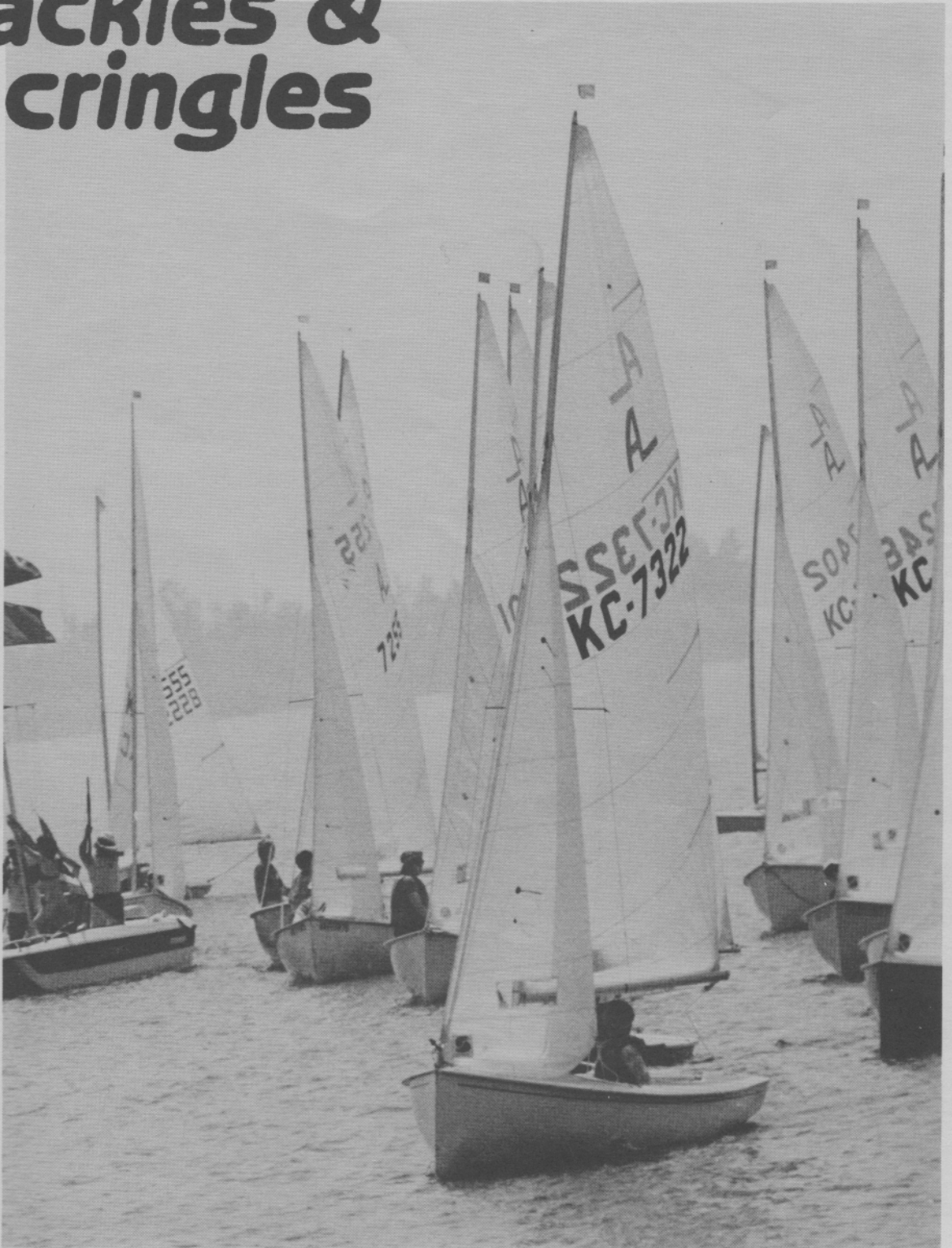




shackles & cringles

JUNE 1986
VOLUME XXIV
NUMBER 3



canadian albacore
association

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

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The weather has been most kind to sailors this spring, with warm sunny days for boat repairs and wind at every regatta.

Participation has been high from the salt water of Chesapeake Bay to the cold water of Humber Bay, to the warm water of Conestoga. I hope it is a sign of things to come!

Fleets have been busy with fair-downs and tune-ups. I know each club and your vice-commoedores have all been hard at work planning an exceptional regatta schedule this year. Canadians '86 and Worlds '87 qualifications this year mean large fleets and great competition. I hope you plan to participate!

I was warmed by the overwhelming and unsolicited response of members and clubs to propose a commemorative trophy to David Treissman. Your Executive has considered proposals and suggestions in conjunction with David's fondness and support for certain events.

I am pleased to announce that the David Treissman Memorial Trophy will be awarded for participation in the Toronto Harbour Masters Series. This event was long supported by David and one where he proved to be the "Master of the Harbour" in several seasons.

The Trophy will be awarded to the individuals with the highest participation in the Harbour Masters Series without winning the series. In the event of a tie, the trophy will be awarded to the individuals with the highest ranking.

In view of the support and wishes of the membership the funding for this award will be on a contributory basis. Please donate as you or your club wishes, in any amount. Donations may be sent to the Treasurer, Nancy Sinclair, or will be accepted by any member of the Executive at sailing events.

I, for one, am tuning up for the next Harbour Masters race. Hope to see you there!

May the summer bring you sunny days and fair winds.

Beth Medhurst
First Vice Commodore
(Acting Commodore)

Held on the southern shores of the 401, 7 boats attended this impromptu, but illustrious, event, occasioned by the loss of the rear axle of John Ashby's trailer. Derek Griffiths arrived still clutching his Conestoga Beefeater trophy, and thus upheld the Beefeater tradition of sponsoring Albacore events. Cocktails were offered as each crew analyzed the conditions; however, the mix was conveniently lacking, and thus the Griffith trophy went home untouched.

Although Rosemary Helmer and Cricket took an early lead to the homeward mark, Lead-Foot Medhurst (foot firmly planted on the gas pedal, much to Beth's relief!), and Garden Tools soon left them in their wake, hotly pursued by Dennis & Sheila Sherwood in Bilbo B. The rest of the fleet followed at a more leisurely pace. Results, if available, will be published in the next issue.

Carol Kidd
Editor

NTSC'S 21ST ANNIVERSARY

A 21-GUN SALUTE!

Attention all dinghy sailors!

- WHO:** You are invited to a party
- WHY:** To celebrate NTSC's 21st summer of sailing
- WHEN:** July 12th, 8:00 p.m.
- WHERE:** Oakhym House
(Ryerson Campus - corner of Gould & Church Streets)
- WHAT:** Cash bar - dancing - munchies -door prizes
- HOW MUCH:** \$10.00
Tickets available at the door, at the Spadina Hotel every Friday evening, or contact Frances Almeida (R) 626-1165 or (B) 982-5283
- DRESS:** Casual
- NOTE:** Revellers restricted to 280

DEADLINE FOR NEXT ISSUE: JULY 31ST

U.S.A.A. RACE SCHEDULE

DATE	EVENT	LOCATION
19-Apr	Azalea Festival Regatta	Norfolk, Va
10-May to 11-May	MID-ATLANTIC CHAMPIONSHIP	Podickory Point, Md
24-May	M.B.C. Memorial Day Regatta	Red Bank, NJ
24-May to 25-May	Juvenile Diabetes Regatta	Arlington, Va
26-May	P.V.Y.C. Memorial Day Regatta	Doylestown, Pa
31-May	Broad Bay Regatta	Virginia Beach, Va
31-May	Fleet 23 Spring Fling	Red Bank, NJ
01-Jun	N. Y. C. Long Distance Race	Arlington, Va
01-Jun	Fleet 23/Fleet 10 Challenge Match	Red Bank, NJ
14-Jun to 15-Jun	St. Mary's Annual	St. Mary's City, Md
14-Jun	Langley Yacht Club Invitational	Hampton, Va
20-Jun to 22-Jun	KERR DAM FUNDAZE	Henderson, NC
04-Jul	P.V.Y.C. Firecracker Regatta	Doylestown, Pa
05-Jul to 06-Jul	Hampton Yacht Club Invitational	Hampton, Va
05-Jul to 06-Jul	M.B.C. Fourth of July Regatta	Red Bank, NJ
12-Jul to 13-Jul	Cambridge Yacht Club Annual	Cambridge, Md
19-Jul to 20-Jul	Warwick Yacht Club Annual	Newport News, Va
26-Jul	Podickory S. A. Summer Regatta	Podickory Point, Md
02-Aug to 03-Aug	Virginia Governor's Cup	Gloucester, Va
09-Aug to 10-Aug	Fishing Bay Yacht Club Annual	Deltaville, Va
30-Aug	M.B.C. Labor Day Regatta	Red Bank, NJ
30-Aug to 31-Aug	Norfolk Y. & C.C. Invitational	Norfolk, Va
01-Sep	P.V.Y.C. Labor Day Regatta	Doylestown, Pa
06-Sep	Yorktown Day Regatta	Yorktown, Va
06-Sep to 07-Sep	Walter Collier Regatta	Arlington, Va
06-Sep	Hunterdon Fall Regatta	Clinton, NJ
12-Sep to 14-Sep	CANADIAN NATIONAL CHAMPIONSHIP	Toronto, Ontario
13-Sep	Chowder Bowl Regatta	Fairhaven, NJ
13-Sep to 14-Sep	President's Cup Regatta	Arlington, Va
20-Sep	Podickory S. A. Fall Regatta	Podickory Point, Md
20-Sep	Fleet 23 Tuna Bowl Regatta	Red Bank, NJ
04-Oct to 05-Oct	Brandermill Albacore Invitational	Midlothian, Va
11-Oct to 13-Oct	U. S. NATIONAL CHAMPIONSHIP	to be determined
11-Oct	P.V.Y.C. Albacore Regatta	Doylestown, Pa

