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# **shackles & cringles**

March 1984 Volume XXII, Number 2

# ***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 April 15, 1984. The issue will be mailed approximately May 15, 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**.

**SHACKLES AND CRINGLES** is published by the Canadian Albacore Association.

Cover Photo "Goodbye Cruel Worlds"- Dennis Sherwood in AL6701-foreground. Photo by David Whitfield, Concept by Christine Forsyth

**Ed Note:** Surely David Whitfield isn't the only C.A.A. member with a camera??? We welcome submissions for cover photo. Sharp focus is preferred but not essential.

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## COMMODORE'S COLUMN

Hello! Well, Christmas has passed and the 1984 Season is fast approaching. Do you realize there are only three months, 13 weeks or 92 days left until we are "on the water" again? For those of you who also own bigger boats than Albacores, or who live in Vancouver, you will be "on the water" earlier than some of us. Either way, if you are like me, I can hardly wait! I'd trade a shovel in for tiller right now.

So now I've got you thinking SAILING let's see what's happening.

The first big happening has already happened! Shackles and Cringles has a whole new look. With our new Co-Editors, Christine Forsyth and David Harris we've been lucky to recruit creativity, talent and wit as the pages of the January/February issue demonstrated. I've received numerous compliments on our new 'gold standard' publication to which I add my own sincere thanks for a superb job. So keep those articles, race results, regatta notices and classifieds coming in. One word of caution though, please get your materials in well in advance of the deadline (see inside cover for dates) as we are determined to publish on schedule.

Many of you attended the January Boat Show in Toronto and were surprised not to find the Albacore in its usual spot near the O.S.A. booth among the many other one-design dinghies. A word of explanation is in order. In late November O.S.A. advised all sailboat classes that due to the need for more commercial space, O.S.A.'s space allocation was being reduced. To afford all the classes some advertising, O.S.A. made the decision to develop a gallery of sailboat class pictures outlining details of boat construction, costs and class organization contact persons, addresses and phone numbers. Only the Olympic class boats were actually on display. While our preference would have been to have an Albacore on display among the other dinghies, space was not available and we appreciated the need for O.S.A.'s format. Consequently instead of having two Albacore displays; ie. a C.A.A. booth display and the Ontario Yachts display, we ended up with only one. The net result was that Ontario Yachts suddenly had to accommodate the C.A.A. display unit plus the Albacore in limited space. While cramped, we nevertheless managed to draw numerous interested sailors, cultivate some new C.A.A. members and generate boat orders for Ontario Yachts. Our sincere thanks to the Kneulmans, owners of Ontario Yachts, for accommodating our need on rather short notice.

February 14-19 the Albacore display was also on hand at the Ottawa Sportsmen's show, staffed by area Albacore sailors. Thank you

Stephen Jones, Christine Elder and associates for promoting the Albacore in District 10. Watch for their announcements regarding the Ontario Championships which are being held in Ottawa at Britannia Yacht Club, July 14-15.

On Saturday, March 24 the C.A.A. and Ontario Yachts are jointly hosting Albacore Day. This is your day to come out and:

- see our boat builders' operations
- discuss a new boat purchase or old boat repairs
- learn how to become a C.A.A. measurer

Peter Crawford has been diligently creating a superb evening for April 9, 1984 at Harbourfront when the C.A.A. will host the 6th Annual Albacore Spring Seminar in Toronto. The focus will be on the Canadian talent which convincingly secured the World Albacore Championship last August in Toronto. Come and find out how they won it. In this issue you will find the World's standings, pictures taken at the Worlds and an article from Ian Rogers, Worlds Committee Chairman.

Thanks to the skillful promotion of Charlie Colman, the Albacore has been selected by the Ontario Sailing Association to host the prestigious Championship of Champions. Each year this regatta brings together the winning team from each major dinghy sailboat class to test their skills in a one-design boat. This year it is the Albacore! The June 23-24 event

(cont'd p4)



*Toronto Sailing & Canoe Club*

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Our facilities include a lakeside patio, a restaurant, bar, excellent lunch facilities, a first class race committee and hot showers.

The cost of being a member at TS & CC is among the most reasonable on Lake Ontario. For more information call Roger Van Cauwenberghe at 745-0366 or drop us a line.

will be an excellent spectator sport and has some other events attached to it in which all Albacore sailors can participate. See Charlie's article in this issue and mark the date on your calendar.

Finally a word of explanation regarding late memberships. After this issue if we have not received your membership renewal we will be dropping your name from our mailing list. If we are to maintain a balanced budget, keep membership fees at a reasonable level and maintain the C.A.A. services you have come to expect we must eliminate unproductive expenditures. Given the increasing costs of printing and mailing, Shackles and Cringles (approx. \$2.00 per issue) we cannot afford to carry non-members. Thank you to all who have renewed your 1984 memberships. To those of you who haven't, we realize you probably have been busy and may have forgotten. Trade your shovel for a pen today and write your 1984 Membership cheque. We'd like to continue to have your presence in our class.

Regards,  
ROSEMARY HELMER



"No, I do not think this is a good time to bring out the beer!"

Jeff Moody & Don Behan AL6644

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# Bye Bye Boatie

Christine Forayth

or  
(BLAME IT ON LAKE ONTARIO)

You might say I've led a sheltered life. There isn't much Toronto Harbour (inner and outer) can throw at a sailor that I haven't seen from on or under the water. HOWEVER, I can't say I was prepared for Lake Ontario in September and the Canadians in '83.

It started before I got to Ashbridges Bay Yacht Club. I pulled up behind Dennis Sherwood at the Mt. Pleasant and Eglinton Ave. intersection. I can't even find Dennis on the water from my end of the fleet, but, with my trusty 5-speed and Dennis hauling a trailer I figured there was no way he could beat me downtown. He turned left, I went straight. I lost. An omen.

It wasn't the rain, it wasn't the cold, it wasn't our combined weight (250 lbs), it wasn't the waves, it wasn't the boat, it just wasn't my day.

"Hike" I said. "Forget it" he said. We had plenty of time to argue about it, clinging to our tasteful white fibreglass hull with the woodgrain centreboard. I hit myself on the head with a paddle while demonstrating my remarkable knowledge of semaphore. I knew I'd need it someday.

He assured me my mascara wasn't running, all the while protecting me from the grim reality that the boat was sinking. At least I'd look good when my family came to identify the body.

It was probably only an hour, but a few "mind" days later the "Sarah Ashbridge" loomed large on our submerged port side. They would take women and sailors only, the boat would have to fend for its rudderless self. Dedicated community clubbers that we are, and our senses numbed by the 20 foot breakers, we actually hesitated. The word 'insurance' flashed across my bow and our minds were made up. "Come back" we begged, "it's sinking anyway".

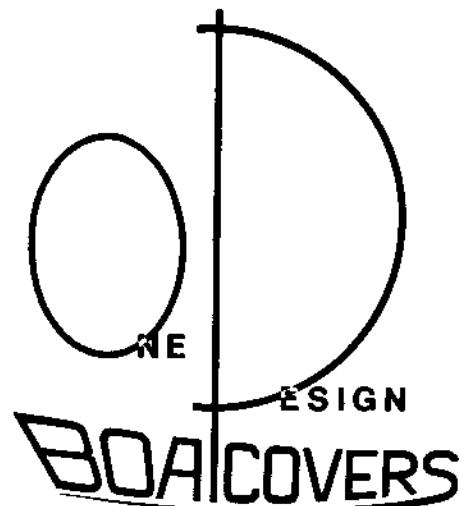
A rescue at sea. It was thrilling. It didn't even occur to me that Sarah had propellers churning away out of sight as I was being thrown against the boat. We were saved! I should have taken my chances on the Albacore with submarine tendencies.

Were we sick. I got this queasy feeling that we going to end up back in the water. And it probably would have felt better. But as in all good thrillers our story had a happy ending (sort of). Some intrepid sailors rescued our abandoned dinghy. We would survive to sail another day. (We should have cut our losses in the bar...all weekend). I guess waves don't knock sense into sailors. Even the paddle on the noodle didn't wise me up.

We lost the rudder, the whisker pole, tore the sails and sprang a leak. On the way home the mast fell down.

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IMPORTANT Until April 25th, our top Albacore cover is \$ 160.00



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## AN EARLY WARNING

Your Executive endeavors to provide a varied programme of social and competitive events throughout the year. The premier event of the sailing season is the Canadian Championships which encompasses competition at all levels and fellowship off the water.

Attendance at the Canadians has unfortunately shown a slight decline over the past few years so questions have been asked of potential competitors as to why they did not enter. Discounting the more frivolous replies, we came up with five themes:

1. I did not have any leave left and it's not worth going for just two days.
2. It is a very expensive weekend. (Clevelands and Muskoka Sands)
3. It's too late in the year, or similar variations.
4. I do not like sailing on Lake Ontario.
5. It is too far to travel. (Lake Rousseau)

As the saying goes "We hear you". Not only do we hear you, but we are taking action. In 1984 the Canadians will be sailed during the Labour Day weekend, September 1st - 3rd (responding to points 1 and 3).

They will be sailed from Geneva Park on Lake Couchiching, just 1 1/2 hours from Toronto and on the edge of cottage country. (This takes care of 4 and 5 and in some degree also point 2, because at \$ 44 per night, including three meals, Geneva Park is the best buy around).

Lastly, we have been fortunate to obtain a corporate sponsor for the Albacore Association which will enable us to keep entry costs down, and provide some interesting highlights.

Further details will follow in future issues of Shackles and Cringles. Meanwhile, put the dates in your diary, save your pennies, and make a commitment to yourself to join us for a fun weekend of sailing and socialising.

First Vice Commodore  
alias Bilbo B.

YOU ARE INVITED TO  
OUR OPEN HOUSE  
SATURDAY, MARCH 24, 1984  
10:00 TO 4:00  
COME SEE ALBACORES BEING BUILT  
VIEW ONTARIO YACHTS' ENTIRE LINE OF YACHTS  
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# ONTARIO YACHTS

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

The 1983 Canadian Championships were proof that the best laid plans of "mice and sailors" can go assunder! Much thanks is extended to Peter Brayshaw for organizing an excellent regatta. However, what Peter planned and what we experienced were two entirely different regattas. At least 10 meetings were held with A.B.Y.C. to develop the 1983 Canadians program. Peter diligently covered every topic including our paramount concern for safety, rescue and emergency procedures! Given Peter's concern for safety and the grace of God we experienced no loss of life.

