

**ak**

**shackles &  
cringles**

APRIL 1986  
VOLUME XXIV  
NUMBER 2



A L B A C O R E

*Plane Sailing*

P.O. Box 1028, Station Q, Toronto, Ontario M4T 2P2

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## COMMODORE'S COMMENTS

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Now we look forward to Spring and the new Sailing Season, equipped with foils refinished Bilbo fashion.

The first big event is the Spring Seminar to be held at Harbourfront on Monday, April 14th. Members and non-members are welcome for the small fee of \$1.00.

It is with pleasure that I announce interest in the forming of Albacore fleets in Nova Scotia. The impetus comes from some ex-Sea Cadet sailors and others. I wish them luck with their organization and hope to see them represented at our Championship events. Sailors travelling across national or provincial borders will have an opportunity to qualify for the Champion fleet at the Championships on the basis of the first two races sailed. Visitors to Nova Scotia may wish to take note of their regatta schedule which we shall publish in due course.

I have had a letter from a Regatta Chairman of a club in a remote and beautiful area. He sent his club's racing schedule and noted that they were not having an open regatta because of poor attendance in previous years.

I am sorry, but not surprised, to hear of the cancellation of an open regatta. It follows the reluctance of Albacore sailors to travel to distant regattas. Visitors at some open events, even at places of great beauty and attractive waters, have been few. The Gooderham Trophy has helped only a little.

The reason, I am sure, is the uncertainty of finding accommodation as a weekend visitor in the high season. The answer is billeting. If you would like a large attendance of visiting sailors at your open race meeting, offer and organize the hospitality of your club members, and sailors should flock to you from all over the Province and beyond, even from the States.

There are several advantages to offering billets: apart from larger fleets and greater competition, you can expect the making of new friendships, reciprocal arrangements and early registration, for there is an obvious need to book early for a limited number of billets.

The Canadian Albacore Association is taking the lead this year by organizing billets for our out-of-town sailors at the Canadian National Championship at the Toronto Sailing and Canoe Club, and at the Ontario Championship in Muskoka, with the cooperation of the South Muskoka Sailing Club. The Muskoka Lakes Sailing Club is billeting again for the Junior Championship (they had 34 boats last year), and Point au Baril Sailing Club has promised billets for their Open Regatta on August 16.

Race Committees please consider this idea, you may wish to call the event:

### THE OPEN HOSPITALITY REGATTA

We should be pleased to advertise it in Shackles and Cringles.

David Treissman

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## BILL C-75

Federal and Provincial Governments have been good to sailing and to other amateur sports. The Canadian Albacore Association this year can expect to be subsidized by the Ontario Sailing Association by about \$1,000. Both Governments help ambitious and promising sailors with their expenses for the important races around the world. Government has been our friend and servant, not our master.

We, and other groups in the small vessel community, have benefited from being in the shadow of legislation controlling commercial shipping, and we have gained from the efforts of voluntary educational organizations such as the Canadian Power Squadrons, which I commend to our members for off-season instruction in seamanship and navigation.

Government is now trying to get greater control over the boating community - as it seems to need control of everything from kindergarten to the professions. Bill C-75 seeks such control over us.

There are two clauses in the bill which are of serious concern to us. Clause 4 implies taxation of our sailors to recover the expenses of dredging and navigational aid maintenance. Taxes are well known to escalate beyond the original expenses cited.

Clause 10 introduces the requirement of any vessel operator to be certified for competence, and for social and physical fitness. The prospect of licensing small boat operators is apparent in the bill.

\*Cont'd on p. 4

You've raced in Toronto. You've raced at Geneva Park. Now it's time to race in Ottawa!

Okay, you say. After all, Ottawa's close - just 400 kilometres (250 miles for metric midgets), from Toronto, 200 kilometres from Kingston and Montreal - it's pretty, the water's clean, the winds are good, and the competition's strong.

So where do you stay?

Ask no more. Betty's Billets will keep you safe and sound and snug and warm at the extremely reasonable price of **free**. Stay with a fellow sailor who will share your sorrows when your tiller breaks, and glory in your victory when you come first. Virtually every billet is somewhere within the great National Capital Region serving Lac Deschenes Sailing Club, Gatineau River Yacht Club, Britannia Yacht Club, Nepean Sailing Club and Sail RA.

So pick your regatta and call Betty's Billets today at (613) 236-2528.

Why stay in Toronto when you can stay with a friend?

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cont'd from p.3

Such licensing is generally held to be unnecessary and would be impossible to enforce, though it would be another excuse for police to stop people.

Michael Forrestall, M.P., Parliamentary Secretary to the Minister of Transport, is quoted in the Toronto Globe and Mail as saying, "The fact of the matter is, there is no intention of requiring this... At some point in time there could be a level of congestion (on Canadian waterways) that would give rise to a safety problem, and it might be that the Government, in its wisdom, might say, 'yes, you do need a license to drive (sic) a boat.' However, that is not being contemplated at the moment, and I think it would be highly unlikely that we should get to a position of that nature in the next 30 or 40 years."

Let them wait until "that point in time" before they make the law.

We, as Albacore Sailors, have a duty to oppose clauses 4 and 10 of Bill C-75. We can do this by telephoning and writing to our Members of Parliament and to the Chairman of the Committee reviewing the bill.

Visitors to the Ontario Yachts booth at the Toronto Boat Show in January may have seen our new brochure and the sweatshirts bearing the cover design. We're really proud to offer an Albacore class shirt at bargain prices. The sweatshirts are \$15.00 and come in only two sizes: Large and Extra Large. The cover of this issue features the design, which is printed in red, blue and black on a white shirt. You can order sweatshirts by mail. We will also be selling them at major CAA regattas this summer. A white golf shirt with the CAA logo is also available for \$20.00, and comes in sizes Medium, Large and Extra Large. If demand is good a T-shirt version should also be available soon. When ordering by mail include \$3.00 for postage and handling, and make cheques payable to the Canadian Albacore Association (address on page 2).

They go great with Beefeater caps!

Christine Forsyth

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The Chairman is:

Derek Blackburn, M.P.  
House of Commons  
Parliament Buildings  
Wellington Street  
Ottawa, Ontario  
K1A 0A6

Telephone: (613) 996-7265

### SECRETARY'S MESSAGE

Our apologies for any inconvenience the "Renew Now" note on the envelope of the February issue may have caused. Our Editor wanted to ensure her wide readership was maintained, but our Membership Secretary was unable to assist in the task. Please be reassured, however, that our membership records are in order as receipt of this issue will confirm.

Kathryn Sherwood

## DAVID TREISSMAN

It is with great sadness we acknowledge the untimely death of our Commodore, Dr. David Treissman, on Sunday, March 23, 1986. David was as highly regarded in his profession as in his sailing, and will be missed by all who knew him.

Always an active sailor, David was well-known throughout the racing fleets as a keen competitor and a promoter of Albacore sailing. He was a member of the Royal Canadian Yacht Club, and served a term as Fleet Representative for the Albacore class.

David worked diligently as Commodore of the Canadian Albacore Association to expand and improve Albacore sailing. He took increased participation in all Albacore events as his personal goal this year, and to this end promoted communication and hospitality between the fleets.

We extend our sincere sympathy to Philomena, his wife and favourite crew, and to Deirdre, Mark and Simon.

We all have our personal memories of David.....perhaps one of these is yours.

### TO DAVID, A FRIEND

*For a cheery good morning, and a chat  
on the launch  
For a hand with the tarp and a  
weather report  
For the loan of just the right tool to  
fix a bent fitting  
For a push down the ramp and  
a joke at the dock  
For a tune to the start and  
some friendly advice  
For the time at five minutes and  
an eye for the line  
For a tough down wind battle and  
a race to the finish  
For a beer on the porch and  
a lively discussion  
For being a friend.....*

*I thank you.*

*An Albacore Sailor*



Loyal readers will recall that May brings Albacores out of the garage and sailors to Annapolis each year. Once again I want to remind those individuals who've wasted no time readying their boats that the annual Mid-Atlantic Regatta at the Podickory Sailing Association is around the corner. Last year four-and-a-half Canadian crews tested the waters of the Chesapeake and found fair sailing, fine weather and good company. The regatta will be held the weekend of May 10-11 this year. The Washington, DC area is well ahead of Ontario weather-wise, and for the past two years the sailing gear was primarily shorts and T-shirts. Competition is hot, hospitality first-rate and it's well worth the trip. From Toronto its a good 10-hour drive. Past experience tells me to leave Thursday evening with an overnight stop halfway. That puts you into Annapolis early in the day and fresh for sailing Saturday. I would also recommend doing the return trip in two segments. Racing ends mid-afternoon and by the time you're packed and ready to go the day is pretty much behind you.

The cost of the regatta is reasonable and dinner and beer are included in the price. Accomodation is standard highway motel, with a range of prices to match facilities. If you need any further information give me a call.

Christine Forsyth

Its time for a change in venue! At the same time we are planning to extend our Albacore racing season into some of those beautiful September days.

The 1986 Canadian Championships will be held at Toronto Sailing & Canoe Club on September 12, 13 and 14, 1986.

Qualification for the Championship Fleet has been modified this year. In order to sail in the Championship Fleet you must qualify by finishing in the top half of any CAA sanctioned regatta in 1986. Sailors travelling across National or Provincial borders will have an opportunity to qualify based on the first two races sailed.

We expect great participation as fewer competitors will have to travel this year. We are arranging billets for out-of-town competitors - there are no excuses!

So save that extra day of holiday for September 12th. Plan now to attend the 26th Canadian Championships.

Look for more information in the next issue of "Shackles & Cringles."

Beth Medhurst

## 1986 JUNIOR CHAMPIONSHIPS

It is said you cannot get too much of a good thing. When the Muskoka Lakes Sailing Club offered to hold yet another great Junior Canadians, we leapt to accept.

The 1986 Juniors will again be held at Windermere on Lake Muskoka, July 12 and 13, 1986. Tom Wilson, Commodore of Muskoka Lakes Sailing Club, and his able committee are planning a great event.

Fees will be held to 1985 levels at \$35.00 per boat for CAA members (this includes family). For a nominal \$2.00 you can become a CAA member for the weekend.

For families wishing to participate in the Ontario Championships the following weekend at the South Muskoka Sailing Club, we are arranging some facilities to leave your boat at the lake for the intervening week.

