



SHACKLES

&



GRINGLES



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

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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.**

THE AMERICA'S CUP CHALLENGE

Dennis Conner, "the man with a mission" and "the man motivated by revenge (thank you, Jim Kelly!) recaptured the sport of yacht racing's Holy Grail, the America's Cup, which he surrendered to the Australians in September of 1983. Since the end of the third and final round of the Challenger Trials, Conner's yacht Stars 'n Stripes, or "the gunsmoke blue San Diego twelve", was devastating. They won twelve of thirteen races in sweeping aside Tom Blackaller's N.S.A. in the Challenger semi-finals, Chris Dickson's Kiwi Magic from New Zealand in the Challenger Finals, and Jim Murray's defender from Australia, Kookaburra III, in the America's Cup Final. The Auld Mug's new home for at least the next three years will be the San Diego Yacht Club. Incidentally, Dennis Conner is a former Commodore of the S.D.Y.C.

Conner's win was significant because, in 1986, teams and individuals who had had proud winning traditions in the past returned to the fore once again. The Montreal Canadiens won their twenty-second Stanley Cup, the Boston Celtics claimed their sixteenth professional basketball championship, and even the "Golden Bear", Jack Nicklaus, won the Masters golf title for a sixth time. So where were the New York Yankees?!

Conner's victory was sweet revenge for him because in 1983 he became the first helmsman ever to lose the Cup, and thus by winning it back

this year, he became the first one ever to win it back. He has now won the Auld Mug as a defender aboard Freedom in 1980 and as a challenger this time around.

Almost everyone remembers Conner's loss in 1983, but how many of you remember his successful defence in 1980?

The ESPN television coverage was entertaining as well as informative. Jim Kelly commendably recounted the America's cup history, but he will be remembered most for continually and repeatedly making memorable quotes, some of which were repeated earlier in this article. Rosemary Helmer tells me that she will fondly remember these for as long as she lives.

Gary Jobson clearly explained strategies and racing rules so that even a casual observer could appreciate in a small way the sport of yacht racing.

John Bertrand, the retired America's Cup champion helmsman, proved that he is as good an announcer as he is a skipper, with some good racing explanations and commentary.

Following this article is the entire statistical story of the 1986-87 America's Cup competition.

See you in 1990 when I file my next America's Cup report.

Peter Vasoff

AT FREMANTLE, Australia CHALLENGER ELIMINATION

Final round-robin standing		
Yacht, Country	W	L Pts
x-N Zealand New Zealand	33	1 198
x-Stars and Stripes, U.S.	27	7 154
x-USA, U.S.	23	11 139
x-French Kiss, France	20	14 129
America II, U.S.	26	8 128
White Crusader, Britain	21	13 115
Italia, Italy	17	17 99
Heart of America, U.S.	11	23 85
Canada II, Canada	15	19 79
Eagle, U.S.	10	24 48
Azzurra, Italy	4	30 23

x qualified for challengers semi-finals.

Semi-finals
Best of Seven
Stars and Stripes, Dennis Conner, def. USA, Tom Blackaller, 4-0.

New Zealand, Chris Dickson, def. French Kiss, Marc Pajot, 4-0.

Louis Vuitton Cup
Best of Seven
Tuesday, Jan. 13 — Stars and Stripes, Dennis Conner, def. New Zealand, Chris Dickson, 1 minute, 20 seconds.

Wednesday, Jan. 14 — Stars and Stripes def. New Zealand, 1:36.

Thursday, Jan. 15 — Lay day (called by New Zealand).

Friday, Jan. 16 — New Zealand def. Stars and Stripes, 0:38.

Saturday, Jan. 17 — Stars and Stripes def. New Zealand, 3:38.

Sunday's Race — Lay day (called by New Zealand).

Monday's Result — Stars and Stripes def. New Zealand, 1:29. Stars and Stripes wins series 4-1.

DEFENDER ELIMINATION

Final round-robin standing		
Yacht	W	L Pts
v-Kookaburra III	31	8 83
v-Australia IV	27	12 77
Kookaburra II	23	16 70
Steak'n Kidney	5	31 24

y-qualified for defenders finals.

Final
Best of Nine
Wednesday, Jan. 14 — Kookaburra III, Iain Murray, v Australia IV, Colin Beashel, both yachts disqualified.

Thursday, Jan. 15 — Kookaburra III def. Australia IV, 1:34.

Friday, Jan. 16 — Kookaburra III def. Australia IV, 0:46.

Saturday, Jan. 17 — Kookaburra III def. Australia IV, 2:06.

Sunday, Jan. 18 — Lay day (called by Australia IV).

Monday, Jan. 19 — Kookaburra III def. Australia IV, 1:13.

Tuesday, Jan. 20 — Kookaburra III def. Australia IV, :55. Kookaburra III wins series 5-0.

AMERICA'S CUP

Best of Seven
Saturday, Jan. 31 — Stars and Stripes, Dennis Conner, def. Kookaburra III, Iain Murray, 1 minute 41 seconds.

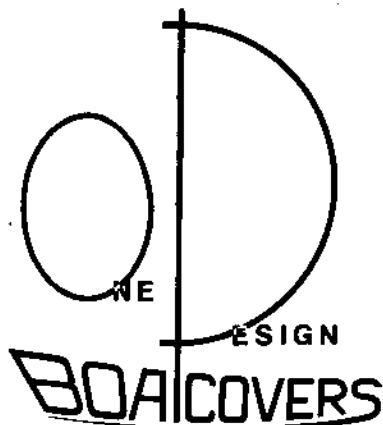
Sunday, Feb. 1 — Stars and Stripes def. Kookaburra III, 1:10.

Monday, Feb. 2 — Stars and Stripes def. Kookaburra III, 1:46.

Tuesday, Feb. 3 — Lay day (by Stars & Stripes).

Wednesday, Feb. 4 — Stars and Stripes def. Kookaburra III, 1:59. Stars and Stripes win series, 4-0.

