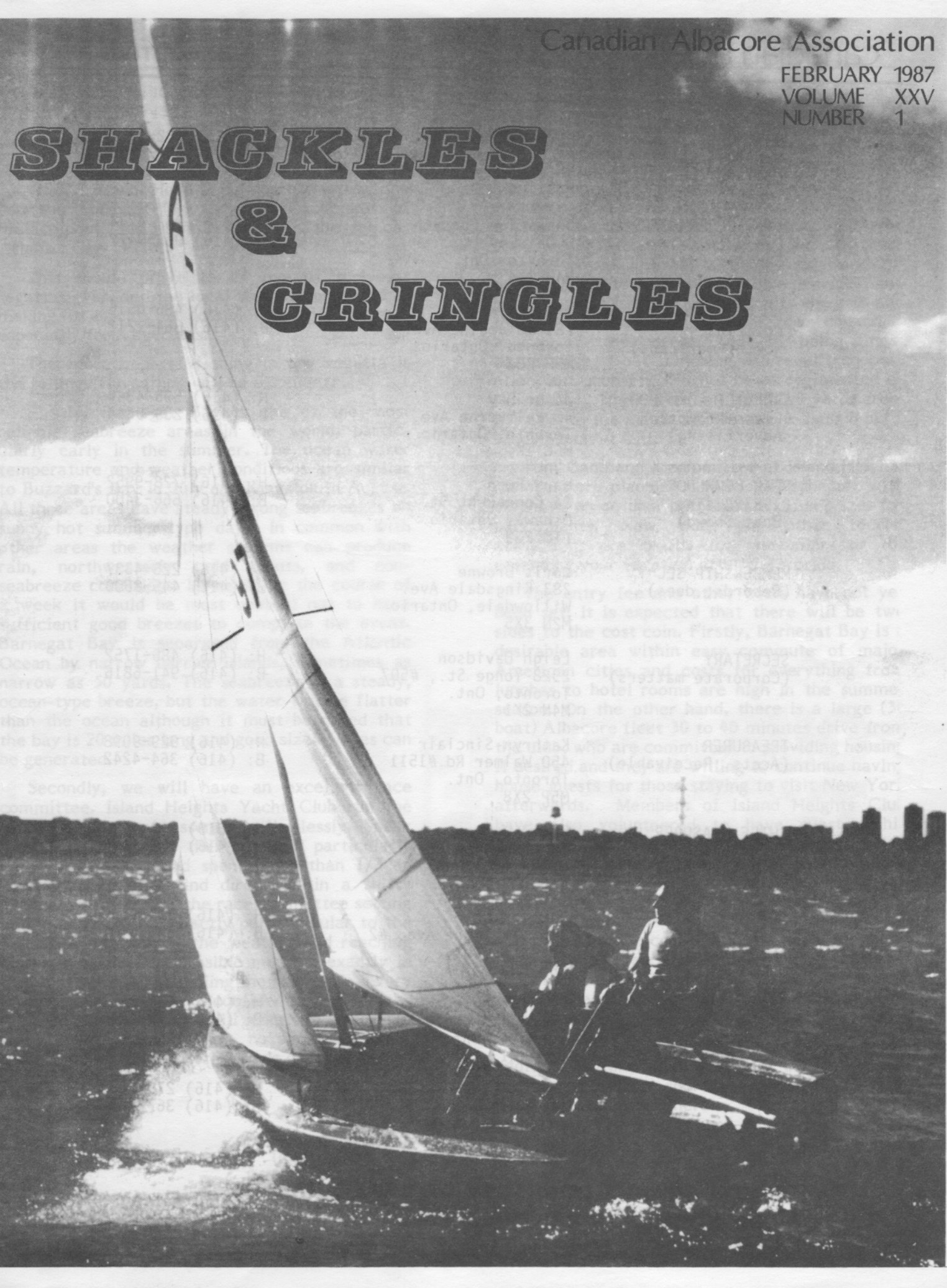


# SHACKLES & GRINGLES



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

COMMODORE (Nat'l., Int'l. Liaison; General Matters)	Beth Medhurst 58 Glengowan Road Toronto, Ont. M4N 1G4	H: (416) 482-3251 B: (416) 222-6000
1ST VICE COMMODORE (Canadians; Juniors Cdns.)	Christine Forsyth 6 Dale Ave. Toronto, Ont. M4W 1K4	H: (416) 967-4774 B: (416) 968-9472
2ND VICE COMMODORE (Ontarios; North Americans)	Ted Mallett 281 Deloraine Ave. Toronto, Ontario M5M 2B2	H: (416) 486-0515 B: (416) 864-1212
3RD VICE COMMODORE (Class Promotion; Advertising)	Jaime Day 45 Melbourne Ave. Toronto, Ontario M6C 1K4	H: (416) 535-4844 B: (416) 259-9644
REAR COMMODORE (1987 Racing, Boat Shows)	Mark Ewen 24 Connaught St. Oshawa, Ontario L1G 2G9	H: (416) 728-9952 B: (416) 666-3400
MEMBERSHIP SEC'Y (Records; dues)	Doris Browne 283 Kingsdale Ave. Willowdale, Ontario M2N 3X5	H: (416) 225-4337 B: (416) 445-8600
SECRETARY (Corporate matters)	Leigh Davidson 2928 Yonge St., #507 Toronto, Ont. M4N 2K1	H: (416) 485-1752 B: (416) 941-6816
TREASURER (Accts. Receivable)	Kathryn Sinclair 450 Walmer Rd.#1511 Toronto, Ont. M5P 2X8	H: (416) 929-9098 B: (416) 364-4242
CHIEF MEASURER (Class Rules; Measurements)	David Weaver 14 Lansdowne Rd. N. Cambridge, Ont. N1S 2S8	H: (519) 623-4402 B: (416) 525-9140 ext.4907
EDITOR, "SHACKLES & CRINGLES" (Newsletter)	Carol Kidd 345 Gladstone Ave. #2 Toronto, Ont. M6H 3H5	H: (416) 534-6156 B: (416) 252-6407
PAST COMMODORE	Dennis Sherwood 2 Knightswood Road Toronto, Ont. M4N 2H1	H: (416) 482-1731 B: (416) 678-1841
AUDITOR	Ken Clarke 1062 Albertson Cres. Mississauga, Ont. L5H 3C7	H: (416) 278-3073 B: (416) 367-4056

**PHOTOGRAPHS COURTESY OF DEREK GRIFFITHS  
AND NORMUNDS BERZINS.**

## WORLD CHAMPIONSHIPS SET FOR NEW JERSEY IN JUNE 1987

The Albacore World Championships will be hosted by Island Heights Yacht Club, June 22 to 26, 1987. Island Heights is approximately one hour south of New York City, 1 1/4 hours east of Philadelphia, and 40 minutes from the famous Atlantic City resort.

This should prove to be one of the best regattas ever, and the local fleet is committed to making it as easy as possible for all to attend, especially from overseas.

The most important thing in any regatta is the sailing. The sailing will be excellent.

Firstly, Barnegat Bay is one of the most reliable seabreeze areas in the world, particularly early in the summer. The ocean water temperature and weather conditions are similar to Buzzard's Bay in July and Kingston in August. All three areas have steady strong seabreezes on sunny hot summer-type days. In common with other areas the weather systems can produce rain, northwesterly cold fronts, and non-seabreeze conditions. However, in the course of a week it would be most unusual not to have sufficient good breezes to complete the event. Barnegat Bay is separated from the Atlantic Ocean by narrow barrier islands, sometimes as narrow as 50 yards. The seabreeze is a steady, ocean-type breeze, but the water will be flatter than the ocean although it must be noted that the bay is 20 miles long and good sized waves can be generated.

Secondly, we will have an excellent race committee. Island Heights Yacht Club ran the 1985 U.S. Nationals essentially flawlessly. Speak to anyone who was there. I was particularly impressed when I had spent more than 1/2 an hour checking the wind directions in a shifty northwesterly to find the race committee setting up the starting line exactly perpendicular to the median wind, putting the weather and reaching marks in at the last possible moment exactly in the right place and handling the racing in a very professional manner. I confidently predict the race committee work will compare favorably with recent championships, no small boast for those who witnessed Herne Bay's great performance.

What happens ashore is also important. Island Heights Yacht Club is a medium-sized, the only club with a very friendly, informal atmosphere. It is perhaps three (3) times as large physically, as Herne Bay but is strictly for small boat racing and is dedicated to the kind of fun Albacore sailors like. Boat storage for visitors is a problem area, and will be greatly improved from the 1985 Nationals. Firstly, the dangerous electric power line has already been removed better access to both hoists will be provided, and beach storage is being arranged with the club and the town of Island Heights. The town council is aware of the event and is being most cooperative. Boat launching will require cooperation, but probably will not be as regimented as Herne Bay. Those who can walk 200 yards from the club to the beach will be able to launch off a sandy beach at will.

Toni Gahn and a committee of Island Heights members are planning a fun social schedule with emphasis on outdoor barbecues and fun prizes for participants. New York and other tourist attractions are nearby for non-sailors or for extending your vacation after the Worlds.