Old Man weather threw the Race Committee quite a curve. The Friday weather forecast described a brisk 10-15mph wind out of the North West gusting to 20mph. What transpired minutes after the Challenger Fleet set sail, and as the Sarah Ashbridge struggled to stabilize the buoys on the Championship Fleet start line, is now history. The watchful eye of the Race Committee spotted a line squall backed up by 30+ mph winds. The "abandon flag" went up and the race for shore was on.

Fortunately we all got ashore Friday. Unfortunately the weather did not improve Saturday. And so the 1983 Canadians will be remembered as a trying close to an otherwise perfect sailing season.

However, I wish to assure you that Dennis Sherwood has been in church every Sunday since and advises me the 1984 Canadians will be graced by perfect weather conditions. You might say we've enlisted the most benevolent of sponsors.

The Commodore

The annual planning/sharing lecture meeting was held at Bronte Harbour Yacht Club on March 1st and despite bad weather for travelling was attended by 21 members from Conestoga S.C., Royal Hamilton Y.C., Burlington Boating and S.C. and B.H.Y.C..

Some regatta dates which are listed in the main calendar of events have not yet been confirmed, but these should be finalized within a few days. In addition, Bronte Harbour Yacht Club is planning an On-the-Water Training Session to be organized by O.S.A. and to be held on Sunday, June 17th, (the day after their open regatta). Details can be obtained from Don Prior 1-416-820-8587.

David Weaver brought the audience up to date with news from the Executive and afterwards David Whitfield, Past Commodore of the Association, provided a slide presentation on the 1983 Worlds. David, in his new capacity as Sales Manager for Ontario Yachts, also told us the history of the company, its association with the class, advised us of the new facility for the supply of Albacore spare parts and brought us up to date with new methods of small boat construction.

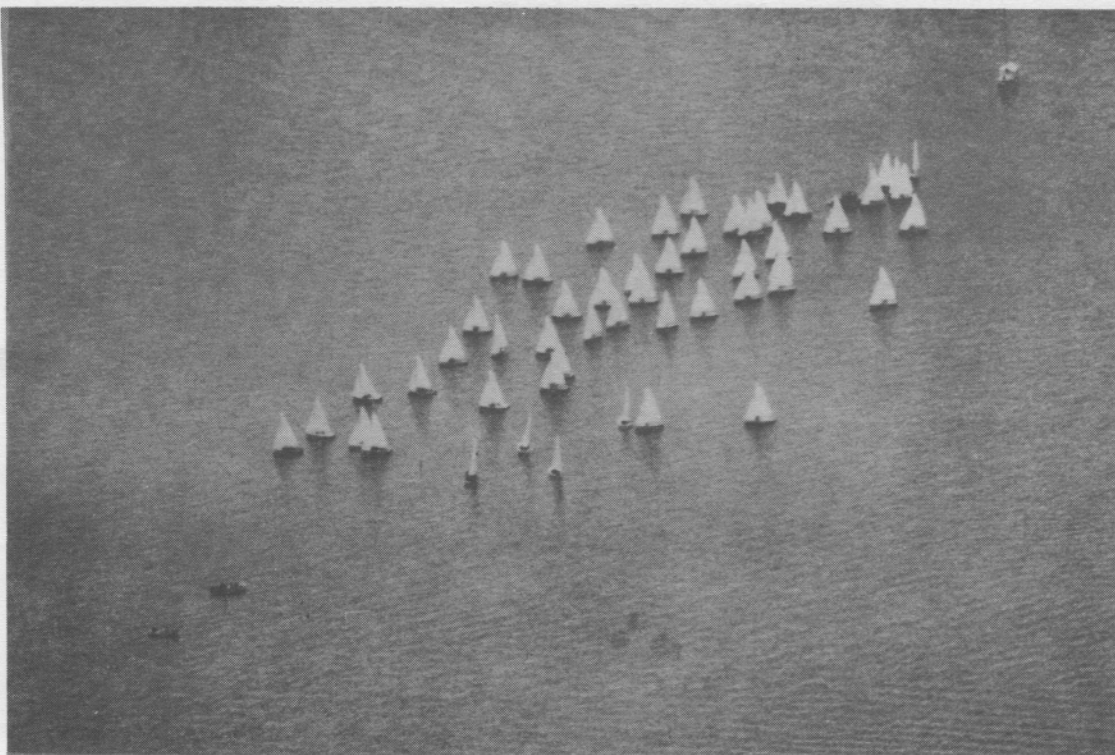
PROCTOR MASTS CANADA is looking for a summer employee. Responsibilities include rigging spars and serving customers. Work load will accommodate your regatta schedule. Applicants should be experienced dinghy sailors, used to rigging problems. Please write or call:

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#### PHOTOCONTEST

J. Langley



The Albacore Armada  
sets forth to conquer  
the Leslie St. spit.

SPRING ALBACORE SEMINAR

Monday, April 9th, 1984

Brigantine Room, Harbourfront  
(417 Queen's Quay W., Toronto)

7:30 PM - 10:30 PM

As the summer of '84 sailing season fast approaches the C.A.A. would like to help you start off the season:

Join Us at THE 6TH ANNUAL SPRING ALBACORE SEMINAR

The program will include an opportunity for you to:

SEE: Slides and film on the Albacore Worlds and the America's Cup

HEAR: Guest Speakers;

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ALAN HUMPHREYS on Safety and Boat Handling in High Winds

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BARRY and GARY POYNTZ  
ANDY CUMMING  
ALAN HUMPHREYS

The C.A.A. Executive invites you to come and join in the fun. New Albacore sailors most welcome!

Refreshments will be served. For further information contact: Peter Crawford, Rear Commodore  
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1st	2nd, 3rd, 4th	1st	2nd, 3rd



# Stuart Walker TACTICS

## Port End Starts — Part I: The Rules

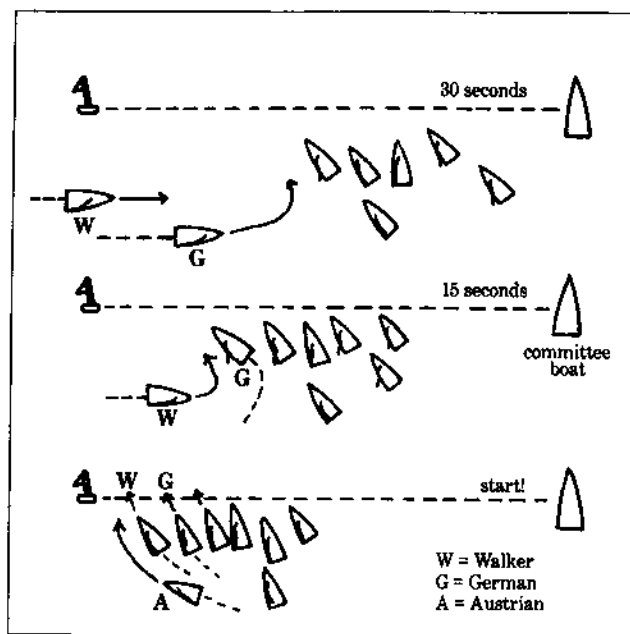
At Lake Garda in northern Italy, cold air (sinking to the lake's surface) flows from the north down the slopes of the Alps each night and morning, and warm air (seeking lift-off) flows from the south up the slopes of the Alps each afternoon. Each wind is channeled and deviated by the 1,500-foot cliffs that rise precipitously on either side of the northern end of the lake. Racing at Garda is usually conducted in the afternoon *Ora* (breeze). To take advantage of the deviation of the *Ora* about the promontories along the eastern shore, it often pays to start at the port end of the line and to lead the fleet on a long starboard tack toward that shore. We experienced a variety of vicissitudes when repeatedly attempting this start during the 1983 Trofeo Dino Schiesaro Series sailed in Solings.

At one start, with 45 seconds to go, we tacked to port from a position beyond the leeward end of the line and approached the fleet jiggling down the line on starboard. One of the Germans who had been doing well in the series was ahead of us and to leeward, and as we passed the port-end buoy with 30 seconds to go, he tacked and established himself on the lee bow of the fleet. He was about 75 feet from the pin, ragging his sails on a nearly closehauled course, close under and controlling the next boat to windward. All the nearby boats were lined up side by side within a few feet of each other, and all were limiting their speed so as to avoid arriving at the pin before the gun. Seventy-five feet in 30 seconds is a speed of 1.5 knots, a speed easily maintainable by Solings on an approach to a start. If we tacked under the Germans, there would be room for us and an opportunity to slow the fleet sufficiently to maintain that room.

We were coming in a little faster than optimal so I headed down a bit before swinging up to tack beneath the German. I steered so as to be head to wind with my bow aimed a few feet from his transom, held the head to wind position until I was close aboard and sufficiently slowed, and then completed my tack with my bow just forward of his shrouds. We slid farther forward, gradually slowing, on a closehauled course until we were bow-to-bow. Other boats farther to windward appeared to be even closer to the line. We had room to put our bow ahead of his without being over. The pin was about 30 feet to our left. "Fifteen seconds!"

We wanted to stay where we were, to gain no more speed than we had until about five seconds to go. (We could use up that 30 feet in six seconds at three knots.) The German, with very little way on, was sliding to leeward into us. I called, "Keep her up." (He may not have been fluent in English, but he knew what I had in mind.) I didn't want to force him over the line early, but I didn't want him to ruin my start by plastering himself against me either. "Ten seconds!" We were

*This month Stuart Walker begins a three-part series on "Port End Starts." Part I deals with "the rules" that come into play during the maneuvering for this start, Part II will take a look at "the offense" — going for that ideal start right at the pin — and Part III will turn to "the defense" — how to start on starboard farther up the line when going for the pin end start appears too hazardous.*



slowing down a bit too much now, and there was still 20 feet of water between us and the mark. "Eight, seven," "Let's go — trim the jib." I bore away slowly so as not to swing my stern into the boat to windward. "Five."

Suddenly a pale blue bow appeared at the periphery of my vision to leeward between us and the mark! An Austrian was roaring through to leeward! "Three, two, one!" He was bow-to-bow with us as the gun fired and we crossed the line. Somehow he had timed a perfect start and had slid a six-foot-plus-wide boat through a seven-foot gap between us and the mark. Well, we had the second best start, were headed in the right direction, and had the rest of the fleet under reasonable control. But it had been a close start. What were the rules that applied and who had right of way?