For further information, please contact:

Beth Medhurst  
58 Glengowan Road  
Toronto, Ontario  
M4N 1G4

(B) (416) 223-4601 (R) (416) 482-3251

Look for more information in the next issue of "Shackles."

Beth Medhurst

DEADLINE FOR NEXT ISSUE OF SHACKLES:

June Issue	May 31st
August Issue	July 30th

PLEASE OBSERVE THESE DEADLINES!

## 1987 WORLDS QUALIFIERS

## 1986 ONTARIO CHAMPIONSHIPS

Qualification for the Canadian Team for the 1987 World Championships will be on the following basis:

1986 National Capital Regatta	Top 2 boats
1986 Ontario Championships	Top 3 boats
1986 North American Championships	Top 2 boats
1986 Canadian Championships (Championship Fleet)	Top 10 boats
1987 TARTS	Top 3 boats

Any defaults or additional team places allocated will be filled on the basis of placement in the 1986 Canadian Championships.

For further information, please contact:

Beth Medhurst  
58 Glengowan Road  
Toronto, Ontario  
M4N 1G4  
(B) (416) 223-4601 (R) (416) 482-3251

We're happy to announce that championship Albacore sailing is returning to Muskoka. The Ontario Championships will be hosted this year by the South Muskoka Sailing Club on the weekend of July 19-20. In conjunction with the regatta we are planning a golf tournament for Friday, July 18. If you have plans to attend the Ontarios you might like to make it a long weekend and join in the festivities.

Our hosts are endeavoring to arrange billets for out-of-town sailors. That accomodation will be limited so you should give me a call as soon as you know your plans. There are a number of good resort hotels and motels in the Bracebridge and Gravenhurst area. If you prefer this type of accomodation you'd better book early.

Plans aren't quite finalized so you'll get more information in the next issue of Shackles. For any Junior sailors planning to attend the Junior regatta at Lake Rosseau, we can arrange to store your boat if you wish to attend the Ontarios also.

Christine Forsyth

### TARTS '86

Toronto Sailing & Canoe Club  
May 31-June 1

#### SCHEDULE

Saturday	Registration 9:00 am -10:30 am Race Start 12:00 (2 races back-to-back) Cash Bar and Dinner to Follow
Sunday	Race Start 11:00 am (2 races back-to-back) Cash Bar and Presentations to follow

#### NOTE

1986 CAA Membership/Measurement Certificates with '86 Buoyancy endorsement is required. Sails used in this regatta must bear a CAA measurer's stamp. Failure to comply will result in disqualification from the regatta.

#### COSTS

Regatta Registration: \$ 17.00  
Dinner (Approximately) \$ 10.00 per person  
Box Lunches will be available

..COFFEE & TARTS ARE FREE....COFFEE AND TARTS ARE FREE...COFFEE.

REGISTRAR: Derek Griffiths  
960-3736

COORDINATOR: Christine Forsyth  
(see exec list)



# When the chips were down

1ST U.S. NATIONALS 1985 - RIAZ LATIFULLAH, SOBSTAD MAIN & JIB  
1ST CANADIAN CHAMPIONSHIP 1985 - JEFF MOODY, SOBSTAD MAIN & JIB



We have over many years in the Albacore class tried to follow a logical step by step development of new designs, but also to ensure that at a given time we build the same sails for both the Class Champion and Club Sailor alike. Not only that but we know that our sails are built tough to give a long racing lifespan.

Both Jeff and Riaz have our New Triradial design main and jib for 1986. They both think as do we, that they are faster and easier to set than any other design.

Join the Winning Team - Call Today



**SOBSTAD**

Innisfil 400 Industrial Park, Thornton, Ontario, L0L 2N0, Barrie: (705) 436-5550, Toronto: (416) 283-9095



# 1986 RACE SCHEDULE

## MAY

- 10-11 Mid-Atlantic Regatta - Podickory Sailing Association, Annapolis, MD  
31-1 TARTS (Toronto Sailing & Canoe Club)

## JUNE

- 1 Harbourmaster 1 & 2 (Westwood S.C.)  
7 Conestoga Warm Water Regatta  
14-15 Fanshawe Junebug Regatta  
15 Harbourmaster 3 & 4 (RCYC)  
21-22 RCYC Open Albacore Regatta  
22 OHCC Open Regatta  
28-29 Lake Ontario Challenge Open Regatta (Bronte)

## JULY

- 6 Harbourmaster 5 & 6 (RCYC)  
12-13 Parkway Sailing Club (Fort Erie)  
12-13 CAA Junior Canadian Championship (Windermere)  
12-13 National Capital Regatta (Britannia Y.C.)  
19 Westwood Sailing Club Open Regatta  
19-20 Ontario Championships (Windermere)  
20 Harbourmaster 7 & 8 (Westwood S.C.)  
26-27 Women's Double-Handed Regatta (Whitby)  
26-27 Nepean S.C. Regatta  
27 Harbourmaster 9 & 10 (St.Jamestown S.C.)

## AUGUST

- 3 Muskoka Lakes Assoc. Regatta  
3 Balsam Lakes Open Regatta  
9 Mooredale S.C. Open Regatta  
10 Harbourmaster 11&12 (St.Jamestown)  
16 Pointe-au-Baril Open Regatta  
23 North Toronto S.C. Open Regatta  
23-24 Don Rantz Regatta (Sail RA, Ottawa)  
24 Harbourmaster 13&14 (North Toronto)  
30-31 St.Jamestown Open Regatta

## SEPTEMBER

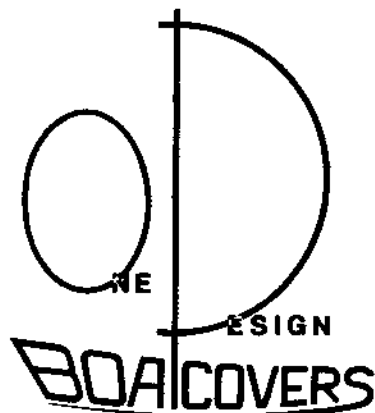
- 6 Area 10 Albacore Championship (Tentative)  
7 CAA Championship Tune-Up Regatta (Tentative) (TS&CC)  
12-14 CAA Championships (T.S.&C.C.)  
20 Harbourmaster 15&16 (North Toronto)

## OCTOBER

- 11-13 U.S.National Championships (Chesapeake Bay)

\*\*\* Anyone wishing to add/revise/correct the entries in this schedule should contact Kevin O'Rourke.

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



**HANS GOTTSCHLING**

1655 CORAM CR., MISSISSAUGA, ONT. L4X 1L1  
PHONE 277-3306



**NORTH TORONTO  
SAILING CLUB**

## STILL AFLOAT & SAILING AFTER 20 YEARS!

This year, North Toronto Sailing Club celebrates its 20th Anniversary. If you are an old member and wish to participate in our 1986 summer festivities, please call our Code-a-Phone at (416)781-2354 and leave your name and telephone number for more information.

## OTTAWA TELLTALKS

It's that time of year again, time to rip off the boat cover and regret that you spent all those glorious sunny winter days skiing instead of sealing your tanks, smoothing your centreboard, mending your sails, replacing your cleats...(It's sort of the same feeling you had last December when you strapped on your skis and wondered why you'd sailed every warm summer evening instead of performing squat thrusts).

But don't despair. You're not alone. You're even in good company (right, Doug?). And now that Spring really is here, you won't mind spending the time or money to be the first on the water when the dam is opened and the lake is full.

To get you there in the right frame of mind, your Area 10 team of fleet captains and rep. has been busy.(While you were skiing, we were meeting and organizing). Read on for What's On in '86.

### SAILING, SAILING

Here's the 1986 Regatta Schedule:

* Lac Deschenes S.C.	June 14-15	LDSC
* Gatineau River Y.C.	June 28-29	GRYC
National Capital Reg.	July 12-13	BYC
Britannia Open	July 20	BYC
* Nepean S.C.	July 26-27	NSC
Stormont Y.C.		
24-hour Race	Aug. 2-3	SYC
Britannia Open	Aug. 10	BYC
! Don Rantz Regatta (Sail RA)	Aug. 23-24	ONEC
Area 10 Championship	Sept. 6-7	BYC
Britannia Open	Sept. 28	BYC

- \* Canadian Championship qualifier
- ! Gooderham Trophy qualifier

Please note that, thanks to the never-ending efforts of John Bryant, BYC is hosting three new one-day regattas this year. They're open to all Albacore sailors. They'll be multi-fleet starts, one-design racing.

Stormont Yacht Club near Cornwall is hosting its 24-hour race again this year. Lloyd Chaput reports they had a modest turnout last year, but were encouraged enough to try again this year. If you've never competed, it's a lot of fun and a great way to spend Civic Holiday weekend and meet new friends. Boats are raced for 24 hours continuously around a set course by six-member teams who sail in four-hour shifts. Watch the sun come up on the St. Lawrence River! There's room to camp on SYC's lovely grounds and, as I recall

from the year I raced it in 1980, breakfast was provided.

### DANCE, DANCE, DANCE

Ever been appalled by the way some Albacore sailors dress like such slobs on the water? Ripped polyester turtlenecks, too-tight Adidas shorts over sloppy sweatpants, shoes built for tanning not protection, baggy torn foul-weather gear, hats only Dave Black could love.

Mark down Saturday, April 26 right now for the Albacore spring party at Britannia Yacht Club.

The party starts at 8 p.m., the price is a super-reasonable \$3. There'll be a DJ for dancing and a cash bar. The only thing you bring is something to share for a cold midnight snack (coldcuts, unwilted salads, cakes, etc. Nothing that needs refrigeration, please, because we won't have access to the kitchen).

Tickets are available from your club Albacore fleet captain and at the door. Joining us in the fun will be the 505 fleet. Be there! All the other Albacore sailors will.

### TALK, TALK, TALK

Are you one of the 99 per cent of Area 10 sailors who is not Ian Meller, Doug Woodley, John Bryant, or John Readshaw? Does the word "start" make you want to head for shore? Do you round the weather mark in a dither about whether to head up or down? Is your whisker pole merely a handy device to fish your hat out of the lake?

If you've answered "yes" to any of the above questions, have we got an evening for you!

