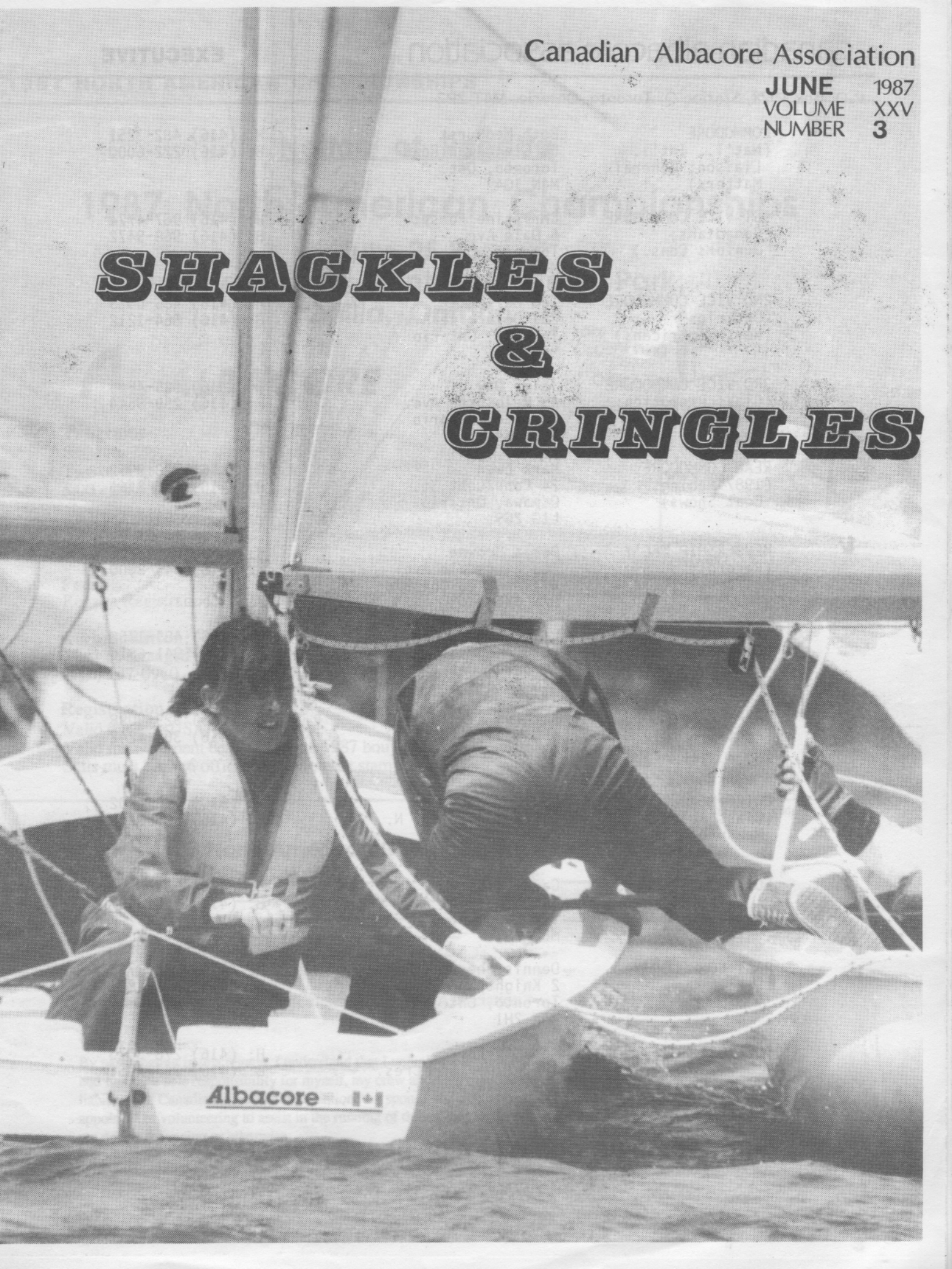


Canadian Albacore Association

JUNE 1987
VOLUME XXV
NUMBER 3

SHACKLES & CRINGLES



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
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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

Notice of Regatta

1987 North American Championships

July 25,26

Ontario Sailing Centre, Geneva Park,
Orillia, Ontario

A ALBACORE

Program:

Sat, July 25:

Two or three races back-to-back.

5:00 - Dinner

Sun, July 26:

Two races back-to-back.

Fees:

Regatta Registration: C\$30/boat.

Accommodation:

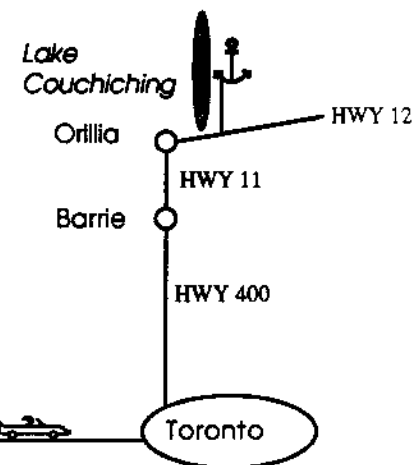
Must be arranged separately through Geneva Park
(416) 737-0980

Registration Requirements:

Valid CAA or USAA Membership.

Valid measurement certificate with 1987 bouyancy endorsement.

Sails must bear an official measurement stamp.



Regatta Chairman:

Ted Mallett
281 Deloraine Ave.
Toronto, Ont.
M5M 2B2
H: 416-486-0515
B: 416-864-1212

detach and send this portion with cheque to the above address

1987 North American Championships Registration Form

Skipper's name: _____
 Address: _____

 Crew's name: _____

Phone: _____
 Sail #: _____
 Club: _____

Entry Fee: C\$30
make cheque payable to the Canadian Albacore Association

Waiver of Liability:

By participating in this regatta, I understand that I voluntarily assume and am knowledgeable of the risks of sailing and I assume sole responsibility for myself, my crew and my boat. I agree to hold harmless and free from any liability, the Canadian Albacore Association, the sponsoring club, its members, employees or individuals appointed or volunteering to assist in the running of the regatta, for any damage, material or personal, suffered by me during the racing or otherwise.

Signed: _____ Date: _____

1987 RACE SCHEDULE

DATE	EVENT	HOST	CONTACT
JUNE 13-14	OPEN REGATTA	Lac Deschenes	Roy Sletcher (613) 226-2997
JUNE 14	HARBOURMASTER 3&4	Westwood S.C.	Ted Mallett
JUNE 20	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 5	HARBOURMASTER 7 & 8	R.C.Y.C.	Ted Mallett
JULY 4-5	OPEN REGATTA (LSSA)	T.S.&C.C.	R.Monteforte (H) (416) 439- 8940
JULY 11 - 12	ONTARIO CHAMPIONSHIPS	T.S. & C.C.	Ted Mallett (B) (416) 864-1212 (H) (416) 486-0515
JULY 11 - 12	NATIONAL CAPITAL	Britannia Y.C.	John Bryant (613) 232-5943
JULY 18	TEAM RACES	St. James Town	Gary Bain (416) 762-5002
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. (613) 823-	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) (416) 923-5441 (H) (416) 244-7930
AUGUST 9	HARBOURMASTER 9 & 10	St.James Town	Ted Mallett
AUGUST 9	IAN MELLER MEMORIAL	Britannia Y.C.	John Bryant (613) 232-5943

1987 RACE SCHEDULE

DATE	EVENT	HOST	CONTACT
AUGUST 15	OPEN REGATTA	Westwood S.C.	Greg Russell (416) 860-8076 (416) 883-4726
AUGUST 15	ALBACORE OTHER WORLDS	Pointe au Baril	Bob Mosley (B) (416) 791-2454 (H) (416) 769-2732
AUGUST 15 - 16	DON RANTZ SAIL R.A.	Ottawa New Edinborough	Robert Plaskin (613) 837-0376
AUGUST 22	OPEN REGATTA	North Toronto	Norm Rubini (B) (416) 978-7014 (H) (416) 929-3165
AUGUST 23	HARBOURMASTER 11 & 12	North Toronto	Ted Mallett
AUGUST 29	OPEN REGATTA	Bronte Harbour	Club Office (416) 827-6437
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. James Town	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.	

ALBACORE RACE TRAINING WEEK - July 19-24, Ontario Sailing Centre, Geneva Park

Ted Mallett
281 Deloraine Avenue
Toronto, Ontario
M5M 2B2

Have you ever wondered how to rapidly-advance-your-sailing-skills-and-spend-an-enjoyable-holiday-in-Ontario's-cottage-country-during-the-best-part-of-the-summer-while-not-paying-an-arm-and-a-leg? If so, or even partly so, then we have the answer for you. The CAA has arranged with Ontario Sailing Centre at Geneva Park to hold an intensive race training seminar for Albacore sailers during the week of July 19 to 24, 1987. The Sailing Centre is widely regarded as one of the best racing schools on the planet. Expert coaches offer three levels of race instruction: advanced, intermediate and beginner, making the seminar suitable for all levels of Albacore racers, whether you are just breaking into the fleet or you wish to improve on your "worlds" results.

The price of the seminar, including all meals and accomodation will be an incredibly low \$425cdn per person. We must, however, supply our own boats and arrange two-person crews. If you need a sailing partner and/or do not own a boat, I can provide some matchmaking assistance.

