

# SHACKLES

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# CRINGLES

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Canadian Albacore Association  
FEBRUARY 1988  
VOLUME XXVI  
NUMBER 1



## 1988 EXECUTIVE

*Canadian Albacore Association*

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

Commodore	Christine Forsyth, 6 Dale Avenue, Toronto, Ontario M4N 1K4	(R) (416) 967-4774 (B) (416) 656-6227
1st Vice Commodore	Ted Mallett, 281 Deloraine Avenue, Toronto, Ontario M5M 2B2	(R) (416) 486-0515 (B) (416) 864-1212
2nd Vice Commodore	Mark Ewen, 24 Connaught Street, Oshawa, Ontario L1G 2G9	(R) (416) 728-9952
3rd Vice Commodore	Morley Forsyth, Apt. F, 321 Lonsdale Road, Toronto, Ontario M4V 1X3	(R) (416) 483-2012
Rear Commodore	Joseph Li, 40 Torbolton Drive, Apt. 2, Rexdale, Ontario M9W 3Y2	(R) (416) 742-2768 (B) (416) 675-1662
Treasurer	Kathryn Sinclair, 450 Walmer Road, #1511, Toronto, Ontario M5P 2X8	(R) (416) 929-9098 (B) (416) 364-4242
Membership Secretary	Urve Tamberg, 551 Eglinton Ave. E., #503, Toronto, Ontario M4P 1N8	(R) (416) 487-2817 (B) (416) 858-6383
Secretary	Carol Kidd, Apt. 2, 345 Gladstone Ave., Toronto, Ontario M6H 3H5	(R) (416) 534-6156
Editor	Audrey Bustard	
Chief Measurer (Interim)	George Roth, 212 Willowdale Ave., Waterloo, Ontario N2J 3M1	(R) (519) 746-4416 (B) (519) 746-1300
Past Commodore	Beth Medhurst, 58 Glengowan Road, Toronto, Ontario M4N 1G4	(R) (416) 482-3251 (B) (416) 733-6325

# COMMODORE'S COMMENTS

## OFF THE CUFF

The season approaches. What have you done to prepare? If you're anything like me, you'll drag the boat out at the last possible minute and twist and tear those poor unsuspecting muscles at the season opener. It wouldn't feel right to be prepared.

We've prepared something to get your mind in the right frame on April 18th. The annual Albacore Spring Seminar is around the next corner. We've gone to incredible lengths to bring you some interesting speakers, and don't forget that this is the prime social event of the spring.

In this issue you can look forward to finding your sailing schedule for 1988, and everything you'll need to know about qualifying for the World's in 1989.

As always, any news from the membership is welcome. There are holes in our information gathering systems and some regattas are not getting on the schedule. If you have additions to 1988 please contact Joe Li, or any available member of the Executive.

A notice for the Mid-Atlantic Regatta is included in this issue. Some of you will remember hearing about this event in years past. It's a great tune-up regatta, the weather in Washington is usually warm and sunny in early May, and the hospitality is exceptional. Arrangements can be made for billeting out-of-towners. I highly recommend the Mid-Atlantic for anyone wanting to get a jump on the season.

It's shaping up to be a great year. Get ready.

Christine Forsyth

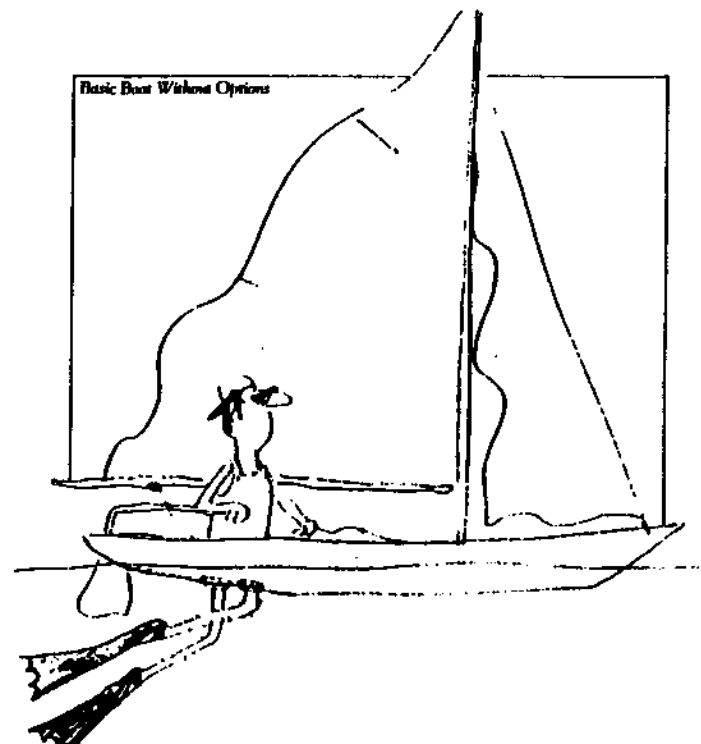
## DESPERATELY SEEKING AN EDITOR

This may be the last issue of Shackles & Cringles as you have come to know it. The position of Editor is vacant at this time and until this position is filled we cannot guarantee that our class publication will continue to appear on it's usual timely basis.

The position does not require any prior experience. Like all members on the Executive Committee, Editor is a volunteer position. The duties involve collecting materials for publication, assembling the book and coordinating the mailings. There is plenty of expertise on the Executive Committee to assist a new Editor in the execution of the job.

The new micro-computer is available to the Editor, although we always insist that articles are submitted in a typed, camera-ready format, to cut down on the amount of typing required.

Anyone who is interested in joining the Executive in the capacity of Editor please contact Christine Forsyth or Carol Kidd.



# 1ST VICE COMMODORE'S REPORT

## Worlds '89 Qualifiers

Although the 1987 World Championships were a mere 10 months ago, it is not too early to start thinking about Kingston '89. Twenty-five spaces will be made available to the Canadian team, of which 24 will be determined during the 1988 season. The available spaces have been widely allocated across the province, to encourage high participation, particularly outside the Toronto area.

