) Balsam lake Provincial Park

Launch your boat, sail to the Blair's cottage, leaving your car and trailer at the launching site. Assistance will be available at launching sites. PLEASE NOTE: no launching is available at the Blair's.

SAILING INSTRUCTIONS: Will be available at registration. We plan to sail three races back-to-back. The third race, however, will be sailed solely at the discretion of the Race Committee and only if the start is by 16:00.

AFTER RACE: Refreshments, buffet dinner and prize-giving at the Blair's. IMPORTANT: Load your boat on your trailer and leave it at the launching site (parking at the Blair's is very limited and cannot accommodate trailers. Go by car to the Blair's.

FURTHER INFORMATION: CONTACT: Peter Crawford,
4122 STONEMASON CRESCENT,
MISSISSAUGA, ONTARIO
L5L 2Z7

(Res.) (416) 820-0476

(Bus.) (416) 274-2301

(Weekends after May 20th) (705) 374-4665

NOTE: There will be a 50 boat limit--first come--first served. For this reason, as well as to assist us in planning the catering, we urge all competitors to register early.

Please send the attached application form with your cheque payable to "BALSAM LAKE SAILING CLUB" to:

B.L.S.C. Open Regatta,
c/o Peter Crawford,
4122 Stonemason Crescent,
Mississauga, Ontario
L5L 2Z7

BALSAM LAKE SAILING CLUB
20TH ANNUAL ALBACORE OPEN REGATTA
SUNDAY, JULY 31st, 1983

I hereby apply to sail in the Balsam Lake Open Albacore Regatta as follows:

ALBACORE SAIL NUMBER: _____

Skipper's Name: _____

Address: _____

Telephone Number: (____) _____

Crew's Name: _____

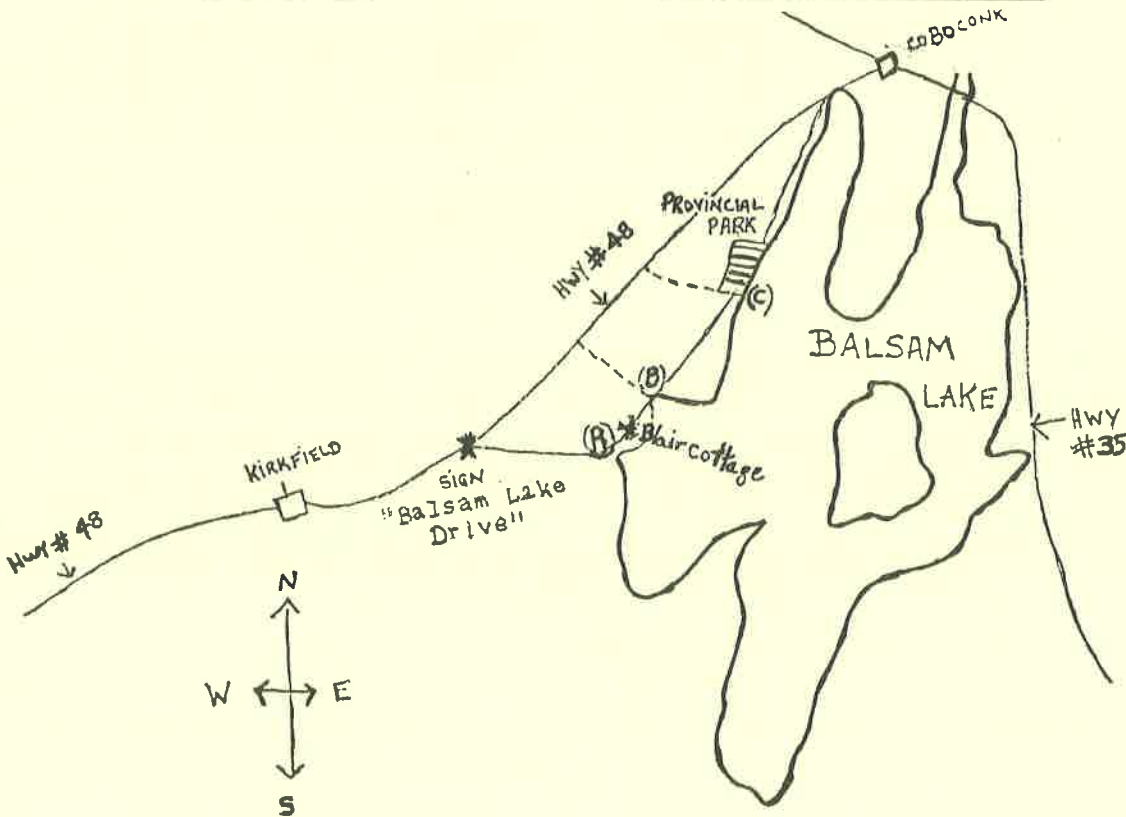
Valid Measurement Certificate with 1983 Bouyancy endorsement:
 YES: _____ NO: _____