Notice of Regatta

1987 Ontario Championships

July 11-12

Toronto Sailing & Canoe Club,
Toronto

A ALBACORE

Program:

Sat, July 11:

13:00 - 1st warning gun, two races back-to-back.

5:00 - Dinner

Sun, July 12:

11:00 - 1st warning gun, two races back-to-back.

3:00 - Prizes.

Fees:

Regatta Registration: \$25/boat.

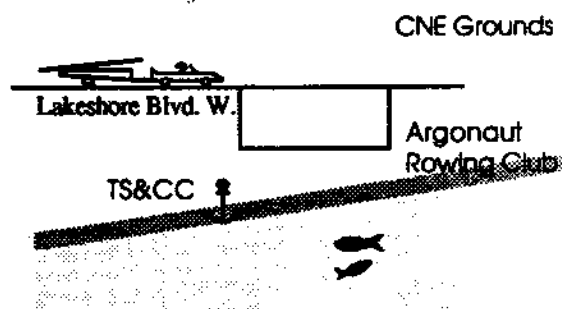
Meal arrangements TBA.

Registration Requirements:

Valid CAA or USAA Membership.

Valid measurement certificate with 1987 bouyancy endorsement.

Sails must bear an official measurement stamp.



Regatta Chairman:

Ted Mallett

281 Deloraine Ave.

Toronto, Ont.

M5M 2B2

H: 416-486-0515

B: 416-864-1212

detach and send this portion with cheque to the above address

1987 Ontario Championships Registration Form

Skipper's name: _____

Address: _____

Crew's name: _____

Phone: _____

Sail #: _____

Club: _____

Billeting: # of persons _____

Entry Fee: \$25

make cheque payable to the Canadian Albacore Association

Waiver of Liability:

By participating in this regatta, I understand that I voluntarily assume and am knowledgeable of the risks of sailing and I assume sole responsibility for myself, my crew and my boat. I agree to hold harmless and free from any liability, the Canadian Albacore Association, the sponsoring club, its members, employees or individuals appointed or volunteering to assist in the running of the regatta, for any damage, material or personal, suffered by me during the racing or otherwise.

Signed: _____ Date: _____

A

1987 Albacore Race Training Week

July 19-24

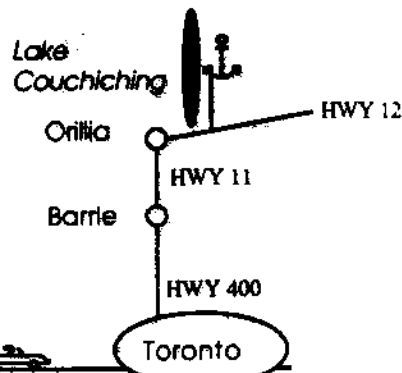
Ontario Sailing Centre, Geneva Park,
Orillia, Ontario

3 Programs Dedicated Entirely to Albacore Racers:

THE LEARN TO RACE PROGRAM is designed for competent sailors who want an instruction to racing. It begins with a thorough review of boat-handling which is followed by short on-the-water exercises and drills designed to simulate race situations. Participants will sail in a regatta before the week is out. Topics include: starting, sailing to windward, mark rounding, fundamental rules, introduction to tactics and the finish.

THE INTERMEDIATE COURSE covers some of the fine points of boat handling and teaches sailors to analyse races and learn from their errors. Topics include: small and large fleet starting, covering and blanketing, tactical considerations for weather and off-wind legs, mark rounding and finishing, rules review and roll tacking.

ADVANCED RACE TRAINING provides experienced racers with a chance to match their skills against others of similar abilities and perhaps, by week's end, against the coaches. Topics include: review of starts, protecting the lead, approaches to the weather leg, advanced tactics and rules interpretation, tuning, race psychology and regatta preparation.



Professional Coaches - Friendly Atmosphere - Vacation Setting.

The unbeatable price \$425Cdn per person includes resort accomodation, all meals and race training.

Registrants are expected to supply their own Albacore and make their own crewing arrangements. If you are interested but do not have a boat or crew, contact Ted Mallett, 281 DeLoraine Avenue, Toronto, Ontario, M5M 2B2 for possible match-making assistance.

detach and send this portion with cheque

REGISTRATION FORM

Name _____

Address _____

Postal Code _____

Telephone _____

COURSE NO. _____

COURSE NAME _____

COURSE DATE _____

COURSE FEES _____ ENCLOSED

DEPOSIT ONLY \$75 _____ ENCLOSED

(All cheques payable to Georgian College)

Advance of payment by personal cheque, due 2 weeks prior to the course start date. After this time, or at Geneva Park, payment by certified cheque, money order, or cash. A late fee of \$5.00 is charged at Geneva Park.

Age Under 19 Specify _____

20-39 40 or over

Sex M F

FOR COLLEGE USE ONLY

AMOUNT _____

CASH CHEQUE

BY _____

DATE _____

Complete the tear off registration form and send with deposit to: **GEORGIAN COLLEGE (ONTARIO SAILING ASSOCIATION)**
Box 2316
825 Memorial Avenue
Orillia, Ontario
L3V 6S2

Course numbers are limited, so complete your registration at once to assure yourself of your preferred course and dates. Plan your reservation NOW.

I understand that I shall participate in this Ontario Sailing Centre program at my own risk. I agree that the Ontario Sailing Centre, the Ontario Sailing Centre Association and its employees and servants shall not be liable in any way for any loss or injury resulting from or in connection with my participation.

SIGNED _____

ESPRIT DE 'CORE

I can't believe you missed it again. How many years have I been telling you about the Mid-Atlantic Regatta in Annapolis? Well, you missed the fun, the sun and the sailing, and another fine opportunity to get to know the fleet south of the border.

It looked like a record Canadian showing for this event early on, but business and family commitments decimated the Northern contingent until only three crews set off in the early morning of May the 8th. Some crews were planning to leave Thursday, but a late delivery of crucial equipment delayed the departure.

Jorg Pawlik and Win Boyd unveiled a refurbished Winsong III, as yet not rechristened but more about that later. Through the generosity of the aforementioned Mr. P, Pinky and Leather were able to put forth to sea in Woodpecker (Pee Wee being a wee bit behind schedule for completion). The Rogers' père et fils rounded out the trio, making the trip for the first time.

Radical changes in club management had the Pleasure Cove Yacht Club living up to its name. Arriving late in the evening we were awestruck by the charming reception we received. Regrettably the facilities are not ideally suited to dinghy launching, but I think we're a bit spoiled

in the Toronto area.

Feeling a bit peckish, Leather and I ditched our tired chauffeurs and took up with a couple of local sailors for a bit of wining and dining. Annapolis is a very fine place to dine. One quaint local custom which provided endless merriment to our little party, is the tradition of insulting the clientele. At least she didn't think I looked like her father.

Due to the illness of Roger Thomas, Tim and Kim Arthurs assumed the responsibilities of running this event. Although we missed Roger's post-race frivolities, like falling off the boat, the Arthurs did an admirable job and with a little practice they could give Roger some stiff competition. Especially if they both fall off the boat.

Unfortunately, we weren't able to uphold the Canadian sweep of both ends of the fleet. We were still in there at one end. Use your imagination.

With so few of us down there to represent the spirit of Canadian Albacore racing, we were forced to be creative and daring in our exploits. Attempting to steal a Porsche Carrera in broad daylight ranks high on our list. Fortunately Graeme had his attorney with him. And Woodpecker finally lived up to its name. Those 180 degree roll-tacks on the start line should really be done upright. But if you're going to hit some wood, better someone you know. New name for Winsong - Thin Veneer. I distinctly remember Bill Ewing's poetic comments about lady drivers.

One important thing to note before this happens to you. Take away your crew's suntan oil. They only use it to slip out of your grasp in those situations that call for disciplinary action, and believe me it's no fun trying to catch a greased crew on a slippery hull.

Econolodge Trivia: How many U.S.A.A. sailors can you sleep in a double room? (Ed.Note: No pictures, please!). You'll find out when we billet them at your house.

We didn't have a great day Sunday, we hit two boats, got hit by two boats, and a leaf spring snapped on the trailer on the way home. Fortunately Pawlik and Boyd's Curbside Repair Service was up to the task, armed with the Wanker's Toolkit and a duck for light - we were on the road again in no time flat. Leather checked the shrubbery for replacement parts but leaf springs don't grow on trees in Painted Post.

Sorry you couldn't be there.

Pinky
KC6494

FOGH MARINE

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1987 REGATTA
at TORONTO SAILING & CANOE CLUB 4 & 5 July, 87

CLASSES: 14, 470, Fireball, Laser, Taser, AL, CL16, W

PRIZES: for the first three crews in each class.
Minimum of 3 boats required to constitute a separate class.

SCHEDULE: Skipper's meeting 10:00am Sat. 4th July
1st start 11:00am, first start Sunday, 11:00am
5 races will be started. Prize giving after last race

REGISTRATION: send to LSSA c/o R Monteforte
76 Merkleby Sq.
Scarborough, Ont. M1G 2Y7

or telephone (416) 439-8940
or at the TSCC Fri. 7pm-9:30, Sat till 10:00am

Snack Bar & Drinks available at TSCC Club House.

Box Lunches, \$3.75 per person per day: must be ordered in advance.