It's Wednesday, April 30 when, starting at 7:30 p.m., Doug Woodley (1983 Albacore Worlds competitor), will reveal tips for "Making the average sailor better". This will include Doug's personal secrets on how to get better starts, boat tuning and what Doug calls, "devious tactical manoeuvres".

It's geared for the frequent racer who can't seem to improve, the infrequent racer who would like to race more often and the novice who wants to get started.

For the better-than-average racer, Doug has promised (time permitting), to discuss more advanced topics like "Tuning your arch-rival's hull with brace and bit", "Sulphuric acid and your

neighbour's sail bag", and "Clandestine application of Krazy Glue to other people's trailers".

Not only will Doug talk, but he'll answer questions too.

Besides Doug, the Nautilus Yachts True North Fund-raising team will be on hand at half time to sell True North T-shirts, sweaters, hats, glasses, etc.

The action takes place in the Bytown Room at the RA Centre on Riverside Drive. There'll be a cash bar, but no charge for the seminar.

### WIN, WIN, WIN

The Area 10 Championships will be held September 6-7 at BYC, in conjunction with the District 4 505 Championship. There'll be two fleets, A and B. Watch this space for further information.

To encourage average and novice sailors, the fleet reps. and myself are hoping to introduce a

new Area 10 trophy for B Fleet sailors, along the lines of the existing Travellers Trophy. While nothing has been finalized, what this will likely mean is that Albacore sailors will be asked at regattas to designate themselves as A or B Fleet racers (although the regattas they are competing in may have only one fleet). The results will be used at the end of the season to score competitors for the new trophy. (The Travellers Trophy will be for A Fleet). The winner of the new B Fleet trophy, and the B Fleet Area 10 championship trophy (which already exists), will automatically graduate to A Fleet for future years.

Funding and rules for the new trophy have yet to be approved. Future "Shackles" will provide more information.

C'est ça.

Wendy Warburton  
Area 10 Rep.

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### R.C.Y.C. 1986 OPEN ALBACORE REGATTA

Saturday June 21st & Sunday June 22nd

Location: Royal Canadian Yacht Club  
Racing in the Inner Harbour

Program: June 21st 9:00 - 10:30 Registration - R.C.Y.C.  
11:00 AM 1st Warning Gun  
Three races will be sailed with a lunch break.

June 22nd 10:00 AM 1st Warning Gun  
2 Races will be sailed - No Lunch Break

Dinner & Dance: June 21st 18:00 - Saturday Evening  
Reception and Dinner in Ball Room. Dancing downstairs afterwards. Jackets & Ties, please.

Entry Fee: \$25.00 per boat.  
Special dinner price for Skippers & Crew - \$12.00 each  
Extra Dinner tickets - \$20.00 each

#### Regatta Co-ordinator

Bob Leonidas  
105 Glengrove Ave.  
Toronto, Ontario  
M4R 1P1

#### Regatta Chairman

Malcolm Lawrie  
243 Woodland Drive  
Oakville, Ontario  
L6J 4W4

# 1986

## HARBOUR MASTER

### Series

**OPEN TO:** All Registered ALBACORE BOATS

**FEE:** \$12./Boat ... or ... \$80./Club

**PRIZES:** MUGS awarded for the top 4 boats in each race.

**LOCATION:** Inner and Outer Harbour

**RACES:** Start time is 1:20 p.m.

SUNDAY	June 1st	by WSC	- Outer Harbour
SUNDAY	June 15th	by RCYC	- Inner Harbour
SUNDAY	July 6th	by RCYC	- Inner Harbour
SUNDAY	July 20th	by WSC	- Outer Harbour
SUNDAY	July 27th	by SJSC	- Outer Harbour
SUNDAY	Aug. 10th	by SJSC	- Outer Harbour
SUNDAY	Aug. 24th	by NTSC	- Inner Harbour
SATURDAY	Sept. 20th	by NTSC	- Inner Harbour

**REGISTRATION:** By Mail ... J. Carroll  
132 Eastwood Road  
Toronto, Ontario  
M4L 2C9 Telephone: (Bus.) 427-3398  
(Res.) 465-1266

Or: Individually with these Club Representatives:

Mooredale S.C.	- Joe Ebling (Res.) 762-8311
North Toronto S.C.	- Tony Gaffney (Res.) 695-9770
Royal Canadian Yacht Club	- Ted Mallett (Res.) 626-2860
St. Jamestown S.C.	- Stu Ferry (Res.) 244-7702
Westwood S.C.	- John Carroll (See Above).

## BEEFEATER SPONSORSHIP

We are extremely pleased to announce that **BEEFEATER** (The Gin of England), will once again sponsor the Canadian Albacore Association in 1986.

The first regatta sponsored by BEEFEATER will be TARTS at the end of May, followed shortly after by the Conestoga Warm Water Regatta on June 7th. Watch "Shackles" for further BEEFEATER announcements.

On behalf of us all, "Thank you, Mr. BEEFEATER!"

Dennis Sherwood

## SAILS WANTED

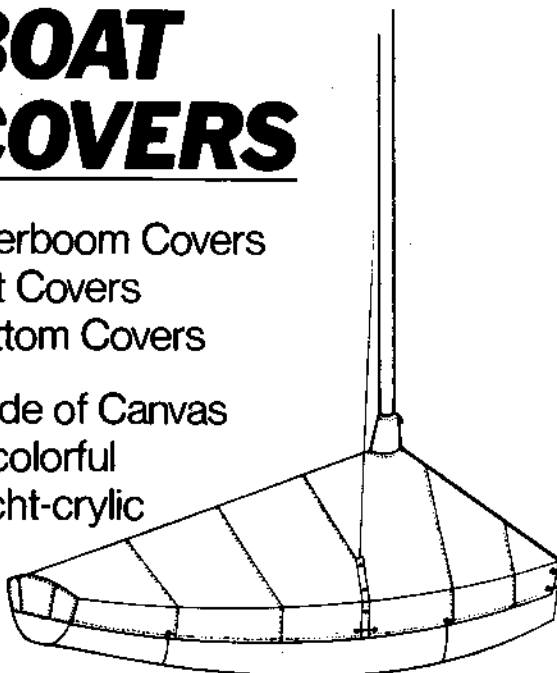
**WANTED:** The Junior Training Program at Bronte Harbour Yacht Club desperately needs replacement sails for its fleet of Albacores. They are not looking for racing condition sails, but simply for sails that won't fall apart in a 4 knot breeze.

If you have any spare sails in half-reasonable condition, why not donate them to this worthy cause? George Strachan (B) 825-0470, (R) 632-9625, will be pleased to arrange pick up.

## BOAT COVERS

Overboom Covers  
Flat Covers  
Bottom Covers

Made of Canvas  
or colorful  
Yacht-crylic



On the water • Full service loft



SOBSTAD SERVICE TORONTO  
19 Polson Street M5A 1A4 • (416) 466-7000

## 1986 Open Regatta —»

Open to: ALBACORES and LASERS

Date: Saturday, JULY 19

Location: Toronto Outer Harbour

Races: 3 races in each class starting at 11:00 A.M.

Full details to follow or if you cannot wait, contact:

John Carroll  
132 Eastwood Rd. (res) 465-1266  
Toronto, M4L-2C9 (bus) 427-3398



**Westwood  
Sailing Club**

# BEEFEATER

IS PROUD TO SPONSOR

## BALSAM LAKE SAILING CLUB

23RD ANNUAL ALBACORE OPEN REGATTA  
(includes District 8 Championship)

SUNDAY, AUGUST 3rd, 1986

### Prizes

The Griffin Trophy  
Keeper Trophies to Top Five  
Special Awards



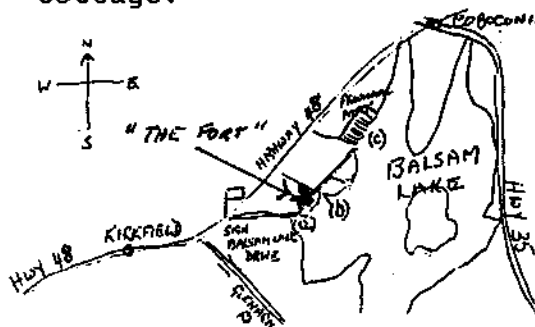
**PROGRAM:** Registration 1000 - 1200. No Skippers' Meeting. Sailing Instructions at Registration. Start at 1300 promptly. Three races back-to-back. Third race at discretion of Race Committee. No start after 1600. Bring your own lunch.

**VENUE:** To be sailed from "The Fort", the beautiful country home of John & Nan Blair - go to Kirkfield on Highway 48 and follow map and signs from there.

**SOCIAL:** After racing at "The Fort" - Drinks including a Beefeater tasting, buffet dinner and prizes.

**LAUNCHING:** Three locations - see map and on-site signs. No launching at "The Fort". After race, load your boat and drive to "The Fort" cottage.

Launch at locations  
(a), (b) or (c).



There will be a fifty boat limit, first come, first served. To ensure entry and help the caterers, you are urged to enter early.

Send attached Entry Form and cheque payable to **BALSAM LAKE SAILING CLUB**, c/o Bob Leonidas, 105 Glengrove Ave. W., Toronto, Ont. M4R 1P1. Telephone: Home - (416) 488-7175; Office - (416) 467-2021.

## THE PSYCHOLOGY AND PHILOSOPHY OF CREWING

The attitude of competitors in small boat racing has changed markedly during the last twenty years. There has been a hardening of their approach, more specialization, a tremendous increase in technical knowledge; that elsewhere might be described as a professional outlook. To succeed in top competition it is imperative to stay one jump ahead of the opposition, but at the same time it must always be remembered that yacht racing is a sport—and as such should be enjoyed.

Crews, who necessarily bear the brunt of the work done in the boat, must enjoy what they are doing or they soon come into the category of 'used to be sailors'. It helps for the crew to believe that he is important. This can be achieved in two ways, by receiving praise from the skipper or taking over command. The latter is only for those who are streets better than the man at the helm, but the former is easy if the correct groundwork is put in. Skipper handling is an all-important attribute of the top crew. The crews who are constantly in demand will have mastered the attribute and will admit that it takes time to do so.