NOTE: 1. Schedule for North American Championship is pending.
2. Location of U. S. Nationals to be selected shortly.



"I'd thank you Harrison, but, as you well know, yours is a thankless job."

Drawing by Modell, c. 1985. The New Yorker Magazine, Inc.

With the racing season already well underway, we would like to take this opportunity to express our sincere thanks and appreciation to all the race committees who work so tirelessly on behalf of their fellow sailors to stage the various Albacore events throughout the season. So, to everyone who has volunteered their time and devoted their energy, working throughout the winter and on race day itself, many thanks, on behalf of all who compete.

1986 RACE SCHEDULE

JUNE

- 1 Harbourmaster 1 & 2 - Westwood Sailing Club - Outer Harbour.
7 Conestoga Warm Water Regatta - Conestoga S. C., Ontario.
Gooderham Series qualifier.
14 - 15 Fanshawe Junebug Regatta - London, Ontario.
14 - 15 Lac Deschenes Sailing Club Regatta - Lac Deschenes S.C., Ontario.
15 Harbourmaster 3 & 4 - RCYC - Toronto, Ontario - Inner Harbour.
21 - 22 Royal Canadian Y.C. Open Albacore Regatta - RCYC, Toronto, Ontario.
Gooderham Series qualifier.
22 Outer Harbour Centreboard Club Open Regatta - OHCC, Toronto, Ontario.
28 - 29 Lake Ontario Challenge Open Regatta - Bronte S.C., Ontario.
28 - 29 Gatineau River Yacht Club Regatta - GRYC, Ontario.

JULY

- 6 Harbourmaster 5 & 6 - RCYC, Toronto. Inner Harbour.
12 - 13 Parkway Sailing Club Regatta - PSC, Fort Erie, Ontario.
Gooderham Series qualifier.
12 - 13 Canadian Albacore Association Junior Canadian Championship.
Muskoka Lakes Sailing Club - Windermere, Ontario.
12 - 13 National Capital Regatta - Britannia Yacht Club, Ontario.
~~19~~ Westwood Sailing Club Open Regatta - WSC, Toronto, Ontario.
19 - 20 Ontario Championships - South Muskoka Sailing Club, Ontario.
20 Harbourmaster 7 & 8 - Westwood S.C., Toronto. Outer Harbour.
20 Britannia Open Regatta - BYC, Ottawa, Ontario.
26 - 27 Women's Double-Handed Regatta - Whitby, Ontario.
26 - 27 Nepean Sailing Club Regatta - Nepean S.C., Ottawa, Ontario.
27 Harbourmaster 9 & 10 - St. Jamestown S.C., Toronto. Outer Harbour.

AUGUST

- 2 - 3 Stormont Yacht Club 24-hour Race - Stormont Y.C.
3 Muskoka Lakes Association Regatta - Muskoka, Ontario.
~~3~~ Balsam Lake Open Regatta - Balsam Lake S.C., Ontario.
Gooderham Series qualifier.
~~9~~ ~~Mooredale Sailing Club Open Regatta - Mooredale S.C., Toronto.~~
10 Harbourmaster 11 & 12 - St. Jamestown S.C., Toronto. Outer Harbour.
10 Britannia Open Regatta - BYC, Ottawa, Ontario.
~~16~~ ~~Pointe au Baril Open Regatta - PABSC, Ontario.~~
Gooderham Series qualifier.
~~23~~ ~~North Toronto S.C. Open Regatta - NTSC, Toronto, Ontario.~~
23 - 24 Don Rantz Regatta - Sail RA. ONEC, Ottawa, Ontario.
Gooderham Series qualifier.
24 Harbourmaster 13 & 14 - North Toronto S.C. Inner Harbour.
30 - 31 St. Jamestown S.C. Open Regatta - STJSC, Toronto, Ontario

SEPTEMBER

- 6 - 7 Area 10 Championship - Britannia Y.C., Ottawa, Ontario.
7 CAA Championship Tune-up Regatta - Toronto Sailing & Canoe Club, Toronto, Ontario. (Tentative).
12 - 14 CAA Championships - Toronto Sailing & Canoe Club, Toronto, Ontario.
20 Harbourmaster 15 & 16 - North Toronto S.C. Inner Harbour.
28 Britannia Open Regatta - Britannia Y.C., Ottawa, Ontario.

OCTOBER

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

Spring seminars are like the first race of the year - everyone has good intentions and plans to attend, but

Well this year you really missed some great speakers!

Sean Doyle of Exotic Laminates was there to tell everyone about the intricacies of foil construction. His talk covered everything from air-foil shapes and materials to maintenance and go-fast tips.

Richard Storer of Sobstad Storer enlightened everyone with the history of Albacore sail development and the future direction of sail making.

Jamie Vallance of Proctor Spars brought along samples of the latest developments in mast and boom construction, and helped us to understand when our spars should bend and when they shouldn't.

The evening was a little drier than expected (no Beefeater), however, the speakers more than made up for it. Thanks a lot guys, I know you

have helped the fast get faster and the slow get thoughtful.

And as with any organized sailing activity there were prizes. The CAA gave away our new "Plane Sailing" sweatshirts as doorprizes. We also gave away several special doorprizes which immediately prompted the slightly sarcastic comment, "isn't this a high-budget production" from the peanut gallery. This comment was instantly forgotten, however, when this person won his **own** package of OREO cookies. We won't mention any names, but they were good cookies, weren't they, **W.B.**

So another Spring Seminar has come and gone. If you see me skimming across the water with my mylar sails, winged centreboard and molybdenum spars, you will know that my pocketbook has taken the advice of the speakers quite seriously. Of course, you may be too far ahead on the race course to see me.

Kevin O'Rourke
"Risky Business"



NORTH TORONTO SAILING CLUB

Open Albacore Regatta

- DATE:** Saturday, August 23, 1986 (Raindate August 24th)
- REGATTA:** 1 day, 3 races, Canadian Albacore Championship Qualifier
- LOCATION:** Toronto Inner Harbour, RCYC Race Marks
- GASTRONOMY:** Pre-race Delicacies, gourmet supper catered by our own Daniel and Daniel - Remember the DESSERTS!!
- PRIZES:** Hoselton Trophies
- SOCIAL CHAIRMAN:** Frances Almeida (H) 626-1165 (B) 982-5283
- RACE CHAIRMAN:** Tony Gaffney (H) 595-9790 (B) 595-9666
- CLUBHOUSE PHONE:** 363-NTSC
- INFO LINE:** 781-2354

T.S. & C.C. SEEKS HISTORY

During the Spring Seminar at Harbourfront on April 14th, I was approached by someone who had a watercolour of the Toronto Canoe Club clubhouse in the early 1900's. I am afraid that I have mislaid your name and address. Could you please contact me or the T.S.& C.C. Commodore, Tony Polhill, as we are very interested in this watercolour or other memorabilia.