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	FD.	WORLDS	E
3rd (OOPS!)	505	WORLDS	D



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

HARBOUR MASTER SERIES - 1986 RESULTS...

We do not often get the chance to publish race results in the May/June issue of 'Shackles', so this is a real treat. A race rep. recently uncovered a rare set of previously unpublished results from last summer's Harbour Master Series. These results confirm the Batt's widely-rumoured victory. Ron and Leslie put together a record(?) string of six first-place finishes to clinch the Series victory in convincing fashion. Dennis Sherwood narrowly beat-out Jorg Pawlik and Ken Clarke for second place. Derek Griffiths rounded-out the top five. Joe Li won the first annual David Treissmann trophy, awarded to the skipper who sails in the greatest number of races. Joe was the only competitor who competed in all 16 Harbour Master races.

Many thanks to all the competitors who continue to make the Series one of the most popular Albacore events around. Plans are already underway for next (this) year's races. The schedule is set and the mugs are ordered. Also, we would like to welcome Moordale

Sailing Club to the fold. Moordale will be running one of the races in 1987, along with the RCYC, St Jamestown, North Toronto and Westwood.

...1987 PREPARATIONS

The first two races of the 1987 series have already been sailed, but if you act quickly, you can register in time for races 3 & 4 on June 14. A registration form is in this issue of "Shackles". Please note that there has been a slight schedule change from that published in the previous issue.

1987 HARBOUR MASTER SERIES

Date	Race	Host Club	Place
May 24	1,2	StJSC	Outer Harbour
June 14	3,4	WSC	Outer Harbour
June 28	5,6	RCYC	Inner Harbour
July 5	7,8	RCYC	Inner Harbour
Aug 9	9,10	StJSC	Outer Harbour
Aug 23	11,12	NTSC	Inner Harbour
Aug 30	13,14	MSC	Outer Harbour
Sept 27	15,16	NTSC*	Inner Harbour

*Prize-giving at RCYC dock immediately after last race of series.

CONTACTS

RCYC	Ted Mallett	486-0515
StJSC	Gary Bain	762-5002
MSC	Bill Handiak 244-7930	
WSC	Greg Russell 883-4726	
NTSC	Norm Rubin	

REVISED LIST OF MEASURERS

CHIEF MEASURER

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

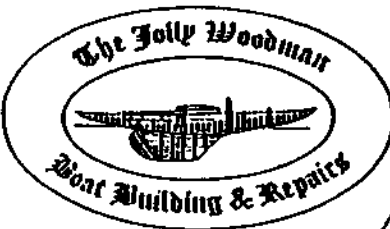
Conestoga Sailing Club

MEASURERS

David Anderson (R) (416) 769-1528
486 Windermere Ave. (B) (416) 592-7333
TORONTO, Ontario
M6S 3L6

Toronto Sailing & Canoe Club

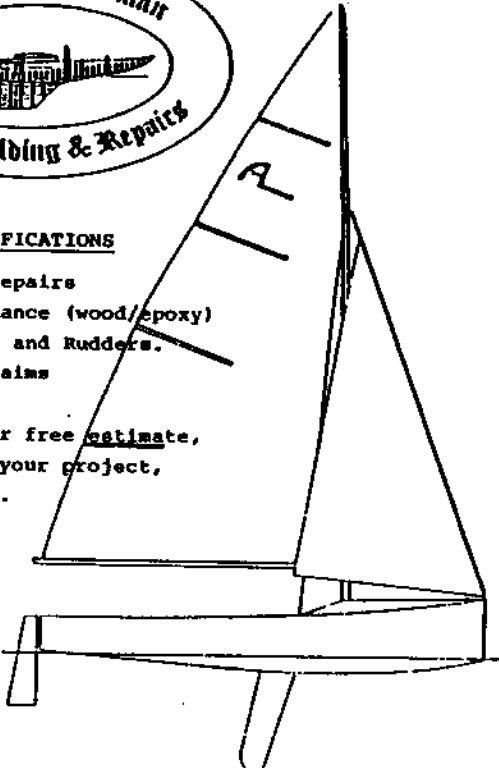
* cont'd. on pg. 11



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- * Fibreglass Repairs
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- * Insurance Claims

Please call for free estimate, or to discuss your project, large or small.



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Egon Bartholomaeus (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) 961-5151
MISSISSAUGA, Ontario
K5K 1N2

Bronte Harbour Yacht Club

Bill Fraser (R) (416) 881-1329
42 Shady Lane Cres. (B) (416) 361-4611
THORNHILL, Ontario
L3T 3W7

Penn Lake Yacht Club

Gavin Gardner (R) (416) 358-5295
6443 Carolyn Ave. (B) (416) 374-5320
NIAGARA FALLS, Ontario
L2E 5H7

Parkway Sailing Club

Don Giffin (R) (705) 454-1758
Norland P.O.
NORLAND, Ontario
K0M 2L0

Shadow Lake Sailing Club

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

Royal Canadian Yacht Club

Haakon Kierulf (R) (604) 985-2277
3954 Prospect Road (B) (604) 986-5911
WEST VANCOUVER, B.C.
V7N 3L5

Ted Mallett (R) (416) 480-0575
281 Deloraine Ave. (B) (416) 864-1212
TORONTO, Ontario
M5M 2B2

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

Joe Pol (R) (519) 264-2708
Cocks Rd., R.R. 1,
MOUNT BRYDGES, Ontario
N0L 1W0

Fanshawe Yacht Club

Paul Pudwell (R) (416) 884-0603
408 Osiris Drive
RICHMOND HILL, Ontario
L4C 2P9

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) 746-4416
212 Willowdale Ave. (B) (519) 746-1300
WATERLOO, Ontario
N2J 3M1

Conestoga Sailing Club

Michael Skafel (R) (416) 632-0713
352 Seneca Ave. (B) (416) 336-4736
BURLINGTON, Ontario
L7R 3A2

Royal Hamilton Yacht Club

Jamie Vallance (R) (416) 651-9979
157 Glenholme Ave.
TORONTO, Ontario
M6E 3C5

Toronto Sailing & Canoe 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) 596-3664
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

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



SOBSTAD

Innisfil 400 Industrial Park,
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Barrie: (705) 436-5550
Toronto: (416) 283-9095

3200 Kempt Road,
Halifax, N.S. B3K 4X1
(902) 455-5852

206-1534 West 2nd Avenue,
Vancouver, B.C. V6J 1H2
(604) 733-7245



BACARDI rum
and
North Toronto Sailing Club
are proud to present ...



THE 1987 BACARDI rum OPEN ALBACORE REGATTA

SATURDAY, AUGUST 22, 1987

NORTH TORONTO SAILING CLUB
P.O. BOX 697, STATION K, TORONTO, ONTARIO M4P 2H2

PRIZES: The BACARDI rum CUP, plus prizes to the top 3 overall boats and top 3 NTSC boats.

LOCATION: Toronto Inner Harbour, R.C.Y.C. Race Marks

REGISTRATION: (1) August 21st, 10:00-11:00 p.m. at the Spadina Hotel
(Spadina and King West)
(2) August 22nd, 9:00-10:30 a.m., NTSC Clubhouse, Toronto Island Marina
(3) By Mail to: Norm Rubin, Race Chairman,
55 Maitland Street, #910, Toronto M4Y 1C9

PROGRAM: Skippers' Meeting - NTSC Clubhouse at 10:00 a.m.; first race at 11:00 a.m. Three (3) races, all to count. Lunch to be announced. (Lunch is not provided, but may be bought at the Toronto Island Marina).

FEES: \$30.00 per boat (includes 2 dinners); \$3.00 extra for non-CAA Members. Additional meal tickets of \$15.00 each. Fees include:
- pre-race croissants and coffee;
- gourmet dinner catered by Daniel & Daniel.
Refreshments will be provided courtesy of BACARDI rum at the close of the regatta and prior to dinner (estimated time: 6:00 p.m.)

FOR MORE INFORMATION: Call: Frances Almeida, Commodore H) 626-1165 W) 982-5283
Norm Rubin, Race Chairman H) 923-3165 W) 978-5859
Clubhouse Phone: 363-NTSC
Info Line: 447-6335

CANADIAN ALBACORE CHAMPIONSHIP QUALIFIER

Skipper's Name _____ Crew's Name _____
Address _____ Address _____
Telephone No. _____ Telephone No. _____
Sail No. _____ Club _____
CAA Member Yes _____ No _____
Total Amount Enclosed: \$ _____
(Please make cheques payable to North Toronto Sailing Club)

Waiver of Liability

By participating in this Regatta, I understand that I voluntarily assume and am knowledgeable of the risk of sailing and I assume sole responsibility for myself, my crew and my boat. I agree to hold harmless and free of liability the sponsoring Club, its members, employees, officers and individuals appointed for volunteering for the Regatta and the Canadian Albacore Association for any damage, material or personal, suffered by me during the racing or otherwise.

