

SHACKLES AND CRINGLES

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bi-monthly newsletter*

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STRATIVE CENTRE.

COVER PHOTO: CLOSE ROUNDING THE CREW OF
ERICA GRIFFITHS AND DAVID DURNFORD ROUND THE
LEEWARD MARK JUST AHEAD OF STEVE PARCELL AND
JOHN ASHBY IN THE TARTS '83 REGATTA HELD AT
TORONTO SAILING AND CANOE CLUB.

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EXECUTIVE NOTES

COMMODORE'S REPORT

Congratulations to Barry and Gary Poyntz for winning the first major regatta of the year - a cold and windy TARTS. There was an excellent turnout for this, the last World's Qualifier - over 40 boats participated. The regatta was extremely well organized by T.S.C.C.. One of the more memorable sights was that of competitors receiving their first "dump" of the season as they, with fingers crossed, performed their bouyancy tests to the amusement of spectators ashore and the rigid timing of Past Commodore David Whitfield.

The British will be taking 11 of their 15 spots for the Worlds, leaving an extra four places for Canada. The U.S.A.A. has advised that they will not require more than the 20 spots allocated to them. This frees up an additional four spots for Canadian competitors who have met the qualification requirements.

A reminder to you all that the Ontario Championships (July 16-17) and the Race Training Week (July 10-15) will soon be upon us. Make sure that you send your applications in to assure yourself the best accommodation. The Ontario Sailing Centre at Geneva Park will be hosting both of these events, and the combined events represent an excellent way to improve your racing skills and sailing technique. Your contact person is rear Commodore Rosemary Helmer.

In the past few years your Association has consulted with its members concerning changes to the class rules. The referendum on shroud levers is a recent example.

It has been suggested that the rules be amended to permit two windows in the mainsail. Increasingly we see competitors placing the mainsail window high on the luff of the mainsail to provide better viewing of the leech of the jib for better sail trim. The addition of a second window could be regarded as a safety feature - greatly improving visibility and reducing the possibility of collisions. Your comments on this suggestion would be appreciated. A positive response would lead to this issue being discussed at the International Albacore Association meetings held in conjunction with the World Championships, this August.

Good sailing to all of you. I look forward to hearing any of your comments and suggestions.

Charles Colman
Commodore

FOUR FLEETS FEATURED AT '83 CANADIANS

Peter Brayshaw, Chairman of the 1983 Canadians which will be held September 16-18 at Toronto's Ashbridge's Bay Yacht Club, has announced that there will be four separate fleets sailing at the event.

In addition to the Championship Fleet, there will be the Challenger Fleet, Masters Fleet and Contender Fleet.

Those who wish to sail in the Championship Fleet must sail in at least three of the designated qualifying events. Just check the Regatta schedule in this issue of SHACKLES AND CRINGLES and note which regattas are qualifiers. If you have not sailed in the required three regattas and still wish to sail in the Championship Fleet there is one other way to qualify at the regatta itself.

All those who have not qualified for competition in the Championship Fleet are permitted to sail in the Championship Fleet for the two Saturday races. At the end of the day's racing the top ten who had not previously qualified will be permitted to finish the regatta in the Championship Fleet. All others will be automatically transferred over to the Challenger Fleet and will carry their Championship Fleet scores with them for the balance of the Regatta.

There's still lots of time to qualify, and three regattas is not that onerous a requirement, so if you want to be sure of your position in the Championship Fleet why not get out and enjoy some Albacore racing in your area.

There's no qualifying procedure for the three other Fleets. However, the skipper must have attained his/her 40th birthday by December 31, 1983 in order to sail in the Masters Fleet. For general guidance it is suggested that the Contender Fleet is for novice sailors, while the Challenger Fleet is intended for sailors of average ability.

We don't make any distinction in the prizes in any of the fleets. Both skipper and crew receive the same prizes, and the keeper trophies for the first place overall in the Championship Fleet are identical to the trophies for the fifth place finishers in the Contender Fleets. The emphasis is on recognizing participation, so come on out and join us for three exciting days of sailing.

As in the past, ribbons will be presented to the top five skippers and crews for their finishes in each race. Keeper trophies will be presented to the top five finishers (both skipper and crew) in all four fleets. Family trophies will also be presented to the top crew (not finishing in the top five) where the skipper and crew are related, in each fleet.

If you can't make it for Friday's races you can still compete due to special scoring systems which are used in all but the Championship Fleet. One of the races you miss

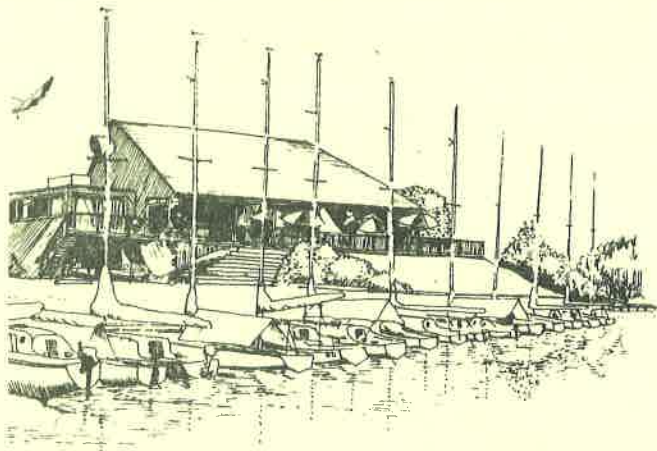
will be counted as your "throw-out" race, while you will receive a score equal to the average score in the three races you do sail to count as your other race. This provision is designed especially for those whose jobs prevent them from sailing on Friday.

In addition to the sailing, there will be the Annual General Meeting of the C.A.A. on Friday night, and the Dinner/Dance on Saturday night. All of these events will be hosted at Ashbridge's beautiful new clubhouse. Tickets for the Dinner/Dance are included in the cost of registration for both the skipper and crew. If you require additional tickets they may be purchased (subject to availability) at a cost of \$18.00 each. This price includes P.S.T. and gratuity. Be sure to order your additional tickets with your registration, to be certain of your reservations.

Youth sailors (both skipper and crew under 19 as of December 31, 1983) get special consideration for this Regatta. First, the Regatta fee is cut to just \$25.00 (if paid before September 1, 1983). Second, they are permitted to sail in the Championship Fleet for the Tre Behan Youth Trophy. This trophy is presented to the youth crew which finishes highest in the Championship Fleet.

The Albacore Canadian Championship is an unique event in Canadian sailing. This will be our 23rd annual event. You can help us to plan (and save yourself \$5.00 at the same time) by mailing your registration form today. You'll find one with this issue of SHACKLES AND CRINGLES.

Plan now to join us for the best "Canadians" ever!



ASHBRIDGE'S BAY YACHT CLUB



SAILING HEAVY IN LIGHT AIR

(IN WHICH FATTIES TAKE THE POSITION THAT DIETING IS A METAPHYSICAL CONCEPT)

by North American Albacore Champion John Luard

reprinted from the Albacourier

It's all in our minds. Toni Gahn (my crew) and I have convinced ourselves we can win in light air, therefore we do it.

For years I felt too big, too awkward, and too clumsy to race a dinghy in light air. Whenever the flyweights came near it was obvious that their boat was barely in contact with the water. They skipped from crest to crest, while my boat felt like a loaded barge, ponderously pushing tons of sea water in all directions in order to move a few inches ahead. Needless to say, I performed like a barge.

I helped myself by analyzing the effect of weight on light air speed. Boats are slowed by skin friction, wave-making resistance, and wind resistance. Only one of these is substantially affected by weight - skin friction - the submerged hull surface area increases directly with displacement. If we have two Albacores, both weighing 300 pounds all up, and the total crew weight of one boat is 270 pounds, and the total crew weight of the other is 330 pounds (Toni and I race at about 320 pounds), their total weight over and under 600 pounds varies by 60 pounds or 10% of the 600 pounds. The hull, of course, is not the only underwater surface. It is my judgement that the centreboard and rudder account for approximately 30% (more upwind, less downwind) of the skin friction. Therefore, I judge that the overall skin friction penalty for having a crew weight of 330 pounds instead of 270 pounds to be 7%.

As skin friction is only part of the total resistance, it is my judgement that the heavier boat may be (only?) 2% slower than the lighter boat. What this means is a two-to-three boat length penalty in a half mile of sailing. If we start well and break free with a boat length of water between us and a light boat, it will take them half a mile (15 minutes at 2 knots!) to catch us if they don't get in my backwind, tack, eat bad air because we sail down over them, hit any motor boat wakes which gives us the inertia advantage etc..

Hundreds of yards can be gained in light air by being in slightly more wind (read the wind on the water), by playing the shifts right, by playing the current, by staying in clear air and generally by heads-up sailing.

Once I realized that there was no excuse for a light boat doing an horizon job on us, I began to sail smarter, and light air has become much less of a problem. If we don't miss too many puffs we can even win.

CONTINUED ON PAGE 5

In moderate air, especially marginal planing conditions, the light weight crews can give us fits. Fortunately, in an Albacore (as distinct from the trapeze/spinnaker dinghies) by the time you can plane downwind it's full-hiking conditions upwind. As we normally start and finish upwind, us "heavies" can put some distance on the "light weights" at the start and (hopefully) pass them (if that should be necessary) on the last beat.

You may have noticed that there is no mention of dieting in this article. If you don't mention it either, perhaps it will go away.



A FIRM SKIN FETISH

Editors's note: The following article has been prepared by Don Young, long time Albacore sailor who has developed a system to stiffen the floor of his Albacore "Plane Fun". Having sailed in the boat at TARTS '83, in fairly heavy conditions, I can vouch for the fact that the boat is extremely fast upwind. Whether that speed is attributable entirely to the modification outlined below, or to a combination of many factors (boat tuning, sails, and, even though it may be hard to believe, good sailing) one can only guess.

Unlike many other suggested "fixes" to improve the stiffness of the fibreglass hulls which tend to call for the addition of many small knees placed along the side of the centreboard box (all of which were tend the trip and otherwise maim the poor crew), this modification is very clean - almost unnoticeable and poses no problems for the hard-pressed crew.

Personally, I am enthusiastic about the potential offered by Don's suggested modifications for improving the stiffness of older Albacores. If you've been thinking about trying some method to improve your boat this one deserves strong consideration.

David Whitfield

* * *

I remember one day at a Toronto International Boat Show facetiously arguing with Woof the Younger that flexing fibreglass hulls simulated the skin undulations of a porpoise. I got quite a reaction, you may be sure. Hull stiffness is definitely desirable in a racing dinghy, and wooden construction is given the nod in this category. After all, the "sacred lines" by Uffa Fox become somewhat profaned if wave pressure flattens and distorts the fair curves of our favourite hull.

Most of us are familiar with the term "sandwich panel" construction. The sandwich consists of thin top and bottom skins bonded to a lightweight core material. The technique is used in aircraft, satellites, building curtain walls and many other products. The assembled sandwich panel is immensely stiffer than the three individual components.

Some Albacores have been made with fibreglass/foam sandwich hulls, ("6-H" and "Omega" to name two builders) but not your garden variety Skene, such as mine. hence my problem.

