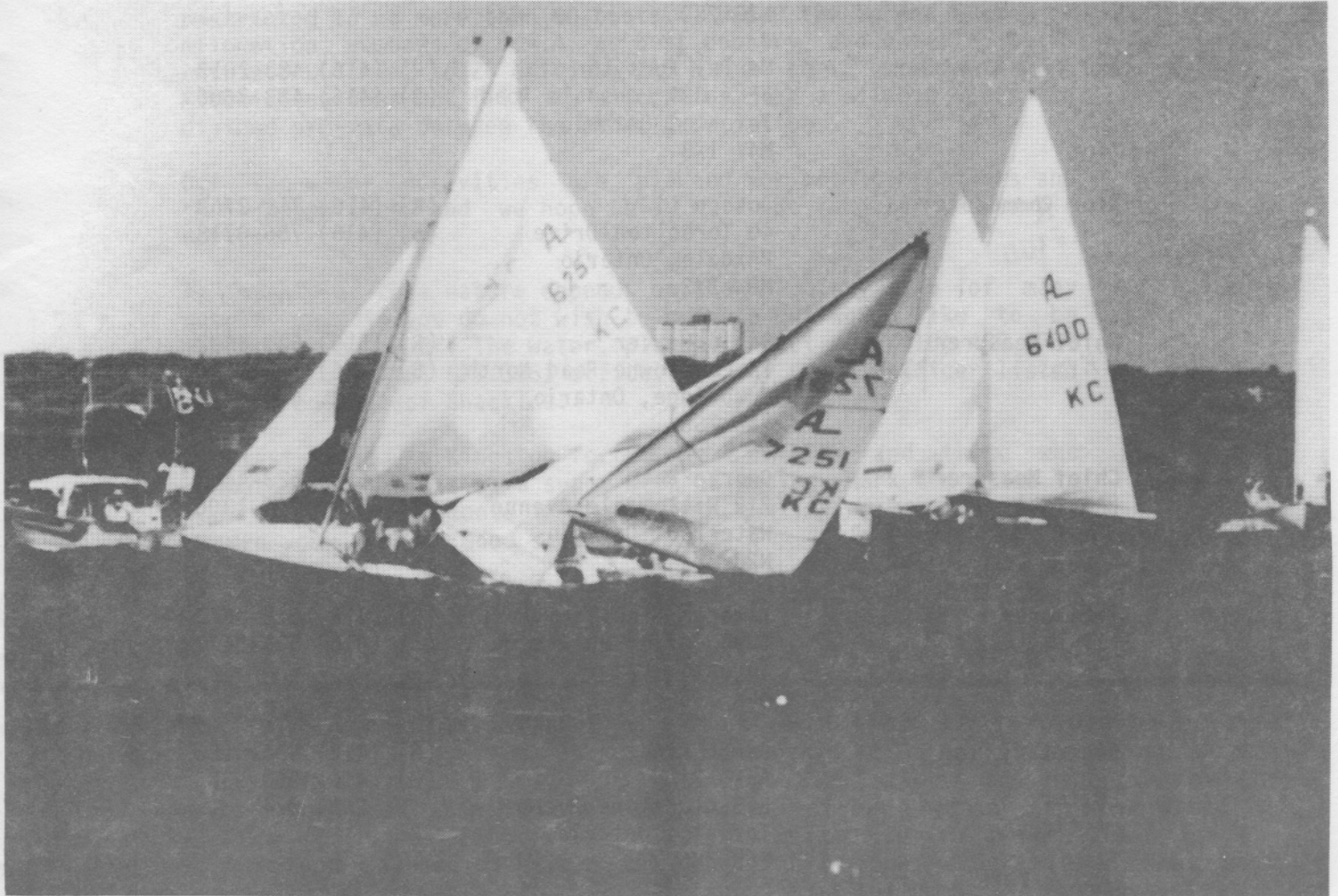


# SHACKLES

&

# CRINGLES



CANADIAN ALBACORE ASSOCIATION

August 1988

Volume XXVI

Number 3



## 1988 EXECUTIVE

*Canadian Albacore Association*

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

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<b>Rear Commodore</b>	Joseph Li 40 Torbolton Drive Rexdale, Ontario M9W 3Y2	(R) (416) 742-2768 (B) (416) 756-0718
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<b>Chief Measurer (Acting)</b>	George Roth 212 Willowdale Avenue Waterloo, Ontario N2J 3M1	(R) (519) 623-4402 (B) (519) 746-1300
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<b>Past Commodore</b>	Beth Medhurst 58 Glengowan Road Toronto, Ontario M4N 1G4	(R) (416) 482-3251 (B) (416) 733-6325