Date _____ Skipper's Signature _____

BALSAM LAKE SAILING CLUB REGATTA

BALSAM LAKE SAILING CLUB

24TH ANNUAL ALBACORE OPEN REGATTA

Honorary Regatta Chairman - Tony Griffin

SUNDAY, AUGUST 2nd 1987

PRIZES

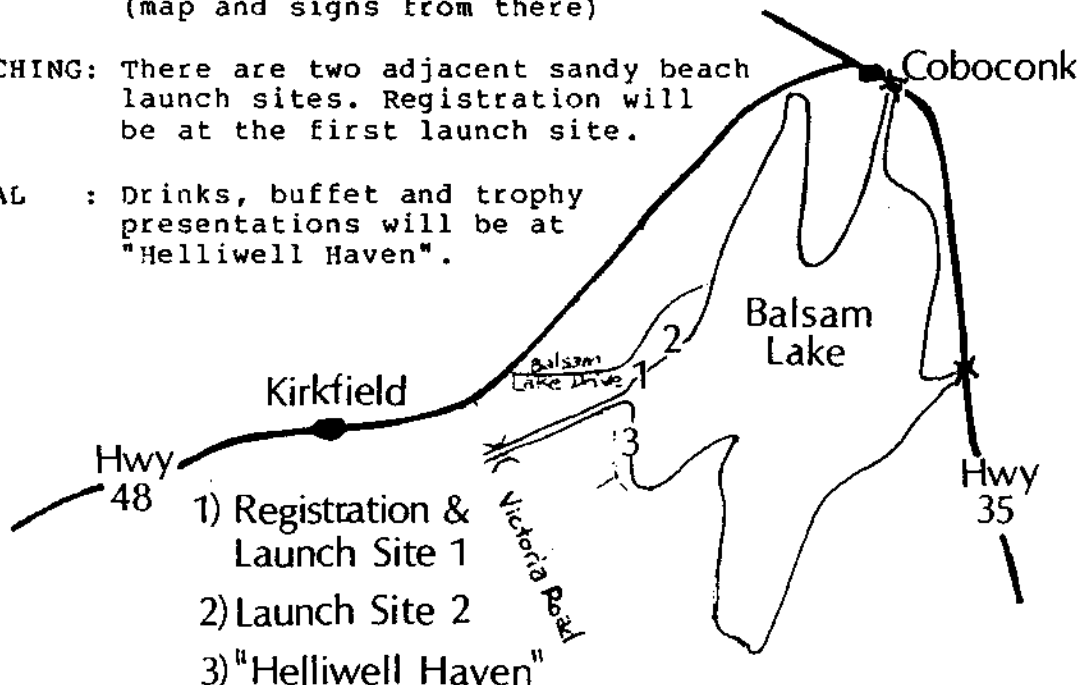
The Griffin Trophy
Keeper Trophies to Top Five
Special Awards

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 approximatly 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 Committee 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.



Westwood Sailing Club

1987
WESTWOOD REGATTA

AUGUST 15

LOCATION: Toronto Outer Harbour

CLASSES: Open to Albacores
(3 races, all count)

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

COST: Albacores - \$30.00/boat
Non-CAA members add \$3.00
Additional meal tickets -
\$14.00 each which includes:
- morning coffee and donuts
- lunch
- dinner and DANCE

QUALIFIER: Gooderhams and Canadian Albacore Championships

ADDITIONAL RACES: Attend the Friday Night Race on August
14 at 19:00 hours in the Outer Harbour
and leave your boat at Westwood.

REGISTRATION: (1) After the Friday Night Race, at the
Spadina Hotel
(2) Saturday morning, August 15, at 09:00
hrs.
(3) By mail to: Greg Russell,
86 Wright St.,
Richmond Hill, Ont.
L4C 4A4
(H) 883-4726 (B) 860-8076

PRIZES: To the top 3 overall boats.

ENTRY FORM:

Skipper: _____ Phone # (H) _____ (B) _____

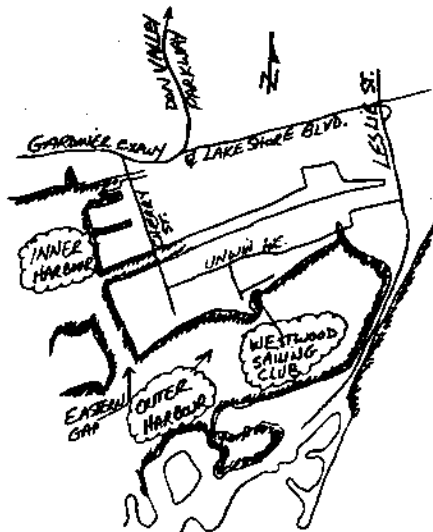
Address: _____

Crew: _____ Sail # _____

* Make cheque payable to "Westwood Sailing Club"

I do not hold the executives or members of
Westwood Sailing Club responsible for any
misfortunes that may occur to myself, crew, or
boat.

Signed: _____ Date: _____



UPWIND TACTICS

Introduction. Boat to boat tactics are used to implement your strategy and occasionally to hamper your competitors'. Generally, tactics are intended to help you sail in clean air on the favored tack. The best attributes of the top tacticians are confidence and ruthlessness: the confidence to stick to their strategy through thick and thin, and the ruthlessness to eliminate anyone who gets in their way.

II. Conservative sailing. Reducing risk and avoiding disasters are always your two basic tactical goals. Some rules of thumb....

A. "Latch up with the good guys." (Fig.1). Since lateral separation increases the damage done by an unfavorable wind shift, the best way to reduce risk is to stay close to the fleet.

B. "Play the middle of the course." (Fig.2). Your options remain open as long as you aren't committed to a corner. If you feel that one side is favored, play that side, not that corner. Remember that the fleet determines where the course is - if it goes off to the left and you sail up the rhumb line, then you are actually sailing on the right side of the course.

C. "Stay out of the corners." When you are sailing away from the middle, tack on small headers so that you tend to avoid the corners. When sailing into the middle, ignore the small or temporary headers that would force you to the outside of the course.

D. "Cross and consolidate." The fundamental tactical rule versus the fleet.

1. If you are ahead and to leeward of the fleet and gain on a header, realize your gain by crossing and consolidating (Fig.3). Until you cross the fleet, you will not have taken advantage of the shift.

2. Conversely, try not to let a key boat ahead of you cross you (Fig.4). Tack to leeward of him and beat him to the next shift.

E. "Point at the mark." When conditions are too flukey for words, forget the fine points and sail on the tack that points your bow closer to the mark.

F. "Avoid the laylines." There are two reasons for this.

1. You can only gain on shifts when you are free to tack. Once you hit a layline, any shift hurts you. A lift makes you overstand, a header helps everybody but you (Figs.5-6).

2. On the layline, you're a sitting duck for late arriving boats. They can tack under your bow, directly in front of you or anywhere else.

III. Preserving a lead - covering.

A. Loose covering.

1. Once you're in the lead, stay on the same side of the course that the fleet is on, so that you get the same general shifts and velocity changes that everyone else is getting (Fig.7).

2. Apply a loose cover to an individual boat when you don't want to provoke a tacking duel. If your lead is narrow, a tacking duel could drive both you and your competitor deep into the fleet. A properly applied loose cover does not actually harm the trailing boat. Instead, it places the leading boat in a controlling position in case the trailing boat threatens to pass (Fig.8).

B. Tight covering (Fig.9). When you can't afford to let a particular boat pass you, apply a tight cover. Your dirty wind will actually slow the trailing boat down.

1. Leebowing. Use your backwind to force the trailing boat to tack away.

a. Very effective off the starting line because the boat behind and to windward is oftentimes pinned on starboard tack by the fleet.

b. Also useful when a port tack boat cannot quite cross the starboard tack boat. The port tack boat can tack under his bow instead.

c. You can leebow boats who have set up too early on the layline. Tack under their bows and pinch up to the mark.

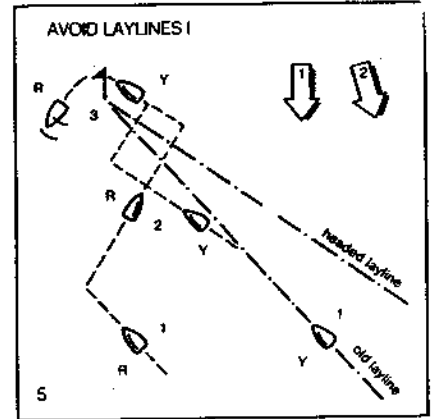
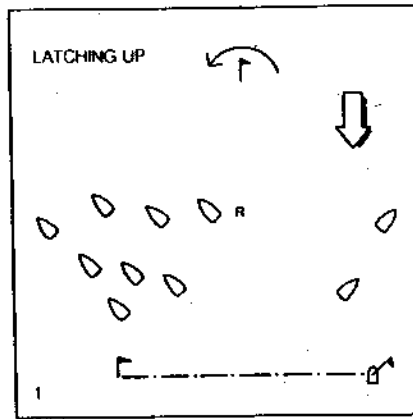
Caution: don't leebow every boat you meet. If you're sailing on the favored tack, there is no point in tacking onto the wrong tack and forcing the enemy to the better side of the course.

2. Blanketing. The most damaging form of covering. Place yourself dead to windward of the other boat.

a. Can be used selectively to force trailing boat to the wrong side of the course. Blanket it when it's going to the favored side, and apply a loose cover when it's going to the wrong side. In this manner, you can herd a boat to the layline, where it will be under your control (Fig.10).