My "least cost" solution was to add two, 6'9" long by 4 1/2" wide by 1/2" thick sandwich stiffeners along the inside of the hull. These run in a long sweeping curve in the centre of the space between the centreboard trunk and the flotation tank. The forward end is about 20 inches forward of the centreboard pin. In addition, I put two wooden struts angled down from top of the trunk to the stiffeners, hidden under the main thwart, so I can't kick them. Where the struts meet the stiffeners, I added 11 inch long by 1 1/2" high webs which help to direct loads from the hull skin into the struts.

I have since had a horrible vision of the struts punching through the bottom. However, TARTS '83 was a fair test, and it didn't happen. Maybe, just maybe, it's O.K.

To do the job, I bought 1/2 inch thick flexible Urethane foam sheet stock. I cut and shaped the strips from the stock with my cheapo Chinese folding knife - the kind you find in flea markets (all brass and teak) for \$7.00 - or in knife shops for \$22.00. The edge mine has on its 4 1/2 inch stainless steel blade is fantastic. After carefully filing off the handle's edge, it's a joy to use. Keep the brass polished!

I cut three strips across the 54 inch width of the sheet. Each strip was feathered along the sides and ends so that the sandwich would blend nicely into the hull. Split one of the strips in half with a 30° skive cut, and join each half with one of the two others to form the two long core strips. I made the 11 inch webs from scrap, and set them into 11 x 1/2 inch rectangular slots cut in the strips under the thwarts.

The struts were shaped from Sitka spruce, and are approximately 1/2 inch diameter in the centre and are flared out like the handles of a paddle at each end to provide more contact area. Trim the struts to length after a layer of fibreglass has been applied to the foam. The struts are epoxied into place and covered with a layer of glass and epoxy.

Larry Scott of Hamilton, who did the fibreglassing for me, prepared the hull by grinding off the inside gelcoat layer over an area large enough to leave an extra 1 inch all around the core strips. The epoxy bond of the sandwich is therefore made directly into the structural layers of the hull. The top fibreglass skin seals the foam core with a 3/4 to 1 inch wide overlap all around. To finish the job, Larry added a grey gelcoat layer, complete with yellow and white speckles, just like new!

A word of caution: When laying in the fibreglass top skin, support the boat uniformly so that no local deformations get locked in. I've got a load of filler on "Plane Fun's" bottomside where we immortalized the location of the launching dolly's support bar. Next Time: "schmarter".

Don Young

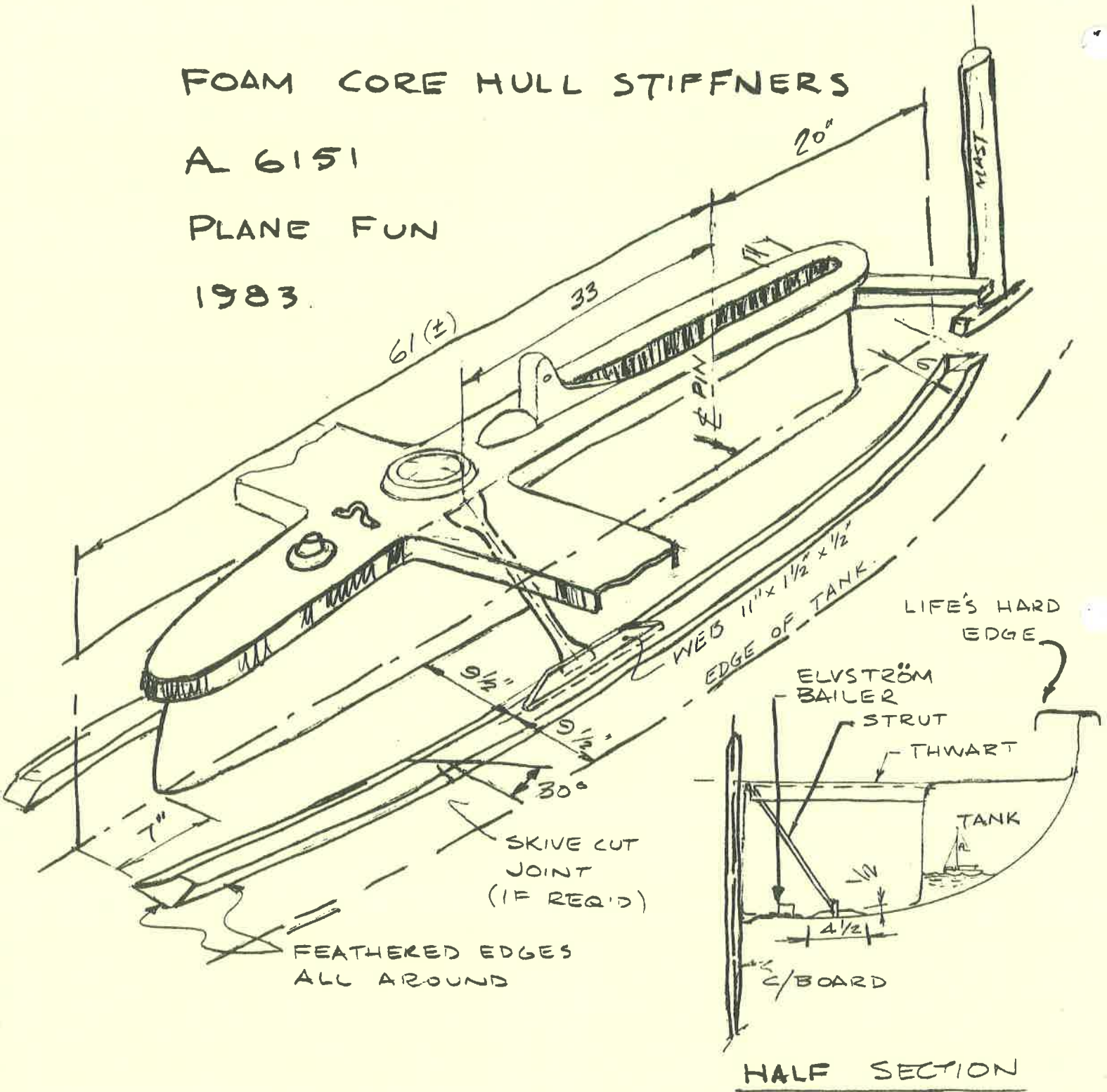
JULY/AUGUST, 1983

FOAM CORE HULL STIFFNERS

A 6151

PLANE FUN

1983



HALF SECTION

DD YOUNG JUNE '83

TECH TALK

SAIL TUNING MADE EASY...A LOGICAL APPROACH TO SAIL SPEED

by Mike Ure
Reprinted from DINGHY INTERNATIONAL

The aura of mystery that sailmakers have built around their product over the years can be overcome. A sail is exactly as it looks, there are no in-built secrets, and boat speed can be available to all, if a simple but logical programme is followed. Occasionally the "hit and miss" approach will, by pure good luck, give good results. Consistency, however, will be lacking. From two basic notions we can embark on a logical speed programme.

FORWARD MOTION

We all know that forward motion comes from the action of wind upon sail. We do not need to go into greater detail of the low pressure, high pressure sides of sails or whether we are sucked along or pushed along. All we need remember is that the "drive" in our sails is at right angles to a tangent to the sail cloth at any point on the sail. Nice and simple. (Diagram 1)

There are some points on the sail where the drive is greater and some where the drive is less. However, we do not need an in-depth knowledge of these to achieve good boat speed. If we extend this notion it becomes more evident that our sail shape must be related to our sheeting angle. By sheeting angle we mean the distance any point on the leech is away from the centre line of the boat i.e. the upper part of the twisted sail has a wider sheeting angle than the bottom part of the same sail. (Diagram 2).

WHAT IS MAXIMUM DRIVE?

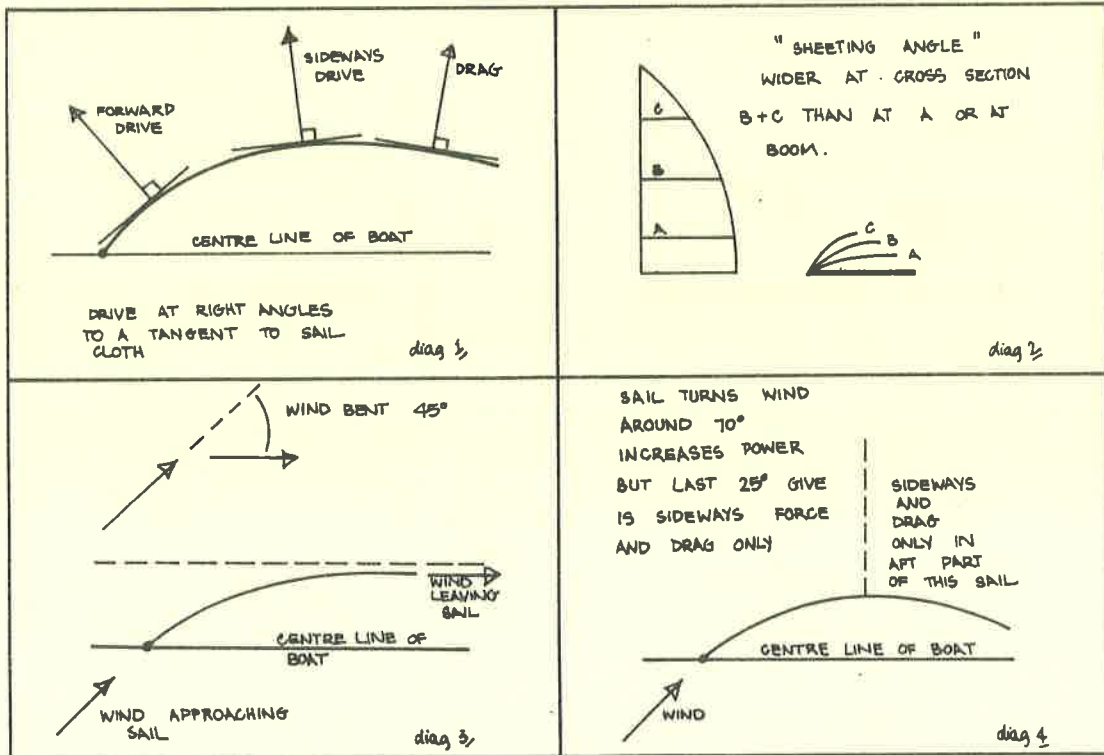
Our second notion of maximum drive extends from the direction of the drive at any point on our sail.

Our greatest use of the wind is by accepting the wind at the luff of the sail then bending it around the sail before releasing it parallel to the centre line of the boat (Diagram 3).

The energy that we extract from the wind increases the number of degrees through which we turn the wind. However, we have to refer back to our first notion to ensure that the energy that we are taking from the wind is driving the boats forward and not giving us excessive heeling momentum or drag. (Diagram 4)

Before going on let us take these two notions and put them to the test with practical examples.

CONTINUED ON PAGE 8



Very light weather we know calls for flat sails because flat sails do not turn the wind through as many degrees as full sails. If we think in terms of energy removed from the wind with each degree of turn we realise that in very light winds a full sail attempts to extract more energy from the wind than it has available. The result, the wind flow will not remain attached to the sail but will break away before it reaches the leech and the sail will stall. (Diagram 5)

In heavy winds there is so much energy in the wind that the boat will be overpowered if we try to absorb all of it. In practice the best performance is achieved by flattening the sail and widening the sheeting angle, as this turns the wind through fewer degrees but gives us a driving force that is more forward (in the direction the boat is going and less sideways i.e. heeling force). Sail shape is similar to light weather shape.