When we had headed back toward the line on port from our position beyond the pin, two rules had been pertinent. Although Rule 36 (Opposite Tacks — Basic Rule) required us to keep clear of all the starboard-tack boats, Rule 35 (Limitations on Altering Course) required them not to alter course to prevent or obstruct us from keeping clear. Thus, when we approached within risk of collision, the starboard tack boats were prohibited from altering their courses (the ones they had been on prior to our arrival) in such a way as to interfere with our tacking alongside them.

If, while approaching on port, we had passed one (or more) yachts and subsequently attempted to tack and intervene between two of them we would have been subject to Rule 42 (Rounding or Passing Marks and Obstructions). Only if we could have done so in safety could we have stuck our bow between two boats hovering near the line. "A yacht clear astern may establish an overlap between the yacht clear ahead and a continuing obstruction, such as a shoal or the shore or another vessel, only when at the time there is room for her to pass between them in safety." This is usually taken to mean that if the distance between the outstretched boom of the windward boat and the topsides of the leeward boat is less than the beam of the boat attempting to intervene, the latter has no right to do so. In waves and gusty winds when it is difficult to maintain a straight course, the size of the required gap will be even greater. A boat may not push into a four-foot gap and call upon a windward boat to sheet in, get moving and provide her with room.

These limitations pertain to establishing an overlap. A boat with an established overlap has the same rights as she would in a mark rounding. If an overlap is properly established ("when the yacht clear ahead is able to give the required room and is outside of two of her overall lengths of the

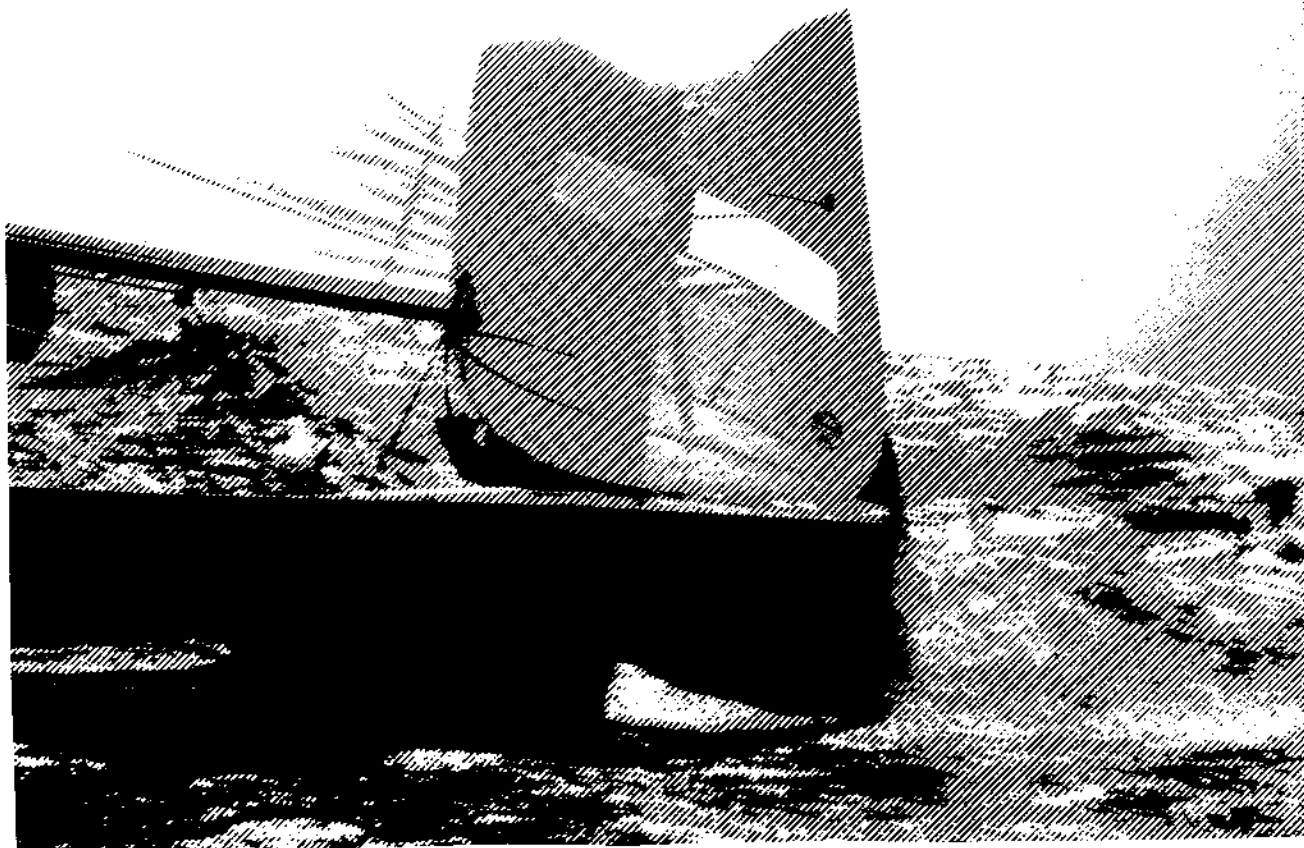
obstruction . . .”), the outside boat must give the intervening boat room to pass between her and an obstruction (e.g. a right-of-way yacht clear ahead or to leeward). If two overlapped boats are returning on port, for example, and the leeward boat heads below an approaching starboard tacker, then the windward boat is entitled to room to pass below that starboard tacker, also. The windward boat therefore has some control over her approach situation and can pick the hole into which she wishes to tack. The same rights apply to the intervening boat of two starboard tackers reaching along behind a group of boats nearer the line. If the intervening boat has established her overlap in time (prior to the outside boat’s coming within two boatlengths of the boat ahead), she is entitled to room to pass behind any boat (obstruction) that the leeward boat also passes behind. By this means she, too, has some choice regarding the hole into which she wishes to slip.

When we tacked ahead of the row of starboard tackers, we were subject to Rule 41 (Changing Tacks — Tacking and Gybing), i.e., we were required not only to keep clear while tacking but to tack “far enough from a yacht on a tack to enable this yacht to keep clear without having to begin to alter her course until after the tack has been completed.” We did not acquire right of way and could not expect the boat we were tacking beneath to begin to move out of our way until we had completed our tack and had fallen off to a close-hauled course (regardless of our sail trim). Only then could we luff up under the windward boat, stop her, and protect our hole to leeward.

Once the leeward, right-of-way status was acquired, we were subject to Rule 40 (Same Tack - Luffing before Starting). We were allowed to luff “slowly and in such a way as to give a windward yacht room and opportunity to keep clear.” Rule 40 is not an exception to Rule 35 (as is Rule 38: Luffing after Starting), and therefore, even when assuming a proper

course to start, a leeward yacht may “not so alter course as to prevent the other yacht from keeping clear.” This presumably means that the overlap should not be established so close aboard nor a subsequent luff pressed so close aboard that the windward boat is unable to keep clear. The windward boat is, however, required by Rule 37 (Same Tack — Basic Rules) to attempt to keep clear, i.e., she must make it evident that she recognizes that the leeward boat has right of way and that she is responding. The problem lies in the variation in leeway between boats moving at different speeds. As the leeward boat establishes its overlap, it should allow for the initially greater leeway of the slower moving windward boat. Subsequently (at least theoretically) the windward boat should accelerate, if necessary, to match her speed and leeway to that of the leeward boat. Otherwise she will be unable to fulfill her obligation to keep clear.

When we bore away to go for the line, with a boat roaring up from behind trying to fit between us and the mark, a special set of rules applied. First, according to Rule 37.3 (Same Tack — Transitional), any boat establishing a leeward overlap from clear astern has to give the windward yacht “ample room and opportunity to keep clear.” Second, once an overlap is established, the rules that apply are Rule 37 (Same Tack — Basic Rules) and Rule 40. In our case, the buoy-room rule (42.1) didn’t apply because we were at a starting mark surrounded by navigable water. The “Anti-Barging Rule” (42.4) didn’t apply either because the intervening boat was to leeward, not windward, of the outside boat. We did not have to give the Austrian room to fit between us and the mark; however, as windward boat we had to keep clear, and he was within his rights as long as he gave us time and room to keep clear of any luff on his part, and as long as he didn’t luff above closehauled until he had established luffing rights. Both our starts had been altogether proper, and we deserved to be where we were — near the front of the fleet. ●



## BOATS FOR SALE

**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. 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. 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. Contact: Dave Adam (Toronto) 416-781-6113.

**ALBACORE #6862** - North American champion "Blondie". Fully rigged with trailer and much more. \$ 3,500. Contact: Nanette Gahn 201-775-5881 or Paul Pezzutti 201-842-5672.

**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. Wiscot Albacore trailer, Price \$ 300. Dolly, Price \$ 100. Cover, Price \$ 100. Contact: Ross Beauchamp, Res 519-885-0891. Bus 519-885-1211, Ext 3655.

**Tremendous Deal...Must sell due to new arrival (It's a boy!) Rondar hull, Proctor spars, Harken magic box, boat trailer, cover. \$ 3,100. Includes new jib (used once) and new main. This boat has done extremely well in many regattas. Hull is in super shape. For further info contact Dave (416) 923-8416 or (416) 486-5755 at home.**

**ALBACORE #4420** - Skene fibreglas hull in excellent condition with spare sets of sails, good racing record. Including trailer \$ 2,500. Phil East (Ottawa) 613-828-1275.

**ALBACORE # 480** - Beautifully finished race equipped wooden Fairey-Marine, excellent race record including Harbour Master winner 1981, boat covers and dolly. Contact Mike Owen 461-9432 Bus., 466-7311 Res.

**ALBACORE #7014** - Skene white hull with orange deck, two suits of sails (Storer/Raudaschl), Proctor spars, mast ram, jib luff power box, tactical compass, Elvstrom bailers, top cover, dolly and trailer. Asking \$ 3,200. Contact Jamie Vallance (Toronto) 416-698-2166.

**ALBACORE #6266** - 6-H-Builder's own boat. Excellent condition; Airex foam sandwich hull and decks. Many racing extras including 2 suits sails; Fogh spars; Harken blocks, all controls to centre console. Would deliver to 200 mile radius from Kingston. Asking \$3,500. Contact: Kay Cartwright, Box 758. Kingston K7L 4V6. Phone Home: (613) 546-7990; Office: (613) 544-6212.