Adam Quinan: (R) (416) 636-3865
(B) (416) 592-7585

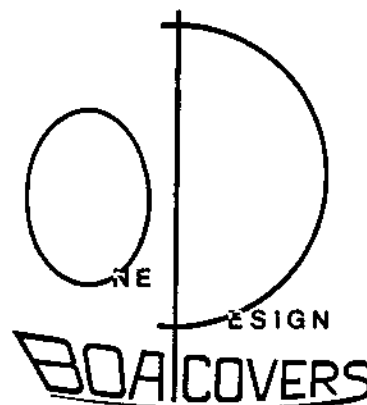
Tony Polhill: (R) (416) 848-3282
(B) (416) 781-6113

1986 GOODERHAM TROPHY QUALIFYING REGATTAS

District

2	Parkway
3	Conestoga Warm Water Regatta
4	Royal Canadian Yacht Club Open
7	Pointe au Baril Regatta
8	Balsam Lake Open
10	Don Rantz Regatta

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

The 1986 Mooredale

OPEN ALBACORE REGATTA



Mooredale Sailing Club

Date: 9 August 1986 (10 August raindate)

Location: Mooredale Sailing Club, Outer Harbour, Toronto

Registration: Cost - \$30 per boat (includes a sandwich lunch and hot supper)

Date - by Mail to Mooredale Sailing Club

Attn: Joe Ebeling
146 Crescent Road
Toronto, Ontario
M4W 1V2

prior to 10:00 a.m. race date at the Sailing Club

For more information, call Joe Ebeling - 762-8311 (home), 365-2542 (office)

A series of 4 races will be attempted. A fleet of approximately 50 boats is expected.

The fleet normally consists of racers from private and community clubs of the Toronto region as well as those of other private boat owners.

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

Have you done your buoyancy test yet?

If you haven't, you should.

Area 10 is pushing safety on the water this year, and safety starts with a buoyancy test to make sure your Albacore will pop back up with its tanks tight and dry, should you be so unlucky as to capsize. (And who among us goes an entire season without capsizing?).

The test is simple. Capsize your boat to port, keeping the tank submerged for at least ?? minutes. Then flip it over to starboard and keep it under for the same amount of time. Once upright, drag the boat up on shore or put it back on its trailer and check the tanks. There should be no more than a total of one litre of water in all tanks. If there's more, check to make sure your tanks aren't leaking and that your plugs are tight.

If you pass, have your Fleet Captain initial and date your CAA certificate. (If you don't have a certificate, contact me and I'll get you one. I'm at 236-4885 days, 236-2528 evenings). Some regattas this year won't allow an Albacore to sail if it hasn't passed a buoyancy test this season. So get yours done now so you won't be disappointed, wet or worse later.

SAILING, SAILING

Here's the 1986 Area 10 regatta schedule:

- | | | |
|----------------------------------|------------|------|
| * Lac Deschenes S.C. | June 14-15 | LDSC |
| * Gatineau River Y.C. | June 28-29 | GRYC |
| + Nat'l. Capital Regatta | July 12-13 | BYC |
| Britannia Open | July 20 | BYC |
| * Nepean S.C. | July 26-27 | NSC |
| Stormont 24-hr. 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 Championships qualifier
+ 1987 Worlds qualifier (top two boats)
! Gooderham Trophy qualifier

STORMONT YACHT CLUB 24-HOUR RACE

There's nothing like racing an Albacore at night, madly waving a flashlight as you desperately look for the next mark, to make you think you've lost your marbles.

But there's nothing so spectacular as watching the sun come up while you glide peacefully through the early morning waters.

You get both at Stormont Yacht Club's 24-hour race, a regatta with a difference, packaged as a fun-filled long August weekend sailing among the Thousand Islands.

This is a race of endurance and general craziness. Eight crew members share the sailing duties on one Albacore, sailing in teams of two in rotating two-hour shifts non-stop for 24 hours, around a course in the St. Lawrence River. The team that makes the most roundings during the 24 hours wins. Prizes will be awarded to the top three teams.

There are camping spots available on SYC's gorgeous grounds, plus lots of inexpensive motel accomodation nearby. SYC will serve breakfast and lunch on Sunday for a minimal charge.

Temporary stern and bow lights are required on each boat, plus two life jackets, two bailing buckets, two paddles, and an anchor with 50 feet of anchor line. All boats will be inspected prior to the race.

Besides racing, team members will be asked to serve a shift in the timing tent or in the crash boat.

DATES: Sat., August 2 - Sun., August 3

START TIME: 2 p.m. August 2

FINISH TIME: 2 p.m. August 3

ENTRY FEE: \$32.00 per boat

SYC is located on Robin Road, which runs south off Hwy. 2 just east of the village of Long Sault near Cornwall.

All boats must be registered by 9:00 a.m. race day.

For more information call: Steve Alexander (613) 938-8346 or David Smith (613) 933-4320. For registration, write to David, 1117 - 5th Street East, Cornwall, Ontario K6H 2M9.

WASN'T THAT A PARTY?

About 100 Albacore and 505 sailors ate and danced their way through the evening of April 26 in the annual Area 10 Albacore fleet party held at Britannia Yacht Club.

We made a gratifying \$93, a nice improvement over last year when we made only \$8. The "pot luck" coldcuts, salads (Janet Brown's was super), and desserts (thanks to whoever brought the chocolate cheesecake), went down well and only prove that it's more fun, less expensive, and a lot tastier when we do it ourselves.

• Cont'd. on pg. 11



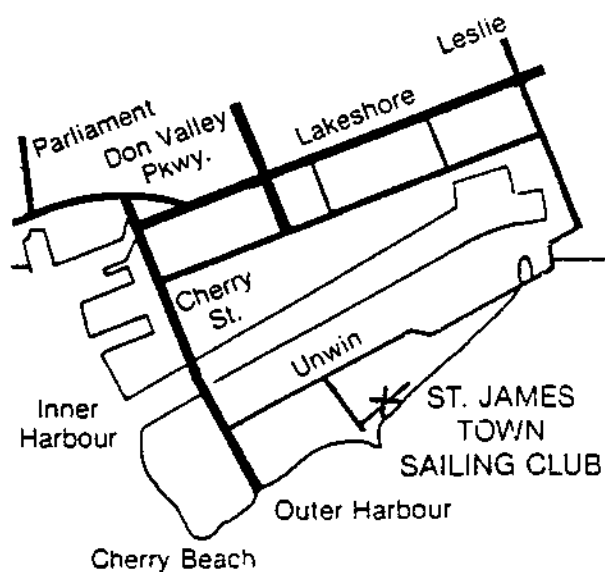
ST. JAMES TOWN SAILING CLUB OPEN

ALBACORE REGATTA



Saturday August 30th Sunday August 31st

- LOCATION:** St. James Town Sailing Club
Outer Harbour, Toronto
- PROGRAM:** Fri. Aug. 29
7:00 PM - Warm Up Race &
Registration
- Sat. Aug. 30
10:00 AM - Skipper's Meeting
11:00 AM - First Race
LUNCH followed by 2 more races
DINNER - Ribbons, Dance
- Sun. Aug. 31
11:00 AM - Fourth Race
Fifth Race to follow immediately
LUNCH & PRIZES
- DINNER & DANCE**
Sat. Aug. 29 6:00 PM - informal
Extra Tickets \$10.00
- ENTRY FEE:** \$40.00
- PRIZES:** The famous KLINGERS
- NOTE:** We can billet a limited number of
out-of-town sailors. So come &
spend a great weekend of sailing in
Toronto. Confirmation of billeting
must be made by August 15th



CONTACT:

Stu Ferry, Race Chairman
368 Burnhamthorpe Rd.
Etobicoke, Ontario
(R) (416) 626-2860
(B) (416) 665-8974

The DJ we hired played better music than last year but people just didn't seem interested in dancing. After a winter apart, catching up is a lot more popular. Next year we'll consider forgetting the dance and just party. Let me know what you think.

Thanks are due to BYC Albacore Fleet Rep. John Bryant who booked the room.

IMPROVED AVERAGE

Speaking of John Bryant, he'd better look out! There'll be more challengers than ever out this year to take over his crown as Area 10 Champion now that we've all learned Doug Woodley's secrets for "Making the Average Sailor Better."

About 30 Albacore sailors chuckled and chortled at the RA Centre on April 30th at Doug's hilarious but informative tips on how to start (follow Ian), successful running (don't be afraid to gybe), and just plain sensible racing.

Seen amongst the beginners and novices were Ian Meller, John Bryant, John Burnett, Ross Millar, and Don Slater, which only goes to show that these guys are worried we know something they don't!

Thanks to Betty Ward from Sail RA for reserving the room and arranging for the bar.

A FLEET? B FLEET?

For the first time in a while, Area 10's Albacore fleet is being organized into an A Fleet and a B Fleet to encourage novice sailors to participate in local regattas. Some regattas will be run in two fleets with separate prizes for both.