The entry fee and other costs have not yet been set. It is expected that there will be two sides to the cost coin. Firstly, Barnegat Bay is a desirable area within easy commute of major American cities and costs for everything from lunches to hotel rooms are high in the summer season. On the other hand, there is a large (30 boat) Albacore fleet 30 to 40 minutes drive from the club, who are committed to providing housing if desired and they are willing to continue having house guests for those staying to visit New York afterwards. Members of Island Heights Club have also volunteered to have guests. This desirable accommodation will probably go first to overseas competitors. Members of this fleet are also available for picking up overseas competitors at Newark Airport and a thrifty British competitor may be able to compete in this event for the cost of airfare, entry fee, boat charter, and a few sandwiches. It is to be noted that two of the less expensive airlines fly to Newark (People Express and Virgin Atlantic, both from Gatwick).

Need to know more? There is plenty of additional information, and more will be coming to your newsletter shortly. For now, mark this week and plan to be there.

John Luard  
(Reprinted from October ALBACOURIER)

# 1987 CANADIAN ALBACORE CHAMPIONSHIPS

## SEPTEMBER IN MUSKOKA

So near ... but so different. That's what the Muskoka Sands brochure tells me. The pictures of tranquil water and sunbathing cuties is definitely a far cry from snowstorms in January. But we can't wait until the summer to make plans for the '87 **Canadians**. The dates and the place are set, it's Lake Muskoka on September 18, 19 and 20. In case you think it's getting later each year, you're absolutely right. Labour Day falls a week later this year so we put a weekend between them. We're assured that sailing in Muskoka is still fine at that time in September.

Accommodation is plentiful around Gravenhurst and you can arrange lodging through the Muskoka Tourist Hotline. We've set aside all the available cabin accommodation at the Muskoka Sands Inn because it's actually quite reasonable if you're splitting the cost of a two or three bedroom unit. Rates are as follows:

1-bedroom cabin	\$90/night (15 units available)
2-bedroom cabin	\$130/night (5 units available)
3-bedroom cabin	\$180/night (3 units available)

Rates quoted do not include meals. If we book more than ten "rooms" the rate will be decreased. If you require further information on the range of accommodation available contact the Muskoka Sands Inn at 1-800-461-0236 and tell them you're with the Albacore Association.

Renovations are still ongoing but we're assured that our banquet facilities will be improved this time around.

We will be encouraging Muskoka area sailors to accept billets again this year. (Now do you see why I said to be nice to your hosts?)

The regatta fees have not been set at this time. Anyone with ideas concerning sponsorship should contact me or a member of the Executive immediately.

Don't leave planning for this event to the last minute. We'll be using the advance registration format again this year. Look for the forms in upcoming issues.

Christine Forsyth  
First Vice Commodore

# OUR RESULTS SPEAK FOR THEMSELVES.

1985	CLASS	EVENT	SECTION
1st	470	WORLDS	EPSILON
1st	420	WORLDS	KAPPA
1st	FIREBALL	WORLDS	D
1st	INT'L 14	WORLDS	EPSILON
1st	F.D.	WORLDS	E
3rd (OOPS!)	505	WORLDS	D



Call: Jamie Vallance, Manager, Proctor Masts Canada,  
398 Vaughan Road, Toronto, Ontario M4C 2N9  
(416) 657-1737

**JUNIORS - NEW TIME, NEW PLACE**

Back by popular demand, the 1987 Canadian Junior Albacore Championships will be held this year. They'll be later in the season, August 8th and 9th, and a bit further north, on beautiful Lake of Bays.

We were fortunate to have received an offer from Lake of Bays Sailing Club to host the '87 Juniors and we quickly took them up on it. In fact we received two offers this year, so we'll hold the other in reserve for next time.

The August dates were chosen after consultation with the families of several junior sailors who informed us that Junior Clubs won't be in full swing until well into the summer. We're hoping that our early date of last year accounted for the drop in attendance and that we've now rectified the situation.

Naturally, we'll be encouraging area families to accept some kids and their chaperones as billets. These kids are notorious consumers of all things edible so Lake of Bays be prepared!

Christine Forsyth  
First Vice Commodore

# FOGH MARINE

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(416) 251-0384

**CHIEF MEASURER**

David Weaver (R) (519) 623-4402  
14 Lansdowne Rd.N. (B) (416) 525-9140  
CAMBRIDGE, Ontario (Hamilton Ext.4907)  
NIS 2S8

Conestoga Sailing Club

**MEASURERS**

David Anderson (R) (416) 769-1528  
486 Windermere Ave.  
TORONTO, Ontario  
M6S 3L6

Toronto Sailing & Canoe Club

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

St. James Town Sailing Club

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

Bronte Harbour Yacht Club

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

Penn Lake Yacht Club

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

Parkway Sailing Club

Don Giffin (R) (416) 741-1392  
19 Tealham Dr., No.37  
REXDALE, Ontario  
M9V 3T5

Shadow Lake Sailing Club

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

Royal Canadian Yacht Club

\* cont'd. on pg. 6

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

Parkway Sailing Club

Mike Ingram (B) (705) 765-3963  
c/o Boathouse Marina  
P.O. Box 30  
MINETT, Ontario  
P0B 1G0

Haakon Kierulf (R) (604) 985-2277  
3954 Prospect Rd. (B) (604) 986-5911  
West Vancouver, B.C.  
V7N 3L5

Bill MacLeod (R) (416) 357-9257  
7142 Rosseau Place (B) (416) 354-1641  
NIAGARA FALLS, Ontario  
L2J 3V2

Parkway Sailing Club

Ted Mallett (R) (416) 244-7702  
5 - 135 Woodward Ave. (B) (416) 864-1212  
WESTON, Ontario  
M9N 2N4

Royal Canadian Yacht Club

David Niblett (R) (416) 482-4594  
106 Melrose Ave. Summer (705) 769-3637  
TORONTO, Ontario  
M5M 1Y7

Muskoka Lakes Sailing Club

Chuck O'Dale (R) (613) 729-8522  
620 Brierwood Ave. (B) (613) 726-7640  
OTTAWA, Ontario  
K2A 2H9

Britannia Yacht Club

Joe Pol (R) (519) 686-9867  
303 King Edward Ave.  
LONDON, Ontario  
N5Z 3T8

Fanshawe Yacht Club

Paul Pudwell (R) (416) 222-4062  
99 Ottonabee Ave. (B) (416) 832-8161  
WILLOWDALE, Ontario  
M2M 2S7

Keith Robinson (R) (514) 341-4923  
86 Dobie Ave. (B) (514) 341-7630  
MOUNT ROYAL, P.Q.  
H3P 1S2

Ile Perrot Yacht Club

George Roth (R) (519) 885-4325  
212 Willowdale Ave.  
WATERLOO, Ontario  
N2J 3M1

Conestoga Sailing Club

Michael Skafel (R) (416) 632-0713  
352 Seneca Ave. (B) (416) 637-4326  
BURLINGTON, Ontario  
L7R 3A2

Royal Hamilton Yacht Club

Jamie Vallance (R) (416) 698-2166  
248 Woodbine Ave., Apt.1  
TORONTO, Ontario  
M4L 3P2

Burlington Sailing & Boating Club

Peter Vasoff (R) (416) 762-4592  
327A High Park Ave.  
TORONTO, Ontario  
M6P 2S8

St. James Town Sailing Club

Wendy Warburton (R) (613) 236-2528  
502-320 MacLaren St. (B) (613) 232-4885  
OTTAWA, Ontario  
K2P 0M6

Sail RA

Warren Wilkins (R) (416) 481-1873  
25 Strathgowan Cres. (B) (416) 496-1000  
TORONTO, Ontario  
M4N 2Z6

Pointe au Baril Sailing Club

Tom Wilson (R) (705) 765-3906  
R.R.1  
Port Carling, Ontario  
P0B 1G0

Muskoka Lakes Sailing Club

# BALSAM LAKE REGATTA RESULTS

BOAT	HELM/CREW	CLUB	RACE 1 POS	RACE 2 POS	RACE 3 POS	TOTAL PTS	FINAL PTS	FINAL POS'N
6997	D.MEDHURST B.MEDHURST	RCYC	1	3	2	8.7	8.7	1
7382	J. PAWLIK A. SAVEGE	MSC	3	5	6	27.4	27.4	2
506	M.EWEN J.EWEN	SLSC	2	6	7	27.7	27.7	3
6701	D.SHERWOOD S.SHERWOOD	RCYC	4	11	3	30.7	30.7	4
7363	R.BATT L.BATT	OHCC	DSQ	1	1	34.0	34.0	5
7366	D.GRIFFITHS C.BAZILLI	TSCC	7	10	5	39.0	39.0	6
6857	T.GRIFFEN T.GRIFFEN	BLSC	12	4	10	42.0	42.0	7
6657	G. ROTH J. ROTH	CSC	8	9	8	43.0	43.0	8
7400	B.LEONIDAS C.LEONIDAS	BLSC	DSQ	2	4	45.0	45.0	9
6665	J CURTIS B MANNSBERGE	BYC	5	17	9	48.0	48.0	10
6148	P.CRAWFORD J. SHAW	BLSC	10	7	15	50.0	50.0	11
3104	D.SUDBURY F.SUDBURY	RCYC	11	13	13	55.0	55.0	12
7242	R.HOGG N.HOGG	THSC	15	12	16	61.0	61.0	13
5005	G.HELLIWELL J.TAYLER	BLSC	13	18	14	63.0	63.0	14
7384	R.HELNER R.MILLER	RCYC	14	14	19	65.0	65.0	15
1598	H.ROBERTS J.ROBERTS	RCYC	DSQ	8	11	65.0	65.0	15
6598	A.QUINAN N.WATSON	TSCC	9	21	18	66.0	66.0	17
6251	C.FORSYTH J.ASHBY	TSCC	6	16	DNF	66.7	66.7	18
510	G.WILLSON L.WILLSON	BLSC	16	19	17	70.0	70.0	19
4597	B.SHAW L.SHAW	BLSC	17	15	20	70.0	70.0	19
505	S.WILLSON S.SHAW	BLSC	19	20	22	79.0	79.0	21
7349	M.FORSYTH W.JOCELYN	OHCC	18	23	21	80.0	80.0	22
6590	J.CAUGHRAN N.BARTELS	TSCC	DNS	22	12	81.0	81.0	23
82	J.SMITH P.SMITH	OHCC	22	24	23	87.0	87.0	24
2274	J.HELSON L.MADGETT	BLSC	20	25	25	88.0	88.0	25
3725	T.SOUCHE K.HELSON	BLSC	21	26	24	89.0	89.0	26
228	J.HOWSON D.MCMAHON	BLSC	23	27	DNS	97.0	97.0	27
4266	H.KIERULF A.KIERULF	RCYC	DNF	DNS	DNS	104.0	104.0	28
4673	B.HELLIWELL T.HELLIWELL	BLSC	DNS	DNS	DNS	105.0	105.0	29