For some this psychological weapon may come naturally, but it would more normally be found in skippers. It is bred of an arrogance that comes with natural ability. Those fortunate enough to crew for a really good helmsman will readily appreciate the quality; those who crew for several will better develop their skipper handling. Receiving an invitation to crew for a good skipper is praise in itself, and the continuance of these invitations will show that the crew has begun to master the right approach. I found out about this when a rival skipper once congratulated my helmsman on his crew's 'low cunning': then, I realized that there was more to crewing than knowing all about sailing.

By all means experiment, but the basic principles must be observed. The skipper must be allowed to think that he is still in charge, although a nagging worry about it must help to sharpen him in the cut and thrust of actual competition. At no time should the situation be allowed to develop into acrimonious argument between skipper and crew. This only gives a psychological boost to the opposition; nothing is more encouraging to the crew of a chasing boat than the sound of a row going on in front. Concentration is being lost, and so are the yards of advantage. The crew must never resort to physical violence afloat; energies should be saved for dealing with the opposition.

To prevent any chance of acrimony, the choice of skipper made by the crew is important. First, he should be a man who commands the respect of the other skippers. In any other case the likelihood is that he will not have winning ways. In any dinghy park or club bar it is easy to pick out the successful skippers and with a little research confirm the selection. There is little point in crewing for a helmsman with little chance of winning. A good crew can lift a mid-fleet man somewhere into the hunt, but unless the skipper has the necessary flair and some skill, even the greatest crew is of only relative value.

Winning is all-important. Anything less is second class, but it is of paramount importance that racing should be enjoyed. These two factors should be impressed on the mind of every crew. Jasper Blount, a Swallow champion, impressed them on mine, and it was winning which came first to him. Olympic gold medallists find crews who put winning first; some crews have put up with their talented but testy skippers just as long as it was necessary to get their hands on the coveted medal and have then handed in their notice.

It's the crew's duty to put things into perspective. Too often a good idea in a helmsman's mind develops into a fetish. Then all reasoning disappears, all the good becomes undone, and the idea has a detrimental effect on the boat's performance. The crew who can view the effect objectively should keep his skipper aware of the pitfalls. I was caught up in the consequences of a fetish back in 1960 and at the time was too

young to interfere. It was at the final Olympic trials for the Dragon class, which in true British fashion were held in the Bay of Naples (actually the scene of the Olympics), and because the middle man of Bruce Donald's *Penguin* dropped out with pathological seasickness I was recruited. A phobia over excess weight developed on board to the extent that if ever there was a spare second, a hand went onto the pump to drain the already dry bilges. The heat was intense and humid, yet because of the weight phobia we were only taking one pint of drinking water afloat with us. As the racing progressed our thirsts made us uncomfortable, we lost concentration and interest, and fell back down the fleet. The good crew would never have allowed that to happen; at the time I wasn't that good, and because of it failed to represent Britain in the 1960 Olympics.

The experienced crew, by dropping the odd phrase or name (not boastfully) can raise the standard of his skipper. In almost any sport the player raises his standard to the game in progress and this is just as true of yachting as any other. The man who has been crewing for an ace helmsman and finds himself with a mid-fleet man for a weekend can increase the team's chances of winning. I got my first sailing in a Flying Dutchman when I was crewing for Ralph Farrant, who at the time was very much at the front of the International 14 fleet. A good Osprey sailor, converted to FDs, invited me to crew him for a weekend at Whitstable. I was left over from the Prince of Wales week there and he had come alone for the Flying Dutchman series hoping to pick up a crew. Halfway through our first race, in which we were doing none too well, he asked who I had been crewing for. The name Ralph Farrant seemed to register sufficiently for him to begin to sail better. It brought home to me that great piece of crew psychology, that if the helmsman thinks the crew is better than him, he will try to sail up to the crew's standard.

Crews can destroy their skippers by irritating over-keenness. Too often it happens at a time of crucial concentration—the lead is yours and the closest rival one hundred yards behind on the final beat. A crew who has tensed himself up for a whole race can easily get twitchy in these circumstances. He may believe the sheeting to be all wrong and spend minutes fiddling with Barber hauler, sheets and Cunningham tensions, all the time muttering curses about his lack of success in getting things right. That sort of thing is calculated to drive away every bit of concentration from the skipper, and too often results in an easy win becoming a second place or worse.

Skippers vary in the way that they are best handled. Some need prodding or kicking all the way round the course. Try the same tactics with the type of helmsman who needs kid-glove handling and the results are disastrous. It is important, therefore, to understand the workings of the man at the back. His previous crews will generally indicate the sort of treatment that works; that far, fellow crews are prepared to help each other. The soft approach to the skipper is generally the most effective. Crews who really want something done either to the boat ashore or in a tactical situation afloat, have a better chance of realizing their aim if they make the skipper feel that the whole thing was his idea in the first place. The approach varies from one skipper to another and only experience will tell how the finesse should be applied.

Sailing a singlehander brings crewing fully into perspective. Crew and skipper being one provides a good working knowledge of what should go on at the back end of a dinghy, which any crew has to know to do his job well, but the privations of singlehanded sailing are not conducive to his well-being. Far better, therefore, for crews to get experience of helming two-man boats whenever possible. Good skippers appreciate the reasoning that the effect of bad crewing is felt at the back. Over-sheeting the spinnaker or jib, for example, make large amounts of rudder adjustment necessary, and each

movement produces a braking effect. Any amount of heeling, either to windward or to leeward, does the same thing; but until crews get a full appreciation of how minor errors they make affect the overall boat speed they cannot become top class.

The worst type of skipper to deal with is the one who before the start is highly nervous. They are the best if handled correctly, but unless all systems are go before the boat is launched the crew has an impossible task. Their nervous energy must be channelled into the right direction—winning the race—and that is not difficult. Relaxing them is a crew's duty: whatever their hang-up afloat, it is not insurmountable. In the pre-race period the crew can talk about something of which the skipper has an encyclopaedic knowledge. I crewed once for a skipper with a double first in classics and somehow kept up a conversation about Attic Greek pronunciation until the ten minute gun. My own knowledge of the subject had to be researched beforehand, but I felt that this was part of the job of winning that particular series.

The crew must ask himself how far he is prepared to go in the rat race before embarking on a season's racing. Now it is

patently clear that, contrary to the dictum of Baron Pierre de Coubertin, the Olympics are only for the 'professionals'. The expenditure of cash and time are too great for the happy amateurs, but there is still plenty of good racing to be had even in the six selected classes. The crew's own psychological problems cannot be maladjusted or he will never be able to exert his influence over the skipper, and that is part of crewing; a facet of the sport from which can be derived great pleasure and satisfaction. That pleasure and satisfaction can and should be heightened in two ways for the crew: nefariously, by knowing that he is in control, and introspectively, because the crew knows that he is really only a minor part in a major game. Humility has its advantage too. Crews should never fail to congratulate the man who beat them, but when they do so they should leave him in doubt as to whether they mean it.

(Reprinted from Crewing Racing Boats and Dinghies by Bob Fisher, Dodd, Mead, 1976).

## FOR SALE

**AL5002:** A wooden Young, Harken equipped, 2 suits of sails (1 used less than 1 season), shore dolly. Price: \$3,500. or best offer.

Contact: Alan Griffiths (416) 223-9218

**SAILS:** 1 main, 3 jibs, Storer & North, used less than 1 season.

Contact: Derek Griffiths (416) 960-3736

**Albacore 5671** - Fibreglass, fully race equipped with 3 sets of sails (Raudschal - new for '83 Worlds). Storer sails, 2 kick-up rudders, centre traveller, Tilt highway trailer, dolly, boat cover, etc. Price: \$3,000 or best offer.

Contact: Nick Opdam (R) (1) (416) 356-8107  
(Niagara Falls) (B) (1) (416) 682-6631



## Warm Water Regatta 1986 Conestoga Sailing Club

We cordially invite you to an event which attracts many of the leading sailors in the invited fleets. By June 1, the temperature of Conestoga Lake will be approximately 15 degrees Celsius. Warm temperatures and the interesting winds makes Conestoga Sailing Club's annual regatta the ideal first event of the season.

June 7, 8, 1986

**Fleets**  
Wayfarer class  
Open class for  
Conestoga members  
Two days, 5 races, 4  
to count.

Albacore class  
(Saturday) 3 races to  
count.  
Gooderham Series  
qualifier  
'Canadians'  
Championship  
qualifier  
Sponsored by  
Befeater

Olympic scoring.

**Program**  
Registration  
Friday 7 to 9 p.m.  
Saturday to 10 a.m.  
Skipper's meeting  
10 a.m.  
Awards and dinner  
Saturday evening.

**Facilities**  
Clubhouse  
(washrooms, cooking  
facilities, lounge)  
Launch area, dock,  
and shaded lawn

**Accommodations**  
Limited camping on  
site  
Camping at the  
adjacent  
conservation park  
Motels in Kitchener.  
Waterloo, Elmira,  
Heidelberg

**Food**  
Canteen service  
Coffee, donuts, light  
snacks  
Full roast beef dinner  
Saturday 8 p.m. if  
ordered prior  
to 10 a.m.



## MIDWINTER CHAMPIONSHIP - FLORIDA

The Albacore Midwinters hosted by the Sarasota Sailing Squadron March 12-15, 1986 will be remembered for the fact that the fleet shared more meals together than races against one another. What else can you do when you depend on mother nature to be reasonable in order to enjoy this sport we call sailing?!

This year 4 Canadian boats made the trek down I-75 through New York, Georgia, Tennessee, and finally Florida after a 30-36 hour drive. We arrived at the Squadron on the weekend prior to the races and immediately claimed a piece of turf and pitched our tents. Arriving early afforded us the opportunity to fix things which were on our spring tune-up lists, test out the local waters and watering holes as well as relax and catch a few rays of sun.

The races started Wednesday, March 12, with 16-18 knot winds interspersed with a few 25 knot gusts. The Canadian boats did well placing 1st (Pawlik), 2nd (Cumming), 3rd (Helmer) in both races. "God was in his heavens and all was well with the world", at least from a Canadian point of view. Even Ken Clarke, sidelined with a sore back, had a good day when Jorg taught Ken how to hand upside down on a 6-foot plank with his feet tied into place while wearing boots. This peculiar ritual afforded the sore backs welcome relief and became a nightly post-sailing rite.