The Area 10 Championship will be run this way, although there'll only be one start, with prizes awarded for each fleet. We have a B Fleet Championship trophy but it has not been awarded since 1983, mainly because turnout was small (10 boats in total), in 1984.

As well, we are introducing a new B Fleet trophy along the lines of the existing Travellers Trophy. It will be awarded to the B Fleet sailor with the best finishes at the most Area 10 regattas.

We'll be asking racers at each regatta to designate themselves as A Fleet or B Fleet (or Champions and Challengers), for the current season so their results can be counted towards the appropriate trophy. It will be up to each racer which fleet they belong in, so we're relying on you to be honest with yourself and with your fellow sailors. Please don't put yourself in B Fleet when you know you should be in A Fleet just so you can win some hardware. It won't mean as much to you and others won't be impressed. As a rule of thumb, if you generally finish in the top half of your fleet, you should put yourself in A Fleet. The Area 10 B Fleet Champion and Travelling Trophy winner will automatically move into A Fleet for the next season.

Rules on the new trophy aren't yet finalized, but should be soon.

C'est ça.

Wendy Warburton
Area 10 Rep.

CANADIAN WOMEN'S SINGLE AND DOUBLEHANDED CHAMPIONSHIPS

Date: July 11-13, 1986

Hosts: Kingston Yacht Club
Travel funding is available to the top 2 Laser and Laser II's in Ontario.
Contact OSA for information

For further information contact:
Peter Wood
Canadian Yachting Association
333 River Road
Ottawa, Ontario K1L 8B9
(613) 748-5687

ONTARIO WOMEN'S SINGLE AND DOUBLEHANDED CHAMPIONSHIPS

Fee: \$12.00 per person

July 26 & 27, 1986

Hosts: Whitby Yacht Club
(Lasers, Albacores and Laser II's)

Regatta Co-Ordinator:
Mandy Townsend
111 Acheson Boulevard
West Hill, Ontario
M1C 3C4
(416) 284-2287

Lunch and Dinner supplied.

Travel funding to Women's Provincial events is available to qualified athletes from Ontario through OSA.



P.O. Box 36, Toronto Dominion Centre
Toronto, Ontario, Canada M5K 1C5

**DON'T MISS THE SECOND ANNUAL OTHERWORLD'S
AT POINTE AU BARIL**

The Pointe Au Baril Islanders' Association
cordially invites all Albacore Sailors
to the 13th Annual
Pointe Au Baril Albacore Regatta

Date: Saturday, August 16, 1986

Location: In Shawanaga Bay approximately two miles east of The Ojibway Club which is eight miles by water west of Pointe Au Baril Station which is located on Highway 69, some 40 kilometres north of Parry Sound.

Times of Races: There will be three races with the first scheduled for 10:30 hours and the second for 13:30 hours with the third race immediately following the second.

Meals: A picnic area will be available for lunch between the first and second races for which food should be brought. The Regatta Dinner will be held at 19:30 hours at The Ojibway Club preceded by a cash bar which will start at 18:30 hours. All competitors, officials, hosts of visiting competitors and members of the Association who are interested in the sailing program will be welcome at the Dinner. The charge for the Dinner will be approximately \$15 per person.

Accommodation: Since there are no hotels or motels conveniently located in the vicinity of the race course, members of the Association offer the hospitality of their cottages to visiting sailors. Competitors requiring accommodation should contact the Committee Chairman by telephone as soon as possible.

Committee Chairman: Jim Bradshaw, P.O. Box 36, Toronto-Dominion Centre, Toronto, Ontario, M5K 1C5.

Toronto Office - 416-868-3405
Toronto Home - 416-653-1385
The Ojibway Club - 705-366-2285

Fee: An entrance fee of \$20 payable to James A. Bradshaw should accompany the entry form.

SAILING BY THE NUMBERS

Last year in preparation for the Worlds, I measured my own boat (Merlin's Method) and gathered tuning numbers from Micheal McNamara (1984 U.K. National Champion) and Rob Weiss (1984 and 85 North American Champion). The latter numbers are from McNamara and North Sails' tuning guides.

Having these numbers for a brand new boat, we were able to achieve boat speed equal to the leaders, at least in moderate wind conditions. As Gary Hoyt says, trying to be faster than the leaders is what keeps most people slower than the leaders.

Perhaps these numbers can help you get up to speed this Spring:

	North	Merlin	McNamara
	-----	-----	-----
Transom to back of mast at heel:	3.275 m.	3.255 m.	3.220 m.
Rake (stem head to forestay intersection at mast minus black band to forestay intersection at mast):	0.86 m.	0.77 m.	(1)
Spreader height from black band:	(3)	1.84 m.	2.95 m. (2)
Spreader length:	(3)	0.410 m.	0.405 m.
Separation of spreader tips:	(3)	0.75 m.	0.81 m.
Rig tension, 0-5 knots:	175 lbs.	90 lbs.	90 (est.)
5-13 knots:	300 lbs.	250 (4)	250 (est.)
14 & up:	500 lbs.	450 (4)	450 (est.)
Pre-bend, 0-5 knots:	maximum	maximum	maximum

Footnotes:

1. Appears to carry less rake than North Americans.
2. Height is from mast step.
3. "Beast of Burden", the North factory boat, appears to have longer spreaders, held farther forward, than "Merlin's Method".
4. We use these numbers with North Sails; approximately 100 lbs. less with Eggers sails. Also, use less rig tension if sea is rougher than the wind should make it (leftover "slop").

Editor's note: To convert meters to inches, multiply meters by 39.37.

by John Luard

RACE RESULTS - TARTS 1986

T.A.R.T.S 1986

Sponsored By BEEFEATER

The morning of May 31, 1986 dawned overcast with a fresh breeze blowing out of the East. These conditions prevailed for most of the day and provided a fine first day of racing at the annual T.A.R.T.S. Regatta at Toronto Sailing and Canoe Club.

Thirtytwo competitors crossed the line for the first race and for some the one mile beat across Humber Bay tested muscles that had not been used since last September. First to round was John Clark in Beast of Burden crewed by Jaime Day, a position they were not to relinquish. One boat capsized near the windward mark but this appeared to be the result of a missed tack rather than excessive wind strength. Jorg Pawlik and Wyn Boyd in Woodpecker were second and Jamie Gage and Sean Phillips in Assault and Flattery third.

The second race was sailed in similar conditions with interesting little shifts to test ones skills. Towards the end of the beat the left side seemed to pay off with a useful lift to the mark. Beast of Burden once again led the fleet around to take the gun followed by Ron & Leslie Batt in Tide "N" Knots and Woodpecker.

After a "tasting" of Mr Beefeaters excellent product by courtesy of Meagher's, we enjoyed a sumptuous roast beef dinner. Is that a double beefeater?

Sunday provided warm sunny weather and a mixed wind forecast. The first scheduled race of the day brought a general recall and the restart saw several boats disqualified under the one minute rule. Although the wind was only a few degrees more northerly than the previous day, the right side of the course paid off handsomely in the light and fickle winds. Ted and Rosie Mallett led the fleet around the windward mark pursued by none other than the Beast. This twosome were well ahead of the body of the fleet. The wind almost died on the second reach and boxed the compass before settling down firmly from the northwest. The second beat became an exhilarating planing dead run and the Race was terminated at the next mark and we were all sent home to the accompaniment of thunder. Beast overhauled Ted and Rosie as the wind picked up, for another victory. Third was Derrick Griffiths and C Bazilli in Zombie Woof.

Once ashore we learned that 75 mph winds were imminent so boats were packed up and the Regatta decided on three races. Although the strongest winds missed Toronto it certainly blew hard all afternoon. North Toronto's tow home is another story.

A great Regatta. Our thanks to Christine Forsyth and Derrick Griffiths for organisation, and to George Blanchard for heading a very prompt and efficient Race Committee.

John Clarke and Jaime Day in Beast of Burden took the trophy and the boodle, Ron and Leslie Batt in Tide "N" Knots were second with Derrick Griffiths and C Bazilli in Zombie Woof third overall.