## WE GET LETTERS....

The Editor,  
Shackles & Cringles

From the moment that Bilbo B. dug his "Plane" hole, it became obvious to me that at some point in time, I would have to respond.

Many were the sleepless nights that while reposing in a horizontal "Plane", I tried in vain to think of a suitable ex-"Plane"-ation as to how two "Planes", so far apart and of different colours, could possibly be mistaken for each other.

Could it possibly be that Bilbos' well deserved position at the front of the fleet prevented him from viewing the transom of "Plane Jane" once we left the dock?

Or could the "Plane" fact that "Plane Fun" gave Bilbo much more to think about than just a name on a transom, and thus, cause Mr. "B" to become just a little confused?

"Planely", we will never know for sure.

What is for sure is the shock I received with the November issue of "Shackles & Cringles". To find that our "Plane" name-sake had aquired a new owner was nothing compared to the revelation that a Shark by the name of "Wild-fire" had taken its' place.

You see, we also have aquired a Shark, white in colour, to be named "Win-Flo". "Plainly", my Shingle was truly Crackled and I'm still amazed at the co-incidence. I think that with that disclosure, we can "Planely" put aside all references to the saga of "Plane Jane" and "Plane Fun", as seen through the eyes of Bilbo Baggins.

The bottom line is that after fourteen years of membership in a truly great organization, the time has come to move on. To what? Who knows what the next wind shift will bring, or what lies over the horizon?

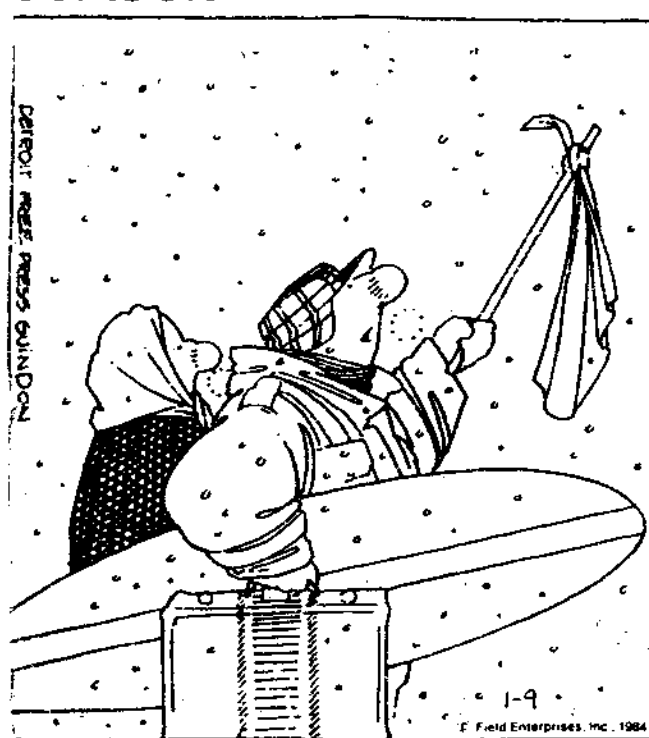
Only the joys of sailing can produce an answer, and we intend to search for one. Not without a great deal of reluctance, Albacore #6195 will be up for sale in the spring. However, those ties can be cut.

The ties that will not be severed, are those that have bound us to an organization that has made such keen sailors of the two of us.

To our many friends that we have made over the years of competitive enjoyment, and to the Canadian Albacore Association, we say thank-you, and may your days be blessed with fair winds and good sailing.

Gordon & Eileen Dennis  
A6195

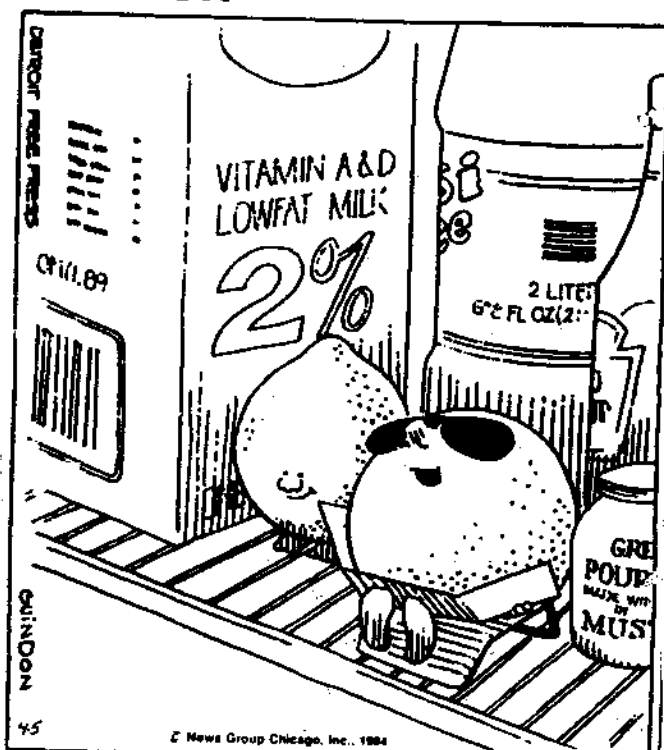
## GUINDON



"Cease! We surrender! We're leaving!"

For those who can get to the Midwinters in Florida....

## GUINDON



"Push the door open enough to turn the light on."

For those who can't get to the Midwinters in Florida!





# MIDWINTER REGATTA

## March 10 - 13, '87



### SARASOTA, FLORIDA

#### SCHEDULE

MONDAY	MARCH 9	REGISTRATION	1700-1800
TUESDAY	MARCH 10	REGISTRATION	0830-1000
		SAILORS MEETING	1000
		FIRST RACE OF DAY	1100
WEDNESDAY	MARCH 11	FIRST RACE OF DAY	1000
THURSDAY	MARCH 12	FIRST RACE OF DAY	1000
		BARBEQUE	1800
FRIDAY	MARCH 13	FIRST RACE OF DAY	1000
		AWARDS AFTER LAST RACE	

TWO RACES ARE SCHEDULED EACH DAY BACK TO BACK.

#### ACCOMMODATIONS

There are numerous motels (100) on State Rt 41 north the intersection of 41 and 780 going toward the airport. The prices range from inexpensive to expensive. There are lots of vacancies before 3PM. There are also places available on the keys but you will need a reservation. Call Roger Thomas (301)-868-1021 for further information.

#### CAMPING

There is no charge for camping on the attractive Sailing Squadron grounds. Only a few camper hook-ups are available, but there is lots of space for tents and other camping arrangements. The toilet and showers are good. Ten sailors camped last year.

#### FLYING

There are frequent flights to Sarasota on People Express. Other airlines also service Sarasota. Tampa International Airport is 55 miles north on I-75. For bargain rates be sure to get your reservations in early.