Good reaching performance is normally associated with full sails and we can see that this again fits our two basic notions very nicely. The wide sheeting angle means that even a very full sail will not hook the leech beyond parallel to the centre line and because the boom is well out there is little heeling force and we are able to absorb a lot of energy from the wind, i.e. we can turn the wind through many degrees. (Diagram 6)

When the apparent wind comes from abaft the beam, the sails start to stall i.e. the breeze no longer passes around both sides of the sail but pushes on the windward side only. At this point area, rather than shape, becomes the dominant factor.

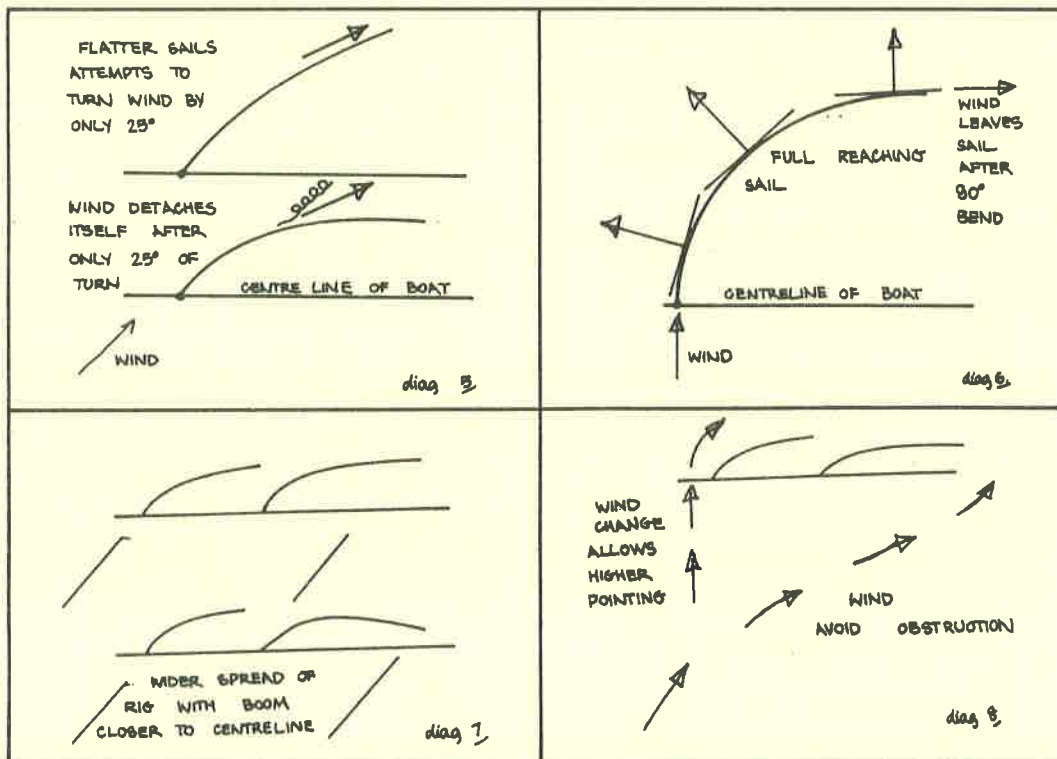
One last factor that we need to consider is pointing. The entry of the sails is commonly thought to be the restricting pointing factor. However this aspect of boat speed is far more complicated and the leeches of the sails, particularly the mainsail play a large part, if not major role, in the pointing ability of any boat.

Many sailors have realised the positive effect of the main on pointing but have not rationalised their set-ups to give high pointing without incurring drag as a penalty.

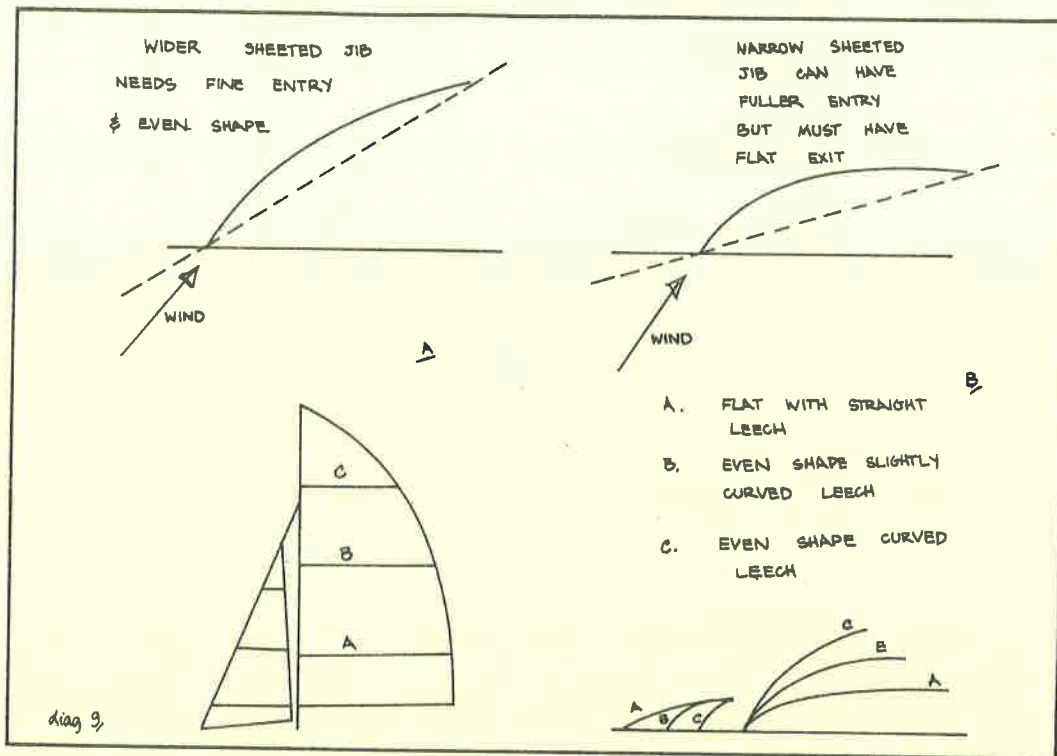
As the leech of the main is brought closer to the centre line of the boat a greater area of wind is covered. (Diagram 7)

In the same manner that the bow on a ship throws out a pressure wave to let the ship slip more easily through behind it, the greater blocking effect of covering more wind means that a pressure wave is again formed, the wind attempts to avoid the obstruction by passing around it. (Diagram 8). As the main is brought closer to the centre line the drag factor of the sail increases, the heeling moment increases and the forward drive component decreases. For this high pointing technique to work drag must be cut to a minimum and this necessitates flattening the lower area of the mainsail to avoid hooking in the lower batten area. It is commonly held that it is the hook in the lower batten that helps a boat point. In fact, it is the position of the leech that is assisting the pointing and the hook is only creating drag. The last part of the leech should never hook above parallel to the centre line.

CONTINUED ON PAGE 9



The following diagrams show appropriate sail shapes for different sheeting angles and suggest sail shapes for interaction of main-sail and jib.



REGATTA RESULTS

1983 ALBACORE TARTS REGATTA RESULTS - MAY 28-29, 1983

POSITION	SAIL NO.	SKIPPER/CREW	CLUB	RACE 1	RACE 2	RACE 3	RACE 4	FINAL POINTS
1	6731	BARRY POYNTZ GARRY POYNTZ	LBSC	1	1	2	DNS	3
2	7141	PAUL HENDERSON MARTHA HENDERSON	RCYC	4	3	1	2	8.7
3	6644	JEFF MOODY DON BEHAN	SMSC	11	6	4	1	19.7
4	6641	ANDY CUMMING ALLAN HYNES	RCYC	2	2	11	DNF	23
5	6803	DAVID BLACK CHRISTINE MASSON	TSCC	7	9	5	4	31
6	6655	JOHN FRANCIS RICK CLAYTON	SMSC	12	5	13	3	33.7
7	6400	IAN ROGERS MARGIE ZIEDLER	PBSC	16	4	8	10	38
8	6210	LEON SAFRATA PAUL COBBAN	RCYC	23	12	3	12	41.7
9	7330	SIMON LEWIS NICK LEWIS	TSCC	10	15	6	9	42.7

9	6997	DAVID MEDHURST	RCYC	6	10	9	11	42.7
		BETH MEDHURST						
11	7000	CHARLES COLMAN	SMSC	21	7	10	8	43
		PETER MCLAUGHLIN						
12	6494	BEN MURDOCK	TSCC	8	14	12	6	43.7
		ANNE MURDOCK						
12	6251	KEN CLARKE	RCYC	3	8	18	20	43.7
		ADAM CLARKE						
14	6628	DAVID TREISSMAN	RCYC	13	18	7	13	51
		SIMON TREISSMAN						
15	7243	IAN BRAYSHAW	BHYC	15	11	19	16	60
		PETER BRAYSHAW						
16	6151	DON YOUNG	RHYC	27	DNS	15	5	64
		DAVID WHITFIELD						
17	6153	JORG PAWLK	RCYC	14	13	27	22	67
		JUDITH DUNLOP						
18	5600	BOB LEONIDAS	RCYC	17	17	22	18	70
		CYNTHIA WAITE						
19	7099	EUGENE DUYNSTEE	BHYC	19	DSQ	23	14	74
		KEVIN STEVENSON						
20	6157	KEN BROWNE	OHCC	18	31	26	15	77
		DORIS BROWNE						
21	7085	ROB MARTIN	RCYC	24	29	14	DNF	79
		NEIL GUNN						
22	5008	STEVEN WIMMER	RCYC	5	DNF	17	DNS	81
		JENNY NORMAN						
23	7080	BRETT DUBRICK	RCSC	32	25	20	19	82
		BRYAN DUBRICK						
23	7142	ROSS KAPPELE	SMSC	25	19	24	21	82
		JAMEY GAGE						
25	5002	DEREK GRIFFITHS	TSCC	DNF	DNS	16	7	85
		BOB MEW						
25	7056	ROB BAKER	NTSC	9	22	36	DNS	85
		HOLLY SYKES						
27	4129	DAVE DURNFORD	TSCC	29	16	25	DNS	88
		ERICA GRIFFITHS						
28	7257	MIKE SMITS	STJSC	40	20	37	17	92
		PETER VASOFF						
29	4659	JOHN ASHBY	TSCC	20	21	34	DNS	93
		STEVE PARCELL						
30	5009	BILL KENNEDY	OHCC	22	33	21	DNS	94
		CHRIS BAYLY						
31	7316	STEW FERRY	STJSC	26	32	31	23	98
		DAVID MATTHEWS						
32	7078	RICK FRASER	RCSC	34	30	32	24	104
		DEREK WAGNER						
33	7011	GEORGE LESLIE	WSC	30	27	30	DNS	105
		ROSEMARY HELMER						
34	5671	JACK MITCHELL	BHYC	33	26	29	DNS	106
		KEN MITCHELL						
35	6221	TED MALLET	RCYC	31	24	35	DNS	108
		ROSIE MALLET						
36	7229	PAUL WATSON	TSCC	39	29	DSQ	DSQ	115
		PETER HARRISON						
37	7256	GARY BAIN	STJSC	28	37	33	DNS	116
		BOB MURRELL						
38	5310	JEFF PUDWELL	PSC	36	36	28	DNS	118
		PAUL PUDWELL						
39	7079	NARCI MASTROIANI	RCSC	42	38	38	25	119
		WAYNE TEEPLE						
40	4824	PAUL GODDARD	PSC	35	28	DNF	DNS	122
		TOM GODDARD						
41	4141	JOHN MAHONEY	SYC	41	39	DNF	26	124
		CONNIE LEIGH						
42	7068	JOHN LANGLEY	WSC	38	34	DNS	DNS	134
		NANCY SINCLAIR						
42	7252	SHEILA DEMPSTER	STJSC	37	35	DNS	DNS	134
		ANDY SUGA						
44	7250	BOB THOMPSON	STJSC	43	DNF	DNS	DNS	147
		BILL SPEIRS						

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

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*North Americas: 1976, 77, 78, 79, 80, 81 - First
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T.S.C.C. CREW WINS BRONTE OPEN REGATTA

John Ashby and Steve Parcell recaptured the trophy they won two years ago by consistent sailing and fast off-wind speed at the Lake Ontario Challenge Regatta held at Bronte Harbour Yacht Club June 25, 1983.

