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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 June 15, 1984. The issue will be mailed approximately July 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**.

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Spring has arrived! All across the country Albacore sailors are out cleaning hulls, stepping masts, replacing the fittings and buying or repairing sails so that the 'tuna fleet' will be ready for local club or personal sail pasts. Keen racers have already been spotted out practising tacking and jibing, some having to manoeuvre round ice floes.

Meanwhile, on land, rule books, learn-to-sail and advanced strategy manuals have been cracked open by keen minds wishing to refresh the finer points of sail trim, boat tuning, docking and the migration patterns of tuna.

Congregations of sailors have been spotted at several spring seminars. Over 110 Albacore sailors attended the District 4 (Toronto and Area) seminar on the 1983 Worlds. Thanks are extended to Worlds competitors Barry and Garry Poyntz, Andy Cumming and Alan Humphreys for sharing their strategies, experience and humor with us on April 9th. Peter Crawford take a bow for organizing an excellent evening.

A good turn-out of District 10 (Ottawa and Area) sailors gathered at the April 7th O.S.A. seminar in Ottawa.

Since the January boatshow our Canadian boat builder, Ontario Yachts, has been busy building Albacores. We thank the Kneulmans, Don Oakey and the new Sales Manager, David Whitfield for their hard work and support of our class. Also, to all those new members of the Albacore Class "WELCOME"! We are delighted you have selected the Albacore, in our unbiased opinion the best boat afloat. You will find that Albacore sailors are a friendly, helpful and talented group. I have provided a list of new members names later in this issue. Give a new member a call today and extend our personal welcome. You can offer who, what, when, where and why advice which a new member will welcome. New members, if you require help on any point call me or one of the Executive or drop us a note via the C.A.A. mailbox. I've enjoyed corresponding with many of you over the recent months.

On this issue's Masthead you will see several changes to the Executive. Geoff Dyer has joined the C.A.A. Executive as Third Vice-Commodore, re-activating a position dormant in recent years. Geoff is a keen new member of our class who will be assisting us with the on-going marketing of the class and will develop an Albacore Sports Shop. Welcome, Geoff.

Dave Harris has moved over from Co-Editor to Secretary replacing Christine Watson who has gone back to work full time. We thank Christine for her cheerful and dedicated assistance over the past few years. We look forward to seeing the Watsons on the water. We thank Dave for taking on the Secretary's job. Now that Christine Forsyth has slayed our 'computer dragon' by developing a new data base even Dave's new daughter, Laura, should find the computer "user friendly".

Wendy Warburton, our Treasurer has been transferred to Ottawa and will be replaced by Nancy Sinclair. We wish Wendy well in her new career assignment and home. Thank you, Wendy for your financial helmsmanship. Together Wendy and Christine Forsyth have computerized our budget control statements, giving the C.A.A. new financial perspectives. We welcome Nancy to the C.A.A. Executive.

As we move into the summer months you will be seeing more of the Albacore class sponsor "Beefeater Gin" marketed by the William Mara Company. Dennis Sherwood has outlined the details of the sponsorship later in this issue. To the William Mara Company we express our grateful thanks for your interest in our class. The Albacore class we assure you is a very active group within your target market.

This summer the RACE TRAINING WEEK has been moved to Toronto to accommodate the expressed interest of Toronto's 600 strong community club members whose 50+ boats can only be released from club duty during the day and are not available to travel outside the city. This race training program is open to all C.A.A. and U.S.A.A. members. See the details and application forms enclosed with this issue. We encourage you to participate in this week which is tailored to Albacore sailors and taught by Albacore sailors.

Until the July issue, see you on the water.

by Christine Forsyth

I got my hair cut in April. It's somewhere between short and "Excuse me, sir". I haven't exposed this much ear since I discovered that 90 degrees was not a good angle for ears to project from one's head. I went sailing last week-end, May 12th, and burned my right ear to a crisp facsimile of a fried pork rind. My nose was reasonably well protected, but no one told me about the ears! However, who could complain about weather that requires nothing more than shorts and T-shirts in mid-May? This was a great intro to the season, and where you might ask did I find this weather? Annapolis, Maryland. I attended the US Mid-Atlantic Albacore Regatta at the Podickory Sailing Association in Annapolis with Paul Wheeler of the Niagara Sailing Club.

The azaleas were in bloom and the whole area was beautiful, green and warm. It's about a ten hour trip from the Toronto area, and a very nice drive through Pennsylvania and Maryland. We made the trip over three days,

allowing a whole day to get there, racing over two days and driving home late on the last day of racing. I wouldn't recommend doing it in less than four days, but we managed despite rain and fog for most of the way home.

We were lucky to be put-up by Daphne Byron of Silver Spring, Md. (remember Daphne's paeen to the Albacore Race Training in the January issue of S&C?). About 25 boats participated in two fleets. The race training week paid off for Daphne, she won the "B" fleet. Paul and I were at a disadvantage, never having sailed together and not having sailed at all since the fall. Most of the competitors had been racing for at least a few weeks prior to the regatta.

The first day out we disproved the adage, last out, first in. We arrived after the starting sequence had begun. I forgot to watch the timepiece and we got our first of five confused starts. I haven't worked that hard in months. The winds on Saturday were quite strong and we had a time keeping the boat flat. Sunday's winds were calmer and

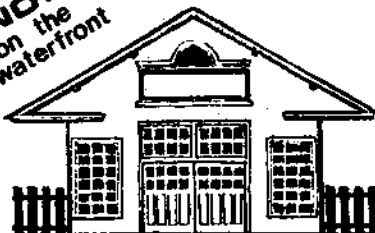
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## CORPORATE SPONSORSHIP

A new innovation for the Canadian Albacore Association was announced at the Spring Seminar on April 9th, namely an ongoing corporate sponsorship.

After a number of years with another game, BEEFEATER GIN decided, in the words of Peter Chubb, President of the agents William Mara Company, "It was time to shift the brand's sponsorship to a sport with active participants in the twenty to forty year age bracket".

We are pleased that BEEFEATER not only elected sailing as its favoured sport, but also asked the Albacore Association if it would accept the sponsorship. As we were assured that all promotions would be in the best of taste (no pun intended) and implemented only after our approval, your Executive happily accepted the offer.

Murray Henderson, Ontario Sales Manager, offered this famous Gin of England for our sampling at a courtesy bar during the Spring Seminar. From comments received, the product met with as much approval as did the sponsorship and the "Martini Kit" door prize that was won by helmsman Jorge Pawlik.