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



HANS GOTTSCHLING

1655 CORAM CR., MISSISSAUGA, ONT. L4X 1L1

PHONE 277-3306

1987 RACE SCHEDULE

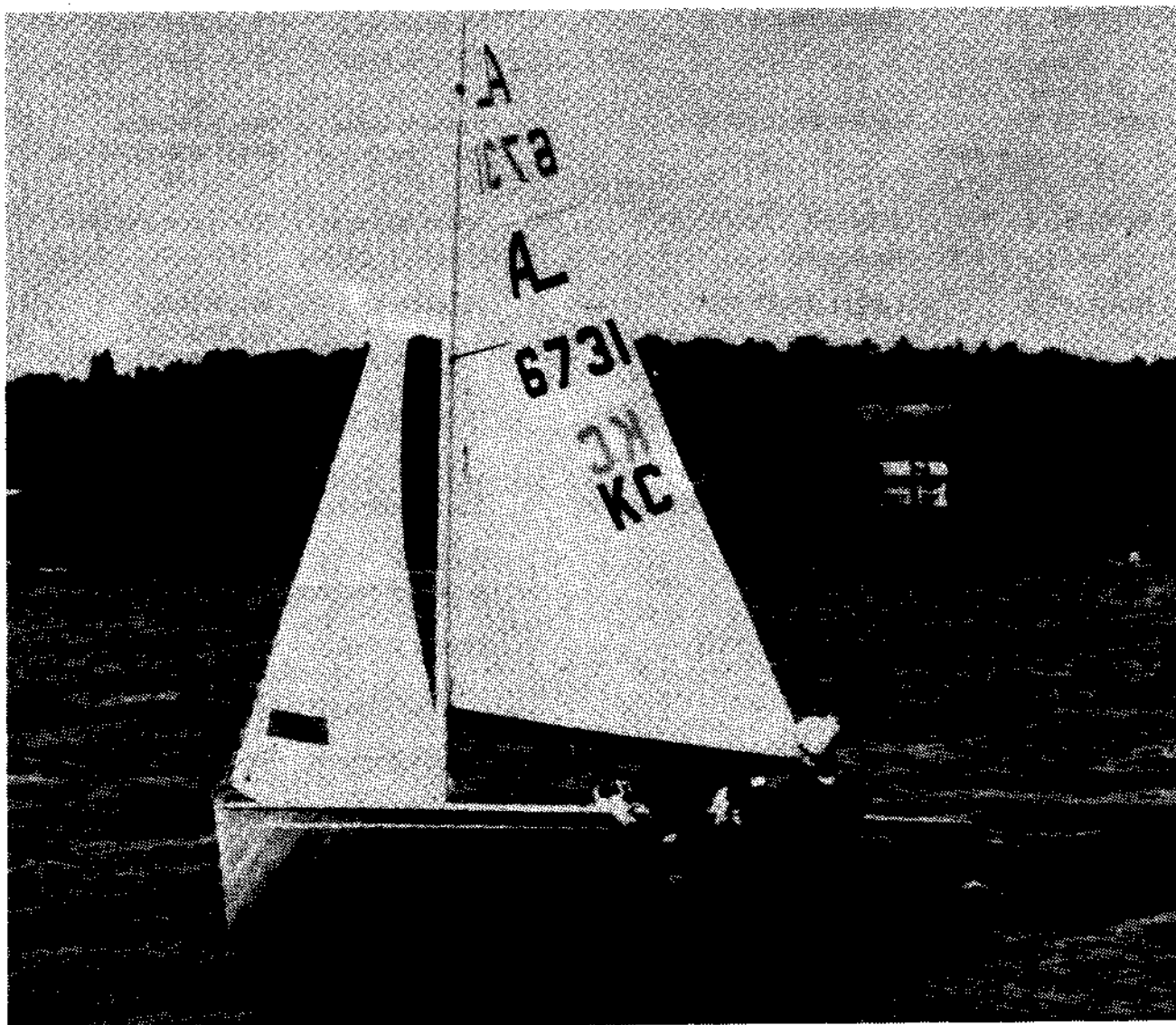
DATE	EVENT	HOST	CONTACT
MAY 9 - 10	MID-ATLANTICS	Podickory	Roger Thomas (301) 868-1021
MAY 24	HARBOURMASTER 1 & 2	St. Jamestown	Ted Mallett (B) (416) 864-1212 (H) (416) 486-0515
MAY 30	TARTS	T.S. & C.C.	Christine Forsyth (H) (416) 967-4774
JUNE 6	WARM WATER REGATTA	Conestoga	George Roth (519) 746-4416
JUNE 7	OPEN REGATTA	R.C.Y.C.	Bob Leonidas (416) 488-7175
JUNE 13-14	OPEN REGATTA	Lac Deschenes	Roy Sletcher (613) 226-2997
JUNE 13	OPEN REGATTA	Westwood S.C.	Greg Russell (416) 860-8076 (416) 883-4726
JUNE 14	HARBOURMASTER 3 & 4	Westwood S.C.	Ted Mallett (B) (416) 864-1212 (H) (416) 486-0515
JUNE 20-21	OPEN REGATTA	O.H.C.C.	Morley Forsyth (416) 483-2012
JUNE 21 - 26	WORLDS	Barnegat Bay	Qualify C.A.A.
JUNE 27 - 28	OPEN REGATTA	Gatineau River	Bruce Lorima (613) 230-2546
JUNE 28	HARBOURMASTER 5 & 6	R.C.Y.C.	Ted Mallett
JULY 11 -12	NATIONAL CAPITAL	Britannia Y.C.	John Bryant (613) 232-5943
JULY 11	TEAM RACES Pre-register	T.B.A.	
JULY 12	HARBOURMASTER 7& 8	R.C.Y.C.	Ted Mallett
JULY 18 - 19	ONTARIOS (Tentative date only - subject to change).	T.S. & C.C.	Ted Mallett (B) (416) 864-1212 (H) (416) 486-0515

1987 RACE SCHEDULE

DATE	EVENT	HOST	CONTACT
JULY 19 - 24	RACE TRAINING WEEK	Geneva Park	Ted Mallett (B) (416) 864-1212 (H) (416) 486-0515
JULY 25 - 26	NORTH AMERICANS	Geneva Park	Ted Mallett (B) (416) 864-1212 (H) (416) 486-0515
JULY 25 -26	OPEN REGATTA	Nepean S.C.	Doug Patterson (613) 823-1636
AUGUST 2	OPEN REGATTA	Balsam Lake	Bob Leonidas (416) 488-7175
AUGUST 8 - 9	JUNIOR CANADIANS	Lake of Bays	Christine Forsyth CAA
AUGUST 8	OPEN REGATTA	Mooredale S.C.	Bill Handiak (B) 923-5441 (H) 244-7930
AUGUST 9	IAN MELLER MEMORIAL	Britannia Y.C.	John Bryant (613) 232-5943
AUGUST 9	HARBOURMASTER 9 & 10	St. Jamestown	Ted Mallett
AUGUST 15 - 16	DON RANTZ SAIL R.A.	Ottawa New Edinborough	Robert Plaskin (613) 837-0376
AUGUST 22	OPEN REGATTA	North Toronto	Ross King (B) 592-7756 (H) 422-5830
AUGUST 23	HARBOURMASTER 11 & 12	North Toronto	Ted Mallett
AUGUST 30	HARBOURMASTER 13 & 14	Mooredale S.C.	Ted Mallett
SEPT. 5 - 6	DISTRICT 10 CHAMPIONSHIPS	Britannia Y.C.	Fay Taylor (613) 230-1282
SEPT. 5 - 6	OPEN REGATTA	St. Jamestown	Gary Bain (416) 762-5002
SEPT. 13	HARBOURMASTER 15 & 16	North Toronto	Ted Mallett
SEPT. 18 - 20	CANADIAN CHAMPIONSHIPS	South Muskoka	Christine Forsyth CAA
OCT. 10 - 11	U.S. NATIONALS	T.B.A.	

SOBSTAD TRIRADIAL **consistently the winners' choice**

Congratulations Sue & Amy Lawser
winners of the 1986
North American Championships



