



shackles & cringles



canadian albacore association

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

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Shackles & Cringles is published 5 times per year
for the members of the Canadian Albacore
Association.

Summer is half gone with many great sailing weeks behind us and many more to come.

Local regattas have been well attended and competition hot at every level in the fleet. The Muskokas hosted two popular events in July. Nineteen crews participated in the Junior Canadians at Windermere. There are some top-flight sailors in our junior fleet and I hope to see the competition continue at the Canadians where the Tre Behan Trophy will again be awarded to the highest placing junior competitor. The Ontarios on Lake Muskoka received excellent support from both cottage and city areas. Competitors enjoyed good sailing and great times.

Our thanks go out to the many hosts and hostesses who have provided billets for sailing events. Your hospitality has been overwhelming and I hope many friendships initiated. Billeting will be provided for out-of-town competitors for the Canadians. Please see Win Boyd's article in this issue and offer to provide a billet if you can.

Five positions have been awarded on the Canadian Team for the 1987 Worlds. Congratulations to the team members! Remember, additional positions will be awarded for placing in the 1986 Canadians - Championship Fleet (10), the 1986 North Americans (2), and 1987 TARTS (3).

Competition for the David Treissman Memorial Trophy continues in the Harbour Master series. These races are well attended and what better way to spend a Sunday afternoon. Leon Saffrata has kindly offered to do a sculptured casting for the trophy. I remind you that funding for this memorial is on a voluntary contribution basis. Please send your donation - personal or club - to the Treasurer or any member of the Executive.

This year we have an extended sailing season with major events in September and October. September sailing on Lake Ontario for the Canadians at TS&CC should provide some exciting racing. Pre-registration is encouraged to help with organization. The 1986 North Americans are being held in conjunction with the U.S.Nationals on Thanksgiving weekend in Cambridge, Maryland. A subset of the races will be scored as the North Americans to mix up the results for the two events. Please see the notice of race and application for both these events contained in this issue.

Beth Medhurst
First Vice Commodore
(Acting Commodore)

The Nominating Committee consisting of the current Past Commodore and First Vice Commodore have submitted the following proposed slate of Officers for the 1986-1987 Executive of the Canadian Albacore Association.

Further nominations to any position may be submitted in writing to:

Leigh Davidson
Secretary, Canadian Albacore Assoc.
2928 Yonge Street
Apt. 507
Toronto, Ontario
M4N 2K1

and moved and seconded by Full Members of the Association.

Election of Officers will take place at the Annual General Meeting, Friday, September 12, at Toronto Sailing & Canoe Club, 1391 Lakeshore Blvd. West, Toronto, Ontario.

NOMINEES FOR OFFICE

Commodore	Beth Medhurst
1st Vice Commodore	Christine Forsyth
2nd Vice Commodore	Ted Mallett
3rd Vice Commodore	Jamie Day
Rear Commodore	Mark Ewen
Treasurer	Nancy Sinclair
Secretary	Leigh Davidson
Membership Secretary	Doris Brown
Chief Measurer	David Weaver
Editor	Carol Kidd
Past Commodore	Dennis Sherwood

EDITORIAL

A personal note: this month's issue of "Shackles & Cringles" is dedicated in memory of my father, Keith Kidd, who died suddenly on August 3rd, 1986. Although a "landlubber", he was an avid supporter of Albacore sailing, keeping up-to-date with the class via the pages of "Shackles". He encouraged my participation in the Association by placing the facilities of his company at my disposal in order to "churn out" each issue of the newsletter, and he enthusiastically shared with Rosemary and I the thrill of victory in bringing home the Women's Double-Handed trophy. His support, interest, and encouragement of the sailing exploits of Cricket and her crew will be lovingly remembered.

My thanks and sincere appreciation as well to the Gage family and fellow Muskoka cottagers for the warm hospitality they extended to visiting sailors competing at the Ontarios. A good time enjoyed by all! (See you on the line, Chuck!)

1986 CANADIAN CHAMPIONSHIPS

1986 CANADIAN CHAMPIONSHIPS

September 12-14

SPONSORED BY BEEFEATER

The 1986 Canadian Championships are to be held September 12-14, 1986 on Lake Ontario from Toronto Sailing and Canoe Club.

Join us for three days of top-flight racing in three fleets and fabulous social events. Five races are scheduled with social events amply scheduled throughout.

Prizes will be awarded for the top five places in each fleet. Trophies to be awarded at this major event include First Place Trophy in each fleet, Best Crew to the top crew in the Championship Fleet, Ladies Plate to the top lady helm in the Championship Fleet, and the Tre Behan Memorial Trophy to the top junior helm in the Championship Fleet. The combined Ontarios/Canadians Trophy will also be awarded.

Please note that qualification is required to sail in the Championship Fleet. Check the notice of race and registration form (enclosed with this issue), to ensure you qualify. The Masters Fleet is open to skippers over 40 and participation in the Challenger Fleet is open to all.

Other events include "Beer on the Beach", Friday night Barbeque, the Annual General Meeting, a Beefeater reception, sailor's raffle and Saturday night Banquet.

Billeting will be provided for out-of-town competitors. Please contact Win Boyd at (416) 593-5988 if you require billeting or have a billet to offer.

Preregistration is encouraged. Please see the registration form enclosed with this issue. For further information contact Beth Medhurst at (416) 482-3251.

BILLETING FOR THE CANADIANS

WHERE ARE YOU STAYING FOR THE CANADIANS?

One of the most enjoyable parts of the 1985 World Championship Regatta in England came as a result of the billeting arrangements that were made for the competitors. The Ontarios was another example of the added dimension that spending the weekend with other sailors instead of at the local motel can bring.

To this end the Canadian Albacore Association is offering to act as a clearinghouse for billets for the 1986 Canadians at Toronto Sailing and Canoe Club. All Toronto area sailors are asked to provide whatever billet space they can for out-of-town sailors. Please get your name to me early and avoid disappointment. Any out-of-town sailors wishing to be billeted should contact the writer as soon as they can, this whole thing will be first come, first served.

By calling (416) 593-5988 you can become a part of this service. If you are greeted by my answering machine please leave your name and number and I will get back to you within 24 hours.

Win Boyd

PROPOSED BY-LAW CHANGES

The Board of Directors proposes the following by-law changes for approval at the Annual General Meeting scheduled for Friday, September 12, 1986.

- 1) That, in order to clarify the Officers responsible for duties outlined elsewhere in the by-laws, the following changes to specified articles be made:

Article II-7: "Sec.-Treas." becomes "Membership Secretary".

Article VI-3: "Sec.-Treas." becomes "Secretary"

Article IX-1: "Sec.-Treas." becomes "Secretary"

Article IX-6: "Sec.-Treas." becomes "Secretary"

Article X-1: "Sec.-Treas." becomes "Secretary"

Article XII-3: "Sec.-Treas." becomes "Treasurer"

Article XII-4: "Sec.-Treas." becomes "Secretary"

- 2) (i) That the number of Directors be increased to 12 in order to accommodate all of the Officers as Directors of the corporation, and a quorum set at 5 Directors, and
(ii) That the Membership Secretary be designated as an Officer of the corporation.
- 3) That, in order to align Article XI ("Officers") with Article II ("Membership"), Article XI-1 be changed to read "full member" instead of "member".