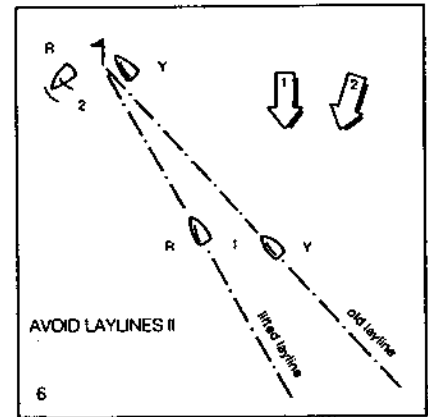
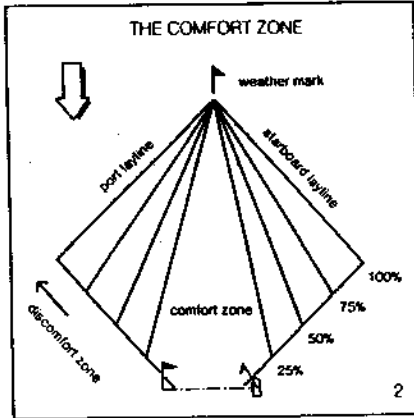
b. Heavy blanketing can practically stop the trailing boat. At the weather mark, you can sometimes hurt the boat that is chasing you up the layline so badly that it has to tack two times to round. To make your exhaust as dirty as possible, try flogging the main on a masthead rig or flogging the jib on a fractional rig.

1 R "latches up with the good guys" and refuses to get separated from them. He reduces risk by positioning himself nearby and to their favored side. The great tacticians love to engage.

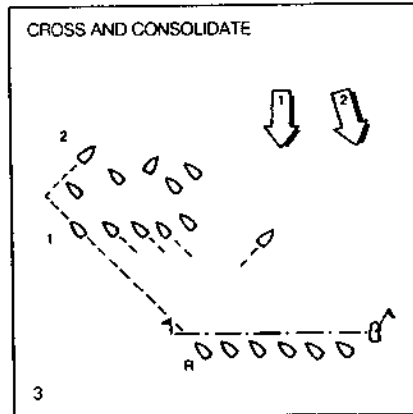


2 Stay in the middle of the course, unless you have strong evidence that a side is favored. In the middle, your options remain open; in the corners, you're committed.

5 Once you hit the layline, you're overcommitted.
 1) R and Y are even, but Y is already on the layline.
 2) The wind heads them. R is in the middle of the course, and can capitalize on the shift.
 3) R crosses Y easily and rounds the mark in first, while Y is forced to do two short tacks.

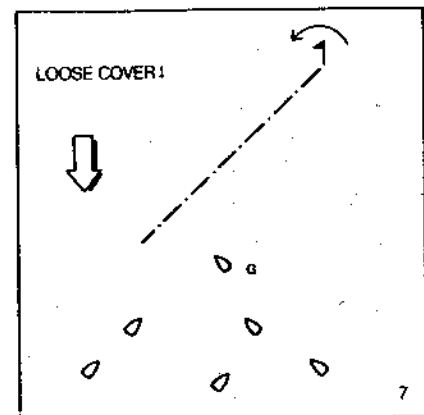
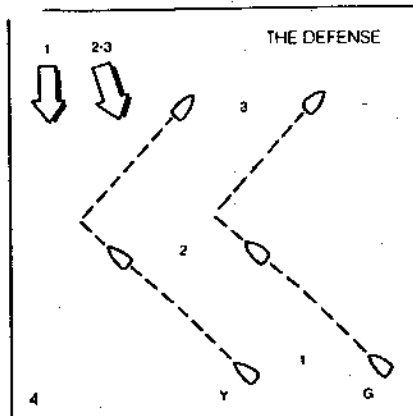


3 Cross and consolidate.
 1) R starts at the pin and slowly begins to pull away from the fleet. She's barely in first, looking for an opportunity to establish a solid lead.
 2) The wind backs 10 degrees, just what R had hoped for. She realizes she could hang on for an even larger gain, but her first priority is to cross and consolidate. She tacks to secure her position, effectively restarting the race with a jump on the fleet.

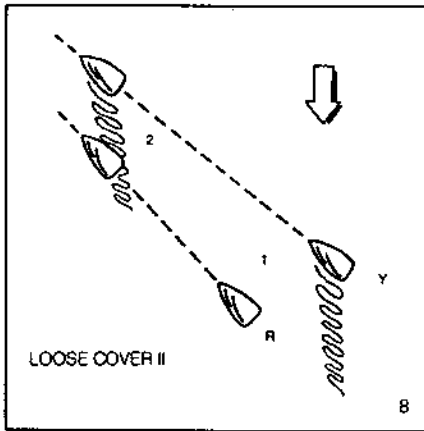


6 Once you're on the layline, a lift can be just as painful as a header.
 1) R and Y are even, but Y is on the layline.
 2) The wind lifts both boats. Now Y has overstood, wasting sailing distance to the mark. R squeezes around in first.

4 Defending against consolidation:
 1) Y and G are even with each other.
 2) They sail into a header, putting Y slightly ahead.
 3) Y attacks by attempting to cross and consolidate. G defends by tacking away from Y, preventing him from assuring his lead. G has neutralized a potentially bad tactical situation. If the wind oscillates back to the right, G will be favored.

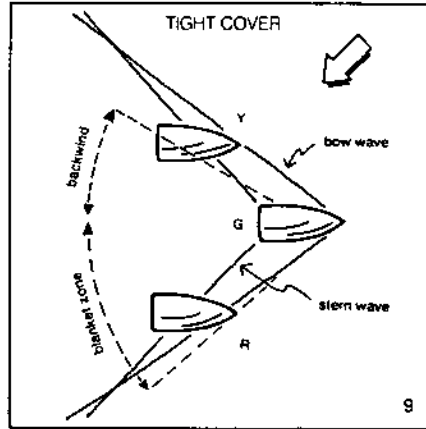


7 G is applying a loose cover to the fleet by sailing in the same area of the course that the fleet is. She reduces risk by placing herself between the fleet and the windward mark.

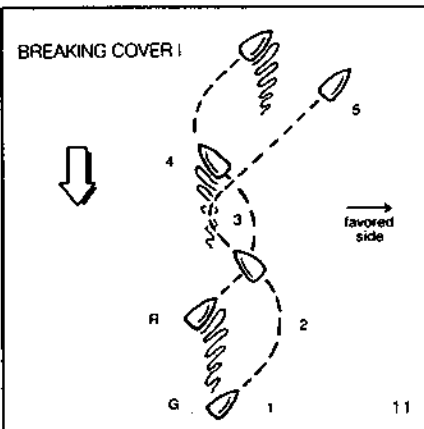
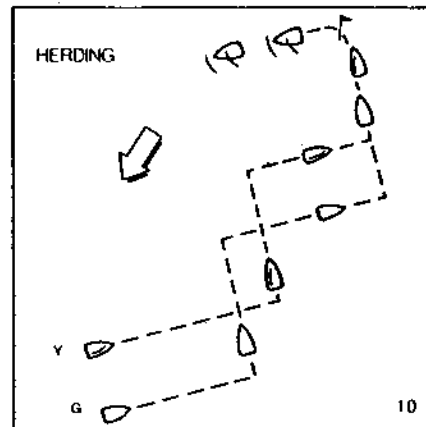


- 8** The loose cover is a precautionary measure.
- 1) Y applies a loose cover to R — staying within striking distance, but doing no actual harm. Y doesn't want to incite a tacking duel, if she can avoid it.
 - 2) Meanwhile, for some reason, R starts to move well and could easily pass Y. Y clamps down on R by close reaching across her bow and killing R with Y's wind shadow.

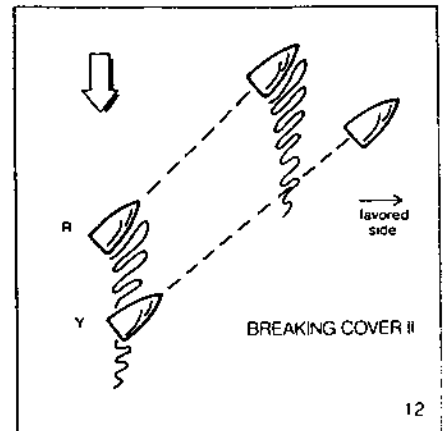
- 9** The tight cover physically slows the trailing boat. R is being blanketed by G; Y is being leeboxed by G. Both boats are pitching in G's wake.



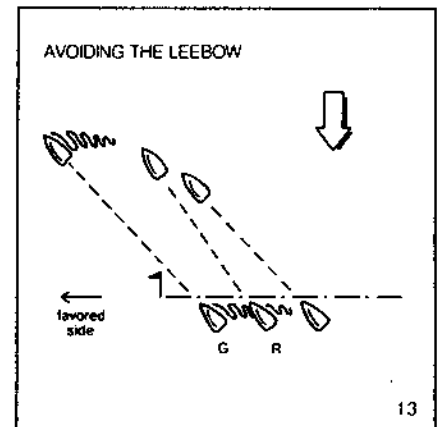
- 10** Y herds G to the starboard tack layline by sitting on him when he tries to break for the middle, and applying a loose cover when he is heading for the layline. Once they reach the layline, the leg is over for G — his options have been played out. All G can do is follow the leader.



