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**shackles &  
cringles**

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**albacore**

canadian albacore association

# shackles & cringles

# executive 83-84

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Deadline for all materials to included in the next issue of **SHACKLES AND CRINGLES** will be Feb, 15, 1984. The issue will be mailed approximately Mar, 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 Editors of **SHACKLES AND CRINGLES**.

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Cover Photo 'The King and I' - Paul and Martha Henderson in the 1983 Worlds. Photo by David Whitfield, Concept by Christine Forsyth

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## COMMODORE'S REPORT

Hello! It has now been six weeks since I had the opportunity to meet and speak with many of you at the Canadian Championships.

Already our new Executive has begun, on your behalf, to plan an exciting program of events for the 1984 season. At this time I would like to introduce to you the members of your Executive and briefly outline their responsibilities so that you may know who to contact regarding different activities in which you have interest.

Dennis Sherwood, sailing out of the Royal Canadian Yacht Club, Toronto is our First Vice Commodore. Dennis will be organizing the Canadian Championships, the Junior Canadians and generally offering me his wit, wisdom and support in running the general affairs of the C.A.A.

Jeff Osborne, sailing out of Jackson's Point Yacht Club, Lake Simcoe is our 2nd Vice Commodore. Jeff, who is new to the Executive but not the class, will be liaising with the District Fleet Captains to organize the District Racing schedule, the Gooderham Series, the Ontario Championships and designate the Canadians qualifying events. Jeff will also assist the with C.A.A. membership drive.

Peter Crawford, our Rear Commodore sails out of Balsam Lake Sailing Club, Balsam Lake. Peter is also new to the Executive, but not to the class. He will co-ordinate the Albacore Class representation at the January Boat Show, organize the Spring Seminars, the Photography Contest and assist with District Meetings and the Race Training Week.

Wendy Warburton, our Treasurer, sails out of North Toronto Sailing Club, Toronto and will be managing our finances, guiding our expenditures and managing our membership directory with Christine Watson, our Assistant Secretary-Treasurer. Christine sails out of Toronto Sailing and Canoe Club, Toronto. She is also your contact to register for C.A.A. Group Boat Insurance.

David Weaver, who sails out of Conestoga Sailing Club, Cambridge will continue to provide technical guidance as our Chief Measurer and Head of Class Specifications. David also liaises with the British and American Albacore Class Associations regarding rule changes and technical developments.

Christine Forsyth and David Harris of North Toronto Sailing Club and Royal Canadian Yacht Club respectively, are Editors of Shackles and Cringles.

Charles Colman, our Past Commodore sails out of South Muskoka Sailing Club. Charlie will liaise with the International Albacore Association regarding the 1985 Worlds in Weymouth, England, and our boat builder, Ontario Yachts. As well Charlie will provide sage council on most issues.

I sail out of Westwood Sailing Club and as Commodore, will develop our membership drive, co-ordinate our Race Training Week develop a new series of Youth Seminars, work on class development across Canada, as well as represent the Albacore Class at various provincial and national sailing meetings.

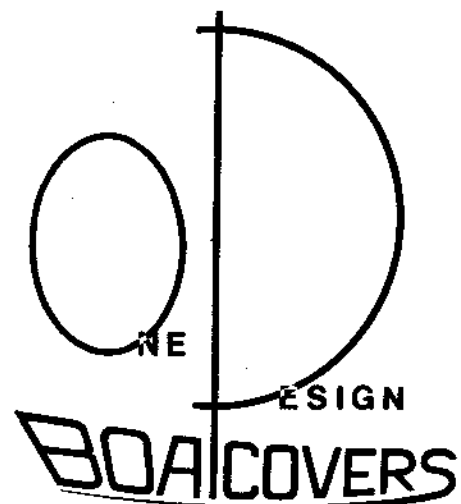
We look forward to meeting as many Albacore sailors as possible over the upcoming year. We want to hear from you so that we can represent your interests. We also need your support through your clubs, districts and individual efforts. Let's develop a lively interchange and the Albacore class will continue to be known as the class to begin with and return to.

Rosemary Helmer

P.S. We've already been busy planning a calendar of events. Note these date on your 1984 Calendar:

Toronto Boat Show - January 12-22, 1984  
Toronto Spring Seminar - April 9, 1984

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PHONE 277-3306

1984 REGATTA SCHEDULE

Here is a summary of Albacore Regattas that have been scheduled to date. As you can see, Christmas has interfered somewhat with the organization of club racing schedules.

We urge you to phone in your race schedule so we can publicize the dates in the next issue of Shackles and Cringles.

Contact Jeff Osborne prior to Feb 1, 1984

Phone 416-489-1430 Home  
416-967-1444 Office

Some key dates:

April 9 Harbourfront Seminar, Toronto  
July 14-15 Ontario Championships  
Britannia Yacht Club has offered to host the Ontarios.  
July 8-13 Albacore Race Training Week, Toronto  
Sept 1-3 Canadian Championships, Geneva Park

(Note the change in date and venue. The Ontario Sailing Centre, based on past experience, will run a superb regatta.)

1984 Racing Schedule  
(as of December 15, 1983)

Toronto Sailing + Canoe Club	May 26-27 Conf. *
TARTS	
RCYC	June 9-10
Toronto Team Racing	
RCYC	June 16 Conf.
Open (LORC)	
Kingston	Jun 23-24 Tent.
Albacore Junior Championships	
Champion of Champions	Jun 23-24 Tent.
Toronto	
Royal Britannia Y.C	July 14-15 Conf.
Ontario Championships	
Westwood Sailing Club	July 21 Conf.
Albacore Regatta	
RCYC	July 28-29 Conf.
Open Albacore Regatta	
Mooredale Sailing Club	August 11 Conf.
Albacore Regatta	
North Toronto Sailing Club	August 18 Conf.
Albacore Regatta	
Race Training Week	July 8-14 Tent.

St. Jamestown Sailing Club August 25 Conf.  
Albacore Regatta

Buffalo Canoeing Club  
North America Championships TBA

Geneva Park Sept 1-3 Conf.  
Canadian Championships

Outer Harbour Centreboard Club June 23-24 Conf.  
Open Regatta

\*  
Conf. Confirmed  
Tent. Tentative

REAR COMMODORE'S REPORT

The responsibilities of the Rear Commodore have been modified for the 1983-84 term of office. For this reason I would like to briefly outline my duties. I welcome any suggestions, ideas, recommendations or comments you might have to offer on these events.

I will be organizing:

District 4 Fleet Captains/Racing Chairman's Meetings

The first meeting was held Monday, November 28, 1983 at the Ontario Sailing Association offices. The second meeting is scheduled for Monday, April 9, 1984 at Harbourfront.

The purpose of these meetings is to review upcoming C.A.A. events, racing schedules, boat building issues, rule changes, and any other topics of interest to district and club representatives.

If any of the District 4 club representatives have any issues they wish to have put on the agenda for the next meeting please contact me.

Spring 1984 Toronto Albacore Seminar

This annual seminar will be held at Harbourfront in the Brigantine Room, Monday, April 9, 1983. Your comments regarding the meeting format, suggested speakers and topics are welcome.

January 1984-Toronto Boat Show

The format for the boat show has been changed this year. Due to financial constraints the space allocated to non-revenue generating booths (non-manufacturers) has been limited. Therefore O.S.A. has allocated the display space available to the Olympic class sailboats and a gallery of photos and specifications will be available for the remaining classes. Consequently this year the C.A.A. will display the Albacore as part of the Ontario Yachts display. Look for us there!

Photo Contest

Watch future issues of Shackles and Cringles for details.