1986 RACE SCHEDULE

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

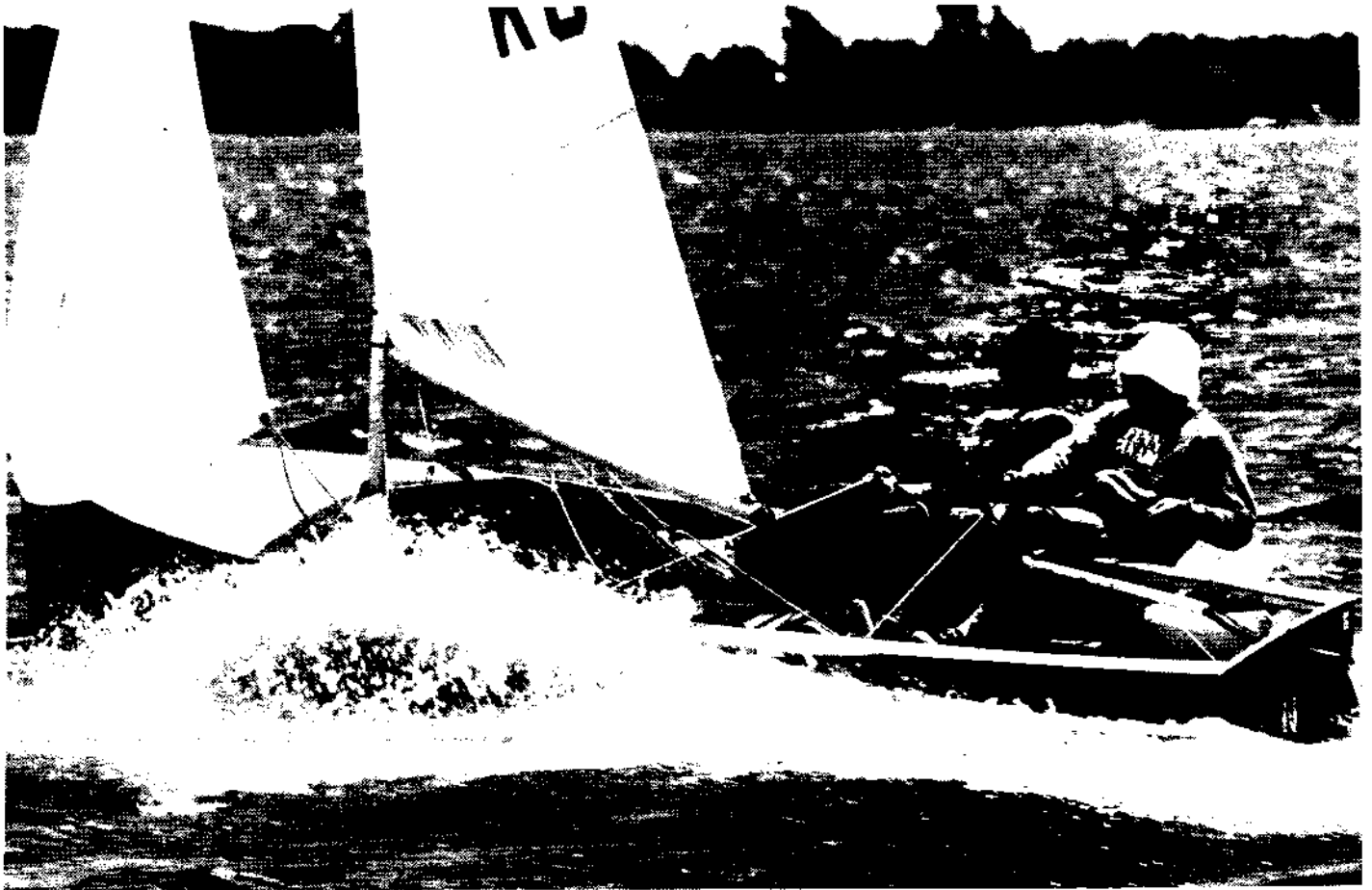
- 11 - 13 U.S. National Championships - Cambridge, Maryland

U.S.A.A. RACE SCHEDULE

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	Cambridge, Maryland
11-Oct	P.V.Y.C. Albacore Regatta	Doylestown, Pa

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.

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ANNUAL GENERAL MEETING

CANADIAN ALBACORE ASSOCIATION NOTICE OF ANNUAL GENERAL MEETING

DATE: Friday, September 12, 1986
TIME: Immediately following BBQ
PLACE: Toronto Sailing & Canoe Club, 1391 Lakeshore Blvd.W., Toronto, Ontario.

All members of the Canadian Albacore Association are urged to attend the Annual General Meeting of the Association. In their absence all full members of the Association may nominate a proxy, using the form enclosed. The form must be presented to the Secretary prior to the beginning of the meeting to be recognized.

AGENDA

1. Notice of Meeting
2. Establishment of Quorum
3. Collection of Proxies
4. Minutes of Annual General Meeting, August 31, 1985
5. Reports of Officers
6. By-law Changes
7. Election of Officers for 1986-87
8. Appointment of Auditor
9. Other Business
10. Adjournment

Leigh Davidson
Secretary
Canadian Albacore Association



BRONTE HARBOUR YACHT CLUB REGATTA RESULTS

BRONTE HARBOUR YACHT CLUB LAKE ONTARIO CHALLENGE JUNE 28/29, 1986

SAIL	SKIPPER	CLUB	RACE 1		RACE 2		RACE 3		RACE 4		RACE 5		FINAL	
			Pl	Pts	Pl	Pts	Pl	Pts	Pl	Pts	Pl	Pts	Pl	Pts
7366	D.GRIFFITHS	TS&CC	2	01	5	04	2	01	1	0	2	1	1	03
6251	C.FORSYTH	TS&CC	1	00	3	02	7	06	4	3	4	3	2	08
7304	L.STEVENSON	BHYC	3	02	1	00	8	07	3	2	5	4	3	08
7382	J.PAWLIK	RCYC	7	06	2	01	4	03	5	4	3	2	4	10
7243	P.BRAYSHAW	BHYC	dns	10	dns	10	1	00	2	1	1	0	5	11
7384	R.HELME	RCYC	4	03	6	05	6	05	6	5	6	5	6	18
3104	D.SUDBURY	RCYC	6	05	7	06	3	02	7	6	7	6	7	19
7099	E.DUYNSTEE	BHYC	5	04	4	03	5	04	9	8	dns	10	8	19
3264	W.MATHEWS	BHYC	8	07	8	07	dns	10	8	7	dnf	10	9	31

Plans for Worlds '87, to be hosted by the United States, are starting to take shape. Island Heights Yacht Club, the hosts of the 1985 U.S.Nationals, has offered to host the Worlds '87. A date has not been set yet, but late June looks like the best bet for good wind, warm water and sunny skies. Island Heights did a fantastic job hosting the last year's Nationals, and I have no doubt they will run a first class Worlds.

Riaz Latifullah
President, U.S.A.A.
(Excerpt from June 1986 ALBACOURIER).

DEADLINE FOR SHACKLES: OCT.30th

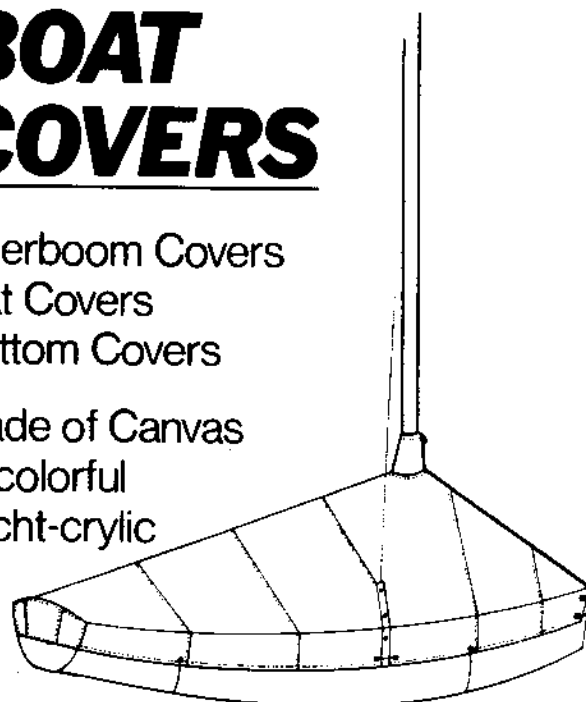
Please note: Anyone wishing to publish race results, regatta notices, and all other material are requested to observe the deadlines.

All classified ads of a non-commercial nature will be published free of charge to members. Ads will appear in two consecutive issues unless instructions to the contrary are received. If publication is to be of a lesser, or a greater period of time, it is the responsibility of the advertiser to advise the Editor of Shackles & Cringles.

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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

Congratulations to Britannia's Doug Woodley for qualifying for the 1987 Albacore Worlds. Doug and trusty crew Al Malo beat 24 boats at the National Capital Regatta to qualify - the third year in a row the Deadly Duo has been first at NCR. The second qualifying spot went to Toronto visitors Kevin O'Rourke and Tony Gaffney from Outer Harbour Centreboard Club in an unknown species of Albacore made of wood.