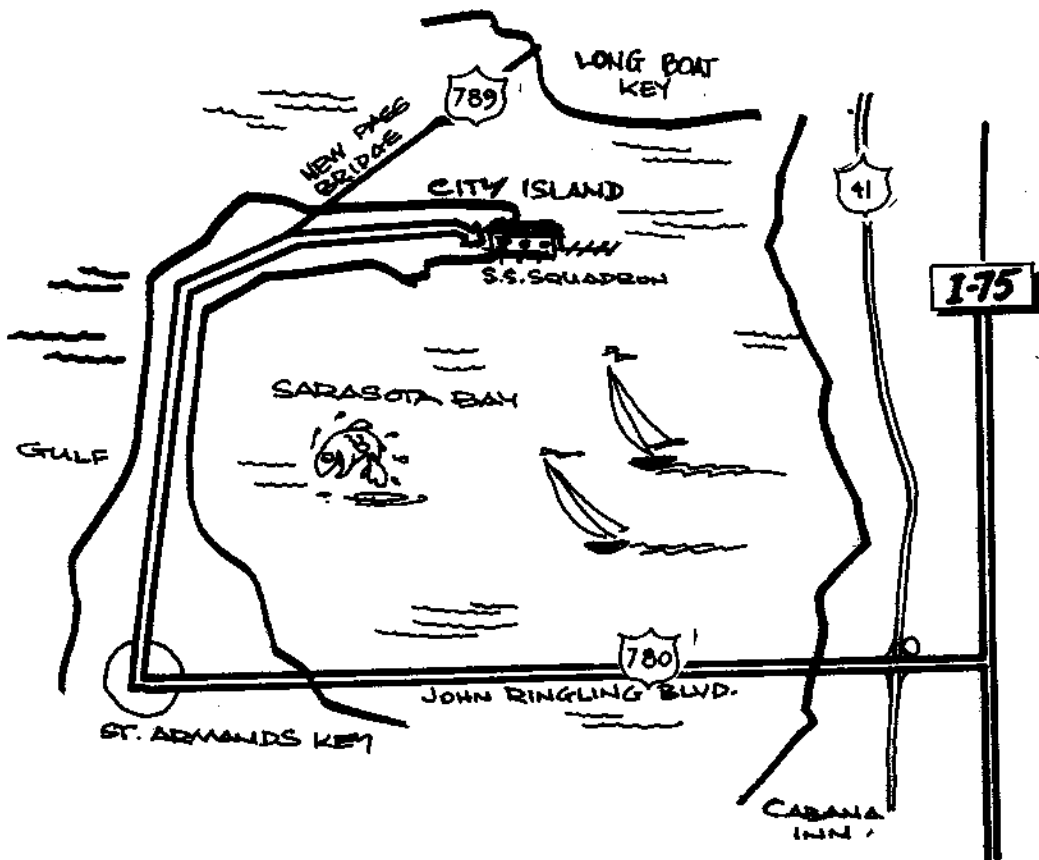
#### HOW TO REGISTER

The regatta fee is \$50.00 US per boat to be sent to Scott Odell at 14601 bonds Reatreat, Accokeek, Maryland 20607 before March 3 1986. Late registration at Sarasota will be \$60.00, CASH. Included in the fee will be beer and soft drinks after the racing and a barbeque for two on Thursday night at the club. Additional barbeque dinners for guests may be purchased at the time.

# Sun...Sea...Sand.....Sarasota!

## DIRECTIONS

The Sarasota Sailing Squadron is located on the East end of City Island. If coming south on Interstate 75 from Tampa, take State 780 exit west to downtown Sarasota. If coming south on US 41 (Tamiami Trail) go west on State 780, which crosses Sarasota Bay on a causeway. At St. Armands Circle go north toward New Pass Bridge and Longboat Key. Do not cross New Pass Bridge, but go straight ahead on to City Island where you will find the Sailing Squadron at the end of the road.



## REGISTRATION FORM

NAME \_\_\_\_\_

STREET \_\_\_\_\_

CITY \_\_\_\_\_

STATE \_\_\_\_\_

ZIP \_\_\_\_\_

AL \_\_\_\_\_

BOAT NUMBER \_\_\_\_\_

HOME PHONE NUMBER \_\_\_\_\_

Mail to S. Odell 14601 Bonds Retreat, Accokeek, Maryland 20607  
 Make checks payable to S Odell. Telephone: 301-283-2096  
 MUST ARRIVE AT ABOVE ADDRESS BEFORE MARCH 4, 1987.

# ROYAL CANADIAN YACHT CLUB REGATTA

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SPECIAL \$9.99

SPECIAL \$9.99

SPECIAL \$9.99

## R.C.Y.C. 1987 OPEN ALBACORE REGATTA

SUNDAY JUNE 7TH, 1987

1 DAY ONLY

### LOCATION

ROYAL CANADIAN YACHT CLUB  
RACING IN THE INNER HARBOUR

### PROGRAM

JUNE 7TH - 9:00-10:30 A.M. REGISTRATION  
R.C.Y.C. ANNEX

- 10:50 A.M. WARNING SIGNAL

- 11:00 A.M. START

.THREE RACES WILL BE SAILED BACK TO BACK  
BRING YOUR OWN LUNCH TO BE EATEN ON THE  
WATER BETWEEN RACES

.IMMEDIATELY FOLLOWING RACES THERE WILL BE  
FINGER FOOD, SOFT DRINKS BEER AND PRIZES  
ON THE VERANDAH ON THE ANNEX. CASUAL DRESS.  
IF YOU PLAN TO TRAVEL ON THE R.C.Y.C. TENDER  
YOU WILL NEED A JACKET AND TIE.

### ENTRY FREE

SPECIAL \$9.99

NOTE: OUR REGATTA FORMAT AND DATE HAS BEEN CHANGED ONLY FOR 1987  
TO ACCOMMODATE THE CONNESTOGA REGATTA (JUNE 6) AND THE  
WORLD CHAMPIONSHIPS (JUNE 21-16). BE SURE TO MARK THIS  
DATE OF RACING ON YOUR SCHEDULE. YOU WILL NEED THE  
PRACTICE FOR THE WORLDS!

FOR MORE INFORMATION CONTACT:

BOB LEONIDAS                      WORK 429-4411  
105 GLENGROVE AVE.  
TORONTO, ONTARIO

SPECIAL \$9.99

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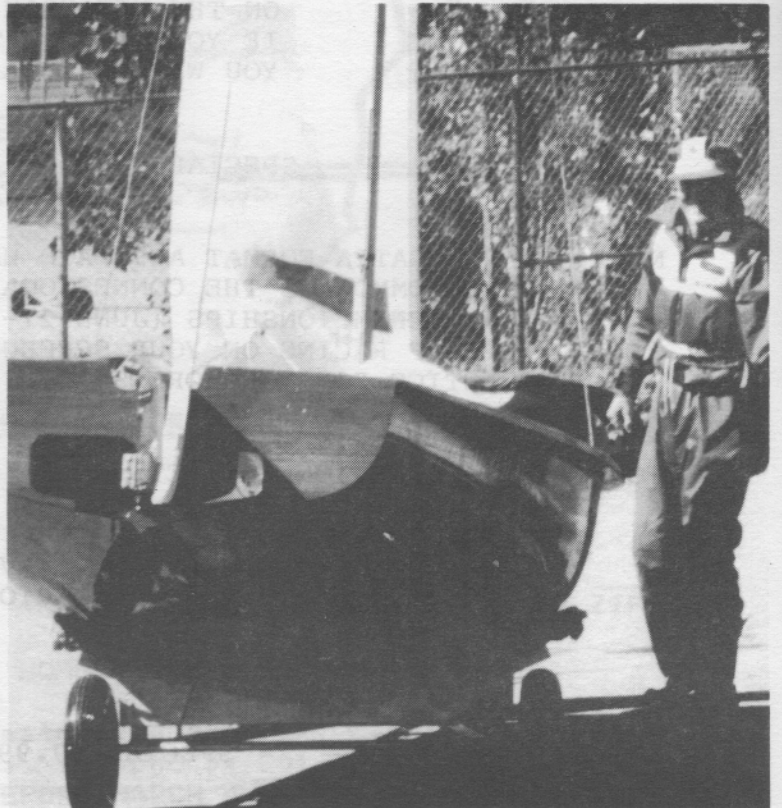


10:50 A.M. WARNING SIGNAL

START

THREE RACES WILL BE SAILED HERE TO BACK  
BRING YOUR OWN LUNCH TO BE EATEN ON THE  
WATER BETWEEN RACES

IMMEDIATELY FOLLOWING RACES THERE WILL BE  
PING PONG, SOFT TENNIS, PAPER AND PRIZES  
OF THE ANNEX, BARBECUE BREAD,  
TRAVEL ON THE R.V.'S, TENNIS  
JACKET AND TIE.





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# U.S. ALBACORE CHAMPIONSHIPS