Peter Crawford



## PAST COMMODORE'S REPORT

The next issue of Shackles will include a detailed report of the 1983 World Albacore Championships. The Association would like to take this opportunity to thank the Chairman of the '83 Worlds Committee, Ian Rogers, for all the hard work he has put into organizing this great regatta over the past two years. Ian's mastery of details and ability to keep things rolling has resulted in a well planned Championship of which we are all proud. Ian was ably helped by the other three members of the 'Worlds Committee of Four'-Neil Gunn, Rob Martin, and Dennis Sherwood. I know that the congenial teamwork of this group has made the whole operation a success.

We are now looking toward next year and trying to plan the '84 Canadians and '84 Ontario Championships. We have not yet selected sites and want to hear from you, our membership, if you have suggestions or would like to host one of these events. The Canadians requires a site that can support two race courses and provide banquet facilities. The Ontarios only require one course and more modest facilities. We would especially like to see the Ontario Championships circulate in the province. Here's your chance to make the suggestions from which your Executive can make a choice.

This issue marks the last time that you will see Judy Whitfield's name as Assistant Secretary-Treasurer. Judy is retiring after so many years of really first rate contributions to the Albacore Class and thereby to Canadian sailing. Anyone who has worked with or dealt with Judy knows how charming and capable she is and share with me in extending sincere thanks to her.

I'd also like to thank Christine Watson for editing Shackles and Cringles. Christine deserves all of our thanks for producing an excellent Shackles and Cringles last year-on time and full of good things. She was ably assisted by David Whitfield-the most active Past Commodore in the history of the class. Christine has rapidly developed an understanding of the Association, attending all the meetings, and will now be taking over from Judy Whitfield as Assistant Secretary-Treasurer. We are all looking forward to working with you Christine.

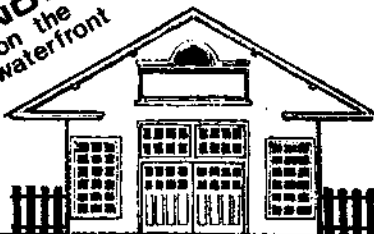
Charles Colman

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The Ontario Championships were held on Lake Couchiching at Geneva Park on the weekend of July 15 and 16 following the Race Training week. A fleet of 27 boats, made up of top notch competitors vied for the Ontario Championship Trophy given by Fibreglas of Canada and the top five boat awards. The Ontario trophy, formerly awarded to the top Ontario boat in the Championship Fleet at the Albacore Canadians, was made the prize of its own regatta in 1983 in order to replace the North Americans (not held in '83) and to provide a racing forum for Canadian competitors to tune up for the Worlds and the Canadians. The event was so successful and by competitors' accounts 'fun and well run' that the C.A.A. will run a separate Ontario Championship again in 1984. Location to be announced.

The five race regatta proved to be an exciting series with 8-10 mph winds on Saturday and shifting 7-12 mph winds on Sunday. The outcome was never predictable as the three top crews of Paul and Martha Henderson (AL7141), Andy Cumming and Allan Hynes (AL6641) and Alan Humphreys and Tom Payne (AL6660) took the decision down to the wire. Henderson and Cumming tied in points at the end of four races, followed by Humphreys, made the fifth race an excellent spectator event. Half way up the final leg a remarkable oscillation found Humphreys swinging from a beat to a broad reach and recovering to a beat in the space of 50 yards and 15 seconds. Meanwhile on the starboard side of the leg, Henderson and Cumming who had gone wide searching for wind picked up a shaft of clear air which carried them to the finish line on a very broad reach gybing back and forth in unison to control upwind position. Following three consecutive gybes in unison Henderson controlled the upwind position to jet across the finish line mere inches ahead of Cumming to take the regatta based on a first place finish in the last race. Humphreys who had had his share of strange winds to contend with crossed the line shortly thereafter. Such duals one witnesses infrequently and this photographer must apologize for the lack of pictures to document the finish because in all the excitement I didn't have time to advance the film, let alone change lens or get a proper light reading.

Our thanks are extended  
 ->to all who attended the Ontarios, we are glad you enjoyed the racing, we enjoyed seeing you all  
 ->to Paul and Andy for an exciting finish, such water ballet!  
 ->to Norm Playfair and his race and protest committees for a well run regatta, where did you find those winds? Humphreys still wants to know.  
 ->to Judy and David Whitfield for their support and usual finesse in registration and administration  
 ->to all of you Albacore sailors who made such likeable subjects for some interesting pictures (next page)  
 ->to The Globe and Mail for press coverage

- 1st Paul and Martha Henderson
- 2nd Andy Cumming and Allan Hynes
- 3rd Alan Humphreys and Tom Payne

1985 WORLD CHAMPIONSHIPS

QUALIFYING PROCEDURE

The 1985 'Worlds' will be held in Weymouth, England in August 1985. Canada has been allocated 20 positions in the fleet. The qualifying regattas for these positions are, in order of priority, as follows:

<u>Regatta</u>	<u>No. Qualifiers</u>
1. Jr Canadian Championships	
19 and under champion	1
16 and under champion	1
2. 1984 Canadian Championships	9
3. 1984 Ontario Championships	3
4. 1984 North American Championships	3
5. 1985 TARTS	<u>3</u>
	20

The priority system works this way:

- 1. The first nine 'Canadians' finishers qualify.
- 2. The first three 'Ontarios' finishers who did not qualify via the Canadians qualify.
- 3. The first three 'North Americans' finishers who did not qualify via either the 'Canadians' or 'Ontarios' qualify.
- 4. The first three 'TARTS' finishers who did not qualify via the 'Canadians', 'Ontarios' or 'North Americans' qualify.

All juniors may attempt to qualify in any of the qualifying regattas.

It is important to note that there is a high probability of qualifying via the 'Ontarios', 'North Americans' or 'Tarts' even if you don't finish second or third in these regattas.

So, if you have a yen to go to jolly old England in 1985 be sure to sail in all qualifiers.



## ALBACORE RACE TRAINING WEEK

The CAA Race Training Week held July 10-14, 1983 at the Ontario Sailing Centre turned out to be everything we advertised and then some. The week was characterized by hot, bright sunny days with brisk winds peaking to gusts of 20-25 mph. Our only regret was that just 7 boats attended. Nevertheless, the broad geographical origins of the participants was encouraging, and by the end of the week our group of 14 including, Tim and Gail Regan, Dave Harris and Pat Hobbs, Mike Morrison and Dave Black, Nigel Watts and Rosemary Helmer, all of Toronto, Lee McCabe and Peter Ferguson of Ottawa, Daphne Byron and Joan Rudel, and John and Ealene Peacock of Maryland had become a cohesive, competitive, amusing family-like fleet.

By the time you have read this article, including Daphne's letter I am confident you will write the 1984 Albacore Race Training Week into your calendar.

Training sessions began on Sunday July 10 at 4 pm with Norm Playfair, Director of the Ontario Sailing Centre introducing us to our coaches Judy Lugar and Hugh Morin. Then and throughout the week Norm, Judy and Hugh encouraged our feedback so that the course was effectively tailored to our needs.

Monday morning saw coach Dave Mathers put us through our 'fitness' paces at 8:30 am sharp. The attendance began with 14 out of 14 but waned throughout the week as many of us found 'much wanted sleep' a more needed preparation for the days sailing activities. Hats off to Dave Harris, Mike Morrison, and Fred Black who tell me they made it out to exercises every morning! Only Dave Mathers can verify their record and he seems to have misplaced the attendance sheet!!