Spaces will be allocated to the top finisher(s) in a qualifying regatta who have not yet qualified at that date. In the event of extra spaces being made available, they will be allocated to the 11th+ finishers in the Championship fleet at the '88 Canadians.

The list of qualifiers is as follows:

<u>Regatta (1988)</u>	<u>#Places</u>
Canadians (Champ.flt.)	10
North Americans	3
Ontarios/Nat. Capital	3
Balsam Lake	2
Conestoga	1
Pointe au Baril	1
Muskoka Districts	1
Bronte Harbour	1
Juniors	1
Community clubs combined results	1
<b>TARTS (1989)</b>	<b><u>1</u></b>
	<b>25</b>

## Wintario Funding

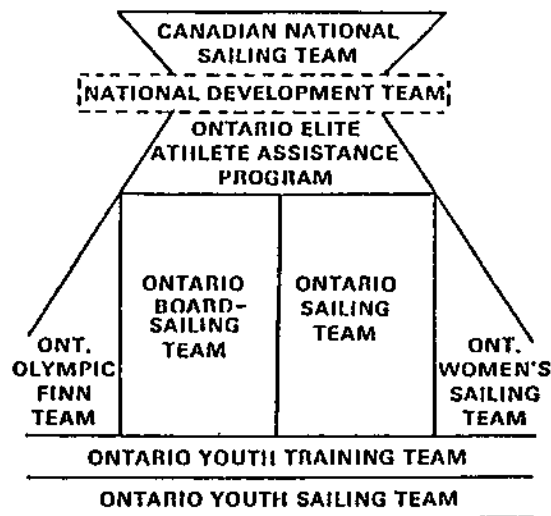
Once again, Wintario funding will be made available to deserving sailors to help offset the costs of travelling to distant regattas. Funding for up to two boats will be made available for the Canadian Championships and for another two boats participating in the North American Championships. One place will be made available to a junior crew, while the other three will be allocated according to finishes at the Ontario Championships according to placing and travelling.

## ONTARIO SAILING TEAM

Any sailor from any class can apply for a position on the team. Acceptance is based on past competitive performance and their current sailing program. Funding is provided to assist with race training and selected regatta expenses, along with assistance to attend the required team camp held in May.

## 4. ONTARIO YOUTH TRAINING TEAM

This team is made up of the top youth sailors in the Province. They are provided with a coach to run training camps throughout the season in addition to travelling assistance to a number of major regattas. This program is designed for those who wish to improve their skills and gain experience in large fleets.



## THANK YOU NORTH SAILS

### A Special Thanks to North Sails!

We would like to express our appreciation to North Sails for allowing us to reprint excerpts from the **North U. Smart Course**, copyright 1980, 1982 by North Sails, Inc. The complete text is available from North Sails, Toronto, Tel. (416) 259-9643.

# DATELINE DISTRICT 10

**OTTAWA** Albacore sailors are slowly winding down their winter activities and beginning to think about getting their boats in shape for the new season.

We are looking forward to hosting the 1988 Ontario Championships at the National Capitol Regatta, Britannia Yacht Club, July 9 and 10. We will pray for good weather but since there are no guarantees on that, we can promise you a good time.

Ottawa sailors are organizing billets for all out-of-town sailors. We just ask that you let us know that you would like accommodation when you register. Peter Wood (CYA) is organizing the event and has a super organization already in place. Bring your dancing shoes - a party is planned for Saturday night.

Hoping to see you all in July:

## Ottawa Regatta Schedule

June 11, 12      **Lac Deschenes S.C. Regatta**  
Contact Brian Smith:  
(613) 831-0580

June 25, 26  
(tentative)

**Shaw Lake S.C. Regatta**  
(Arnprior)  
Contact Roger Barker:  
(613) 623-5411

July 9, 10

**Ontario Albacore Championships & National Capital Regatta**  
Britannia Y.C.  
Contact Peter Wood:  
(613) 748-5687

July 23, 24

**Nepean S.C. Regatta**  
Contact John Bryant:  
(613) 232-5943

August 20, 21

**Don Rantz Regatta**  
Sail R.A. & Gatineau River  
Contact John Bryant:  
(613) 232-5943

Sept. 10, 11

**Area 10 Championships**  
Nepean Y.C.  
Contact Area 10 Rep:  
Fay Taylor (613) 230-1282

# 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

# EDITOR

## THE (ACTING) EDITOR PLEADS....

No, make that demands!

Because of our present predicament, i.e. the lack of an Editor, all material submitted for publication in "Shackles & Cringles" must be in typewritten, camera-ready format. Please note that the column widths for "Shackles" measure 3 1/2". The present and very temporary Acting Editor will only consider typing material if a transaction of a significantly large financial nature occurs - I can safely say that since this will not occur, make sure your material is typed if you want it published!

Anyone wishing to publish race results, regatta notices, and any 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 and Cringles". The deadline for the next issue will be **May 30th.**

Carolyn Kidd  
Acting Editor

## 1988 MEASURERS

### CHIEF MEASURER

David Weaver (R) (519) 623-4402  
14 Lansdowne Road N., (B) (416) 525-9140  
CAMBRIDGE, Ontario (Hamilton Ext.4907)  
N1S 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.

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

St. James Town Sailing Club

Eugene Duynstee (R) (416) 823-6362  
2148 Jenner Crt. (B) (416) 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 Poi (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

**THE 1987  
AMERICA'S  
CUP**

THE OFFICIAL VIDEO!

All the action from ESPN and  
more! Exclusive interview with  
Dennis Conner!



It was sailing's greatest moment and highest achievement! Dennis Conner and the mighty crew from "Stars and Stripes" avenge their 1983 loss to the Australians.

You'll see the best onboard footage ever from an America's Cup as Conner and crew trounce "Kookaburra III" off Perth, Australia. Also shows the preparation for the Cup plus the opening ceremonies and the climactic victory celebration!

