



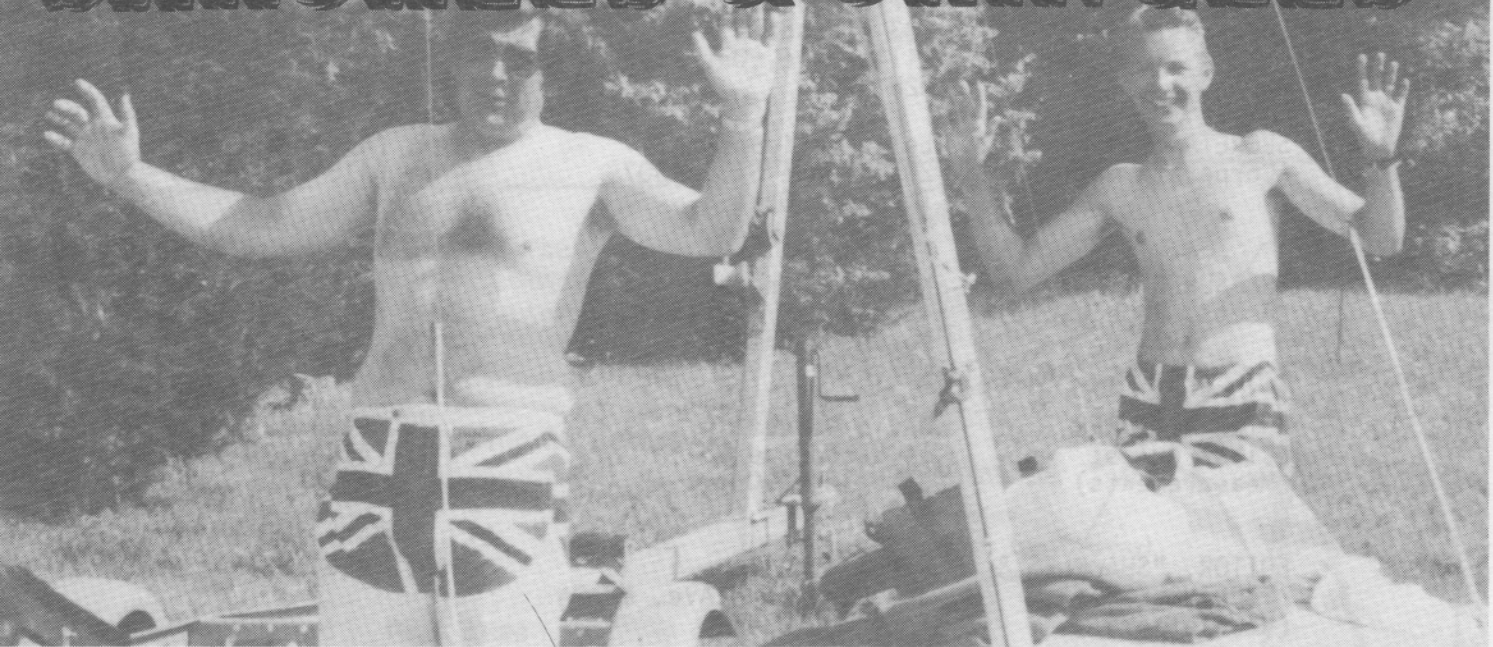
Canadian Albacore Association

August 1987

Volume XXV

Number 4

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) 656-6227
2ND VICE COMMODORE (Ontarios; North Americans)	Ted Mallett 281 Deloraine Ave. Toronto, Ontario M5M 2B2	H: (416) 486-0515 B: (416) 864-1212
3RD VICE COMMODORE (Class Promotion; Advertising)	Jaime Day 36 Parkdale Rd. Toronto, Ontario M6R 1E2	H: (416) 535-4844 B: (416) 259-9644
REAR COMMODORE (1987 Racing, Boat Shows)	Mark Ewen 24 Connaught St. Oshawa, Ontario L1G 2G9	H: (416) 728-9952 B: (416) 683-8561
MEMBERSHIP SEC'Y (Records; dues)	Doris Browne 283 Kingsdale Ave. Willowdale, Ontario M2N 3X5	H: (416) 225-4337 B: (416) 445-8600
SECRETARY (Corporate matters)	Leigh Davidson 2928 Yonge St., #507 Toronto, Ont. M4N 2K1	H: (416) 485-1752 B: (416) 941-6816
TREASURER (Accts. Receivable)	Kathryn Sinclair 450 Walmer Rd.#1511 Toronto, Ont. M5P 2X8	H: (416) 929-9098 B: (416) 364-4242
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EDITOR, "SHACKLES & CRINGLES" (Newsletter)	Carol Kidd 345 Gladstone Ave. #2 Toronto, Ont. M6H 3H5	H: (416) 534-6156
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 E. MARTEN & C. KIDD

COMMODORE'S REPORT

Summer of 1987 has presented a wealth of excellent sailing opportunities for the fleet.

The highlight of the racing year, the 1987 Albacore World Championships, took place in June at Island Heights, New Jersey with an excellent Canadian Team. Congratulations to our new World Champions - John Clarke and Jamie Day.

Many other of our traditional annual regattas have been sailed in excellent conditions. Although some attendance has fluctuated due to the timetable adjustments required by the Worlds, all the participants agree the sailing has been superb.

The Albacore Race Week at Geneva Park in July met with limited but enthusiastic participation. The course instructors were some of Canada's best and the location ideal, however, we will need a strong commitment from the membership before proposing to hold this event again. If you are interested or have a suggestion, please drop me a line.

The Canadian Championships will be held on Lake Muskoka, September 18-20, 1987. Christine Forsyth and her able committee are organizing a great event. See further information in this issue and register early.

As September draws close we will be electing a new Executive Committee at the Annual General Meeting held during the Canadians. My sincere thank you goes out to all the members of the Executive who have supported me over the past year and a half. Many will be returning to contribute to the running of the Association next year. To those retiring from the Executive this year, Dennis Sherwood, Leigh Davidson, Doris Brown and Jamie Day, goes the sincere appreciation of the membership for their contribution.

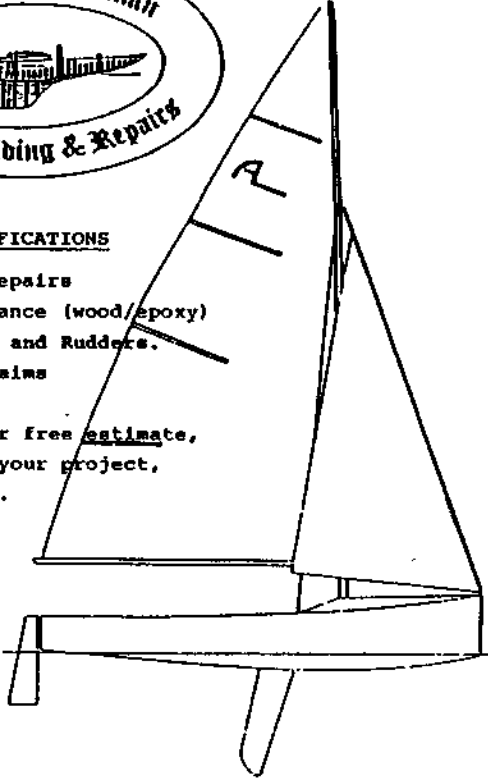

A special thank you goes to Ken Clarke retiring as Auditor for his years of diligent service to the Association.

Good winds and fair sailing !

Beth Medhurst

The following slate of nominations has been proposed by the nominating committee, and approved by the Board of Directors.

Past Commodore	Beth Medhurst
Commodore	Christine Forsyth
1st Vice Commodore	Ted Mallett
2nd Vice Commodore	T.B.A.
3rd Vice Commodore	Mark Ewen
Rear Commodore	T.B.A.
Secretary	T.B.A.
Membership Secretary	T.B.A.
Treasurer	Kathryn Sinclair
Editor	T.B.A.
Chief Measurer & Specifications Chairman	David Weaver



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CANADIAN ALBACORE ASSOCIATION

P.O. BOX 1028, Stn. "Q", Toronto, Ontario M4T 2P2

NOTICE OF ANNUAL GENERAL MEETING 1987

DATE: FRIDAY, SEPTEMBER 18, 1987

TIME: 8:00 PM

PLACE: MUSKOKA SANDS HOTEL

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

AGENDA

1. Notice of Meeting
2. Call for Proxies
3. Minutes of Annual General Meeting,
September 12, 1986
4. Reports of the Officers
5. Election of the Officers for 1987-1988
6. Appointment of Auditor
7. Other Business
8. Adjournment

1987 RACE SCHEDULE

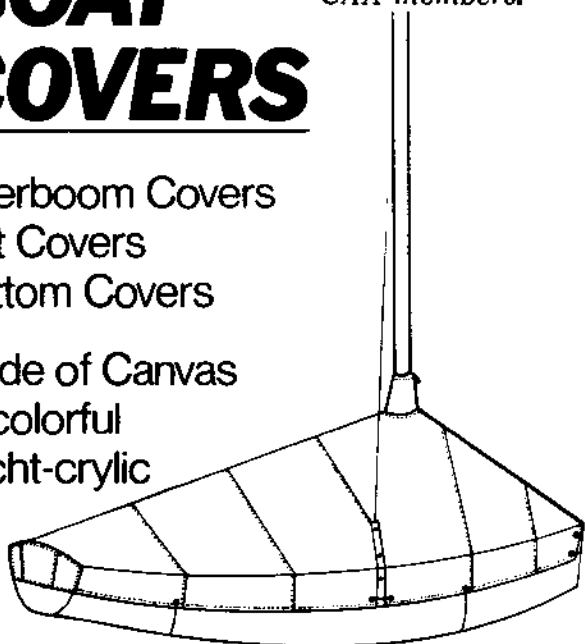
DATE	EVENT	HOST	CONTACT
AUGUST 22	OPEN REGATTA	North Toronto	Norm Rubin (B) (416) 978-7014 (H) (416) 923-3165
AUGUST 23	HARBOURMASTER 11 & 12	North Toronto	Ted Mallett
AUGUST 29	OPEN REGATTA	Bronte Harbour	Club Office (416) 827-6437
AUGUST 30	HARBOURMASTER 13 & 14	Mooredale S.C.	Ted Mallett
SEPT. 5 - 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. 7	HARBOURMASTER 9 & 10	St. James Town	Ted Mallett
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	Ware River, VA	Paul Wheeler (H) (716) 834-3566

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"I thought there would be deckchairs and Martinis."