## EQUIPMENT FOR SALE

**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.

**USED SAILS** 2 suits. Excellent condition. 1 1/2 seasons. Call Charlie Colman (416) 445-1473 Evenings.

**McNamara Jib** - new October 1981, Storer Main - new late July 1982, good condition \$ 180, Proctor Boom, hexagonal section, adjustable outhaul - new 1981, but little used since \$ 160 call Peter Brayshaw (Burlington) 416-632-8586.

## WANTED

**CHEAP MAST, Boom and Rudder.** Contact Peter Williamson, Home 769-3395.

**FIBREGLAS ALBACORE** Must be in good condition and have a measurement certificate. Please contact Bob Widdowson at Res. 416-960-1121, Bus. 416-863-3764.

**DOLLY** for an Albacore. Prefer minimum width to fit the hull. Please contact Werner Sommer, (416) 282-7000.

## SPONSORED

## RACE TRAINING WEEK

- WHEN:** Sunday, July 8 from 4:00 pm to  
Friday, July 13, 1984 at 4:00 pm
- WHERE:** St. Jamestown Sailing Club  
Outer Harbour, Toronto, Ontario
- WHO:** Any C.A.A. or U.S.A.A. Member  
Participants must bring an Albacore  
Limited to 20 boats, 40 persons
- WHY:**
1. To improve your racing skills under expert coaches
  2. To meet and sail with other Albacore racers and coaches
  3. To spend one holiday week, having fun, practising your favourite sport...sailing!!
- COURSE FEES:** \$ 150.00 per person  
Includes: 5 days of personalized coaching, lunch and 2 nutrition breaks per day, evening sessions with films and guest experts

## FOR MORE INFORMATION:

Write: Rosemary Helmer  
Canadian Albacore Association  
P.O. Box 1028, Station Q  
TORONTO, Ontario  
M4T 2P2

Watch for Application forms in May/June Issue of Shackles & Cringles.

The Ottawa area (District 10) is going to have another very active year this year. We are all excited about having the Ontario Championships here in July, particularly as it is a qualifier for the 1985 Worlds in Weymouth, England (my home town, incidentally!).

The dates for our local regattas are given below...please come and join us. If you require accommodation for any of them, including the Ontarios, please call Marilyn MacDonald at home (613) 226-2588, or work (613) 226-8528, who will be happy to billet you with some unsuspecting local sailor.

## Regatta Dates

(Q) Lac Deschenes S.C.	June 16/17
G(Q) Gatineau River Y.C.	June 30/July 1
National Capital Regatta	July 7/8
* (Q) Ontario Championship	July 14/15
(Q) Nepean S.C.	July 28/29
(Q) Sail R.A. Don Rantz Regatta	August 11/12
Area 10 Championship at Nepean	Sept 15/16
Lac Deschenes S.C. Turkey Regatta	Oct 6/7

- (Q) Qualifier for Canadians 1984  
G Gooderham Series  
\* Qualifier for Worlds 1985

## Another Date - April 7, 1984

O.S.A. all-day Seminar at Ottawa University followed by a "Dinghy Party" at Britannia Yacht Club...call me for details.

Stephen Jones  
Area 10 Representative  
(H) 613 226-2588  
(W) 613 995-4058

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## AN OBSERVER'S IMPRESSIONS

Our Editor has asked me for my impressions of the Toronto Worlds and the night after the day before has created untold visions. Long lines of Albacores in a crescent between pin and boat. Small boats rising up and over easterly rollers or falling off them on the downwind slide. Clever skippers using Lake Ontario's unheard of current to increase a non-existent apparent wind to make astonishing gains around and through astonished opponents. These and many more are my first impressions which will go down as indelible with my memory of earlier Worlds.

As an impressed observer of each and every race I became enthralled with the steady, ever upward progress of the new World Champions. The Poyntz brothers did it again with an impressive display of skill and intelligent sailing that kept them in the money at the end of every second beat. They rarely made mistakes and when they did, they knew how to rectify them and move up through boats that would be easy winners in most fleets. This was the mark of the true champions and by the end of the fifth race, I, like most observers, felt that the writing was on the wall.

At that time, four boats were still in contention besides the Poyntz's. Paul and Martha Henderson had sailed almost as steadily and sometimes more brilliantly than the ultimate winners. Jon Webb and Peter Aiken, the defending Champions, showed their total control in Wednesday's heavy going but had problems being consistent when the air got light. Andy Cumming and Allan Hynes showed good speed in the heavy and light but lacked the consistency that was needed to win. Finally there is the impression of Alan Humphreys and Tom Payne blowing the clew out of their main on the heavy Wednesday. Until then they had sailed with the consistency of the Poyntz brothers and seemed to have the edge in the heavy air. Despite this mishap they never stopped trying and were the popular winners of the Anton MacNamara Trophy for the final race.

In the Friday races the Poyntz brothers continued their consistency and the red British boat and the Humphreys-Payne combination dropped from contention. On the Saturday morning it was apparent that only the Henderson's and the Cumming-Hynes boat had any serious hope of overtaking them. The pleasant 6 to 8 m.p.h. breeze was obviously to the liking of the Poyntz brothers and once again they sailed fast but conservatively to a third place finish and the title.

And what of the other boats and crews? From the U.S., John Luard and Toni Gahn were a

continual threat as were the Ewings in their exquisite new 'Vixen'. Challenging with these boats were the Moodys, father and son sailing two beautiful wooden hulls out of South Muskoka.

Perhaps my most fond memories of the Toronto Worlds was not the success of the winners and runners-up, but the skill and tenacity of some of the teams sailing older glass boats. John Ashby and Steve Parcell in No. 4659 showed that a McGruer and Clarke hull well developed and maintained can still finish in the top dozen in the Worlds. Even more long of tooth is the magnificent 'Applecore' sailed by Reg and Molly Forth. In race after race No. 3236 was up in the front challenging with the best and proving that new and expensive boats are not necessary for top performance. To John and Steve and Reg and Molly my congratulations for superlative efforts and our thanks for showing us all a little of the art of the possible.

And so, but for a final accounting, the file is closed. My thanks to Haakon Kierulf for asking me chair the Worlds. I am glad he was so persuasive in talking me into it because it is an experience I enjoyed immensely and shall never forget.

Ian Rogers  
Al. 6400



D. Whitfield

WORLD CLASS

Barry & Gary Poyntz

WORLD ALBACORE CHAMPIONSHIP RESULTS

POS.	SAIL NO.	SKIPPER/ CREW	CITY/ COUNTRY	RACE 1	RACE 2	RACE 3	RACE 4	RACE 5	RACE 6	RACE 7	RACE 8	FINAL POINTS
1	KC 6731	B. POYNTZ	TORONTO	1	5	2	(8)	5	3	3	3	40.1
2	KC 6641	G. POYNTZ	CANADA	(28)	2	4	4	11	6	1	2	50.7
3	KC 6660	A. HYNES	CANADA	16	1	6	(Dnf)	2	2	6	1	51.4
4	KC 7141	A. HURFREYS	TORONTO	4	6	1	(9)	9	1	4	5	52.7
5	K 7162	T. PAYNE	CANADA	2	10	(23)	1	1	15	5	6	61.7
6	US 7362	M. HENDERSON	CANADA	41	3	(34)	2	3	13	8	7	100.4
7	KC 6644	J. LUARD	NEW JERSEY	(Dsq)	16	5	14	8	7	9	4	102
8	K 6702	T. GAHN	U.S.A.	(27)	7	17	3	4	16	7	15	105.7
9	US 7311	J. MOODY	TORONTO	19	8	14	17	(Dns)	8	2	8	113
10	KC 6999	E. EWING	U.S.A.	(Dsq)	13	3	11	6	11	22	19	123.4
11	KC 6841	R. MOODY	CANADA	(51)	9	11	6	YMP	4	21	22	124.5
12	KC 4659	M. HART	BARRIE	3	11	7	(49)	44	5	19	10	136.7
13	KC 6803	R. STORRE	CANADA	23	4	(41)	10	10	24	18	9	138
14	US 7130	J. CURTIS	TORONTO	8	(30)	30	7	12	27	11	24	161
15	K 7174	J. ASHBY	NEW JERSEY	(39)	23	26	5	7	19	13	31	165
16	KC 6626	M. PARCELL	U.S.A.	18	12	22	16	20	20	26	(32)	176
17	US 7117	M. EWEN	HAMILTON	(37)	17	28	12	23	34	10	12	178
18	K 6695	J. EWEN	CANADA	35	(47)	37	21	19	10	15	11	190
19	US 6862	D. WALLERSTEIN	WASHINGTON	(48)	21	29	28	14	9	24	26	193
20	KC 6628	K. BURR	U.S.A.	(Deq)	19	15	27	37	14	33	21	208
21	KC 7000	I. FLEMING	SCOTLAND	38	31	9	(40)	26	33	16	14	209
22	US 6355	K. GIBB	CANADA	31	26	(33)	18	17	18	32	28	212
23	KC 6494	N. GAHN	NEW JERSEY	22	(43)	19	26	29	17	25	33	213
24	US 7355	P. PEZZUTTI	U.S.A.	(52)	25	27	20	25	39	23	16	217
25	KC 3236	D. TREISSMAN	TORONTO	13	18	38	36	39	12	27	(43)	225
26	KC 6656	F. EGAN	LAKEFIELD	34	15	21	(Dnf)	40	45	17	13	227
27	KC 5852	B. MURDOCK	CANADA	10	38	35	22	16	(46)	45	29	237
		A. MURDOCK	CANADA									
		J. LAWSE	NEW JERSEY									
		S. LAWSE	U.S.A.									
		R. FORTH	LAKEFIELD									
		M. FORTH	CANADA									
		J. HATELY	TORONTO									
		P. DNEIFER	CANADA									
		D. WEAVER	CAMBRIDGE									
		M. SPACKMAN	CANADA									