SOBSTAD

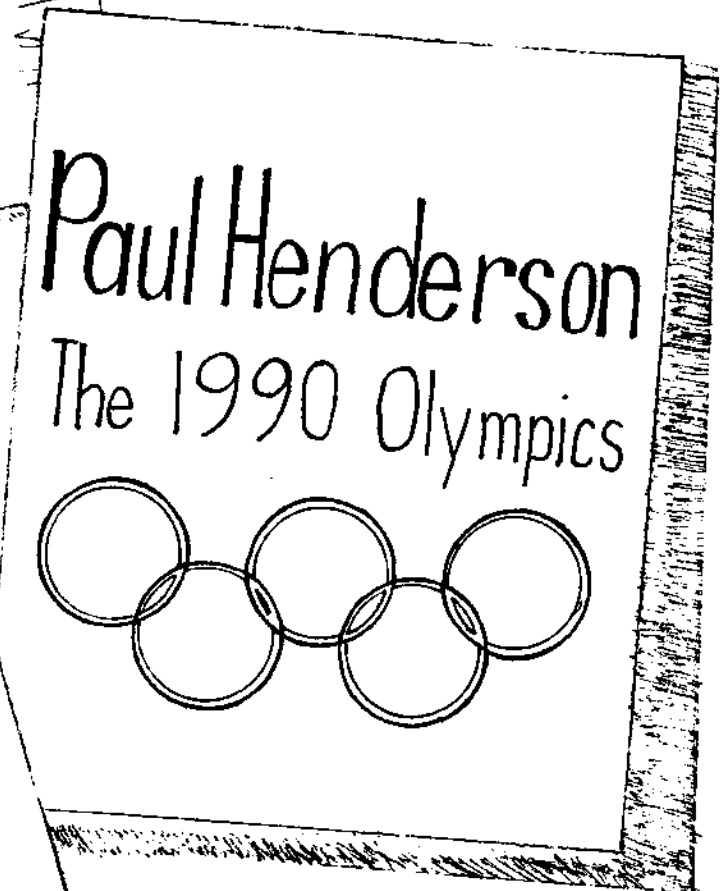
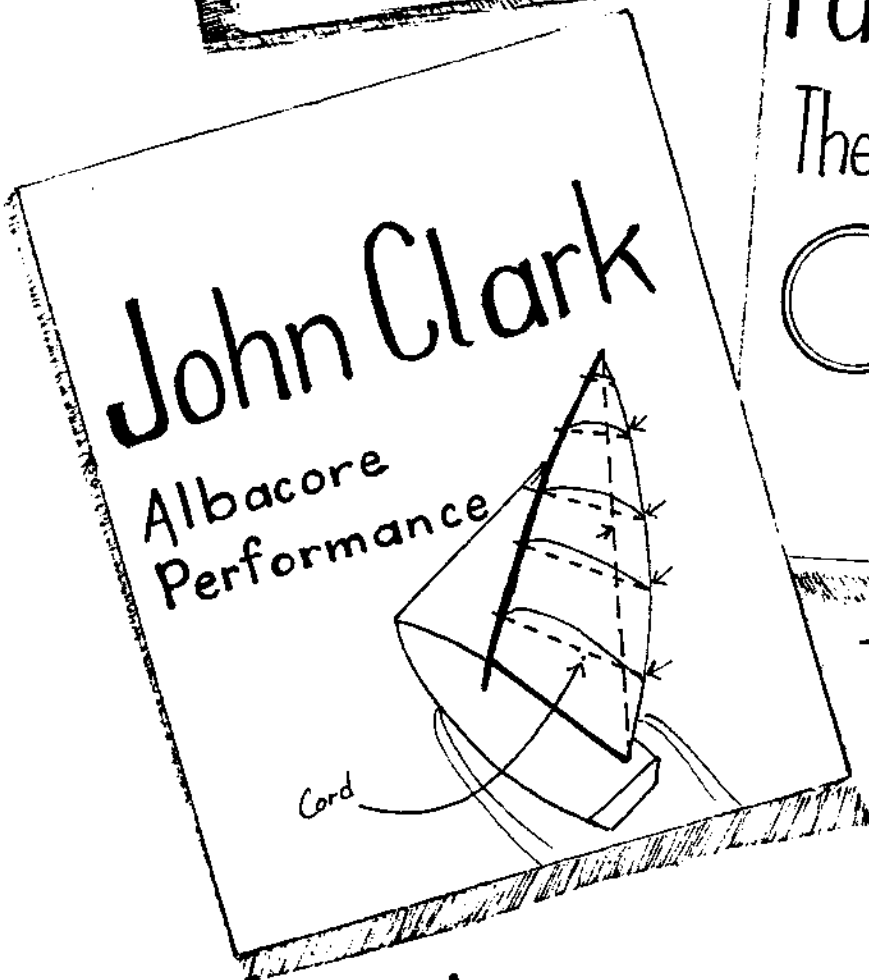
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Vancouver, B.C. V6J 1H2
(604) 733-7245



THE ANNUAL
Albacore
Spring
Seminars



Toronto Sailing & Canoe Club
Tuesday April 21st
7:30 p.m.

All welcome !

SUN...SEA...SAND...SARASOTA

(and Shark-on-a-Stick)

Fifteen hundred miles...that's lots of kilometres for the metric sailors. But worth every mile. It wasn't hard to figure why the Mid-Winters at Sarasota gets the repeat business from the Canadian contingent. The weather wasn't optimal but the company more than made up for any shortcomings. A fleet of eleven made the journey comprising five Canadian and six U.S. boats. The U.S. fleet all hailed from the Washington area and our gang from Toronto. Some flew down while trusted friends piggy-backed their boats. Others borrowed tin dinosaurs and carried their cargo on the roof. Leather and I had an uneventful trip with the singular exception of major vibrations around shopping malls. Rosemary Helmer and Kevin Smith played the stopover route while Jaime Day and John Clark raced down with only a blow-out and a minor contretemps with the St. Petersburg constabulary to slow their winning style.

The happy campers pitched their canvas Hiltons on the grounds of the Sarasota Sailing Squadron and contemplated some serious tent-hopping as the night temperatures steadily

dropped as the week progressed. I'm not sure but I think Leather got Gumby in a compromising situation and we may be seeing either wedding bells or a lawsuit in the near future. The winds howled around the campsite and with rain and mast music conspired to disturb the sleep of all but Jaime Day and the buzzsaw in the next tent.

But what about the sailing? Well, you might ask but I'm afraid that I saw so very little of it that I can't adequately report more than that John and Jaime blew the doors off everyone in all but one race. The Canadians were at the top and the bottom of the fleet. I'll let you guess who was at the bottom.

The first day of racing was on Tuesday which gave everyone a full day to prepare on Monday. The winds were brutal so the gang hit the Lido beach for body surfing and body watching. We spent a leisurely day shopping, decorating "Pee Wee Magic", and encouraging everyone who helped rig our boat. With everyone chilled from their trip to the beach we built a fire and later bayed at the moon accompanied by Jorg Pawlik on the plywood guitar. I'm not sure the winds abated much by race time on Tuesday. I do know that Leather and I were blown out of the water and after an impromptu buoyancy test headed in for some cold ones on the dock. The rest of the fleet stress-tested their equipment and spent the night and the next day effecting repairs.

A fine shrimp dinner was prepared by our own Win Boyd ably assisted by the lovely and talented Barb Henderson. Everyone ate like people who had sailed all day and promptly pooped out, leaving Mr. Bill and Mr. Curious to investigate the town's nightlife and all-night cuisine.

Mornings were peaceful with only the gentle rumbling of the Alarm de Ville to shatter the sleep of the happy sailors. By the time Ken Clarke got the Brown Cow to float his crew Robin was sinking into the clutches of a particularly nasty head cold. Wednesday started with minus wind and built to a healthy blow by late afternoon. Much too much work for the weary Pinky who coerced her trusted pal to retreat to the dock for sun and sandwiches. And cold ones.

With three races on Thursday the regatta came to an end and awards were dispensed at the banquet in the evening. With plenty of beer on tap and an easy day to pack up to follow, the kids indulged themselves with nary a thought of the hangovers to follow. Alas the temperature dropped to minus degrees sleeping and even the thinking impaired realized that moving around was warmer than shivering on the cold cold ground.