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## WORLDS 10

The tenth bi-annual World Championship of the International Albacore Association will be held at Kingston, Ontario between July 23rd and July 29th, 1989, under the auspices of the Canadian Albacore Association and Kingston Yacht Club, with assistance from the City of Kingston.

Kingston is reknowned for its reliable winds and excellent race management. Accommodation is plentiful and ranges from hotels of the Holiday Inn/ Howard Johnson calibre on the waterfront, through a variety of motels, to rooms at Queen's University, all within easy reach of the Regatta Site at Portsmouth Harbour.

As stipulated in the Rules of the I.A.A., the entry will be restricted to no more than 60 boats. Under the agreed system of allocation, members of C.A.A. as host country, are entitled to 25 entries, U.S.A.A. to 20 entries, and N.A.A. to 15 entries. If any Association does not fill its allocation, the available spots are divided pro-rata between the other Associations.

Off the water activities are planned for both competitors and their supporters and we hope this will be another memorable Worlds.

An event of this nature depends on the voluntary help of many people so, if you do not wish to compete but would like to be involved, on or off the water, please contact me. (416) 482 1731 residence or (416) 677 3961 office, or any C.A.A. officer listed in this edition of Shackles.

We last went to Kingston for Worlds 4 in 1977 and those who competed remember it as a super week of racing. Mark the dates in your diaries and compete in this year's qualifying regattas to ensure your entry. Good sailing.

Dennis Sherwood, President, International Albacore Association.

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## EDITORIAL

### TO: MEMBERS OF THE CANADIAN ALBACORE ASSOCIATION

As most of you are aware, "Shackles & Cringles" has been without an Editor for the past year. Although we have been able to continue publishing "Shackles," the difficulty in getting an issue to press has been compounded by the perceived lack of interest exhibited by the membership. This is manifested in the distinct lack of articles, race results, or other material submitted for publication.

The Class Association newsletter is intended to be a vehicle for the

dissemination of information to the membership at large. It should not be the responsibility of the Executive or the Editor alone (Acting or otherwise) to attempt to publish a newsletter for the benefit of the membership without some input from the members themselves.

Members are therefore requested to submit material for publication in "Shackles." If you wish to see **your** newsletter continue, please **contribute to it!**

Carol Kidd  
Acting Editor

# In action with the fleet

## Community clubs best bang for buck

The 50 or so Albacore dinghys tacking back and forth in Toronto's outer harbor on Friday nights constitute the largest one-design fleet holding weekly races in the city.

They are also distinctive in another way: most of the sailors in the Albacores don't own the boats they are sailing.

Instead, the dinghys are owned by community sailing clubs and used by club members, who pay about \$300 a year in dues.

The clubs have about 150 members each, and each club owns about 15 Albacores — a two-person boat with no spinnaker — and a few Lasers.

The clubs offer what is undoubtedly the most bang for the buck of any form of sailing in Toronto.

In last Friday night's race, Tom Cundill drove the lead boat — a small motorboat that guides the fleet around the course — accompanied by a couple of other members of the Westwood sailing club. The Westwood is one of three community clubs that squat along the shore of the outer harbor under the smokestacks of an industrial pocket between the highrises of Harborfront and the boardwalk along the eastern beaches.

"Half these people don't know where they are going," said Cundill, a member of Westwood for more than a decade. "We show them where the marks are."

All the boats were on the long starting line for the gun, but the fleet quickly spread out.

By the first windward mark, it was already well spread. By the second mark, the fleet covered more than an entire leg.

There is a wide range of abilities in the clubs, but they try to make the boats as evenly matched as possible.

Every year, a large portion of the club members move on. Others join and take advantage of

SAILING

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McINNES



the Canadian Yachting Association instructors who are brought in for regular classes.