BOAT	HELM/CREW	CLUB	RACE 1 POS	RACE 2 POS	RACE 3 POS	TOTAL PTS	FINAL PTS	FINAL POS 'N
6660	J CLARK J DAY	TSCC	1	1	1	0.0	0.0	1
7363	R BATT L BATT	OHCC	4	2	4	19.0	19.0	2
7366	D GRIFFITHS C BAZILLI	TSCC	5	4	3	23.7	23.7	3
6644	J GAGE S PHILLIPS	SMSC	3	9	7	33.7	33.7	4
6641	S CUMMING E MEDHURST	TSCC	13	10	5	45.0	45.0	5
7382	J PAWLIK W BOYD	MSC	2	3	DSQ	46.7	46.7	6
7322	B WITHROW D REX	MSC	16	11	6	50.7	50.7	7
7476	R CLAYTON L SHANNON	SJSC	19	7	8	52.0	52.0	8
5007	T MALLETT R MALLETT	RCYC	22	16	2	53.0	53.0	9
7405	I ROGERS J WILKINS	PBSC	14	15	10	57.0	57.0	10
6251	C FORSYTH G WALKER	TSCC	15	13	13	59.0	59.0	11
6665	J CURTIS B MANNSBERGE	BYC	11	21	9	59.0	59.0	11
7482	S FERRY D CLARKE	SJSC	6	6	DSQ	61.4	61.4	13
7400	R LEONIDAS C LEONIDES	RCYC	9	5	DNS	64.0	64.0	14
7475	J LI M GRUMMITT	SJSC	8	8	DSQ	66.0	66.0	15
7384	R HELMER C KIDD	RCYC	10	19	21	68.0	68.0	16
6701	D SHERWOOD K SHERWOOD	RCYC	7	DSQ	11	68.0	68.0	16
7387	T GAFFNEY D PATTERSON	NTSC	17	14	25	74.0	74.0	18
4659	J ASHBY M GAUTIER	TSCC	23	23	12	76.0	76.0	19
6220	J LAMMENS C BINS SMITH	TSCC	20	22	17	77.0	77.0	20
6210	L SAFRATA R PALTER	RCYC	DSQ	12	14	77.0	77.0	20
7472	W KAY E BARTHOLOMA	SJSC	25	18	19	80.0	80.0	22
6598	A QUINAN N WATSON	TSCC	27	20	15	80.0	80.0	22
7343	W MULLINS E NOSTEDTH	NTSC	18	24	20	80.0	80.0	22
6151	D YOUNG M DICK	RHYC	12	DSQ	22	84.0	84.0	25
7323	A SAVEGE E SMYTHE	MSC	26	27	18	89.0	89.0	26
5310	J PUDWELL M MORAN	PSC	29	28	16	91.0	91.0	27
7346	M BIRD N RUBIN	NTSC	24	17	DNS	92.0	92.0	28
7437	H ADRIAANSE R ADRIAANSE	NLSC	21	26	DSQ	97.0	97.0	29
7351	M NEINSTEIN P PUDWELL	TSCC	28	29	26	101.0	101.0	30
7386	S CHATE U TAMBERG	NTSC	30	30	24	102.0	102.0	31
7249	D SHENSTONE R MOENGIL	MSC	31	25	DSQ	106.0	106.0	32
7166	D HARRIS L DAVIDSON		DNS	DNS	DSQ	116.0	116.0	33

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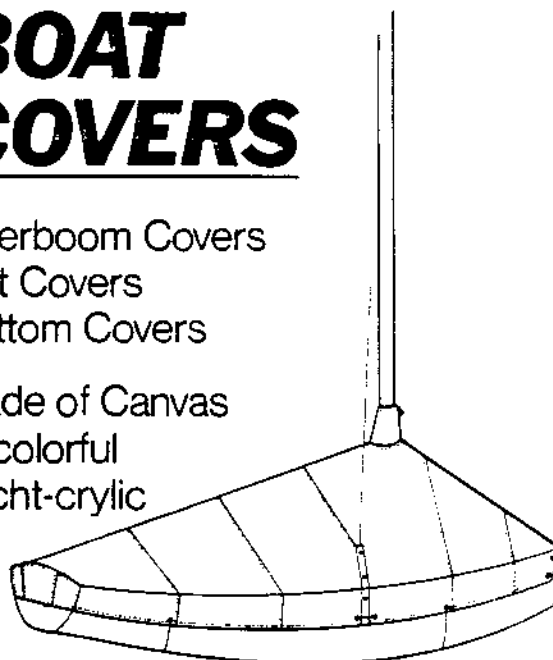
Royal Canadian Yacht Club

•Cont'd. on pg. 17

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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).

RACE RESULTS - CONESTOGA WARM WATER REGATTA

For several years now, George Roth and his associates at Conestoga Sailing Club have kept the faith in the viability of the Albacore in Kitchener and area, by annually hosting the Warm Water Regatta on the first Saturday in June. Prior to the creation of TARTS at TS & CC, this Conestoga Regatta was the season opener, drawing 25+ boats annually.

In recent years attendance has dropped off; however, this year eight boats travelled distances from Toronto and Sarnia to attend this regatta nestled in the rolling hills, and to elevate the attendance to 16 boats. We discovered a wonderful secret. Having travelled several miles down a gravel road, one approaches the crest of a hill. From here, one can see an elbow shaped lake, slightly shrouded in mist. Down the hill and along the road appears the Conestoga Yacht Club, with 30 to 40 boats beached along a reedy shore. The clubhouse brims with good-natured local hospitality and the welcoming aroma of coffee and fresh donuts. When you have been on the road since 7:00 a.m., this was a marvellous beginning to a day which only got better.

Racing was challenging, with shifty winds and crafty local crew who specialize in smelling the wind and luffing you off it! The race course is

sailed from a western start line on an upwind beat toward the south-east, and I assure you, only God himself knows which side of the course pays on any particular leg. Rounding the weather mark near the dam at the east end of the lake, one gets out the pole to sail westward "wing on wing" to round the inner elbow of the lake and head north to the gybe mark. On the reaching leg to the leeward mark, one dodges the pesky Wayfarers who arrive spinnakers billowing to capture your air. You arrive at the second beat determined to sail the next triangle with enhanced foresight, having lived through it once, only to find that given the hide and seek game of the wind, no two legs are sailed the same.

In all, it was an enjoyable day but with chagrin I must admit the Wayfarers had one up on the Albacore fleet: they were smart enough to have brought their tents and set up camp for a two-day event. After a fine dinner catered by local kitchens we set off into the dusk, imagining the campfires that would burn later that evening. Next year we should join the Wayfarers for an entire weekend and partake of Conestoga hospitality to the fullest.

Rosemary Helmer
Cricket (in the reeds)

SAIL NO	NAME	FIN	PTS	POS	FIN	PTS	ACCU	POS	FIN	PTS	ACCU	POS
506	Mark & Jane Ewen	1	0		1	0	0		1	0	0	1
6700	Mike Glew/Tim Storey	2	3		5	10	13		2	3	16	2
7366	D.Griffith/C.Bazilli	5	10		4	8	18		3	5.7	23.7	3
6701	Dennis & Sheila Sherwood	7	13		2	3	16		4	8	24	4
4659	John Ashby/	6	11.7		3	5.7	17.4		5	10	27.4	5
6658	A. & K.Stuart	3	5.7		7	13	18.7		10	16	34.7	6
6997	David & Beth Medhurst	4	8		8	14	22		7	13	35	7
6526	Alastair & John Martin	9	15		6	11.7	26.7		6	11.7	38.4	8
6584	J. & J. Warren	8	14		11	17	31		8	14	45	9
3104	Sudbury	11	17		9	15	32		9	15	47	10
7242	D.Hogg	10	16		13	19	35		11	17	52	11
6657	George & Jason Roth	13	19		12	18	37		12	18	55	12
7384	R.Helmer/C.Kidd	14	20		10	16	36		14	20	56	13
5778	S. & C. McMillan	12	18		14	20	38		13	19	57	14
7437	H. Adriaanse	15	21		15	21	42		DNS	22	64	15
7041	R. Hambly	16	22		16	22	44		DNS	22	66	16

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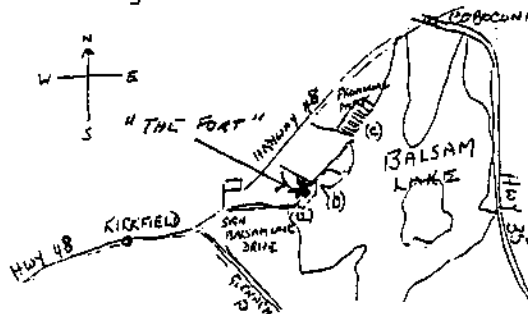
PROGRAM: Registration 1000 - 1200. No Skippers' Meeting. Sailing Instructions at Registration. Start at 1300 promptly. Three races back-to-back. Third race at discretion of Race Committee. No start after 1600. Bring your own lunch.

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.

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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.