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HARDWARE, ROPE, FOUL WEATHER GEAR
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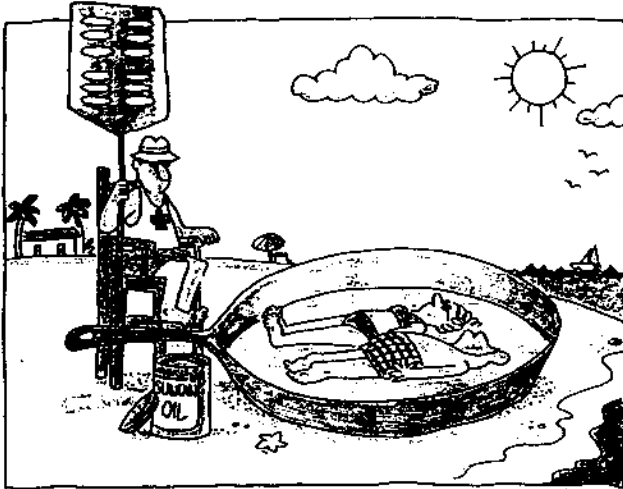
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(416) 251-0384

The souvenir hunters started early that day. There were important Florida artifacts to be found. Laden with plastic Pedros, shark-on-a-stick, parrot sunglasses, and inflatable Mickey Mouse, we returned to the campsite to show off our booty and model our fishing lure earrings. I'm sure the photos don't do us justice.

With Pedro mounted on the hood and Beast of Burden (cunningly renamed) on the roof, John and Jaime and Robin roared off into the fading sun. We all heaved a sigh, finished our packing, ate tons of seafood, said our good-byes and turned away from Sarasota with heavy hearts.

What more can I say. You had to be there.

Pinky
KC 6494



©1986 Jim Erskine

"What happened to the other two numbers from your sail?" "Is that really your sail number?" "How old is that boat?" These are the questions most frequently asked about my boat, AL82.

This has led to many interesting conversations regarding the history of the Albacore and stories about early boats. This has raised my curiosity about the history of the class and many more questions, such as who has the oldest Albacore in Canada? Where is AL1 which used to be owned by Ron Jarman and was almost purchased by Ken Browne?

Recently, while discussing the Albacore's history with some of the members from our club, they suggested I write a column in Shackles & Cringles each month and share the history and other interesting facts about our class of boat with you.

Starting with the next issue of the newsletter I intend to write such a column. I would like to add any Albacore trivia that you might have, such as the history of your or any other boat, and interesting facts and stories about Albacore sailing, etc. If you have any information please let me know and I will include it in future issues of this newsletter. You can contact me at (416) 699-9835 or mail any information to me at:

58 Dodge Road,
Scarborough, Ontario
MIN 2A9

Joe Smith
AL82

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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 _____

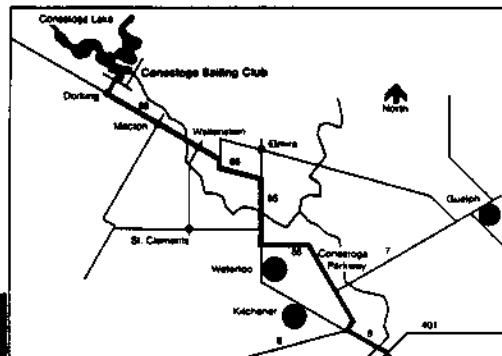
Fees Saturday only \$10.00 (After May 20 \$12.00) _____

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

Adult dinners @ \$10.50 _____

Child dinners @ \$7.50 _____

Total payment enclosed _____



ROYAL CANADIAN YACHT CLUB REGATTA

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 HABOUR

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
105 GLENGROVE AVE.
TORONTO, ONTARIO

WORK 429-4411

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ROYAL CANADIAN YACHTING ASSOCIATION
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Mail to:
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(416) 740-1882

LOCATION

SOUTH of the BORDER



MID
WINTERS
'87



Return
of the
CONE
NOSES!

BALSAM LAKE SAILING CLUB REGATTA

BALSAM LAKE SAILING CLUB

24TH ANNUAL ALBACORE OPEN REGATTA

Honorary Regatta Chairman - Tony Griffin

SUNDAY, AUGUST 2nd 1987

PRIZES

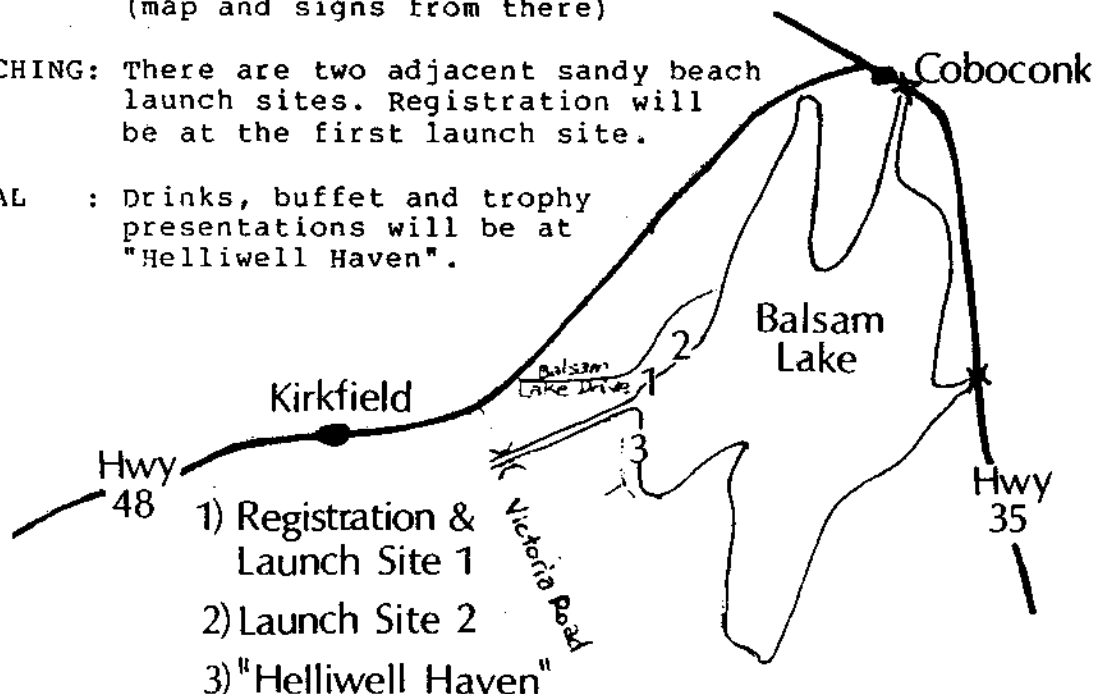
The Griffin Trophy
Keeper Trophies to Top Five
Special Awards

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)

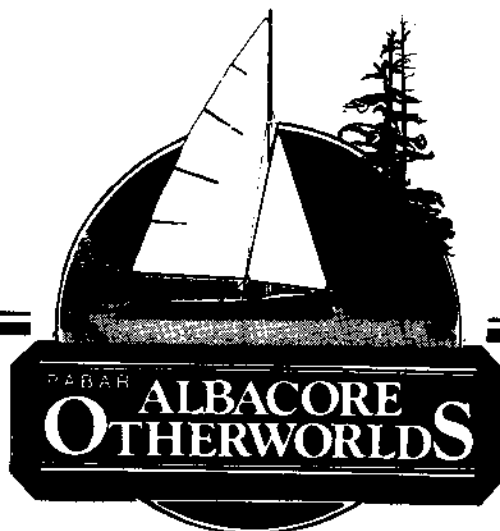
LAUNCHING: There are two adjacent sandy beach
launch sites. Registration will
be at the first launch site.