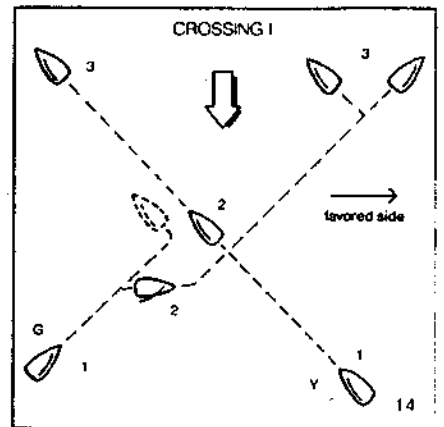
- 11** The classical way to break cover is with a tacking duel.
- 1) G is perfectly blanketed by R. G's only hope is to initiate a tacking duel to break the cover. If G simply tacks back and forth regularly, she probably won't break through R's confused air wake. So G decides to work to the right, the favored side.
 - 2) G's tack to the left is through a large radius...
 - 3) ...and his tack to the right is through a small radius.
 - 4) R has been thrown out of synch and out of position.
 - 5) G establishes a safe leeward position on R, going to the favored side.



- 12** In a dinghy which accelerates markedly on a close reach, you can sometimes foot out of a cover, as Y is doing to R.



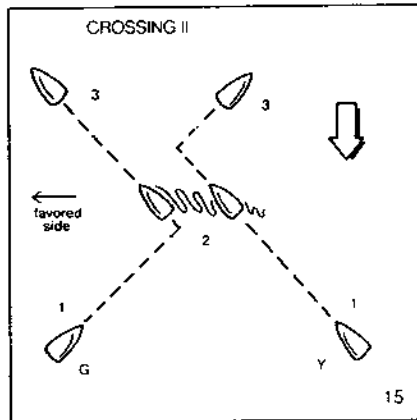
- 13** R needs to go left to the favored side, regardless of G's better start, so R carefully pinches up into clear air. He loses ground to G, but preserves his ability to sail on the favored tack.



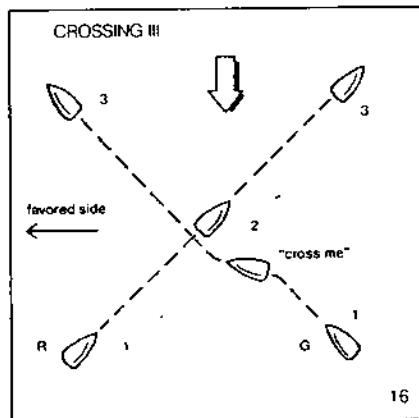
• Cont'd. on pg. 20

14 Crossing situation tactics depend upon which side is favored.

- 1) G is slightly ahead of Y, but not by enough to cross. G believes she is heading to the favored side, so she elects to duck, giving away a little distance to stick to her strategy.
- 2) G eases both sheets and bears off early in order to be back on a close hauled course as she crosses Y's wake. If G had elected to leebow Y, Y would have been forced to tack to the favored side.
- 3) G sails well past Y before tacking to avoid falling into Y's backwind. Tacking back onto starboard is less risky because it avoids separation, but remaining on port gives G the potential for greater gain.



15 This time, G feels that the left side is favored, so she tacks on Y's leeward bow, forcing her to the unfavored side.



16 G is sailing on the favored tack, and would prefer that R did not tack under her bow and force her onto port. G's correct tactic is to wave R politely across G's bow, forfeiting the starboard tack advantage for the chance to continue to the favored side.

IV. Passing the leader - breaking cover.

A. Begin a tacking duel. If you are in the hopeless position, tack away as soon as you can. If the leader tacks to cover, initiate a tacking duel. Your goal is to fall out of synch with the leading boat. Try any number of tricky moves: slowly pick up the tacking frequency, tack when he is about to hit a big wave, try a false tack, tack when the leader is pinned in traffic, and so on (Fig.11).

B. Drive through the leader's lee (Fig.12). If you are both going the right way, sometimes your best bet is to foot through his lee and try to beat him to the next header. This tactic works best in dinghies, not displacement boats.

C. Pinch out of the leader's backwind (Fig.13). When you can't tack because of other boats, you may have to try to pinch out of his backwind with the help of his weather wake.

V. Crossing situations - establishing the lead. When you're even with another boat, your goal should be to sail on his tack, between him and the favored side. As long as you remain nearby, you're in control. Don't split tacks and risk losing touch with him - he could hammer you in a fluke.

A. The favored side is, of course, where the next windshift is coming from. Failing that, it is the middle. At the top of the leg, it is to the right of the other boat so that you will be on starboard when you next meet.

B. If you are going to the favored side, duck the other boat before tacking (Fig.14).

C. If he is going to the favored side, tack ahead and to leeward (Fig.15).

D. As a starboard tack boat, you should consider ducking a port tacker's stern instead of forcing him to tack on your leebow (Fig.16). If he succeeds, you will have to tack away from your chosen direction.

VI. Approaching the weather mark.

A. Avoid getting to the layline early.

B. Stay to the right of close boats to preserve the last starboard tack near the mark (Figs.17-18).

C. Consider a tack onto the leebow of boats on the layline.

1. This tactic works best when the current is fair or you expect a lift on the layline.

2. If you realize that you can't lay the mark, bail out early before the traffic jam gets too intense (Fig.19).

3. If you accidentally overstood, reach down to the layline immediately to prevent others from leebowing you (Fig.20).

D. Starboard roundings can cause more tactical problems than port roundings do. Some comments:

1. If you approach on the port layline, overstand so that you can duck starboard tack boats and still lay the mark (Fig.21).

2. If you approach on starboard tack:

a. Force him to tack onto starboard before rounding (Fig.22), or

b. Slow down by luffing a sail without changing course, so that he can't lay the mark after ducking your stern (Fig.23).

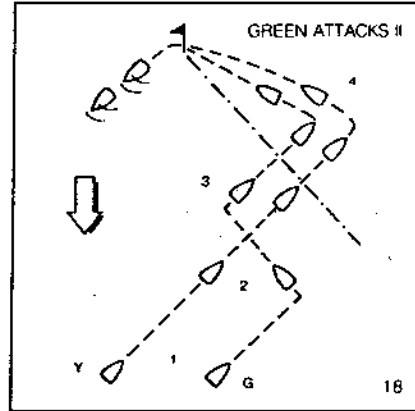
VII. The finish. The favored end of the finish line is the end farthest to leeward - the opposite of the end favored at the start.

A. To determine the favored end, watch which end other boats tend to finish at.

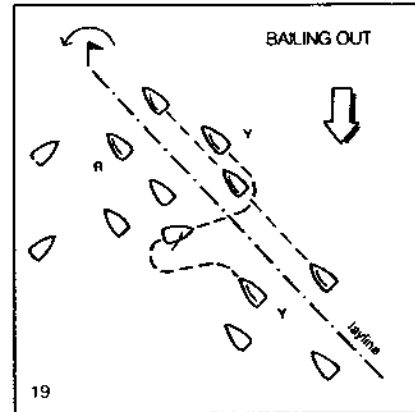
B. Watch which tack the others are finishing on. It is natural and correct to finish on the tack most nearly perpendicular to the finish line. If boats are finishing on port, the starboard end is favored, and vice versa (Fig.24).

C. Once you know which end is favored, think of that end as a weather mark with its two laylines. Ignore the other end of the line and its laylines to simplify matters (Fig.25).

(Reprinted with permission from "The North U. Smart Course", Copyright 1980, 1982 by North Sails, Inc. Complete text available from North Sails Fogh, Toronto, Ontario, Tel (416) 259-9643).

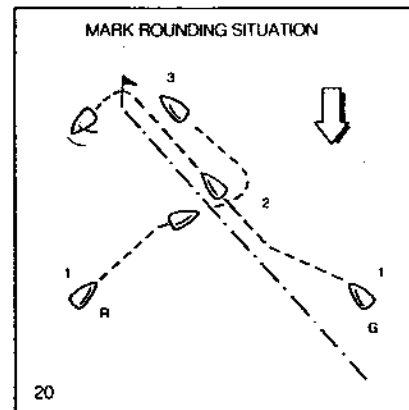
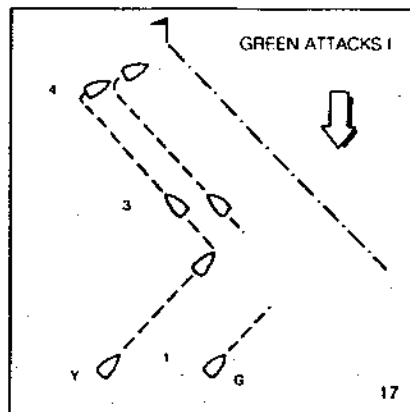


18...Y can duck G and sail to the starboard layline.
3) G's response is to tack immediately and carry Y past the layline, as before...
4) where he can tack and lead Y to the mark.



19 As soon as Y realizes that she can't lay the mark, she bails out before the traffic gets too congested. R has waited too long, and may be forced to jibe out of her predicament.