27	KC 6433	J. PAWLIK	TORONTO	42	(45)	40	23	31	21	20	18	237
29	KC 7098	J. DUNLOP	CANADA	6	33	18	25	34	(48)	38	42	237.7
30	KC 6701	B. BAXTER	BURLINGTON	15	14	(55)	34	28	36	34	40	243
31	K 6669	M. BAXTER	CANADA	25	27	8	32	22	50	47	(51)	253
32	KC 5240	D. SHERWOOD	TORONTO	11	29	20	(50)	45	42	41	30	260
33	KC 6141	K. SHERWOOD	CANADA	21	20	39	33	21	30	(Deq)	55	261
34	US 7307	K. AYRTON	WASHINGTON	26	24	25	30	30	41	44	(54)	262
35	US 6897	G. WICKENS	U.S.A.	24	41	13	29	46	32	(Deq)	46	273
36	KC 5671	D. RUDDY	NEW JERSEY	36	36	24	39	33	25	50	25	274
36	KC 6655	C. RUDDY	BURLINGTON	49	35	(58)	13	15	54	30	36	274
38	K 1751	D. YOUNG	CANADA	29	51	49	24	(Dnf)	29	39	23	286
39	KC 7099	N. YOUNG	SCOTLAND	56	56	44	15	13	37	28	53	288
40	US 7308	E. DUYNSTEE	MISSISSAUGA	9	(Dnf)	32	31	38	53	55	34	294
41	KC 5009	F. HUYBERTS	CANADA	30	28	43	52	(Dns)	35	36	37	303
42	KC 7256	R. THOMAS	WASHINGTON	44	44	45	53	42	22	12	45	305
42	KC 7363	D. YAP	U.S.A.	40	22	16	38	(Dns)	Dns	Dns	27	305
44	US 5403	B. KENNEDY	TORONTO	34	34	10	44	36	47	42	52	307
45	US 6892	C. BAYLY	BUFFALO	50	50	36	48	(Dnf)	28	51	48	315
46	K 6519	S. FERRY	U.S.A.	44	49	51	19	24	(Deq)	40	47	316
47	KC 97	J. ETCHES	SCOTLAND	7	37	12	Dnf	(Dns)	44	56	59	317
48	KC 7366	H. KIERULF	VANCOUVER	14	58	46	(Dnf)	Dns	43	35	20	318
49	K 1781	A. KIERULF	CANADA	45	42	42	(51)	47	26	31	44	319
49	KC 6460	D. GRIFFITHS	TORONTO	32	32	54	35	18	(Deq)	49	57	319
49	KC 6658	R. MILLER	CANADA	17	39	47	47	48	31	48	(56)	319
52	US 6896	G. INNES	LONDON	47	52	(56)	42	27	40	37	35	322
53	K 6782	P. ROBINSON	CANADA	5	53	31	43	49	(55)	54	50	326
54	KC 6997	L. SAFRATA	TORONTO	(Dns)	Dns	Dns	Dnf	Dns	23	14	17	336
54	K 7159	H. POULTNEY	CANADA	46	(57)	57	37	32	38	43	41	336
56	KC 7200	A. STUART	OTTAWA	43	(55)	50	41	41	49	46	39	351
57	KC 3103	D. WOODLEY	CANADA	36	46	48	46	43	51	52	(60)	364
58	US 5973	S. JONES	OTTAWA	33	40	52	45	(Deq)	56	53	58	373
59	US 7125	R. SOOSALU	CANADA	50	48	53	Dnf	(Dns)	52	29	49	383
60	K 6854	P. WHEELER	BUFFALO	20	54	(Dns)	Dns	Dns	Dns	Dns	38	394
		S. SUDDRETH	U.S.A.									
		B. BUCK	WASHINGTON									
		P. ALLAN	ENGLAND									
		M. ZEIDLER	ENGLAND									

## 1984 Championship of Champions

The C.A.A. booth was located in the Ontario Yachts display at the 1984 Toronto International Boat Show. Despite some space limitations, there was much interest in our booth and the excellent quality Albacore supplied by Ontario Yachts. Attendance at the show was 146,000, up 6% over 1983, and although only one Albacore was actually sold by Ontario Yachts, interest in the class is strong; no doubt due to a better economy and a now proven boat builder.

The staffing of the display was organized by T.S. & C.C. sailor Derek Griffiths. Among the Toronto clubs who participated were St. Jamestown, Outer Harbour C.C., Westwood S.C., North Toronto Sailing Club, Mooredale, R.C.Y.C., and T.S. & C.C.. The C.A.A. wishes to thank all members who assisted in the show by contributing time to man the display.

The 1984 Boat Show has been an excellent opportunity to show off our boat and promote the programs of the C.A.A., demonstrating to new and old sailors the desirability of owning an Albacore.

The Albacore has been chosen as the host boat for the 1984 Championship of Champions regatta sponsored by The Ontario Sailing Association and CYA. This regatta will be held on the weekend of June 23/24 in Toronto's Outer Harbour and will follow a "Collegiate" format whereby short races will be held with boat rotation following each race. Competitors will be the current Canadian Champions of one-design classes.

This high profile regatta is only going to be possible because several community clubs have agreed to act as hosts and provide the Albacores. We know we are going to provide first-class racing and "spectating" as our Canadian Champions fight it out for the top honour.

We believe that the Albacore is just the boat needed for this Championship because of its high-performance tactical abilities. Sailors in Canada are familiar with the Albacore and will certainly feel comfortable with the choice of boat.

Mark the weekend off as an occasion to see good racing (live and on video), question the champs about all those good moves they made, and enjoy a good party.

Charles Colman

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Ted Turner, the Aga Khan, current I.Y.R.U. President Beppe Croci, Paul Phelan, Paul Henderson - what do all these famous sailing names have in common? The answer: They've all owned yachts built by Dirk Kneulman, owner of Ontario Yachts, the licensed builder of Albacores.

It's not surprising really, because "Dick" (as he's called to distinguish him from his son Dirk Jr.) has been building yachts since he was 14, in his native Amsterdam. At that young age Dick announced to his family that he was going to build his first boat. The family all pitched in to help him acquire the necessary materials and Dick was unknowingly taking the first step in a yacht-building career that has spanned more than 50 years.

After high school Dick attended a technical school to pursue his interest in yacht building. At first he built small sailing boats, but then he became interested in Rie, who subsequently became his wife. Rie was a competitive kayak racer and Dick decided to win her heart by building and racing his own kayaks. Both efforts were successful. After World War II Dick and Rie operated a small marina and boat building operation in Amsterdam.

Having decided to emigrate to Canada in 1951, Dick worked for ten years in the general contracting business, but he got the bug again to get back into the yacht building business. So, in 1961 he formed the original Grampian Marine (in their pre-Albacore days) along with John Burn and Jim Bissiker. The plant was constructed next door to the Kneulman's home in what was then the rural lands near Oakville.

One year later, the partners decided to pursue different parts of the boat business, and so Dick and Rie started Ontario Yachts - using one week's salary as the original capital. In those early days they built Snipes, did boat repairs and manufactured ash sail battens. Dirk Jr. recalls the work sessions where his parents and sister Margie (now a Vancouver social worker) would cut, sand, drill and varnish the sail battens for world export.

The Kneulman's reputation as craftsmen soon spread and the shop became the centre for outfitting most of the racing yachts from the R.C.Y.C.. Dick attributes that early business from so many R.C.Y.C. sailors as the key element in the firm's development. Ben Colenbrander, Paul Phelan's right hand man and regular crew on many of Paul's successful Dragon ventures, recommended Ontario Yachts to his fellow club members and soon a steady parade of boats came to the shop for preparation before major regattas.

Soon the business changed. Instead of outfitting and repairing yachts made elsewhere came the requests to build 5.5 metre yachts - those sleek wooden racing machines which were the centre of grand prix racing in the 1960's. In total seven were built. Such international sailing stars as Ted Turner (who purchased Stan Leibel's "Tiger"), Beppe Croci and the Aga Khan have all owned Ontario Yachts-built boats. Turner eventually won the World 5.5 Championship in an Ontario Yachts-built craft. In his southern drawl Turner used to refer to his boat as the "faaaaastest 5.5. in the woooooorld".

At the same time came other requests to build yachts. George Cuthbertson (in his pre-C&C Yachts days) brought the firm his metal hull CN 35 for outfitting. That relationship continues through to today. Most of the yachts built by Ontario Yachts Co. Limited are designs executed by the design team at C&C for the firm.

Despite this new interest in large yachts Dick continued to build dinghies - the 13'4" Spindrift and later the fibreglass Flipper.

Until 1967 all the firm's construction had been of wooden boats and Dick resisted the move to fibreglass. But the writing was on the wall so the move to fibreglass production was (reluctantly) made, and the firm produced the first of the very successful Viking 28 racing yachts. The boat was an instant hit and the firm continues to produce these economical yachts today, both as complete boats and as kits.

From that initial success came the Viking 33 (also a C&C design) in 1971 - another entrant in the racing yacht field. With a minor hull modification the yacht is still built (now called the Viking 34) and continues to outperform yachts costing many times the price of the Viking 34. Just last year one of the Viking 34's placed first overall in the "Swiftsure Trophy Race", the west coast's most prestigious offshore race.

Production on a smaller daysailer with a cuddy cabin - originally called the Viking 22, but recently redesigned and renamed the Gazelle, began in 1970.

Later in 1975 followed the Ontario 32, aimed squarely at the cruising market. This boat continues to draw praise from its owners for the quality of construction, layout and performance. The yacht has enjoyed world wide sales. Three years later in 1978 a sister ship, the Ontario 28 (now Ontario 29) was added to the shop's line as a slightly smaller cruising yacht.

The firm's reputation for its racing yachts was solidified with the introduction in 1975 of the Etchells 22. A group of R.C.Y.C. sailors were keen to start a fleet of these sleek racing machines but were frustrated by the lack of a Canadian builder. With the assistance of Paul Henderson the Etchells class agreed to appoint Ontario Yachts as one of its licensed builders. Today the Ontario Yachts-built E22 is one of the most sought-after racing yachts in the world. About 3/4 of the shop's production goes for export to the U.S.. At last year's World Etchells Championship, held in Long Island Sound, seven of the first ten yachts were all made by the Kneulmans, including champion Dave Curtis and second place finisher Dirk Kneulman Jr.

For those not familiar with the Etchells 22, the yacht was designed by American yachtsman Skip Etchells. It's actually 30' long, but only 22' on the waterline, hence its name. The Etchells soundly thrashed the Soling the selection trials to replace the 5.5 metre as the Olympic three-man keel boat, but the boat had one major defect. It was designed by an American, and the Europeans were not going to allow the U.S. boat to be selected ahead of the European-designed Soling.