Expert commentary is provided by Gary Jobson and you'll see an exclusive interview with Conner and hear how he did it and how he felt about it.

sea-tv, Dept. 871, PO Box 8968,

New Haven, CT 06532

GOOD IN WOOD ● Assault and  
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of Burden ● Buffalo Bill  
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FANTASTIC IN PLASTIC

THE ● JOLLY ● WOODMAN

(416) 363-9838



# Ann Slanders

Advice to the deck-worn

Dear Ann Slanders,

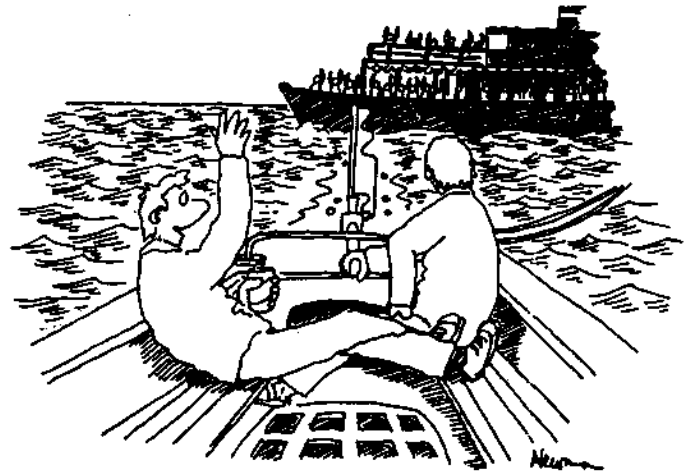
I am a novice sailor and I am having a real problem remembering things like the parts of the boat and all that sailing mumbo-jumbo. Do you have any helpful hints? I don't want to sound like a landlubber.

Yours truly,  
A. Flounder

Dear A.

Flounder no more! I know what you mean, but what do you expect from the folks who brought us 'dinghy'? I have indeed come up with the perfect solution to a common problem. Forget all that silly sailor talk. I have renamed everything, from pointy end to blunt, in what I call the Dictionary for Discerning Econo-Yachtspersons. No more names that sound like a nightmare in hardware. I have borrowed a chapter from the fashion industry and henceforth refer to all and sundry by designer names only. Vis... left side is Pucci and right side St. Laurent. Simple, non?

The pointy end is Pierre Cardin (are you catching on?), the other is the Blass end. Now those white things that flap about are your Kleins, Anne is the smaller one at the front, Calvin the one attached to the Nipon (a real knock-out, and my favourite incidentally). Well, the sporty item you steer with is your Lacoste and don't forget to grab hold of your Diors, Gucci down all the way and you're off. See you later Alligator.



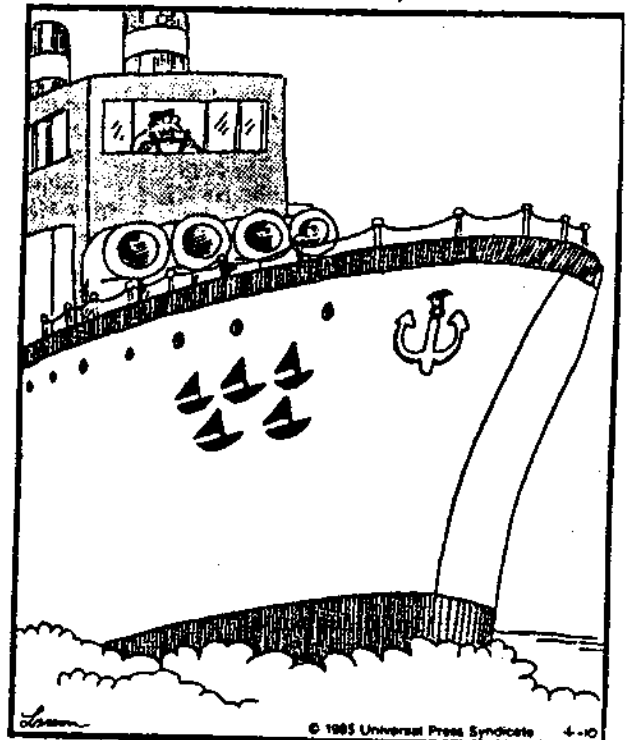
*'Hands up all those who are wearing grubby vests ...'*



*'The Skipper says I've navigated us up Shit Creek - but I'm damned if I can find it on the chart ...'*

## THE FAR SIDE

By GARY LARSON





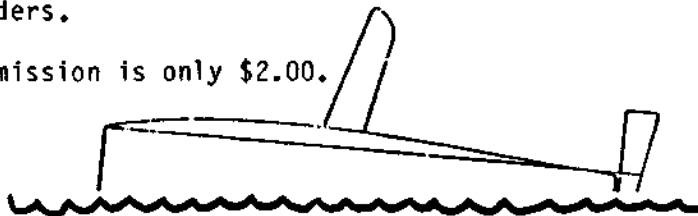
**THE 1988 ALBACORE SPRING SEMINAR**

**DATE:** Monday, April 18, 1988  
**TIME:** 8:00 p.m.  
**PLACE:** Toronto Sailing and Canoe Club

The Albacore season is only weeks away. To prepare for another packed sailing schedule, "tune up" at the **Spring Seminar** and see old friends, meet new ones, and talk sailing.

Come and hear Pat Healy, Coach of Canada's Olympic Sailing Team, talk about medal hopes in Korea. Also listen to Sean Doyle of Exotic Laminates talk about centreboards and rudders.

There will be a cash bar and admission is only \$2.00.