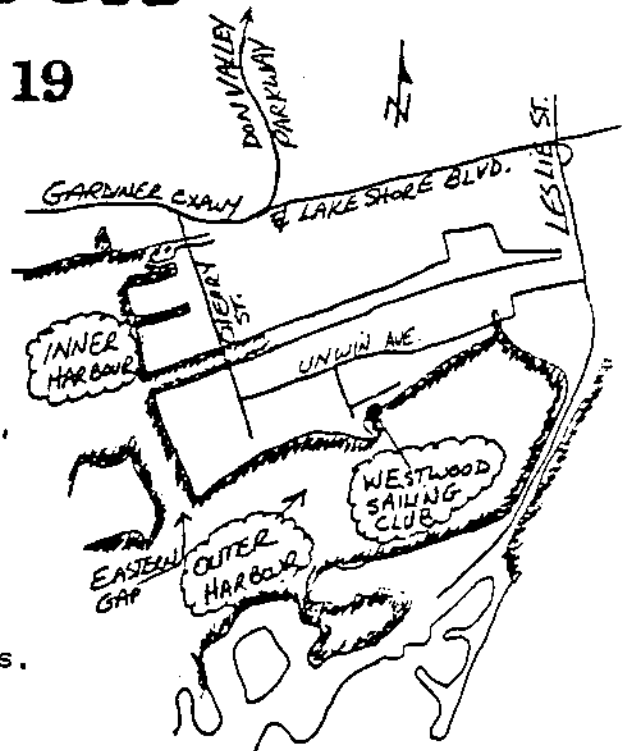
Send attached Entry Form and cheque payable to BALSAM LAKE SAILING CLUB, c/o Bob Leonidas, 105 Glengrove Ave. W., Toronto, Ont. M4R 1P1. Telephone: Home - (416) 488-7175; Office - (416) 467-2021.



Westwood
Sailing Club

1986 WESTWOOD REGATTA

JULY 19



LOCATION: Toronto Outer Harbour.

CLASSES: Albacores and Lasers
(3 races, all count)

START: Skippers meeting 10:00 A.M.,
1st race 11:00 A.M.

COST: Albacores - \$28.00/boat.
Lasers - \$15.00/boat.
Non-CAA members add \$3.00.
Additional meal tickets -
\$12.00 each which includes:
- morning coffee and donuts.
- lunch
- dinner and DANCE.

QUALIFIER: For Canadian Albacore Championships.

ADDITIONAL RACES: Attend the Friday Night Race on July 18 at 19:00 hours in the Outer Harbour and leave your boat at Westwood. Also, there is a 2 race Harbour Master on Sunday, July 20th, at 13:20 in the Outer Harbour.

REGISTRATION: (1) After the Friday Night Race, at the Spadina Hotel.
(2) Saturday morning, July 19th, at 9:00 hours.

(3) By mail to: JOHN CARROLL
132 EASTWOOD RD.,
TORONTO, M4L 2C9
(h) 465-1266 (b) 683-2083

PRIZES: To the top 3 overall boats in each class.

STARTS

I. Introduction. Most people think about only one moment, the gun, when they plan a start. Actually, two other moments are just as important (Fig.1).

A. 30 seconds to go. At this moment you should be in the midst of a well planned final approach. In planning your start, decide where you want to be with 30 seconds to go. Pass through that checkpoint during your approach. If you hit the checkpoint on time, then your start will be clean and on time.

B. 2 minutes after the gun. A good start is a means to an end. A plan that makes you look good at the gun but has you fading away two minutes later is not going to help you very much. To look good here, you'll have had to be moving well since the gun in clear air, preferably with a hole available to leeward should you need to power off. By now, you should know whether you've hit the first shift.

C. Most of the time you do not have to win the start to win the race.

II. Planning your start

A. Decide which end is favored by the wind. Everything else being equal, the best place to start is at the end of the line which is closer to the wind. As long as you can't lay the windward mark from the line, it doesn't matter which end is closer to the mark. The diagram demonstrates the proof of this (Figs.2-5). To identify the favored end, you can...

1. Go head to wind in the middle of the line (Fig.6). Judge visually which end the bow is pointing to. This end is favored. The problem with this technique is that you can get fooled by perspective if you don't shoot the wind exactly in the middle of the line. It's quick, but not always reliable.

2. Another quick method that is a lot more reliable. Go head to wind at one end of the line (Fig.7). Sight at right angles to your boat (i.e., along the traveller), towards the other end. If your line of sight is to windward of the far end, then the near end is favored, and vice versa. The advantage of this method is that you can see how many boat lengths one end is favored by.

3. The most accurate method (Fig.8). Go head to wind, read the compass. Sail towards the line along its extension by keeping the committee boat and the starting pin lined up

and read the compass. Now you can lay out the line and wind directions to determine the upwind end.

Example: Wind bears 090 degrees

Line bears 010 degrees or 190 degrees (depending on which way you are sailing)

Conclusion: Port end favored by 10 degrees

B. Important consideration. A shifting wind could change the favored end after you've done your calculations. Here is where preparation can save the day. If you've been monitoring the shifts religiously, you can compare your wind bearing at the time you determined the favored end to your records and predict which way the wind will be shifting at the gun (i.e., which end will be favored). To improve accuracy on a shifty day, take many wind checks and try to postpone your decision as to the favored end until the last possible moment.

C. Three places to start. Think of a line in terms of its thirds, not its ends. If the pin end is favored, starting somewhere on that third of the line will give you most of the advantages of starting right at the pin without running large risks.

1. Windward end (starboard end) (Fig.9).

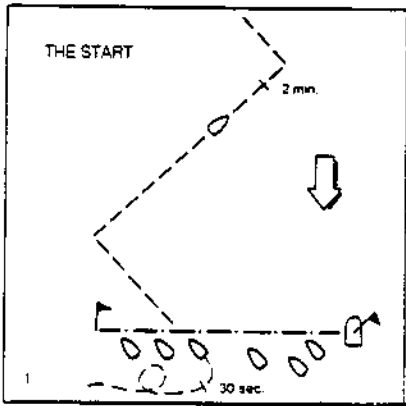
Safest, because you can tack away if you get in trouble. It gives you a commanding view of the fleet as it sets up for the start. If you change your mind and decide to start elsewhere, you can easily reach down the line to a better location. If the right side of the course is favored, you are free to tack onto port and hustle over there. The disadvantage is that it is usually very crowded. Finding any free air may be impossible.

2. Middle of the line (Fig.10).

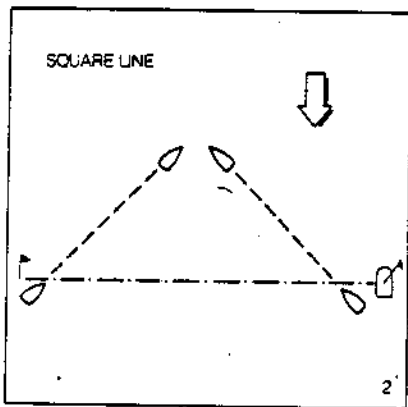
Here, you can capitalize on the mid-line sag and less crowded conditions to get a jump on the boats next to you, though perhaps not on the boats at the favored end. It's a good percentage play, leaving many options open for the windward leg. Disadvantages are that the exact location of the line is hard to determine; you may have a hard time getting back to the line if you were called over early; and the wind tends to be lighter and the chop bigger here in a big fleet.

3. Leeward end (pin or port end) (Fig.11).

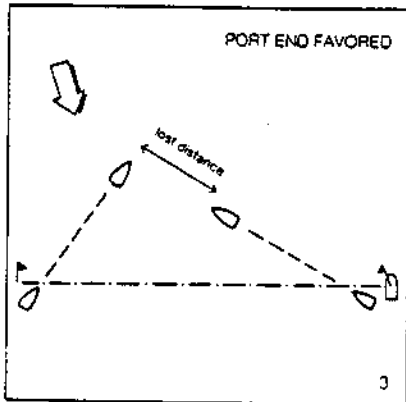
A very difficult start, but it offers high rewards when done well. You can either drive off to leeward and leave the fleet in the dust, or pinch like crazy and start a chain reaction that stops everyone in their tracks. If the left



1 There's more to the start than you think. It's a process, not a moment in time.

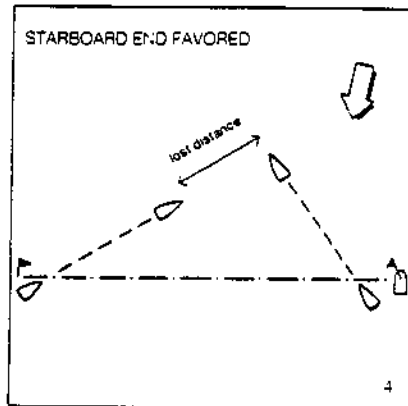


2 A square line is perpendicular to the wind direction. All boats get an even start, because they're all on the same rung of the ladder.