The regatta was also marked (or marred?) by the rather inauspicious debut of no. 7017, now known as Debutante, owned and helmed by yours truly in her "coming out" boat. On Saturday, Deb succumbed to a particularly vicious broach before the first race, decided she liked being turtled and stayed that way for an hour, causing her skipper to become hypothermic, plucky crew Harrienne to nearly drown and three DNSs to be noted on her score card. On Sunday, she was five minutes late to the start of the first race and suffered equipment failure in the second. Debutantes are not supposed to start by coming last.

At Gatineau River regatta, sailors on shore saw a particularly instructive session on "How to Come Second", taught by our (then future) Worlds qualifier. After a brilliant start followed by three strong legs, Doug decided he'd make things exciting by sailing well past the rounding up mark to let several boats get ahead of him. Once crew Kevin Wheaton, sailing in his first regatta, had counted off four boats, Doug got back in the race. By the sixth leg, he was fourth and by the time the boats were rounding the windward mark for the third and last time, Chieftain had edged back to first. A long, exciting leeward run followed with Doug and Kevin battling it out neck and neck with Ian Meller and Val Wootie. But this was too boring for Doug, who decided to nip over to a mark completely off the course to let Ian get ahead. Racing to catch up, the boats rounded a bend in the river to the leeward mark, disappearing from sight of the excited watchers on shore. Minutes later a sail emerged, followed by another close behind. Was it Doug or Ian in front? It was Doug, clearly out ahead and gunning for the finish line. But, again, victory should never be easy. One quick tack (what could go wrong now? asked Val's friend Rob on shore), and there was suddenly Kevin, gliding gently down the side of the boat headfirst into the water. Meanwhile, Ian sailing sedately as usual coasted over the finish line. Doug hauled Kevin back into the boat in time to finish second but not without severely embarrassing the crew, who isn't fond of racing with wet sweats sagging around his ankles.

There is a collection to buy Doug new glasses before the Worlds.

AREA 10 CHAMPIONSHIPS

Those nice folks at Beefeater Gin who gave us those nifty T-shirts at the Ontarios two years ago are back at it again. As sponsors of the Albacore class, Beefeater made prizes available to the top 15 finishers (and a great booby prize to Debutante) at National Capital.

Roy DaCosta, Beefeater's Ottawa area rep., is coming through again with a B Fleet travellers trophy for the Area 10 Championship. (How about the Bee-Fleeter Trophy?). Many thanks to Roy and Beefeaters for the contribution.

The Championships are Sept. 6-7 at BYC and there will be prizes for competitors in A and B fleets. Notices of fees, times, etc. will be sent around to the local sailing clubs.

OOPS

In the last issue of Shackles I inadvertently forgot to mention how much water is allowed in an Albacore's tanks for it to pass a buoyancy test. I'm told there should be no more than one litre drained from all tanks after each gunnel is submerged for at least five minutes.

C'est ça.

Wendy Warburton
Area 10 Rep. (no.7017)

ONTARIO ALBACORE CHAMPIONSHIPS

I heaved a major sigh of relief at the end of the Ontarios weekend, but I'm awfully sorry the weekend is over. Organizing a regatta is no small task and takes a lot of cooperation from a lot of people. We were fortunate to find the right people for the task, which made the 1986 Ontario Championships a tremendous success. Many thanks to Kathy and Ron Moody, Michael Hart and his race committee.

Thirty-four boats were registered for the event, the majority of which travelled from Toronto, Burlington, Kingston and Oakville. Everyone who requested billeting was accommodated and although the timing and towing seemed a bother, everyone arrived on time at the race course and for dinner. The members of the South Muskoka Sailing Club were most generous in their hospitality. I expect the Toronto area sailors will be inspired and numerous offers for billets will be made for the Canadians.

* Cont'd. on pg. 12

OTTAWA-AREA RACE RESULTS

NATIONAL CAPITAL REGATTA, July 12-13 (Results in order of finish)

Boat	Skipper/Crew	Club	Race1	Race2	Race3	Race4	Race5	Pts.
7200	WOODLEY/Malo	BYC	2	4	1	1	1	3
7142	O'ROURKE/Gaffney	DHCC	1	1	6	3	5	15.7
4440	MILLAR/Millar	BYC	5	3	3	2	6	24.4
7350	READSHAW/Readshaw	LDSC	3	8	2	18	2	25.7
6140	BRYANT/Gagnon	BYC	4	5	8	6	3	35.4
7221	NOBLE/	BYC	6	2	5	10	7	37.7
3472	O'DALE/O'Dale	BYC	7	7	9	4	4	42
5858	MELLER/Wootie	BYC	DSQ	6	4	7	11	49.7
7291	BROWN/Stickler	BYC	8	20	14	5	8	58
7060	TAYLOR/Way	BYC	9	10	11	12	17	66
7449	NICHOLAS/Blake	SRA	10	9	13	11	13	67
7447	BLORE/Sahagon	SRA	DSQ	13	10	15	10	72
5611			16	11	7	DNS	16	74
7444	LAU/Deeley	SRA	13	15	16	9	19	77
7196	CARSON/	BYC	11	12	17	14	20	78
6029			14	19	12	19	14	83
7462	BROWNRIGG/Humenuk	SRA	DNS	14	15	22	12	87
5624	BLACK/Dubuc	BYC	DSQ	DSQ	DNS	8	9	90
5319	McCABE/	BYC	12	DNF	DNS	16	18	94
7446	LEMAY/St. Jean	SRA	DNS	16	DNS	13	15	95
4444		NSC	DSQ	18	DNS	17	22	105
7450	YOUNG/Perkins	SRA	17	17	DNS	21	DNS	106
7445	NELSON/Leclair	SRA	DNF	DNF	18	23	23	111
7448	HAWKINS/Letang	SRA	15	DNS	DNS	DNS	24	117
7017	WARBURTON/Rosenes	BYC	DNS	DNS	DNS	20	21	119

GATINEAU RIVER YACHT CLUB REGATTA, June 28-29 (Results in order of finish)

Boat	Skipper/Crew	Club	Race1	Race2	Race3	Race4	Race5	Pts..
6140	BRYANT/Gagnon	BYC	1	2	1	1	DNS	3
7200	WOODLEY/Wheaton	BYC	3	1	2	3	2	11.7
5858	MELLER/Wootie	BYC	DNF	3	3	2	1	14.4
7291	BROWN/Stickler	BYC	2	7	11	6	4	35.7
5624	BLACK/Dubuc	BYC	4	6	4	4	DNF	35.7
7462	LAU/Brownrigg	SRA	5	9	5	7	3	38.7
7446	LEMAY/	SRA	6	4	6	11	5	41.4
7445	YOUNG/Levac	SRA	7	5	7	10	7	49
7444	PERKINS/Gross	SRA	12	12	9	5	6	54.7
7449	NICHOLAS/Blake	SRA	8	10	8	8	8	56
7447	LASKOSKI/Stewart	SRA	10	11	10	9	DNF	64
7450	NELSON/Deeley	SRA	9	13	DNS	12	9	67
7448	HAWKINS/Kubicek	SRA	11	8	DNF	13	DNF	69

NORTH FOGH REPEATS AS MID-ATLANTIC CHAMPS

In a five-race, one throw-out series, John Clark and Jamie Day, sailing "Beast of Burden", captured the USAA Mid-Atlantic Championship at Podickory Point, Maryland over the weekend of May 10 and 11. "Beast of Burden" and Jamie are the constants for the Canadian sailmaker's team, while Clark was making his first Albacore appearance in the U.S. He showed that he was up to the task by winning three of the first four races to set up a relatively easy victory.

On Saturday morning, the competitors were greeted with a fine, steady ten knot breeze upon arrival at the marina. However, by race time the wind had grown fitful and began wandering between north and east. As one sailor put it, it was one of those days when everybody else had more breeze than you did.