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**NOTICE OF REGATTA**

**USAA MID-ATLANTIC CHAMPIONSHIPS**

**May 21 - 22, 1988  
Washington Sailing Marina  
Washington, D.C.**

**Schedules:**

**Saturday May 21**

9:00 a.m. - 10:00 a.m.	Registration
10:00 a.m.	Skippers' Meeting
11:00 a.m.	First gun; three races back-to-back
6:30 p.m.	Pot-luck dinner

**Sunday May 22**

10:00 a.m.	First gun; two races back-to-back
3:00 p.m.	Awards

**Accommodation**

The Potomac River Albacore Fleet members will try to accommodate visitors in their homes. Please get in touch with **Daphne Byron** at (301) 871-1145 to let her know your needs.

**Fees**

\$30.00 U.S. before May 1; \$35.00 U.S. thereafter.

**Note:** This fee includes launching fees but there may be an additional fee for overnight boat storage.

**Registration Requirements**

Valid USAA or CAA membership.

Valid measurement certificate with current buoyancy endorsement.

**Further Information**

Contact **John Galloway**, PRAF Fleet Captain, (703) 683-2799.

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**1988 MID-ATLANTICS REGISTRATION FORM**

Skipper's Name: \_\_\_\_\_

Phone: \_\_\_\_\_

Address: \_\_\_\_\_  
\_\_\_\_\_

Sail No: \_\_\_\_\_

Crew's Name: \_\_\_\_\_

**Entry Fee:** \$30.00 U.S. if dated before May 1; \$35.00 US thereafter.  
**Mail to:** Walt Wojcik, 10841 Lockwood Dr., Silver Spring, MD. 20901.

# Albacore

Ontario Championships

National Capital Regatta  
Britannia Yacht Club

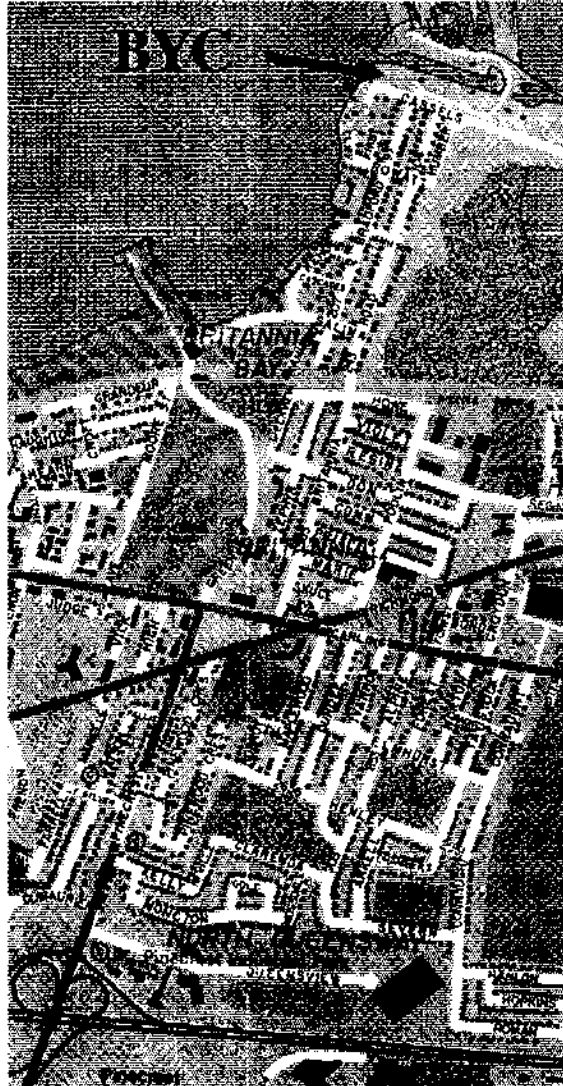


Ottawa, July 9-10  
Qualifying Regatta for 1989 Worlds  
Five Races

**Saturday Night Supper and Sailors Dance**  
**Free camping on Yacht Club grounds**  
*Limited free accommodation in  
Albacore Sailors Home, on a firstcome  
firstserved basis*  
*Activities for non sailors in  
"the Nation's Capital"*

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*For further information contact Britannia Yacht Club  
at (613) 828-5167*



# **SOBSTAD TRIRADIAL** **consistently the winners' choice**



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

# 1988 RACE SCHEDULE

## 1988 Race Schedule

DATE	RACE/REGATTA	HOST	LOCATION
<b>MAY</b>			
May 22	Harbour Master	SJSC	Outer Harbour
May 29	Harbour Master	WWSC	Outer Harbour
<b>JUNE</b>			
June 4, 5	TARTS	TS&CC	Humber Bay
June 4, 5	Conestoga Warm Water	CSC	Conestoga
June 11, 12	RCYC Albacore Open*	RCYC	Inner Harbour
June 11, 12	June Bug Regatta	FSC	London - Fanshawe
June 11, 12	Lac Deschenes Open	LSC	Lac Deschenes
June 18	Lake Ontario Challenge*	BHYC	Bronte Harbour
June 25, 26	Shaw Lake Open	SLSC	Shaw Lake
June 26	Harbour Master	RCYC	Inner Harbour
<b>JULY</b>			
July 3	Harbour Master	RCYC	Inner Harbour
July 9, 10	Ontario Championships & National Capital Regatta	BYC	Britannia - Ottawa
July 9	Burlington S.C. Open	BSC	Burlington
July 16	Outer Harbour C.C. Open	OHCC	Outer Harbour
July 16	Muskoka Open*	SMLSC	Lake Muskoka
July 17	Harbour Master	SJSC	Outer Harbour
July 23	Westwood Regatta	WWSC	Outer Harbour
July 23, 24	Nepean Open Regatta	NSC	Nepean
July 24	Harbour Master	WWSC	Outer Harbour
July 30	Team Racing	MSC/WWSC	Outer Harbour
July 31	Balsam Lake Open	BLSC	Balsam Lake
<b>AUGUST</b>			
August 6	Mooredale S.C. Albacore Open	MSC	Outer Harbour
August 7	Harbour Master	MSC	Outer Harbour
August 13	Albacore Otherworlds (PABAR)	PAB	Pointe au Baril
August 20	NTSC Albacore Open	NTSC	Inner Harbour
August 20, 21	Don Rantz Regatta	GRSC	Gatineau River
August 21	Harbour Master	NTSC	Inner Harbour
<b>SEPTEMBER</b>			
Sept. 3, 4	St. James Town Albacore Open	SJTSC	Outer Harbour
Sept. 10, 11	Area 10 Championship*	NSC	Nepean
Sept. 16 - 18	Canadian National Championships		All Toronto Community Clubs Lake Ontario

\* Denotes Gooderham Series



Hot dog...it's summer!