Instead of being the death knell for the class this rejection spurred on interest in the class where today it dominates the three-man racing market in Canada, the U.S. and Australia. When YACHT RACING AND CRUISING held its "Hall of Fame Regatta" in 1982 they selected the Etchells as the yacht for the competition. The starting lines for major Etchells competitions reads like a "Who's Who" of yachting.

While Dirk Jr. is now widely regarded for his skill as a helmsman, he didn't start sailing as early as one would have thought. Business pressures kept his parents tied-up on weekends and so young Dirk only started to sail in the junior sailing program at the local Oakville Yacht Squadron when he was 15. Encouraged by two local sailors, Ted Haines (now product manager for Captain Morgan's Rums and heavily involved in promoting sailing), and Dave Belford (proprietor of Oakville's Dock 16 chandlery), Dirk's interest in yacht building was fuelled by his new-found interest in dinghy racing. In Snipes he won the Canadian Championships on two occasions and placed third in the hotly-contested U.S. Mid-winters, the highest ever finish by a Canadian sailor in that event.

The booming interest in Lasers attracted Dirk and he soon was sailing at the top of that fleet, along side his close friend Terry Neilson. Dirk finished third and fourth in Canadian Laser Nationals and competed at the Laser Worlds in Brazil and at Kingston. Soon

there was pressure to sail in the Etchells fleet, and despite the fact that Dirk had never sailed in a boat with a spinnaker before, he helmed his boat to sixth place overall in the 1979 Etchells World Championship held at the R.C.Y.C., ending up with a first in one race, and top Canadian in the regatta. Subsequently he has added the Canadian national Championship and the second place finish at last year's world championship.

Both father and son are much sought after for their expertise as yacht builders and repairers. Dick has twice served as the boatwright for the Canadian Olympic sailing team, in Acapulco and at Keil, while Dirk served as boatwright for last year's Canadian Pan Am team.

In 1967 the firm was selected to build all the Snipes which were sailed at the Pan Am Games held that year in Gimli, Manitoba.

Today there are three Kneulman family members in the firm. Dick is the president and can regularly be found crawling in and around his yachts, while Rie is the vice-president and runs the financial side of the business. Dirk Jr. supervises the Etchells shop and Albacore dinghy production. The other key person in the operation is John Van Dasselaar, a fellow Dutchman, who has been with the firm almost from its beginning.

It was with this background that the Canadian Albacore Association approached Ontario Yachts in the fall of 1982 to become its new builder, following the unfortunate demise of Skene Industries. Faced with the sudden loss of the class's builder, the C.A.A. approached several leading sailors who knew the capabilities of the Canadian boat building industry. Their unanimous recommendation was to ask Ontario Yachts Co. Limited to become the new Albacore builder. Invariably two things were mentioned: the firm's reputation for quality construction, and their reputation for being on the leading edge of fibreglass technology.

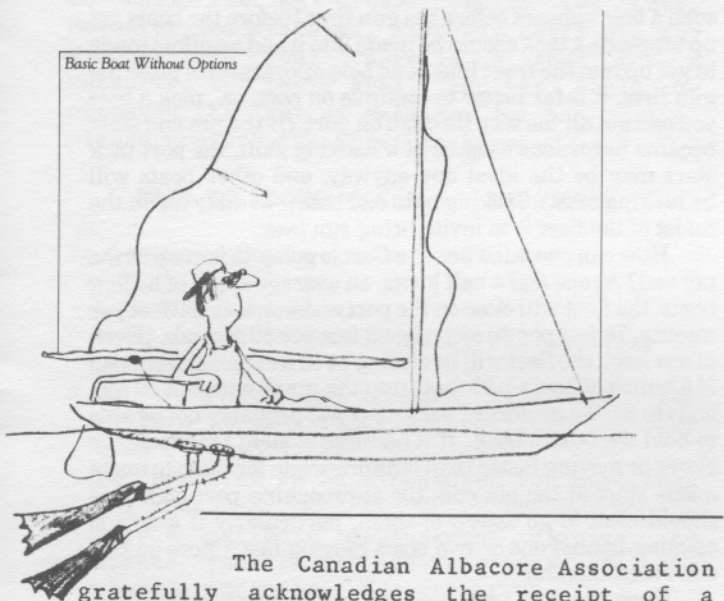
And so it is that Ontario Yachts enters its second year of Albacore production. With one year's experience behind them, 1984 already is showing that it will be better than the first year. Anyone considering acquiring a new Albacore should not delay as production dates are filling quickly. In addition to the Albacore the firm is presently producing International 14's for Bruce Boatworks, a firm owned by Jay Cross and Jamie and Hugh Kidd. These foam core dinghies are the centre of a great deal of attention in the performance dinghy market.

There's nothing that Dick enjoys more than proudly showing customers around the shop -

whether it's to point out the detail in the cabinetry of a Great Lakes Trawler, or the solid glass lay-up of an Albacore. The Kneulmans are always happy to talk boats with sailors. They invite everyone to visit the plant for the Open House on March 24, between 10 and 4, or any other time by appointment. A phone call is all that's needed to be sure Dick is available.

A new chandlery is being built in the front of the plant where you'll always be able to get marine supplies, fittings and repair items for your Albacore including rudders, centreboards, gaskets etc. It is hoped that this new facility will be of great assistance to both local sailors who can visit the store, or to those distant sailors who will be able to get parts by mail.

Basic Boat Without Options



The Canadian Albacore Association gratefully acknowledges the receipt of a Wintario Grant through the Ontario Sailing Association used to support the 1983 World Albacore Championship.

In keeping with the Association's policy to provide our junior sailors with the chance to enjoy first class competitive sailing at a reasonable cost, the 19 and under Junior Championships will be sailed out of Kingston, Ontario, over the week-end of June 23rd/24th, 1984.

This venue, world renowned for its annual CORK regatta, probably has the most reliable sailing breezes of anywhere in Southern Ontario. Only rarely do contrary winds offset the daily summer thermals which augment the prevailing south westerlies blowing in from the lake.

Commander Frank Down is well known to the Albacore class as the senior officer of the Canadian Sea Cadets, who has not only supplied a valuable rescue boat and crew for our major regattas, but has also provide some excellent young competitors. Commander Down has kindly volunteered to host this event utilizing the facilities of the Armed Forces at Kingston.

Accommodation has been reserved at Queen's University for the nights of June 22nd and 23rd at a cost of \$15.32 per person, per night, inclusive of breakfast, taxes and gratuities.

As is customary, prizes will be awarded to the top three crews in each of the following age groups:

- 13 and under )
- 16 and under ) as at December 31, 1984
- 19 and under )

Make sure this prestigious competition is on your calendar, and watch out for more news and official entry forms in the next edition of Shackles and Cringles.



PHOTOCONTEST

H. Macnaughton

Category:

Most Boats in a

Single Picture

# Stuart Walker TACTICS

## Port End Starts — Part II: The Offense

When the port end of the starting line is favored — because of a backing shift or a persisting advantage on the left side of the course — the ideal start is right at the pin, to leeward of the entire fleet. The player on offense will seek this position as the gun fires. The advantage gained consists not merely of being farther to windward or toward the favored side of the course, but in being on the lee bow of (and therefore backwinding) all the neighboring boats. To the extent that the boat at the pin has clear air at the start, she should be able to pull progressively farther ahead. Boats seeking to be “at the pin” add themselves to the starboard tack line-up by arriving on the lee bow of the leeward-most boat in line at any time up until the start or up until the time that no space remains between that boat and the mark. Thus, in order to be the boat “at the pin” as the gun fires, one must be the last boat to arrive.

A port tack boat seeking to be at the head of the line may

*Stuart Walker continues his three-part series on port end starts with a discussion of how to approach this start offensively, and he concludes next month with a look at the more conservative start farther up the line, away from the jam-up at the pin.*

come in and tack on the end boat's lee bow as late as desired so long as that end boat is able to respond to the leeward boat's newly acquired luffing rights. When approached by a non-right-of-way boat, the starboard tacker must not so alter course as to prevent the port tack boat from keeping clear. If the starboard tack boat is luffing when the port tack boat approaches to tack underneath her, the starboard boat must hold her course if bearing off (or heading up) would prevent the port boat from keeping clear, and once the port tack boat completes her tack and acquires luffing rights, she is in control for the remainder of the starting procedure.

Inasmuch as the intent to arrive last (but with enough time to accelerate after the tack) is tantamount to arriving with less than 20 seconds to go, timing is extremely important. The helmsman must be able to predict where he or she will be throughout the final minute of the approach. In order to arrive and be tacking beneath the end starboard tacker at approximately 15 seconds before the gun, he must adhere to a formal plan that will not be disturbed by other boats. Avoidance of such disturbance is achieved in part by being last to join the line.

The approach can be from a reach — first reaching past the pin on starboard parallel to and a boatlength or so below the line, then returning on port — or from approximately closehauled, tacking up from a position to leeward of the pin. Either technique permits a late arrival with little interference, but the former better provides for adjustment of time/distance relationships. Since full speed is desirable to permit optimal maneuverability during the terminal tack and to permit an alternative solution, if necessary, the best means of adjustment is by lengthening your course. On a reaching course timing can be modified easily by bearing away whereas on an upwind course luffing, sharp tacking and even bearing away may be associated with excessive slowing. Finally, the greater speed of the reaching approach permits rejection of the head of the line position, if it looks hazardous, and selection of a hole farther up the line.

The decision whether or not to go for a start right at the pin is an important one. Experience with the same fleet in previous regattas or previous races of the same regatta should indicate the likelihood of a successful start there. The behavior of the rest of the fleet must also be observed carefully as you're setting up because it determines the outcome. If too many will be too close, it is essential to recognize this early and elect an alternative solution. The best alternative is to continue on port beneath the fleet, passing behind boat after boat, if necessary, until an adequate hole appears. If such a hole appears before the gun fires (before the boats get up to speed), a tack should be made into it and an effort made to get up into the front line. If no hole appears until after the gun fires, it is far better to continue on port, i.e., pick a hole you can get all the way through on port. (If the pin end start became hazardous because of a backing shift, the port tack start may be the ideal one anyway, and other boats will be tacking over.) Tacking onto starboard in dirty air in the midst of the fleet is to invite being run over.