In 1984 the BEEFEATER Sponsorship is to encompass the following:

1. Promotion of three regional "Canadians" qualifying regattas:

TARTS - Toronto Sailing & Canoe Club  
May 26/27

Lake Ontario Challenge Regatta  
incorporating the Districts 1, 2 & 3  
Championship  
Bronte Harbour YC, June 16

Balsam Lake Regatta  
Balsam Lake Sailing Club, August 5

2. Promotion of the

ONTARIO CHAMPIONSHIPS  
Brittania Yacht Club, Ottawa, July 14/15

and the

CANADIAN CHAMPIONSHIPS  
Geneva Park, Lake Couchiching, Sept 1-3

3. Support for the Toronto Transom Team  
Racing Competition, June 30

4. Provision of a new set of large "Pyra" racing marks suitably embellished, which will surely become known as the Beefeater Marks.

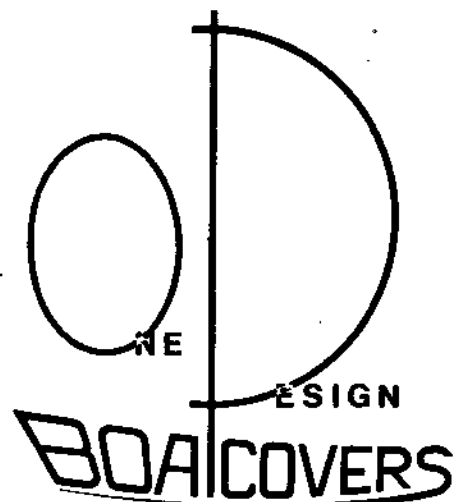
5. Assistance to help defray the ever increasing costs of producing Shackles and Cringles.

6. Assistance towards the cost of producing the first edition of the new International Albacore Association Yearbook.

No organization can afford to sit on its hands and this sponsorship will enable your Association to implement ideas not previously possible, whilst keeping regatta entry fees within bounds. We are the largest two man class in Canada and we intend to stay that way.

The Canadian Albacore Association is delighted to be associated with The William Mara Company and the distillers James Burrough Limited. We look forward to a long and fruitful relationship. CHEERS BEEFEATER.

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We would like to welcome to our class association the following Albacore sailors who are either new or returning members.

We hope you enjoy the many 1984 season activities. If we can offer assistance in any way, please contact a member of the Executive or a local member.

Old members, we encourage you to give a new member in your area or club a call and extend a personal welcome.

Good sailing and welcome.

ROSEMARY HELMER

- |                                   |                                   |
|-----------------------------------|-----------------------------------|
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| Geoffrey Dyer                     | B 416-595-9433<br>KC 5521         |
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| Dennis Klinsky                    | H 519-922-2185<br>KC 4551         |
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| TS&CC                             |                                   |
| Heather MacDonald                 | B 416-636-3658<br>KC 7342         |
| RCYC Toronto, Ont.                |                                   |
| Albert MacGirr                    | C 705-635-2706<br>KC 7279         |
| PLYC Brampton, Ont.               |                                   |

- |                     |                           |
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| John Reid           | B 604-521-8821<br>KC 3671 |
| HSC Coquitam, B.C.  |                           |
| Zivko Rizoniko      | KC 2604                   |
| Bruce Roden         |                           |
| Robert Weiss        | KC 6660                   |
| TS&CC Toronto, Ont. |                           |
| James Wilkins       | H 604-536-2410<br>KC 7024 |
| SSC Surrey, B.C.    |                           |

BRONTE HARBOUR YACHT CLUB  
LAKE ONTARIO CHALLENGE  
AND DISTRICT  
CHAMPIONSHIP REGATTA

June 16, 1984

This is an open regatta to Albacores which will be sponsored by Beefeater Gin. The skippers meeting will be at 9:30 on June 16th at Bronte Harbour Yacht Club. The following day the Bronte Harbour Yacht Club is going to host an on-the-water racing seminar, organized under the auspices of the Ontario Sailing Association. Registration for the seminar is limited to 15 only.

Anyone interested in participating, please make arrangements through DON PRIOR at 820-8587 at home, or 453-0500 at the office.

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In 1984 Royal Canadian Yacht Club is to host a new team competition which it is hoped will become an annual event, circulating around the Toronto clubs.

This event is open to teams of three boats from clubs affiliated to the Canadian Albacore Association. It will be sailed in the Inner Harbour on Saturday 30th June, and racing will commence at approximately 10 a.m. Should entries be overwhelming the host club reserves the right to limit each club to one team. The winners of this new competition will be awarded the Toronto Team Transom, a depictive trophy of so little intrinsic value that it may be hung upon any clubhouse wall with impunity.

Team Racing provides a fascinating alternative to the routine around the buoys racing that we enjoy for most of the summer. It should be regarded more as a game than as a race, although, the tactical skills and techniques developed in team racing often prove extremely useful in conventional racing.

To be enjoyed to the fullest, team racing should be played in a spirit of sportsmanship and rules are being developed to ensure that the action is kept on the water out of the Protest Room. Nevertheless, if one is to enjoy the "game", a sound knowledge of the Racing Rules is helpful.

It is realised that not all clubs are able to field a team of three very experienced sailors so every endeavor will be made to sail this event under regulations that will, as far as is possible, compensate for "weak links".

We hope you will round up a team from your Club and come to join us for some fun on June 30th.

An entry form is enclosed with this edition of "Shackles". Please complete it as fully as you can and return it to us before June 15th.

#### BAGGINS AND TOOLS

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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.

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As announced in the last edition of Shackles and Cringles, the Canadian Albacore Association Youth Championships will be contested at Kingston, Ontario on the weekend of June 23/24.

The Host this year is the HMSC Ontario Sea Cadet Corps and the Championship will be sailed out of the Royal Military College of Canada, camp facilities at Navy Bay which is next to Old Fort Henry. Commander Frank Down represents the Host and Ross Cameron, reknowned for his organization at Cork, has kindly agreed to act as race officer.

Accommodation has been reserved at Queen's University for the nights June 22/23, at the modest cost of \$ 15.50 per person, per night, inclusive of breakfast, taxes, etc. Such accommodation must be booked and paid for in advance.