WELCOME TO NEW MEMBERS

The Canadian Albacore Association
welcomes the following new
members in 1987:

Roger Barker
Chats Lake Yacht Club

Peter Berczi
Connestoga Sailing Club

Ian Black
Island Yacht Club

Shane Black
Island Yacht Club

Robert Bouchard
Chats Lake Yacht Club

Donald A. Burwash
Royal Canadian Yacht Club

Brian Campbell
Lake of Bays Sailing Club

Gene Carson
Britannia Yacht Club

Ron F. Carter
Burnaby Sailing Association

Bruce Chambers

Richard Clayton

Bonnie Derby

Sarah Eliot
South Muskoka Sailing Club

Tony Gaffney
North Toronto Sailing Club

Michael C. Hart
South Muskoka Sailing Club

Ross King
Outer Harbour Centreboard Club
M. Koroniak

Warren Laing
Point Au Baril Sailing Club

Mike LaRonde
Connestoga Sailing Club

Doug MacLean

Jeffrey G. Marshall
Royal Canadian Yacht Club

Andrew K. McLeod

Donald L. Muir
Eels Lake Sailing Club

Rodger Pace
Guelph Community Boating Club

Chris Setchell
Royal Canadian Yacht Club

Kathryn Sinclair
Royal Canadian Yacht Club

Douglas Smallwood

Kevin Smith
Outer Harbour Centreboard Club

Donald Urganhart
Bay of Quinte Yacht Club

L.H. (Ben) Van Berkel
Burlington Sailing & Boating Club

James Wallace
Royal Canadian Yacht Club

Keith Woolford
Outer Harbour Centreboard Club

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CANADIAN CHAMPIONSHIPS

THE CANADIANS ARE COMING

By the time you read this, the summer will be rapidly coming to a close. With the Worlds, Ontarios and the NA's behind us there are only a few events ahead. We're going to close the 1987 Albacore season with a bang with the help of the South Muskoka Sailing Club and the Muskoka Sands Hotel. Those who attended the Ontario's last year in the same location will remember the construction zone masquerading as a resort hotel. Things are quite a bit different this year. The hotel is mostly finished and looks terrific. The banquet room now has air conditioning and wall paper. There's lots to occupy everyone in their free time. With a new disco open and swimming pools indoors, outdoors and lakewise the hotel is fully operational. The CAA has blocked off all the cabin accommodation which is quite reasonably priced. The one bedroom cabins are \$76 per night, unlimited occupancy. There are plenty of these units, but the 2 and 3 bedroom units are few so call early to reserve. Be sure to tell the reservation desk that you are part of the Canadian Albacore Association otherwise they'll tell you the cabins are booked. The toll free number is on your regatta notice.

Once again, the South Muskoka Sailing Club members are opening their homes to a few lucky early registrants. As always, this opportunity is limited and the early sailor gets the bed. Don't expect billeting on Thursday night, as most cottagers won't be up until Friday.

Races will be held in the large area of the lake just in front of the Sands. With the low water level this year the lake is very warm. The downside is the distance into deeper water which will affect those of us with fixed rudders. Hopefully the water temperature will remain high through September when we're wading in and out. There are some docks not far from the beach area where boats can be left either in the water or on the dock. There's a reasonably large area for boat storage near the beach, however, where possible we would encourage the people billeted on the mainland to

launch from their hosts facilities. Launching is much like Island Heights and will necessitate lifting the boats over a small retaining wall between the grass and the beach.

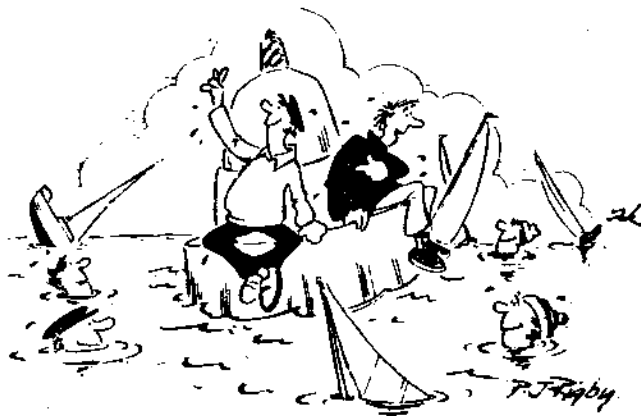
The program for this year has changed slightly. The Annual General Meeting will be held prior to the banquet on Saturday night. This allows a free night on Friday and an opportunity to relax after racing without having to rush back to the meeting. And we know how keen everyone is to attend the meeting.

We will be particularly diligent in enforcing the rules both on and off the water. Anyone racing in this event must be a senior member of the Canadian Albacore Association. Sails and corrector weights will be checked periodically during the regatta. We reserve the right to weigh boats finishing in the top five positions in any race. Everything possible will be done to ensure fair sailing.

As usual, we (I) would be more than grateful for any help that I can get to organize this event. If you're planning to attend and have a bit of time to volunteer both before and during the regatta please give me a call.

We look forward to seeing you in Muskoka.

Christine Forsyth
KC 6494



"I was just saying how nice it is to see all the familiar faces each year."

LETTER TO THE EDITOR

I have just returned from the North Americans which was a super Regatta. The sailing and companionship was terrific. I am only sorry that I can not compete more often these days.

But there were disturbing discussions and I would like to address them:

There are two types of infractions:

- 1) The ones which are between competitors on the race course. They are such things as starboard and port altercations. They are easily handled by the competitors themselves with protests and really cause little disruption.
2. The ones which are against the sport. These are measurement or Rule 54 infractions. They are caused by competitors knowingly setting out to cheat.

Although it is not limited to the professionals they are the main source of the anarchy. The young sailors are taught that they must acquire an advantage so as to foster their commercial interest.

The following has happened over the last few months which requires some soul searching:

- At an Albacore Seminar a lecturer was explaining how to move one's boat up wind by kinetics. When it was pointed out that this was illegal, he replied that in the top leagues that's what you had to do to win.
- Someone tried to sail in the North Americans with the second suit of sails he had acquired this year. He said he was perfectly legal in doing so since the first suit was not entered on his measurement certificate which is completely against the intent of the rule.
- At the Worlds the measurement was quite lax. The weighing in was a joke and people were taking their correctors out which is completely illegal. Their reasoning was that

everyone was doing it. This is the most disturbing matter since it is reputed that some of the class leaders were involved.

We in the Albacore class must decide what league we are in. We have two choices:

1. If it is in the rules each owner must play the game by those rules.
2. We bend or break the rules to serve our purpose. The underlying attitude is if you do not get caught it is legal.

If you believe the second is true then I will help you relocate in another class.

The Albacore must be a class where people can race for the sheer love of the game. All over the world there is a return to honest racing. The Albacore class must be a dinghy class which strictly adheres to this tenet. We owe it to the old boys and the new to set the example.

PAUL HENDERSON.

FOGH MARINE

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TEAM RACING

"Only Married Couples" Team Captures Toronto Team Transom Trophy

On July 18th, St. James Town Sailing Club hosted the renewal of Albacore Team Racing in the Outer Harbour of Toronto. Six teams from the Toronto area participated in the event, held on a sunny, windy Saturday. It was a wild, chaotic day sailed in fibre-glass community club boats provided by St. James Town and Mooredale. The race committee had its hands full running fifteen starts and driving about madly securing the buoys and committee boat which were drifting constantly downwind on an uncharacteristically wavy day in the Outer Harbour. The competitors were also kept very busy returning to shore after each race to exchange boats for the next start.

Despite the minor difficulties everyone had a great time and the general perception was that the event was a great success.

Mooredale has already volunteered to host the event next year.