# LAKE ONTARIO CHALLENGE

## ALBACORE WORLDS QUALIFIER

DATE: Saturday June 18, 1988

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

ENTRANCE FEE: \$14.00 [inc. refreshments]

PROGRAM: Registration 0800-0930 hrs  
Skippers Meeting 0930 hrs  
First Race 1030 hrs  
Second Race Back to Back  
LUNCH  
Third and Other Races  
Beer and HOT Refreshments  
Prizes to Follow [approx. 1700 hrs]

FACILITIES: Snackbar + Bar  
Change Rooms  
Showers  
Launch Facilities

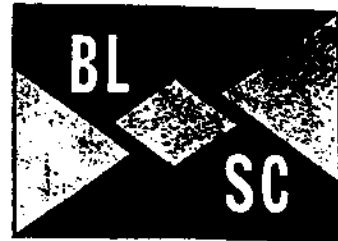
DIRECTIONS: QEW to Bronte Rd Oakville  
South on Bronte Rd to Lakeshore Rd  
Right on Lakeshore Rd  
Clubhouse is 100yds on left

MORE INFORMATION:

B.H.Y.C. (416)827-6437  
Peter Brayshaw (416)632-8586

# BALSAM LAKE

# SAILING CLUB



25TH ANNUAL ALBACORE OPEN REGATTA

Honorary Regatta Chairman - Tony Griffin

SUNDAY, JULY 31st 1988

### PRIZES

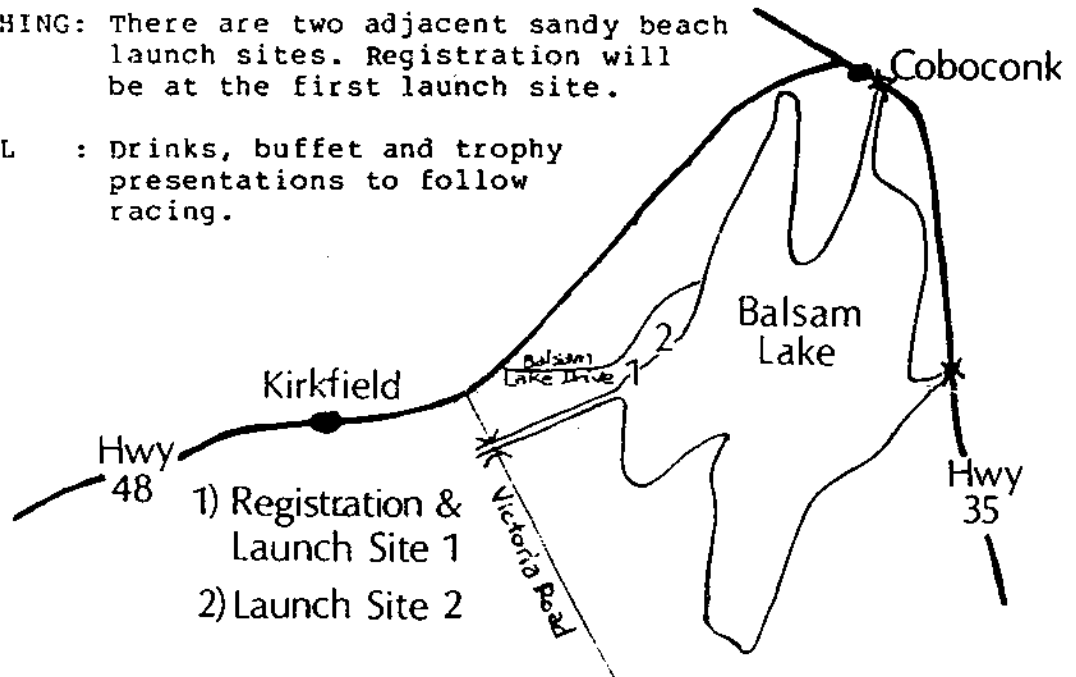
The Griffin Trophy  
Keeper Trophies to Top Five  
Special Awards

**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 to follow  
racing.



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



## NORTH U. SMART COURSE

### III. Running legs

A. The favoured jibe. Determining which jibe to sail on.

1. If you sailed longer on starboard tack than on port, start the run on port tack (Fig. 21).

2. For better accuracy, obtain the true wind direction from your compass log by averaging port and starboard tack readings. Compare it to the compass course of the run to choose the favoured jibe (Fig. 22).

B. Running strategy. Most boats will get to the leeward mark faster if they tack downwind from broad reach to broad reach than if they head straight for the mark on a dead run. In a shifty wind, jibe on the lifts, just as you tacked on the headers upwind (Fig. 23).

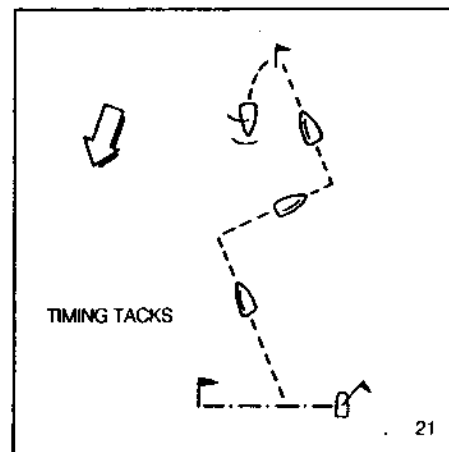
1. Your goal is to sail on the headed jibe, keeping you closer to the rhumb line and allowing you more speed.