Undaunted, the Race Committee Chairman, Roger Thomas, set a six mile Olympic course for the first race, resulting in a later decision to shorten by one leg. Monmouth Boat Club's John Luard and Larry DuBois got a perfect start at the pin end with Clark starting safely about two-thirds of the way down the line. Meanwhile, Dave Wallerstein and David Byron started at the opposite end, were recalled, and rounded the committee boat to start. The wind then filled in from the east, rescuing Dave, but doing terrible things to John Luard. At the first mark it was Clark, Wallerstein, Jude Brown with Sandy Forster, and Luard. With a wind shift all but eliminating further windward work, these positions remained unchanged to the finish.

The Olympic course was retained for the next two races, but the length was shortened to 3-4 miles. This permitted the three scheduled races to be run and still have the competitors off the water by 5:00 p.m.

In the second race, Clark/Day were recalled, along with others, and never completely recovered in the shorter race. This left Luard, Wallerstein and Brown to fight it out, with company from the lapped B Fleet on the last leg. They finished in that order, with Clark taking a seventh.

Shortly into the third race, the fleet was greeted with a major wind shift that resulted in a poor course. Clark was able to lay the weather mark without tacking. In a testimony to his pointing ability, he was the only one who pulled that off, and he won the race going away. Luard was second, and Brown registered his third consecutive third place. Wallerstein, who was hopelessly buried at the start, finished sixth.

Sundays's racing was postponed for an hour until a 3-10 knot wind filled in from the east. With the light air, the committee boat was stationed further up the Magothy River to avoid the current in Chesapeake Bay. With the current now behind the starters, there were three general recalls, two with the "round the ends" rule in effect, before a good start. From that inauspicious beginning, it was all downhill. The wind had hauled into the northeast, virtually eliminating the weather leg. On the first reach, the wind dropped to under 5 knots, leaving the fleet at the mercy of the three knot current. This resulted in an unbelievable pile-up (and a great deal of noise), at the second mark. With the Race Committee mercifully shortening the course, the bunched fleet finally finished. Clark and Day had found a way to win, practically assuring themselves of the title. Among the contenders, Luard was fourth and Wallerstein ninth. Brown made his throw-out really count with a 17th after doing some turns. PRSA's Barney Harris and Kaye Levine were second, with Canadians David and Beth Medhurst third. This was the only race in which competitors outside the top four were to penetrate the first three positions.

The last race was the best with the wind steady and gradually increasing to 15 knots. Clark needed only a fifth place or better to win the series, while second through fourth was up for grabs among Luard, Brown and Wallerstein. With this in mind, each of the contenders took a different route on the first weather leg - Brown right, Luard right-middle, Clark left-middle, and Wallerstein left. It didn't matter, as they arrived one-two-three-four at the weather mark, with Wallerstein leading. Jude got by Dave on the second leg, and led the rest of the way. Dave was second, John Clark third, and John Luard fourth.

The win allowed Jude to sneak into second place of the series. John Luard, who was the most consistent, never finishing below fourth, had to settle for third. Dave Wallerstein was fourth.

The Podickory Point Marina, now called Pleasure Cove Yacht Club, is under new ownership and is in the process of being developed to handle a high density of power boats. Gone are the ramp, both hoists, and much of the grass and trees. Albacore launching is off the beach or by lifting bridle from a lift truck. One couldn't help but feel that the Mid-Atlantics might be looking for a new venue.

Reprinted from June 1986 issue of "ALBACOURIER", the U.S. Albacore Association newsletter.

RACE RESULTS

UNITED STATES ALBACORE MID-ATLANTIC CHAMPIONSHIP

PLEASURE COVE YACHT CLUB
PODICKORY POINT, MARYLAND
MAY 10 & 11, 1986

A DIVISION	RACE					PTS
	1	2	3	4	5	
1 John Clark/Jamie Day	1	7	1	1	3	5.25
2 Jude Brown/Sandy Forster	3	3	3	17	1	9.75
3 John Luard/Larry Dubois	4	1	2	4	4	10.75
4 David Wallerstein/David Byron	2	2	6	9	2	12
5 Charles & Janet Roden	7	15	5	7	7	26
6 Scott Odell/Sam Haltom	5	4	12	10	13	31
7 Jason Reed/Ralph Butler	10	8	4	19	10	32
8 Bill MacRae/George Rivera	6	14	15	6	12	38
9 Mark Hensley/Pete Kursenhauser	12	19	7	14	5	38
10 Bob Bear/Steve Donahy	9	16	9	5	19	39
11 Barney Harris/Kaye Levine	17	6	17	2	dnf	42
12 Bob Harwood/Charles Ingold	20	9	13	15	6	43
13 Paul & Debbie Franzo	8	dsq	8	13	15	44
14 Daphne & Joanna Byron	11	12	10	24	11	44
15 Christine Forsyth/Chris Duncan	14	13	11	21	8	46
16 David & Beth Medhurst	15	20	20	3	9	47
17 Bill Buck/Sue Suddreth	13	11	16	11	17	51
18 Jorg Pawlik/Win Boyd	16	5	19	23	18	58
19 Denny & Claire Ginsburg	21	23	14	8	dnf	66
20 Kurt & Art Oberle	19	17	18	16	16	67
21 Tom Causin/Mark Frieden	24	10	22	22	14	68
22 Paul Wheeler/Nancy Shute	18	21	24	12	21	72
23 Arnold Cohen/Rodney Scott	23	18	21	20	22	81
24 Rosemary Helmer/Carol Kidd	22	22	23	18	20	82

* Cont'd. from pg. 9

Summer storms were evident all weekend but fortunately the rains stayed off the race course. They did, however, manage to drench many partyers after dinner. Saturday's racing was slow and hot, rather reminiscent of Whitby last July, only the course was shorter. At least fifty percent of the fleet were taking a dip when the second race was cancelled. A loud cheer went up and everyone towed off home for another swim and some cold refreshments.

Dinner at the Sands was tasty but the room was hot and small. Clearly a warning to stay away from hotels under renovation. Mr. Beefeater sent along plenty of his famous nectar and hopefully enough giveaways to accomodate almost everyone.

Sunday was gloomy and threatening but we had two brisk races and the weather cleared gloriously for the barbeque and prize giving. The Muskoka District Championships were held in

conjunction with the Ontarios which gave the Toronto area sailors an opportunity to meet some new faces and discuss the merits of sailing on Lake Ontario versus the Muskoka Lakes.

From an organizing perspective, I appreciated the cooperation of the out-of-town sailors with advance registration. It made the event easier to plan and budget. I strongly recommend this format for major regattas. Sailors should remember that regatta organizers are volunteers with jobs and responsibilities which take up a lot of time. Anything that makes the task simpler is appreciated and shows up in the quality of the event. Please keep this in mind if you're considering the Canadians!

Thanks again to the volunteers at the South Muskoka Sailing Club.