The competition was fierce and when the protest hearings finally finished at midnight, three teams, "Only Married Couples", "The Irish", and "Mooredale" were all tied with four wins and one loss. With the tie-breaking formula for team racing, the "Only Married Couples" team won with Mooredale second and "The Irish" third. Only 2 points separated the first three teams. Congratulations to Ken and Doris Browne, Mark and Jane Ewen, and Ron and Leslie Batt of the "Only Married Couples" team. They each received a beautiful "Klinger" trophy for their winning effort and will be presented with the Toronto Team Transom Trophy before the St. James Town Regatta starts on September 5th.

Rivet Head,
St. James Town Sailing Club

NORTH AMERICAN ALBACORE CHAMPIONSHIPS

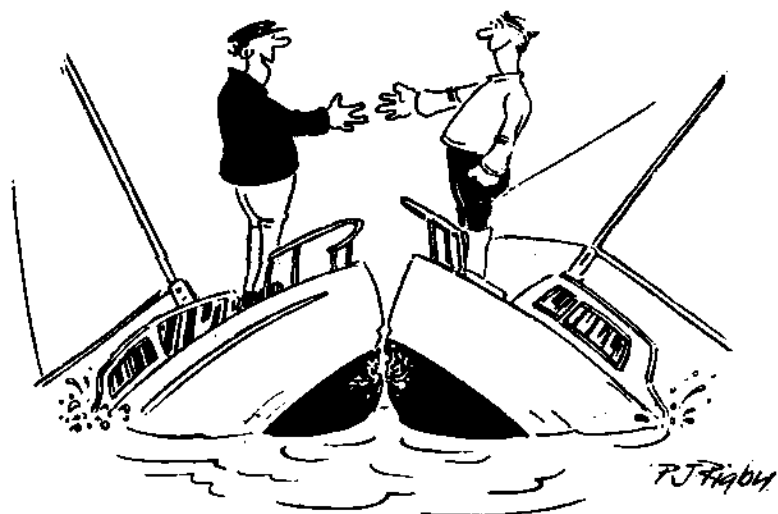
July 24-25, 1987
Geneva Park, Ontario

Place	Skipper	Crew	Sail	Club	1	2	3	4	5	Score
1	John Luard	Toni Gahn	US 7362	MBC	6	1	2	1	1	3
2	Paul Henderson	Martha Henderson	KC 7141	RCYC	1	2	1	9	9	18
3	Mark Triessman	Simon Triessman	KC 6628	RCYC	2	3	4	4	14	24.7
4	David Medhurst	Beth Medhurst	KC 6997	RCYC	3	9	6	2	5	30.4
5	Jorg Pawlik	Ann Savege	KC 6731	RCYC	5	Dsq	5	3	8	39.7
6	Derek Griffiths	Cathy Bazzili	KC 7366	TSCC	7	7	3	10	6	43.4
7	Bob Leonidas	Cynthia Leonidas	KC 7400	RCYC	10	4	9	8	4	45
8	Mark Ewen	Jane Ewen	KC 506	SLSC	4	5	12	6	15	47.7
9	James Gage	Flash Phillips	KC 6644	RCYC	12	13	7	7	3	49.7
10	Ron Batt	Leslie Batt	KC 7363	OHCC	8	6	Dnf	18	2	52.7
11	Ted Mallett	Rosie Mallett	KC 5007	RCYC	9	8	11	19	7	59
12	John Curtis	Bruno Mannsberger	KC 6665	BYC	15	10	17	5	10	63
13	Ken Clarke	Urve Tamberg	KC 7428	RCYC	13	15	8	11	16	71
14	Bruce Withrow	Wynn Boyd	KC 7322	MSC	11	12	15	15	11	73
15	Rob Hogg	Nick Hogg	KC 7242	TSCC	17	11	23	16	12	80
16	Stewart Ferry	Joyce Etches	KC 7479	SJSC	14	17	10	23	19	84
17	Keith Woolford	Barbara Henderson	KC 7471	SJSC	25	18	13	13	18	86
18	Gary Bain	David Rotfleisch	KC 7478	SJSC	22	14	14	17	20	89
19	Jim Clements	Nora Clements	US 275	NSC	17	16	16	21	17	89
20	Greg van Rossem	William Jobst	KC 7085		19	21	18	12	21	93
21	Joe Li	Astrid Peters	KC 7475	SJSC	20	22	19	20	13	96
22	Peter Berczi	Ken Wiepjes	KC 79	CSC	23	23	20	14	24	104
23	Christine Forsyth	Carol Kidd	KC 6494	TSCC	19	19	21	Dnf	22	105
24	Paul Wheeler	Brian Stark	US 5973	NSC	26	20	22	22	23	111
25	Dale Taulbee	Joan Taulbee-White	US 5923	NSC	21	24	25	Dnf	Dns	115
26	Morley Forsyth	Audrey Bustard	KC 7349	OHCC	24	25	24	24	25	121

ONTARIO CHAMPIONSHIPS RESULTS

July 18-19, 1987
Toronto Sailing & Canoe Club

Place	Skipper	Crew	Sail	Club	1	2	3	4	Score
1	Jorg Pawlik	Ann Savege	6731	RCYC	Dnf	1	2	1	3.5
2	Derek Griffiths	Cathy Bazzili	7366	TSCC	10	3	1	4	7.75
3	Beb Leonidas	Cynthia Leonidas	7400	RCYC	9	2	5	3	10
4	David Medhurst	Beth Medhurst	6997	RCYC	8	4	4.7	2	10.7
5	Paul Henderson	Martha Henderson	7141	RCYC	1	5	6	5	10.75
6	James Gage	Flash Phillips	6644	RCYC	4	6	3	8	13
7	Joe Li	Jan Griffiths	7475	SJSC	11	16	4	6	21
8	Dennis Sherwood	Ene-liis Martens	6701	RCYC	2	8	23	12	22
9	Ken Clarke	Urve Tamberg	7428	RCYC	3	20	8	11	22
10	John Curtis	Bruno Mannsberger	6665	BYC	7	7	19	9	23
11	Kerri Weller	Paul Vander Leeuwen	7476	SJSC	6	13	7	13	26
12	Ted Mallett	Rosie Mallett	5007	RCYC	5	12	17	25	34
13	Keith Woolford	Barbara Henderson	7471	SJSC	17	10	11	17	38
14	Eugene Duynstee	Jean Wrigley	7099	BHYC	12	14	12	15	38
15	Cathy Clayton	Jill Carey	7480	SJSC	20	9	20	10	39
16	Gary Bain	David Rotfleisch	7478	SJSC	24	Dsq	9	7	40
17	Rob Hogg	Nick Hogg	7242	TSCC	23	11	15	16	42
18	Christine Forsyth	Carol Kidd	6494	TSCC	13	21	13	26	47
19	Steve Jonjev	Allan Rivet	7484	WSC	15	15	22	18	48
20	Norm Rubin	Francis Almeida	7346	NTSC	18	18	21	14	50
21	Germain Proulx	Cathy Proulx	7479	SJSC	21	22	16	19	56
22	Rosemary Helmer	Margie Zeidler	7384	RCYC	16	19	24	21	56
23	Milutin Ajdacic	Cynthia Rutherford	7483	WSC	14	23	26	22	59
24	Jamie Wallace	Elizabeth Sidlo	6159	RCYC	19	25	18	23	60
25	Tony Gaffney	Marg Bird	7386	NTSC	25	17	25	20	62
26	Adam Quinan	Gord Walker	6598	TSCC	22	24	28	24	70
27	Ed Howe	Jim Burkhardt	7474	SJSC	26	Dsq	10	Dns	71
28	Ann White	Fransis Fougere	7443	NTSC	29	26	30	27	82
29	John Bagur	Gordon Chu	7442	NTSC	27	28	27	Dnf	82
30	Keith MacInnes	Lynne MacInnes	7438	RCYC	28	30	31	31	89
31	Colin Smith	Arthur Krolman	480	QCYC	31	29	32	29	89
32	Morley Forsyth	Marilyn Smillie	7349	OHCC	32	31	29	30	90
33	Paul Tutsch	Willa Strong	7383	RCYC	30	27	Dnf	Dns	91
34	Jackie Cole	Mariella Bergamo	7469	NTSC	33	32	33	28	93



"Yes, I remember you now. Eric Scrimshaw! We were on the same sailing course together."

ST. JAMES TOWN SAILING CLUB

ALBACORE REGATTA

September 5th and 6th, 1987

QUALIFIER FOR THE CANADIAN ALBACORE CHAMPIONSHIPS



GENERAL INFORMATION

- Five races are planned with four to count
- Races will be sailed under the current I.Y.R.U. Racing rules and C.Y.A. prescriptions to those rules, except as modified by the sailing instructions.
- Low Point Scoring System will be used.
- A current measurement certificate with 1987 buoyancy endorsement must be available.
- Skippers' meeting at 1000 hours September 5th.
- First race at 1100 hours both days (delays excepted).
- Sail No. must match hull No. (Albacore Class Rules- Part B 1.1).

EARLY REGISTRATION

September 4th at the Spadina Hotel after the Community Club Friday Night Race.

NORMAL REGISTRATION

September 5th from 0900 to 1000 hours at STJSC club house.

PRIZES: SPECIAL TENTH ANNIVERSARY "KLINGERS"
will be awarded for the skipper and crew for the first three boats.