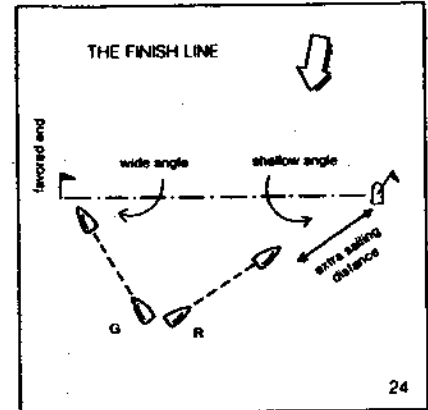
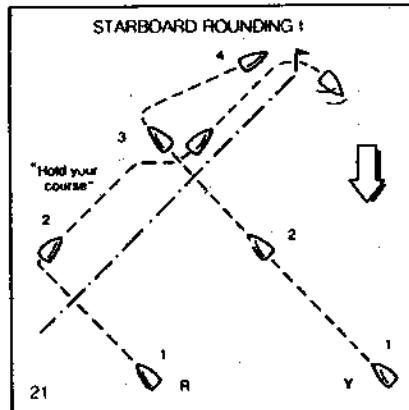
17 At the top of the leg, the advantage lies with G, the boat to the right.
1) As they approach, G purposely tacks short of the layline to engage with Y.
2) As they meet Y has two poor choices...
3) He can tack on G's lee bow and be carried past the port layline...
4) where G can tack at his leisure, or...



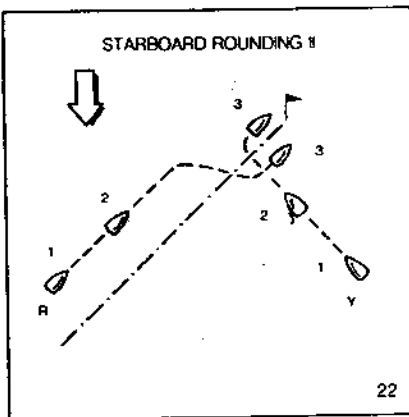
20 G has overstood the mark, and is vulnerable to a lee bow from R.
1) G sees that R intends to tack under his bow, so G reaches down to the layline.
2) With G on the layline, R is forced to pass astern.

21 The following three figures should explain why starboard roundings cause so many protests.

- 1) R and Y are even.
- 2) R intentionally overstands the mark by two lengths before tacking onto port.
- 3) As they converge, R yells "Hold your course!" and ducks. Since he overstood, he can still lay the mark.
- 4) Y tacks after R has sailed by, rounding the mark in second place.

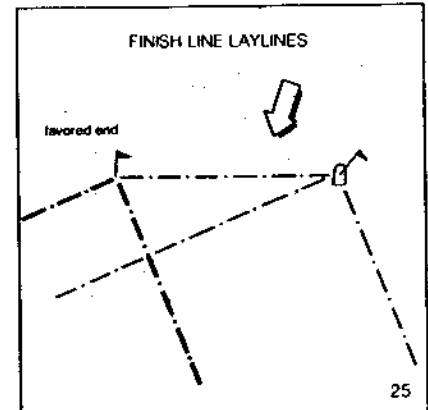


24 G and R are even as they sprint to the finish. G sails for the end farther downwind, crossing on the tack that meets the line on a more nearly perpendicular angle. She wins.



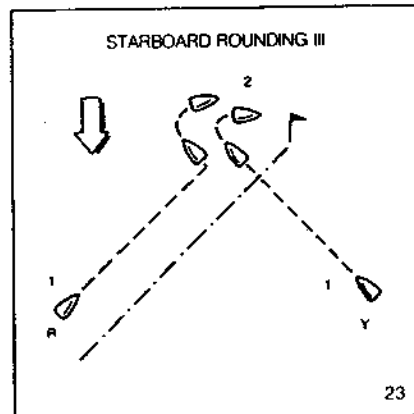
22 Y can defend, of course:

- 1) This time, Y observes that R has overstood, and is prepared.
- 2) Y slows down by luffing her sails without changing course. This precaution is perfectly legal.
- 3) R ducks Y and is surprised to find that he cannot lay the mark.



25 To simplify your finish line tactics, ignore the unfavored end — consider it to be the equivalent of a weather mark rounding. The heavy laylines matter here, because the pin is favored.

23 If R doesn't duck Y, Y should sail past the layline, forcing R to tack twice for Y's one tack.



JUNIOR CHAMPIONSHIP

Last year's Juniors, held once again at Windermere, provided a lot of fun and excitement for all of us there. Even though the attendance was down, it was great to see how competitive the Junior fleet still is. The two days provided a wide variety of conditions which offered an all-round test of skills. The wind strength went from drifters all the way up to Hang On!

This year, we will be hosted by Lake of Bays, who promise to do as good a job as the people in Windermere. Come on up for some great racing, even better partying, and a crack at the prestigious "Canadian Albacore Junior" title.

Rob Hogg



Mooredale Sailing Club

The 1987 Mooredale

OPEN ALBACORE REGATTA

Date: 8 August 1987 (9 August raindate)

Location: Mooredale Sailing Club, Outer Harbour, Toronto

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

Payment by mail to Mooredale Sailing Club
Attn: Bill Handiak
146 Crescent Road
Toronto, Ontario
M4W 1V2

or prior to 10:00 am race date at The Sailing Club

For more information, call Bill Handiak - 244-7930 (home), 923-5441 (office)

A series of 4 races will be attempted. A fleet of approximately 50 boats is expected, normally consisting of racers from private and community clubs from the Toronto region as well as individual boat owners.

NOAH'S
For your Ark

2246 Lakeshore Blvd. W.
Toronto M8V 1A5
(416) 259-7555

SIKKENS PAINTS

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LAKE ONTARIO CHALLENGE

Saturday August 29, 1987



Bronte Harbour Yacht Club
2514 Lakeshore Rd. West
Oakville, Ontario

Sponsored By : **LABATTS ONTARIO BREWERY LIMITED**
Schooner Brand Division

Program: Registration Time: 8:00 am to 10:00am
(coffee and donuts)

Skipper's Meeting : 10:00am

First Race : 11:00am

LUNCH ; either on the water, or in the outer harbour

Second and Third Races, back to back.

Beer and Refreshments

Prizes to Follow at 5:00 pm (approx.)

Entrance Fee: \$10.00

Facilities: Clubhouse - snackbar + bar
- packed lunches
- change rooms
- showers
- launch facilities

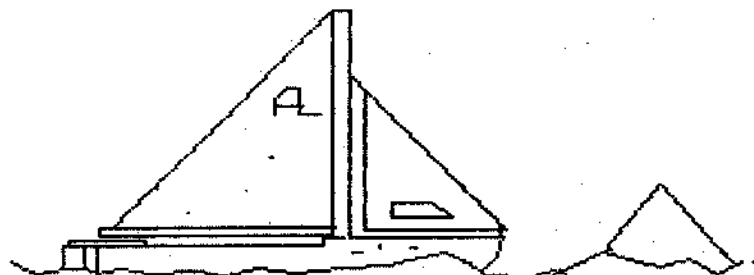


Directions : Take Q.E.W to Bronte Rd. Oakville
South on Bronte Rd. to Lakeshore
Turn right on Lakeshore and clubhouse
is 100 yds on the left.

Further Information Contact:

Bronte Harbour Yacht Club (416) 827- 6437

or Peter Brayshaw (416) 632- 8586



A GOODERHAM SERIES EVENT

PETERBOROUGH SAILING CLUB

CENTENNIAL REGATTA

(Open handicap)

TROPHIES: Overall handicap winner, Centennial Trophy
Albacore Class Trophy
Laser Class Trophy

DATE: SUNDAY, JULY 5, 1987

LOCATION: P.S.C. is located on Clear Lake, north of Young's Point. Go 3 km north of Young's Point bridge on Hwy. 28, then turn right onto Clear Lake Road, and then left just before the lake. Go about 1 km along the cottage road to the club.

REGISTRATION: The official registration will be at the clubhouse the day of the race. For more information, please write Paul Goddard, Peterborough, On K9J 6B9, or call (705) 742-2956 (home), or (705) 743-5610 (office).

PROGRAM:

9:30 - 10:00--Registration at Clubhouse

10:30--Skippers meeting

11:00--First race

12:30 (approx.) Buffet style lunch will be provided at cost. Tickets will be available at registration.

13:30--Second race

15:00 (approx.)--Third race will follow immediately after the second race.

16:00 Results and prizes will be awarded as soon as possible after the third race.

ENTRY FEE: \$6.00 per boat

RULES: CYA racing rules will govern all procedures and decisions. Boats must carry approved life jackets, safety equipment prescribed by each class and by law, and a painter. Each boat must have a skipper and a constant number of crew members.

SCORING: The current Olympic system will be used. The best two out of three races will count. In the event of a tie, the third race will count.

GOLDEN HORSESHOE REGATTAS

Sat. and Sun.
July 4 & 5

Parkway Sailing Club Open Regatta

Registration : Friday 7-9pm
Saturday 8:30-9:30am

Skipper's Meeting : 9:30am
3 races Saturday
2 races Sunday

Entrance Fee : \$28 which includes
Dinner for two Sat.

Contact : David Summerville
(416) 892-5384

Location : Niagara River between
Niagara Falls and
Fort Erie.

Directions : Take QEW to Netherby Rd.
Go east to the river
turn right, clubhouse 300 yds

Facilities : - camping - kitchen
- change rooms - showers
- snackbar - bar

Sat. & Sun.
July 18 & 19

Niagara River (US) Championship

Registration : Sat. 8:30-9:30am

Skipper's Meeting : 9:30am

First race : 11am

3 races Sat.