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



DON'T MISS THE SECOND ANNUAL OTHERWORLDS
AT POINTE AU BARIL

The Pointe au Baril Islanders' Association
cordially invites all Albacore Sailors
to the 14th Annual
Pointe au Baril Albacore Regatta

Saturday August 15, 1987

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

Times of Races: There will be three races with the first scheduled for 1030 hours and the second for 1330 hours with the third race immediately following the second.

Meals: A picnic area will be available for lunch between the first and second races for which food should be brought. The Regatta Dinner will be held at 1930 hours at The Ojibway Club preceded by a cash bar which will start at 1830 hours. All competitors, officials, hosts of visiting competitors and members of the Association who are interested in the sailinh program will be welcome at the Dinner. The charge for the Dinner will be approximately \$15.00 per person.

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

Committee Chairman: Bob Mosley, 57 Durie Street, Toronto, Ontario, M6S 3E5.

Toronto Office	-	416-791-2454
Toronto Home	-	416-769-2732
Ojibway Club	-	705-366-2285

Fee: An entrance fee of \$20.00 payable to Robert W. Mosley should accompany the entry form.

"WORLDS"
QUALIFIER!

TARTS '87

SCHEDULE:

FRIDAY Registration 6:00 pm- 8:00pm
 SATURDAY Registration 9:00 am-10:30am
 Race Start 12:00
 2 races back to back,
 no skippers meeting
 Cash bar and dinner at 6:00pm

SUNDAY Race Start 11:00am
 2 races back to back,
 Cash bar and presentations
 to follow

MAY
30/31

NOTE

1987 CAA Membership/Measurement Certificates with '87 Buoyancy endorsement is required.

COSTS

Regatta Registration \$19.00
 Dinner (wine included) \$12.00 per person
 Box lunches will be available

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

REGISTRAR: DEREK GRIFFITHS 960-3736

COORDINATOR: ADAM QUINAN 636-3865

\$4 OFF DINNER TICKETS IF YOU REGISTER BY FRIDAY NITE!!!

Don't Start the Season Without Us! *?!

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 (OOPSI)	505	WORLDS	D



Call: Jamie Vallance, Manager, Proctor Masts Canada,
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 (416) 657-1737

Pat Healy

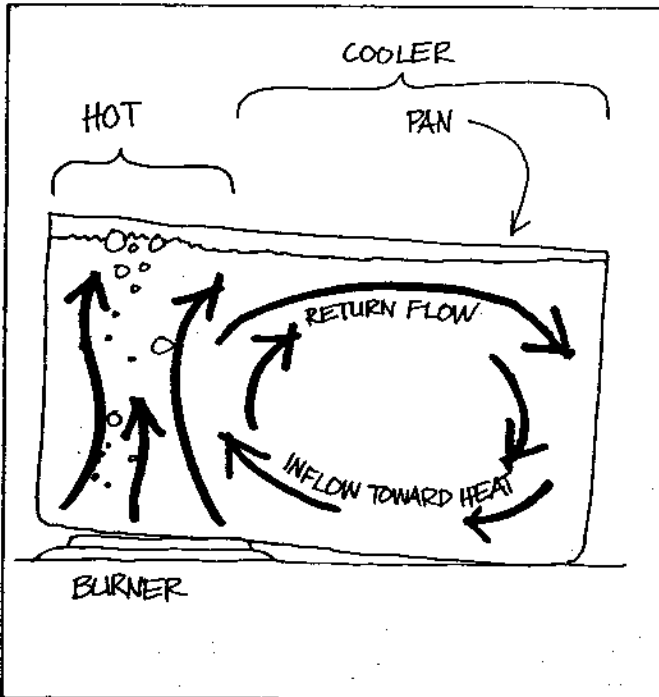
WEATHER

The Seabreeze



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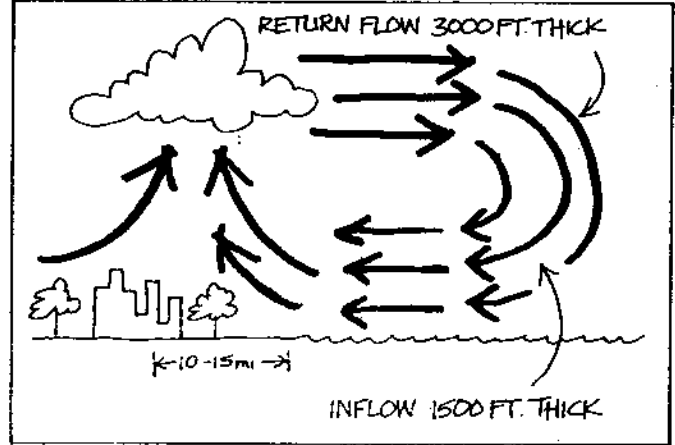
First, in order to get a better idea of what a sea breeze is and how it works, let's conduct an experiment. Fill a rectangular cake pan with water and set it on your stove's burner so that only one end of it is over the heat. After a few minutes, you should notice that the water over the heat bubbles up, spreads across the surface towards the cool end of the pan and then returns to the heat along the bottom of the pan. This circulation of water has all the characteristics of air flow in a sea breeze (see diagram). The burner is the equivalent of the sun heating the land. The moving water is the air, and the cooler end of the pan is the cooler water of a lake or an ocean.



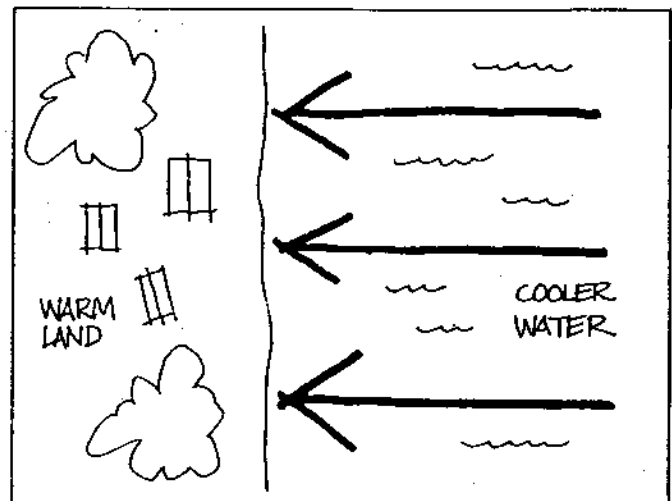
From this experiment, it is obvious that there are several basic factors needed before a sea breeze can be established. First, you need surface heating — at least sixty percent of the sunshine available on a clear day has to reach the ground. Second, the surface temperature has to be greater than the water temperature. If we turn up the heat on the stove, the water will circulate faster. Likewise, the larger the land-water temperature difference, the stronger the sea breeze.

Continued

A sea breeze will generally start earlier and build more where there is a large city within 10 or 15 miles of the shore, since concrete and asphalt will heat up more than a grassy countryside. The inflow of cooler air under such conditions leads to the phrase "cooler near the lake" in many coastal area.

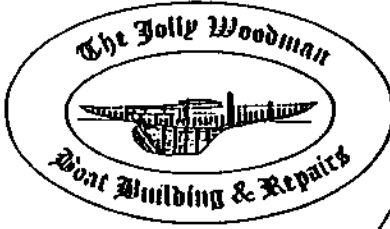


"... a sea breeze will generally only develop if the existing wind is light — below five knots."



Once the sea breeze circulation develops, the Coriolis force begins to enter the picture. In the Northern Hemisphere, with normal sea breeze wind speeds, the Coriolis force turns the wind direction to the right about five degrees per hour (see diagram). Thus, in a building sea breeze, look for a persistent veering shift. Go right early and tack for the mark before the layline — you can count on being lifted. However, later in the afternoon, as the sun begins to sink and the surface heating is reduced, the wind direction tends to back as the wind speed is reduced. (This is due to a complex mechanism that will be discussed in a later column.)