Although the O.S.A. has dropped its age limit to 18, the C.A.A. has decided to maintain an upper limit of 19 or under as at December 31, 1984. Awards will therefore be made as usual to the top boats in the 13 and under; 16 and under and 19 and under divisions.

1984 promises a truly National championship because entries have already been promised from British Columbia, Alberta, Manitoba, Ontario and the Maritime provinces.

An entry form is enclosed with this edition of Shackles and Cringles. If you will be 19 or under on December 31, 1984 make every endeavor to participate in this Championship. Don't delay, fill in the form to-day.

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## *Esprit de Core*

the sun was glorious. Paul let me helm and I proved to all that our near last finishes were no flukes. We were consistent.

Until last week, tide was something I washed my dinghy duds in. By the time we headed home my quadriceps were ripped to ribbons and I was hopping down stairs for days. A good thing my ears stick out, not up. All things considered it was fine way to start the racing season and I'd do it again next year, under an assumed name, of course. Before leaving Annapolis we tried to sample the famous Maryland crab. Alas, the crab were taking the day off so we had flounder instead. A fitting finale.

On Monday, April 9th, the C.A.A. held the 6th Annual Spring Seminar in the Brigantine Room at Harbourfront. At that time the approximately 100 sailors who attended were officially introduced to the new sponsor of the C.A.A. "Beefeater Gin". Dennis Sherwood, 1st Vice-commandore of the C.A.A. outlined the sponsorship program as had been developed to that time. The Director of Marketing for Beefeater commented that his company, William Mara Co., was looking forward to working with the C.A.A. and meeting as many sailors as possible.

The featured speaker was Alan Humphreys who talked about "Boat Tuning and Boat Handling in High Winds". Anyone who witnessed the Worlds or Canadians knows how well Alan sails in these conditions. Our thanks to Alan for taking part in the program.

Dennis Sherwood also discussed the fun and competitiveness in team racing and invited

all District 4 clubs to send a team to the Team Racing Day sponsored by R.C.Y.C. this summer.

Also on the program was a panel discussion featuring the top three competitors in the Worlds; Barry and Gary Poyntz(1st), Andy Cumming(2nd) and Alan Humphreys(3rd). Through the moderator, Charles Colman, the audience was given an opportunity to ask questions of each competitor to discover why they had done so well in the competition. To give the sailors a chance to see what these "winners" had sailed in, the evening started off with a slide show of the Albacore World Championship set to music, prepared by Marty Oslinger of North Toronto Sailing Club.

Our thanks to all who participated during the evening and to those sailors who attended the seminar. All agreed this was a fun and informative way to start off the new sailing season.

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



Ken Read

# WINNING IN ONE-DESIGNS

## *Everything You Wanted to Know About Telltales*

**T**elltales are one of countless important details on a racing boat today. They remain one of the very few articles that do not require several days of salary to purchase. Figuring out where to put your telltales and how to read them is essential for determining accurate wind direction, fine-tuning sail trim and enhancing tactics. The following are some ideas for proper set-up and use of different types of wind-reading devices, which should help you get your boat around the race course faster.

I have witnessed only one instance in which telltales were not helpful on a race course. Three years ago I was asked to race a friend's J/24 on Narragansett Bay. The organization was extremely last-minute, as was the actual departure for the race. We managed to arrive at the line two minutes before the starting gun (in a three-minute dinghy sequence). As the mainsail was prepared for hoisting, I looked at the masthead fly and discovered that the leeward end of the line was favored by 15 degrees. With 45 seconds remaining, the genoa went up as we approached our pin end position. Suddenly I realized something was terribly wrong. We were broadreaching down the line, which meant that the *other* end was dramatically favored. In bewilderment I looked up at our Windex for an explanation and, with close examination, found it. Before the race, our boat had been moored near a bridge that was used for fishing, and it became apparent that an overzealous cast had found its way into our rig. Our Windex was securely fixed in place — literally with hook, line and sinker.

The masthead fly (whether it's a Windex, feather or simply a piece of yarn on a coat hanger) is the most frequently used telltale on a racing boat. Its high visibility and unobstructed vantage point make it a valuable tool for getting accurate wind readings, especially when going head to wind before a start and picking jibing angles downwind. The only time that the masthead reading will be different from what the lower telltales read is during a wind sheer (when the wind is blowing differently up high than it is on the water).

Besides the masthead, telltales should be attached to the boat at three different points — the backstay (if there is one) and both side shrouds. I have found that cassette tape is best on

shrouds for several reasons. In very light air it will still respond while cloth, nylon or yarn telltales often won't. And in rain or fog, tape keeps going when cloth and yarn absorb water and sag. (It also has been repeatedly found that tape from an old cassette of a favorite band, particularly a mellow one, flows especially well in light air due to the relaxed nature of the tape and promotes harmony among the crew.)

Telltales should be positioned on the stays high enough to avoid turbulence caused by objects on the deck. In a boat with an overlapping genoa, place them on the inside shrouds; otherwise the genoa will rip them off during tacks. On other boats, the telltales should be placed on the upper (outer) shroud to ensure best visibility for the crew and least obstruction from the wind. The means of attachment should be kept simple, and tying the telltales directly to the stay is usually adequate. One "high-tech" innovation is to wrap tape around the shroud and tie a telltale loosely so it sits on top of the tape. This allows the telltale to pivot so it won't wrap around the shroud.

Telltales on the sails are used to indicate air flow at critical points and are essential for knowing whether your sail shape is efficient. The use of cassette tape for this purpose has two po-

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**"Telltales should be positioned on the stays high enough to avoid turbulence caused by objects on the deck."**

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tential problems. First, it is almost too sensitive to the wind and tends to jiggle around a lot; second, if there is any moisture in the air, the tape sticks to the sail. These disadvantages can be minimized by folding cassette tape in half lengthwise to create a crease that will keep the tape flying more smoothly without matting to the cloth. Yarn, however, is used most frequently on sails because of its steady flow and reluctance to stick.

When positioning telltales on sails, keep them away from seams as they tend to hang up there. Use three sets of telltales on larger jibs and genoas, and two on jibs of smaller classes. These should be spaced equidistant from each other along the luff, starting one-fourth (or one-third) of the way up from the tack. As a general rule, make them four to five inches long (slightly longer for tape than for yarn) and place them about nine inches from the luff of the sail. One helpful trick is to place three telltales at the most frequently watched position (usually the middle). Position these at seven, nine and eleven inches back from the luff, diagonally with the aft telltale the highest. This should give you a more reliable picture of the airflow and how it changes. Another helpful hint is to use different colors on the starboard and port sides (green and red normally) and separate each pair two to four inches vertically, always keeping the higher ones on the same side. This can really help in figuring out which telltale is leeward and windward in extremely bright or dark conditions.