Thursday's racing was postponed and then cancelled due to the uncertainty of developing weather fronts. Hindsight demonstrated this to be a very conservative decision since we could have gotten two races in Thursday morning, although the wind strength built in the afternoon to 35-40 knots. We all went to the beach and watched the clouds of sand blow by while body surfing or gathering shells.

Friday the overdue storm front forecast by the Coastguard blew in at 65 mph. In anticipation of rain we broke camp and stored tents before leaving for a late breakfast. Safely on the Sarasota mainland, we realized we had left our boats under a windbreak of trees. We hastily returned to the Squadron to find one boat blown off its trailer and the American fleet members scurrying to tie down everything in sight. All boats secured, we retreated to the Clubhouse to watch the windmeter peak into the upper ends of the scale. Unfortunately, that was the end of racing for three of the Canadian boats which had to leave for Canada Friday evening in order to be back for Monday morning's start of school or business.

Despite negotiations with the organizers to award trophies Friday night based on the two Wednesday races during which the majority of the fleet raced, the decision was made to race on Saturday. Only one Canadian boat could stay. As a result, the entire standings changed based on only four boats racing Saturday and only one Canadian boat brought home a trophy instead of potentially three. Apart from disappointing race results, we really enjoyed Florida hospitality. Assuming the race format is changed from Wed.-Sat. to Tues.-Fri. for 1987 we may venture south again next year. If not, we don't recommend the cost and hassle of trailering your boat to Sarasota, although flying to Florida for a holiday is still appealing.

p.s. Dateline Canadian Albacore Spring Seminar

Win Boyd announced that the Canadian Albacore Midwinters will be held Monday and Tuesday. If the U.S. fleet arrives on time, Commodore (or Chef) Boyd may accept their entries.

Dateline April 1986 U.S. Albacourier

Scott O'dell advises the U.S. fleet has reformatted the 1987 Midwinters to a Tuesday through Thursday format.

<u>Sail No.</u>	<u>Team</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>Total Points</u>	<u>Overall Position</u>
6660KC	S.Cumming/J.Daye	2	2	1	2	6.75	1 A
7117US	D.Wallerstein/D.Byron	4	4	2	3	13.0	2 A
7101US	S.O'dell/S.Halton	5	5	3	1	13.75	3 A
7382KC	J.Pawlik/W.Boyd	1	1	DNS	DNS	25.5	4
6385US	L.Leonard/F.Wiener	8	DNS	4	4	28.0	5 B
7384KC	R.Helmer/J.Davies	3	3	DNS	DNS	30.0	6
7368US	P.Jayne/T.Jayne	9	DNS	DNS	DNS	38.0	7
5959US	T.Arthurs/W.Heiss	6	DNS	DNS	DNS	42.0	8
7375US	R.Thomas/T.Corrallas	7	DNS	DNS	DNS	43.0	9
7428KC	K.Clarke/R.Miller	DNS	DNS	DNS	DNS	48.0	10
7110US	R.Brooke/S.Ott	DNS	DNS	DNS	DNS	48.0	11
6883US	R.Zeisler/I.Zeisler	DNS	DNS	DNS	DNS	48.0	12
Total Boats Racing:		9	5	4	4		

3 trophies in A fleet and 1 trophy in B fleet

Rosemary Helmer 17

# THE NORTH U. SMART COURSE

## PREPARATION

### I. Goals of Preparation

A. The hour before the start should be devoted to on-the-course preparation for the race. The skipper, (tactician), and crew should:

1. Collect data on wind, weather, current and conditions.
2. Based on that data, decide on an overall game plan for the race, your strategy.
3. Organize the crew, assign positions, run through every boat-handling maneuver and handle other logistical chores.

Your goal is to develop a tentative strategy before the warning gun and fine tune it during the race when new information affects your predictions. Don't allow the fleet to needlessly divert you from your chosen strategy - rebounding from one starboard tack boat to another is not fast. Don't try to scare up a strategy in the middle of the race. Cross the starting line with at least a tentative idea of where you want to go on the first beat.

B. This lecture concentrates on the most important part of your preparation routine, using your compass to record, understand, and predict the windshifts.

### II. Geometry of the Windward Leg

A. If we consider a race without windshifts, current, or weather changes, all strategic issues would be suspended. All tracks to the windward mark are the same distance. If the boats didn't lose speed during their tacks, they would all arrive at the windward mark at the same moment (Fig.1).

B. We will assume for our purposes that boats tack through 90 degrees, and that they all sail at the same speed. Later we will examine these assumptions, but only to show that changing them does not significantly affect our strategy.

### C. The Tacking Sector

1. To avoid wasting distance, we will always sail the windward mark within the tacking sector. Here, a boat must tack to arrive at the mark (Fig.2).

2. The tacking sector is bounded by the

port and starboard tack laylines, the tracks of boats on either tack sailing on close hauled courses to the mark (Fig.3).

3. A boat that sails beyond the laylines, outside of the tacking sector, is overstanding the mark and wasting distance (Fig.4).

D. Measuring distances on a weather leg. Measuring the straight line distance from a boat to the windward mark does not give the true sailing distance to the mark.

1. Figure 5 shows two boats approaching the windward mark. Boat B is 41' farther from the mark as the crow flies, but an inspection of their sailing tracks show that both will arrive at the same time. Proof of their evenness is that they will collide at the crossing point.

2. To determine sailing distances to the windward mark and to determine relative positions in a fleet, consider the windward leg as a ladder that the fleet climbs from rung to rung. The ladder rungs are perpendicular to the wind. All boats on a given rung are even. It doesn't matter where the boats are along the rung, as long as they are within the tacking sector and the wind doesn't shift (Fig.6).

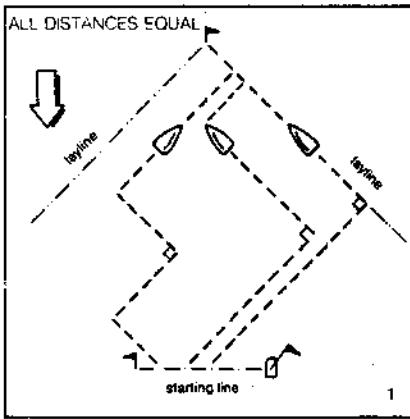
3. To determine a boat's position in the fleet, measure the distances between rungs, then compute the sailing distances. You must multiply the straight line distance between rungs by 1.41 to get the actual sailing distance.

### III. Geometry of a Windshift

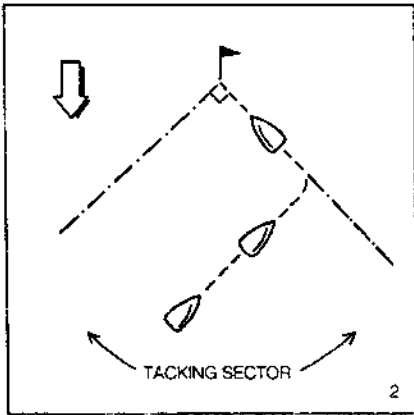
A. When the wind shifts, the tracks of the boats pivot, and so do the ladder rungs (which must remain perpendicular to the wind) (Fig.7).

B. When the wind shifts towards your bow, the shift is a header. When it shifts away from your bow, it is a lift. The same shift takes different names on the opposite tacks: a shift to the right is a header to a port tack boat and a lift to the starboard tack boat (Fig.8).

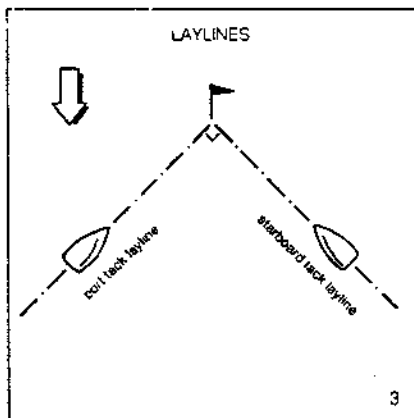
1. After studying this type of a diagram (Fig.8), sailors commonly arrive at the following false conclusion:



**1** So long as the wind doesn't shift, all tracks to the windward mark are the same distance. You can prove this by measuring the lengths of the tracks.

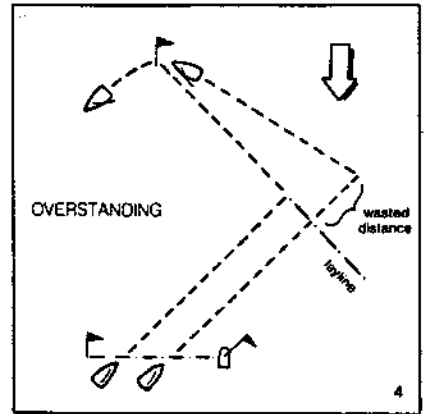


**2** This boat is sailing a windward leg because he is within the tacking sector — he must tack to arrive at the mark. Any leg in which the fleet must sail close hauled and tack is a windward leg.

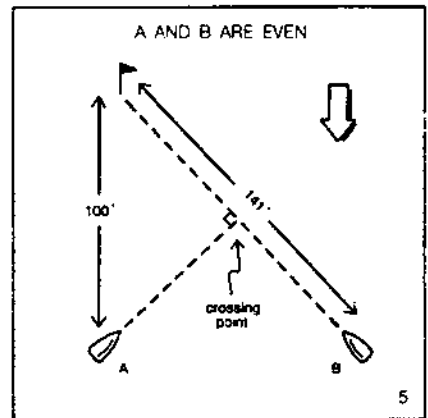


**3** The laylines are the close hauled courses to the windward mark. They're named after their respective tacks.

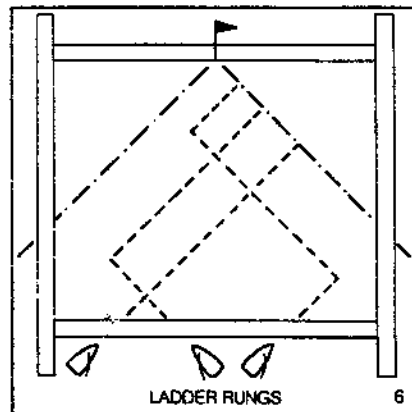
**4** Sailing past the layline on a windward leg is overstanding. It wastes distance. Overstanding is a fundamental mistake that sailors make at every level of competition. To avoid it, you must know your boat's tacking angle. If it's 90 degrees, then you're on the layline when the mark is abeam and to windward.