• Cont'd. on page 18

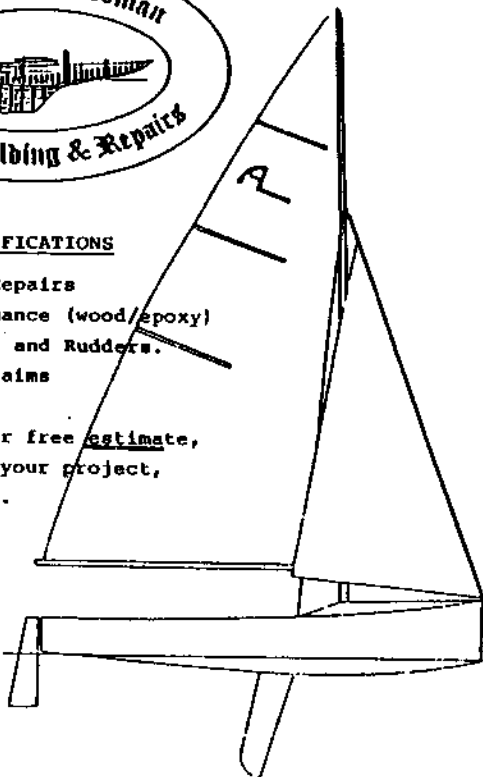


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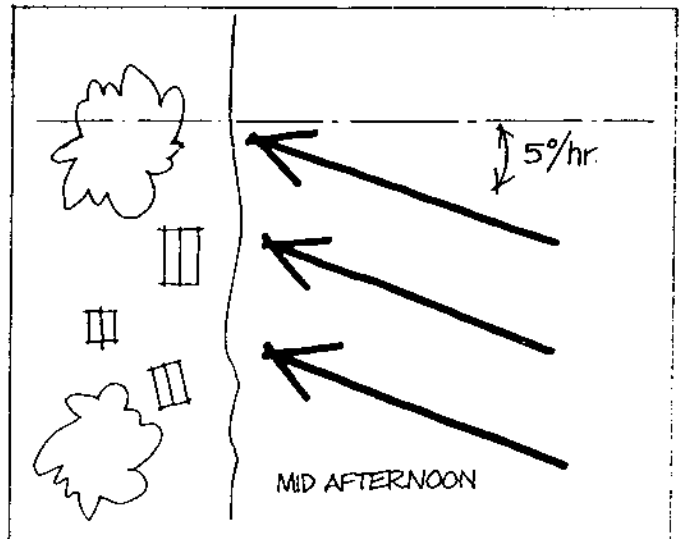
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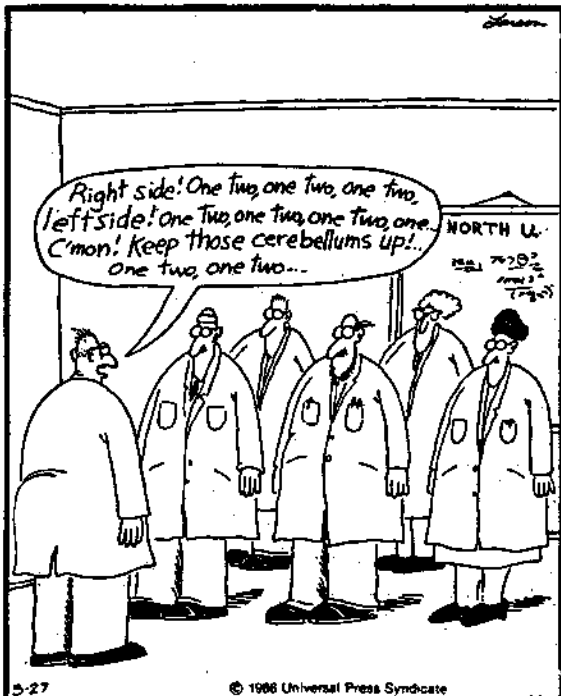


Sea breeze prediction can be surprisingly accurate. All you need are the forecasted maximum surface temperature, an estimate of the water temperature, the morning wind speed and the cloud cover. The higher the forecasted surface temperature and the lower the water temperature (most important) and the cloud cover, the sooner the sea breeze will develop and the stronger it will be. If the water is relatively warm, as it might be later in the summer, or the day is overcast and not likely to heat up, there is much less chance of a sea breeze developing.

Also, a sea breeze will generally only develop if the existing wind is light — below five knots. If such a breeze is blowing from the same direction as the expected sea breeze, then the chances are that the sea breeze will develop sooner. But if the existing wind is offshore, then it

THE FAR SIDE

By GARY LARSON



Brain aerobics

“... in a building sea breeze, look for a persistent veering shift.”

will probably take longer for the sea breeze to develop. During the time that the two wind patterns are fighting each other, there are likely to be some very confused wind patterns. In some cases, there may be large oscillations; in others there may be a period of flat calm. In either case, the sea breeze will develop later than usual.

On the other hand, if the existing wind is blowing harder than five knots, then, no matter what direction it is from, it is unlikely that a sea breeze will develop. This is primarily due to the fact that the circulation of warm and cool air, which is necessary for a sea breeze to form, is disrupted by the strong, existing breeze.

On the water, smart sailors who understand sea breezes will be in the correct places at the correct time. ashore, they will save on the cost of air conditioning by living near the water. •

THE INTERACTION OF SEA BREEZE CIRCULATION WITH GRADIENT WIND

by Lee Davis

Lee, who completed his Masters degree in Atmospheric Sciences at the University of Michigan, has been a perennial champion in the Fireball Class, winning both the North American and National Championships several times. A sailmaker for several years, currently at North Sails East, Lee has also done a lot of work with larger centerboarders and one design keelboats.

If you are a keen offshore or lake sailor, no doubt each time out on the race course you make some meteorological observations. If you race on sizeable bodies of water, your meteorological study is often that of the sea breeze. From on-the-spot observation, you are aware that the most pronounced sea breeze development is experienced on a late spring afternoon under completely cloudless skies. Here, one can actually feel the effects of differential heating of the land and sea which produce the sea breeze. One condition that is not easily observed, yet has a significant effect on sea breeze behaviour, is the upper level winds. Through the understanding of these winds and their interaction with the sea breeze, the observant sailor can make a more consistent and accurate forecast.

In order to see how upper level winds affect the forces which drive the sea breeze, let's first consider an arbitrary situation with no upper level winds. Shortly after sunrise, the sun's radiation raises the temperature of the land surface and the air immediately above it is heated. The temperature of the sea surface in comparison remains unchanged. As a consequence, the air over the land expands and rises, therefore decreasing the surface pressure and increasing the pressure at the upper level. This process gives rise to a horizontal pressure gradient aloft which tends to accelerate the upper air seaward. The extra air over the sea moves downward, increasing the sea level pressure there.

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April, 1977 Page 6

These changes in pressure accelerate the air from sea to land at low levels, producing the sea breeze. This seaward motion aloft, called outflow, and the downward motion over the sea, called subsidence, must be present with differential heating for the development of sea breeze circulation.