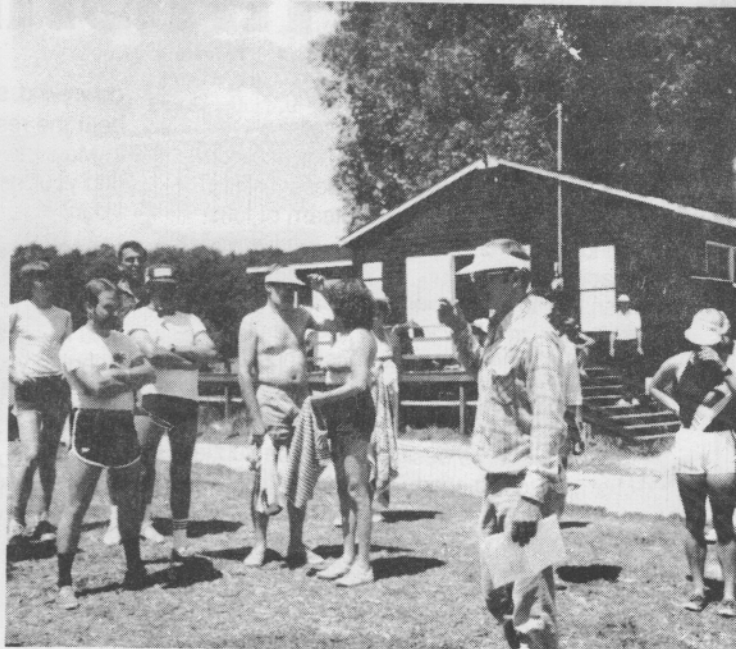
Monday through Friday the day's activities began with briefing sessions to outline the planned sailing drills. This provided a good balance between wet and dry learning. On the water drills encouraged 'control' and 'boat handling' as a necessary first step to improving one's racing. As the winds picked up proficiency in these skills offered a recognizable advantage for keeping the boat up and driving effectively on all legs of the race course. 'Before and after' video taped sailing sessions demonstrated just how much progress we made between the beginning and the end of the week. Also stressed frequently was the need to concentrate, practice and experiment in order to improve. These basics mastered, we progressed to polishing our starting strategies and mark rounding skills. Timing the line, picking or opening up a hole on the line and protecting it so as not to be over early, while winning a clear wind start became natural exercises. Once off the line boat speed and clear air became our goals and we were regularly reminded these could be attained through a flat boat, good weight balance by skipper and crew, tidy sail trim and hiking. If you want to race effectively all of these characteristics are a must and the effort pays off.

At the marks we came to appreciate the benefits of coming round a buoy under control and wide enough to come out of the turn narrow so as to prevent a competitor gaining the inside position. Communication between skipper and crew, while constantly encouraged, was noted to be of particular benefit during such changes of course. Learning to discuss who would do what when and in what sequence prevented error and promoted good team work.

On Thursday evening our knowledge was further expanded by our guest Albacore expert, Andy Cumming, who discussed with us the impact of wind patterns, direction, strength and shifts. Andy stressed the importance of observing other boats performance versus one's own boat performance relative to the wind and the need to be on the race course at least one to 1/2 hour prior to start time to test the first weather leg. Knowing that Andy has since placed 2nd at the Ontario Championships, won the Toronto Harbourmaster series and the Westwood Sailing Club regatta and captured 2nd place at the Worlds, you can see what an inside track our training group of 14 has on wind tactics. Our objectives are to put this knowledge to good use and do justice to the training of our racing mentor and coaches. Of course the week was not all work, as much as one considers a week of sailing work! Our coaches developed a warm, friendly, informative rapport with our group and we spend many hours trading yarns (and lies) about our sailing adventures and progress.

Rosemary Helmer

P.S. A recent letter from Daphne Byron, Maryland confirms I was not the only one who went home inspired.



You put your right foot in....

Have you ever wished for a vacation in which you had no decisions to make, no meals to provide, good company, a beautiful place, and as much sailing as you could wish? The Ontario Sailing Association's Race Training Weeks offer all these—with the added bonus that you'll emerge a much more experienced sailor.

The Ontario Sailing Centre is located in the Canadian YMCA's National Conference Centre, Geneva Park, which is situated about a hundred miles north of Toronto on Lake Couchiching, near Orillia. John Peacock and I each took our boat and crew up to the Albacore Race Training Week early in July, following John Suddreth's example last year. From Washington a direct route would be around 550 miles, though we took two days to make the trip and added some side excursions.

The course ran from Sunday evening until Friday lunchtime. A typical day consisted of stretching exercises followed by running or swimming before breakfast, (this part was optional), morning and afternoon sailing lessons and a lecture or movie in the evening. The sailing sessions started with a briefing to discuss what drills we were going to attempt. Then we went out in our boats to try them, closely pursued by instructors offering encouragement and advice. The instructors also climbed in with us from time-to-time to demonstrate. Back at the dock afterwards, we would have a debriefing

session, often accompanied by videotapes of what we actually did. These included a sound track of what we actually said—a source of much hilarity at times.

Our instructors were a very competent group of student-age sailors, who handled their charges tactfully and constructively. The enrollment in our particular course was low, which may have led to a low student/instructor ratio, but we had one instructor to only three or four boats while on the water.

The sailing drills placed a heavy emphasis on boat handling skills—roll tacks, roll gybes, mark roundings, etc.—and we were given plenty of practice in what were often very narrowly defined situations. Later we made a lot of starts and discussed racing tactics. We also had sessions on racing rules and boat rigging.

At the end of the week, we had had a pretty good workout. I had learned a lot, slept very well and acquired an impressive collection of bruises. (Actually my crew definitely was one-up on everyone in that department, but would not permit photographic evidence). We were very fortunate in our weather for the entire week—sunshine and moderate to heavy winds, but I had such a good time that I'd be willing to take the risk and do it all over again one day.

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## CONSISTENTLY STRONG RESULTS

<b>CANADIANS '83</b>	<b>WORLDS '83</b>	<b>CANADIANS '82</b>	<b>CANADIANS '81</b>
1st	2nd, 3rd, 4th	1st	2nd, 3rd

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## ONTARIO SEA CADETS

### 1983 SAILING TRAINING

Sea Cadets in Ontario enjoyed a very active sailing season in 1983 at a number of locations. More than 1200 cadets took part at various levels of training at twelve sailing centres, two major summer camps and numerous concentrations at regattas and training weekends. Literally thousands of hours were spent on the water in over 120 dinghies comprised of Petrels, Echoes, International 420's and Albacores. Even two ancient G12.5's are still in use at the Barrie Centre.

All sail training for sea cadets is conducted following CYA standards of instruction and qualification as supported by the Dept. of National Defence, Ottawa.

Some of the numerous qualifications achieved this summer were at two major camps, one in Kingston at RMC of Canada (436 sea cadets attended) and at Tillicum Bay, Lake Nipissing (100 sea cadets).

The training at HMCS ONTARIO Sea Cadets Camp at Kingston is the primary sail training project for cadets in the province. This summer produced the following results:

White Sail Level I	24
White Sail Level II	16
White Sail Level III	10
Bronze Sail Level IV	9
Bronze Sail Level V	15
Silver Sail Level VI	3
Green Instr	12

Additional achievements by training staff, upgrading their qualifications included six Blue Sailing Instructors and the first Red Instructor to achieve that level through cadet training.

A total of 106 swimming qualifications were awarded using RLSS standards and ranging through Life Saving Levels up to Bronze Cross (some with Bar) and 46 RLSS Boat Rescue Awards.