Attaching the telltales to the sails is best done with small sticky-back (rip-stop) dots the same color as the telltale itself. Tape is fine for quick jobs but will usually fall off fairly quickly with repeated folding or rolling of the sail. I have never seen a sticky-back dot that was applied to a dry, salt-free surface blow off the sail. If you ever see this happen, you should make sure your life jacket is secure and head for a nearby harbor.

On Lasers, Finns or any other cat-rigged boat, telltales should be positioned near the luff of the main to help with steering. This is done the same way as on the jib, with one change. To account for turbulence created by the mast, move the telltales about three to four inches farther back, making the base position 12 inches aft of the luff (or the aft edge of the mast). On any boat, telltales should also be attached to the leech of the main to help with trimming. The upper batten is a good location for a six-inch nylon streamer sewn into the sail (it's a difficult place for anything to stick). The purpose of this telltale is to monitor the flow of the breeze off the upper part of the sail, which is a critical factor in optimizing mainsheet trim and vang tension. Be wary of set rules like, "Always keep the upper-batten telltale flowing." This one

is not true, as ideal telltale flow will vary according to conditions and point of sail. The purpose of this telltale is simply so you can reproduce how the sail was trimmed when you were going fast.

In light-air drifting conditions, when conventional telltales are hanging straight down, cigarette smoke is commonly used to figure out where the wind is coming from. This, however, produces a problem for non-smokers and on dinghies where things get wet. A fun and very effective alternative is to use "Bubble Stuff," or any soapy liquid you blow through a hoop. It doesn't cause cancer and doesn't need to be lit. Other wind indicators that aren't usually considered telltales include smokestacks, flags on shore, flags on boats or marks of the course, and exhaust from boats.

There are a few general rules about how to use telltales once you get them in place. Upwind, they are obviously most helpful for keeping you "in the groove." The leeward telltales on the forward part of the jib should usually stream straight back, with the weather ones lifting somewhat. How much you want them to lift will depend on wind and waves, and whether you want to pinch or foot, and on how your relative boatspeed is. Watching your telltales, along with your compass, should also help you keep track of breeze oscillations.

Downwind, telltales are used primarily to trim the sails optimally. On a run, though, when you are sailing your best jibing angle, telltales are critical for monitoring breeze oscillations. Jibing angles are most easily maintained by keeping a constant angle between the masthead fly and the centerline of the boat. If you do this, you should be

able to watch the compass and stay on the headed jibe. (For boats without compasses, angles may be checked by watching your angle with other boats and with the waves.)

Yacht racing's appeal derives in large part from the limitless number of minute details that sailors can immerse themselves in. Only those who master the most important of these details will rise in the ranks. Telltales are one of these small, yet very important, details for understanding the wind's moment-by-moment behavior—an understanding that can translate to quicker responses and ultimate boatspeed. The above ideas for materials and positions for telltales should be considered as a starting point; experimentation will undoubtedly improve your performance in the long run, raising your competitive racing skills another small notch. Remember, no one ever said going fast would be easy. ●

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WE PUT YOU FIRST

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

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

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

## BOATS FOR SALE

Tremendous Deal...Must sell due to new arrival (It's a girl!) Rondar hull, Proctor spars, Harken magic box, boat trailer, cover. \$ 3,000. 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.

ALBACORES #6760 and 6763, Both Skene-built, ivory hulls with white decks. Proctor D mast, stiff boom-centre traveller-Elvstrom suction bailers-race equipped-good working sails; well-maintained, \$ 2,000 each o.n.o. Contact: Mooredale Sailing Club(Toronto) (416) 922-3714.

ALBACORES #6144,6188 and 6189. Skene hulls, Storer sails, Elvstrom bailers. Asking \$ 2000 or best offer. Contact: Chris Osborne, North Toronto Sailing Club Res.445-6080.

## 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.

MCMAMARA 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 Ian Brayshaw 1-519-376-3356 or 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.

*next issue*

1596 Worlds, Elsinore, Denmark. A report by Rosentransom and Guildenstern.

Tarts 1984: Wherein Bilbo B. and Frodo discover that they do not place who also do not register.

John Ashby explains his controversial practice of rinsing out his crew between races.

# Race Results

## Championship Fleet

1	6660	Alan Humphreys / Tom Payne	RCYC	1	1	0
2	7243	Ian Brayshaw / Colin Boulton	BHYC	3	4	13.7
3	6997	David Medhurst / Beth Medhurst	RCYC	4	5	18
4	3731	Don Ruddy / David Whitfield	PSA	7	3	18.7
5	6433	Jorg Pawlik / Judy Dunlop	RCYC	10	2	19
6	6626	Mark Ewen / Gord Ewen	BHYC	6	8	25.7
7	5009	Bill Kennedy / Chris Bayly	OHCC	9	6	26.7
8	7383	Ron Batt / Leslie Batt	OHCC	12	9	33
9	7011	Greg Hall / Tom Cain	WSC	16	7	35
10	7200	Doug Woodley / Al Malo	BYC	8	16	36
11	7099	Eugene Duynstee / Pat Fadyshen	BHYC	15	12	39
12	6494	Ben Murdoch / Anne Murdoch	TSCC	20	10	42
13	7098	Brian Baxter / Marilyn Baxter	BSBC	11	26	49
14	6641	Andy Cumming / Allan Hynes	RCYC	2	Dnf	50
15	6803	Christine Maason / Joe Heim	TSCC	24	15	51
15	7258	Stuart Ferry / Ed Herage	SJSC	26	13	51
15	8011	Steve Jonjev / Steve McLure	WSC	14	25	51
18	4129	David Durnford / Chuck Honeyman	TSCC	23	17	52
19	7014	Jamie Vallance / Jeff Mitchell	BSBC	25	18	55
19	7321	Derek Shenstone / Chris McDonald	MSC	32	11	55
21	6628	David Treisman / Mark Treisman	RCYC	5	Dnf	57
22	6657	George Roth / Jason Roth	CSC	30	19	61
22	7000	Charles Colman / Pam Colman	SMSC	35	14	61
24	6620	John Curtis / Geoff Johns	BYC	29	21	62
25	6658	Alan Stuart / Ken Stuart	FYC	28	24	64
26	7366	Derek Griffiths / Lawrence Bangay	TSCC	13	Dnf	66
27	6148	Peter Crawford / Gary Crawford	BLSC	34	22	68
28	6251	Ken Clarke / Joyce Etches	RCYC	17	Dnf	70
29	3236	Reg Forth / Molly Forth	PSC	18	Dnf	71
30	6157	Ken Browne / Donis Browne	OHCC	19	Dnf	72
31	6400	Ian Rogers / Margie Ziedler	PBSC	Deq	20	74
31	6701	Dennis Sherwood / Kathryn Sherwood	RCYC	21	Dnf	74
34	6999	Jamie Gage / Steve Phillips	SMSC	22	Dnf	75
35	5403	Jim Clements / Nora Clements	NSC	27	Dns	81
36	7082	Mike Trant / Steve Danford	LDSC	31	Dnf	84
37	7229	Paul Watson / Christine Watson	TSCC	33	Dnf	86
38	5783	John Paterson / John Douglas	ABYC	36	Dnf	89
39	6642	David Harris / Hank Grabowski	RCYC	37	Dnf	90
40	7326	Malcolm Turner / Marg Comer	WSC	40	Dnf	91
41	7010	Rosemary Helmer / Jennifer Harker	WSC	40	Dnf	93
42	2880	John Readshaw / Laurie Readshaw	LDSC	Dns	Dns	96