The 13 boats entered were treated to light but somewhat fluky winds in the first race which built to a medium strength wind for the second and third races.

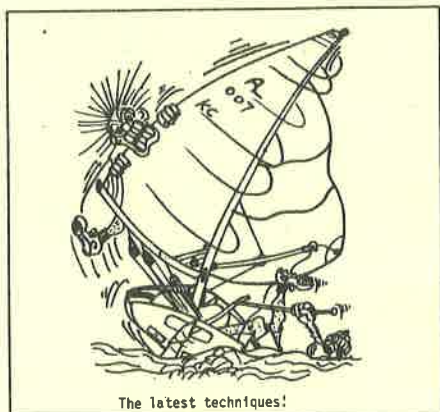
In the first race Eugene Duynstee and Ian Brayshaw held a significant lead over the rest of the fleet by playing the right hand side of the course in a veering wind. Ashby continued to gain and managed to overtake Brayshaw, but not Duynstee.

The second race saw David Black (last year's winner who arrived late for the first race) establish an early lead, followed by his T.S.C.C. club-mate Derek Griffiths. By mid-race Duynstee had pulled into second place which he held until the last weather leg when he was overtaken by Brayshaw and Ashby.

The third race was to determine the regatta winner. An early lead by Eugene Duynstee was lost to Ashby and Brayshaw. Ashby and Brayshaw then engaged in a tacking duel up the weather leg, which Ashby won to take the race and the regatta.

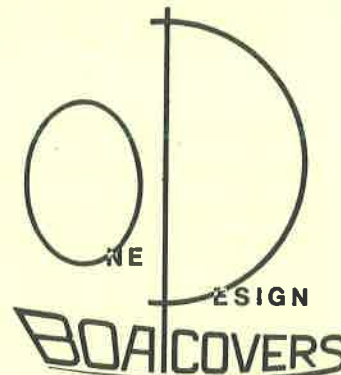
RESULTS

POS.	SAIL NO.	HELM	RACE 1	RACE 2	RACE 3	PTS.
1	4659	J. ASHBY	2	3	1	8.7
2	7243	I. BRAYSHAW	3	2	3	14.4
3	7099	E. DUYNSTEE	1	6	2	14.7
4	6803	D. BLACK	5	1	4	18
5	6658	A. STUART	6	4	5	29.7
5	5852	D. WEAVER	9	5	6	36.7
7	5002	D. GRIFFITH	4	11	10	41
8	6657	G. ROTH	7	8	9	42
9	5676	F. LUI	8	9	8	43
10	4129	D. DURNFORD	DSQ	7	7	46
11	6590	J. CAUGHRAN	11	10	11	50
12	7272	P. FADYSHEN	10	12	12	52
13	3246	W. MATTHEWS	12	13	13	56



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REGATTA DATES

CANADIAN ALBACORE ASSOCIATION 1983 REGATTA SCHEDULE

- GATINEAU RIVER Y.C. - JULY 2-3, 1983
OPEN REGATTA
-OTTAWA, ONTARIO
*GOODERHAM SERIES QUALIFIER
+CANADIANS QUALIFIER
- HARBOURMASTER SERIES - JULY 3, 1983
DAY #4
HOST: WSC
-TORONTO HARBOUR
- LAKE OF BAYS S.C. - JULY 9, 1983
ALBACORE REGATTA
-MUSKOKAS, ONTARIO
+CANADIANS QUALIFIER
- BRITANNIA Y.C. - JULY 9-10, 1983
NATIONAL CAPITAL REGATTA
-OTTAWA, ONTARIO
+CANADIANS QUALIFIER

PARKWAY S.C. PARKWAY INVITATIONAL -FORT ERIE, ONTARIO +CANADIANS QUALIFIER	- JULY 9-10, 1983	<u>CANADIAN JUNIOR ALBACORE CHAMPIONSHIPS</u> PETERBOROUGH S.C. -PETERBOROUGH, ONTARIO +CANADIANS QUALIFIER	- AUGUST 13-14,
PETERBOROUGH S.C. CENTENNIAL REGATTA -PETERBOROUGH, ONTARIO +CANADIANS QUALIFIER	- JULY 10, 1983	NORTH TORONTO S.C. OPEN ALBACORE REGATTA -TORONTO, ONTARIO +CANADIANS QUALIFIER	- AUGUST 13, 1983
HARBOURMASTER SERIES DAY #5 HOST: RCYC -TORONTO HARBOUR	- JULY 10, 1983	POINTE-AU-BARIL S.C. PABAR REGATTA -GEORGIAN BAY, ONTARIO +CANADIANS QUALIFIER	- AUGUST 13, 1983
<u>ALBACORE RACE TRAINING WEEK</u> -GENEVA PARK, ONTARIO	- JULY 10-15, 1983	SAIL R.A. DON RANTZ REGATTA (HOSTED AT O.N.E.C.) -OTTAWA, ONTARIO	- AUGUST 13-14, 1983
O.H.C.C. - MOOREDALE S.C. O.S.A. WOMEN'S REGATTA -TORONTO, ONTARIO	- JULY 16, 1983	BURLINGTON SAILING & B.C. OPEN REGATTA -BURLINGTON, ONTARIO +CANADIANS QUALIFIER	- AUGUST 20, 1983
<u>ONTARIO ALBACORE CHAMPIONSHIP</u> -GENEVA PARK, ONTARIO +CANADIANS QUALIFIER	- JULY 16-17, 1983	MOOREDALE S.C. ALBACORE REGATTA -TORONTO, ONTARIO +CANADIANS QUALIFIER	- AUGUST 20, 1983
HARBOURMASTER SERIES DAY #6 HOST: WSC -TORONTO HARBOUR	- JULY 17, 1983	<u>1983 WORLD ALBACORE CHAMPIONSHIPS</u> R.C.Y.C. -TORONTO, ONTARIO	- AUGUST 21-27,
SOUTH MUSKOKA S.C. OPEN REGATTA -BRACEBRIDGE, ONTARIO *GOODERHAM SERIES QUALIFIER +CANADIANS QUALIFIER =DISTRICT 7 CHAMPIONSHIP	- JULY 23, 1983	NATIONAL SEA CADET REGATTA (CLOSED) -SUDBURY, ONTARIO	- AUGUST 26-28,
NEPEAN S.C. INVITATIONAL REGATTA -OTTAWA, ONTARIO +CANADIANS QUALIFIER	- JULY 23-24, 1983	ST. JAMESTOWN S.C. ALBACORE REGATTA -TORONTO, ONTARIO *GOODERHAM SERIES QUALIFIER +CANADIANS QUALIFIER	- SEPTEMBER 3-4,
HARBOURMASTER SERIES DAY #7 HOST: RCYC -TORONTO HARBOUR	- JULY 24, 1983	<u>1983 CANADIAN ALBACORE CHAMPIONSHIPS</u> ASHBRIDGES BAY Y.C. -TORONTO, ONTARIO	- SEPTEMBER 16-18,
BALSAM LAKE S.C. ALBACORE REGATTA -KAWARTHAS, ONTARIO *GOODERHAM SERIES QUALIFIER +CANADIANS QUALIFIER =DISTRICT 8 CHAMPIONSHIP	- JULY 31, 1983	ROYAL HAMILTON Y.C. TURKEY REGATTA -HAMILTON, ONTARIO	- OCTOBER 8, 1983
HARBOURMASTER SERIES DAY #8 HOST: NTSC -TORONTO HARBOUR	- JULY 31, 1983	FANSHAWE Y.C. PUMPKIN REGATTA -LONDON, ONTARIO	- OCTOBER 8-9,
WESTWOOD S.C. ALBACORE REGATTA -TORONTO, ONTARIO +CANADIANS QUALIFIER	- AUGUST 6, 1983	LAC DESCHENES S.C. TURKEY REGATTA -OTTAWA, ONTARIO	- OCTOBER 8-9,
OTTAWA NEW EDINBURGH S.C. INVITATIONAL REGATTA -OTTAWA, ONTARIO +CANADIANS QUALIFIER =DISTRICT 10 CHAMPIONSHIPS	- AUGUST 6-7, 1983	U.S. NATIONALS MONMOUTH BOAT CLUB -RED BANK, NEW JERSEY	- OCTOBER 8-10,
PETERBOROUGH S.C. WOMEN'S REGATTA -PETERBOROUGH, ONTARIO	- AUGUST 7, 1983		



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WE GET LETTERS...

While reading the May/June edition of SHACKLES AND CRINGLES, I read an article regarding the Champion of Champions Regatta. I find the description of the Ontario sailing Association and the boats chosen for the event unfair. I would like to make tow points.

First, the Ontario Sailing Association has repeatedly asked if a Class Association would like to host the "Champion of Champions Regatta. We have also stated that we will pay for regatta expenses. No class or club has ever offered to host the event. There are only two homogeneous fleets of sufficient size in Ontario, which do not include private boats, that can be considered for the event. We use the Laser II's at the Centre because the Laser fleet would really create inequities.

Second, your characterization of the severe crew weight limitation does not do justice to Hugh Morrin and Gord McIlquham, who are the current Canadian Laser II Champions as well as (last year's) winners of the "Champion of Champions". Their crew weight is approximately 290 pounds, and I believe that the second place finishers Tam Matthews and Jay Cross weigh over 300 pounds. This is quite close to the target weight indicated for Alan Humphreys and John Morgan. The Laser II is small and weight dependent, but to indicate that an average crew cannot be competitive is, in my opinion, incorrect.

David Thomas
Technical Director
Ontario Sailing Association

...AND WE GET REPLIES

As author of the article (Humphreys and Morgan) Represent Class in "Champion of Champions" Regatta there are several points to which I'd like to respond in David Thomas' letter.

First, there was never any intention to suggest that Hugh Morrin and Gord McIlquham, or any other competitors are not top-flight sailors. Hugh is a past Canadian Junior Albacore Champion, and a former Canadian Junior Sailing Champion. His credentials, in a word, are impeccable.