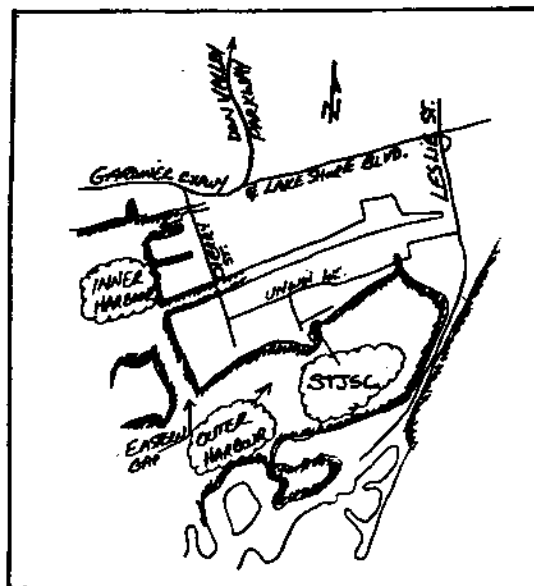
ENTRY FEE: Registration \$40.00
Non CAA Members \$ 3.00

Fee includes morning coffee and donuts for both days; dinner Saturday with complimentary drinks provided by Bacardi; Sunday lunch and a party with DJ Sunday night at STJSC.

Additional DINNER TICKETS

Saturday dinner \$12.00
Sunday lunch \$ 5.00

NOTE: There is a Toronto area Community Club race hosted by STJSC on Friday, September 4th at 1900 hours. You are welcome to attend.



ST. JAMES TOWN SAILING CLUB



ALBACORE REGATTA

September 5th and 6th, 1987

QUALIFIER FOR THE CANADIAN ALBACORE CHAMPIONSHIPS



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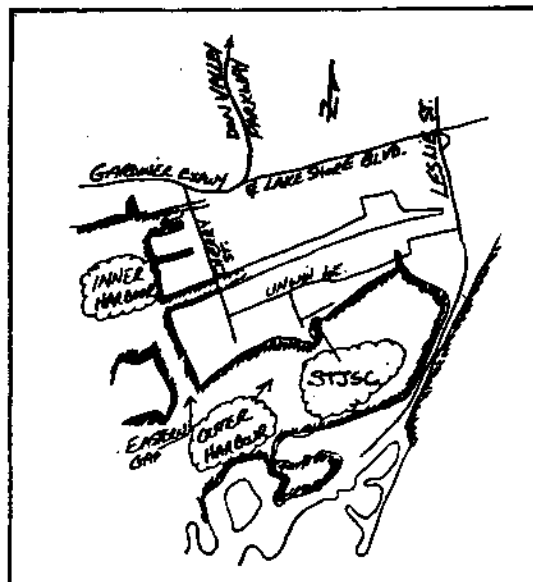
ENTRY FEE: Registration \$40.00
Non CAA Members \$ 3.00

Fee includes morning coffee and donuts for both days; dinner Saturday with complimentary drinks provided by Bacardi; Sunday lunch and a party with DJ Sunday night at STJSC.

Additional DINNER TICKETS

Saturday dinner \$12.00
Sunday lunch \$ 5.00

NOTE: There is a Toronto area Community Club race hosted by STJSC on Friday, September 4th at 1900 hours. You are welcome to attend.



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SATURDAY, AUGUST 22, 1987

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P.O. BOX 697, STATION K, TORONTO, ONTARIO M4P 2J2

- 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

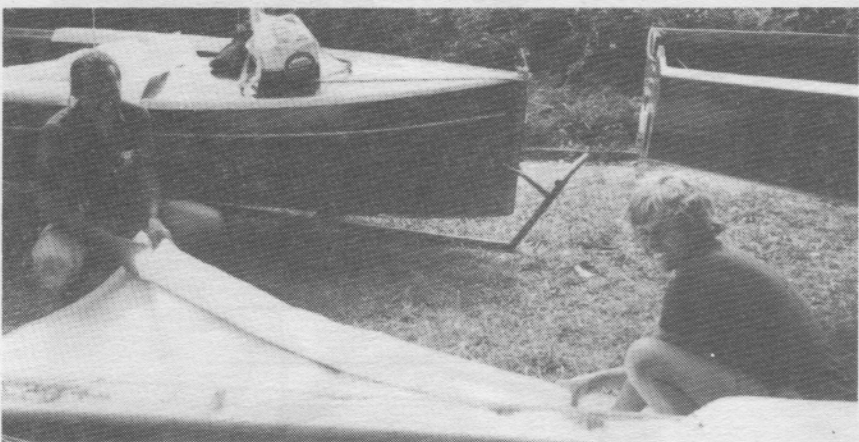
CANADIAN ALBACORE CHAMPIONSHIP QUALIFIER

Skipper's Name _____	Crew's Name _____
Address _____	Address _____
Telephone No. _____	Telephone No. _____
Sail No. _____	Club _____
CAA Member <input type="checkbox"/> Yes <input type="checkbox"/> No _____	(Please make cheques payable to North Toronto Sailing Club)
Total Amount Enclosed: \$ _____	

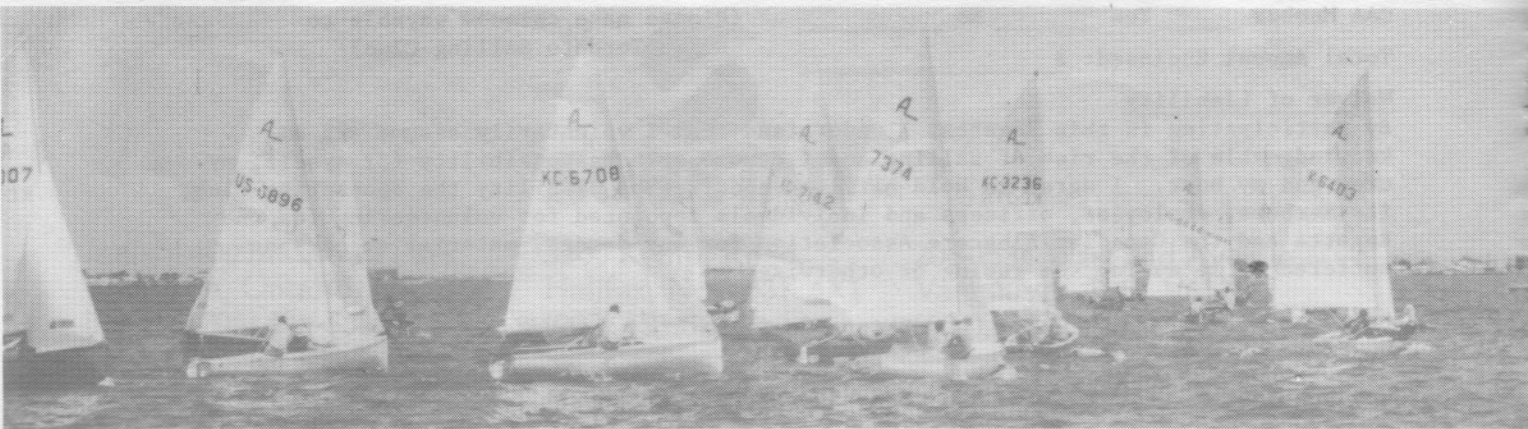
Waiver of Liability

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 _____



World's 1987





BARNEGAT BAY,
WHERE THE WIND
ALWAYS BLOWS,
AND THE SEA-
WEED RUNS
SCARED!!!!



WORLD ALBACORE CHAMPIONSHIPS

NAME		BOAT	RACE							TOTAL	POS
SKIPPER/CREW			1	2	3	4	5	6	7		
CLARK J/ DAY J	6660	18.00	3.00	2.00	9.00	0.75	2.00	2.00	18.75	1	
		DROP									
LUARD J/ GAHN T	7362	15.00	4.00	7.00	0.75	2.00	0.75	7.00	21.50	2	
		DROP									
EWING B/ COLANTUANO L	7311	7.00	0.75	0.75	6.00	5.00	17.00	4.00	23.50	3	
							DROP				
DUBOIS L/ WATTS D	7124	3.00	22.00	12.00	11.00	4.00	3.00	8.00	41.00	4	
			DROP								
LATIFULLAH R/ HARRIS B	7377	9.00	8.00	3.00	22.00	7.00	13.00	13.00	53.00	5	
					DROP						
CHILD G/ HARRISON N	7419	10.00	16.00	14.00	12.00	14.00	5.00	3.00	58.00	6	
			DROP								
CRAIG J/ CRAIG P	7368	28.00	7.00	11.00	10.00	8.00	4.00	22.00	62.00	7	
		DROP									
WANE R/ SNOWDON P	7403	25.00	35.00	10.00	2.00	19.00	7.00	5.00	68.00	8	
			DROP								
PAWLIK J/ SAVEGE A	6731	24.00	13.00	6.00	15.00	3.00	34.00	12.00	73.00	9	
							DROP				
EWEN M/ EWEN J	506	0.75	2.00	27.00	19.00	21.00	6.00	31.00	75.75	10	
								DROP			
MEDHURST D/ MEDHURST B	6997	16.00	20.00	9.00	21.00	37.00	12.00	0.75	78.75	11	
						DROP					
HOWSON D/ REMSKI M	6898	5.00	6.00	29.00	30.00	16.00	19.00	6.00	81.00	12	
					DROP						
GLEW M/ STOREY T	6700	4.00	41.00	47.00	7.00	11.00	10.00	10.00	83.00	13	
				DROP							
BATT R/ BATT L	7363	13.00	47.00	8.00	8.00	9.00	18.00	27.00	83.00	14	
			DROP								
MALLET T/ MALLET R	5007	6.00	12.00	5.00	26.00	17.00	20.00	40.00	86.00	15	
								DROP			
BRAYSHAW I/ BOULTON C	7243	20.00	23.00	4.00	28.00	10.00	9.00	24.00	90.00	16	
					DROP						
SHERWOOD D/ MARTENS E	6701	27.00	32.00	17.00	4.00	24.00	15.00	9.00	96.00	17	
			DROP								
BRICK H/ BORNEBUSCH E	7493	40.00	34.00	18.00	3.00	6.00	22.00	14.00	97.00	18	
		DROP									
BROWN J/ JOBST B	7374	8.00	45.00	13.00	13.00	22.00	30.00	15.00	101.00	19	
			DROP								