## Challenger Fleet

1	7261	Mike Morrison / Keith Woolford	SJSC	1	3	5.7
2	7253	Rick Clayton / Peter Vasoff	SJSC	4	1	8
3	6194	Lorne Moor / Jack Pearce	CSC	8	2	17
4	7080	Brett Dubrick / Bryan Dubrick	RCSC	3	6	17.4

1983 Canadian Albacore Championships

Ashbridges Bay, Toronto, Ontario

6	7334	Michael Fricker/Paul Flewelling	ABYC	9	5	25
7	7068	Roy Bristow/Trixie Hoyer	NTSC	10	7	29
8	7256	Kerri Weller/Jim Burkhardt	SJSC	7	11	30
9	7329	Sue Mason/Kevin O'Rourke	NTSC	16	4	30
10	7320	Bruce Withrow/Cathy Poits	MSC	5	15	31
11	4895	John Wood/Cathy Thomas	MSC	13	13	38
12	827	Pol/Dorothy Van Kaasteren	TSCC	22	9	43
13	7079	Matt Waterman/Robert Kripps	RCSC	6	DNF	45.7
14	7252	Vickie Bouman/Anne Powell	SJSC	21	14	47
15	7280	Bob Thompson/Gary Bain	SJSC	29	8	49
16	7323	Ann Savage/Betty Smythe	MSC	26	12	50
17	7255	Frank Loritz/Carla Smolders	SJSC	11	DNF	51
18	7254	Cathy Clayton/Dianne Clark	SJSC	12	DNF	52
19	6789	Wendy Warburton/John Willets	NTSC	25	16	53
20	7324	Ron Walker/Joan Laurie	WSC	15	DNF	55
21	7257	Joe Li/Sean King	SJSC	17	DNF	57
22	7049	Heather MacNaughton/Robin Barfoot	WSC	18	DNF	58
23	5002	Allan Griffiths/Erica Griffiths	TSCC	14	DNS	59
23	7088	marg Latham/Marilyn Dumareeq	WSC	19	DNF	59
25	6596	Malcolm Davis/Christine Forsyth	NTSC	20	DNF	60
26	7077	Elizabeth Marin/Carol Panchysen	WSC	23	DNF	63
27	7877	Sy Baltman/Leelle Belanger	WSC	27	DNF	67
28	2661	Ron Moxness/Diane Moxness	GSC	24	DNS	69
29	2771	Hugh Deabrisay/Cathy Fricker	SLSC	DNF	DNF	72
30	6590	Jim Caughran/N. Bartels	BHYC	28	DNS	73
31	6195	Gordon Dennis/Eileen Dennis	GSC	DNF	DNS	77
32	5311	Viv Walsworth/Christine Elder	BYC	DNS	DNS	78
32	7063	Louis Dineen/Candice Banack	WSC	DNS	DNS	78

## Contender Fleet

1	5845	Bruce Campbell/Bruce Beatty	LBSC	3	1	5.7
2	7026	David Van Couwenberghé/ Andreos Haas	TSCC	2	dnf	18
3	7236	Andy Gumley/Kim Stevenson	BHYC	1	dnf	19
4	7335	Croy Bott/Cathy Paak	ABYC	11	2	20
5	7063	Mami McKittrick/Louise Dineen	WSC	4	dnf	23
6	7319	Victor Chan/Lucy Bambrugger	MSC	5	dnf	25
7	7027	Joe Richards/Kevan Dutchak	TSCC	7	dnf	28
8	7085	Rob Martin/William Timmouth	RCYC	6	dns	30.7
9	7026	Nizar Jalbout/Graham Pace	TSCC	10	dnf	31
10	4461	Lee Stevenson/Cathy Cudmore	BHYC	8	dns	33
10	7242	Robert Hogg/Kathy Hogg	THSC	12	dnf	33
12	1297	Wayne Chapeakie/Lori Cavanagh	CSC	9	dns	34
13	7009	Barb Hiscock/Garth Foster	WSC	dns	dns	38

## Masters Fleet

1	5973	Paul Wheeler/Laurie Johns	NSC	3	1	5.7
2	6857	Tony Griffin/Chris Paterson	BLSC	1	3	5.7
3	6271	Joe Pol/John Pol	FYC	5	2	13
4	4824	Paul Goddard/Sylvia Cashmore	PSC	2	dnf	18
5	4585	Bob Guyder/David Yeager	NSC	4	dnf	23
6	4991	Fred Black/Iris Black	TSCC	6	dnf	26.7
7	6888	Paul Willich/Cynthia Wilson	NSC	7	dnf	28
8	4141	John Mahoney/Connie Leigh	SYC	8	dnf	29



# 3 Great Albacore Events

at R.C.Y.C.

This Summer

- R.C.Y.C. Open Regatta (L.O.R.C.)

Saturday, June 16

-inner harbour  
-buffet dinner  
-L.O.R.C. fleets in Marquee at R.C.Y.C.