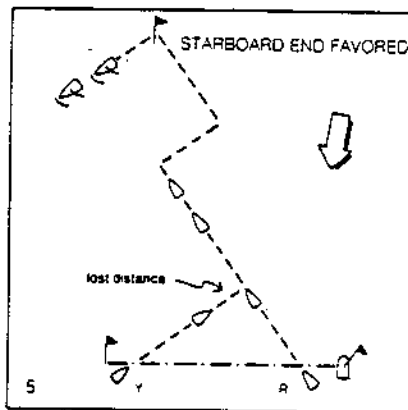
3 The port end is favored. The boat at the port end starts three lengths in front.

4 The starboard end is favored. The starboard tack boat is on a higher ladder rung than the port tack boat.

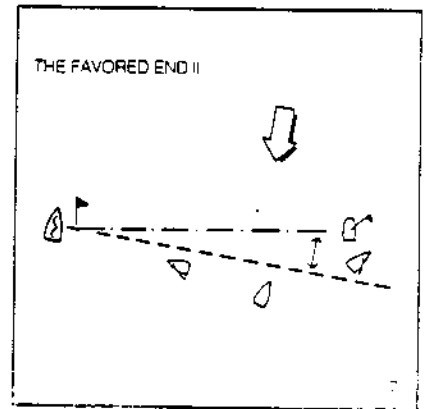
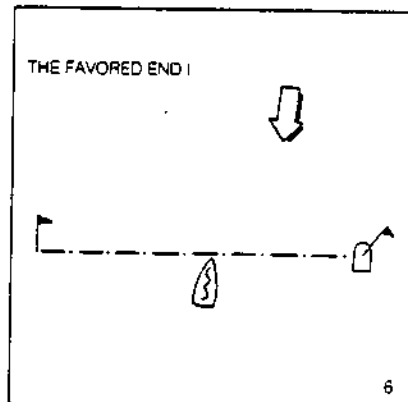


5 The port end is closer to the mark, but the starboard end is closer to the wind. Which end is favored?

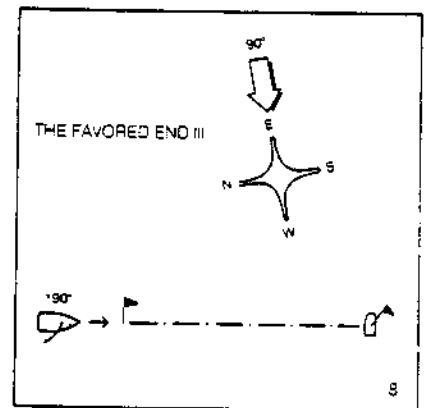
The starboard end, as our example shows. R never loses her initial advantage versus the wind; R crosses Y and leads her the rest of the way. Lesson: if it's a windward leg, the favored end is closer to the wind, always.



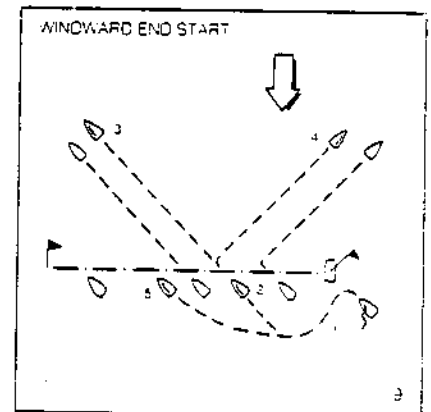
6 The standard way to find the favored end. When you luff head to wind in the middle of the line, your bow points towards the upwind end.



7 You can also luff head to wind at one end of the line and sight athwartships to the other end. The other boats give you a scale of reference—the starboard end is favored by one length.

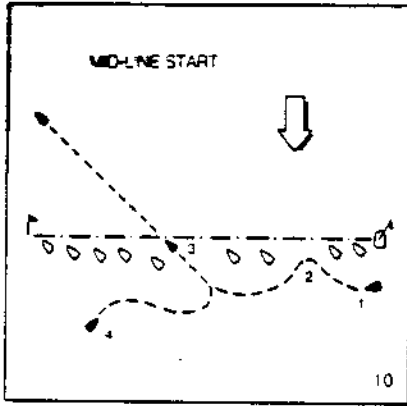


8 The most accurate method for long lines is to get a wind and a line bearing. Here the wind bears 90 degrees and the line bears 190 degrees. That makes the port end favored by 10 degrees, or, referring to Preparation figure 13, 25% of the line length.



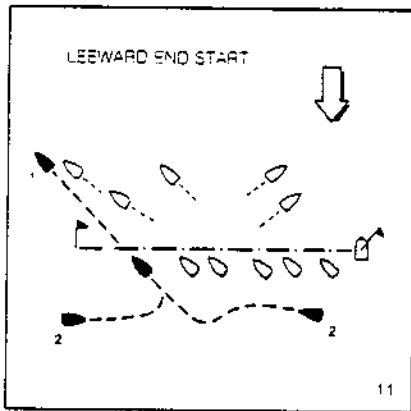
9 The windward end start gives you plenty of options:

- 1) Luff to starboard of the committee boat to see how things develop, and then swoop in for a high speed approach...
- 2) ...aiming for the windward third not end.
- 3) It's easy to go left (although the port end boats will get there first)...
- 4) ...and it's easy to go right.
- 5) If the weather end is too crowded, you can always start somewhere else.



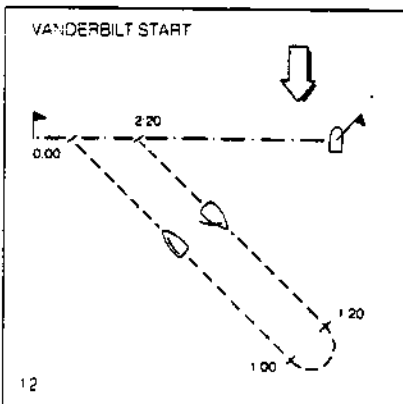
10 The mid-line start works best on a long line with plenty of sag. The secret is to know exactly where the line is.

- 1) Scallop along the line at high speed behind the front row, looking for a good hole.
- 2) If your first hole doesn't look good, there should be time to find another.
- 3) To get a jump on your neighbors, you'll need an accurate line range. Expect to be up to three lengths ahead on a long line.
- 4) The port tack approach also works.



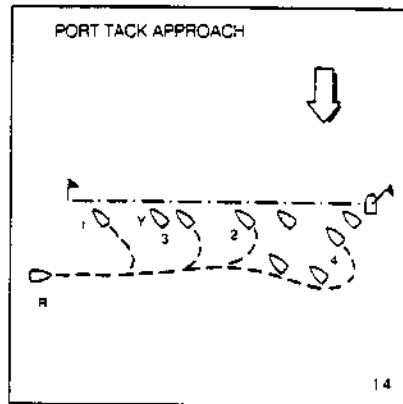
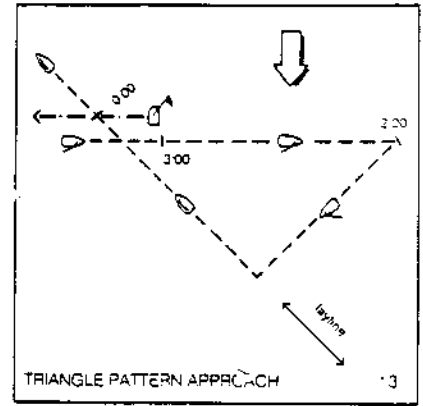
11 The leeward end start takes perfect timing and plenty of guts. It boxes you out of the right side of the course, because you'll have to wait for everyone to tack first.

- 1) If it works, you can pinch off the rest of the fleet.
- 2) You can approach on either tack, though usually to control the pin in a competitive fleet, you must approach on port.



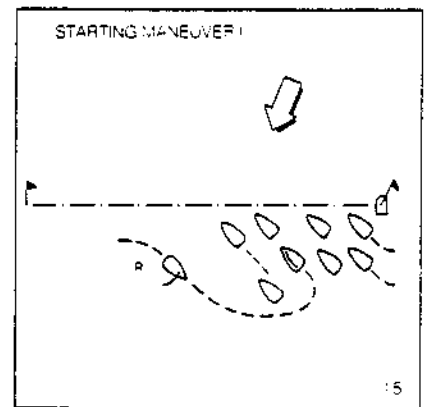
12 The Vanderbilt start looks like this in theory, but variations of it can be adapted for almost any situation. This pattern is for one minute out and one minute back, with 20 seconds allowed for the jibe.