*cont'd. on pg.17

WALLERSTEIN D/ BYRON D	7117	11.00	10.00	35.00	16.00	12.00	26.00	36.00	110.00	20
								DROP		
CLARKE K/ CLARK D	7428	12.00	31.00	34.00	20.00	38.00	8.00	11.00	116.00	21
						DROP				
FORTH R/ FORTH M	3236	2.00	11.00	24.00	37.00	20.00	31.00	30.00	118.00	22
					DROP					
LAWSER J/ LAWSER S	7355	14.00	15.00	15.00	14.00	26.00	38.00	39.00	122.00	23
								DROP		
HALSTEAD N/ SIMMONS J	6403	29.00	28.00	16.00	25.00	15.00	25.00	16.00	125.00	24
		DROP								
O'ROURKE K/ TAMBERG U	7142	17.00	24.00	25.00	32.00	36.00	14.00	17.00	129.00	25
						DROP				
MACRAE B/ DOVIN P	7375	32.00	25.00	21.00	18.00	13.00	42.00	25.00	134.00	26
								DROP		
BRYANT J/ BLORE B	6140	42.00	9.00	20.00	27.00	33.00	16.00	32.00	137.00	27
		DROP								
MARSH D/ MARSH K	6896	33.00	5.00	22.00	24.00	31.00	43.00	28.00	143.00	28
								DROP		
GAGE J/ PHILLIPS S	6644	39.00	19.00	33.00	23.00	32.00	21.00	19.00	147.00	29
		DROP								
RUDDY D/ VANROSSEM G	3731	30.00	36.00	32.00	5.00	29.00	24.00	29.00	149.00	30
			DROP							
CURTIS J/ MANNSBERGER B	6665	37.00	40.00	30.00	42.00	18.00	11.00	20.00	156.00	31
					DROP					
WEEKS J/ MAY P	6708	21.00	38.00	31.00	35.00	30.00	27.00	18.00	162.00	32
			DROP							
CAUSIN T/ CRAIG J	5959	34.00	21.00	23.00	17.00	44.00	32.00	37.00	164.00	33
						DROP				
GRIFFITHS D/ BAZILLI C	7366	22.00	14.00	19.00	36.00	39.00	40.00	41.00	170.00	34
								DROP		
LI J/ GRUMMITT M	7475	23.00	17.00	28.00	45.00	42.00	29.00	34.00	173.00	35
					DROP					
BYRON D/ BYRON J	6903	43.00	27.00	40.00	33.00	25.00	41.00	21.00	187.00	36
		DROP								
ROGERS I/ ROGERS G	7405	41.00	29.00	43.00	47.00	34.00	23.00	23.00	193.00	37
					DROP					
MOHAN A/ KLEIN T	6867	26.00	26.00	38.00	44.00	27.00	47.00	38.00	199.00	38
								DROP		
HELMER R/ DUBRICK B	7384	36.00	18.00	42.00	38.00	40.00	28.00	42.00	202.00	39
				DROP						

JAMES R/	7190	45.00	37.00	36.00	40.00	23.00	35.00	33.00	204.00	40
JAMES J		DROP								
WRIGHT A/	7000	35.00	30.00	44.00	34.00	28.00	44.00	44.00	215.00	42
MITCHELL C				DROP						
RODEN C/	7132	19.00	44.00	39.00	39.00	47.00	39.00	35.00	215.00	44
HOWSON S						DROP				
GREEN D/	7080	38.00	33.00	49.00	43.00	41.00	33.00	43.00	231.00	43
BRANT S				DROP						
HOGG R/	7242	31.00	43.00	49.00	31.00	35.00	45.00	47.00	232.00	44
HOGG N				DROP						
GALLOWAY J/	6893	46.00	39.00	26.00	41.00	45.00	37.00	45.00	233.00	45
NEBIKER R		DROP								
FORSYTH C/	6494	47.00	42.00	37.00	29.00	43.00	36.00	46.00	233.00	46
KIDD C		DROP								
WHEELER P/	5973	44.00	46.00	41.00	46.00	46.00	46.00	26.00	249.00	47
JENSEN N			DROP							

OUR RESULTS SPEAK FOR THEMSELVES.

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



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

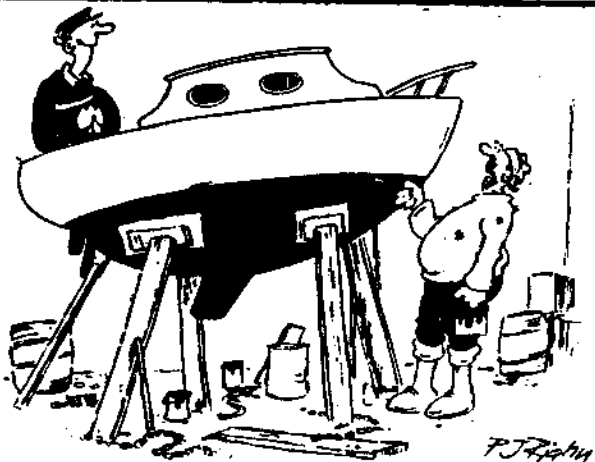
MOOREDALE REGATTA RESULTS

SAIL NO.	SKIPPER/CREW	CLUB	POINTS
6731	Jorg Pawlik/Ann Savege	MISC	2.25
7363	Ron & Lesslie Batt	OHCC	6.75
7475	Joe Li/J. Carey	SJTSC	15
7142	Kevin O'Rourke/S.Grainger	OHCC	15
7099	G.Duysstee/S.Wrigley	BHYC	16
7362	Keith Woolford/Doyce Etches	OHCC	18
7471	Kerry Weller/Paul van Leeuan	SJTSC	18
6841	Ken & Doris Browne	OHCC	20
7428	Ken Clarke/Urve Tamberg	RCYC	22
7478	Murray Grummitt/S.Curtis	SJTSC	31

CONESTOGA WARM WATER REGATTA RESULTS

		1	2	3	Finish
M. EWEN	506	1	2	1	1
I. BRAYSHAW	7243	3	1	3	2*
M. GLEW	6700	2	3	2	3
D. WEAVER	5852	5	4	4	4
J. WARREN	6584	4	6	7	5
G. ROTH	6657	6	7	5	6
J. MARTIN	6525	7	5	6	7

* DISTRICT 3 CHAMPIONS



"Look Sir, why don't you go and get a good night's sleep. She won't be finished for weeks yet."



"Amanda - you're on the wrong side again!"

DOWNWIND

1. Approaching the weather mark. Prepare for rounding.

A. Pick spinnaker, staysail, set pole height, clear halyards and so on.

B. Prepare for the set. Keep as little weight forward of the mast for as short a time as possible. Try to give the crew enough time on the lay line to get rigged and ready to set.

C. Try to sight the next mark of the course before you round the mark.

II. Reaching legs.

A. Basic strategy - no traffic.

1. Steer down the rhumb line to minimize distance sailed.

2. Find the correct mark ASAP. Don't rely on the fleet's opinion; they could be going to the wrong one.

3. Check your allowance for current to be sure that course made good is straight (Fig.1).

a. Sight mark against shore. If it moves right, steer to the mark and vice versa (Fig.2).

b. If there is no shore line behind the mark, then check its compass bearing repeatedly. If it drifts, correct course to stop drift (Fig.3).

4. Alter your course to take the best advantage of wind shifts and gusts. The basic principle is to keep your speed in the low drag part of the speed/drag curve.

a. In an oscillating breeze, go high in the lifts and low in the headers (Fig.4).

i. On very tight reaches, you will be climbing up to the mark in the lifts and driving off for speed in the headers.

ii. If the spinnaker is very hard to fly in the headers, it is much better to sail low and fast. If you fall below the rhumb line, peel the chute and use the jib. Lugging the chute all the way down the leg is slow (Fig.5).

iii. In light air, a header gives more speed; a lift is slower. Here again bear off in the headers to keep speed from getting too high and come up in the lift to get extra speed in the low drag part of the speed/drag curve.

iv. A persistent lift in light air could leave you stranded above the mark with no header to get you back down. Beware of this if your compass log indicates a persistent lift.

b. Bear off in the gusts, head up in the lulls (Fig.6). The same speed/drag reasoning applies as with directional shifts. Furthermore, by bearing off in the puffs, you stay with them longer. Heading up in the lulls gets you to the next puff sooner.

c. In a gradually building or dying breeze, sail on the faster heading on the slow part of the reach and on the slower heading on the fast part of the reach.

i. In a building breeze, sail high then low (Fig. 7); in a dying breeze, get low early and come up fast at the end.