- Toronto Area Team Racing

Saturday, June 30

-teams of 3 boats welcome to compete  
for the prestigious Transom Trophy  
-B.B.Q. at R.C.Y.C.

- R.C.Y.C. Open Albacore Regatta

Saturday and Sunday, July 28-29

-dinner Saturday in R.C.Y.C. Ballroom

Further Details From:

Ken Clarke      278-3073 (H)  
                         361-3274 (O)



The Gooderham Series, named in honour of staunch albacore supporter Bill Gooderham, is in its fifth year of competition.

The Series was designed to encourage sailors to compete in regattas in other districts. Each district has designated one regatta as its Gooderham Series Regatta.

Prizes are awarded to the five crews who have the best overall standing by counting their best three finishes in the five designated regattas. Trophies will be presented at the '84 Canadians at Geneva Park.

There is no additional charge to participate, so plan to sail in the Gooderham Series for the very best in Albacore racing.

**GOODERHAM SERIES REGATTA DATES**

- |                |  |
|----------------|--|
| June 2-3       | Conestoga Sailing Club<br>Warm Water Regatta |
| June 30-July 1 | Gatineau River Yacht Club<br>Open Regatta    |

- |           |   |
|-----------|---|
| July 21   | Muskoka Lakes Sailing Club<br>District 7 Championship |
| August 5  | Balsam Lake Sailing Club<br>Albacore Regatta          |
| August 11 | Mooredale Sailing Club<br>Albacore Regatta            |

**OTTAWA OBSERVATIONS**

Our Dinghy Dance was a great success this year. Ninety-four sailors from all the local clubs enjoyed a magnificent roast beef dinner at Britannia Yacht Club. Afterwards, there was dancing to a local disc jockey, although I regret to report that the 505 sailors out-tarted(sic) the Albacores on the dance floor. Now, if only we could get 47 boats on a start line!

Stephen Jones



The Unknown Skippers' Regatta North Toronto Sailing Club



## PHOTOGRAPHY CONTEST

Use your imagination and creativity to help us capture the fun and excitement of Albacores in action. Whether racing or cruising, humorous or serious, family or social, all photographs of Albacores and You will be considered.

This year there will be one "open" category with each photograph to be considered on its own merit, as we look for the "Best in the Show".

### EVALUATION

Evaluation of photographs will be based on the following considerations:

1. Overall impact of the image
2. Composition
3. Creativity

### AWARDS

A prize will be given for one outstanding photograph, "Best in Show" and three "Honourable Mentions".

The winning photographs will be chosen based on the above criteria by a panel of experts, headed by Derek Griffiths, Albacore sailor and professional photographer.

The award winning photographs will be displayed at the C.A.A. Championships at Geneva Park, September 1, 2 & 3, 1984. Presentation of awards will be made on Sunday evening, September 3rd.

### RULES OF ENTRY

1. You may enter as many photographs as you wish.
2. Submit only prints which are mounted on plain mount board, no frames. Prints may range in size from 5" x 7" to 16" x 20". Submit either black & white, or color.
3. All photographs entered in the contest become the property of the C.A.A.
4. All negatives remain the property of the owner. The photographer agrees to allow the use of the negatives for reproduction of the photographs by sponsors of the photography contest. The sponsors agree to print credits with any reproduction of the photograph.
5. The contest closes August 26, 1984, based on postmark date of entry.
6. All photographs are to be mailed to:  
Mr. Derek Griffiths  
24 Austin Terrace  
Toronto, Ontario  
M5R 1Y3

## PROCTOR OFFERS A DEAL ON SLIGHTLY DAMAGED SPARS!

Not all of our spars make it to this country in perfect shape. Sometimes we find minor damage occurs in transit. Scratches, dents, small cosmetic flaws -- imperfections that cause us to label the spar a second.

If you are the kind of sailor that can live with a scratch or a dent, we have a deal for you. Give us a call and arrange a time to look at what we've got. You'll save anywhere from \$50 to \$150 on a mast or boom.

**PROCTOR MASTS CANADA  
398 VAUGHAN ROAD,  
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M6C 1N9  
416-657-1737**

## USING A DINGHY COMPASS

by Alex Macnaughton

Playing the wind shifts is the key to upwind racing. On a beat, if you tack on a five degree heading, and your nearby competitor does not, you will have a ten degree advantage, and you will be sailing upwind approximately seventeen percent faster while the wind change lasts.

Compasses can be used to detect temporary changes in wind direction (headings and fairings/lifts). Frank McLaughlin, one of our Canadian Sailing Team members (470's), and a panelist at a seminar at last fall's OSA Annual General Meeting, recommended that two compasses be mounted; one for starboard tacks, and one for port tacks. Many top dinghy sailors mount two compasses rather than one. Following are two systems for the installation and use of two compasses.

### System One

Buy two Aqua Meter compasses model 125, Track-N-Tack, price \$55, diameter four inches, weight 5.5 ounces. This compass is dome-shaped and inside its clear plastic is a second dome with three quarter inch painted red and white squares around its lower perimeter. This inner dome is floating and acts as the compass needle. The outer dome can be turned with the fingers after the compass has been mounted and has a vertical black line to be positioned.

Mount each compass on your front deck near its aft edge directly below the line of vision of the helmsman and crew to the telltales of the jib. To avoid confusion, especially for a novice or only casually interested crew, paint an H (for headed) on the outer dome of both compasses to the leeward of the vertical black line and above the circle of three-quarter inch squares. The H can be as small as possible. Nail polish enamel is suitable. The brush on the cap should be cleaned with paper and tapered to a point with scissors.

Before each race set both compasses by sailing first on one tack and then on the other. The vertical black line on the windward compass is to be turned to be over one of the dividing lines separating the three-quarter inch squares on the inner dome. Choose a dividing line facing the helmsman and crew. Check each setting several times. During a beat if the line on the inner dome moves (actually the boat's direction changes) to leeward of the vertical black line on the outer dome, the H will clearly indicate a heading.

### System Two

Buy in a store carrying equipment for hikers or hunters two Silva compasses, diameter two inches, weight 3/4 ounces, Model 7NL (\$9.95) or, if not stocked, Model 3NL (\$14.00). These compasses are flat. They have capsules turnable by the fingers which include the needle, dampening fluid, and the degree markings.