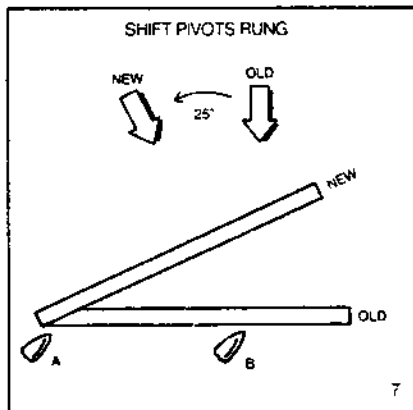
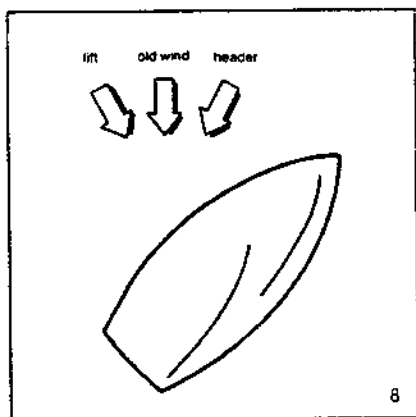
**5** On a windward leg, the straight line distance to the mark and the actual sailing distance aren't necessarily the same thing. Boat B appears to be farther from the mark, but his sailing distance is equal to A's. The geometric proof of this is that the two boats will collide at the crossing point, and from there on, their courses are the same.



**6** A good way to understand sailing distances upwind is to imagine that each boat is towing the rung of a ladder upwind with it. The rungs remain perpendicular to the wind, so that all boats on the same rung are even, and boats farther up the ladder are ahead. Here, all three boats are even.

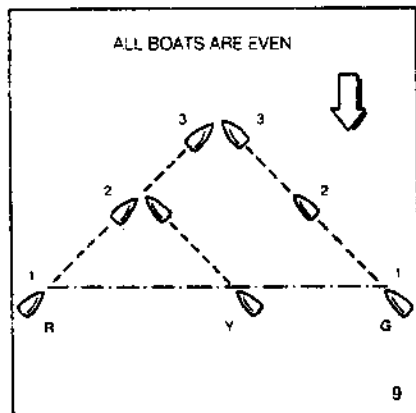


**7** Since the ladder rungs remain perpendicular to the wind, they pivot when the wind shifts. After this 25 degree shift to the left, these boats are no longer even. We've shown the boat A's ladder rung pivot; B is now on its own, lower rung (not shown).

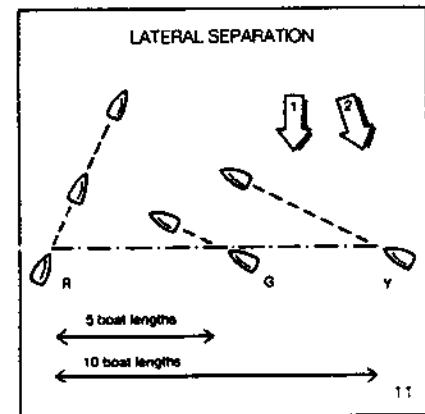


**8** Some terminology. A shift towards your bow is a header; a shift away from your bow is a lift. The terms don't carry over from tack to tack — the header on port tack is a lift on starboard.

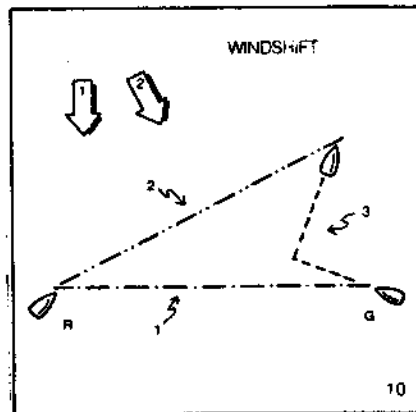
Shifts are also labelled independently of your tack. A shift to the left is always a back and a shift to the right is a veer.



**9** Let's take away the ladder rungs and re-establish that all boats on the same perpendicular line to the wind are even.

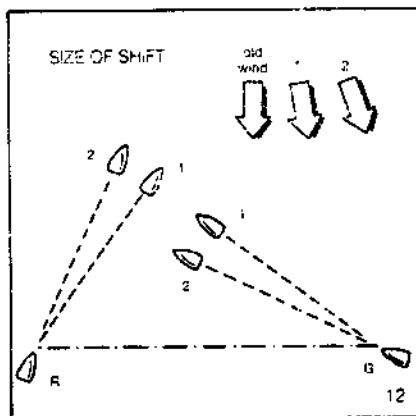


**11** Lateral separation increases the gains and losses from a given shift. Y is twice as far away, and loses twice as much distance.

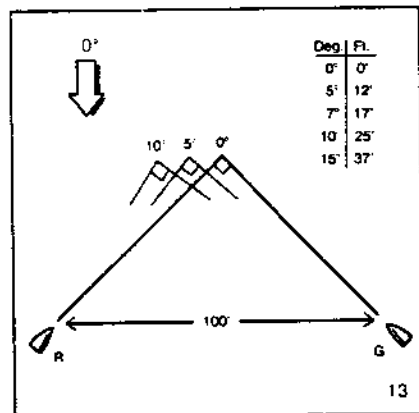


**10** The wind shifts from 1 to 2, and so does the perpendicular. Boat G must now sail track 3 to catch up with R. A shift to the left helps the lefthand boat, regardless of which tack the boats are on.

**12** Obviously, the bigger the shift, the bigger the gain...

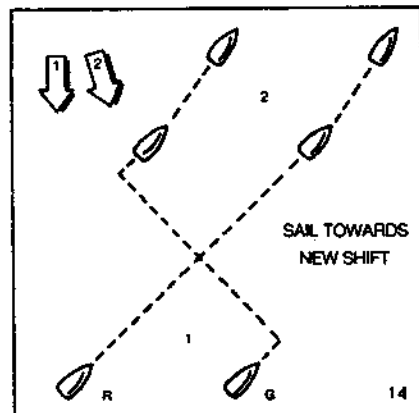


**13** ...but the gains might startle you. Here, we've expressed the gain as a percentage of the lateral separation between G and R: a 5 degree shift puts R 12% of the lateral separation ahead of G. A 10 degree shift puts him fully one-quarter of the separation ahead. In long races where tacticians get careless about separation, inadvertent losses from small shifts can be catastrophic.



**14** Your fundamental strategy: sail towards the new wind. In position 1, G anticipates a shift to the left, so she tacks onto starboard to get to the left of R. In 2, the shift comes through and G pulls into the lead.

This strategy is not quite the same as "tacking on the headers," although the two are related. G did tack on a header, but the gain resulted from her earlier, more difficult decision to tack onto starboard and get to the left of R. G gained because she predicted that the wind would back. How did she know this would happen?



"Lifts are good and headers are bad."

It's more complicated than that. The strategic effect of a windshift depend upon a boat's position relative to the fleet, not upon the tack it is sailing on.

2. The correct analysis:

a. Any two boats sailing on the same ladder rung perpendicular to the wind are even (Fig.9).

b. In a windshift the ladder rung rotates. In a shift to the left, the left boat gains over the right boat, and vice versa.

c. In a shift, the boat nearer the new wind gains, no matter which tack he or the other boat is on (Fig.10).

d. Therefore, lifts aren't necessarily good. It depends upon where the other boat is.

C. The greater the distance between boats, the greater the gain or loss (Fig.11).

D. Boats gain or lose more in a big shift than they do in a small shift (Fig.12).

E. The potential gains from even small shifts are very large. Figure 13 shows the gains in feet for different sized shifts when two boats are 100' apart. If the boats are twice as far apart, the gains are twice as big. Obviously, you can't afford to miss the shifts, no matter how fast you are.

F. Since the boat nearest the new wind direction gains on a shift, your fundamental strategy when sailing upwind is to sail to the side of the course that the next shift will come from. If the wind is expected to shift left, get on starboard tack and go to the left (Fig.14).

#### IV. Different Types of Windshifts

A. Persistent (Fig.15). The wind gradually or suddenly shifts one way and does not return to the original wind direction. Some likely causes of a persistent shift are:

1. Frontal passage or movement of a weather system.
2. Ongoing development or decay of a sea breeze.
3. Geographic shift, from a shoreline effect or a fan effect.

B. Oscillating (Fig.16). Shifts back and forth across an average wind direction. Likely causes are:

1. Vertically unstable air. Oftentimes, the strong upper altitude wind blows in a slightly different direction than the weaker surface air. Mixing brings high altitude shifts and gusts down on the surface.
2. Thermal conditions. Cumulus clouds are caused by thermals, rising columns of hot air. They indicate unstable conditions.
3. Offshore breezes. Wind that has passed over sun-warmed land is likely to have oscillating shifts.

C. Combined oscillating/persistent (Fig.17). Wind oscillates across a persistently shifting average. The most complicated and common type of shift. Any number of weather patterns can cause combination shifts. See the weather chapter for a detailed discussion of the topic.

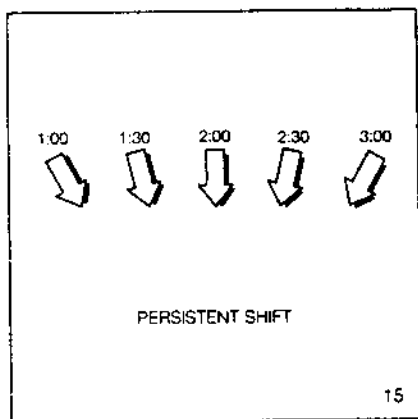
#### V. Using Your Compass to Understand Shifts

A. The most sure fire way to better understand shifts is not to try to forecast the weather. Better to use your compass and a wrist watch to record the shifting pattern before the start. You get concrete data in a useable form that pertains to your exact situation and can (will!) be updated throughout the race.

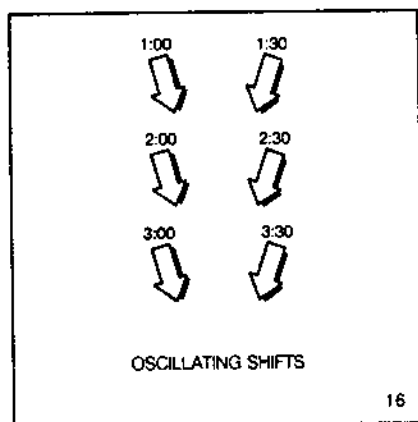
B. Record the shifts by writing down your upwind heading every 5 or 10 minutes for each tack. Use a grease pencil on the deck next to your compass or some other convenient technique. The tactician, not the helmsman, should be reading and recording the numbers. The "two number" method (port and starboard tack heading), is better than simply shooting the wind and recording the actual wind direction, because the latter can't be used during the race.