Other achievements included:

St John Ambulance Emerg and Stand	85
Canada Fitness Program - Bronze	44
Silver	68
Gold	21
Award of Excellence	15

and for diversification there were:

38 Canoe Level I and
27 Band Level I awards

The North Bay camp, Tillicum Sea Cadet Camp, is primarily a Leadership camp with a one-week sailing program incorporated in the six week syllabus. Sailing awards from that training included:

- 59 CYA White Sail I
- 16 CYA White Sail II
- 10 CYA White Sail III
- 73 Canada Fitness Awards
- 85 Canoe Level I
- 88 St John Ambulance Emergency

Previously mentioned were the twelve Sailing Centres around the province. These are portable Petrel centres (OSA Mobile Sailing School) with the exception of the Barrie and Toronto Albacore centres. The programs run from spring to fall each year with OSA/CYA instruction and qualifications too numerous to mention here. Each runs its own local program and is transported as necessary to support special concentrations for training weekends or for specific regattas.

Highlights of regattas included a Provincial Championship regatta in Hamilton (RHYC) in mid-June. The top six crews from this competition qualified to represent Ontario in the national Sea Cadet Regatta in Sudbury in late August 83 using Albacores. At the National, Ontario cadets took first and second, with third place going to a team from Beacon Hill (Esquimalt) B.C. These three crews formed the Sea Cadet entry to the Canadian Albacore Championships at Ashbridges Bay, Toronto, in mid-September. A respectable showing was made with the two Ontario crews placing fourth and fifth in the Challenger fleet of forty-one entrants.

The Sea Cadet sailing program leans heavily to the need for on-water safety and proper supervision. A ratio of 5:1 dinghies/safety boats is strictly maintained in all sailing activities with safety boat operators and crews required to meet rigid standards as imposed by DND.

The activities are intense, interesting and educational. The aim is to produce better citizens for Canada. The sailing program is only one of the many vehicles used to train our youth in self-reliance, responsibility and leadership.



Paul Henderson wins award for 'Best Dressed Sailor'



# Stuart Walker TACTICS

## *Rounding To A Run*

Halfway up the second beat the seabreeze appeared and the wind, still light and fitful, veered about 20 degrees. It was obvious that the run would be on one jibe, port, all the way. We would need to jibe immediately after rounding, so in preparation we'd have to bring the spinnaker halyard and the sheets around to starboard. We were still in the lead, but the boats that had gone off to the right had almost caught up to us. One of them would be right on our heels as we rounded. Fortunately, she was set up for a starboard jibe and her crew was making no attempt to change. We'd be able to break away in clear air on port.

We rounded, bore away and set the chute as we did so. But, as we bore away, what little wind existed disappeared, forcing us to push the main boom out. The spinnaker hung in folds about the forestay. We worked as rapidly as possible to drop the jib, trim the pole, expose the spinnaker, and head up to a beam reach, but we were barely moving.

Meanwhile the boat astern, while retaining some of the speed of the windward leg, had borne away gradually on starboard to a beam reach and set her spinnaker. After her spinnaker filled, she bore away to jibe and carried her way and the full spinnaker through to a beam reach on port. Within minutes she was through our wind shadow, ahead and to leeward. When the wind backed to its original heading, she jibed and was gone.

Another learning experience! We had felt so smug when we recognized the effect of the shift on the downwind leg, had organized the boat to deal with the changed condition, and laughed at our opponent who had "missed" the implication. And then her apparent mistake turned out to be a major advantage! What had we "missed"; where did we go wrong?

A major factor was, of course, the light air. Had the air been moderate to heavy, we would have been correct. If, in such conditions (moderate to heavy), a significant advantage to one side of the course exists, every foot sailed in the opposite direction is a loss. If a persistent shift occurs that permits a good sailing angle to be maintained on the rhumbline, then the opposite jibe is taking the boat out of the race. If the wind is stronger, the current is more favorable or the waves are more suitable for surfing on one side of the course, the jibe that takes the boat toward that side must be assumed immediately.

If (in moderate to heavy air) oscillating shifts are occurring, thought should be given in advance to which shift will be operative as the weather mark is rounded. Sailing the "headed shift" — the jibe closest to the rhumbline (or the median dead downwind line) on which the spinnaker can be carried at the best sailing angle — provides not only the fastest immediate course to the mark but takes the boat toward the most advantageous position in the next shift. If port jibe will be the "headed" jibe, permitting the boat to be sailed down the rhumbline, high on the wind, then a jibe immediately after rounding will be required.

If, in these same conditions (moderate to heavy oscillating winds), there is doubt as to which is the headed jibe, it is better to set without jibing, bear away gradually to the optimal sailing angle, then check the compass heading as soon as possible. If the expected compass heading for each jibe were calculated (as appropriate offset angles, 10 to 20

degrees to either side of the median downwind course), it should be possible to recognize the headed jibe. If the heading is outside that expected (i.e., if the boat is sailing at a greater angle to the median downwind course than calculated), the boat should be jibed.

Setting the spinnaker on starboard preserves speed and gets the chute full sooner. However, two advantages accrue when jibing to port immediately upon rounding that may negate the starboard jibe advantage. If other boats are crowding close astern and threaten to blanket, a jibe to port permits a break away into clear air. And a jibe to port also places the boat to the left of the fleet, able to return toward the fleet on starboard and be inside at the leeward mark. This advantage is particularly important on a short leg and/or when many boats are rounding close together. When these conditions exist and whenever there is clearly an advantage to the left, a jibe to port should be undertaken immediately. (In heavy air, of course, jibing before the spinnaker is set is also safer and simpler.)

If no other boats are close, the advantages of an immediate jibe are diminished (i.e., clear air will be equally available on either jibe and the "inside position" is of no consequence). In this case, if the spinnaker lines are set up for a starboard jibe (and particularly if the crew is inexperienced), the boat should be borne away gradually and the spinnaker set on starboard. As soon as the sail fills, the boat can be jibed and the power of the spinnaker can be preserved throughout

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**"If other boats are crowding close astern and threaten to blanket, a jibe to port permits a break away into clear air."**

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the jibe. If, however, other boats are close astern and jibe immediately, they may reach the favored side of the course sooner and acquire the "inside position" for the entire leg. Indeed, if a boat astern bears away to a position off your lee quarter, she may prevent you from jibing to port until she is prepared to do so and then be in an inside controlling (and/or blanketing) position. Such results must be blocked by an immediate jibe.

If a jibe is intended, a variety of spinnaker setting techniques are available. (Of course, if the spinnaker comes out of a launcher at the bow, no problem exists.) The options are as follows:

- set on the initial jibe and then jibe
- set on the new jibe before, during or after jibing
- set without the pole before, during or after jibing

We had done what should have been correct (what would have been correct in moderate to heavy air) — set while jibing and reached the advantaged side inside and to windward — but had been beaten. Our technique may have been faulty — we certainly had trouble getting the spinnaker to fill — but it was probably the light air that made the real difference. The rules pertaining to jibing in moderate to heavy air, based upon the presumption that the jibe itself doesn't make much difference, just don't apply in light air. We certainly needed an improved technique so that next time, if the advantage to the left were to be truly marked, we could jibe without losing so much. But more importantly, we needed a new set of rules for light air to determine when, as in this instance, it would be better to set on starboard rather than to set while jibing. We'll talk about this and how to perfect the art of the light-air jibe-set next month. •

**SOUTH MUSKOKA OPEN REGATTA**

AND

**MUSKOKA DISTRICT ALBACORE CHAMPIONSHIPS**

<u>NAMES</u>	<u>SAIL NO.</u>	<u>POINTS</u>	<u>POSITION</u>
J. Moody + Behan	6	8	1st
R. Moody + Mailling	6644	20	2nd
Kappele + Gage	7142	24	3rd
Langmaid + Langmaid	7270	26	4th
Brayshaw + Milner	7243	27.4	5th
Woodley + Malo	7200	28.7	6th
Francis + Clayton	6655	36.7	7th
Sturch + Sturch	7304	37	8th
Duynstee + Duynstee	7099	43.7	9th
Wilson + Duncan	623	54	10th
Colman + Colman	7000	54	11th
Francis + Francis	5000	55.7	12th
Kappelle + Elliot	4473	56	13th
Wright + Wright	4811	59	14th
Phillips + Phillips	664	68	15th
Cossar	7057	69	16th
Bazoian + Fitzpatrick	4276	71	17th
Palmer + Jennings	4502	74	18th
Davidson + Fitzpatrick	4815	75	19th
Phillips + Phillips	4245	76	20th