13 The triangle pattern approach is an accurate way to start at the weather end in light traffic.



14 The port tack approach relies on the fleet's timing, not yours. Your goal is simply to start ahead and to leeward of your target.

- 1) It's the preferred method for starting at the pin...
- 2) ...or to start on the windward side of a hole anywhere on the line.
- 3) Here, R tacked just to windward of Y. He won't be able to bear away for speed — Y will beat him.
- 4) Here, R ducked some second row starters and has positioned himself too far below the line.



15 The port tack approach works poorly when the windward end is heavily favored. This crowd of starboard tack boats has closed the door on R before he could climb up to the front row.

side is favored, you will get there first. Disadvantages are that if you are early, you will have to jibe out of the front row and try to start on port; the fleet can pin you on starboard tack for a very long time; or another boat may get the better of you and force you back into the second row. A poor start at the leeward end will surely lead to disaster.

III. Some approach patterns. Once you've picked your spot, any number of approaches will get you there.

A. Vanderbilt start (Fig.12). This simple out and return pattern and its variations almost never fail.

1. How to do it:

- a. Note time remaining to gun as you pass your spot going out.
- b. Add allowance for time to tack or jibe.
- c. Divide the number by 2. Begin your turn with this time to go.

Example: Pass spot going away with 2.20 to go (140 sec) 140
Allow 20 sec to jibe + 20
Total 160
Divide by 2 80 sec

Begin your jibe with 80 seconds to go.

2. This type of approach works best in big displacement boats whose speed is predictable for downwind starts. In small boats the principle can be helpful, though the routine may be less structured.

B. Triangular pattern to start at weather end (Fig.13).

1. How to do it:

- a. Beam reach away from weather end (layline course + 135 degrees).
- b. Jibe to starboard tack broad reach (Layline course - 90 degrees).
- c. Head up onto a beat at the layline.
- d. Critical timing is initiation of the jibe. This will vary with different type boats and weather conditions. Do some trial runs to get the timing right. In general, try starting your jibe with 2/3's of your total time to go.

2. This pattern is sometimes better than the Vanderbilt at the weather end because you don't have to sail against the grain on port tack right down the layline. Only keel boat

sailors will find this valuable.

C. Port tack approach and flop to leeward (Fig. 14).

1. How to do it:

- a. Depart favored spot on port tack broad reach towards approaching fleet. Time as for Vanderbilt start.
- b. Pick your boat and tack ahead and to leeward of it. Lead him back to the line.
- c. On a crowded line, you may want to approach the fleet on a port tack close reach. You will converge at a shallower angle and be less prone to a head on collision.

2. The secret of this approach is to rely on the starboard tackers to time your start for you. Simply key off the ones who look like they'll hit the line at the gun. They're locked into their patterns. You're still flexible.

3. Placement of your boat after the tack is crucial. Position yourself ahead and to leeward of the boat you are keying on. If you fall behind, you'll be blanketed. If you tack too far ahead, he can drive under you and luff you over the line.

4. Like the windward end start, this approach gives you the flexibility to start wherever the biggest hole is.

5. The port tack approach is least successful on a windward end favored start because the crowd will be too thick to penetrate (Fig.15).

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

ALBACORE RACE LOG

LOG FOR RACE AT:	DATE:
EVENT:	RACE NO.:
NO. OF STARTERS:	FINISHING POSN:
DISTANCE/LEGS:	DURATION:
SAILS	
Main:	Jib:
WEATHER	
Wind Strength:	Air Temp:
Wind Direction:	Water Temp:
Sea State:	
PERFORMANCE	
Starting:	Finishing:
Upwind:	Reaching:
Offwind:	Sail Handling:
ADJUSTMENTS, TENSIONS, SETTINGS	
Main Halyard:	Jib Tension:
Main Outhaul:	Jib Fairleads:
Main Cunningham:	Jib Cunningham:
Boomvang:	Spreader Angle:
Centreboard Angle:	Rudderblade Angle:
Main Traveler:	Rake:
Mast Step Posn:	Battens:
Mast Bend:	Sidestays:
Main Sheet Tension:	Jib Sheet Tension:
CREW AND WEIGHTS	
Helm:	Weight:
Crew:	Weight:
PROBLEMS/SOLUTIONS:	REPAIRS/MODIFICATIONS:
POSN OF CREW(FORE & AFT):	HEEL OF BOAT:
PERFORMANCE OF COMPETITORS/COMMENTS	

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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.

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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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Rosemary Helmer (B) (416) 926-2120
(6:00 - 12:00 p.m.) (R) (416) 488-3867

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FAIREY MARINE ALBACORE no. 79 Beautiful two-tone mahogany in excellent condition. Jolly Woodman centreboard and rudder. Original wooden topped rotating mast. Would exchange for a fibreglass Albacore in similar condition, or sell.
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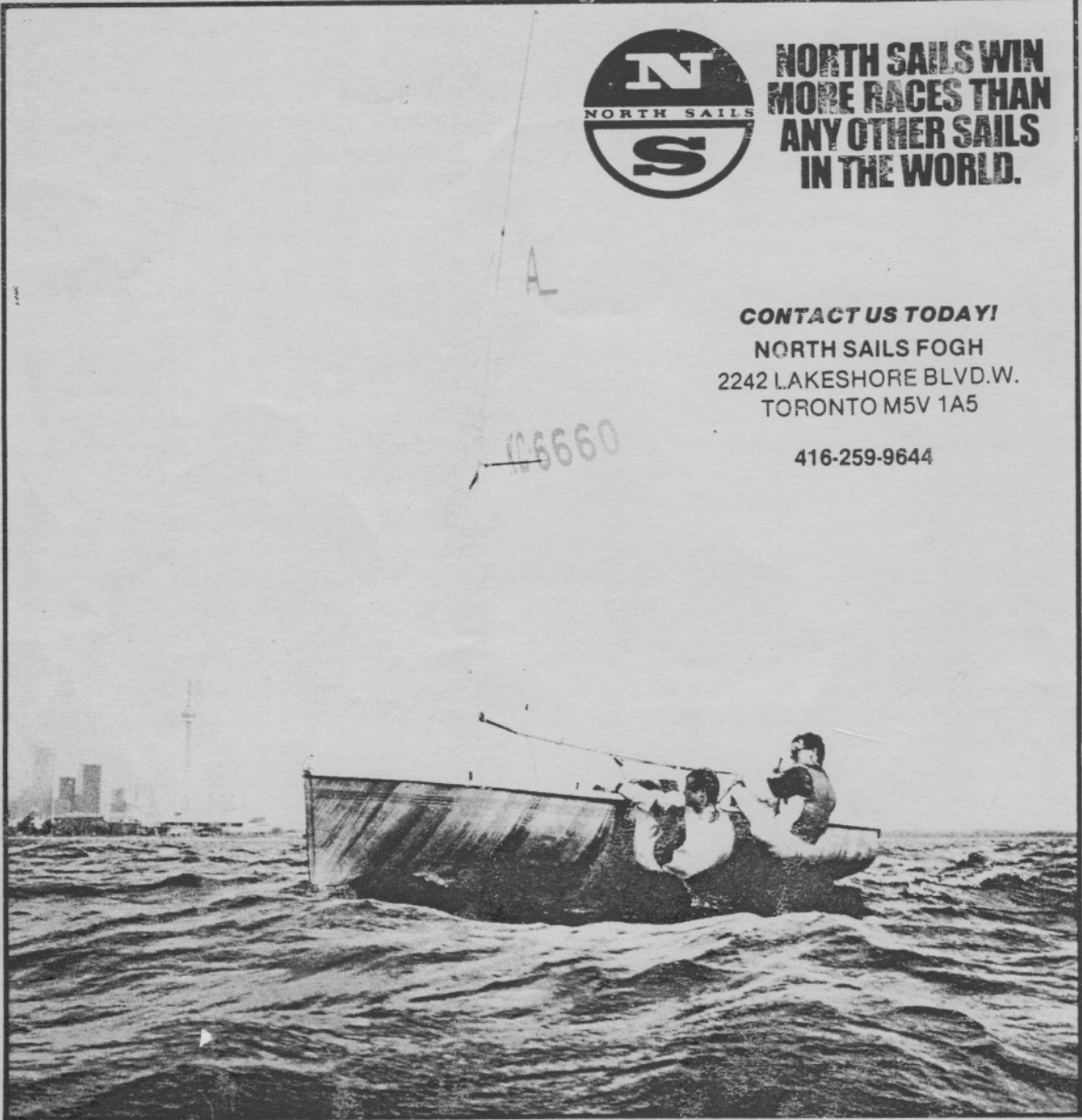


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