Christine Forsyth
2nd Vice Commodore

ONTARIO CHAMPIONSHIPS

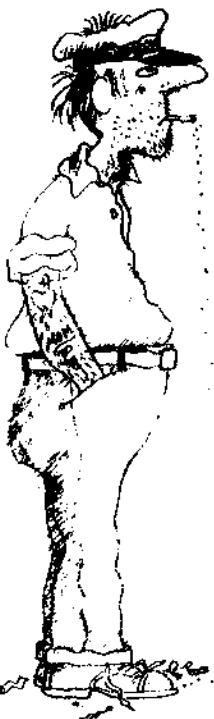
BOAT	HELM/CREW	CLUB	RACE 1 POS	RACE 2 POS	RACE 3 POS	TOTAL PTS	FINAL PTS	FINAL POS'N
6660	J CLARK J DAY	TSCC	8	1	1	14.0	14.0	1
6655	J MOODY D HANNAY	SMSC	3	2	4	16.7	16.7	2
7363	R BATT L BATT	OHCC	1	17	3	28.7	28.7	3
6997	D MEDHURST B MEDHURST	RCYC	17	4	2	34.0	34.0	4
506	M EWEN J EWEN	SLSC	4	10	7	37.0	37.0	5
6999	R MOODY M HART	SMSC	2	13	9	37.0	37.0	5
7366	D GRIFFITHS C BAZILLI	TSCC	7	11	5	40.0	40.0	7
6701	D SHERWOOD E MARTIN	RCYC	5	8	13	43.0	43.0	8
7382	J PAWLIK A SAVEGE	MSC	10	3	18	45.7	45.7	9
7304	C BOULTON K STEVENSON	BHYC	11	7	10	46.0	46.0	10
7400	B LEONIDAS C LEONIDAS	RCYC	23	5	6	50.7	50.7	11
6641	S CUMMING L MITCHELL	TSCC	6	19	11	53.7	53.7	12
6644	J GAGE S PHILLIPS	SMSC	15	16	8	57.0	57.0	13
7322	B WITHROW J STOPS	MSC	18	9	12	57.0	57.0	13
7000	A WRIGHT J WRIGHT	SMSC	16	14	14	62.0	62.0	15
6665	J CURTIS B MANNSBERGE	BYC	13	12	19	62.0	62.0	15
5403	J CLEMENTS N CLEMENTS	NSC	9	20	16	63.0	63.0	17
6220	J LAMMENS C SMITH	TSCC	25	6	15	63.7	63.7	18
7080	D GREEN S BRANT	RCSC	22	18	20	78.0	78.0	19
7242	R HOGG N HOGG	THSC	12	15	DSQ	80.0	80.0	20
6251	C FORSYTH R MILLER	TSCC	19	22	24	83.0	83.0	21
5923	D TAULBEE J TAULBEE	NSC	24	21	21	84.0	84.0	22
3104	D SUDBURY F SUDBURY	RCYC	21	23	25	87.0	87.0	23
7270	T WILSON T DUNCAN	MLSC	27	25	22	92.0	92.0	24
7079	K MAINS L FURTER	RCSC	26	29	23	96.0	96.0	25
7384	R HELMER C KIDD	TSCC	20	26	DNF	99.0	99.0	26
4812	D STURCH N PAYNE	SMSC	14	DNS	DNS	100.0	100.0	27
3401	R THOMPSON J YARRINGTON	RCSC	30	27	27	102.0	102.0	28
664	C GAGE M PHILLIPS	SMSC	28	28	29	103.0	103.0	29
7057	B COSSAR B DRISKEN	SMSC	DNF	24	26	103.0	103.0	29
4811	D WRIGHT J WRIGHT	SMSC	29	30	28	105.0	105.0	31
6441	D PHILLIPS R GAGE	SMSC	32	31	31	112.0	112.0	32
6840	S ELLIOT B LANGILL	SMSC	31	33	30	112.0	112.0	32
7078	UNKNOWN UNKNOWN	RCSC	33	32	32	115.0	115.0	34

ROYAL CANADIAN YACHT CLUB REGATTA RESULTS

1986 R.C.Y.C. OPEN ALBUQUERQUE REGATTA
 Series 5 3 Races Run (Best 4 Races Scored)

Division 1 Results

Sail	Name of Boat	Pos	Pts
506	Ewen, Mark	1	6.75
6660	Clarke, John	2	7.50
7366	Griffiths, Derek	3	13.75
7382	Pawlik, Jorg	4	23.00
6701	Sherwood, Dennis	5	23.75
6997	Medhurst, David	6	28.00
5007	Mallett, Ted	7	32.00
7482	Ferry, Stu	8	36.00
7364	Jonjev, Steve	8	36.00
6644	Baye, Jim	9	40.00
7400	Leonidas, Bob	10	48.00
7476	Clayton, Rick	11	50.00
7242	Hogg, Rob	12	54.00
7000	Wright, Andrew	13	59.00
7322	Wilson, Bruce	14	64.00
7475	Li, Joe	14	64.00
7478	Bain, Gary	15	67.00
7443	Gaffrey, Tony	16	70.00
7323	Savege, Ann	17	72.00
3104	Sudbury, David	18	83.00
6220	Lammens, Joanne	19	87.00
7479	Burkhardt, Jim	20	90.00
7142	O'Rorske, Kevin	20	90.00
7471	Woolford, Keith	21	94.00
7365	Dineen, Louis	22	95.00
7480	Morrison, Mike	23	96.00
6251	Forsyth, Christine	23	96.00
7477	Wong, Edward	24	100.00
6665	Curtis, John	25	101.00
5752	Stewart, David	25	101.00
7346	Mason, Suzanne	26	102.00
7049	Russell, Greg	27	104.00
6159	Wallace, Jamie	28	105.00
6210	Safarata, Leon	29	114.00
7251	Shenstone, Derek	30	115.00
7330	Higgins	31	120.00
7405		32	125.00
7387	King, Ross	33	126.00
7474		34	130.00
7068	Ajdacic, Milutin	35	135.00
7343	Mullens, Wayne	36	136.00
1191	Pearce, Doug	36	136.00
7250	Joscelyn, Wendy	37	141.00
7320	Rex, Donna	38	149.00
7329	Kidd, Carol	39	163.00
142	Rubin, Norm	39	163.00
7401		40	173.00
7472	Vasoff, Peter	41	176.00
7321	Potts, Catherine	42	178.00
7210		43	180.00
7005		44	187.00
6464	D'Angelo, John	44	187.00
6164		45	188.00
7029		46	189.00



PROFESSIONAL

WESTWOOD REGATTA

For a July Regatta in the Toronto Outer Harbour one can say the winds were acceptable. Some had the chance to hike but no race was frustrated with a drifter as is common at this time of the year. For variety, the race committee mixed 7 leg triangular courses with 6 leg Olympics. A fourth race was abandoned on the second leg when the committee lost the fleet in the fog.

On shore, the single protect, a mark rounding episode, was upheld while the thirsty racers downed rum samplers. The dance survived a singular brief down pour. Some people must have had a good time because of the cars still there in the morning.

The only disappointing aspect of this regatta was the unfortunate conflict with the Ontario Regatta. The following were the top 10 finishers in the Regatta of the 41 entrants.

<u>BOAT</u>	<u>CLUB</u>	<u>SKIPPER</u>	<u>CREW</u>	<u>POSITION</u>
7428	RCYC	Ken Clarke	Diane Clark	1
7481	SJSC	Stu Ferry	Joyce Etches	2
7475	SJSC	Joe Li	Jill Carey	3
7443	NTSC	Tony Gaffney	Dee Paterson	4
7142	OHCC	Kevin O'Rourke	Urve Tamberg	5
7012	WSC	Ron Walker	Sherry Handley	6
6841	OHCC	Ken Browne	Doris Browne	7
7471	SJSC	Keith Woolford	Egon Bartholomaeus	8
7477	SJSC	Kerri Wheeler	P. VanLeuwen	9
7476	SJSC	Germaine Proulx	Cathy Webb	10

Thanks to all involved.

Carroll
RACE CHAIRMAN.

1986 JUNIORS AT WINDERMERE

The 1986 Junior Albacore Championships at Windermere on Lake Rosseau was a resounding success according to the reports of the participants. The topic foremost in mind was the quality (and quantity) of food provided by the regatta organizers.

Hospitality and accommodation was provided by the Wilson, Duncan, MacNaughton and Topp families. The race committee, headed by Tom Wilson ran a tight and punctual five race regatta. Although the weather did not cooperate entirely, it tested both the skills of our junior sailors and the effectiveness of their rain gear. Watching Sunday's racing from the shore, the fleet was at times entirely obscured by rain and mist.

Capturing top honors for the last time were Keith Boulton and Andrew Gumley of Bronte

Harbour Yacht Club. Relative newcomers, Rob and Nic Hogg provided lively competition ending the regatta in second place overall and second in the under 19 division. Chris Gage and Mike Phillips captured first place in under 17s with a third place finish overall. Dale and Bray of Burlington Sailing and Boating Club took first place for the under 14 sailors.

Registration for the Juniors was down significantly from last year. This was accounted for by the fact that many of the former junior sailors are no longer eligible and the new crop aren't quite ready. It was also suggested that the regatta be held later next year to allow the junior clubs to get into high gear and generate more interest. Any club which is interested in hosting the 1987 Junior Albacore Championships is encouraged to contact the CAA Executive.