US ALBACORE CHAMPIONSHIP "A"  
 HOST: CAMBRIDGE YACHT CLUB  
 11 OCT 84 TO 13 OCT 84

PL	BOAT	SKIPPER	CREW	CLUB	RACES						SCORE		PL
					1	2	3	4	5	6	TOTAL	M/T-OUT	
1	KC 6660	J. CLARK	J. DAY		1	2	23	6	1	1	33.25	10.25	1
2	US 7362	J. LUMARD	T. BAHN		2	1	7	3	8	4	24.75	16.75	2
3	US 7355	A. LAWSEK	S. LAWSEK		5	19	3	2	4	5	38.00	19.00	3
4	US 7127	J. CRAIG	B. OLDS		12	22	2	5	2	2	45.00	23.00	4
5	US 7377	B. HARRIS	R. HARRIS		4	3	8	4	5	DNF	55.00	24.00	5
6	KC 6997	D. MEDHURST	B. MEDHURST		8	5	5	7	6	22	53.00	31.00	6
7	US 7117	D. WALLERSTEIN	D. BYRON		23	20	1	1	7	7	58.50	35.50	7
8	US 7311	B. ENING	L. COLANTANO		3	7	9	10	9	8	46.00	36.00	8
9	US 7374	J. BROWN	D. HENDRICKS		7	DNS	19	11	3	3	78.00	43.00	9
10	KC 6701	D. SHERWOOD	H. SHERWOOD		9	6	16	12	11	6	60.00	44.00	10
11	US 6898	D. HANSON	M. REMSKJ		6	8	4	14	16	19	67.00	48.00	11
12	US 6896	D. MARSH	K. MARSH		16	16	6	22	14	13	87.00	65.00	12
13	KC 6641	S. CUMMING	L. MICHELL		14	16	28	8	15	16	97.	69.	13
14	US 6901	S. HALTON	B. KELLY		29	23	12	16	18	10	108.00	79.00	14
15	US 6355	J. LAWSEK	S. LAWSEK		11	14	14	20	20	26	105.00	79.00	15
16	US 7375	B. MACRAE	B. RIVERA		21	13	18	24	13	14	103.00	79.00	16
17	US 7373	K. OBERLE	A. OBERLE		20	11	25	9	25	21	111.00	86.00	17
18	US 7125	B. BUCK	S. SUDBRETH		22	10	15	25	17	24	113.00	88.00	18
19	US 7132	C. RODEN	J. RODEN		32	26	10	19	23	12	122.00	90.00	19
20	US 6883	R. ZEISLER	S. STONE		19	15	11	30	32	15	122.00	90.00	20
21	US 5959	T. CAUSIN	J. PETTY		30	DNF	27	15	10	9	123.00	91.00	21
22	US 7368	T. ARTHURS	K. ARTHURS		27	9	17	21	29	18	121.00	92.00	22
23	US 7457	DUNCAN/AYRTON	AYRTON/DUNCAN		18	28	24	17	12	27	126.00	98.00	23
24	US 7378	B. HARWOOD	L. CRITCHER		24	24	29	18	21	11	127.00	98.00	24
25	US 7455	R. THOMAS	M. SILETTO		25	21	26	13	24	17	126.00	100.00	25
26	KC 7142	K. D'ROURKE	T. GAFFNEY		13	12	20	26	DNF	DNS	141.00	106.00	26
27	KC 7382	J. PAWLIK	M. BRYD		15	4	DNF	33	27	DNS	149.00	114.00	27
28	US 6903	K. SMITH	J. BYRON		31	17	22	31	22	23	146.00	115.00	28
29	KC 7322	B. WINTHROP	R. MILLER		10	DNF	33	23	19	DNS	152.00	117.00	29
30	KC 7428	K. CLARKE	B. CLARK		DNF	DNS	21	27	26	20	163.00	128.00	30
31	US 5973	P. WHEELER	D. ADAMS		17	27	34	29	30	25	162.00	128.00	31
32	US 7456	R. BEAR	S. RENNICK		28	25	13	34	34	28	162.00	128.00	32
33	US 6847	A. MOHAM	T. KLEIN		26	18	30	28	33	29	144.00	131.00	33
34	KC 6655	C. FORSYTH	C. OSBORNE		33	29	31	32	28	30	183.00	150.00	34
35	KC 7384	R. HELNER	C. KIDD		DNS	DNS	32	DNS	31	DNS	203.00	168.00	35

# NORTH AMERICAN CHAMPIONSHIPS

NO. AMERICAN ALBACORE REGATTA  
 HOST: CAMBRIDGE YACHT CLUB  
 11 OCT 86 TO 13 OCT 86

PL	BOAT	SKIPPER	CREW	CLUB	RACES			SCORE TOTAL	PL
					1	2	3		
1	US 7355	A. LAWSE	S. LAWSE		5	3	4	12.00	1
2	US 7127	J. CRAIG	B. DLOS		12	2	2	16.00	2
3	US 7362	J. LUARD	T. GANN		2	7	8	17.00	3
4	US 7377	B. HARRIS	R. HARRIS		4	8	5	17.00	4
5	KC 6997	D. MEDHURST	B. MEDHURST		8	5	6	19.00	5
6	US 7311	B. EWING	L. COLANTANO		3	9	9	21.00	6
7	KC 6660	J. CLARK	J. DAY		1	23	1	24.50	7
8	US 6898	D. HOWSON	M. REMSKI		6	4	16	26.00	8
9	US 7374	J. BROWN	D. HENDRICKS		7	19	3	29.00	9
10	US 7117	D. WALLERSTEIN	D. BYRON		23	1	7	30.75	10
11	KC 6701	D. SHERWOOD	M. SHERWOOD		9	16	11	36.00	11
12	US 6896	D. MARSH	K. MARSH		16	6	14	36.00	12
13	US 6355	J. LAWSE	S. LAWSE		11	14	20	45.00	13
14	US 7375	B. MAGRAE	B. RIVERA		21	18	13	52.00	14
15	UK 7457	K. AYRTON	J. BYRON/DUNCAN		18	24	12	54.00	15
16	US 7125	B. BUCK	S. SUDRETH		22	15	17	54.00	16
17	KC 6641	S. DUMMINS	L. NICHOLL		14	28	15	57.00	17
18	US 6901	S. HALTON	B. KELLY		29	12	18	59.00	18
19	KC 7322	B. WITRON	R. MILLER		10	33	19	62.00	19
20	US 6883	R. ZEISLER	S. STONE		19	11	32	62.00	20
21	US 7132	C. RODEN	J. RODEN		32	10	23	65.00	21
22	US 5959	T. CAUSIN	J. PETTY		30	27	10	67.00	22
23	KC 7142	K. D'ROURKE	T. GAFFNEY		13	20	DNF	68.00	23
24	US 7373	K. OREALE	A. OREALE		20	25	25	70.00	24
25	US 7368	T. ARTHURS	K. ARTHURS		27	17	29	73.00	25
26	US 7378	B. HARNWOOD	L. CRITCHER		24	29	21	74.00	26
27	US 7456	R. BEAR	S. RENNICK		28	13	34	75.00	27
28	US 6903	K. SMITH	J. BYRON		31	22	22	75.00	28
29	US 7455	R. THOMAS	M. SILETTO		25	26	24	75.00	29
30	KC 7382	J. PAHLIK	M. BOYD		15	DNF	27	77.00	30
31	KC 7428	K. CLARKE	D. CLARKE		DNF	21	26	81.00	31
32	US 5973	P. WHEELER	B. ADAMS		17	34	30	81.00	32
33	US 6867	A. MOHAM	T. KLEIN		26	30	33	89.00	33
34	KC 6655	C. FORSYTH	C. CSBORNE		33	31	28	92.00	34
35	KC 7384	R. MELNER	C. KIBB		DNF	32	31	98.00	35

# BALSAM LAKE SAILING CLUB REGATTA

BALSAM LAKE SAILING CLUB

24TH ANNUAL ALBACORE OPEN REGATTA

Honorary Regatta Chairman - Tony Griffin

SUNDAY, AUGUST 2nd 1987

## PRIZES

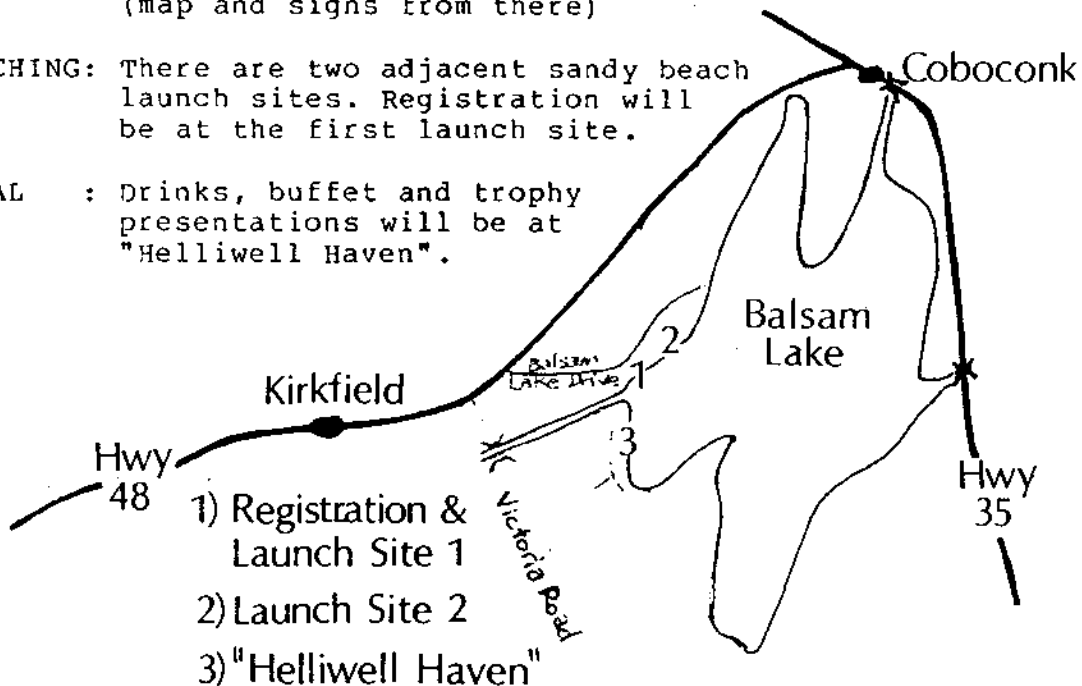
The Griffin Trophy  
Keeper Trophies to Top Five  
Special Awards

PROGRAM : Registration 0900-1100. Start at 1200 noon  
Sailing Instructions at Registration.  
NO Skipper's Meeting. Three races back-to-back.  
Third race at discretion of Race Committee.  
No start after 1530. Bring your own lunch.

LOCATION : Balsam Lake is less than a two hour drive from  
Toronto, near Kirkfield on Highway 48.  
(map and signs from there)

LAUNCHING: There are two adjacent sandy beach  
launch sites. Registration will  
be at the first launch site.

SOCIAL : Drinks, buffet and trophy  
presentations will be at  
"Helliwell Haven".



There will be a fifty boat limit, first come, first serve.  
To ensure entry and help the caterers, you are urged to  
enter early. For more information contact:

Bob Leonidas [ Home: 488-7175, Office: 429-4411 ]  
105 Glengrove Ave.  
Toronto, Ontario. M4R-1P1





# Conestoga Sailing Club

# Warm Water Regatta 1987

Please assist us by pre-registering by mail.