**1983 BALSAM LAKE OPEN: 20th ANNUAL ALBACORE**

<u>NAME</u>	<u>SAIL NO.</u>	<u>POINTS</u>	<u>POSITION</u>
Poyntz + Poyntz	6731	3	1st
Humphreys + Payne	6660	6	2nd
Black + Masson	6803	21.7	3rd
Brayshaw + Brayshaw	7243	25.4	4th
Kennedy + Bayly	5009	31.7	5th
Ewen + Ewen	6626	31.7	6th
Woodley + Malo	7200	39.7	7th
Murdoch + Murdoch	6494	45	8th
Griffiths + Bengay	6159	48	9th
Leonidas + Leonidas	5600	52	10th
Forth + Forth	3236	53	11th
Crawford + Crawford	6148	53	12th
Black + Laurence	4881	59	13th
Griffin + Griffin	6857	61	14th
Willson + Willson	505	63	15th
Shaw + Shaw	4597	65	16th
Curtis + Curtis	6220	68	17th
Fricker + Mayer	2771	70	18th
Helliwell + Taylor	5005	73	19th
Ewen + Mayer	3241	76	20th
Giffin + Giffin	652	79	21st
Shaw + Shaw	117	84	22nd
French + Griffin	6840	88	23rd
Batt + Batt	3731	96	24th
Whitfield + Schuthe	5003	96	24th

# GATINEAU RIVER YACHT CLUB REGATTA

July 23, 1983

## 'A' Fleet

<u>NAME</u>	<u>SAIL NO.</u>	<u>POINTS</u>	<u>POSITION</u>
Woodley, Doug	7200	6	1st
Meller, Ian	4862	11	2nd
Blore, Bill	7193	24.4	3rd
Lav, Ivan	7199	33.7	4th
Johnson, Ted	4891	40	5th
Black, David	5624	41.7	6th
Frinecos, Yannis	7196	43.1	7th
Millar, Ross	4440	43.4	8th
Young, Bob	7094	50.7	9th
Noble, Doug	7221	58	10th

## 'B' Fleet

<u>NAME</u>	<u>SAIL NO.</u>	<u>POINTS</u>	<u>POSITION</u>
Sletcher, Roy	7227	6	1st
Dagger, Derek	7194	6	2nd
Seally, John	3452	21.7	3rd
Laskeski, John	7198	26.1	4th
Nix, L.J.	7093	36.7	5th
Dixon, Al	7195	37.7	6th
Lloyd, Dorothy	7095	45.7	7th
Parks, Dave	7201	53	8th



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

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**ALBACORE #1598** - wood Fairey Marine hull, custom-built decks, mint condition, 2 suits of sails (including storer), Proctor D (gold anodized) mast, Harken blocks, cover, trailer: Was 4,000, now reduced. Contact: Lewis Soroka (St. Catharines) Res 416-685-3941, Bus 416-688-5550, Ext. 425.

**ALBACORE #3029** - Fibreglass hull, tapered mast, two booms, 2 suits sails in good condition, self bailers, boat cover, road trailer. Available in Toronto in early May. Toronto calls can be returned during working hours (Mon to Fri). Asking 1,200.00 (negotiable). Contact: K. Wong (Sarnia) 519-336-1248 or Toronto 416-465-2804 after 7 pm.

**ALBACORE #3461** - Fibreglass Skene hull, white hull and deck, well-maintained, Storer sails (nearly new). 1,600.00 Contact: Peter Hayes (Ottawa) Bus 613-238-6560.

**ALBACORE #3717** - McGruer and Clark, with trailer, 2 suits of sails, centre mainsheet tract, suction bailers, new standing rigging. Excellent condition. 1,550.00. Contact: Seymour Mogford, 135 Little John Rd, Dundas, Ontario L9H 4H2, Res 416-627-3236.

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

**ALBACORE #5590** - 1973 Skene, Proctor spars, Storer sails, racing rigged. 1,500.00. Contact: Ken Brown (Ottawa) Res 613-225-4204, Bus 613-996-9957.

**ALBACORE #5679** - Skene, two suits of sails (Taylor and Storer 1980), Elvstrom bailers, transom flaps, Proctor mast and boom, road trailer, launching dolly, boat cover, measurement certificate. Contact: Chris Farrow (Mississauga) Res 416-823-5083.

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

**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 P0T 1C0, Bus (Toronto Line) 968-3695, Ext 374 or 807-597-6951, Ext 374, Res 807-597-2336.

**ALBACORE #7330** - Custom made by Ontario Yachts. Sailed only twice, Lindsay CB Rudder, new Storer sails, Proctor spars, top cover, Harken throughout. This is a superb boat. It's for sale because I campaign a 505 and simply do not have time for two boats, two jobs and a wife. 4,900.00. Contact: Simon Lewis, Res 654-4246, Bus 481-4281.

**ALBACORE #5671** - Excellent condition, racing equipped, 3 suits of sails (Tom Taylor, Storer, Raudaschl used only for Worlds 1983), Proctor mast and boom, 2 rudders, top cover. Will deliver within 250 miles. Asking 1,800.00. Contact: Jack Mitchell, (Burlington) 416-529-6564 evenings.

**ALBACORE #3733** - A classic molded wooden boat built by Davis, only sailed once since refinished by Whitehouse. New Whitehouse centreboard, rudder and tiller. Race equipped, stiff and bendy booms, numerous suits of sails and trailer. 'Dave's Delight' can be yours for 4,000.00. Contact: Dave Adam (Toronto) 416-781-6113.

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**ALBACORE #6759** - 1979 Skene hull, white with light blue deck, Storer sails, Proctor spars. Racing options: minimum weight, Elvstrom bailers, jib tension lever etc. Price 3,000.00. Wiscot Albacore trailer, Price 300.00. Dolly, Price 100.00. Cover, Price 100.00. Contact: Ross Beauchamp, Res 519-885-0891, Bus 519-885-1211, Ext 3655.

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**MAST AND BOOM** Albacore mast and boom by Proctor, fully rigged for racing. Best offer. Contact: Bob Leonidas (Toronto) Res 416-488-7175, Bus 416-441-5474.

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

**SAILS** Storer Albacore mainsail and jib. Only one year old. 200 or best offer. Contact: Bob Leonidas (Toronto) Res 416-488-7175, Bus 416-441-5474.

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

**SAILS** Storer Albacore sails, main and jib, 4 years old, good condition. 95.00. Contact: Stephen Jones (Ottawa) Res 613-226-2588, Bus 613-995-4058.

**UNDERCOVER** Albacore undercover, good condition 55.00. Contact: Nick Hancock, 37 Mallow Rd, Toronto. Res 416-449-3768 Bus 416-596-5714.

**CENTREBOARD** Albacore centreboard by Jolly Woodman, mint condition (used only week of Worlds 1983) Asking 300.00. Contact: Ken Mitchell (Burlington) 416-529-6564 evenings.

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Kelson Elam

# WINNING IN ONE-DESIGNS

## *Upwind in Waves*

One of the most common questions people ask at regattas and seminars is "Do you steer around the waves or just ignore them?" Unfortunately, waves are somewhat like snowflakes — no two of them are alike. So it's hard to give a general answer to the question, but there are a few specific techniques that can be used to help deal with chop or swells when racing upwind.