1986 Junior Canadian Albacore Championship

SKIPPER CREW	AGE GROUP	CLUB	RACE 1	RACE 2	RACE 3	RACE 4	RACE 5	POSITION
Keith Boulton Andrew Gumley	19	BHYC	1	2	1	1	1	1
Rob Hogg Nic Hogg	19	THSC	3	1	2	3	2	2
Chris Gage Mike Phillips	17	SMSC	5	3	3	2	3	3
Darren Green S. Brant	19	RCSC	2	5	4	7	4	4
Ted Goveia Andrew Aho	17	BHYC	6	DNF	7	4	5	5
Jenny Purves J. Racine	17	MLSC	4	7	6	9	7	6
G. Vanderkroats P. McArthur	17	BHYC	10	6	8	5	6	7
Kevin Mains Leslie Furter	19	RCSC	8	4	5	13	DNF	8
C. Rust J. Moon	19	LBSC	11	10	9	11	9	9
N. Miller J. Cutler	17	BHYC	12	9	13	8	10	10
C. Lapsley S. Millington	17	BHYC	13	13	DNF	6	8	11
Tatiana VanRiemsdijk R. Cook	19	MLSC	7	12	10	12	11	12
Jason Yarrington P. Kouba	17	RCSC	14	8	14	14	12	13
G. Dale B. Bray	14	BSBC	9	17	12	16	15	14
D. Brown P. Cooke	17	LBSC	15	11	16	17	13	15
B. Allen M. McDerment	17	MLSC	17	15	11	15	DNF	16
D. Rust L. Cooke	14	LBSC	16	16	15	DNF	15	17
S. Jennings T. Joel	17	LJYC	DSQ	18	DNF	DNF	DNF	18

19 & Under

Boulton & Gumley
Hogg & Hogg
Green & Brant

1st
2nd
3rd

17 & Under

Gage & Phillips
Goveia & Aho
Purves & Racine

1st
2nd
3rd

14 & Under

Dale & Bray
Rust & Cooke

1st
2nd



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

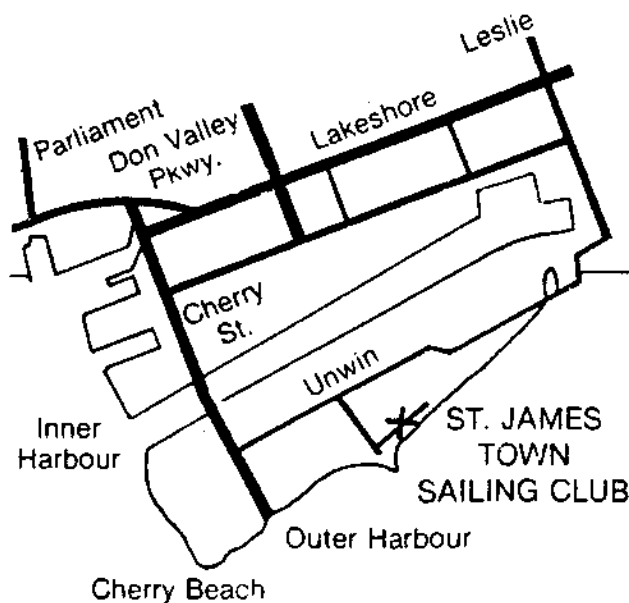
DINNER & DANCE

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

IV. Downwind Starts

A. General Comments

1. The best approach pattern for a downwind start is the Vanderbilt - timed out and back. It will be impossible to slow down on your approach, so don't be early!
2. On a running start, an alternative approach is to reach along the line and bear away to the proper course at the gun (Fig. 16).
3. If your start is perfectly timed, start hoisting the chute with 10-20 seconds to go. It should be up and drawing at the gun. Of course, if you think you're early, delay the hoist until you are positive you haven't been recalled; if you are late, hoist immediately.
4. The current is a big factor because your speed of approach will be hard to change.
5. In a breeze, small boats in their class should make every effort to catch a tow from the bigger boats. In top IOR regattas, the small boats are sailing above their rating on the first downwind leg (Committees: this is an argument against downwind starts).
6. If the first leg is short, think about being inside at the mark when you plan your start.

B. Reaching Starts

1. Most committees set a reaching starting line perpendicular to the course to the first mark. If they do, you have no choice but to start at the windward end. The windward end boats get the puffs first and have clear air. The leeward end boats have a slightly better (higher) reaching angle, but they are in danger of being blanketed and overrun by the boats to windward.
2. A fair line has a bias of about 15 degrees towards the leeward end. If the bias is more than this, start at the leeward end (Fig.17).
3. Small boats in a handicap class should normally start to windward for clear air.

C. Running Starts

1. If the first mark is downwind of the line, a fair line is square to the wind. On a biased line, start at the end farthest from the wind - the opposite of an upwind start (Fig.18).
2. Usually, it's best to start near an end so you can jibe away from the pack and get clear air. Especially true for the small boats in a class.

3. A starboard tack approach gives you right of way over the fleet, but you will have to hold your course when port tackers are in the act of avoiding you. You might find yourself stuck on starboard tack, careening through the fleet to the unfavored side.

V. General Principles

- ### A. In deciding which end to start at, keep two factors in mind.

- Which end is favored?
- Which side of the course is favored?

- ### B. On an upwind start, speed at the gun is just as crucial as hitting the line at the gun.

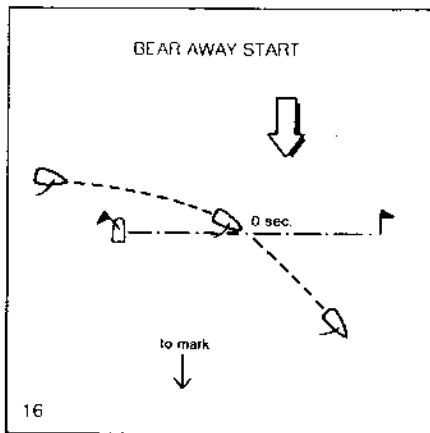
1. If you are early, kill speed as soon as possible so that you can reaccelerate for the last 30 seconds.
2. Never get into a position where you have to pinch to the line.
3. Build a hole to leeward by luffing up the boats to weather of you so that you can drive off and accelerate (Fig.19).
4. If a port tacker tries to tack under you, point your bow at him and force him to tack too soon. Then head up sharply, and your original luff will be intact (Fig.20).
5. Don't luff up every boat that comes along. If they're too early, let them reach down the line across your bow. If you luff them, they'll wind up smack on your wind (Figs. 21-22).

- ### C. The two most important pieces of data are the time to go and the exact location of the line.

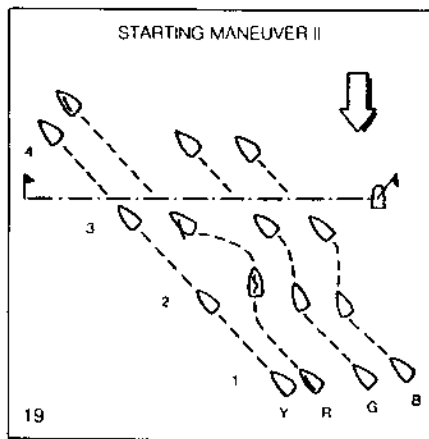
1. Use a range from the ends of the line to a landmark on shore to help judge the line's location (Fig.23).

D. Skipper/Tactician Communication

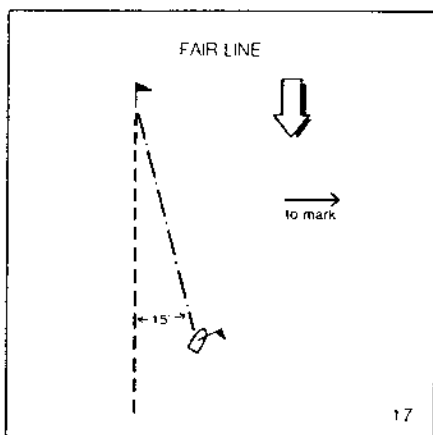
1. The skipper is in charge of positioning the boat relative to nearby boats. Generally, he should set up 1/4 length ahead of the boats on either side. He calls sail trim to help him maintain position: "Trim for speed!" and "Luff sails!" are the two simplest calls.
2. The tactician is in charge of putting the boat on the line at the gun with full speed on, regardless of the fleet's position. Before the start, he memorizes the line range or hand-held compass bearing. During the approach, he yells out the time and the number of



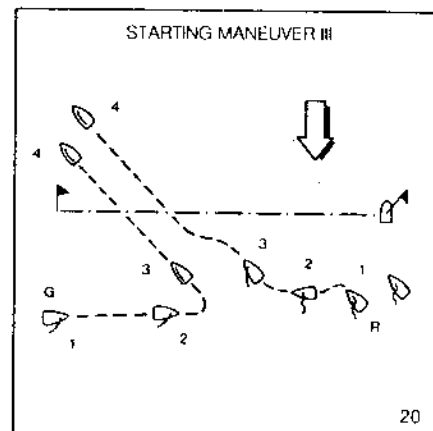
16 A good running start approach pattern is to reach along the line and bear away at the gun.