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

June 6, 7, 1987

### Fleets

Wayfarer class  
Open class for Conestoga members

Two days, 5 races, 4 to count.

Albacore class  
(Saturday) 3 races to count.

'Canadians'  
Championship qualifier certificates required.

Olympic scoring.

### Program

Registration  
Saturday 8:30 a.m. to 10 a.m.

Skipper's meeting 10 a.m.

Awards and dinner  
Saturday evening.

### Facilities

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

### Food

Canteen service  
Coffee, donuts, light snacks

Waterloo County 'food that schmecks'  
dinner Saturday 6 p.m.  
if ordered prior to 10 a.m.

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_

Postal code \_\_\_\_\_

Telephone \_\_\_\_\_

Fleet/Class \_\_\_\_\_

Sail number \_\_\_\_\_

Crew name \_\_\_\_\_

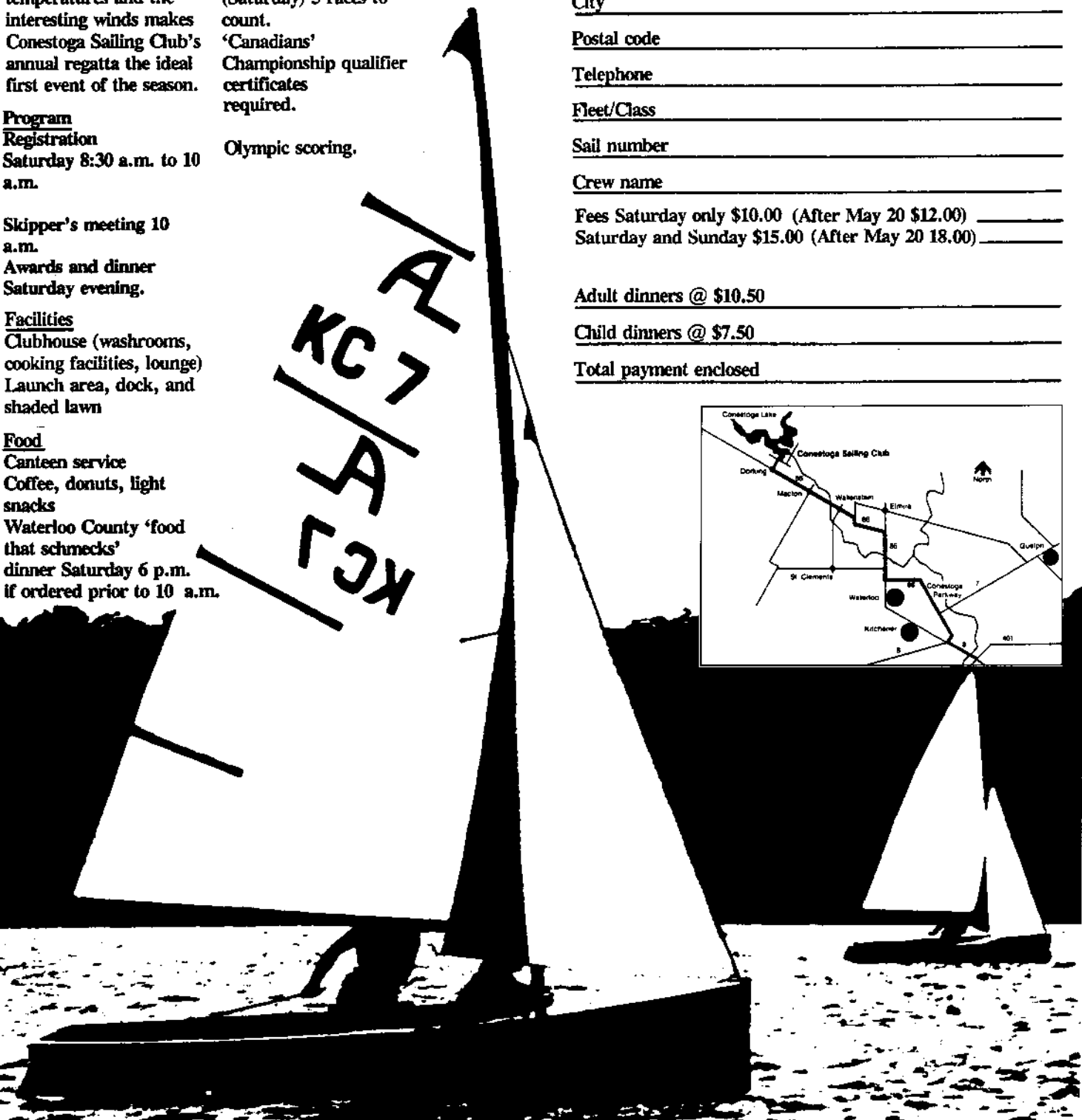
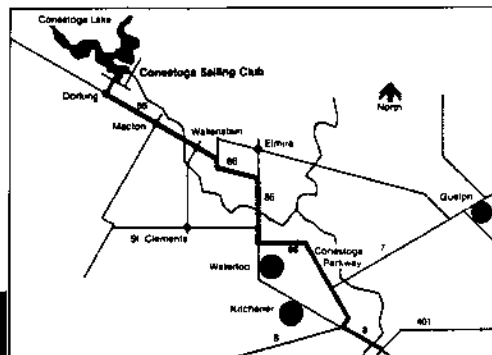
Fees Saturday only \$10.00 (After May 20 \$12.00) \_\_\_\_\_

Saturday and Sunday \$15.00 (After May 20 18.00) \_\_\_\_\_

Adult dinners @ \$10.50 \_\_\_\_\_

Child dinners @ \$7.50 \_\_\_\_\_

Total payment enclosed \_\_\_\_\_



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**Congratulations Sue & Amy Lawser**  
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## UPWIND STRATEGY

1. As you begin the windward leg ...
  - A. You have written down the wind headings during your pre-start preparation. You know whether it's oscillating, persistent, or a combination of the two.
  - B. You planned your start to capitalize on the first shift. It was successful. What should your strategy be? It depends upon what type of shift pattern you are racing in.
- II. Sailing strategy against the wind - persistent, oscillating, combination shifts.
  - A. Persistent shifts: your compass log indicates a gradual shift in one direction only.
    1. Correct strategy is to sail towards origin of the new wind (Fig.1). If the new wind will come from the right, tack onto port and get to the right immediately and vice versa.
      - a. Get farther towards the new wind than the rest of the fleet. You will gain on everyone when the wind shifts to your side of the course.
      - b. As you penetrate into the shift, your

compass will be indicating a growing header. Ignore it. Tack only when you are between the new wind and the fleet (Fig.2).

- c. Be careful not to overstand. The shift will gradually move the mark's layline downwind (Fig.3). Make your last tack to the mark just below the original layline so that the shift lifts you up to the mark. To reduce risks when you are far from the mark, you should tack well below the layline and make your final approach from very close to the mark.

2. The key to victory in a persistent shift is early detection and firm convictions. Always keep an eye out for indications of a persistent shift.

- a. Look at the fleet over your weather shoulder. If the boats to windward are lifted compared to you, then bite the bullet, duck inside of them and feed them some of their own medicine. So far, you've only been able to read windshifts on the compass. Now, the relative angles of the fleet can provide more important information. Since you have to beat the other boats around the course, your angle to the fleet should figure into your plan

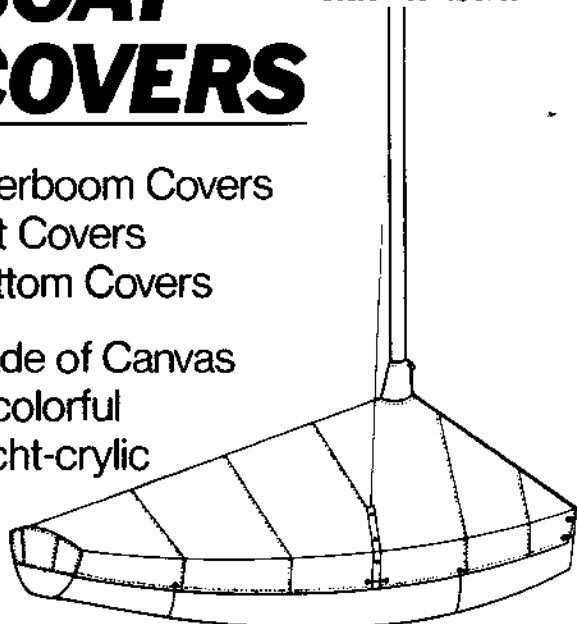
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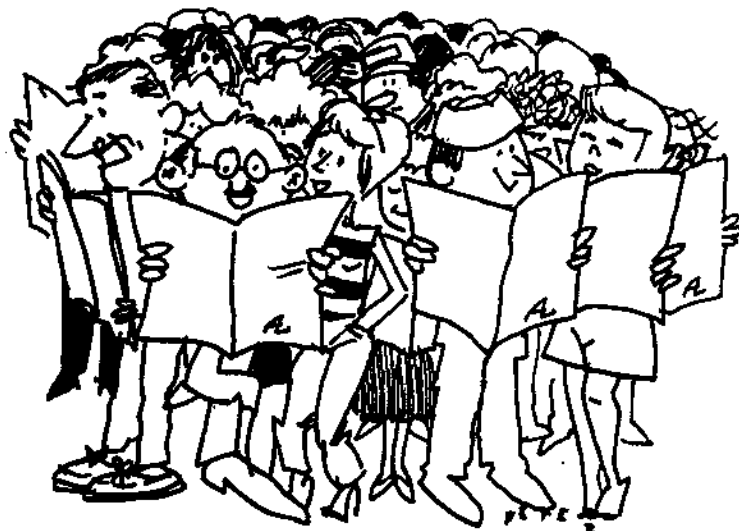
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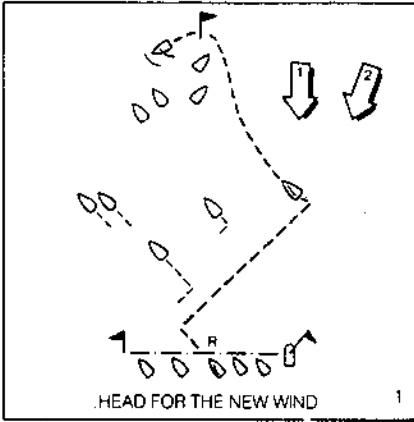
## ...last issue

Unless you renew your C.A.A. membership soon, we're going to have to drop your name from our mailing list.