"If a club has an off-year, the social events don't work out or something like that, you'll lose 50 per cent of your members," Cundill said.

"And if you have a great year, you'll still lose 50 per cent."

Some members quit because they decide that they don't like sailing after all. Others leave because they buy their own boats and move on. Some buy their own boats but continue to sail with the community club fleet.

Most of the boats at the front of the fleet in this race are privately owned. They are conspicuous because they are made of wood, unlike club boats, which are all glass fibre. The wooden boats are faster in heavy and light air, said Jorg Pawlik, a member of the Mooredale club who owns a wood craft.

But during the race, in medium winds, none of the boats had a real advantage and the top sailors in the club boats stayed close to the front of the fleet.

The privately owned boats also have the advantage of having steady crews. The club boats use crews that are put together out of a weekly draw for skippers, crews and boats.

For the more serious weekend regattas, skippers are allowed to pick their own crews, and some community club sailors have done well in outside competitions.

Pawlik, along with his regular crew, Ann Savege, won the Canadian and Ontario Albacore cham-

plionships last year. On this race, he was comfortably ahead at the first mark and lead the parade around the next two marks.

But he failed to cover the second-place boat up the second windward leg, and Ken Clarke of the Royal Canadian Yacht Club caught him at the second windward mark.

Boats from RCYC often come over for the Friday night races, as do boats from other private clubs.

Clarke approached the mark on a port tack and tried to squeeze in past Pawlik, who had the right-of-way, forcing him to change course to avoid a collision.

Clarke acknowledged his foul by spinning his boat around twice, a procedure known as a 720. In the process, however, he fouled another boat and had to do another 720.

By the time Clarke was on course, he had been passed by three other boats and was out of contention.

For Pawlik, the rest of the race was a parade as he was not seriously challenged again.

Pawlik began racing in club boats. "I wasn't prepared to buy an Albacore without sailing one first," he said.

Once he decided that he liked the boat, he stayed with the community club, even though he planned to buy a boat of his own, because of the intense sailing schedule and the social aspects of the club.

Unlike most sailing clubs, where boats spend most of the time tied up to the dock, community club boats are in constant use. However, members say they can almost always get a boat when they want to sail. On the race night, three of the Mooredale boats were left on shore.

Most of the members of Westwood don't race, Cundill said, but use the boats for recreational sailing.

# CANADIAN ALBACORE ASSOCIATION ANNUAL GENERAL MEETING

## NOTICE OF ANNUAL GENERAL MEETING 1988

**DATE:** FRIDAY, SEPTEMBER 16, 1988  
**TIME:** IMMEDIATELY FOLLOWING THE BANQUET  
**PLACE:** ARGONAUT ROWING CLUB, TORONTO

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 19, 1987.
4. Reports of the Officers
5. Election of the Officers for 1988 - 1989
6. Appointment of Auditor
7. Other Business
8. Adjournment

### **NOMINATIONS FOR THE 1988-1989 CAA EXECUTIVE**

The following nominations have been proposed for the 1988-1989 Association year:

<b>Commodore</b>	Ted Mallett
<b>Past Commodore</b>	Christine Forsyth
<b>1st Vice Commodore</b>	Mark Ewen
<b>2nd Vice Commodore</b>	Morley Forsyth
<b>3rd Vice Commodore</b>	Joe Li
<b>Rear Commodore</b>	T.B.A.
<b>Treasurer</b>	T.B.A.
<b>Chief Measurer</b>	David Weaver
<b>Membership Secretary</b>	T.B.A.
<b>Secretary</b>	Carol Kidd
<b>Editor</b>	T.B.A.
<b>Auditor</b>	Heather Wroldsen

In addition, the following individuals are slated for nomination (positions to be announced): Donna Rex and Keith MacInnes.

Anyone wishing to be considered for nomination is asked to contact the Nominating Committee, Ted Mallett, Chairman.

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

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# OHCC REGATTA

OHCC  
ALBACORE OPEN  
JULY 16, 1988

Sunny skies, great winds and a competitive fleet of 25 albacores provided a great setting for the hosting of Outer Harbour Centreboard Club's first Albacore Regatta.