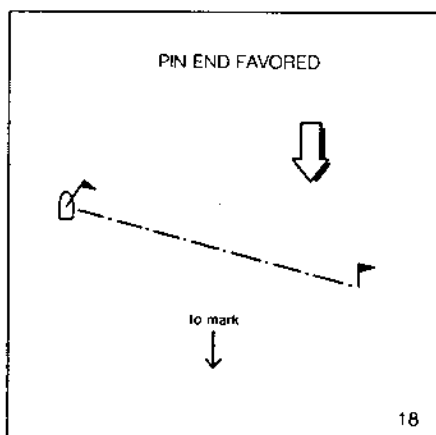
19 How to create a hole to leeward:
 1-2) R needs some breathing room, so she luffs G and B head to wind to create a hole to leeward. This process is called "stuffing 'em."
 3) In the last 10-15 seconds before the gun, R accelerates by driving down into the hole towards Y.
 4) R's extra momentum allows her to punch through Y's backwind and win the start.



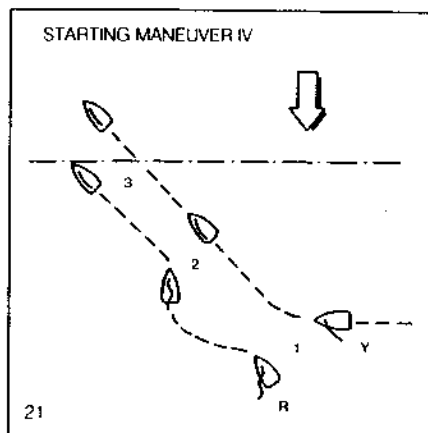
17 A fair reaching leg starting line has a bias of about 15 degrees in favor of the leeward end.



20 How to protect your hole to leeward:
 1) R is luffing below the line when he notices G approaching, obviously intent upon tacking ahead and to leeward.
 2) R defends his hole to leeward by pointing directly at G, sails luffing. He isn't moving much.
 3) G is tricked into tacking too soon, leaving a big hole for R to work with.
 4) R sheets in and drives over G, winning the start.



18 On a running start, the end farther downwind is favored.



21 The wrong way to protect your air:
 1) R feels threatened by Y.
 2) R luffs Y up, but she has enough momentum to drive over R.
 3) R "wins" the start by luffing Y over the line at the gun, but Y ruins R's start by sitting on R's air during the crucial first seconds.

sailing boatlengths to the line: "40 seconds, 8 lengths to go!" If the boat has been luffing slowly to the line, he will give the "Trim and go!" command as well. If he has to wait to less than 15 seconds before the gun to give this command, the boat absolutely will not be up to speed for the start.

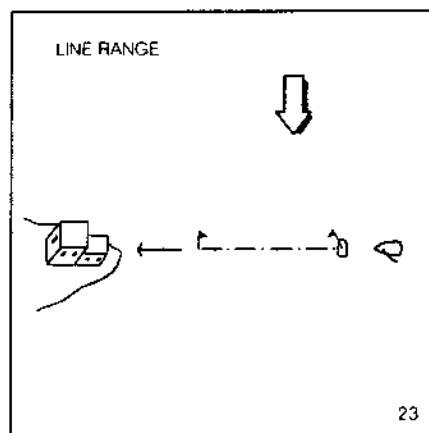
E. When changing tacks to turn back to the line for your approach, remember this: a tack takes longer and moves you to windward; a jibe takes less time, is riskier in heavy air, and moves you to leeward. Choose the maneuver that helps you fine tune your position for the approach.

F. Two unbreakable basic rules:

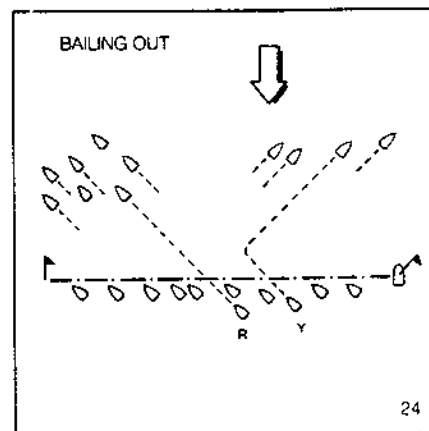
- point your bow at the line for the last 30 seconds.
- never sail too far (more than half the line's length) from the line.

G. Bailing out. If something went wrong, tack away immediately. Duck as many sterns as needed to get clear air. Cut your losses before the leading boats have developed an untouchable lead (Fig. 24).

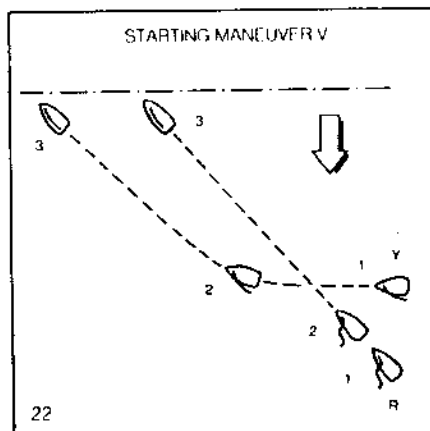
H. Go flat for the first few minutes. Every foot gained off the line helps immensely in the long run.



23 A range on the line gives this boat an exact fix on its position.



24 Both Y and R start poorly. R stupidly hangs on and hopes for the best. Y sees the writing on the wall, and bails out. By cutting his losses early, Y loses very little to the fleet, while R is still smothered, losing more ground every minute.



22 Here's the right way to protect your air.
 1) R sees that Y is going to be early, and decides to let Y cross her bow.
 2) R luffs and holds her position while Y storms by. R doesn't feel threatened because she can see that Y is going too fast to start on top of her.
 3) At the gun, Y is well down the line, out of R's way. R gets a perfect start at her chosen spot.

(Reprinted from "The North U. Smart Course", Copyright 1980, 1982 by North Sails, Inc. Complete text available from North Sails Fogh, Toronto, Ontario).

Editor's Note: "Sailing by the Numbers", which appeared in the June issue of Shackles & Cringles, was written by John Luard, Chief Measurer of the U.S.A.A. The article was reprinted from the April issue of ALBACOURIER.

**1986 UNITED STATES ALBACORE ASSOCIATION
COMBINED U.S. NATIONAL CHAMPIONSHIP
AND NORTH AMERICAN CHAMPIONSHIP**

Cambridge Yacht Club
Cambridge, Maryland

Sponsored by the USAA and
Potomac River Albacore Fleet 10

October 10-13, 1986

- SCORING:** Up to 7 races will be sailed, with competitors divided into A and B Fleet Divisions. All races, with the exception of a possible throwout score, will be scored for the purposes of the U.S. National Championship in each division. The North American Championship will be awarded in the A Fleet Division only, and it will be scored on the basis of the odd numbered races.
- REGISTRATION:** Friday, October 10, 5 - 10 PM.
Saturday, October 11, 9 - 10 AM.
- SOCIAL:** Saturday evening -- Crab Feast at local Cambridge crab house. Unlimited crabs, beer (one keg provided, with more available), hush puppies, cole slaw, and iced tea. \$12 per person.
- Sunday evening -- Banquet at the Cambridge Yacht Club. Cocktail hour, dinner, USAA annual meeting, sundry entertainment by USAA members. Cost included in registration.
- LAUNCHING:** Hoist or ramp.
- EQUIPMENT:** Anchor with 50 feet of line required. Current measurement certificate with buoyancy test. All equipment subject to measurement.
- ACCOMMODAT'NS:** Arrangements have been made with the EconoLodge in Cambridge Maryland, about 1.5 miles south of the Choptank River Bridge on the right hand side of Rte. 50 (on the edge of town). New motel with indoor pool. Ample rooms will be held if reservations confirmed by September 30, which you must do on your own. Please use them if you are planning to stay in a hotel. Tell them you are with the U.S. Albacore Association. Double rooms \$40.45/night + tax. Phone (301) 221-0800.
- ENTRY FEE:** \$60 per boat before September 30. Then \$70.
- INFORMATION:** Bob Bear, (703) 256-9450.