FEEES:	Regatta fee per boat	\$6.00	=	\$	_____
	*C.A.A. non-members' fee	\$3.00	=	\$	_____
	Dinner (all adults, including skippers, crews, and guests (each)	\$7.00 X #	=	\$	_____
	Children (under 14)	\$4.00 X #	=	\$	_____
	TOTAL		=	\$	_____

* This is a Canadian Albacore Association sponsored regatta. This fee can be applied against the annual membership fee in the Association.

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, my crew and my 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: _____ SKIPPER'S SIGNATURE: _____



———— Paved road
 - - - - Gravel road

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

PLAN NOW TO ATTEND THE ALBACORE RACE TRAINING WEEK - JULY 10-15, 1983

WHAT IS THE ONTARIO SAILING CENTRE?

North America's foremost Sailing Centre. Spend a week this summer at the Ontario Sailing Centre and immerse yourself in one of Canada's fastest growing sports. The centre's unique approach to training will bring racing and recreational sailors at all levels one step closer to sailboat mastery.

From Sunday evening to Friday noon, participants work on skill development both on and off the water under the guidance of the Centre Coaches, a small group of highly qualified and enthusiastic instructors.

A FRIENDLY ATMOSPHERE...

Each week's participants are divided into small groups according to skill level and sailors enjoy personal coaching and attention.

Off the water activities include a morning physical fitness program and series of evening discussions geared to the requirements and interests of the participants. You always have a chance to ask one more question and trade one more tale.

PROFESSIONAL COACHES...

Sailing centre coaches are professionally trained instructors with strong racing backgrounds. All are fully certified C.Y.A. Instructors who race actively at the National and International levels. Among this year's staff under the leadership of Gord McIlquaham, are several Canadian Champions.

There'll be a special Albacore guest expert on hand to take part in the on-the-water activities, and to lead afternoon and evening discussions on subjects of particular interest to Albacore sailors.

IN A VACATION SETTING

The Ontario Sailing Centre is located at Geneva Park, the Y.M.C.A.'s National Conference Centre, on Lake Couchiching near Orillia. The shallow lake warms quickly in the spring, allowing for an early start on the season. Couchiching boasts frequent winds of shifty character!

Participants in Centre programs use the comfortable waterside accommodation and dining facilities offered by Geneva Park. Also available are the Park's recreational facilities including canoeing, swimming, sauna, tennis, water skiing, boardsailing, gymnasium and miles of walking and jogging trails.

RACE TRAINING PROGRAM

Race training week covers all aspects of boat handling and sailboat racing. Sailors are grouped according to skill level. Topics covered include: starting, sailing the windward leg, covering, mark rounding, finishing, and regatta preparations.

Participants will bring their own Albacores to the special Albacore Race Training Week, and will develop skills particular to the Albacore. It's best if you can bring your own crew, but if they are not available, please let us know and we'll try to match you up with another sailor.

Following the race training week you can show-off your new-found skills in the first Ontario Albacore Championship which will be sailed at the centre July 16-17. Joining the Race Training participants will be Albacore sailors from all over the Province. (Separate registration is required for this event).

WHAT DOES IT COST?

The course cost is \$310 per week. This is an all-inclusive fee, and it encompasses accommodation, all meals, and the race training course itself.

WHERE DO I GET MORE INFORMATION?

Call or write Rear Commodore, Rosemary Helmer at 134 Lawton Boulevard - #402, Toronto, Ontario (Res.) (416)488-3867 or (Bus.) (416) 926-2120.

HOW DO I ENROLL?