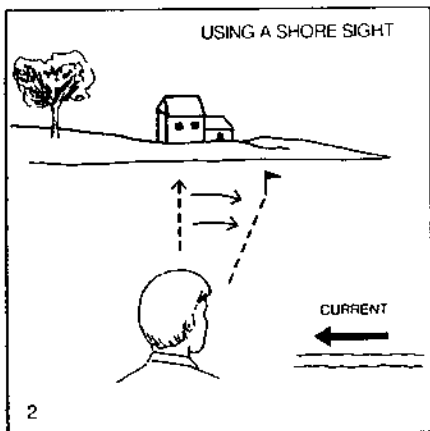
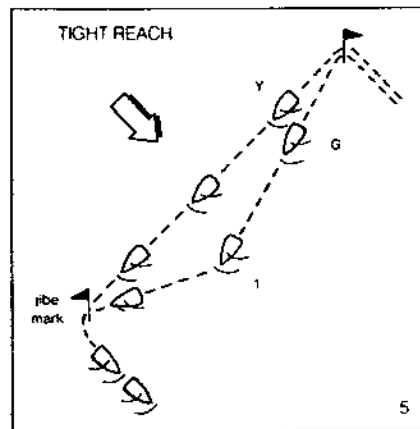
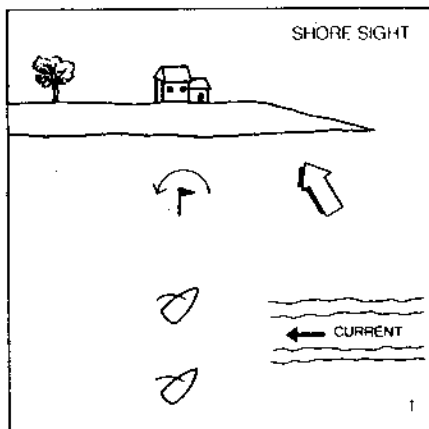
ii. In a persistently heading breeze, go high early and bear off at the end, and vice versa.

B. Tactics in traffic

1. The first reach. Your tactical goals are conflicting. At the same time, you need to go high to protect your wind and go low to get to the inside at the jibe mark. The relative importance of these two goals depends on the length of the leg and your proximity to the mark. As you close in on the mark, you should strive more for the inside position and less for the windward position.

a. In close situations, it usually pays to delay your set slightly and make a long, smooth rounding. This reduces rudder drag, protects your wind, and allows sail trim changes to be carried out smoothly (Fig.8).

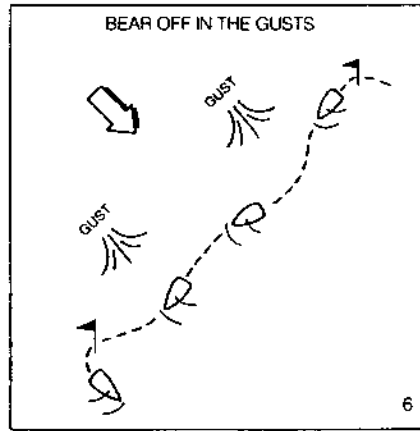
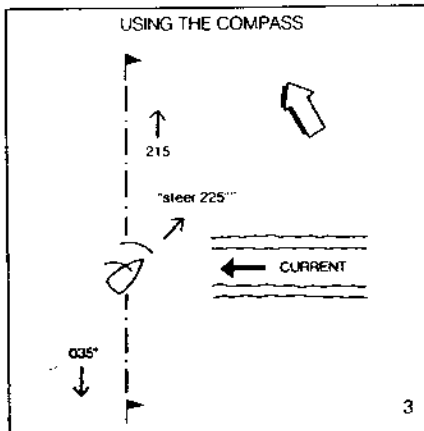
1 In a strong current, line up the next mark with a shore sight to help you steer a straight course.



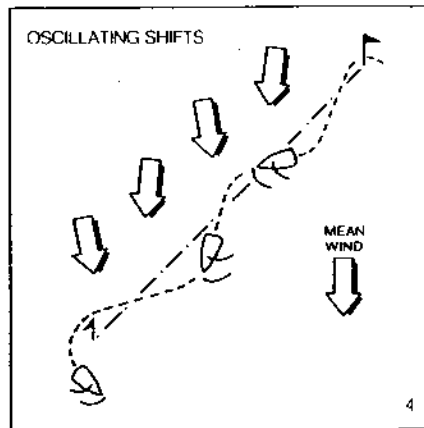
2 If the mark appears to drift to the right, steer to the right, and vice versa. You are compensating for the current.

5 This reach is very tight. Y struggles down the rhumb line with her chute up. G sails the first part of the leg under spinnaker, then douses and close reaches up to the mark under genoa to round ahead of Y.

3 If no land sight is available, steer a straight course over the bottom by using the compass. Here, the jibe mark bears 215 degrees. If the bearing increases, turn to starboard to compensate for the current. The same thing works by taking the back bearing to the windward mark.



4 In an oscillating shift pattern, head up in the lifts and bear off in the headers.



6 This boat bears off in the gusts and heads up in the lulls. Bearing off helps him follow the gust downwind. Heading up gets him to the next gust sooner.

b. If challenged to weather, luff ruthlessly. Timid, gradual luffing on your aprt will only place you high of the rhumb-line in the challenger's bad air (Fig.9). A well-executed luff, on the other hand, will fluster and discourage the would-be attacker.

c. Remember that you will lose ground to the fleet if you begin a long luffing match. If the attacker is bigger or faster than you, consider letting him by so that you can surf on his wake past other boats. This technique works best in displacement boats in flat water (Fig. 10).

d. Attacking

i. On long legs with superior speed, get well above or below slower boat and pass it with minimal interference (Fig.11).

ii. In closer situations, try feigning a series of passes to windward to induce the defender to overreact and slow down. Once you are on his transom, wait until you close in on the mark and break to leeward for the inside overlap (Fig.12).

e. If the whole fleet is luffing itself above the rhumb line, consider breaking to leeward and sailing low. You will come in with a speed and inside overlap advantage at the jibe mark (Fig.13).

2. The jibe mark. Many a close race has been decided "in the corners". Approach the jibe mark with the attitude that you will gain at least one position in the rounding. There's no quicker way to move up in the standings than at a mark rounding (Fig.14).

a. Work for a low inside overlap.

b. Spot the next mark and discuss your probable course to it so that the crew will be prepared for the wind angle on the upcoming leg.

c. Watch the boat ahead carefully. If he muffs his jibe, capitalize on his error - but at your own risk!

3. The second reach. Your tactical goals coincide. You need to stay high both to protect your wind and to be inside at the leeward mark.

a. Attacking. Carry the leading boat high. This forces him to sail a longer race,

giving you more time to pass. Also, he will be more vulnerable to blanketing when you both bear off at the end of the leg (Fig.15).

b. Defending. If a boat is carrying you high, sail a parallel course between him and the mark (Fig. 16). Do not overcommit because you'll both have to work back down eventually. If you stand to lose many boats by going high, try to use moral suasion to discourage the attacker, "If you try to pass me, I'll take you right back to the windward mark. Then see how many boats we'll lose". Failing that, if he is clearly faster, you may have to let him by and hope for a tow on his wake that will help you pass boats, too.

4. The leeward mark

a. If you are being chased by a boat behind and to windward, bear off sharply just before the two length circle to break the overlap (Fig. 17).

b. The basic maneuver is "swing wide, cut close". This gets you as far to windward as possible, allowing you the freedom to tack away without being pinned by a boat behind you (Fig.18).

c. If you are caught on the outside of a large group of boats, avoid cartwheeling around the mark.

i. Slow down radically to cut behind and inside the crowd, or,

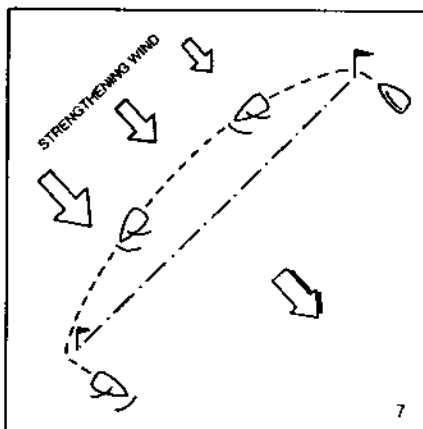
ii. In light air, reach around the outside of the crowd at full speed with the chute up and drive up the beat with on a close reach for a few lengths, until you have clear air (Fig.19).

iii. At all times, keep your nose clean.

d. Try not to tack immediately around the mark. The abrupt change in direction could stop you in your tracks. Also, the wake of the fleet will meet you head on for the first few minutes (Fig.20).