Disturbances of the water surface known as waves are caused by many different natural and unnatural things. Wind, current, geography of the bottom and other boats all affect the shape and size of waves. For a one-design sail or these causes aren't always so important, but how you deal with waves on the race course often spells the difference between winning and losing.

Every wave consists of a crest (the highest point of the wave) and a trough (the lowest part of the wave). The vertical distance between any crest and an adjacent trough is the wave height, and the horizontal distance between successive crests or successive troughs is the wave length. The ratio of wave height to wave length determines whether a boat will glide smoothly over the waves or pitch into them. Whether or not a boat can be steered smoothly and continuously from one trough over the crest to the next trough will also depend on the speed and length of the boat. A 20-foot Flying Dutchman planing upwind will obviously not be able to maneuver through waves as well as a slower-moving, 14-foot Snipe.

The only true test of how much you should steer through waves or chop is how you perform against the boats around you. If the waves are relatively steep for the size and speed of your boat, you probably won't gain by jerking the rudder around. Keep steering to a minimum to reduce hobby-horsing, and set the boat up with enough power to punch through the chop while still maintaining a reasonable amount of pointing ability. If you find that turning the boat to negotiate waves does give you a speed advantage, go for it, but be careful that the technique you are using doesn't violate Rule 60 (Means of Propulsion). Lasers, for example, can be sculled successfully through just about any surface condition.

When you are able to maneuver through waves, the main thing to remember is to keep the boat going

"downhill" as much as possible. When you confront the face of an oncoming wave, head up so you angle across the wave instead of going straight up it. Though this slows the boat a little, the wave will actually push the bow slightly to windward. At the top of the wave, bear off and accelerate down the back side. This requires timing with the wave and also an awareness of what the next two or three waves will be like. Basically, you want to use each wave to set yourself up for what's coming. If there's a flat spot ahead, get ready to start pointing, but if you see a bad set of waves coming, start footing to build speed.

Since the wave angle may vary from tack to tack, especially after even a slight windshift, your driving technique must also vary. In some cases, heading up to reach the crest may require luffing as much as half the jib, and bearing off may mean cracking sheets onto a close reach. But generally, when in doubt, keep steering to a minimum.

Jib leads may also need to be set differently from one tack to the other depending on how you confront the waves. Hitting the waves head on will require a lead farther forward for more power, while encountering the waves at less sharp an angle will allow the leads to be moved aft for better pointing.

As you watch the waves up the course, remember that boats sail much faster upwind in smooth water than they do in chop, so the best way to sail fast in waves is to avoid them.

One of the first things to look for on a boat is the "throttle," since every boat has a different way of accelerating as you pinch and foot through the waves. The most common throttle is the mainsheet, or sometimes the traveler. Basically, as the boat heads up the front of a wave the main should be trimmed closer to the centerline. This adds power, tightens the leech to increase pointing and helps you steer up the wave. As you bear off down the back of a wave, the main should be eased as if reaching and the leech twisted slightly to promote more airflow as the boat accelerates.

My personal preference is to use a combination of mainsheet, traveler and vang when beating in waves. The traveler is set to the position that I feel will produce the maximum power needed for the conditions. With a midship trav-

eler, this will probably be in the center or slightly to weather; for an end-boom bridle system, this position is in the center or slightly to leeward. The vang is set to keep the proper leech tension when the boat is bearing off, and the mainsheet is then played to adjust the trim back and forth between the footing and pointing positions. (Playing the mainsheet is usually preferable to playing the traveler because most travelers are too short to allow you to ease the main far enough to accelerate down the wave.)

The next important power adjustment is headstay sag. Increasing the amount of sag will give you more power to get through the waves, but it also decreases pointing ability and can cause the rig to bounce around and lose power. So be careful to set the backstay and/or shroud tension loose enough so that you achieve sufficient power, but not so loose that the luff of the jib moves dramatically every time you hit a wave. In some boats such as the Snipe, the mainsheet controls headstay tension through main leech tension. By sheeting harder on the mainsheet going up a wave, the headstay tightens and you point higher. By easing the mainsheet, you get more sag and therefore more power to accelerate down the back of the wave.

When sailing in large waves, the wind in the troughs may be considerably different than what you experience at the crests. The most common problems are being too underpowered in the troughs to point up the next wave and being overpowered at the crest and heeling excessively, thus losing power and making it difficult to head off. The best solution is to set the sails with most of the fullness in the bottom third to achieve the necessary power and twist the top of the main and jib so that when hit by more breeze at the crest, the boat is more in control. Twisted leeches also give the boat a wider groove to drive in, making it easier to steer through waves.

Fore and aft weight placement is also crucial to speed in chop. Have the crew watch the bow to ensure that you aren't digging in too much. Keep your weight as close together as possible to minimize pitching, and when in doubt move farther aft than necessary. It's better to bury the transom a little than to have the bow slamming into the waves and the cockpit filled with water for most of the windward leg.

## 1983 COMMODORE'S REPORT

1983 has been an especially important year for the Albacore class, with one of the best summers in decades providing a wonderful canvas for each event.

The high point was the World Championship held at the Royal Canadian Yacht Club and made so successful by the able Chairmanship of Ian Rogers. Interest was high and Rob Martin and David Whitfield's excellent press-dispatch kept Albacore sailing on the front pages.

A very memorable evening was the Bacardi-sponsored World Albacore Team Racing with its barbeque and brilliant Toronto sunset as a backdrop. It was a chance for many old and new Albacore sailors to renew acquaintances and to enjoy an evening of sailing reminiscences.

The low point of the year was the end of Skene Industries Limited as our class builder. Skene had built more Albacores than all other builders combined. Its inability to weather the economic times was a hard blow. The phoenix came in the form of Ontario Yachts Limited which we licensed as our new builder. In short order they were building Albacores right up to the Skene standard. We look forward to a long association with the Kneulman family at Ontario Yachts. Eight new Ontario Yachts-built Albacores were chartered by the British at the World Championship and were an integral part of that regatta's success.

The Ontario Championship was taken out of the Canadians (where it had formerly been presented to the highest placing Ontario resident). The Ontario Championship, held at Geneva Park in July, enjoyed a good turn-out of nearly 30 boats. Rosemary Helmer ably organized the event and the Ontario sailing Centre provided the Race Committee--Norm Playfair and his very professional group of instructors conjuring up perfect starting lines and challenging courses. The encouraging response established this event as an instant tradition and we'll look forward to seeing you at next year's regatta.

The Osborne computer took the Association by storm under the guidance of John Ashby and David Whitfield. It now word processes SHACKLES AND CRINGLES, controls our mailing list, prints labels, produces regatta results, and has become the repository of C.A.A. information. This back-up, I hope you will agree, is so important to a strong class and all that a strong class is suggestive of--the sharing of information, of experiences that, allow us all to interact at a competitive and social level.

The strength of our Class is epitomized by the Toronto Community Clubs. Whose brilliance was it that placed a means whereby adults could be introduced to recreational and competitive sailing at minimal cost? I don't know where else you can do this in the world.

The strength of our Class is in large part in the hands of the community clubs where so many active people are interested in the Class. The choice of the Albacore is understandable as a community club boat--it is tough, one-design, competitive, and, above all, an excellent training craft. Two community club members--Rosemary Helmer and Bill Kennedy--joined the Executive this year. Community clubbers challenged at the Worlds. The Albacore Class owes you a lot.

The '83 World Championship showed the level of competition enthusiasm in the Albacore Class. World class sailors competed in the event. It is the quality of the people who sail our boat and derive so much satisfaction from it that will guarantee a bright future for the Class.