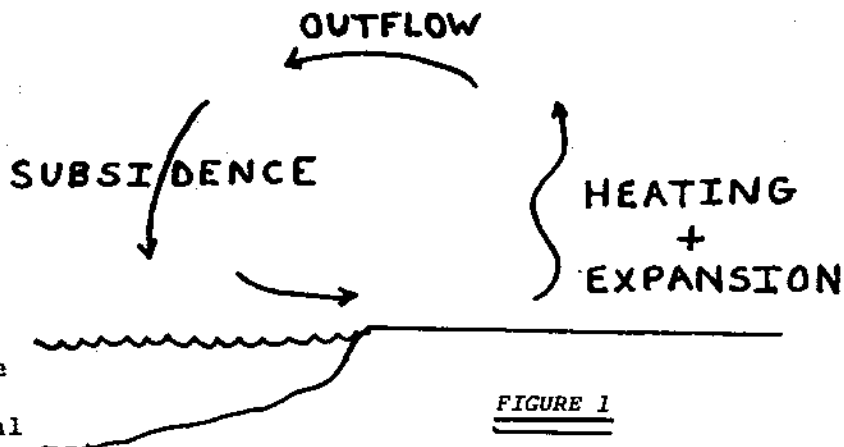


FIGURE 1

This is what is observed: cumulus clouds form a short distance inland because of the rising air. The sky over the sea is virtually cloudless, indicating subsidence. The difference in surface temperature between land and sea is of prime importance in generating a sea breeze.

Now let's assume the presence of upper level winds, and their effects on sea breeze circulation. The upper level winds are the result of a pressure gradient force (represented by isobars on a weather map) and the Coriolis force (a tendency to deflect moving air to the right in the Northern hemisphere, a function of latitude) and centrifugal force (developed from the air moving along curved isobars). At mid-latitudes these upper level winds, called the gradient wind, flow clockwise around a high pressure area and counterclockwise around a low pressure area.

Due to surface friction and the Coriolis effect the surface winds are "backed" (from a more counter-clockwise direction) and are less in magnitude than the gradient wind. The degree of backing is a function of the terrain. For example, the surface wind over the land is more backed than the surface wind over the sea

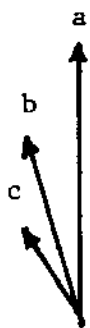


FIGURE 2

The vector (speed and direction) represents

- a) the gradient wind at 2000 feet
- b) the surface wind over the sea
- c) the surface wind over the land

To get a basic idea of how to combine the gradient wind influence with the sea breeze circulation, let's examine the interaction of the following four gradient wind directions:

- 1) From left to right looking seaward: A gradient wind blowing from left to right looking seaward converges at the shoreline due to differential friction of the land and sea. The converging wind produces stronger winds close to shore but it hinders the development of a sea breeze because the excess air creates uplift right at the shoreline.

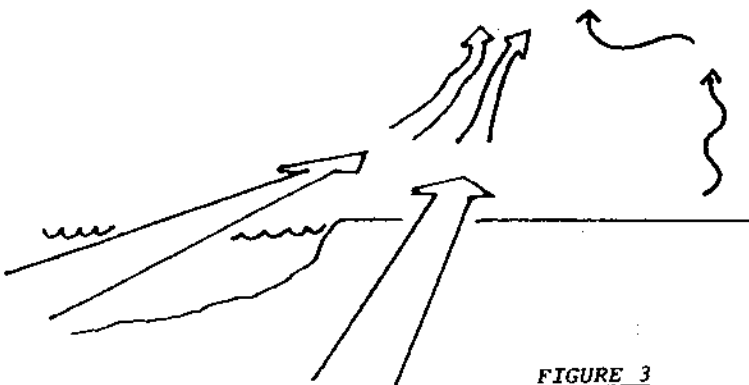


FIGURE 3

The outflow of the sea breeze is cut off by the uplift of air at the shoreline, thus inhibiting the air from accumulating offshore and subsiding.

- 2) From right to left looking seaward: Divergent wind evolves from a gradient wind blowing from right to left looking seaward. This produces light winds near shore yet it enhances the development of a sea breeze.

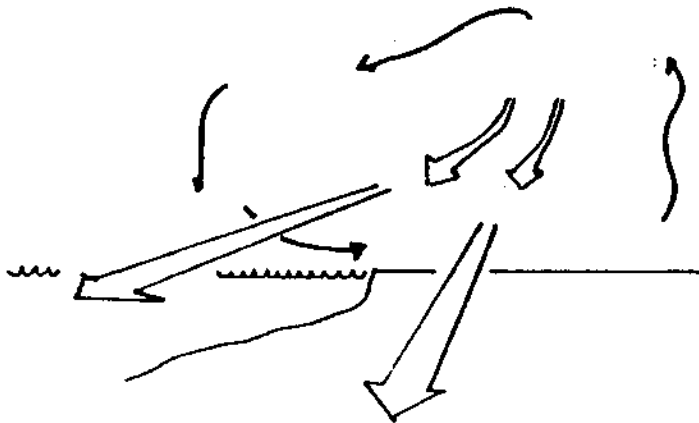


FIGURE 4

The subsidence necessary for the sea breeze is aided by the divergence of air at the shoreline.

- 3) Offshore Gradient Winds
If the gradient wind is offshore and less than approximately 25 knots (30 knots is average in the summer at mid-latitudes), the sea breeze circulation initially cancels and then replaces the surface wind. The gradient wind extends the outflow of the circulation aloft, which produces a stronger sea breeze.
- 4) Onshore Gradient Winds
The onshore gradient wind cancels the outflow aloft. Therefore, the surface wind that is experienced is not primarily a sea breeze but rather the result of the gradient wind.

Theoretical work in the area has been studied by meteorologists for years. Sea breeze models date back to 1947 and have been continually refined. Most recently, the British successfully constructed a sea breeze model used in the 1976 Olympics in Kingston.

A convenient diagram used to study this is called a hodograph (Figures 5 & 6). It involves a graph of points representing successive wind vectors. A hodograph of the latitude of Boston, Massachusetts is

shown in figures 5 and 6. The first diagram (Figure 5) consists of a sea breeze hodograph with no gradient wind, while the second figure illustrates four sea breeze hodographs for gradient winds of the north, south, east, and west. The successive points of the hodographs usually take on the form of an ellipse as the wind both backs and veers throughout the day. Note also that the strongest sea breeze occurs with a south gradient wind (from right to left, looking seaward) and the least sea breeze will be that with an onshore gradient wind. The time of the maximum sea breeze is also a function of the gradient wind's direction.

To forecast the sea breeze in your sailing area, one must observe both the gradient wind and the existence of differential heating. The gradient wind can be obtained from a forecasting center. It can also be read from a current map. With a little experience and knowledge of the elliptical hodograph, one can predict the shifting and intensities of a sea breeze reasonably well.