2. The interrelationship of the apparent wind angle, boatspeed and the angle of the true wind make shift detection difficult downwind. For instance, if you have to bear off to maintain speed, it could be the result of a header or simply an increase in the wind's velocity. Maintain a constant dialogue between the chute trimmer, helmsman and tactician to monitor the shifts and the gusts.

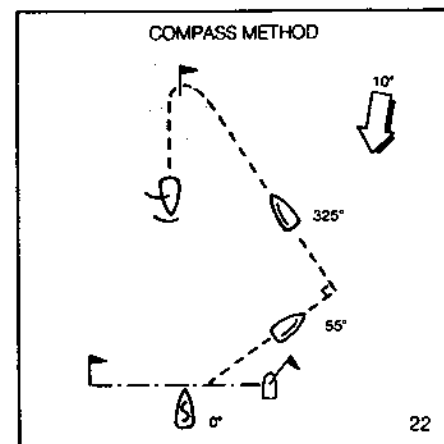
3. In an oscillating breeze, you can predict the first shift downwind from your upwind compass log. If you were last lifted on starboard, begin the run on port (Fig. 24). In other words, if the wind last went right looking upwind, go left looking downwind. Always sail away from the new wind.

4. In shifty winds it pays to sail larger jibing angles than in steady conditions for the same reasons it pays

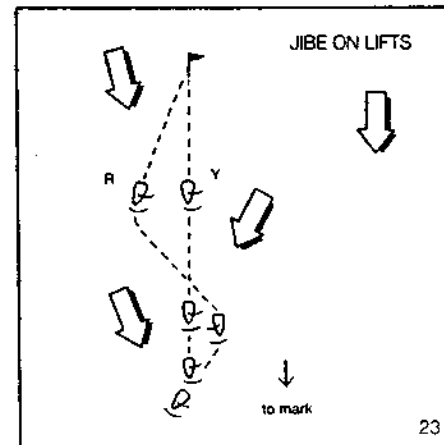
**21** This boat timed her tacks upwind and noticed that she sailed on starboard more than port. Therefore, the run will be on port tack.



**22** By averaging her port and starboard headings, this boat determines that the true wind direction



**23** R jibes downwind from reach to reach, sailing a slightly longer course than Y, but making better time. She jibes on the lifts, just as she tacked on the headers going upwind.



to foot to the headers upwind. For most boats there is a fairly broad range of jibing angles that give maximum Vmg.

5. If you expect a persistent shift during the leg....

a. If the new wind will come from the right looking upwind, then sail on starboard first, port jibe later (Fig. 25).

b. Be careful not to overstand the mark so that your final approach is much closer than your optimum jibing angle.

c. Don't simply bear off to a dead run at the end of the leg when you really ought to put in one more jibe. Keeping your boatspeed up as you approach the leeward mark is key to a successful rounding.

#### C. Running tactics.

1. Everything else being equal, favour the side of the course that will give you an overlap (Fig. 26).

2. Attacking. Aim your wind shadow directly at the leading boat's sailplan and keep it there. The combination of aerodynamic and psychological effects will frazzle him.

a. If he heads up to clear his air, go up with him. If he heads too high for your best Vmg, break off to leeward to get inside for the rounding and to establish a leeward overlap (Fig. 27). Don't get so overlapped with him that he can luff you up, unless you can surf into the mast abeam position very quickly.

b. If he jibes away to clear his air, jibe immediately to cover him (Fig. 28).

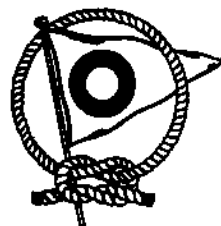
c. Your goal is to drive him to the layline, just as you would upwind. When you both have to jibe for the mark, make your move and jibe first so that you lead him back to the mark and blanket him (Fig. 29).

3. Defending. Defending yourself can be very difficult downwind because the attacker gets the puffs before you do. It's common for a lot of boats to pile up on one another and come into the mark overlapped. Be sure that you are on the inside.

a. Your goal is to sail in clear air. Reach up to keep your apparent wind forward and jibe frequently to prevent the attacker from locking into your sailplan.

b. The best defense is to stay inside the laylines. Jibe first and stay ahead of his wind cone (Fig. 30).

c. If you get driven to the layline, try this. Let him blanket you when he is too close to duck your stern and jibe for the mark. When he is well overlapped on your weather side, jibe away for the mark, and he will be forced to follow you (Fig. 31).



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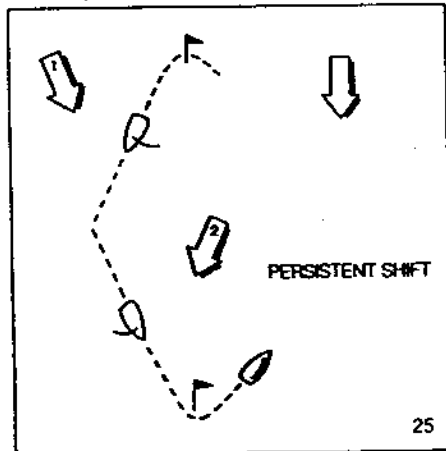
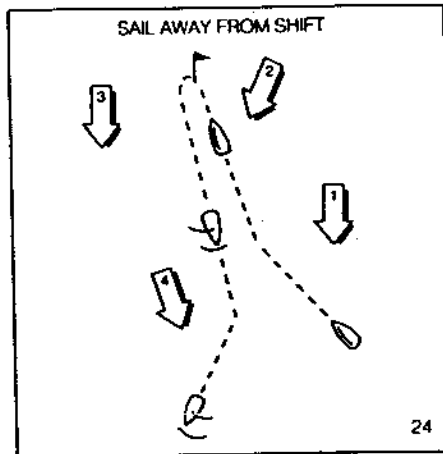
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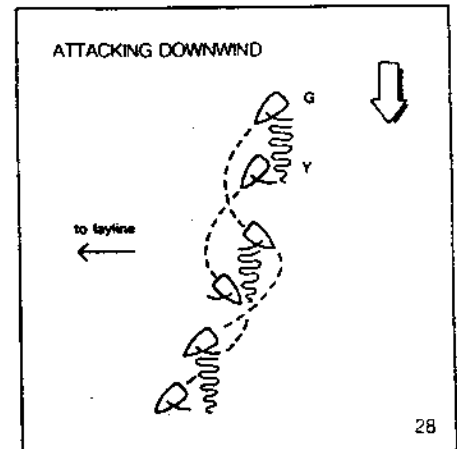
(G. Baker, Membership)