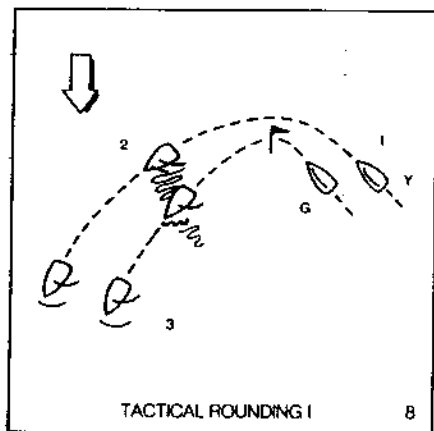
(Reprinted with permission from "The North U. Smart Course", Copyright 1980, 1982 by North Sails, Inc. Complete text available from North Sails Fogh, Toronto, Ontario, Tel (416) 259-9643).

7 In a strengthening wind, this boat works above the rhumbline early and bears off to the mark later.

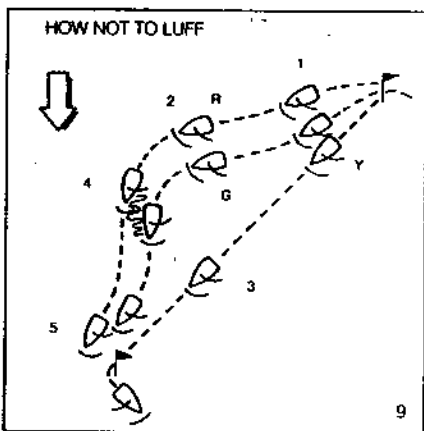
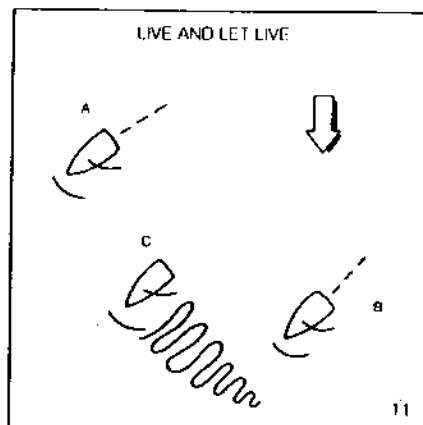


8 Setting the chute early isn't always correct.

- 1) Y and G round the weather mark overlapped.
- 2) G bears away and sets her chute immediately. Y delays her set, bearing off smoothly and aiming her wind shadow at G's chute, making it impossible to fill.
- 3) Y surges past G, sets her chute and establishes the mast abeam position.



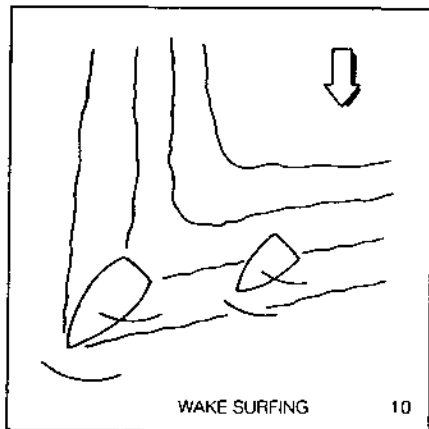
11 These last boats are passing C, a slow boat, with minimal interference.



9 Protracted luffing matches are damaging.

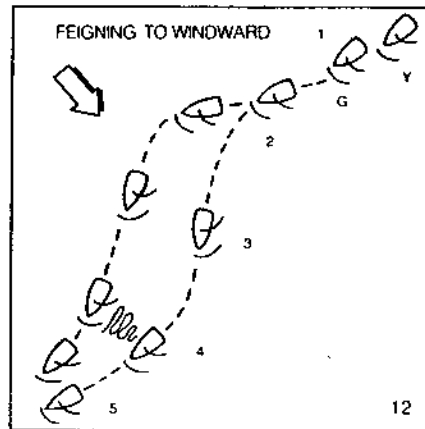
- 1) All three boats round the weather mark together.
- 2) G luffs up R, but not ruthlessly enough.
- 3) Y sails straight down the rhumb line in clear air.
- 4) G and R lose ground to Y by sailing a longer course.
- 5) R passes G by blanketing her at the end of the leg as they work down to the mark.

10 A smaller boat can catch a tow off a larger boat by letting it pass at close range, then surfing on the larger boat's wake.



12 Y passes G in this example through psychological pressure and smooth boat handling.

- 1) Y is directly astern of G, looking for a passing gambit.
- 2) Y heads up slightly as if to take G's air. G overreacts, rounding up suddenly to defend.
- 3) Y bears off smoothly, carrying his momentum down to a broad reach. G bears off only sharply to defend.
- 4) Y breaks through the tip of G's wind shadow, and then smoothly heads up to a reach, carrying his momentum from position 3.
- 5) Y has successfully broken through G's lee.



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.)

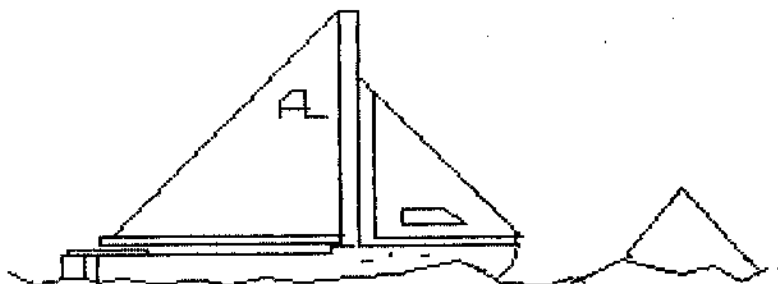
Entrance Fee: \$10.00

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

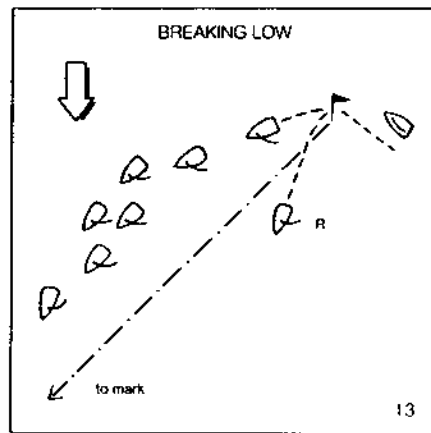
Directions : Take Q.E.W to Bronte Rd. Oakville
South on Bronte Rd. to Lakeshore
Turn right on Lakeshore and clubhouse
is 100 yds on the left.

Further Information Contact:

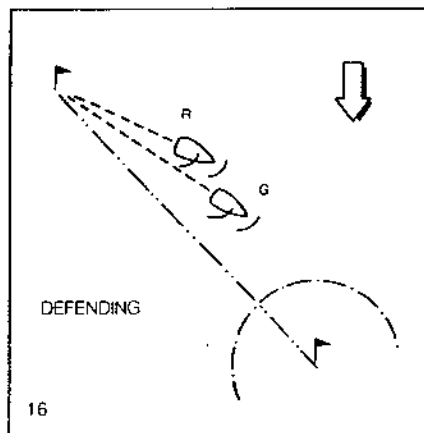
Bronte Harbour Yacht Club (416) 827- 6437
or Peter Brayshaw (416) 632- 8586



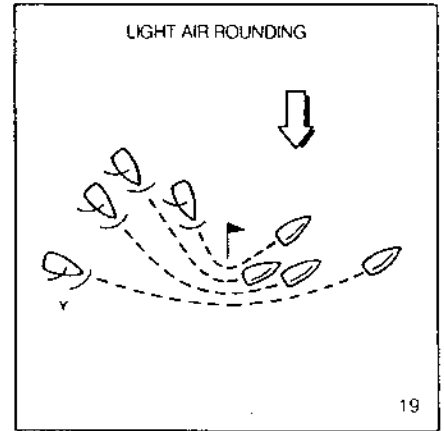
A GOODERHAM SERIES EVENT



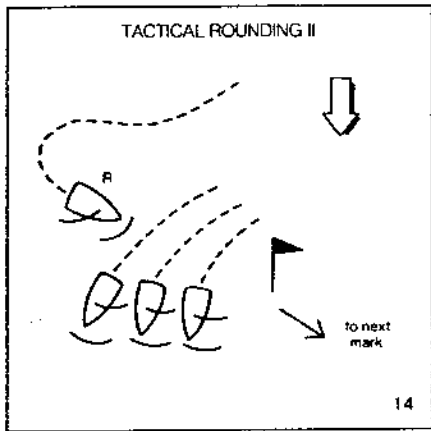
13 R sees that the fleet is tuffing itself above the rhumbline, so she breaks low to avoid traffic and sail in clear air. She will be able to reach up to the mark with good speed at the end of the leg, and gain an inside position for the rounding.



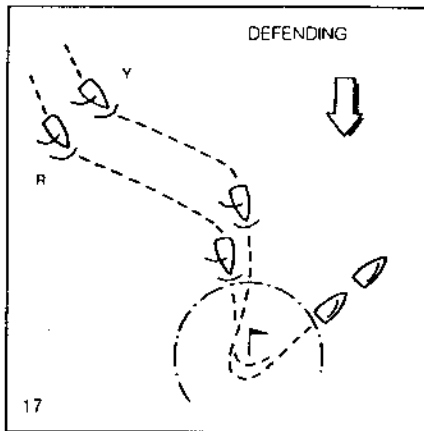
16 R tries to lure G into sailing high of the rhumbline early in the leg, but G carefully splits the difference between R's course and the rhumb line, staying as low as she dares. This is the best defense.