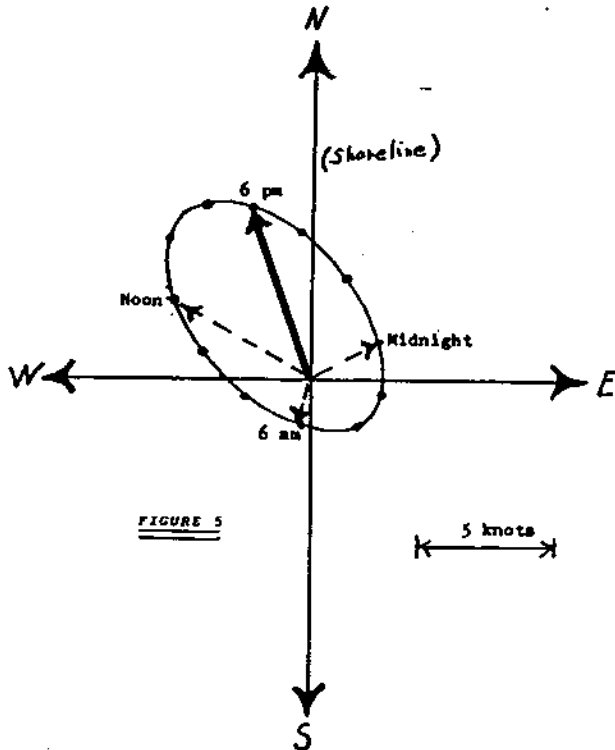


FIGURE 5

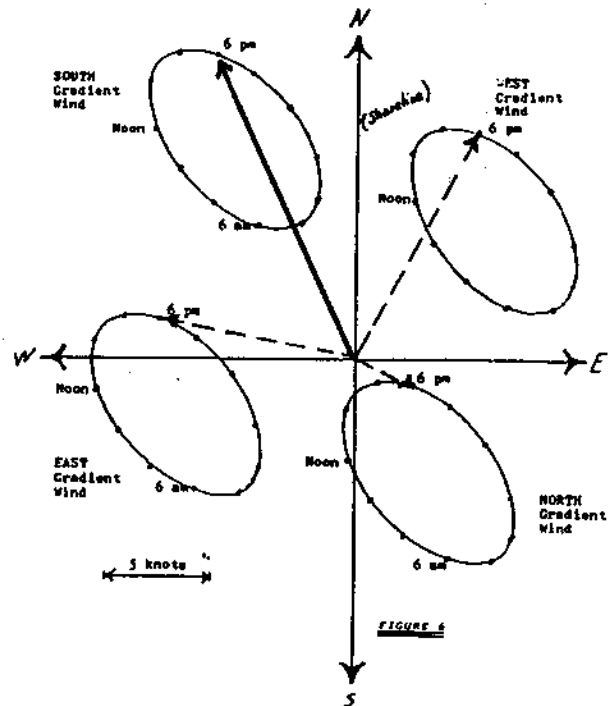


FIGURE 6

Theoretical Sea Breeze Hodograph for the Boston, Mass. Area for 10 knot Gradient Winds. Six pm Winds for each case are also shown. (After Haurwitz) The solid vector represents a 15 knot sea breeze from the S-SE for a south gradient wind.

Theoretical Sea Breeze Hodograph for Boston, Mass. Area with no Gradient Wind. Wind Vectors for Four Times of Day are also Shown. (After Haurwitz) The solid vector represents an 8 knot sea breeze from the S-SE

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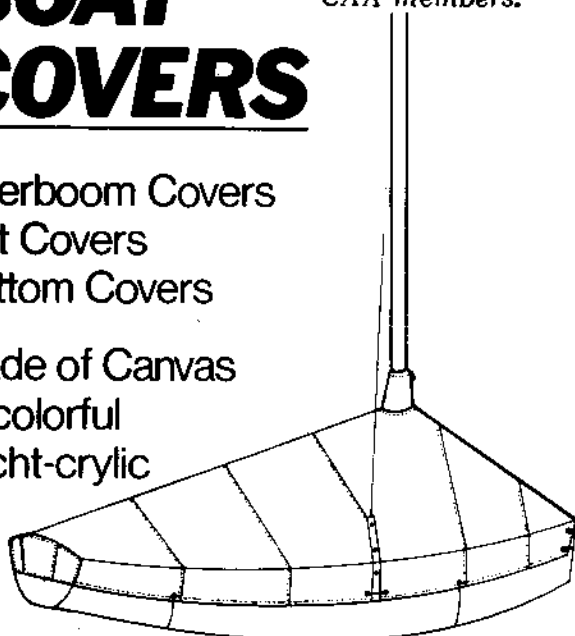
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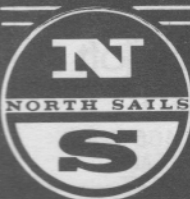
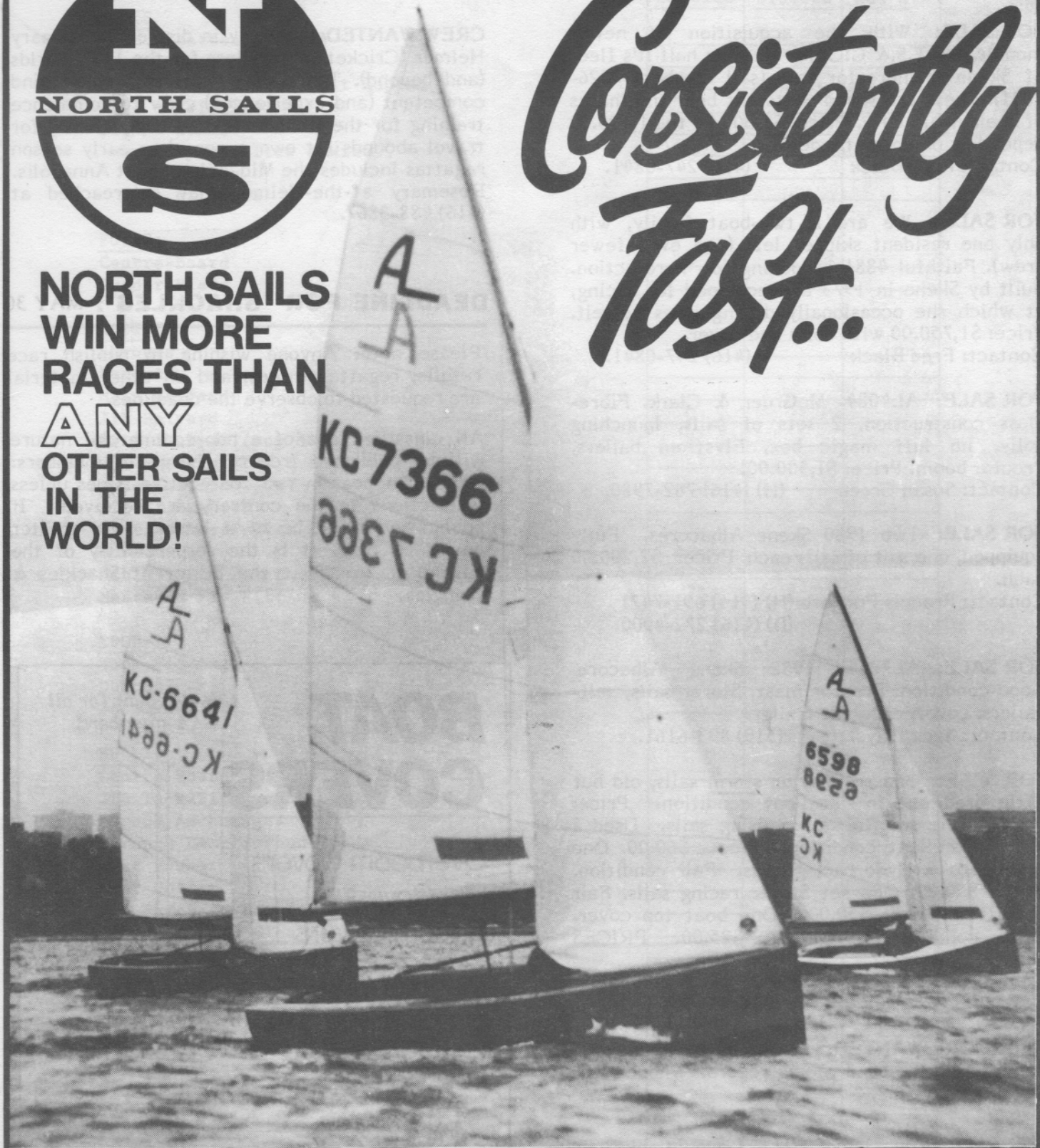


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