Turn the compasses upside down and you will see that the flat bottoms of the turnable capsules are uncovered. Paint over on the bottom of one capsule the quadrant 0 degrees to 90 degrees and on the other the quadrant 270 degrees to 360 degrees. Apply masking tape before painting to make the edges straight. Nail polish enamel is again suitable. Looking down on a compass right side up the paint will show through the clear plastic.

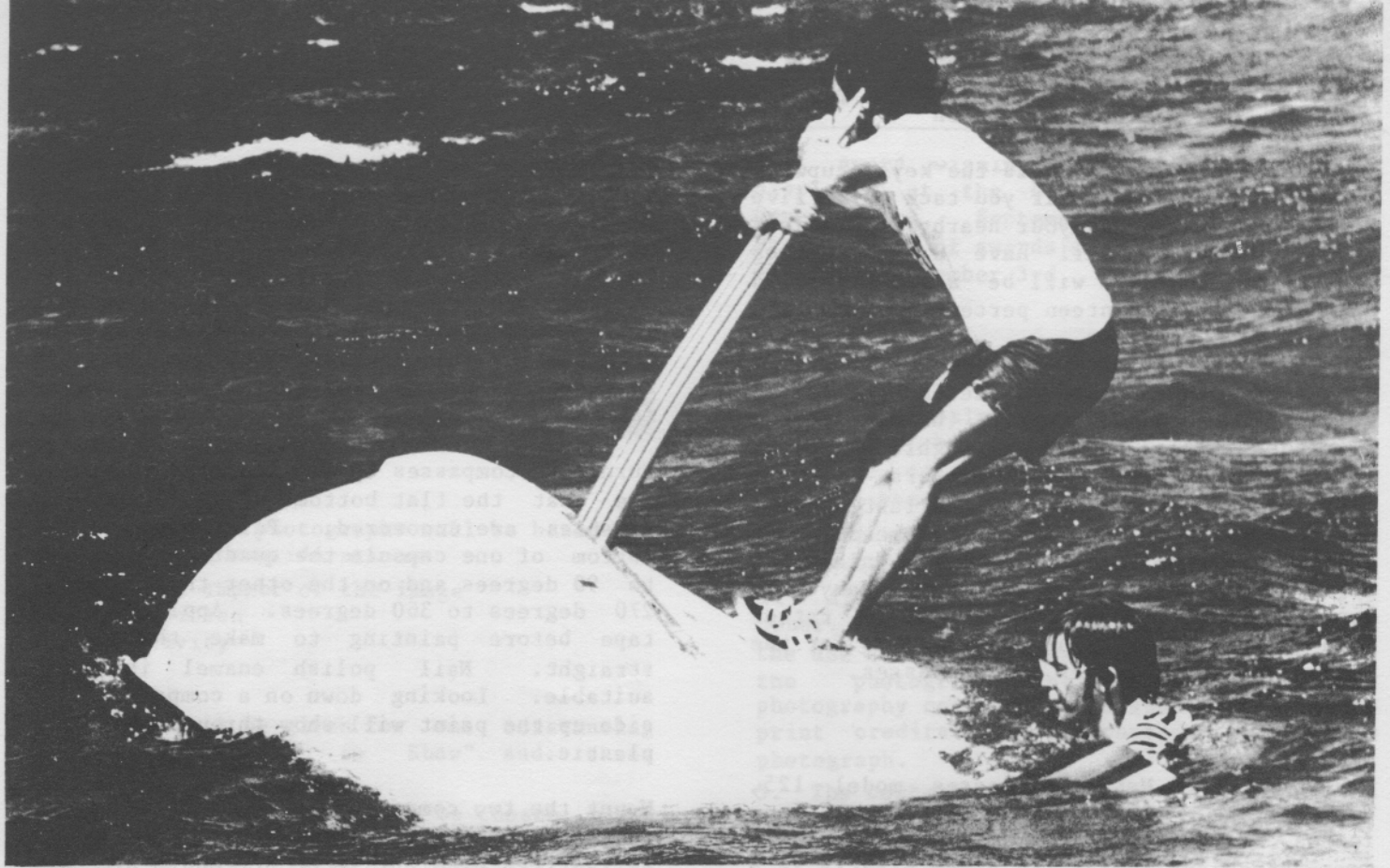
Mount the two compasses on opposite seats or gunwales so that (a) the compass with the 0-90 degrees quadrant is on starboard and the one with 270-360 degrees painted quadrant is on port, (b) both helmsman and crew can easily look directly down at the windward one, (c) neither the helmsman nor the crew will normally sit on them and so disarrange their settings and (d) they are level when the boat is level.

Before each race, set both compasses while beating. The N (for North) of the compass on the windward side of the boat is to be turned to be at either end of the compass needle. Usually the end nearer the centreline is used. To ensure you have good average pointing directions, check each setting several times. On a beat during the race if the needle on the windward compass moves (actually the boat's direction changes) from pointing at the N into the painted part, you have been headed.

The vertical black line on the outer dome of the Aqua Meter is about five degrees wide. Generally, any five-degree heading should be tacked on almost immediately in a dinghy.

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(Note: Alex Macnaughton is Chairman of the Lecture Program of the OSA. This article reprinted with permission of Ontario Sailing Association from SALLONTARIO, May/June 1984)



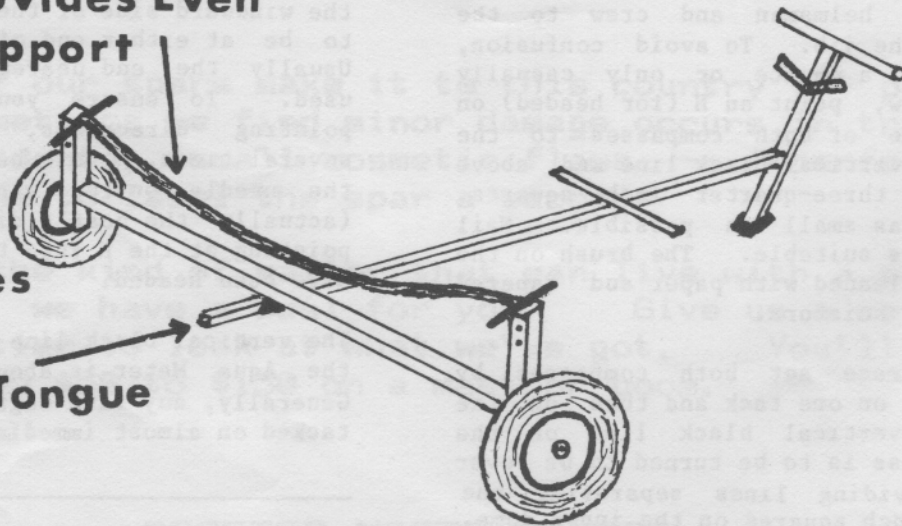
"Kick harder. We'll never make it for dinner."