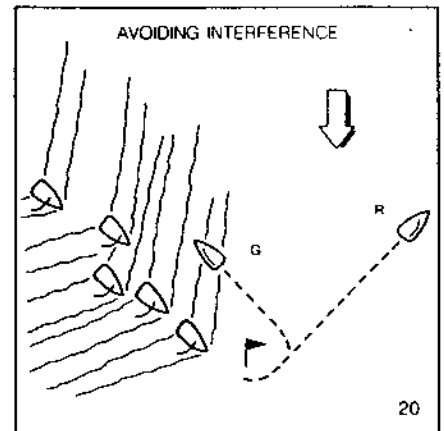
19 Y handles a congested light air rounding by staying well to the outside of the crowd and carrying her better momentum through the dirty air. Meanwhile, the fleet slowly cartwheels around the mark.



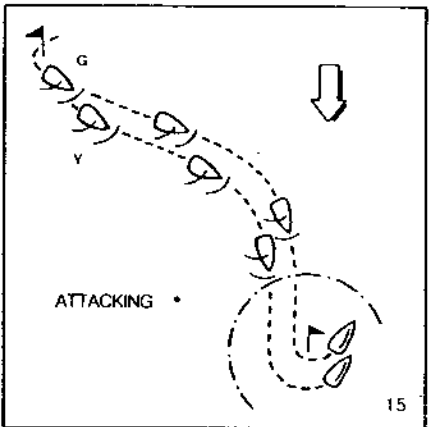
14 R has been caught on the outside of a group of boats at the jibe mark. She swings wide, jibes early, and cuts inside the others' stems, positioning herself above the fleet for the second reach.



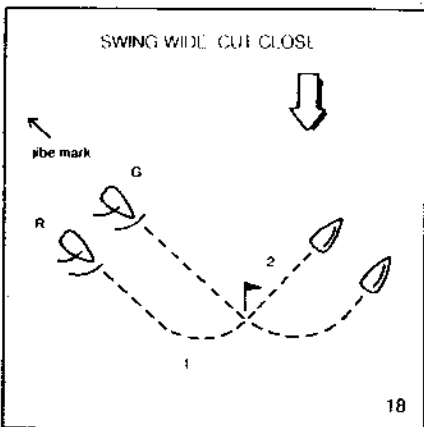
17 R bears away sharply just before the two length circle to break Y's overlap and force him to round second. R must hail and prove "No overlap!" at the circle.



20 G and R round the leeward mark together. R wisely continues on port tack. G tacks immediately, killing her momentum just as she turns to face the wake of the fleet on the downwind leg.



15 G attacks Y by making her sail a longer leg, carrying her high of the rhumb line and blanketing her as they bear off for the mark. G establishes the inside overlap and rounds in the lead.



18 A sailboat can only turn so quickly, depending on its size and maneuverability. R gives up distance on the leeward leg to cut the mark as close as possible. In position 1, R is swinging wide; in position 2, he is cutting close. G rounds incorrectly, ending up to leeward of R for the beat.

MUSKOKA SANDS, LAKE MUSKOKA
(SOUTH MUSKOKA SAILING CLUB)

SEPTEMBER 18, 19, 20, 1987

THREE RACING FLEETS

Championship - entry subject to prior qualification (see entry form)
Masters - entry restricted to helm over 39 years
Challenger - entry open

All entrants must be paid up members of the Canadian Albacore Association and must hold a valid measurement certificate with a 1987 bouyancy endorsement.
PROOF WILL BE REQUIRED AT REGISTRATION.

REGISTRATION Thursday, September 17 - 7:00 - 10:00 p.m.
Friday, September 18 - 9:00 - 11:00 a.m.

RACING

Friday September 18 - Skippers meeting 11:30 a.m.
- 2 races 1:00 p.m. start
Saturday September 19 - 2 races 11:00 a.m. start
Sunday September 20 - 1 race 11:00 a.m. start

SOCIAL EVENTS

Saturday Cocktails-(cash bar) - 6:30-7:30 p.m. Muskoka Sands
Annual General Meeting - 7:00-8:00 p.m. Muskoka Sands
Banquet Dinner - 8:00 p.m. Muskoka Sands
Sunday Awards ceremony As soon as possible following last race,
lawn at Muskoka Sands

ENTRANCE FEE \$100.00 per boat which includes all social events for skipper and crew. A late registration fee of \$10.00 will be charged for registrations received after September 8, 1987.

AWARDS

Ribbons For top 5 places in each race for each fleet
Prizes For top 5 places overall in each fleet and top family in each fleet (not in top 5)
Trophies Fleet Trophy - 1st place in each fleet
Top Crew - 1st place crew in Championship fleet
Ladies Plate - Top lady helm Championship fleet
Tre Behan Trophy - Top junior helm in Championship fleet
Combined Ontario & Canadian Champion Trophy
Gooderham Trophy

REGATTA CHAIRMAN Christine Forsyth - 6 Dale Avenue,
Toronto, Ontario.
M4W 1K4
- Telephone # 967-4774

FOR SALE: KC6731, MK1 Hoof. Immaculate condition. Twice World's winner. Available immediately for serious campaigning.
Contact: Jorg Pawlik (416) 864-9090

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: Albacore 4013. McGruer & Clark construction, 1971. Price: \$2,000.00. Trailer: \$300.00. Dolly & tarpaulin: \$100. Total package: \$2,400.00. All in good condition.
Contact: Malcolm Kirk (519) 599-6624

FOR SALE: With the acquisition of newer models, the TS&CC 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: 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.
Contact: Graham & Jean Rogers
(H) (416) 349-2485
(B) (416) 592-6293

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

FOR SALE: One Elvstrom mast. Good condition. Price: \$225.00.
Contact: Kevin O'Rourke (H) (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

FOR SALE: Two centreboards. Excellent condition. Ready to race. Price: \$300.00 each.
Contact: John Curtis (705) 720-7362

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: One set Taylor storm sails, old but little used and in excellent condition. Price: \$75.00. One set Rockall cruising sails. Used two 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 strong racing record.
Contact: Joseph Li (B) (416) 675-1662
(H) (416) 742-2768

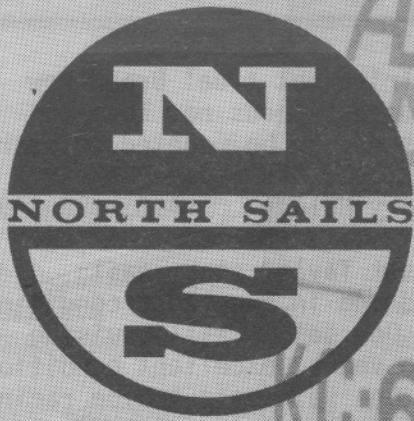
WANTED: Used Albacore mast required for use on a family boat (not for racing). Need not be in first class condition as long as reasonably fit to use.
Contact: Al Newell Evenings (705) 789-3269 or Box 449, Huntsville, Ontario PCA 1K0

DEADLINE FOR "SHACKLES": October 30th.

Please note: anyone wishing to publish race results, regatta notices, advertisements, etc., are requested to observe the deadline.

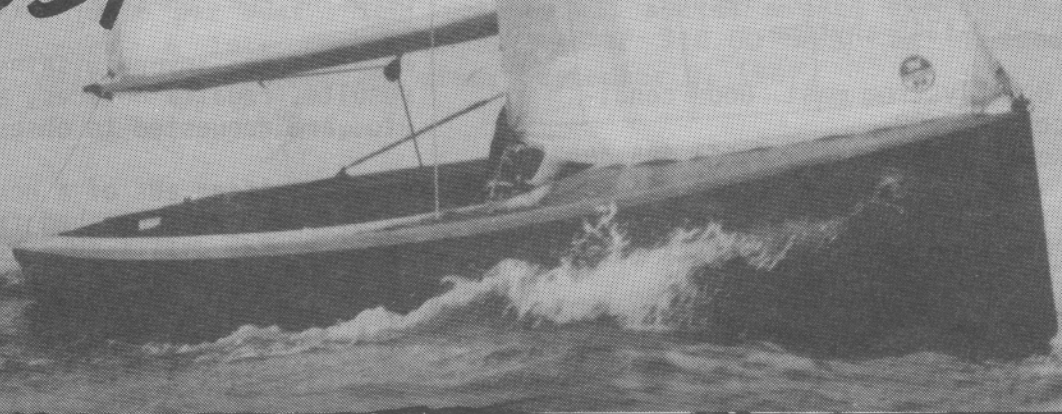
All classified ads of a non-commercial nature will be published free of charge to members. Ads will appear in two consecutive issues unless instructions to the contrary are received. If publication is to be of a greater or lesser period of time, it is the responsibility of the advertiser to advise the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

All material submitted for publication must be in typewritten form, 3 1/2" column width.



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