**24** By keeping track of the oscillations, this boat picks the correct jibe on which to start the downwind leg.

- 1) He approaches the mark in the median wind.
- 2) The wind veers, lifting him up to the mark.
- 3) As he rounds the mark, the wind backs to the median, favoring neither jibe. He sails on port, away from the next shift.
- 4) The wind continues to back, lifting him. He jibes onto starboard.

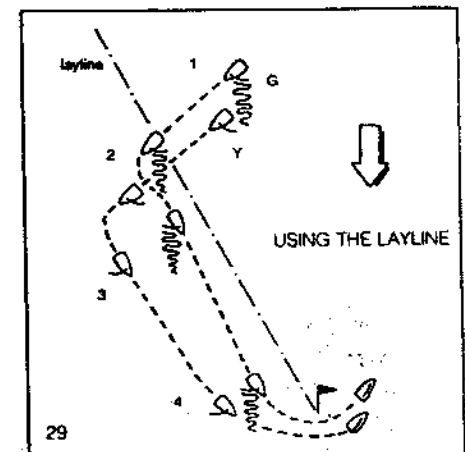
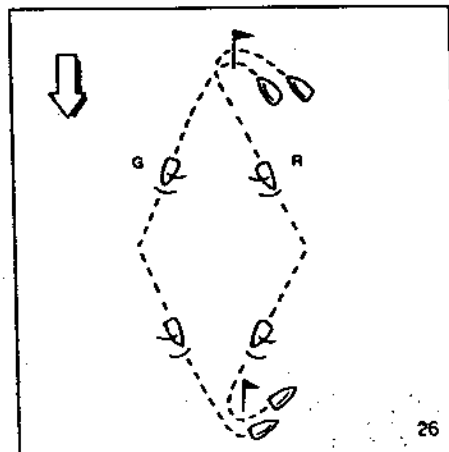


**25** In a persistent shift, the correct strategy is to sail away from the new wind. Here, the right side of the course was favored going upwind, so the opposite side is favored going downwind.



**28** The classic jibing duel. Y tries to shake off G by jibing away from his wind shadow and reaching up for clear air. G pressures Y towards the layline, using his wind shadow to dissuade Y from continuing on port track.

**26** R and G round the weather mark together. R, in the absence of any other consideration, jibes to the inside. When they converge at the leeward mark, R has the inside overlap and the lead.

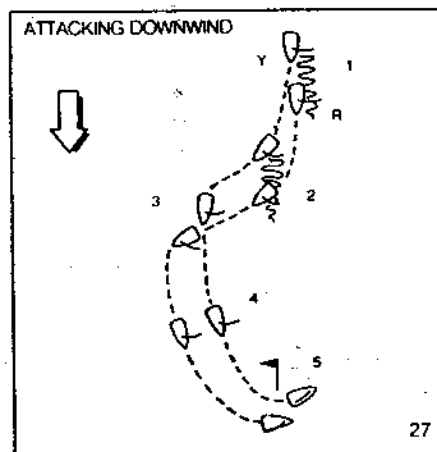


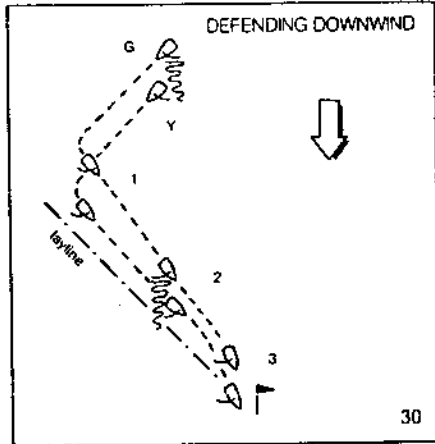
**29** Laylines are as important downwind as they are upwind.

- 1) At the end of the downwind leg, G's correct tactic is to force Y past the layline.
- 2-3) G must jibe first at the layline, because he is behind. If G waits until Y jibes, then Y will preserve his lead.
- 4) Y sailed past the layline, and now finds G's wind shadow blocking his final approach. Y has no hope of breaking through from the outside and to leeward.

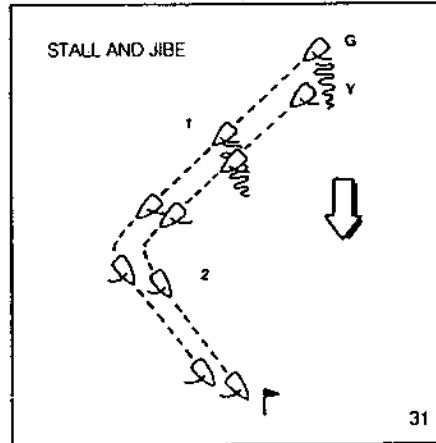
**27** When attacking downwind, go for the inside overlap.

- 1) Y blankets R and begins to close in.
- 2) R heads up to try to clear her air, but Y follows her and gains even more ground.
- 3-5) In desperation, R heads up too high, allowing Y to cut below her stern, establish an inside overlap and round the mark ahead.





- 30** G is forcing Y to the layline, but...
- 1) Y jibes on the layline, before or at the same time that G does.
  - 2) Y reaches up under G's bow, generating enough speed to stay ahead of G's shadow.
  - 3) Y bears off at the two length circle, and is clear ahead.