Complete the tear-off registration form and send it with deposit to:
Ontario Sailing Association
c/o Georgian College
Box 2316
825 Memorial Avenue
Orillia, Ontario
L3V 6S2

Last year 40 Albacore sailors took advantage of this great opportunity! Enrollment is limited. Plan your reservation NOW.

REGISTRATION FORM FOR ALBACORE RACE TRAINING WEEK - JULY 10-15

NAME: _____ FOR INFORMATION CALL
 ADDRESS: _____ GEORGIAN COLLEGE, ORILLIA
 _____ POSTAL CODE _____ TOM MORRISEY
 TELEPHONE _____ O.S.C. SUPERVISOR
 705-325-2705
 ENCLOSED REGISTRATION FEE _____ OR
 (PAYABLE TO GEORGIAN COLLEGE) _____ ROSEMARY HELMER
 DEPOSIT ONLY: \$75.00 REAR COMMODORE, C.A.A.
 TORONTO
 (416) 488-3867 (Res.)
 926-2120 (Bus.)

BALANCE OF PAYMENT, BY PERSONAL CHEQUE
 DUE 2 WEEKS PRIOR TO COURSE START DATE,
 AFTER THIS TIME, OR AT GENEVA PARK, PAY-
 MENT BY CERTIFIED CHEQUE, MONEY ORDER OR
 CASH. A LATE FEE OF \$5.00 IS CHARGED AT
 GENEVA PARK.

YEARS SAILED _____
 SEX: M _____ F _____
 AGE: UNDER 19 _____
 20-39 _____
 40 OR OVER _____

I UNDERSTAND THAT I SHALL PARTICIPATE IN THIS ONTARIO SAILING
 CENTRE PROGRAM ENTIRELY AT MY OWN RISK. I AGREE THAT THE ONTARIO
 SAILING CENTRE, THE ONTARIO SAILING ASSOCIATION, THE CANADIAN
 ALBACORE ASSOCIATION, AND THEIR EMPLOYEES AND SERVANTS SHALL NOT
 BE LIABLE IN ANY WAY FOR ANY LOSS OR INJURY RESULTING FROM OR IN
 CONNECTION WITH MY PARTICIPATION.
 SIGNED _____

BY BEING ON THE EDGE OF TECHNOLOGY
 WE PUT YOU FIRST

WE'VE BEEN BUILDING BOATS
 AT ONTARIO YACHTS FOR MORE
 THAN A QUARTER OF A CENTURY.
 ALONG THE WAY WE'VE LEARNED A
 LOT ABOUT FIBREGLASS TECH-
 NOLOGY.

WE'RE THE WORLD'S LEADING
 BUILDER OF THE ETHELLS 22,
 RENOWNED AS ONE OF THE TOP
 RACING KEELBOATS. MINIMUM
 WEIGHT HULLS THAT RETAIN THEIR
 STIFFNESS OVER THE YEARS IS
 OUR HALLMARK.

YOU'LL FIND THAT SAME
 DEDICATION TO QUALITY IN OUR
 ALBACORES. WE'VE INTRODUCED
 THE LATEST IN RESIN AND GLASS
 TECHNOLOGY INTO THE BUILDING
 OF ALBACORES SO THAT THEY'RE
 BUILT STIFF--AND THEY'LL STAY
 STIFF OVER THE YEARS.

QUALITY IS MORE THAN SKIN
 DEEP. CHECK THE FINISH ON OUR
 BOATS. ATTENTION TO DETAIL
 SETS US APART.

WE'RE RACING SAILORS TOO,
 SO WE KNOW HOW IMPORTANT IT IS
 FOR YOU TO HAVE THE VERY BEST
 EQUIPMENT YOUR MONEY CAN BUY.

BUYING A SAILBOAT IS A
 REAL INVESTMENT. WE KNOW THAT
 BUYING ONE OF OUR ONTARIO
 YACHT-BUILT ALBACORES WILL BE
 YOUR BEST INVESTMENT IN SAIL-
 ING.

CALL US TO-DAY. OR VISIT
 OUR PLANT. WE'RE READY TO
 BUILD YOUR NEW ALBACORE TO-
 DAY.