Threatening storms held off for a Bacardi happy hour and the club hosted dinner.

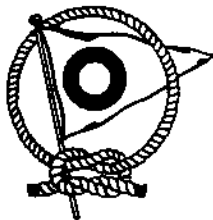
Following dinner, beautiful hand made pottery plates and mugs were presented to the overall winners Jorg Pawlik, Paul Henderson and OHCC's Ron and Leslie Batt and to club winners Ross King, Joe Li and Ken Browne.

A very successful first regatta. Thanks to all the keen competitors for being on the start line. See you next year.

Ross King  
AL 7403  
Fleet Captain  
OHCC

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# REGATTA RESULTS - OHCC

## OUTER HARBOUR CENTREBOARD CLUB ALBACORE OPEN JULY 16, 1988

NAME	SAIL #	CLUB	POSITION
J. Li	6660	OHCC	8
J. Pawlik	6731	MSC	1
M. Forsyth	7349	OHCC	15
A. Savage	6760	MSC	17
B. Withrow	6761	MSC	19
K. Browne	6841	OHCC	9
P. Stern	7085	OHCC	25
P. Henderson	7141	RCYC	2
D. Harris	7166	OHCC	10
C. Thomas	7251	MSC	21
W. Joscelyn	7322	MSC	23
K. Woolford	7362	OHCC	13
R. Batt	7363	OHCC	3
R. King	7403	OHCC	7
K. Clarke	7428	RCYC	4
K. MacInnes	7438	RCYC	24
B. Chu	7468	NTSC	22
D. Bryce	7469	NTSC	11
T. Gaffney	7470	NTSC	16
F. Loritz	7472	STJT	6
J. Langley	7473	STJT	12
C. MacMullen	7475	STJT	18
R. Clayton	7476	STJT	5
C. Clayton	7477	STJT	20
G. Bain	7478	STJT	14

OHCC-Outer Harbour Sailing Club  
MSC-Mooredale  
STJT-St. Jamestown  
NTSC-North Toronto  
RCYC- Royal Canadian Yacht Club

### REGATTA WINNERS

OVERALL	OHCC
1 JORG PAWLIK	ROSS KING
2 PAUL HENDERSON	JOE LI
3 RON BATT	KEN BROWNE



---

### 'Salty Dog Talk'

**A Blind Eye.** Turning a blind eye stems from the famous incident during the Battle of Copenhagen when Admiral Nelson, as second in command, complained he could not see the flag signal from his superior which ordered him to break off the bombardment. He had deliberately placed the telescope to his blind eye, and proceeded to ignore the order, with glorious results. 🇨🇪

**Blazer** In the middle of the 19th century it was the custom in the Navy for captains to buy uniforms for their boat's crew. Uniforms were not commonplace amongst the lower deck but most captains liked to show off their crews on ceremonial occasions and since the captians were paying for the uniforms out of their own money, so they were given the freedom to choose their own style and colour. The boat's crew of HMS Harlequin, the records state, were dressed as harlequins; The HMS Caledonia's crew wore the tartan; and HMS Tulip's boatmen had a green suit with a flower in their caps.

But the most memorable outfits of all were the snappy blue jackets worn by the boat's crew of HMS Blazer. In no time the crew became known as 'the blazers' and that is how the garment got its name. 🇨🇪

(Extract from 'SALTY DOG TALK' The nautical origin of every day expressions by Bill Beavis and Richard McClosky. Granada Publishing.

---

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# ST. JAMES TOWN SAILING CLUB



## ALBACORE REGATTA

September 3rd and 4th, 1988

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 1988 buoyancy endorsement must be available.
- Skippers' meeting at 1000 hours September 3rd.
- 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 2nd at the Spadina Hotel after the Community Club Friday Night Race.

### NORMAL REGISTRATION

September 3rd from 0900 to 1000 hours at STJSC club house.

PRIZES: "KLINGERS" will be awarded to the skipper and crew of the first three boats.  
RIBBONS will be presented to top finishers in each race.