The comments regarding the Laser II still stand. The boat is too weight dependent and severely restricts the competitiveness of crews whose total weight more approximates the average crew weight of two adults. A total crew weight of 290 pounds is significantly under the average one would find in almost any class. This year's winners, women's sailing representatives Karen Johnson and Graeme Andrews (?????) I am sure are worthy champions. Karen has shown outstanding potential as a junior Albacore sailor over the past few years, but once again, the crew weight was decidedly on the light side.

It is perhaps debatable as to how hard O.S.A. has sought the assistance of clubs or classes to run this event. As a class representative who has attended the past three general meeting of O.S.A. and all C.Y.A. class association and class services meetings over the past four years, I must confess that I cannot recall such requests. There certainly have not been any formal requests made to the C.A.A..

CONTINUED ON PAGE 16

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O.S.A.'s desire to have this regatta hosted by class associations is perhaps suspect in light of the rejection of the Albacore and South Muskoka Sailing Club's joint proposal to host the Provincial Junior Championships. There is no doubt that O.S.A.'s decision to run that regatta on their own has greatly diminished the enthusiasm of this class to offer to run O.S.A.'s regattas in the future.

While it's clearly desirable to host a "Champion of Champions Regatta" in a "homogeneous" fleet, reports back from the regatta indicate that some competitors added their own equipment and sails to the Laser II's, effectively destroying the equality which had been sought by sailing in the Centre's boats.

Perhaps the "Champion of Champions Regatta" is a concept that won't fly. Whether the problem is the choice of boat, as I suggest, or some other problem is yet to be decided. What is known is that only ten crews showed up this year. Of those ten, very few were truly representatives as champions of their class. Many of the popular classes in the Province failed to send representatives. Other classes were represented by "pick-up" crews whose involvement with the class they ostensibly represented was very marginal at best. (Did women's sailing really send a mixed crew?) Instead of being a "Champion of Champions Regatta" the event has become a pleasant regatta whose roster has been filled with crews of "in-the-know" sailors willing to adopt the allegiance of any class whose presence would otherwise have gone wanting. No matter how excellent these crews may be, their inclusion in the regatta strips the event of its raison d'être.

Perhaps it's time to re-think the concept of a "Champion of Champions Regatta". Attendance by bona fide class champions is clearly not at an acceptable level. From the early years when classes clamoured to get their representatives in to the event we have now fallen to a state where the organizers have found it necessary to add to the entry list.

I don't think the event, as presently structured, is worth the expenditure of funds or the effort. It certainly does not determine the Champion of Champions.

David Whitfield



SAILING SEMINARS ADDED TO JUNIOR CANADIANS

What's the best deal in sailing for a junior sailor? There's just no doubt that this year's Canadian Junior Albacore Championship, which will be sailed at Peterborough Sailing Club, August 13, and 14 is the best deal you'll ever find.

To start off, the regatta fee is just \$20.00 per boat! That price includes: lunches on both Saturday and Sunday, plus Saturday a Saturday B-B-Q dinner for both skipper and crew. It also includes T-shirts for all competitors.

There'll be five races - three on Saturday and two on Sunday, and prizes are awarded for the top three crews in three age groups:

- * 13 and under (as of Dec. 31, 1983)
- * 16 and under (as of Dec. 31, 1983)
- * 19 and under (as of Dec. 31, 1983)

Peterborough club members are even prepared to billet the junior sailors...but you've got to advise the Regatta Chairman, Paul Goddard as soon as possible if you want to billet. Paul can be reached at his home (705) 742-2956, or his work (705) 743-5610. Don't delay if you want to take advantage of this very generous offer by the host club.

Don't have a boat? The host club can even help you out. There are a limited number of boats which are available on a strict first-come -- first served basis. Once again, it's essential that you contact Paul Goddard at the numbers given above if you would like to use one of the Albacores which are being made available. Advance notification is absolutely essential, so don't delay!

Now all of this would make the Juniors the best deal all by itself, but there's one more special attraction. O.S.A.'s Mobile Sailing School will be present on Saturday to present a sailing seminar on-the-water from 9:00 to 12:00. After dinner the Clinic's instructors will lead a race wrap-up--complete with videotaped highlights from the day's racing.

Add it up. There just isn't a better deal in sailing for any junior-aged sailor. It's all part of the C.A.A.'S commitment to the youth sailing program. The only thing left to make this event a great success is the participation by all our youth-aged sailors. Whether their members of your family, or deserving young members of your club, make sure they all know about the '83 Junior Albacore Championships.

It all takes place at Peterborough Sailing Club, just north of Peterborough on Clear Lake, August 13-14. Be sure to mail in your registration form (found in this issue of SHACKLES AND CRINGLES) to-day.

ROUNDING THE WEATHER MARK

an excerpt from TACTICS by Rodney Pattison

THE WINDWARD MARK

The best way to approach the windward mark is in the lead! This is the only way you can normally plan an ideal rounding: further down the fleet and you'll find yourself converging with a dozen or more rivals, all keen to get onto the reach and away. You can make--or lose--many places at the windward mark, the more so in a large fleet.

THE IDEAL ROUTE TO THE MARK

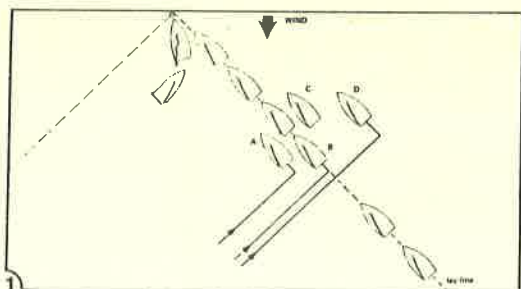
If there are no special wind or current considerations, the ideal route is to beat up the middle of the course keeping in phase with the shifts. Your aim is to sail along the lay line for as short a distance as possible, thus minimising the chance of having to approach the mark on a header. You should also aim only just to clear the mark--in the absence of other boats there's nothing to be gained by overstanding it. Unfortunately, your rivals seldom let you sail the ideal route!

WHY IS THE LAY LINE APPROACH POOR?

Coming in to the mark on a long starboard hitch seldom pays. Firstly, the further you are from the mark the harder it is to judge when you're on the lay line. You might well find you've overstood, with consequent loss of time (and distance). Secondly, once you're on the lay line you can't respond to windshifts. A lift will make you overstand the mark, while a header will bring up the boats to leeward. Finally, as you get near the mark boats may tack ahead or to weather of you, forcing you to either plough on in dirty air or tack yourself--over the lay line. Therefore deliberately understand and put in a short port hitch nearer the mark.

ROUNDING IN A BUNCH

Although the middle route is great when you're ahead; there are problems in using it further down the fleet. As you come in on port you'll often be confronted with a long

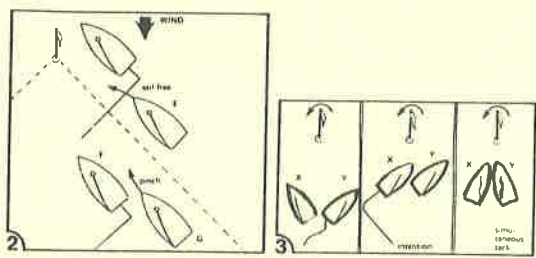


line of starboard tackers (see figure 1). Don't try to tack to leeward of the line (like A) as the chance of pinching round the mark are slim. The only time you can get away with it is on smooth water in relatively light winds with the current against you (or better still under you). In these circumstances most people will overstand, letting you come in beneath them.

Even tacking into a small hole (like boat B) leads to problems. You are obliged to keep clear of the boat behind while you're tacking--which isn't easy. Even harder is picking up speed after the tack: you're sailing in disturbed air and water which make it difficult to get going. B also has the disadvantage of beginning the reach to leeward of C and D.

The best course of action is to bear away until you can see a reasonably sized hole and sail right through it, tacking when you're in clear air (D). You gain quite a bit of speed as you reach down towards the hole and, by tacking late, finish up well to windward of the bunch who tend to squeeze and slow as they struggle to keep their wind clear.

If you know you're going to round in a bunch the best policy is to come across on port so you hit the lay line about 25-75 metres from the buoy. There should be a hole there so pass through it and tack. The further down the fleet you are the more bunched the boats are likely to be, so look for the gap earlier and tack across for it. But do try to avoid joining the lay line ridiculously early.



ENCOURAGING THE PORT TACKER

If you're sure you can lay the mark (i.e. have something in hand) you want to discourage other boats from tacking in front of you. As they cross your bow point 10° lower (E in figure 2); they will think you're under-standing and carry on across your bow, leaving you room to squeeze inside at the mark.

If you're not going to lay the mark, on the other hand, pinch as the opposition crosses your bow to mislead them into thinking you're on course for the mark. F will, hopefully, tack early leaving G to tack off into clear air and perhaps catch her on starboard at the mark.

You can also mislead boats passing behind you in a similar way.

CONTINUED ON PAGE 18

ONE-SIDED BEATS

Sometimes the beat is one-sided; in this case, always sail the long leg first. You'll find it much easier to judge when to tack for the windward mark when the mark is nearby. It is virtually impossible to judge your tack correctly if you're a leg away. Equally important, sailing the long tack first keeps you away from the lay line.

SIMULTANEOUS TACKING

Beware the simultaneous tacker! In the situation shown in figure 3, it is X's intention to tack as soon as Y has passed astern and then carry her on until X can safely lay the mark. In this way X would be certain to round first. But if Y tacked at the same time as X, X would be disqualified because she is on Y's port side.

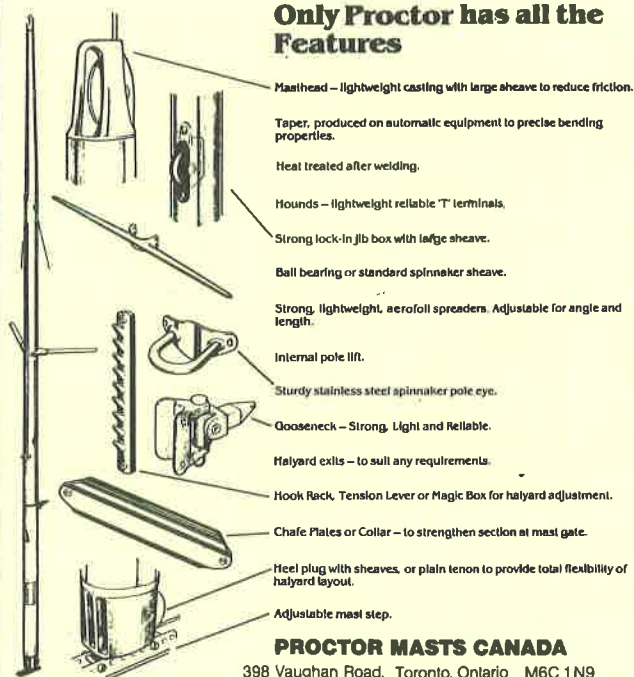
If Y is well known for this manoeuvre, X should continue on starboard a little further than usual before tacking. If Y stays on port X can always sail free to prevent her tacking for the mark--and if Y tries a simultaneous tack X has room to bear off behind her.

DON'T HIT THE MARK

Leave enough room between yourself and the buoy to let out your boom--especially in strong winds. In some classes you also need room to lift your centreboard before rounding. And give the buoy a wide berth when you're beating against the tide--twice the distance you thought you'd need. The objective is to round in a professional way, not to scrape round with your heart pounding!