C. After an hour of preparation, you will have developed a list of compass headings to help you classify the shift pattern.

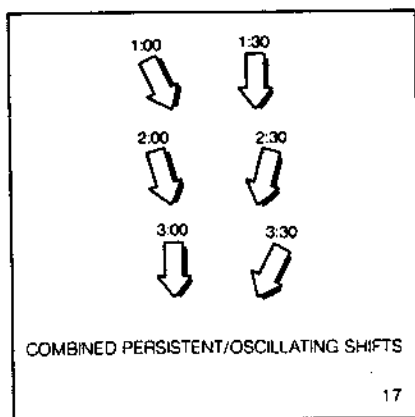
1. Persistent (Fig. 18). The numbers gradually become greater or smaller. Expect the trend to continue for the near future.
2. Oscillating (Fig. 19). The numbers swing between an upper and a lower limit. These limits correspond to the oscillation being "hard right" and "hard left". Average them for each tack to get the



**15** In a persistent shift, the wind shifts constantly in one direction.



**16** In an oscillating shift, the wind shifts from side to side, typically within a fixed range of 10-25 degrees, and over a constant time interval of 10-20 minutes.



**17** This combined persistent/oscillating shift, the most complex pattern, is the rule rather than the exception.

**18** By studying the history of a shift pattern you can often predict the future. That's why this compass log is a basic strategic tool on every boat big enough to hold a grease pencil. The numbers have been collected for both tacks, not just head to wind, because they will be more useful during the race.

PERSISTENT SHIFT

PORT	STARBOARD
45	315
50	320
50	320
55	325
60	330
65	335
75	345

18

**19** An oscillating shift compass log should be boiled down to the three key numbers: hard right, hard left and median. If you sometimes forget that on a compass, "+ HEADER, - LIFT" on port tack and vice versa for starboard, write it down next to your compasses or on the boom.

OSCILLATING SHIFTS

PORT	STARBOARD
50°	320°
45°	315°
40°	310°
45°	315
50°	320
50°	320
45°	315°
40°	310°

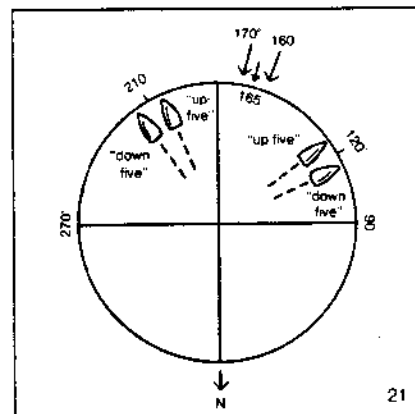
19

COMBINED PERSISTENT/OSCILLATING SHIFTS

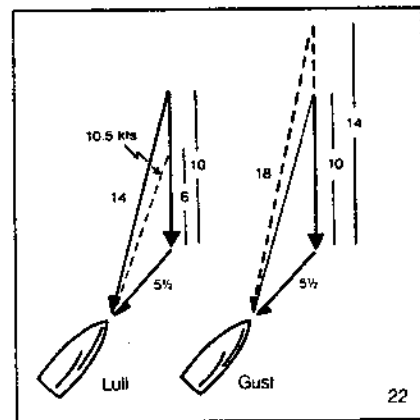
PORT	STARBOARD
45°	315°
50°	320°
55°	325°
50°	320°
55°	325°
60°	330°
55°	325°
60°	330°
65°	335°

20

**20** Here is the jumble of numbers you could get from a combined shift. The tactician and skipper should remind each other to stay alert for the persistent component of the shift while they react to the oscillations.



**21** The port and starboard tack medians are 120 and 210 degrees respectively. To minimize the confusion all these numbers create, some tacticians prefer to convert them to ups and downs around an agreed upon median.



**22** Both boats start this example sailing at 5.5 knots boatspeed in 10 knots of true wind. But they don't feel the true wind while they are moving, they feel the apparent wind, the vector sum of the true wind and boat speed. When the true wind speed changes, the apparent wind changes speed and direction.

Velocity shifts are without strategic effect. The left hand boat sails into a lull from 10 to 6 knots and perceives a temporary header. The right hand boat sails into a gust from 10 to 14 knots and perceives a temporary lift. In both cases, the velocity shift only lasts as long as the boat's momentum — with time, the boat speeds of 5.5 knots will change, and the boats will return to their original headings.

median numbers; they will be crucial to your upwind strategy. Finally, decide if the oscillations are shifting at regular time intervals. The length of one oscillation may vary from 5 to 15 minutes. Don't attempt to actually forecast the shifts by timing the intervals; they are almost always too irregular for that. Simply expect the wind to shift back to the right once it has hit "hard left", and your predictions will be more reliable.

The real purpose of timing the period of oscillation is to know when to call an oscillating shift a persistent shift. As you approach the weather mark, every oscillating shift becomes persistent by definition when it begins its last oscillation for the leg. If the period is about 20 minutes, the wind has gone hard left, and you are 7 minutes from the mark, you will for all intents be experiencing a persistent shift to the right for the rest of the beat.

We will discuss how this change of classification affects your strategy later. For now, remember to record the period of oscillation.

3. Combined Persistent/Oscillating (Fig. 20). For this pattern, your limits and medians will gradually change as the persistent part of the shift takes effect. The helmsman and tactician should consult each other before and during the race, constantly revising the median in the direction of the persistent shift. Here, diligent record keeping really pays off.

D. The up-down system (Fig. 21). In addition to writing down the numbers every 5 to 10 minutes, the tactician should call them out loud at least once a minute so that the precise progress of the shift is on everybody's mind. To simplify matters, he should call them in relation to the median, not directly off the compass. Thus, if the port tack median is 210 degrees, 215 degrees would be announced as "up (lifted) 5." Announce 210 degrees as "median". Starboard tack median would therefore be 120 degrees for a boat with a 90 degrees tacking angle.

If the tactician calls "down 5" just before a tack, he should say "up 5" immediately afterwards. Since the median matters most in an oscillating breeze, the up-down system gives you the most important information automatically and reminds you to think in terms of the median at all times.

VI. Velocity shifts. A velocity shift is a shift in the apparent wind angle caused by a gust or a lull, not by a shift in the true wind (Fig. 22).

A. The apparent wind is the wind you feel on a moving boat. The true wind is what you feel when you are stationary. The apparent wind's speed and direction is the sum of the true wind plus the boat speed and direction. Sailing upwind, the AW is stronger and headed compared to the TW.

B. When the TW shifts, so does the AW. However, a simple velocity change in the TW shifts both the velocity and direction of the AW. A lull in the TW will temporarily feel like a lift.

C. This temporary velocity shift wears off as soon as the boat has sped up or slowed down to its regular speed for that breeze.

D. Conclusion: If you think the wind has shifted, make sure that it wasn't just a velocity shift. Wait for a few moments and watch the compass. If it swings back to its original heading, then the TW didn't actually shift direction.

## VII. Logistical Preparation

While you are collecting data and devising a tentative strategy, several other pre-race chores can be dispensed with.

A. Assign positions on the boat to each crew member for each boat handling maneuver and point of sail.

B. Practice your tacks, jibes, sets, douses, sail changes and reefing procedures again and again.

C. Sail upwind with a close competitor to double check that your boat is moving well. Check your settings on the halyards, leads, sheets and other sail shape controls.

D. Have the skipper, navigator, and tactician brief the crew on the weather, general strategy and possible sail requirements.

E. Now, design a starting plan that meshes with your overall strategy.

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# 1985 HARBOURMASTER RESULTS