ONTARIO YACHTS

243 Speers Road, Oakville, Ontario, Canada L6K 2E9 Phone (416) 845-1153

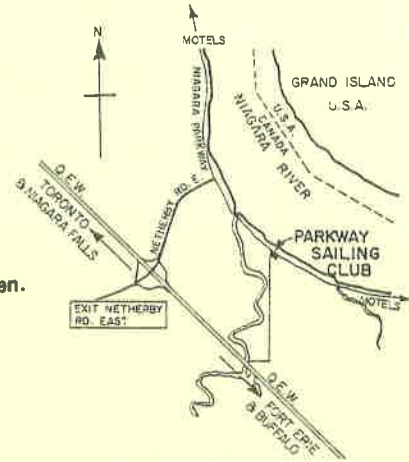
INVITATIONAL REGATTA

SAT. and SUN. JULY 9 & 10, 1983

PARKWAY SAILING CLUB

FORT ERIE, ONTARIO

ALBACORES* FIREBALLS LASERS



FRIDAY: 7:00 p.m. to 9:00 p.m.; Registration, Bar Open.

SATURDAY:

8:30 a.m.	Registration
9:30 a.m.	Skipper's Meeting
11:00 a.m.	First Race
1:00 p.m.	Lunch
2:00 p.m.	Second and Third Races
6:30 p.m.	Dinner
8:00 p.m.	Dancing! Entertainment!! Bar!!! Free Admission!!!!

SUNDAY:

8:30 a.m.	Breakfast
11:00 a.m.	Fourth and Fifth Races
1:00 p.m.	Lunch
Afternoon	Results and Trophy Presentations.

Plenty of space to camp in our grounds, or stay in a nearby motel.
 For more information, call or write Gavin Gardner, 6443 Carolyn Avenue, Niagara Falls, Ontario L2E 5H7. Phone (416) 358-5295.

★ Canadians qualifier

ALBACORES — FIREBALLS — LASERS

TO: Gavin Gardner, 6443 Carolyn Avenue, Niagara Falls, Ontario L2E 5H7

Skipper's Name: _____

Address: _____

Boat Class: _____ Number: _____ Name: _____

Registration Fee (dinners and lunches not included):
 Albacores and Fireballs - \$15.00, Lasers - \$10.00

Cheque is payable to "Parkway Sailing Club".
 I do/do not plan to attend Saturday's dinner with ____ friends.

ENTRY FORM

DON'T FORGET:

- * BILL GOODERHAM SERIES REGATTAS
- * RACE TRAINING WEEK, JULY 10-15, 1983
ONTARIO SAILING CENTRE - GENEVA PARK
- * ONTARIO ALBACORE CHAMPIONSHIP, JULY 16-17, 1983
ONTARIO SAILING CENTRE - GENEVA PARK
- * CANADIAN JUNIOR ALBACORE CHAMPIONSHIPS, AUGUST 13-14, 1983
PETERBOROUGH SAILING CLUB
- * WORLD ALBACORE CHAMPIONSHIP, AUGUST 20-27, 1983
R.C.Y.C., TORONTO, ONTARIO
- * CANADIAN ALBACORE CHAMPIONSHIPS, SEPTEMBER 16-18, 1983
ASHBRIDGE'S BAY YACHT CLUB, TORONTO, ONTARIO
- * U.S. ALBACORE CHAMPIONSHIPS, OCTOBER 8-9, 1983
MONMOUTH BOAT CLUB, NEW JERSEY, U.S.A.



1983 HARBOURMASTER'S SERIES

8 RACE SERIES FOR 7Dy HARBOURMASTER'S TROPHY

RACES: JUNE 5TH, JUNE 12TH, AND JUNE 19TH

JULY 3RD, JULY 10TH, JULY 17TH, JULY 24TH AND JULY 31ST

SERIES REGATTA FEE: \$10.00 PER BOAT

REGATTA INSTRUCTIONS SENT UPON RECEIPT OF REGISTRATION FEE

SEND ALL REGISTRATIONS TO: WENDY WARBURTON
TREASURER, HARBOURMASTER'S SERIES
565 SHERBOURNE STREET, APT. 905
TORONTO, ONTARIO
M4X 1W7

(416) 964-6479 (RESIDENCE)

PLAN NOW TO SAIL IN THE HARBOURMASTER'S SERIES...EVERYONE ELSE WILL BE!