How can one tell when the fleet is going to jam up at the pin end? At one and a half knots, an average speed of luffing boats, the fleet will close on the port end mark at 150 feet per minute, 75 feet per 30 seconds, 25 feet per 10 seconds. (Even at one knot, the fleet will be closing at 16 feet per 10 seconds.) If a bunch of boats is 75 feet from the mark with but 30 seconds to go, the leaders in the group will probably not be able to hold the others back. If it becomes evident that boats are closer or moving faster than is appropriate for them to make a safe start at the pin end, the approaching port tack boat should elect to go astern of them, particularly if a hole is opening behind one or two boats moving fast. (More on this start next month.)

Once the port tack boat has approached the starting line-up within risk of collision (approximately two boat-lengths), her goal is to position herself so that she can stop (or almost stop) the windward boat in her present position, to prevent her from driving over and down the line or from slipping astern and through to leeward, and to hold her in that position (or near it) until the start. To achieve this the port tack boat should complete her tack so that her speed will dissipate and her bow will just emerge even with that of the windward boat.

The tack should be initiated with the port tack boat's bow headed just forward of the starboard boat's transom while she is luffing (so that the latter will not be tempted to escape by speeding up and bearing away), and far enough to leeward that the windward boat will be able to keep clear. The excessive leeway of the stalled starboard tacker must be recognized, and the tack completed with at least three to four feet of water remaining between the boats. Speed should be altered by varying the abruptness of the turn and the direction of the luff. A sharp turn and a prolonged luff (without disturbing the windward boat, which need not make any avoidance response until the tack is completed) should slow the boat sufficiently so that its bow will just come out even with the bow of the boat to windward.

Excess speed must be avoided. Allowing the boat to shoot out ahead of the line of starboard tackers may cause it to cross the line prematurely or necessitate bearing away down the line, thus reaching the buoy too soon. The disastrous consequences of excess speed justify erring on the side of

Just bought a new or used boat and need it measured? Or a new suit of sails which you want to use this season? If you're going to participate in any sanctioned C.A.A. regatta your boat and sails **MUST** both have been measured by a C.A.A. Measurer and noted on your Measurement Certificate.

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

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

**WANT TO BECOME A C.A.A. MEASURER?**

To become a Measurer you need only:

- be a C.A.A. member
- have an active knowledge of and interest in the Albacore
- be prepared to measure Albacores for sailors in your District (not just for your club or associates)
- be prepared to be a Measurer for more than one season
- attend periodic measurement clinics to update your skills and knowledge of rule changes affecting measurement

Our Measurers skills maintain the integrity of the Albacore as a "one-design" class.

If you would like to become a Measurer, contact David Weaver and sign up to attend

**THE ALBACORE MEASURER'S CLINIC**

Saturday, March 24, 1984

2:00 to 4:00 pm

Toronto Sailing & Canoe Club

1391 Lakeshore Blvd., W.

Toronto, Ontario

**CHIEF MEASURER**

David Weaver Res. (519) 623-4402  
 14 Lansdowne Rd. N. Bus. (416) 525-9140  
 CAMBRIDGE, Ontario Hamilton Ext.4651  
 N1S 2S8

Conestoga Sailing Club

**MEASURERS**

Egon Bartholomaus Res. (416) 656-5530  
 850 Davenport Road  
 TORONTO, Ontario  
 M6G 2B6

St. Jamestown Sailing Club

Ian Coutts Res. (416) 335-5446  
 2448 Malcolm Cres. Bus. (416) 826-8640  
 BURLINGTON, Ontario  
 L7P 3Y6

Royal Hamilton Yacht Club

Eugene Duynstee Res. (416) 823-6362  
 2148 Jenner Crt. Bus. (416) 828-6800  
 MISSISSAUGA, Ontario  
 K5K 1N2

Bronte Harbour Yacht Club

David Francis Res. (416) 491-4378  
 89 Wintermute Blvd. Bus. (416) 421-5771  
 SCARBOROUGH, Ontario  
 M1W 3M2

South Muskoka Sailing Club

Bill Fraser Res. (416) 881-1329  
 42 Shady Lane Cres. Bus. (416) 361-4653  
 THORNHILL, Ontario  
 L3T 3W7

Penn Lake Yacht Club

Dick Gallant Res. (416) 622-6052  
 11 Martinview Crt. Bus. (416) 252-5311  
 ISLINGTON, Ontario  
 M9B 2P6

Toronto Sailing and Canoe Club

Gavin Gardner Res. (416) 358-5295  
 6443 Carolyn Ave. Bus. (416) 354-3831  
 NIAGARA FALLS, Ontario  
 L2E 5H7

Parkway Sailing Club

Scott Gibson Res. (416) 461-8370  
 134 Felstead Ave. Bus. (416) 366-7261  
 TORONTO, Ontario  
 M4J 1G4

Lake of Bays Sailing Club

Don Giffin Res. (416) 741-1392  
 19 Teacham Dr., No. 19  
 REXDALE, Ontario  
 M9V 3T5

Shadow Lake Sailing Club

Neil Gunn Res. (416) 485-4376  
 35 Dundurn Rd. Bus. (416) 364-2231  
 TORONTO, Ontario  
 M4N 2W9

Royal Canadian Yacht Club

Glen Hadden Res. (416) 682-4344  
 7 Ottawa St. Bus. (416) 354-3831  
 ST. CATHARINES, Ontario  
 L2R 1Z1

Parkway Sailing Club

Haakon Kierulf  
3954 Prospect Rd.  
West Vancouver, B.C.  
V7N 3L5

Res. (604) 985-2277  
Bus. (604) 986-5911

Don Krajcarski  
26 Withrow Ave.  
OTTAWA, Ontario  
K2G 2H8

Res. (613) 224-4685  
Bus. (613) 992-6541

Brittania Yacht Club

Bill MacLeod  
7142 Rosseau Place  
NIAGARA FALLS, Ontario  
L2J 3V2

Res. (416) 357-9257  
Bus. (416) 354-1641

Parkway Sailing Club

David Niblett  
8 Valleyanna Dr.  
TORONTO, Ontario  
M4N 1J8

Res. (416) 481-6953  
Summer (705) 769-3637

Muskoka Lakes Sailing Club

Joe Pol  
203 King Edward Ave.  
LONDON, Ontario  
N5Z 3T8

Res. (519) 686-9867

Fanshawe Yacht Club

Warren Wilkins  
25 Strathgowan Cres.  
TORONTO, Ontario  
M4N 2Z6

Res. (416) 481-1873  
Bus. (416) 496-1000

Pointe au Baril Sailing Club

Mike Ingram  
c/o Boathouse Marina  
P.O. Box 30  
MINETT, Ontario  
POB 1G0

Bus. (705) 765-3963

Paul Pudwell  
4020 Brandon Gate Dr.  
Unit 5  
MISSISSAUGA, Ontario  
L4T 3W8

Res. (416) 671-4556  
Bus. (416) 832-8161

Parkway Sailing Club

Keith Robinson  
86 Dobie Ave.  
MOUNT ROYAL, Quebec  
H3P 1S2

Res. (514) 341-4923  
Bus. (514) 341-7630

Ile Perrot Yacht Club

George Roth  
212 Willowdale Ave.  
WATERLOO, Ontario  
N2J 3M1

Res. (519) 885-4325

Conestoga Sailing Club

Michael Skafel  
352 Seneca Ave.  
BURLINGTON, Ontario  
L7R 3A2

Res. (416) 632-0713  
Bus. (416) 637-4326

Royal Hamilton Yacht Club

Jamie Vallance  
248 Woodbine Ave., Apt. 1  
TORONTO, Ontario  
M4L 3P2

Res. (416) 698-2166

Burlington Sailing & Boating Club

Peter Vasoff  
327A High Park Ave.  
TORONTO, Ontario  
M6P 2S8

Res. (416) 762-4592

St. Jamestown Sailing Club

Harry Pool  
3-328 Archibald St. S.  
THUNDER BAY, Ontario

Res. (807) 623-2891  
Bus. (807) 577-8432

## PHOTOCONTEST

G. Scharlach

Category:

Prince Phillip  
lookalike-in-an-  
Albacore Contest



DISTRICT, REGIONAL AND NATIONAL CHAMPIONSHIPS

1984 SCHEDULE

DISTRICT CHAMPIONSHIPS

District 3 Bronte Harbour Yacht Club June 16  
(Southwestern Ontario) Bronte, Ontario (tentative)

Contact: Peter Brayshaw - 416-632-8586 (H)  
(Tor) 867-4784 (O)

District 7 Muskoka Lakes S.C. July 21  
(Muskoka) Bracebridge, Ontario  
(Lake of Bay's)  
(Georgian Bay)

Contact:

District 8 Peterborough S.C. August 19  
(Kawartha's) Peterborough, Ontario

Contact: Paul Goddard - 705-742-2956 (H)

District 10 Nepean S.C. September 15  
(Ottawa) Ottawa, Ontario

Contact: Steven Jones - 613-226-2588 (H)  
613-995-4058 (O)

JUNIOR CHAMPIONSHIPS Kingston, Ontario June 23-24

Contact: Dennis Sherwood - (Tor) 482-1731 (H)  
(Tor) 533-9457 (O)

ONTARIO CHAMPIONSHIPS Brittania Yacht Club July 14-15  
Ottawa, Ontario

Contact: Steven Jones - 613-226-2588 (H)  
613-995-4058 (O)

CANADIAN CHAMPIONSHIPS Geneva Park September 1-3  
Orillia, Ontario

Contact: Dennis Sherwood - (Tor) 482-1731 (H)  
(Tor) 533-9457 (O)

NORTH AMERICAN CHAMPIONSHIPS Buffalo Canoeing Club August 8,9,10  
Buffalo, New York

Contact: Paul Wheeler - 716-834-3566 (H)  
716-842-0800 (O)

U.S. CHAMPIONSHIPS Location T.B.D. October 6,7,8

Contact: Paul Wheeler - 716-834-3566 (H)  
716-842-0800 (O)