- 31** Here, Y resorts to a cunning defense.
- 1) She intentionally lets G blanket her, being careful that G doesn't try to break for the inside.
  - 2) As they reach the layline, G is pinned on the outside, where she can only wait for Y to jibe and lead her to the mark.

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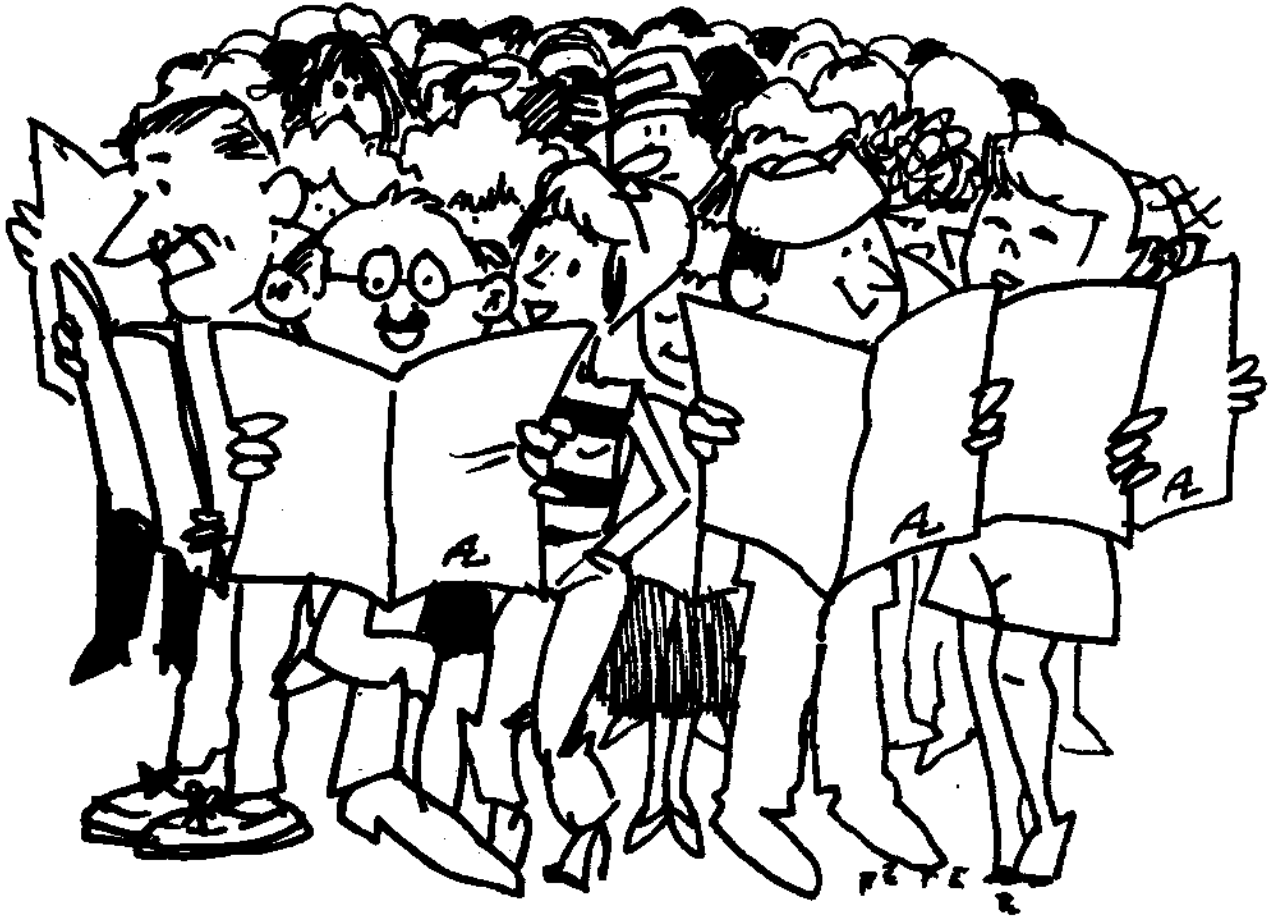
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## ALBACORE RACE LOG

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NO. OF STARTERS:	FINISHING POSN:
DISTANCE/LEGS:	DURATION:
SAILS	
Main:	Jib:
WEATHER	
Wind Strength:	Air Temp:
Wind Direction:	Water Temp:
Sea State:	
PERFORMANCE	
Starting:	Finishing:
Upwind:	Reaching:
Offwind:	Sail Handling:
ADJUSTMENTS, TENSIONS, SETTINGS	
Main Halyard:	Jib Tension:
Main Outhaul:	Jib Fairleads:
Main Cunningham:	Jib Cunningham:
Boomvang:	Spreader Angle:
Centreboard Angle:	Rudderblade Angle:
Main Traveler:	Rake:
Mast Step Posn:	Battens:
Mast Bend:	Sidestays:
Main Sheet Tension:	Jib Sheet Tension:
CREW AND WEIGHTS	
Helm:	Weight:
Crew:	Weight:
PROBLEMS/SOLUTIONS:	REPAIRS/MODIFICATIONS:
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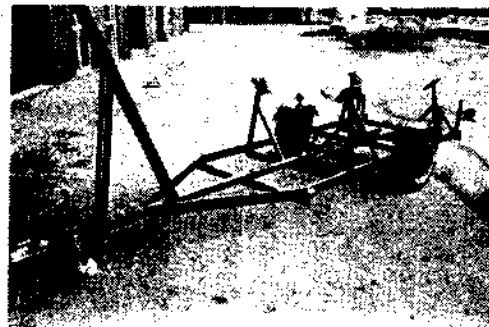
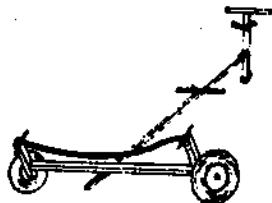
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