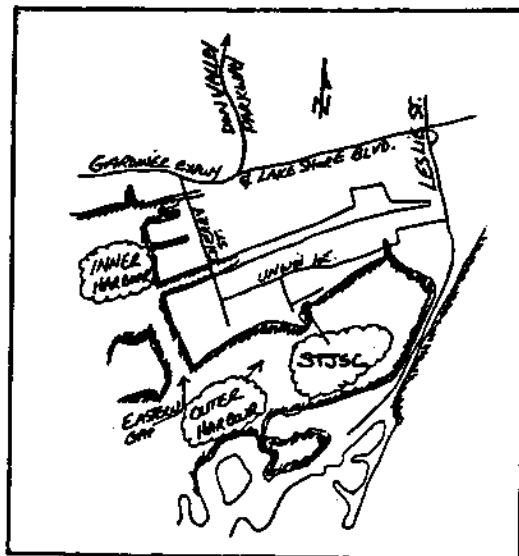
ENTRY FEE: Registration \$45.00  
Non CAA Members \$ 3.00 (additional)

Fee includes morning coffee and donuts for both days; lunch, dinner and a party with DJ Saturday; and lunch Sunday.

### 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 2nd at 1900 hours. You are welcome to attend.



**1988 Canadian Albacore Championships**  
**Toronto Outer Harbour**  
**September 16, 17 and 18 1988**

The Toronto-area community sailing clubs are for the first time hosting the Canadian Albacore Championships. Their combined effort promises to make this year's event the best ever. Racing for the Championship Fleet will take place in the open lake off the Leslie Street Spit. The Masters and Challenger Fleets will race within the protected Outer Harbour area. The price is right for this regatta. The \$90 registration fee is lower than last year and it includes dinners for both Friday and Saturday nights. In addition, billeting is available to out-of-town sailors.

The racing program has been increased to seven races of shorter duration. And by popular request, participants in the Challenger and Masters Fleets who cannot make Friday's races will once again be able to average-out their Saturday and Sunday results.

**Fleets:**

- Championship Fleet (helm must have finished in top half of any two 1988 qualifying regattas)
- Masters Fleet (helm must be age 40 or older)
- Challenger Fleet (open entry)

**Program:**

- Friday - 2 races.
  - Banquet at the Argonaut Rowing Club.
  - Annual General Meeting.
  - Draw
- Saturday - 3 races.
  - BBQ hosted by the community clubs and sponsored by Amstel.
- Sunday - 2 Races.
  - Awards.

# **A** 1988 Canadian Albacore Championships

**1988 Canadian Albacore Championships  
Toronto Outer Harbour  
September 16, 17 and 18 1988**

**Accommodation:**

Billeting for out-of-towners will be arranged with Toronto-area sailors.

**Fees:**

\$90 per boat (includes 2 banquet tickets and 2 BBQ tickets)  
\$100 per boat after Sept 4, 1988 (no guarantee of Banquet tickets)

**Prizes:**

Ribbons - Top 10 final finishers in each fleet  
Trophies - Fleet Trophy - 1st place in each fleet  
Top Crew - 1st place crew in Championship fleet  
Ladies Plate - Top lady helm in Championship fleet  
Tre Behan Trophy - Top Junior helm in Championship fleet  
Combined Ontario and Canadian Champion Trophy  
Gooderham Trophy

**Pre-registration:**

To be completed by mail or at any of the community club regattas this Summer. (Westwood, North Toronto, Moordale, St Jamestown)

To pre-register by mail, clip this portion and mail with a cheque payable to The Canadian Albacore Association

Box 1028, Station Q  
Toronto, Ontario  
M4T 2P2  
Attn. Ted Mallett

For further information, contact Ted Mallett (416) 486-0515

-----  
Skipper: \_\_\_\_\_ Crew: \_\_\_\_\_

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

Telephone: \_\_\_\_\_ Telephone: \_\_\_\_\_

Fleet: \_\_\_\_\_ Sail Number: \_\_\_\_\_

Billeting Required? (Yes/No)

Extracted from the Canadian Tornado Association Newsletter. March 1988.

## 'Performance' by Dave Sweeney.

Canada's top Tornado skipper explains how to reach the windward mark ahead of the pack



More places are won or lost on the first leg of the course than on any other. In a world championship fleet, rounding the first mark in the top 10 gives you a good shot at placing or even the winner's gun. Winners of major regattas are consistently in the top 10 at the first mark. What they do to get there is worth analyzing.