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WE'RE THE WORLD'S LEADING BUILDER OF THE ETCHELLS 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 SAILING.

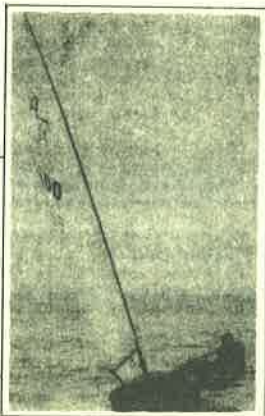
CALL US TO-DAY. OR VISIT OUR PLANT. WE'RE READY TO BUILD YOUR NEW ALBACORE TO-DAY.



ONTARIO YACHTS

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

The last word...



in finishing first.



Breakthroughs in boatspeed are the result of new ideas that work in sailmaking, that means new approaches to sail shape design, and improvements in sail cloth quality. And just as important as all out speed is the ability to reproduce that winning design again and again, not just to restrict it to one or two sails. North Sails Fogh has come up with the latest shape over a wide range of conditions; and we can provide you that the identical cut and materials used in the Canadian champion's sails will be used in your new sails.

Just a flash in the pan? No way! We've worked hard over the past three years to develop our latest patterns—just in time to drive you full speed for the exciting 1983 racing schedule.

Call us today: let's get you winning again!

NORTH SAILS FOGH LTD.
2242 Lakeshore Blvd. West, Toronto M8V 1A5
(416) 259-9644

THE SAILS USED EXCLUSIVELY BY THE 1982 CANADIAN ALBACORE CHAMPION.

JUNIOR CANADIAN ALBACORE CHAMPIONSHIP

AUGUST 13-14, 1983

PETERBOROUGH SAILING CLUB--CLEAR LAKE

THREE AGE CATEGORIES: *13 AND UNDER

*16 AND UNDER

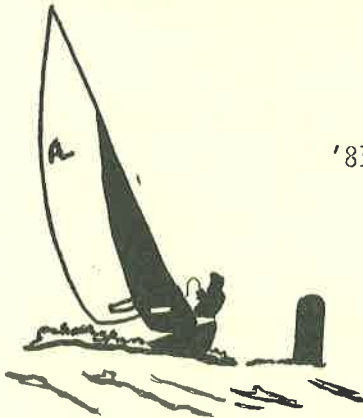
*19 AND UNDER

REGISTRATION FEE JUST \$20.00 PER BOAT--INCLUDES:

- * LUNCHEES BOTH DAYS
- * BBQ DINNER SATURDAY NIGHT
- * T-SHIRTS FOR ALL COMPETITORS
- * FIVE RACES
- * O.S.A. SAILING SEMINAR SATURDAY
- * TROPHIES FOR TOP THREE CREWS IN EACH FLEET

BILLETS AND LOANER BOATS AVAILABLE IF YOU ACT NOW!

CONTACT: PAUL GODDARD (705) 742-2956 (Res.)
(705) 743-5610 (Bus.)



'83 CANADIANS - ASHBRIDGE'S BAY YACHT CLUB, TORONTO

SEPTEMBER 16TH, 17TH AND 18TH

FOUR FLEETS: * CHAMPIONSHIP FLEET

* CHALLENGER FLEET

* CONTENDER FLEET

* MASTERS FLEET

TROPHIES FOR THE TOP FIVE CREWS IN EACH FLEET!

TROPHIES FOR THE TOP FAMILY CREWS IN EACH FLEET!

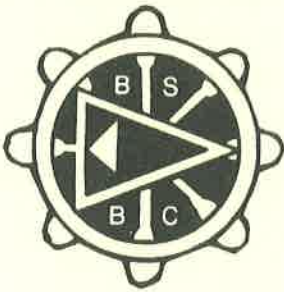
TRE BEHAN YOUTH TROPHY FOR TOP JUNIOR IN THE CHAMPIONSHIP FLEET

TROPHIES FOR TOP CLUBS IN EACH FLEET

PLAN NOW TO SAIL IN OUR 23RD NATIONAL CHAMPIONSHIP REGATTA

WHETHER YOUR A "RED-HOT" RACER OR JUST LEARNING TO SAIL THERE'S A SPOT FOR YOU

REGISTER NOW!!



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.

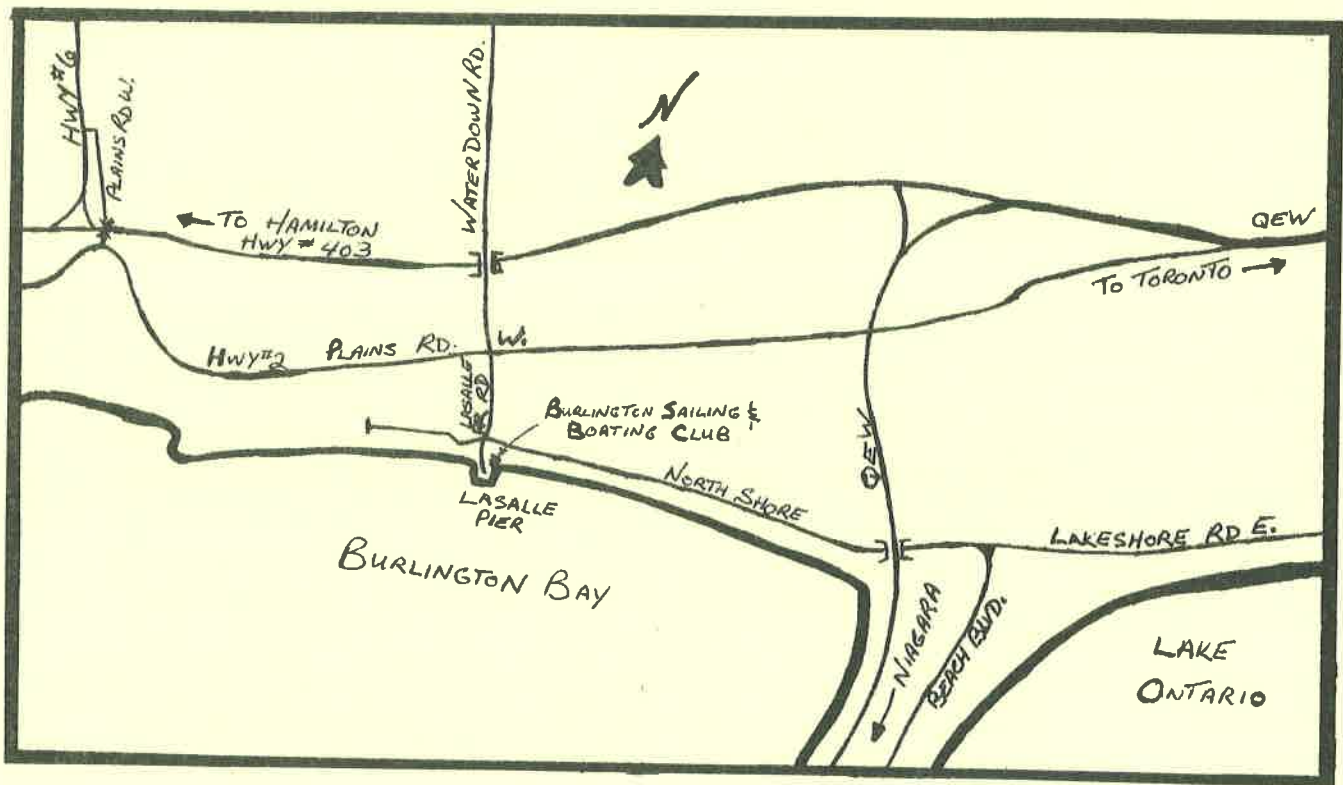
Detach and mail to the Registrar

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



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: _____

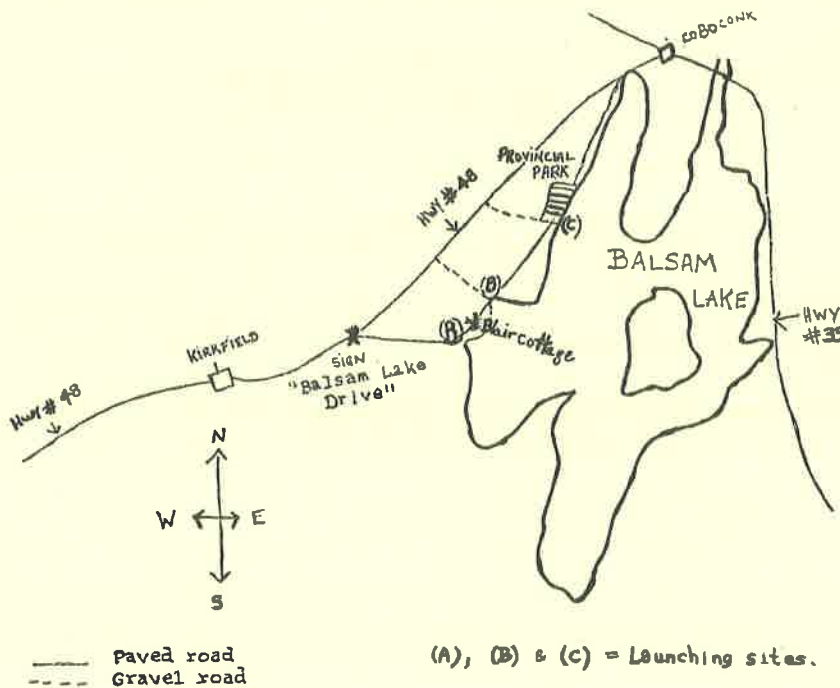
Valid Measurement Certificate with 1983 Bouyancy endorsement:
 YES: _____ NO: _____

FEES:	Regatta fee per boat	\$6.00	=	\$	_____
	*District 8 Championship fee (if applicable)	\$3.00	=	\$	_____
	*C.A.A. non-members' fee (if applicable)	\$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: _____





PHOTOGRAPHY CONTEST



Through the EYE OF THE LENS and YOUR CREATIVITY
we want to capture the ALBACORE & YOU in action!

So, get your Albacore and your Camera out and...
start SAILING & SHOOTING!!!

You may enter one or more of the following categories:

1. FAMILY or SOCIAL: "All in the Family"
This category includes photographs which describe how enjoyable it is to sail an Albacore with family and friends.
2. HUMOUR: "The Funniest Thing Happened"
This category includes photographs which illustrate a humorous event or circumstance which occurred on or around your Albacore.
3. RACING: "Faster than a speeding Bullet!"
This category includes photographs which best describe the thrill and excitement of Albacore racing.
4. SKILL: "How to handle an Albacore"
This category includes photographs which illustrate the skill and technique required to sail an Albacore.

EVALUATION:

Evaluation of photographs will be based on the following considerations:

1. Overall impact of the image.
2. Composition (arrangement) of elements in the photograph.
3. Use of lighting.
4. Creativity.

AWARDS:

In each category a "Best of Category" will be awarded as well as "Honourable Mentions".
A "Best in Show" will also be given for one outstanding photograph.
The "Best in Show" photograph will not necessarily have won one of the 4 categories.