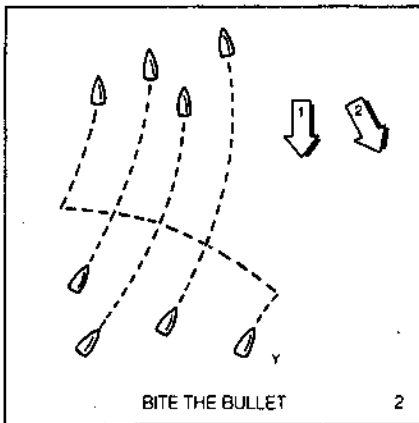
We hate to do it, but the cost of printing and mailing Shackles and Cringles makes it impossible for us to carry non-members.

Please don't put it off any longer. Complete the enclosed invoice and mail it with your cheque today.

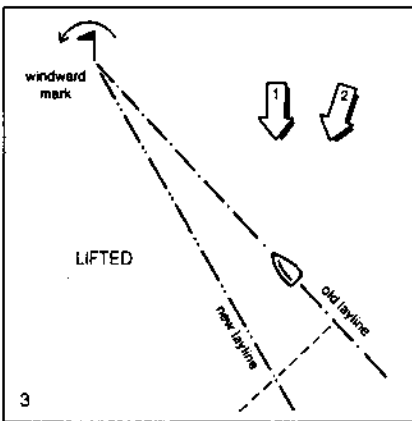
We thank you for your prompt response.



**1** R uses the correct strategy for a persistent shift: get to the side of the course that the new wind will come from.

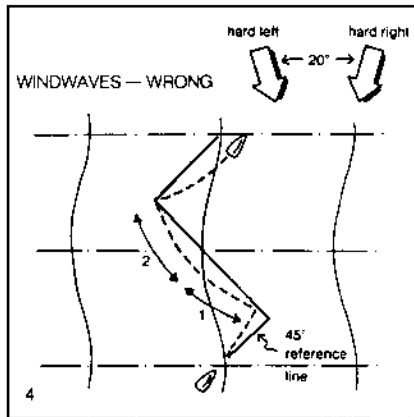


**2** The wind is shifting persistently to the left. You've found yourself on the outside of a lift, sailing the "great circle route." The correct strategy is to bite the bullet by tacking to the inside of the shift. As you sail across on starboard you will be headed, but don't tack until you are inside the fleet.

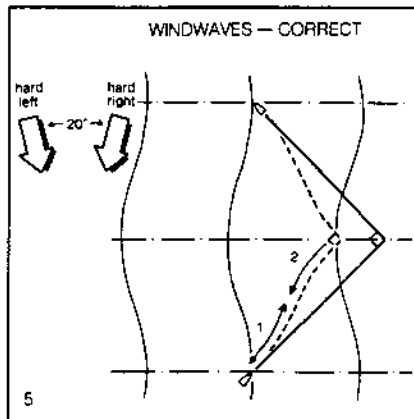


**3** You thought you tacked on the layline, but then the wind shifted. Now the new layline has moved downwind and you've overstood.

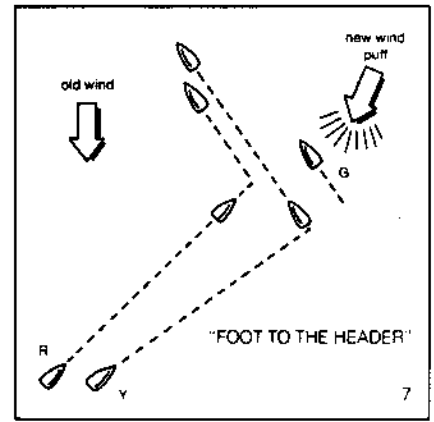
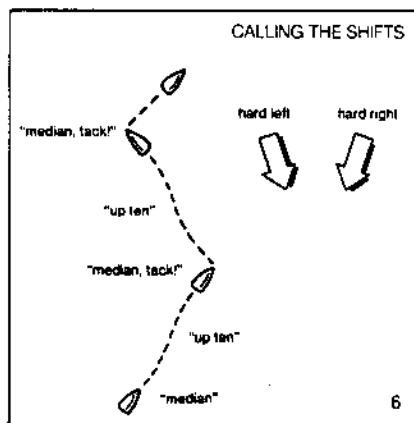
**4** By picturing oscillating shifts as wind waves, we can see this boat's mistake. He's tacking on the headers as soon as he notices them on his compass. For segment 1, he is losing ground to the 45 degree reference line that he would sail in the absence of shifts. In segment 2, he gains the ground back. This route does not take advantage of the shifts.



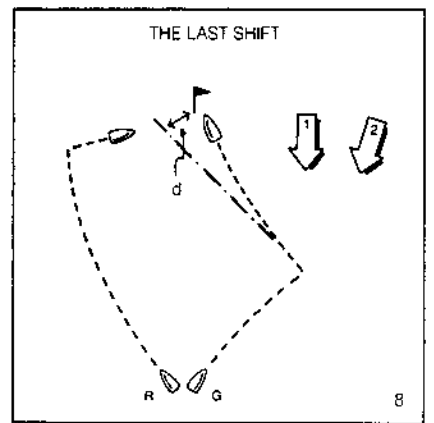
**5** This boat has the right idea—her compass always reads on the "up" side. Half of the time (segment 2) she is being headed and half the time (segment 1) she is being lifted, but she never sails below the median. The gains she makes over the 45 degree line are easy to see.



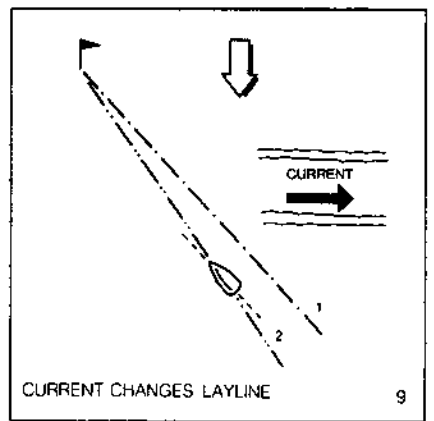
**6** The words of a tactician calling a perfect leg. He is always on the lifted tack, but not always on the lifting tack.



**7** "Foot to the headers" is a maxim for small boats. At the beginning of this figure, Y is even with R. He sees that G is lifted on starboard, so he loots to the headers, gets there before R and crosses him.



**8** Even on an oscillating day, the last shift of the leg is persistent by definition. The correct strategy is to sail on the headed tack to just below the layline, tack to the mark and ride the lift up to it. That's what G is doing. Note that G tacked below the instantaneous layline by distance d in anticipation of the rest of the shift.



**9** The current affects the actual layline. Layline 1 is correct in a slack tide, but layline 2 is the actual layline, allowing for the set of the current. This boat tacks below the wind layline because he knows the current will lift him up to the mark. How does he know? Preparation!

as much as your angle to the wind does. An instructive way to think about strategy is to divide it into a strategy against the wind and a strategy against the fleet.

b. If you get caught on the outside (to leeward) of the fleet in a persistent shift, make your mistake a short lived one. Don't hang on hoping for a header unless you have sound reason (data from preparation) to believe that a header is on the way. Instead, grit your teeth and tack to the inside of the fleet. The sooner you get there, the more you will gain. Cut losses early.

c. Foot to the favoured side. The sooner you get there, the sooner you will gain. If someone tacks on your air, drive through him to leeward; don't tack away.

B. Oscillating shifts: shifts back and forth across an average wind direction.

1. Shift detection. The tactician can see shifts in two ways, on the compass and on the fleet.

a. The compass. You have agreed on what the median, high and low numbers are on each tack. For charity's sake, you are calling the numbers by the "up...down" system.

b. The fleet. As with the persistent shift, you should watch for shifts on the fleet. Often-times, small shifts show up more clearly on the fleet than on the compass. The fleet is indispensable for learning what the wind is doing on different parts of the course.