ENTRY FORM

1986 U.S.A.A. National and North American Championships
Cambridge Yacht Club, Cambridge, Md.

NAMES:

ADDRESSES:

Skipper

Crew

BOAT NUMBER: _____

BOAT NAME: _____

NAME OF OWNER (If other than above): _____

We prefer to sail in "A" _____ or "B" _____ Division.

Total Remitted:

Entry fee (includes 2 Sunday Banquet tickets) \$60.00

Extra Sunday banquet guests (\$12.00 each) _____

Saturday crab feast (not included in entry
fee). _____ persons at \$12.00 each. _____

Late Entry. (\$10 if postmarked after
September 30, 1986). _____

Total Remitted: \$ _____

Make Checks payable to U.S. Albacore Association.

Send this form with your check to: Roger Thomas
7905 Anne Court
Clinton, Md. 20735

Directions:

Cambridge is located on the Maryland Eastern Shore, about an hour East from the Chesapeake Bay Bridge on U.S. Route 50. You drive into town immediately when you cross the Choptank River bridge. Make a right at the first traffic signal (Maryland Avenue). Continue until you cross over a concrete bridge, then make the first right. The street will turn left and take you past the county jail and court house as you go up a hill. Turn right onto a cobblestone street and continue to the water. Take the last left before the water, and you will be driving past the marina. The road into the clubhouse is on your right. If you get lost, anyone in town will be able to direct you to the yacht club.

AL6626: (ZIPPERUMP-A-ZOO)
Skene hull. Fully loaded with racing toys. Excellent racing record. Cover and trailer included. Price: \$3,000.00 or best offer.
Contact: Mark Ewen (R) (416) 728-9952
(B) (416) 666-3400

AL5002: A wooden Young, Harken equipped, 2 suits of sails (1 used less than one season), shore dolly. Price: \$3,500.00 or best offer.
Contact: Alan Griffiths (416) 223-9218

FOR SALE: MOVING TO VANCOUVER
Davis Mahogany Albacore no. 3104. Excellent condition. Strong racing record. Harken equipped, Proctor mast and boom. One new 1986 suit of North sails. Two pairs used North sails. Silva racing compass. New top cover, bottom cover. Pronto trailer and dolly. Priced to sell: \$3,700.00.
Contact: David Sudbury (R) (416) 627-0348.

ALBACORE 6194: Skene, 1978. Equipped for racing with Elvstrom bailers, compass, centre mounted traveller, 2-year-old Storer/ Sobstad sails, seldom used. With cover, dolly and Wiscott trailer. This is a one-owner boat that is in excellent shape. With trailer: \$2,850. Boat and dolly only: \$2,600.
Contact: Lorne Moor (R) (519) 578-2784.

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: \$3,000.00 or best offer.
Contact: Nick Opdam (R) (416) 356-8107
(Niagara Falls) (B) (416) 682-6631.

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.

FOR SALE: Brand new "Aqua Meter" sailboat compass. Never used. Can be mounted on deck or mast gate. One year warranty. Price: \$75.00.
Contact: Rosemary Helmer
(R) (416) 488-3867.

ALBACORE 7222: 1972 Skene. Excellent condition, rarely sailed. Trailer and dolly included.
Contact: Ken Loyd (R) (705) 728-8111.

TWO 1982 SKENES: The TS&CC policy of progressively updating their Albacore training fleet makes these two immediately available. Hulls are stiff and smooth. Rigs and foils are complete and serviceable. Price: \$1,500.00.
Contact: Fred Black (416) 247-0841.

SAILS: One Main, three Jibs, Storer and North, used less than one season.
Contact: Derek Griffiths (416) 960-3736.

TWO PROCTOR D MASTS: One little used - offers. Also Proctor boom - \$100.00 (includes outhaul) and sails (1984) suitable for Club racing. Price: Main - \$170.00. Jib - \$80.00.
Contact: Peter Brayshaw (R) (416) 632-8586.

HERMAN



Port — starboard,
port — starboard.
Can't you speak English?



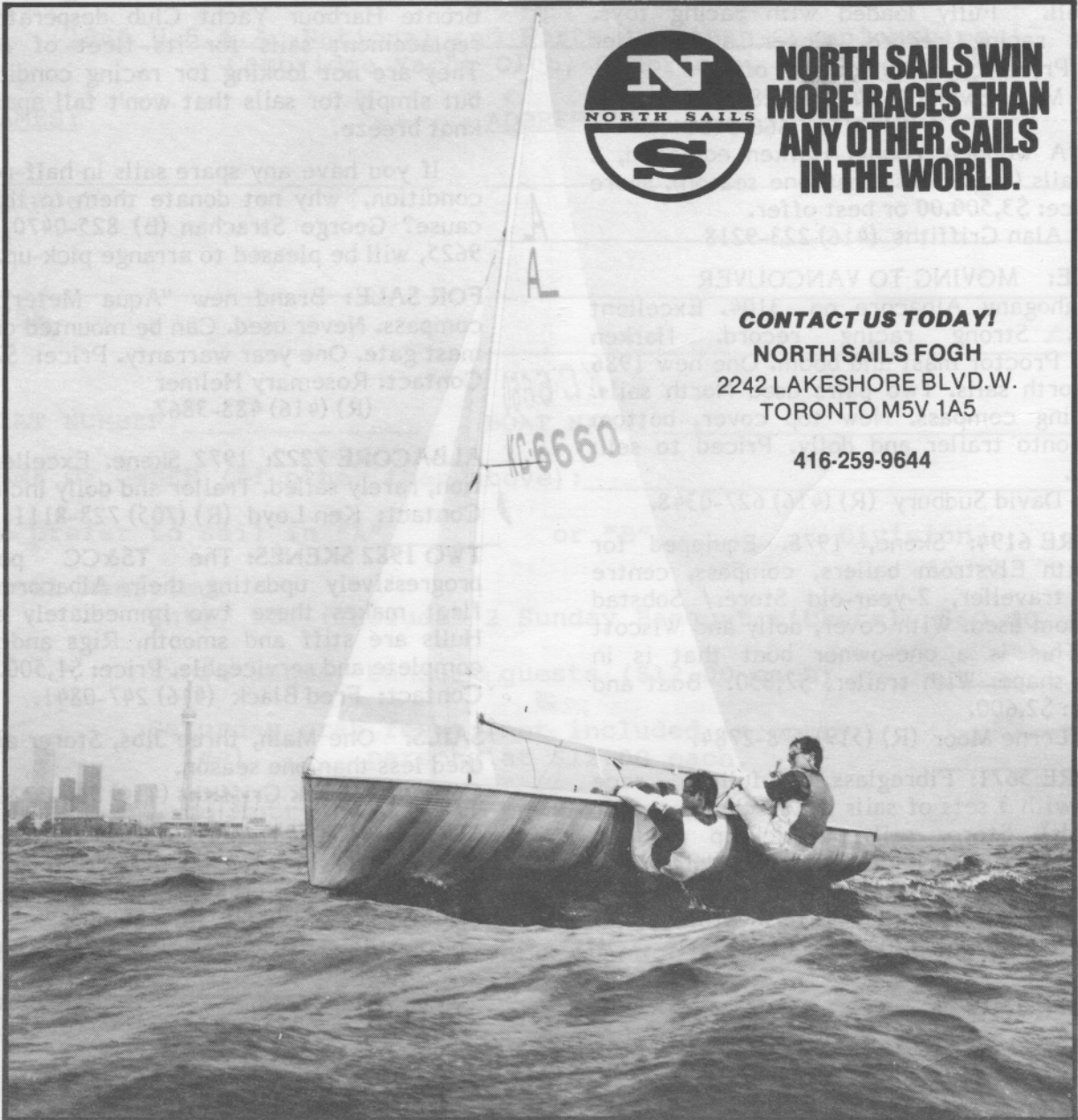


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'86 MIDWINTERS**