Charles Colman  
Commodore

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## First Vice-Commodores' Report

### Junior Albacore Championships and Youth Training Seminar

This year's event was held at Peterborough Sailing Club, Clear Lake, where the picturesque setting of an immaculate wooden clubhouse and grounds, situated in a wood overlooking the lake, provided ideal facilities for the 23 crews taking part.

The responsibilities and organization was split among three groups - Peterborough Sailing Club whose members provided billeting for competitors and organized the catering, social and/or water racing. Ontario Sailing Association who provided the Mobile Sailing Clinic, and the Albacore Association who attended to pre-race publicity, prizes, scoring and all co-ordination.

Competitors came from many clubs but especially noteworthy was the strong support for Junior Sailing from the Lake of Bays, Bronte Harbour and the home club.

The Saturday morning was spent holding a racing clinic under O.S.A. jurisdiction and Andy Cummins who was guest lecturer provided specific go-fast information. It was noted that parents and club members were equally interested in this part of the event. After lunch the racing started in earnest, and in the early evening, a barbeque and social was organized. The following day there was more racing, lunch and the prize giving.

A great many people helped to make this event a success but our main thanks go to the Commodore and members of Peterborough Sailing Club, especially Paul Goddard, Andy Cummin and David Whitfield.

### The Canadians

Ashbridges Bay Yacht Club were approached last year to host this event and we are appreciative of the willingness with which they undertook to organize this event for us.

As those of you who attended the event and/or the A.G.M. will observe the facilities of the club house are of a very high standard and the manpower resources the club utilized to run two separate race courses speak highly of its organizational ability.

At the time of writing this report I am not able to provide details of how the event subsequently went, but we intend to follow the usual format of 5 races - two per day plus one on Sunday. However due to the holding of the "Worlds" last month in Toronto, a number of our old faithfuls

have indicated that they will not be able to take part and numbers of entrants may be down.

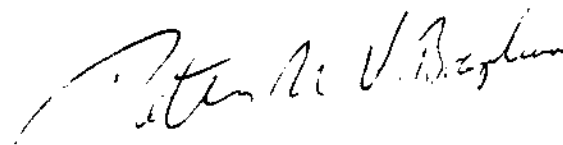
On Friday, the 16th, the A.G.M. will be held, followed by the Commodore's Reception/Punch Bowl Dinner and Dance on the 17th, all in Ashbridges Bay Yacht Club premises.

Great efforts have been made to keep the entry fee down and the event is being conducted on a break even basis. In this area again, Ashbridges Bay Yacht Club have provided assistance with facilities, free of charge. Once again, a sincere thank you to the Commodore and members of Ashbridges Bay Yacht Club.

### General

I will not be a member of the executive next year and therefore wish to take the opportunity of thanking the many members of the Association and officials of Ontario Sailing Association for the support that they have provided me with. While activities have ranged from organizing seminars, regattas, to the production of a display and stand, there always seems to be some 'expert' on almost everything from within the ranks of our members who will always lend a hand. While it is in some ways unfair to single out any one person(s) out of the many, nevertheless I would like to thank the Whitfields for the continual great support they always provide.

Best wishes to the new executive, I will think of them while I get around to doing some outstanding boat repairs or just sailing.



Peter N.V. Brayshaw



## PAST COMMODORE'S REPORT

The Past Commodore's role on the Executive has largely been left without any definite parameters. In the recent past, the Past Commodore has served as a liason with the other sailing authorities, the U.S.A.A., N.A.A., I.A.A., O.S.A. and C.Y.A.. That role has been continued this past year.

In general, those relationships have continued on a solid ground. It is my feeling that our relationship with the U.S.A.A. (particularly as it relates to the philosophy behind the class) has improved. It is most important that this relationship continued to be fostered as the contact with American Albacore sailors is increasing. Every effort must be made to ensure that no differences creep into the rules of the two associations which would materially affect the quality of level-racing between the two countries.

Our relationship with O.S.A. continues to be a positive one. The assistance given by the professional staff is most appreciated and important to the growth of the Albacore Class.

This past year saw the demise of Skene Industries Limited as our major builder of Albacores. I assisted in the negotiations which led to the appointment of Ontario Yachts Limited as the new licensed builder for Albacores. We were very fortunate to have had a builder of Skene's quality and integrity throughout the years. It is my hope that we will soon have built a solid relationship with Ontario Yachts equal to that which we enjoyed with the principals of Skene Industries.

The acquisition of the Osborne 1 computer has proven to be an excellent decision, but one which has required a substantial amount of time in getting the programs and data to a satisfactory level. This has now been done, thanks largely to the assistance of Terry Barratt, a custom program designer who developed our mailing list program, and John Ashby who has worked long hours to write the scoring programs. I can say with great confidence that the equipment and sophisticated programs place this Association at the vanguard of sailing classes in the world, and will be most vital in assuring our continued growth.

With this I take my leave from the Executive -- not to be retired, merely retreated, as the editor of SHACKLES AND CRINGLES. I wish to thank the many Albacore sailors whose assistance and good humour has made my involvement on the Executive so enjoyable.

David Whitfield  
Past Commodore

## REAR COMMODORE'S REPORT

The role of the Rear Commodore during the past year has been to work on fleet development and membership promotion. Specifically this translated into involvement in, and co-ordination of a number of activities including:

- \* reactivated District Four Fleet and Racing Chairmen's meetings
- \* January Boat Show
- \* February Open House at Ontario Yachts Limited
- \* Toronto Seminar at Harbourfront
- \* Ottawa Seminar at the R.A. Centre
- \* Albacore Race Training Week
- \* Ontario Championships
- \* Albacore photography contest

The general objective was to expand fleet development and heavily promote membership during a year when class momentum would be high due to the presence of the Worlds in Toronto. The following is a brief re-cap of the major activities and their contribution to our class.

### DISTRICT 4 FLEET AND RACING CHAIRMEN'S MEETINGS

District 4 (Toronto) comprises approximately 50 % of the membership in the class. Regular meetings of the club Fleet Captains and Racing Chairmen for District 4 were reactivated during the 1982/83 term of office. Two meetings, held November 30th and April 11th, provided an opportunity to discuss topics such as our new builder, co-ordinate 1983 season activities, including the 1983 Boat Show, District 4 racing schedules, any to receive suggestions and format lectures and topics for the Spring seminar, and to generally communicate details of various major events, including the Ontario, Canadian and World events.

It is recommended that the rear Commodore continue to convene such meetings and to work toward appointment of a secretary and a district fleet representative from within District 4 to chair their meetings.

### JANUARY BOAT SHOW

The January Boat Show, co-ordinated by Derek Griffiths was well staffed by District 4 club representatives and featured the first viewing of an Ontario Yachts-built Albacore. A membership drive featuring a discount dit first-time members made available during the show netted 18 new 1st time members for the Class.

It is our hope that O.S.A. will again offer the Class space to display in the 1984 Toronto International Boat Show. The display format and staffing should be discussed with the District 4 representatives at the fall meeting of Fleet Captains and Racing Chairmen. The first-time membership drive should be run again at the 1984 Boat Show due to its success in 1983.

## FEBRUARY OPEN HOUSE AT ONTARIO YACHTS

The February 26th Open House at Ontario Yacht provided an opportunity for Albacore sailors and club representatives to meet the principals of Ontario Yachts, and to discuss their approach to Albacore construction.

Approximately 40 Albacore sailors viewed the Ontario Yachts facilities throughout the afternoon. For many C.A.A. members it was their first opportunity to visit an Albacore builder's facility.

Coincidental with the Open House, Chief Measurer David Weaver conducted an Albacore Measurer's seminar. Three new measurers were appointed as a result of this seminar.