2. Correct strategy is to wait to tack until you are headed below the median. DO NOT tack when you are first headed; wait until your heading drops to the median.

a. The wind wave illustration shows the geometry of sailing in oscillating shifts (Fig.4). It proves that if you start with the compass reading "up 10 degrees", you should not tack when it reads only "up 5 degrees". Though the wind headed you, you are not actually sailing on the headed tack until the compass reads below "median".

b. Ideally, your numbers should sound like this: "(Port tack)...median...up 5...up 10...up 5...median...ready about...down 5...tack! (Starboard tack)...up 5...up 10...up 5...median...ready about...down 5...tack!" and so on. Notice that you should almost always be reading "up" numbers, and only momentarily read "down" numbers just before you tack. Also, half the time you will be lifting and half the time you will be heading (Fig.5-6).

3. Observations on oscillating shift strategy.

a. You should never have to tack on a shift header the moment it hits you. It usually takes time for the compass to drop below the median. Unless you are headed suddenly on a short course, don't tack right away on a header.

- you risk sailing back out of the shift.

- it may only be temporary.

- it may only be a velocity header.

b. When you're in phase, foot rather than pinch so that you tend to move ahead and to leeward of the fleet to a position where the upcoming header will help you the most (Fig.7).

c. Once you are in phase, take sterns or even

\*cont'd. on pg. 22

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sail in dirty air temporarily to stay locked into the shifts.

d. At the start of a new weather leg, check your numbers to determine which tack you should begin on. Sail on the lifted tack just as you would in the middle of the leg. Never simply sail along on the most convenient tack and wait for something to happen - it already has!

C. Special case; how an oscillating shift becomes persistent at the top of the leg, and what to do about it.

1. Since in a persistent shift the wind shifts in only one direction, the last shift of an oscillating leg is by definition persistent. At the top of the leg, there is no more time for the wind to oscillate.

2. Correct strategy at the top of an oscillating beat is to switch over to the persistent shift strategy for the last oscillation, i.e., sail into the header (even if you drop below the median), tack just below the layline, and get lifted up to the mark (Fig.8). You'll be surprised at how many boats give away lengths at the top of the leg by missing this tactic.

3. In a slow oscillation, the last shift begins when you are still a long way from the mark. Be careful.

D. Complicated case: combined oscillating and persistent shift.

1. Your compass log indicates that the wind is oscillating regularly and shifting steadily in one direction at the same time.

2. As the race progresses, the tactician and skipper will have to periodically revise the heading of the median to account for the persistent shift. If the wind is shifting persistently to the left, revise your median downward, or you will fall out of phase with the shifts.

3. Correct strategy is to work to the inside of a persistent shift while tacking on the oscillations. This is the most common strategy for a windward leg - favouring one side of the course while tacking on the other.

### III. Other factors.

#### A. Current

1. Predict which side will be better based on pre-race analysis.

2. During the race, update your predictions by checking current strength and direction on any fixed object.

3. Be careful not to overstand or not quite make the weather mark because of current (Fig. 9).

4. Current matters most at low boat speeds. Pay close attention in a light or dying breeze.

#### B. Sea conditions

1. Avoid areas of the course with rough seas.

2. Bigger seas are caused by shallow water, longer fetch, upwind current or a reflecting shore.

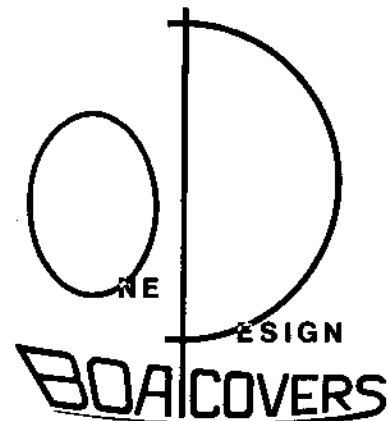
C. Traffic. Keep your air clear. Never sit in someone else's exhaust unless you are positive that you're going the right way.

D. Velocity. Naturally, you should always watch for better wind velocity on one part of the course. This could be caused by geographic funneling, a filling sea breeze, squall lines or an approaching weather front.

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**AL6194:** Skene, 1978. Equipped for racing with Elvstrom bailers, compass, centre mounted traveller, 2 year old Storer/Sobstad sails, seldom used. With cover, dolly, and Wiscot trailer. This is a one-owner boat that is in excellent shape. With trailer: \$2,850.00. Boat and dolly only: \$2,600.00. Contact: Lorne Moor (H) (519) 578-2784

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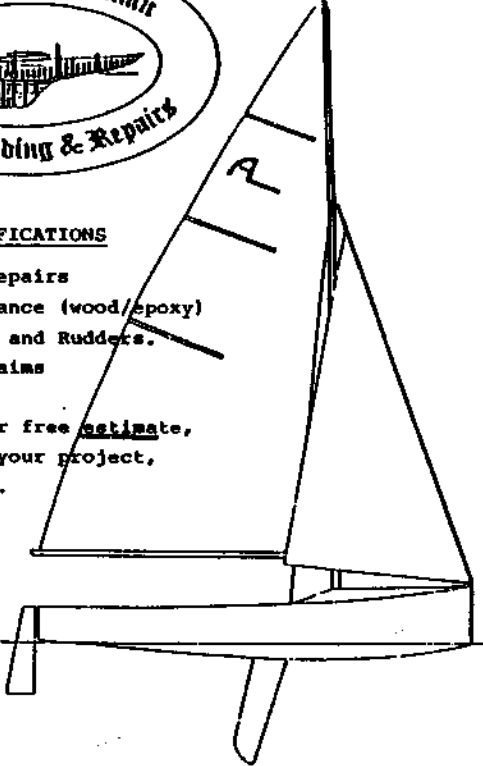
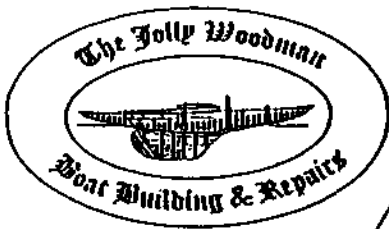
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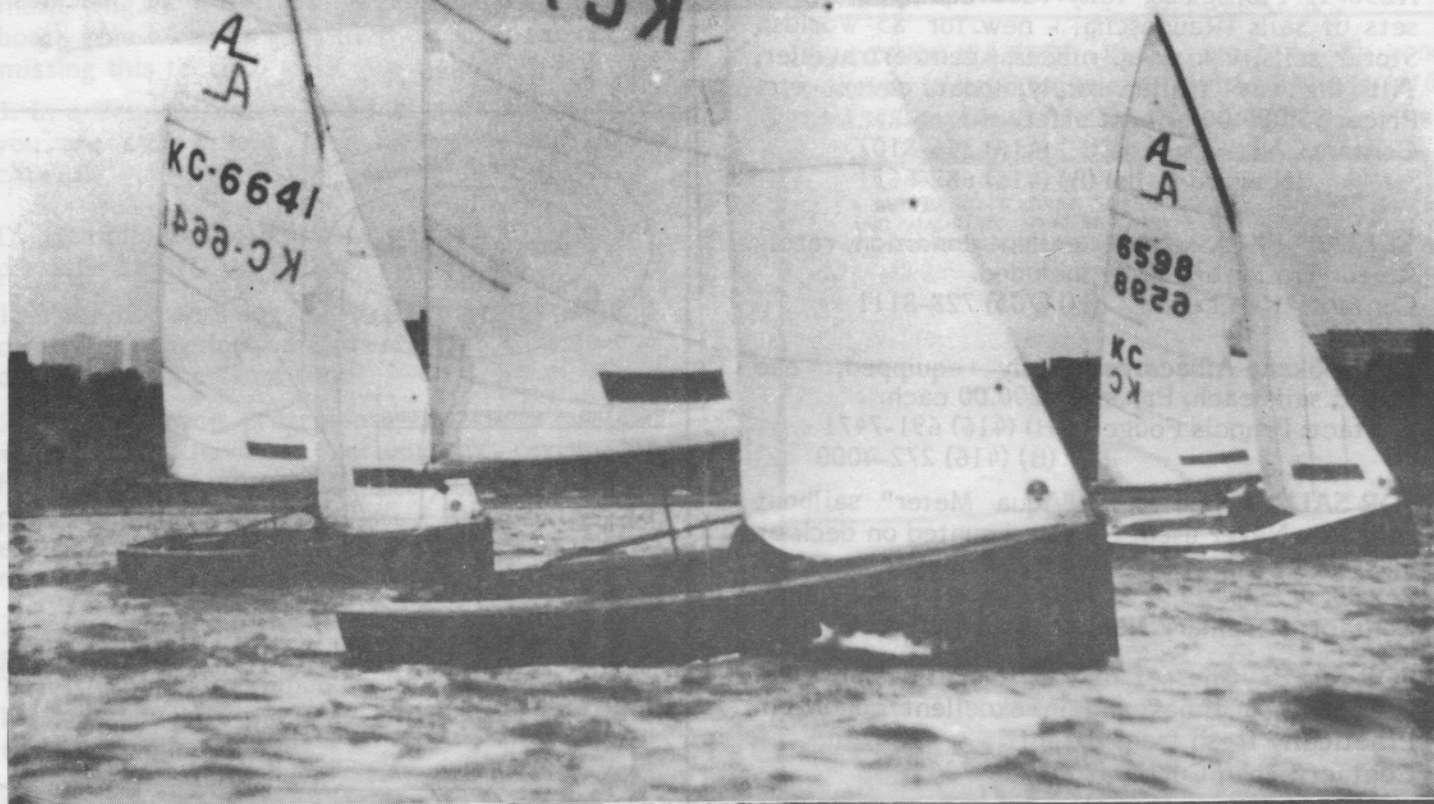
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