2 races Sun.

Entrance Fee: To be announced

Contact : Jim Clements
(716) 773-9063

Location : Niagara Sailing Club
Grand Island NY

Directions : Cross border at Queenston
Take Rt 190 to Grand Island
Exit at Whitehaven Rd
Turn left on to Whitehaven
Turn left at Holiday Inn
Then 1 mile to clubhouse

Facilities : -camping - meals - bar - swimming pool

Saturday
August 15

Burlington Sailing & B C Centre Board Regatta

Registration : Saturday 9-10am

Skipper's Meeting : Sat. 10am

Entrance Fee : To be announced
(probably free)

Contact : Murray Charlton
(416) 689-8044

Location : La Salle Park Pier
Burlington

Directions : Take QEW to North Shore Blvd
Right on North Shore Blvd
Turn left on La Salle Park Rd
Follow road to dingy yard

FOR SALE: Albacore 6816, "Mistress
Quickly." Stiff, down-to-weight Rondar Mark II.
Glass/foam construction. Regular race winner
longs to compete once more. Virtually unused
since 1982. (B) (416) 592-6293
Contact: Graham & Jean Rogers (H) (416) 349-2485

CLASSIFIEDS

FOR SALE: With the acquisition of newer models, the T.S.& C.C. is releasing half it's fleet of Skene trainers for sale (sail numbers 7026-7031). These are sound boats but bear the marks of their noble duty. Price: \$1,300.00 to \$1,500.00 depending on cosmetic details.
Contact: Fred Black (416) 247-0841.

FOR SALE: We are a two-boat family, with **only one resident skipper left** (and even fewer crew). Faithful 4881 is looking for more action. Built by Skene in 1973 and equipped for racing, at which she occasionally distinguishes herself. Price: \$1,750.00 with dolly and cover.
Contact: Fred Black (416) 247-0841.

FOR SALE: (Un)tried but true! Brand new "Aqua Meter" Compass needs new boat to steer! Never used. Can be mounted on deck or mast gate. Price: \$75.00.
Contact: Rosemary Helmer (416) 488-3867.

FOR SALE: Fairy Marine Albacore hull. Ready for restoration. Great condition. Price: \$250.00.
Contact: Luis (416) 255-4579

FOR SALE: AL7266. 1982 Skene Albacore. Good condition. Proctor mast, Storer sails, self-bailers, cover, etc., tilt trailer.
Contact: Jack (days) (519) 893-6161.

FOR SALE: One set Taylor storm sails, old but little used and in excellent condition. Price: \$75.00. One set Rockall cruising sails. Used 2 years, excellent condition. Price: \$60.00. One set Musto & Hyde racing sails. Fair condition. Price: \$50.00. One set Storer racing sails. Fair condition. Price: \$50.00. One boat top cover. Fair condition. Price: \$25.00. PRICES NEGOTIABLE.
Contact: G. Telford (H) (416) 762-8651
(B) (416) 444-6656.

ALBACORE WANTED: Wood, must be in good condition with sound racing record. Phone (416) 920-1345 anytime.

FOR SALE: Ron James (U.K.) would like to compete in the upcoming World Championships. He wants to ship his own boat to the United States and sell it after the regatta. It is a 4-year old wood boat. Interested people should contact: Ron James, Wind in the Willow, Moorhouse Farm Lane, Town Road, Denhame, Uxbridge, Middlesex, UB9 5EN, U.K.

FOR SALE: One Elvstrom mast. Good condition.
Contact: Kevin O'Rourke (R) (416) 485-4807
(B) (416) 975-5380

FOR SALE: One Proctor Albacore mast (Gold). Complete: \$500.00.
Contact: Luis (416) 255-4579

FOR SALE: One boom no. 2633. Aft cut out. Complete: \$175.00.
Contact: Luis (416) 255-4579

DEADLINE FOR "SHACKLES": JULY 30

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

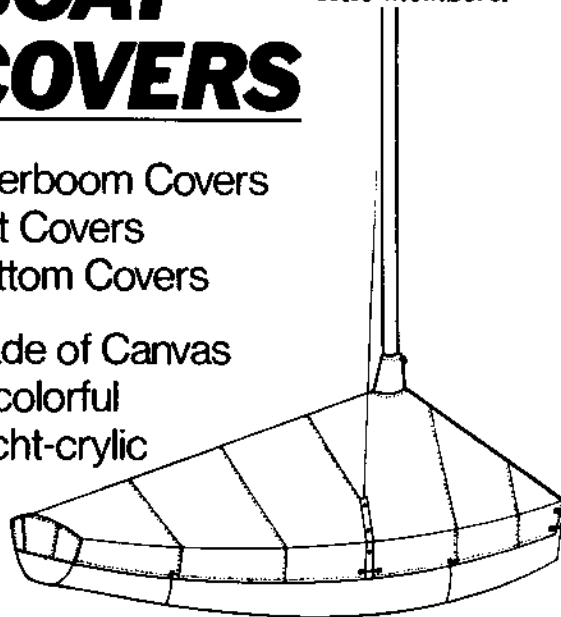
All classified ads of a non-commercial nature will be published free of charge to members. Ads will appear in two consecutive issues unless instructions to the contrary are received. If publication is to be of a lesser, or a greater period of time, it is the responsibility of the advertiser to advise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

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Overboom Covers
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or colorful
Yacht-crylic



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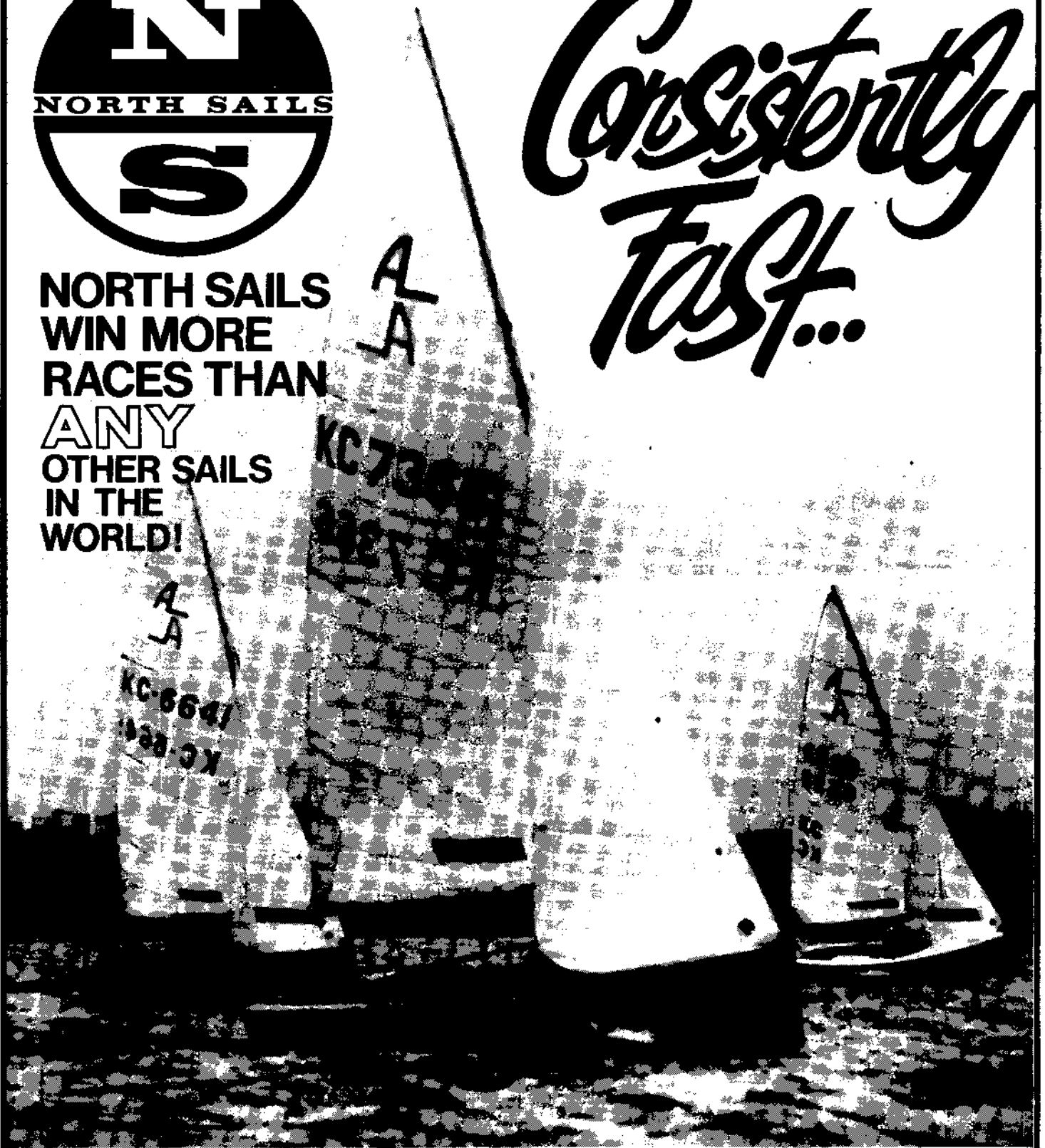


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CANADIAN NATIONALS. CONESTOGA. PABAR. DAVID TRIESSMAN MEMORIAL.**

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