All award winning photographs will be displayed at the C.A.A. Championships at Ashbridges Bay Yacht Club, September 16, 17, 18, 1983. Presentation of awards will be made on Saturday evening September 17th following commentary on the photographs by the evaluating photography judges:



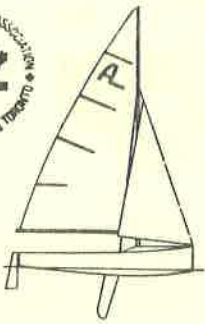
PHOTOGRAPHY CONTEST

RULES OF ENTRY



1. You may enter a particular photograph in only one category.
2. You may enter photographs in one or more of the 4 categories.
3. Submit only prints which are mounted on a plain mount board, no frames. Prints may range in size from 5"x7" to 16"x20". Note: Bigger is not always better. Submit either black & white or colour prints.
4. All photographs entered in the contest become the property of the C.A.A.
5. All negatives remain the property of the owner. The photographer agrees to allow usage of the negatives for reproductions of the photograph by sponsors of the photography contest. The sponsors agree to print photographer credits with any reproduction of the photograph.
6. The contest closes August 31, 1983 based on postmark date of entry.
7. All photographs are to be mailed to:

Ms Sandra Tasca
72 Pauline Avenue,
Toronto, Ontario,
M6H 3M8



ALBACORE YOUTH
 TRAINING SEMINAR AND CHAMPIONSHIP
 13TH & 14TH, AUGUST, 1983
 PETERBOROUGH SAILING CLUB
 CLEAR LAKE, ONTARIO, CANADA



PROGRAM:

<u>Saturday, August 13th, 1983</u>		<u>Sunday, August 14th, 1983</u>	
Training Seminar	09.00 a.m.	4th Race	10.30 a.m.
LUNCH	12.00 Noon	LUNCH	12.00 Noon
1st, 2nd & 3rd	1.30 p.m.	5th Race	1.30 p.m.
Bar-B-Q, Post Race Discussions & Video (approx.)	6.00 p.m.	Prize Distribution	3.30 p.m. (approx.)

Classes & Prizes

13 Years & Under
 16 Years & Under
 19 Years & Under

Accommodation

Billeting with
 Club Members'
 families on
 request.

Cost

\$20 Per Crew,
 include two lunches,
 Saturday Dinner,
 Prizes and Gifts.

Boats

Bring your own Albacore
 but a few boats available
 for loan.

Travel

Highway 28 North from Peterborough, 4Km
 past Youngs Point then East into Clear
 Lake Road.

Registration

Contact Paul Goddard: Home (705) 742 - 2956
 Bus. (705) 743 - 5610

Advance registration is essential if billeting
 or loaned boats are required.

.....
 (CUT ALONG DOTTED LINE)

REGISTRATION FORM FOR '83 JUNIOR ALBACORE CHAMPIONSHIP

TO: PAUL GODDARD
 458 GILGOUR STREET,
 PETERBOROUGH, ONTARIO
 K8H 2J9

PLEASE ENTER US FOR THE ALBACORE YOUTH SEMINAR AND CHAMPIONSHIPS.

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

TELEPHONE #: _____ TELEPHONE #: _____
 DATE OF BIRTH: _____ DATE OF BIRTH: _____

SAIL NUMBER: _____ MEASUREMENT AND 1983 BOUYANCY: _____

WE WISH TO BORROW AN ALBACORE () PLEASE CHECK IF REQUIRED

WE REQUIRE BILLETS () PLEASE INDICATE NUMBER AND DAY(S)
 IF REQUIRED

\$20.00 REGISTRATION FEE ENCLOSED: _____



NORTH TORONTO SAILING CLUB OPEN ALBACORE REGATTA

SATURDAY, AUGUST 13TH, 1983

(RAIN DATE SUNDAY, AUGUST 14TH)

*QUALIFIER FOR CHAMPIONSHIP FLEET AT '83 CANADIANS

*QUALIFIER FOR DISTRICT FOUR CHAMPIONSHIP TROPHY

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

-THREE RACES TO BE RUN IN THE INNER HARBOUR

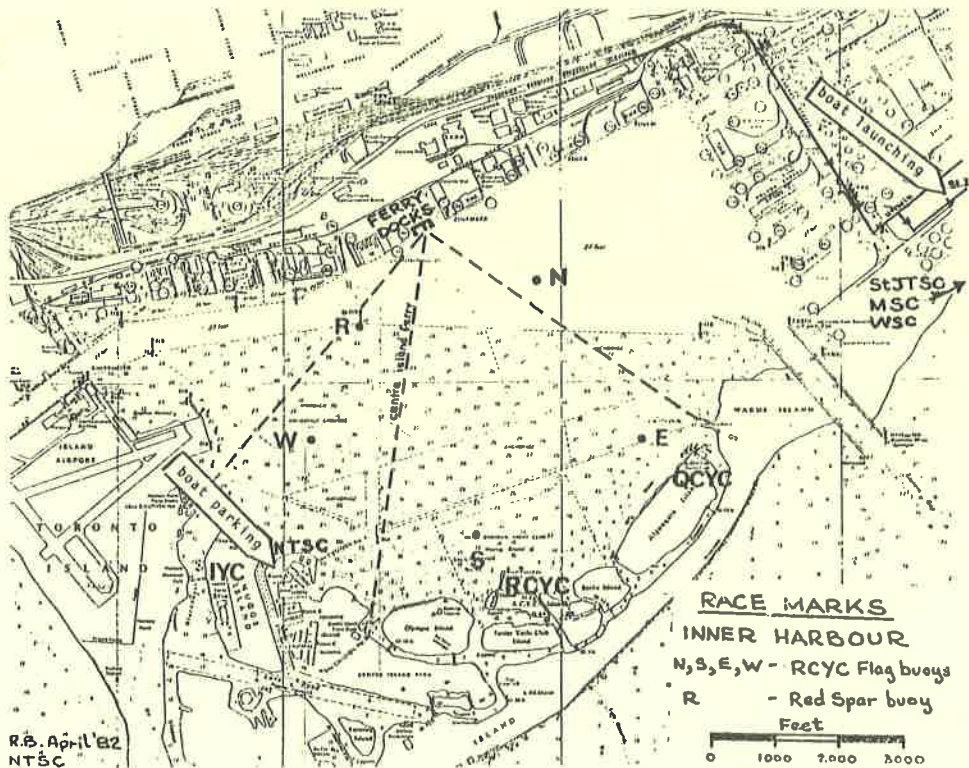
* COST JUST \$25.00 PER BOAT (INCLUDES DINNER FOR SKIPPER AND CREW AND REFRESHMENTS)

REGISTRATION: WENDY WARBURTON
RACING CHAIRMAN
905-555 SHERBOURNE ST.
TORONTO, ONTARIO
M4X 1W7

FRIDAY, AUGUST 12TH
-OR- AFTER FRIDAY NIGHT
RACES FROM 22:00-23:00
AT SPADINA HOTEL

(416) 954-6479 (RES.)
955-2241 (BUS.)

-OR- BEFORE THE FIRST
RACE AT NTSC CLUBHOUSE



NORTH TORONTO SAILING CLUB OPEN ALBACORE REGATTA
SATURDAY, AUGUST 13TH 1983
INNER HARBOUR, TORONTO, ONTARIO

I HEREBY APPLY TO SAIL IN THE NORTH TORONTO SAILING CLUB 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: _____

FEES:	REGATTA FEE PER BOAT	\$25.00	=	\$	_____
	*C.A.A. NON-MEMBERS' FEE (IF APPLICABLE)	\$ 3.00	=	\$	_____
		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: _____



WESTWOOD SAILING CLUB OPEN ALBACORE REGATTA

AUGUST 6, 1983

THREE RACES

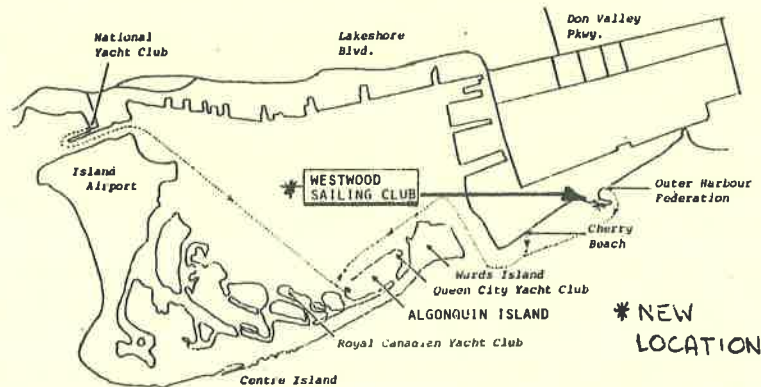
DISTRICT FOUR TROPHY QUALIFYING EVENT
ALBACORE CANADIAN CHAMPIONSHIP QUALIFIER

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
M4J 1C3 - OR - BEFORE THE FIRST RACE

TELEPHONE: (416) 465-6660 (Res.)
821-9556 (Bus.)

REGISTRATION FEE: \$25.00 PER BOAT



SKIPPER'S NAME: _____ SAIL #: _____
ADDRESS: _____ CLUB: _____

CREW'S NAME: _____

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

NOTICE OF RACE
CANADIAN ALBACORE ASSOCIATION
1983 NATIONAL CHAMPIONSHIP

DATE AND LOCATION:

SEPTEMBER 16, 17 AND 18, 1983
ASHBRIDGE'S BAY YACHT CLUB
LAKESHORE ROAD EAST, TORONTO, ONTARIO
(DUE SOUTH OF GREENWOOD RACE TRACK)

RACE SCHEDULE:

FRIDAY, SEPTEMBER 16, 1983 - 2 RACES - WARNING GUN AT 11:00
SATURDAY, SEPTEMBER 17, 1983 - 2 RACES - WARNING GUN AT 10:00
SUNDAY, SEPTEMBER 18, 1983 - 1 RACE - WARNING GUN AT 10:00

IF ANY RACE SCHEDULED FOR FRIDAY OR SATURDAY IS CANCELLED, A SECOND RACE MAY BE HELD ON SUNDAY, WITH A WARNING GUN NOT LATER THAN 12:00.

SKIPPER'S IN THE CHALLENGER, MASTERS AND CONTENDER FLEETS MAY MISS THE FRIDAY RACES AND PARTICIPATE SUBJECT TO SPECIAL SCORING ARRANGEMENTS.

FLEETS:

CONTENDER FLEET - NOVICE SAILORS
MASTERS FLEET - SKIPPER MUST HAVE ATTAINED 40TH BIRTHDAY AS OF
DECEMBER 31, 1983
CHALLENGER FLEET - AVERAGE SAILORS
CHAMPIONSHIP FLEET - SAILORS QUALIFIED TO SAIL IN THIS EVENT

IN ORDER TO QUALIFY FOR THE CHAMPIONSHIP FLEET, SKIPPER'S MUST HAVE QUALIFIED IN ACCORDANCE WITH THE CRITERIA PUBLISHED IN SHACKLES AND CRINGLES, NAMELY BY SAILING IN AT LEAST 3 QUALIFYING REGATTAS. ALL SAILORS WHO HAVE SAILED IN AT LEAST 3 DESIGNATED QUALIFYING REGATTAS AUTOMATICALLY QUALIFY TO SAIL IN THE CHAMPIONSHIP FLEET, IF DESIRED.