1984 Regatta Schedule

March 14 - 17	U.S. Mid-Winter Regatta Sandford, Florida	
April 7	O.S.A. Seminar Ottawa University Followed by "Dinghy Party" Brittania Yacht Club	
April 9	Harbourfront Seminar Toronto, Ontario	
May 26-27	TART's Toronto Sailing & C.C. Toronto, Ontario	Canadians Qualifier
June 2 - 3	Warm Water Regatta Conestoga S.C. Kitchener, Ontario	Canadians Qualifier
June 9 - 10	June Bug Regatta Fanshawe Y.C. London, Ontario	Canadians Qualifier
June 9 - 10	Toronto Team Racing Royal Canadian Y.C. Toronto, Ontario	
June 10	Examiner Trophy Regatta Peterborough S.C. Peterborough, Ontario	Canadians Qualifier
June 16	District 3 Championship Bronte Harbour Y.C. Bronte, Ontario (tentative)	Canadians Qualifier
June 16	Open Regatta (LORC) Royal Canadian Y.C. Toronto, Ontario	Canadians Qualifier
June 16 - 17	Invitational Regatta Lac Deschenes S.C. Ottawa, Ontario	Canadians Qualifier
June 23 - 24	Canadian Jr. Campaionships Kingston Ontario	1985 Worlds Qualifier
June 23 - 24	Open Regatta Outer Harbour C.C. Toronto, Ontario	Canadians Qualifier
June 23 - 24	Champion of Champions Regatta Toronto, Ontario	



1984 Regatta Schedule (Cont'd)

June 30-July 1	Open Regatta Gatineau River YC Ottawa, Ontario	Canadians Qualifier Gooderham Series Qualifier
July 7 - 8	National Capital Regatta Brittania Y.C. Ottawa, Ontario	Canadians Qualifier
July 7 - 8	Parkway Invitational Parkway S.C. Fort Erie, Ontario	Canadians Qualifier
July 8	Centennial Regatta Peterborough S.C. Peterborough, Ontario	Canadians Qualifier
July 8 - 13	Albacore Race Training Week St. Jamestown SC Toronto, Ontario	
July 14 - 15	Ontario Championships Brittania YC Ottawa, Ontario	1985 Worlds Qualifier Canadians Qualifier
July 14	Ontario Women's Doublehanded St. Jamestown SC Toronto, Ontario	
July 21	Albacore Regatta Westwood S.C. Toronto, Ontario	Canadians Qualifier
July 21	District 7 Championship Muskoka Lakes S.C. Bracebridge, Ontario	Canadians Qualifier Gooderham Series Qualifier
July 28	Invitational Regatta Nepean S.C. Ottawa, Ontario	Canadians Qualifier
July 28 - 29	Open Albacore Regatta Royal Canadian YC Toronto, Ontario	Canadians Qualifier
July 29	Women's Regatta Peterborough, S.C. Peterborough, Ontario	
August 5	Albacore Regatta Balsam Lake S.C.	Canadians Qualifier Gooderham Series Qualifier

1984 Regatta Schedule (Cont'd)

August 8 - 10	North American Championship Buffalo Canoeing Club Buffalo, N.Y.	1985 Worlds Qualifier
August 11	Albacore Regatta Mooredale S.C. Toronto, Ontario	Canadians Qualifier
August 11 - 12	Sail R.A. Don Rantz Regatta Club T.B.D. Ottawa, Ontario	Canadians Qualifier
August 18	Albacore Regatta North Toronto S.C. Toronto, Ontario	Canadians Qualifier
August 19	District 8 Championships Peterborough S.C. Peterborough, Ontario	Canadians Qualifier
August 25 - 26	Albacore Regatta St Jamestown S.C. Toronto, Ontario	Canadians Qualifier
Sept. 1 - 3	Canadian Championships Geneva Park Orilla Ontario	1985 Worlds Qualifier
Sept. 15 - 16	District 10 Championship Nepean S.C. Ottawa, Ontario	
October 6 - 7	Pumpkin Regatta Fanshawe YC London, Ontario	
October 6 - 7	Turkey Regatta Lac Deschenes Y.C. Ottawa, Ontario	
October 6 - 8	U.S. Albacore Championships Location TBD	

For additions or corrections contact:

Jeff Osborne: 103 Joicey Blvd.  
Toronto, Ontario  
M5M 2T7

416-489-1390 (H)

416-967-1444 (O)

GOOD SAILING!

slowing too much. The windward boat cannot escape once at least a few feet of overlap is established. She cannot bear away (alter course) in violation of Rule 35 until the approaching boat completes her tack and thereafter is in the same danger as her opponent (reaching the pin too soon) if she attempts to speed up and bear away. So tack and luff in a manner that will slow the boat to the speed of the starboard tackers.

Thereafter, control the weather boat. Stay close up under her — but not so close that she is unable to keep clear. Call her to keep clear if she slows excessively and her leeway drops her dangerously close. She should sheet in to get under way as required to remedy this. Remember, you must not luff so close that she is unable to keep clear (Rules 35 and 40), but she must do her best to keep clear (Rule 37). If she gets too close, contact will occur as the leeward boat bears away to start, and although this may be the windward boat's fault — provided she's had time to keep clear after the leeward boat has completed her tack — the leeward boat will be slowed by it.

The leeward boat should, however, stay close enough to the windward boat that the latter is still in her backwind after the start. The windward boat is her only threat and must be kept under control. It does not pay, just to improve

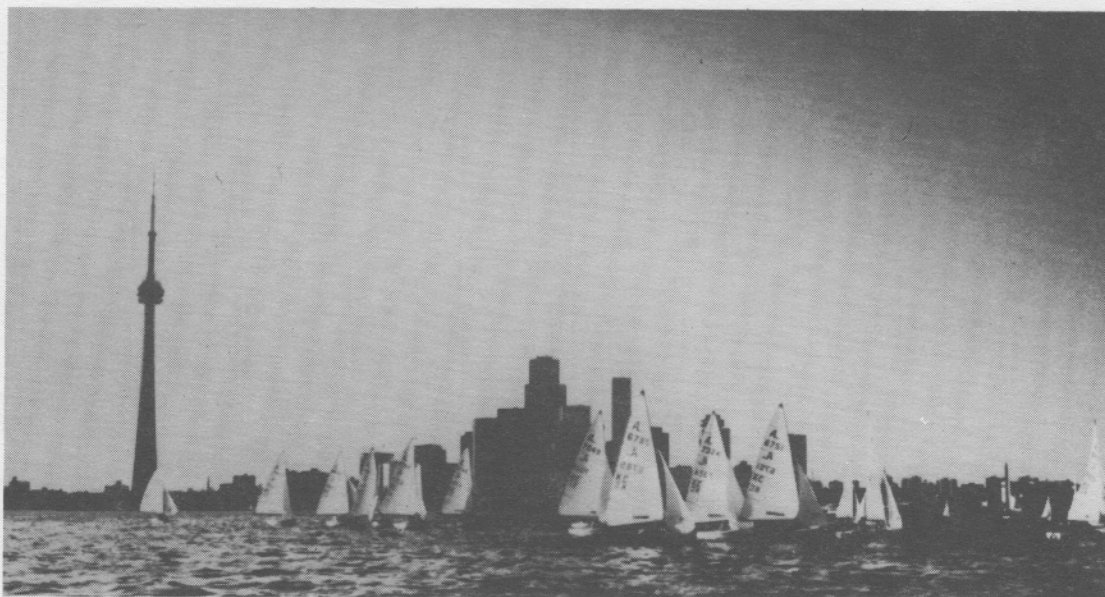
acceleration, to reach off down the line in the last few seconds, thereby giving the windward boat clear air. Wait until the minimum time required for acceleration remains, then sheet in, bear away and go.

The other option for an aggressive helmsman who wants to start at the pin end is to reach down the line on starboard, emerging to leeward of the end boat in the last few seconds before that end boat bears away for the start. If this maneuver is done prior to the time that the leading boat comes close to the mark, another boat may approach on port and capture the pin position. If it is done later to assure that no other boat will check the move, the intervention between the pin and the leeward-most boat may be established too late to legally be able to acquire luffing rights and a spot on the line. Such an approach is fraught with more risk than a port tack approach. It is more likely to be made in the company of other boats, the ones to leeward blocking access to the pin position, the ones to windward blocking access to intermediate holes that may appear. And it is made in dirty air that makes timing more difficult, resulting in a likelihood of arriving disastrously early or disastrously late. If one is unwilling to utilize the port tack approach, it is better to relinquish the pin position and go on the defensive (see Part III next month). ●

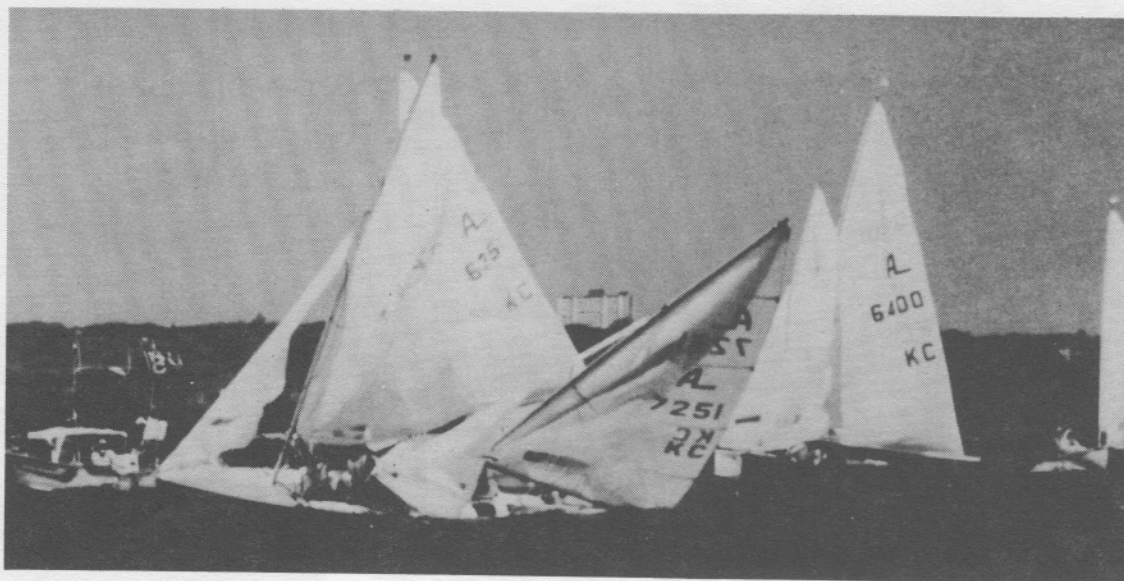
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#### PHOTOCONTEST

H. Macnaughton



Putting things  
into perspective.



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#### PHOTOCONTEST

J. Langley

"Please help me  
I'm falling"

# 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.

Join the winners – call today.

**SOBSTAD  
STORER**



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