## LAUNCHING DOLLY

**2" Strap Provides Even Hull Support**

**Inflatable Tires**

**Adjustable Tongue Length**



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416-282-1502

# Race Results

## TARTS 1984

BOAT	HELM/CREW	CLUB	RACE1	RACE2	RACE3	RACE4	PTS	POS'N
6660	R. Weiss J. Day	TSCC	2	1	1	1	0.0	1
7141	P. Henderson M. Henderson	RCYC	1	3	2	2	6.0	2
6613	N. Berzins J. Morgan	TSCC	4	2	6	10	22.7	3
6644	J. Gage S. Phillips	SMSC	3	4	12	9	28.7	4
6628	D. Treissman D. Treissman	RCYC	13	17	3	4	32.7	5
5600	R. Leonidas S. Leonidas	RCYC	7	8	9	3	32.7	5
4659	J. Ashby S. Parcell	TSCC	6	5	13	7	34.7	7
6655	J. Francis R. Clayton	SMSC	9	10	4	8	37.0	8
6433	J. Pawlik J. Dunlop	RCYC	10	6	10	5	37.7	9
7000	C. Colman P. McLaughlin	SMSC	DNF	11	5	6	38.7	10
7366	D. Griffiths L. Bangay	TSCC	5	15	8	14	44	11
7322	B. Withrow W. Boyd	MSC	11	9	7	19	45	12
6494	B. Murdoch A. Murdoch	TSCC	12	13	11	11	52	13
6400	I. Rogers G. Rogers	PBSC	8	12	17	16	54	14
6803	C. Masson D. Black	TSCC	15	7	15	18	55	15
6641	S. Cumming K. O'Rourke	RCYC	14	16	16	12	60	16
6251	K. Clarke	RCYC	19	19	14	17	68	17
5310	P. Pudwell J. Pudwell	TSCC	16	14	20	22	68	17
4129	D. Durnford E. Griffiths	TSCC	17	20	DNF	15	70	19
4824	P. Goddard S. Cashmore	PSC	DNF	18	21	13	70	19
7316	J. Langley P. Vasoff	SJSC	21	DNS	18	20	77	21
7261	M. Turner B. Henderson	SJSC	20	22	19	21	78	22
7251	D. Shenstone S. Christens	MSC	18	DNS	22	23	81	23
7320	A. Savege B. Revill	MSC	23	23	25	26	89	24
6598	A. Quinan N. Watson	TSCC	24	25	23	25	90	25
4084	S. Green G. Laco	TSCC	25	24	24	24	90	25
7364	R. Helmer G. Foster	WSC	22	21	DNS	DNF	90	25
4503	F. Obedkoff	TSCC	DNS	DNS	26	27	100	28
7255	A. Deffett	SJSC	DNF	DNS	DNS	DNS	105	29

# INVITATIONAL REGATTA

SAT. and SUN. JULY 7<sup>th</sup>, & 8<sup>th</sup>, 1984

## PARKWAY SAILING CLUB

FORT ERIE, ONTARIO

ALBACORES\* FIREBALLS\* LASERS

FRIDAY: 6:30 p.m. to 10:30 p.m.; Registration, Bar Open.

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

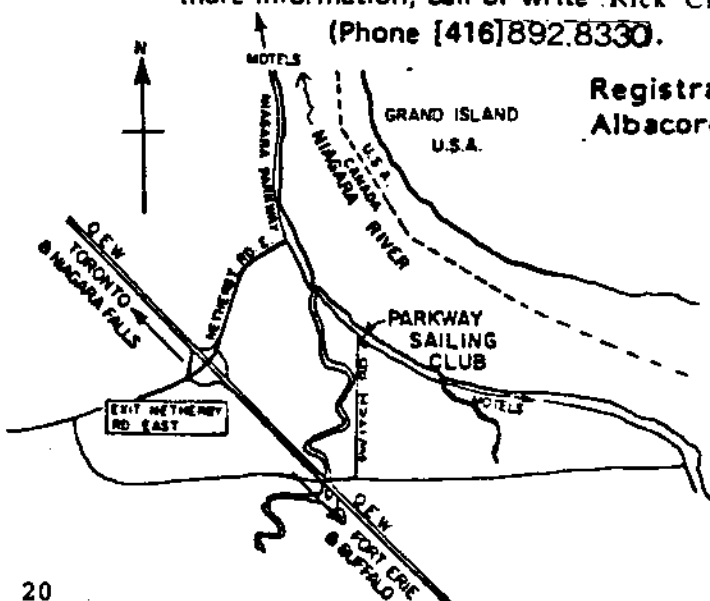
SUNDAY: 8:30 a.m. Breakfast  
10:30 a.m. Fourth and Fifth Races  
1:00 p.m. Lunch  
Afternoon Results and Trophy Presentations.

Plenty of space to camp in our grounds, or stay in a nearby motel (see map). For more information, call or write Rick Clift, 954, Haist Rd. RR5 Fenwick, Ontario, (Phone [416]892.8330).

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

\* Canadians' qualifier

\* Can-Am Challenge



# 1984 Schedule

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 Gooderham Series Qualifier
June 9 - 10	June Bug Regatta Fanshawe Y.C. London, Ontario	Canadians Qualifier
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. Championships 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	
June 30	Toronto Team Racing Royal Canadian Y.C. Toronto, Ontario	
June 30 - July 1	Open Regatta Niagara Sailing Club Grand Island, N.Y.	Contact: Jim Clements 716 - 773 - 9063
June 30-July 1	Open Regatta Gatineau River YC Ottawa, Ontario	Canadians Qualifier Gooderham Series Qualifier

1984 Regatta Schedule (Cont'd)

July 7 - 8	National Capital Regatta Brittania Y.C. Ottawa, Ontario	Canadians Qualifier
<del>July 7 - 8</del>	<del>Parkway Invitational</del> 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	Invitational Regatta Lake of Bays SC Muskokas, Ontario	Canadians Qualifier
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
<del>July 21</del>	<del>Albacore Regatta</del> Burlington S&BC Burlington, Ontario	Canadians 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 Gooderham Series 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:

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