The Open House and Measurement Seminars were worthwhile events and it is recommended that they be continued in 1984.

## TORONTO ALBACORE SEMINAR-HARBOURFRONT

The fifth annual Albacore seminar held at harbourfront on April 11 was attended by more than 100 Albacore sailors. Guest speakers included: Karen Bleasby, Terry Nielson and Richard Storer. Alf Jenkins from O.S.A. presented a slide show on the Ontario Sailing Centre at Geneva Park, assisting us in the promotion of the Albacore Race Training Week

It is recommended that this event be continued for 1984, and already the Brigantine Room has been booked for Monday, April 9, 1984.

## OTTAWA ALBACORE SEMINAR-R.A. CENTRE

A spring seminar was held at the R.A. Centre on April 14 for District 10 area Albacore sailors. The 1982 Canadian Albacore Champion Alan Humphreys attracted more than 50 sailors for an evening discussion of racing tactics. Thanks are extended to O.S.A. for their funding assistance for this event.

Subject to funding availability, it is recommended that the District 10 seminar be offered again in 1984 to encourage the expansion of the Albacore fleet in the Ottawa area.

## ALBACORE RACE TRAINING WEEK

Held July 10-15 at the Ontario Sailing Centre at Geneva Park, this highly motivating training week was attended by 7 privately owned Albacores. This limited attendance was attributed to a large attendance of 19 boats in 1982, and the inability of Toronto and Ottawa community clubs to release their boats for a week without seriously curtailing their own club activities. Otherwise this week was extremely well run and endorsed enthusiastically by all who attended.

Thanks are extended to Norm Playfair and staff for their fine coaching and to O.S.A. for inclusion in the summer 1983 training program at the sailing centre.

It is recommended that consideration be given to running a race training week in either the Toronto or Ottawa areas to encourage the participation by the community clubs, as well as the privately owned boats from Canada and the U.S..

#### ONTARIO CHAMPIONSHIPS

The Ontario Championships were initiated in 1983 as a separate regatta, instead of awarding the Ontario Championship trophy to the top Ontario boat at the Canadians. The two-day, five race regatta, was held at the Ontario sailing Centre, and attracted 27 boats including top class competitors from all over Ontario.

It is recommended that the Ontario Championships be run as a separate regatta again in 1984, and that consideration be given to selecting a new location in order to promote Albacore racing in yet another region where the fleet is well-developed.

#### ALBACORE PHOTOGRAPHY CONTEST

The first, and hopefully annual, Albacore Photography Contest was initiated to promote some active pictorial record of class activities. Several entries have already been received, although the deadline has been extended to September 30 to encourage entries of photos taken at the 1983 Worlds and Canadians. Winners will be announced in the fall issue of SHACKLES AND CRINGLES, and will be displayed at the 1984 Toronto Boat Show.

It is recommended that the photography contest be made an annual event and that the promotion of the event be published in SHACKLES AND CRINGLES prior to the start of the sailing season to encourage members to photograph their sailing activities throughout the year.

In summary, the 1982-83 season has been nothing short of hectic, fun and productive! I believe the foregoing account of activities and recommendations confirm that we have met our objective of actively promoting the class and encouraging new members. My thanks are extended to all those who worked with me to ensure these many activities were a success. Special thanks are extended to Charlie and the other members of the Executive for their guidance, advice and for welcoming me, as a new executive member, into their midst. I enjoyed it so much I'll be back in 1983-84 in one capacity or another.

Rosemary Helmer  
Rear Commodore

AUDITOR'S REPORT

To the Members of the Canadian Albacore Association

I have examined the balance sheet of the Canadian Albacore Association as at October 31, 1982 and the statements of revenue and expenses and members' equity for the year then ended. My examination was made in accordance with generally accepted auditing standards and accordingly included such tests and other procedures as I considered necessary in the circumstances except as explained in the following paragraph.

Due to the nature of membership fees it was not practical for me to extend my examination of them beyond accounting for the amounts so recorded. Accordingly, I was not able to determine whether any adjustments might be necessary to accounts receivable, membership fees and excess of revenue over expenses.

In my opinion, except for the effect if any which I might have determined to be necessary had I been able to extend my verification of membership fees, these financial statements present fairly the financial position of the Association as at October 31, 1982 and the results of its operations for the year then ended in accordance with the accounting policies as set out in Note 1 of the financial statements, applied on a basis consistent with that of the preceding period as explained in Note 2.

  
John Morgan  
Chartered Accountant.

Toronto, Ontario  
February 5, 1983



CANADIAN ALBACORE ASSOCIATION

BALANCE SHEET

OCTOBER 31, 1982

	<u>October 31 1982</u>	<u>October 31 1981 (Note 2)</u>
<u>ASSETS</u>		
Current:		
Cash	\$5,588	\$ 4,992
Term deposits	-	5,000
Accounts receivable	1,299	2,189
Prepaid Expense	294	-
	<u>7,181</u>	<u>12,181</u>
Fixed Assets, at nominal value (Note 1)	<u>1</u>	<u>1</u>
	<u>\$7,182</u>	<u>\$12,182</u>
 <u>LIABILITIES AND MEMBERS' EQUITY</u>		
Accounts payable and accrued liabilities	\$ 330	\$ 818
Members' equity	<u>6,852</u>	<u>11,364</u>
	<u>\$7,182</u>	<u>\$12,182</u>

Approved on behalf of the executive

\_\_\_\_\_  
C. Coleman, Commodore

\_\_\_\_\_  
J. Ashby, Secretary-Treasurer

(See accompanying notes)

CANADIAN ALBACORE ASSOCIATION

Statement of Revenue and Expense and Members' Equity  
For the year ending October 31, 1982

	<u>October 31</u> 1982	<u>July 1 to</u> <u>October 31</u> 1981 (Note 2)
<b><u>REVENUE:</u></b>		
Membership fees	\$ 7,225	\$ 940
Advertising	456	650
Canadians	1,625	644
Interest	902	463
Grants	750	541
Royalties (net)	859	853
	<u>11,817</u>	<u>4,091</u>
 <b><u>EXPENSES:</u></b>		
Computer (note 3)	\$ 4,329	\$ -
Secretarial Services	3,380	1,040
Office Supplies	1,659	377
Shackles and Cringles	2,241	201
Postage	1,423	327
Publicity	1,762	1,364
Regattas (net)	955	57
Yearbook	112	-
Sundry	102	353
Specification and measurement	366	-
	<u>16,329</u>	<u>3,719</u>
 Excess Revenue over Expense (Expense over Revenue)	 <u>\$(4,512)</u>	 <u>\$ 372</u>
 Members' Equity, beginning of year	 <u>11,364</u>	 <u>10,992</u>
Members' Equity, end of year	<u>\$ 6,852</u>	<u>\$11,364</u>

(See accompanying notes)

CANADIAN ALBACORE ASSOCIATION

Notes to the financial statements October 31, 1982

(1) Summary of Accounting Policies

- (i) The Association expenses all fixed assets acquired in the year purchased.
  - (ii) Membership fees are recorded on a cash basis.
- (2) The executive of the Canadian Albacore Association have changed the Association's year end from June 30 to October 31 effective June 30, 1981. This change was approved by the Membership at the Annual General Meeting held September 11, 1981.
- (3) During the year the Canadian Albacore Association purchased a mini computer to assist in the management of the Association. In keeping with the Association's accounting policy for fixed assets it has been charged to expense.

# When the chips were down, 1st. World Championships 1983.



Five out of the first 10 finishers in the '83 Worlds, used Sobstad Storer Sails.

Sobstad Storer Albacore Sails are built by Sailors actively competing in the class. The winning designs are accurately locked on to a set of mylar patterns which ensure the same fast sails for you.

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