IN ADDITION, ANY SAILOR WHO HAS NOT SAILED IN THE REQUIRED NUMBER OF QUALIFYING REGATTAS MAY ATTEMPT TO QUALIFY AT THE REGATTA BY SAILING IN THE CHAMPIONSHIP FLEET FOR THE TWO RACES SCHEDULED FOR FRIDAY, SEPTEMBER 16, 1983. A MAXIMUM OF TEN PLACES WILL BE AWARDED TO SAILORS WHO HAD NOT PREVIOUSLY QUALIFIED, BASED ON THEIR STANDINGS IN THE FRIDAY RACES.

THE CHALLENGER, CONTENDER AND MASTERS FLEETS ARE "OPEN" FLEETS AND SKIPPER'S NEED NOT HAVE QUALIFIED TO SAIL IN ANY OF THESE FLEETS. PLEASE INDICATE WHICH FLEET YOU WISH TO SAIL IN ON YOUR REGISTRATION FORM. THE REGATTA COMMITTEE RESERVES THE RIGHT TO BALANCE THE SIZE OF ANY FLEET.

JUNIOR AGED SAILORS ARE ENCOURAGED TO ENTER THIS REGATTA. COMPETITORS FOR THE TRE BEHAN TROPHY MUST BE 19 YEARS OR UNDER AS OF DECEMBER 31, 1983.

REGISTRATION:

ALL COMPETITORS ARE ENCOURAGED TO REGISTER FOR THIS EVENT BY MAILING THEIR COMPLETED REGISTRATION FORM TO THE REGISTRAR PRIOR TO THE REGATTA.

THURSDAY, SEPTEMBER 15, 1983 - 18:30-21:00
FRIDAY, SEPTEMBER 16, 1983 - 8:00-10:00
SATURDAY, SEPTEMBER 17, 1983 - 8:00-9:00

SKIPPER'S MEETING:

THERE WILL NOT BE A SKIPPER'S MEETING.

ELIGIBILITY:

THIS EVENT IS OPEN TO ALL MEMBERS OF THE C.A.A., U.S.A.A. OR THE N.A.A., OR ACTIVE SAILING MEMBERS OF A CLUB OR ASSOCIATION WHICH OWNS ALBACORES THAT ARE REGULARLY RACED BY ITS MEMBERS. THE REGATTA COMMITTEE MAY, IN ADDITION, SPONSOR ENTRANTS TO ADVANCE THE GOALS OF THE C.A.A.,

LOCAL SAFETY REGULATIONS:

ALL BOATS MUST HAVE TWO PADDLES, ONE BAILER OR BUCKET, A SOUND DEVICE SUCH AS A WHISTLE, PERMANENTLY ATTACHED MOORING LINE OR PAINTER AT LEAST 20 FEET IN LENGTH, AND ONE APPROVED PERSONAL FLOTATION DEVICE OR LIFE JACKET FOR EACH PERSON IN THE BOAT.

SCORING:

THE OLYMPIC SCORING SYSTEM WILL BE USED.

MEASUREMENT:

A MEASUREMENT CERTIFICATE FOR BOATS AND SAILS MUST BE SHOWN AT THE TIME OF REGISTRATION, TOGETHER WITH A 1983 BOUYANCY ENDORSEMENT. THE REGATTA COMMITTEE RESERVES THE RIGHT TO WEIGH AND/OR MEASURE ANY BOAT OR SAILS OF COMPETITORS.

SPECIAL FUNCTIONS:

THE ANNUAL GENERAL MEETING OF THE CANADIAN ALBACORE ASSOCIATION WILL BE HELD AT 20:00 ON FRIDAY, SEPTEMBER 16, 1983 AT ASHBRIDGE'S BAY YACHT CLUB. ALL MEMBERS OF THE ASSOCIATION ARE ASKED TO ATTEND THIS MEETING IN ORDER THAT THE INCOMING EXECUTIVE MIGHT HEAR THEIR VIEWS AND CONCERNS.

REGATTA FEES:

IF APPLICATION IS RECEIVED BEFORE SEPTEMBER 1, 1983...\$55.00

IF APPLICATION IS RECEIVED AFTER SEPTEMBER 1, 1983 ...\$60.00

YOUTH CREWS (BOTH SKIPPER AND CREW 19 YEARS AND UNDER AS OF DECEMBER 31, 1983) WILL BE CHARGED THE FOLLOWING SPECIAL RATES:

YOUTHS (IF RECEIVED BY SEPTEMBER 1, 1983) ...\$25.00

YOUTHS (IF RECEIVED AFTER SEPTEMBER 1, 1983) ...\$30.00

BOX LUNCHEES:

BOX LUNCHEES MAY BE OBTAINED AT THE CLUB KITCHEN AT A COST OF \$2.50 EACH.

BANQUET TICKETS:

TICKETS ADMITTING THE SKIPPER AND CREW TO THE COMMODORE'S RECEPTION AND THE ANNUAL DINNER AND DANCE ARE INCLUDED IN THE COST OF REGISTRATION.

ADDITIONAL TICKETS FOR THIS EVENT MAY BE PURCHASED AT A COST OF \$18.00 EACH (INCLUDES P.S.T. AND GRATUITY). IF YOU DESIRE ANY ADDITIONAL BANQUET TICKETS PLEASE INDICATE THE NUMBER ON YOUR REGATTA REGISTRATION FORM.

ANNUAL RAFFLE:

TICKETS COST \$1.00 EACH OR 7 FOR \$5.00. MAGNIFICENT PRIZES HAVE BEEN DONATED BY FRIENDS OF THE C.A.A.. ALL PROCEEDS ARE USED TO DEFRAY COSTS OF THE REGATTA. PLEASE SUPPORT THIS PROJECT. THE DRAWS WILL TAKE PLACE DURING THE DINNER/DANCE.

ACCOMMODATION:

CENTRAL TORONTO - HARBOUR CASTLE HILTON
- ROYAL YORK
- HOLIDAY INN (CITY HALL)

SCARBOROUGH - LIDO MOTEL
4674 KINGSTON ROAD
(416) 282-5768

- MABLELEY MOTEL
4540 KINGSTON ROAD
(416) 282-6257

BILLETING: WE WILL ATTEMPT TO ARRANGE BILLETS AT THE HOMES OF OUR TORONTO MEMBERS, BUT EARLY REGISTRATION IS ESSENTIAL. PLEASE INDICATE YOUR NEEDS ALONG WITH THE REGISTRATION FORM.

SOUVENIR T-SHIRTS - SOUVENIR T-SHIRTS WILL BE AVAILABLE AND SOLD AT THE REGATTA REGISTRATION DESK.

PLEASE MAKE ALL CHEQUES PAYABLE TO: CANADIAN ALBACORE ASSOCIATION AND MAIL WITH YOUR COMPLETED REGISTRATION FORM TO:

'83 CANADIANS
c/o J. WHITFIELD
285 DURIE STREET
TORONTO, ONTARIO
M6S 3G2

IF YOU REQUIRE ANY FURTHER INFORMATION PLEASE CALL JUDY WHITFIELD AT (416) 767-4447.
JULY/AUGUST, 1983

ENTRY FORM
 CANADIAN ALBACORE ASSOCIATION
 23RD ANNUAL CANADIAN CHAMPIONSHIP
 SEPTEMBER 16, 17, 18, 1983
 ASHBRIDGE'S BAY YACHT CLUB, TORONTO, ONTARIO

SKIPPER'S NAME _____ PHONE (OFFICE) _____
 ADDRESS: _____ (HOME) _____
 _____ STREET _____
 _____ CLUB: _____
 _____ MUNICIPALITY/PROV. _____

CREW'S NAME: _____ PHONE (OFFICE) _____
 _____ (HOME) _____
 _____ STREET _____
 _____ MUNICIPALITY/PROV. _____
 _____ POSTAL CODE _____

SAIL NUMBER: _____ BOAT NAME: _____

I WISH TO SAIL IN THE: CHAMPIONSHIP FLEET ()
 CHALLENGER FLEET () PLEASE CHECK ONE
 MASTERS FLEET ()
 CONTENDER FLEET ()

THOSE WISHING TO SAIL IN THE CHAMPIONSHIP FLEET SHOULD INDICATE AT LEAST THREE QUALIFYING REGATTAS IN WHICH THEY HAVE PARTICIPATED. THOSE WISHING TO SAIL IN THE CHAMPIONSHIP FLEET WHO HAVE NOT SAILED IN THE REQUIRED THREE QUALIFYING REGATTAS MAY ATTEMPT TO QUALIFY FOR THAT FLEET BY SAILING THE FRIDAY RACES. PLEASE INDICATE QUALIFYING REGATTAS (IF APPLICABLE):

COMPETITORS IN THE CHALLENGER, MASTERS, AND CONTENDER FLEETS DO NOT NEED TO QUALIFY.

PLEASE CHECK THE APPLICABLE STATEMENTS:

- I CERTIFY THAT I AM ELIGIBLE TO RACE IN ACCORDANCE WITH THE NOTICE OF RACE
- I AM ELIGIBLE FOR THE TRE BEHAN YOUTH TROPHY, AS I WILL BE SAILING IN THE CHAMPIONSHIP FLEET, AND BOTH SKIPPER AND CREW WILL BE 19 YEARS OF AGE AND UNDER AS OF DECEMBER 31, 1983.
- I AM ELIGIBLE FOR THE FAMILY TROPHY AS MY CREW IS MY SPOUSE, SON/DAUGHTER, BROTHER/SISTER, PARENT OR GRANDCHILD.
- I WISH TO SAIL IN THE CHAMPIONSHIP FLEET, ALTHOUGH I HAVE NOT SAILED IN THE REQUIRED THREE QUALIFYING REGATTAS. I ACKNOWLEDGE THAT I WILL BE TRANSFERRED TO THE CHALLENGER FLEET IF MY SCORING IN THE FRIDAY RACES IS NOT HIGH ENOUGH.

CHEQUE ENCLOSED FOR:

REGISTRATION FEE: \$ _____
 ADDITIONAL DINNER TICKETS @18.00: \$ _____
 TOTAL: \$ _____

BY ENTERING THIS REGATTA, I CONFIRM THAT I HOLD A VALID MEASUREMENT CERTIFICATE WITH 1983 BOUANCY ENDORSEMENT FOR THE BOAT REGISTERED, AND THAT I AGREE TO COMPLY WITH THE IYRU RACING RULES, AS ADOPTED BY THE C.Y.A., AND WITH THE SAILING INSTRUCTIONS FOR THIS REGATTA. I FURTHER ACKNOWLEDGE 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 HEREBY AGREE TO HOLD HARMLESS AND FREE OF ANY LIABILITY THE CANADIAN ALBACORE ASSOCIATION, ASHBRIDGE'S BAY YACHT CLUB, THEIR OFFICERS, DIRECTORS, MEMBERS, EMPLOYEES, SERVANTS OR AGENTS, AND ALL INDIVIDUALS APPOINTED OR VOLUNTEERING TO ASSIST AT THE REGATTA, FOR ANY DAMAGE OR INJURY, MATERIAL OR PERSONAL, SUFFERED BY ME OR MY CREW WHILE RACING OR OTHERWISE.

DATED AT _____, THIS _____ DAY OF _____, 1983

SKIPPER'S SIGNATURE: _____

PLEASE NOTE: THE SKIPPER IN THE MASTERS FLEET MUST BE AT LEAST 40 YEARS OLD AS OF DECEMBER 31, 1983.