HARBOUR MASTER'S SERIES, 1985

Place	Sail	Club	Skipper	Jun02	Jun02	Jun16	Jun16	Jun30	Jun30	Jul07	Jul07	Jul28	Jul28	Aug04	Aug04	Aug18	Aug18	Sep14	Sep14	Points
1	6628	RCYC	D. TRIESSMAN	2	6	2	3	2	11	0.75	0.75			0.75	2	0.75	0.75	14	3	13.25
2	7428	RCYC	K. CLARKE	4	4	4	2	6	0.75						3	0.75	0.75	7	4	14
3	7322	MSC	B. WITTHROW	7	8	8	8	3	5	3	6	2	2	4	6	3	3	7	12	36
4	7386	NTSC	T. GAFFNEY	9	9	5	16	7	9	3	6	13	19			3	3	2	5	38
5	7382	MSC	J. PAHLIK	6	5	5	16	8	3	4	6	17	5	16		2	2	4	2	49
6	7387	NTSC	K. O'ROURKE	5	11	DQ	DQ	12	15	6	DQ	4	20	8	11	5	4	10	10	55
7	7255	STJSC	J. LI	DQ	3	16	22	15	6	11	DQ	7	3	9	7	7	9	10	65	
8	7354	STJSC	E. HOWE	22	14	16	22	0.75	2	2	0.75	0.75	0.75	12	3	3	0.75	3	0.75	67
9	7141	RCYC	P. HENDERSON			15	9	14	21	10	2			12	8	8				80
10	7344	NTSC	N. RUBIN	19	15	15	15	15	14	7	DQ	9	14	6	DQ	10	21	22	91	
11	7348	STJSC	J. LANGLEY	13	2	18	17	17	8	8	DQ	16	18	5	13	8	19	15	95	
12	7344	NTSC	S. MASON	21	23	14	24	24	5	14	5	21	22	5	14	6	19	15	98	
13	7261	STJSC	K. WOOLFORD	21	13	21	13	10	22	11	8			7	0.75	22	24	14	111.75	
14	7258	STJSC	F. FLORITZ	14	13	13	18	19	17	9	DQ	12	13	6	5	6	5	17	137	
15	7349	STJSC	R. CLAYTON	26	19	12	23	19	17	9	DQ									141
16	7346	NTSC	S. CHATE	3	7	9	6	6	12	13										147
17	7259	STJSC	C. CLAYTON	11	7	0.75	0.75	20	20	2	DQ	22	10	17	19	10	13	11	7	151
18	7384	RCYC	R. HELMER	0.75	0.75	0.75	0.75	14	8	12	4	19	16	3	5					155
19	6660	TSCC	R. WEISS	18	18	14	14	20	17	14	DNF	27	27	19	21	DNF	28	26	163	
20	7049	WSC	J. CARROL	23	20	3	5	5	14	10	4	DNF	DNF	14	12	DNF	28	26	164	
21	7326	WSC	M. ADACIC	8	8	11	10	11	10	12	DQ	DNF	DNF	14	12	DNF	28	26	177	
22	6701	RCYC	D. SHERWOOD	8	8	11	10	11	10	12	DQ	DNF	DNF	14	12	DNF	28	26	177	
23	7348	STJSC	E. HERAGE	12	10	10	7	18	10	13	DQ	19	16	3	5					180
24	7323	MSC	A. SAVAGE	12	10	10	7	18	10	13	DQ	19	16	3	5					183
25	6464	RCYC	H. FORSYTHE	8	8	11	10	11	10	12	DQ	DNF	DNF	14	12	DNF	28	26	186	
26	1598	RCYC	H. ROBERTS	12	10	10	7	18	10	13	DQ	19	16	3	5					192
27	7011	WSC	S. JONJEV	12	10	10	7	18	10	13	DQ	19	16	3	5					192
28	5007	RCYC	T. MALLETT	12	10	10	7	18	10	13	DQ	19	16	3	5					199
29	7366	TSCC	D. GRIFFITHS	12	10	10	7	18	10	13	DQ	19	16	3	5					199
30	7386	NTSC	T. HOYER	12	10	10	7	18	10	13	DQ	19	16	3	5					200
31	7258	STJSC	K. HELLER	16	22	19	25	12	12	12	DQ	19	16	3	5					210
32	6251	TSCC	C. FORSYTHE	16	22	19	25	12	12	12	DQ	19	16	3	5					210
33	7320	MSC	A. PARKIN	24	16	19	25	9	16	6	12	6	12	16	16					214
34	7345	NTSC	M. FERRIS	25	16	19	25	9	16	6	12	6	12	16	16					214
35	7346	NTSC	G. DRINKELL	10	17	7	7	9	16	23	21	23	21	11	8	11	DNF	24	31	214
36	6641	TSCC	S. CUMMING	10	17	7	7	9	16	23	21	23	21	11	8	11	DNF	24	31	214
37	7251	STJSC	D. SHENSTONE	10	17	7	7	9	16	23	21	23	21	11	8	11	DNF	24	31	218
38			B. REVILL																	220
39			H. MORRISON																	220
40	7402	WSC	R. WALKER																	224
41	7260	STJSC	B. THOMPSON																	224
42	7085	RCYC	R. MARTIN																	225
43	7348	STJSC	B. DRENIAN																	226
44			S. FERRY																	227
45	6433	RCYC	D. HARRIS																	227
46	7364	WSC	L. DINFEN																	227
47	7257	STJSC	E. WONG																	235
48			J. ASHBY																	235
49	7329	NTSC	D. SMALLWOOD																	236
50			V. BELJIAN																	238
51	7401	WSC	J. BURY HART																	239
52	7260	STJSC	J. MACLEAN																	239



HARBOUR MASTER'S SERIES, 1985

Place	Sail	Club	Skipper	Jun02	Jun02	Jun16	Jun16	Jun30	Jun30	Jul07	Jul07	Jul28	Jul28	Aug04	Aug04	Aug18	Aug18	Sep14	Sep14	Points
53	5752	RCYC	A.MACNAUGHTON					11	13							12	12			240
54			J.CANTHORNE																	240
55	7068	WSC	B.HISCOCK									14	11			11				241
56			M.BIRD							DNF										242
57	7253	STJSC	G.BAIN	15	12											14	14			243
58	7257	STJSC	J.DAVIES	20	8															244
59			P.BAKER																	244
60			A.HORNE											10						245
61			I.HOOD													9				246
62	7324	WSC	H.MACNAUGHTON					23						18	20			27	23	247
63			P.REILLY																	254
64	7343	NTSC	Y.VAN ZON	17	21											4				256
65			M.SMITS																	259
66	7364	STJSC	M.LATHAM							20	23							00	11	260
67			T.CUNDILL																	260
68	7252	STJSC	S.FAVELL							27	17							18	28	262
69			J.REYNOLDS																	265
70			V.JOSCELYN											13						266
71	7323	MSC	V.CHAN																	267
72	7344	NTSC	G.BRUFORD																	267
73			M.MCKTRICK						15									15		267
74	7346	NTSC	C.KIDD																	268
75	7386	NTSC	M.DAVIS			17				20										269
76			G.RUSSELL																	272
77			H.GARBOWSKI															29		274
78	1613	RCYC	N.WATTS																	274
79	7346	NTSC	L.DAVIDSON			22														274
80			R.BARFOOT																	277
81	7253	STJSC	N.SINCLAIR			00														277
82			A.PETERS																	279
83			W.MULLINS															31		280

STARTERS:

DNS:

DNF:

DSQ:

27	23	24	25	24	23	15	14	28	27	21	19	16	15	32	34
36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36
27	23	24	25	24	23	15	14	28	27	21	19	16	15	32	34
28	24	25	26	25	24	16	15	29	28	22	20	17	16	33	35



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The St. James Town Sailing Club, a non-profit community sailing club (Toronto), is in the process of replacing its fleet of twelve Albacores.

This fleet consists of ten four-year-old Skene dinghies and two two-year-old Ontario Yacht dinghies. They will be sold on an individual or group basis. Each boat comes equipped with a Proctor mast and boom, two sets of Sobstad/Storer sails, kick-up style rudder, remote boom vang and cunningham, mast ram, adjustable crew hiking straps, and barber haulers. All of the hulls, centreboards, and rudders were completely reconditioned last year.

These dinghies, although primarily for recreational use, have earned our Club the community club racing championship for the past two years.

We are asking \$2500 for the four-year-old Skene boats, and \$3200 for the two-year-old Ontario Yacht boats. Sales terms are cash, F.O.B. St. James Town Sailing Club, Toronto. For further purchase information please contact Bob Drennan at (416) 482-2836 (bus.) or (416) 266-4267 (res.).

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(416) 363-6872

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Skene hull. Fully loaded with racing toys. Excellent racing record. Cover and trailer included. Price: \$3,000.00 or best offer.  
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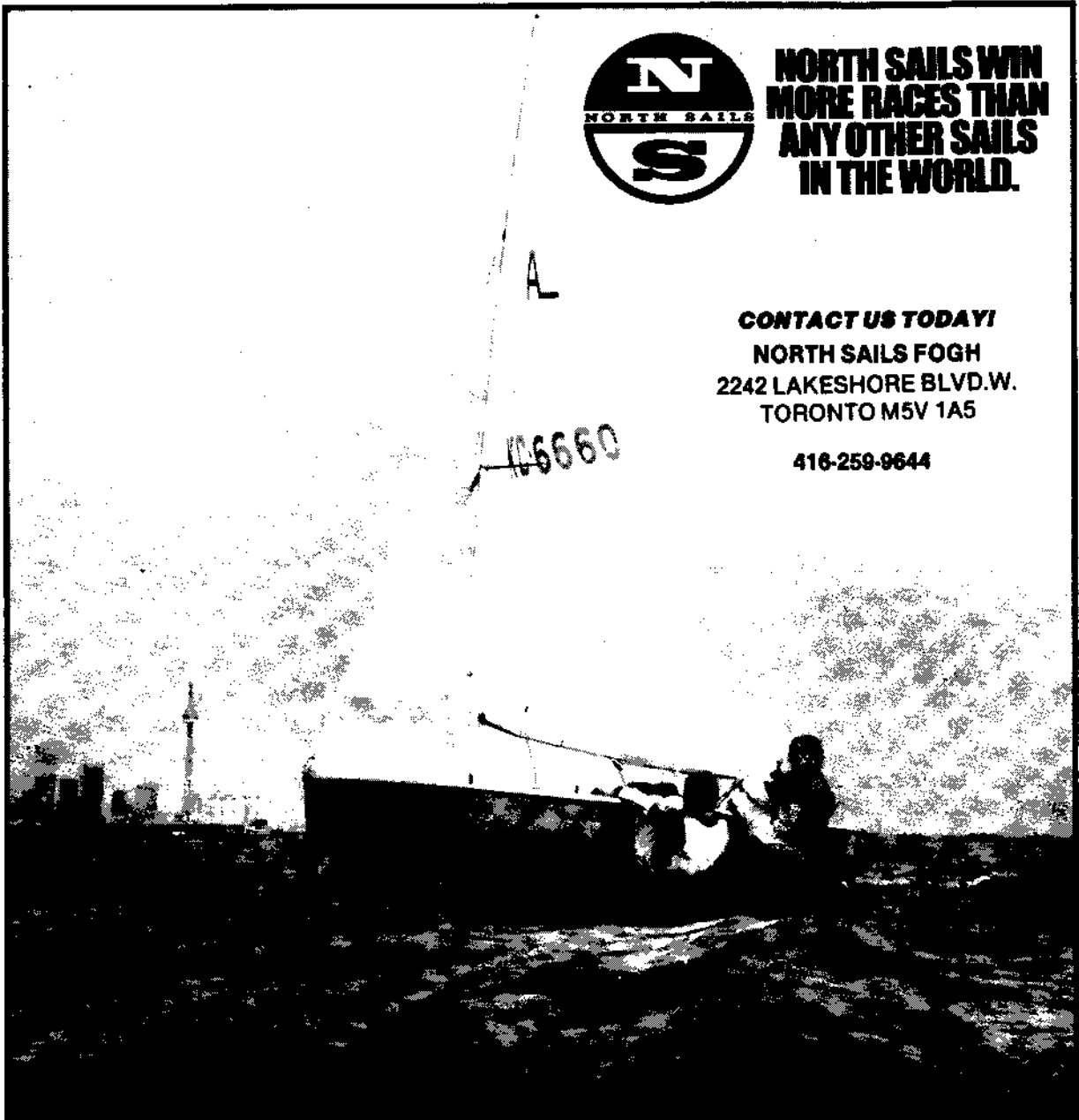
Contact Lorne Moor (R) (519) 578-2784



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