Thorough preparation and planning are essential. This includes getting the weather picture from the local weather office, usually at the airport, and from local sailors. You might ask at the weather office if fronts are moving in, and for the strength and direction of winds at 3,000 ft—this is a good indication of the strength and direction of the gusts. Local sailors should have a good idea about sea breeze activity and oscillating, persistent and geographic shifts. Get a basic understanding of water depth, current and tide effects and wave height differences over the course before you leave shore, and weather verification an hour before the start, should help you determine the favoured side for the first beat. If you are still unsure which side is favoured, then plan on sailing up the middle until you are certain.

After the start, don't shoot the corner, but play the side of the fleet you believe is favoured. Be flexible and be prepared to change your plan if the hot sailors aren't heading toward the same side with you.

During the first third of the beat you should be focused on sailing in clear air, on the lifted tack, toward the favoured side. Stay near the top sailors and concentrate on sail trim and steering the boat through the waves. After the start, it is often a good idea not to tack to leeward of the competition. Instead, take their transom and tack to weather using them as blockers and leave your-

self free to tack off when necessary. If you are going the way you want to go, try to keep other boats from forcing you off your planned course. Avoid bearing away excessively to pass astern of boats on starboard tack. Slow up and bear away less, especially if there is a boat ahead and to leeward.

Halfway up the first beat you should have a good idea of how the boats on the right are performing compared with boats on the left side of the course. If boats around you are doing better than those on the other side of the course, then stick to your plan. If, on the other hand, boats on the other side are looking golden, try to figure out why. If they are in stronger air or a persistent shift perhaps you should tack over. If however the winds are oscillating, then continue sailing your own race. Whenever the wind changes direction, there are good odds that it will return unless there is an obvious reason why it won't. If the winds are really shifty, the rule-of-thumb is sail on the tack that points your boat closer to the first mark. When your plan is to play the middle, use puffs and headers to get back there. You won't realize your gain until you cross in front of your competition. Also, don't let the boats you want to beat cross you—tack to leeward and beat them to the next header.

The last third of the beat is where the fleet converges and presents the final opportunities for gains and losses. Passing those extra few boats at the first mark leaves you fewer to pass on your way to the top. Approach the first mark in clear air and on the lifted tack. Avoid sailing on the layline for more than 15 boat lengths—if the wind heads or lifts when you're on the layline, you'll lose either way. If the wind heads you, boats approaching on port will cross you and you will be forced to make two tacks to get around the

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mark. If the wind lifts you, you will overstand the mark and sail farther than necessary.

When approaching the starboard tack layline, don't tack to leeward of another starboard tacker unless you're sure you will make the mark and won't be sailing behind a big crowd to reach it. If the wind will be lighter at the first mark, you may want to tack beyond the layline. If a stronger wind is expected at the first mark, tack short of the lay line; you will be able to point higher in the stronger and veering wind.

If you are sailing on starboard tack, short of the starboard tack layline, and several boats are going to cross you on port tack, it is better to let them tack first onto the lay line. Once you see holes develop on the layline, tack to make your clear-air approach. If, on the other hand, several boats are passing behind you on port tack, tack immediately to windward of them and be the first to tack on to the layline.

While first mark tactics are planned, you should also be considering the next

reaching leg. If you are approaching the first mark on a lift, then the next reach will be broad; if you're on a header, then the next reach will be close. Prepare the boat for sailing on a reach by making as many adjustments as possible before rounding the mark. It's important to make a smooth high-speed mark rounding to sail over boats to leeward.

You never know for sure what the optimal course up the first leg is until it's over. By keeping notes on the areas you sail in, by doing your homework before the race begins and by sailing smart up the first beat, you should consistently find yourself close to the optimal course and also among the top boats at the first mark. 🏆

David Sweeney is a A-Carded Tornado helmsman on the Canadian sailing team. He has sailed well enough up the first beat to win the 1984 and 1985 Tornado North American Championships, place 7th at the 1986 Tornado World Championships and represent Canada at the 1984 Olympics. 🏆

## 1988 RACE SCHEDULE

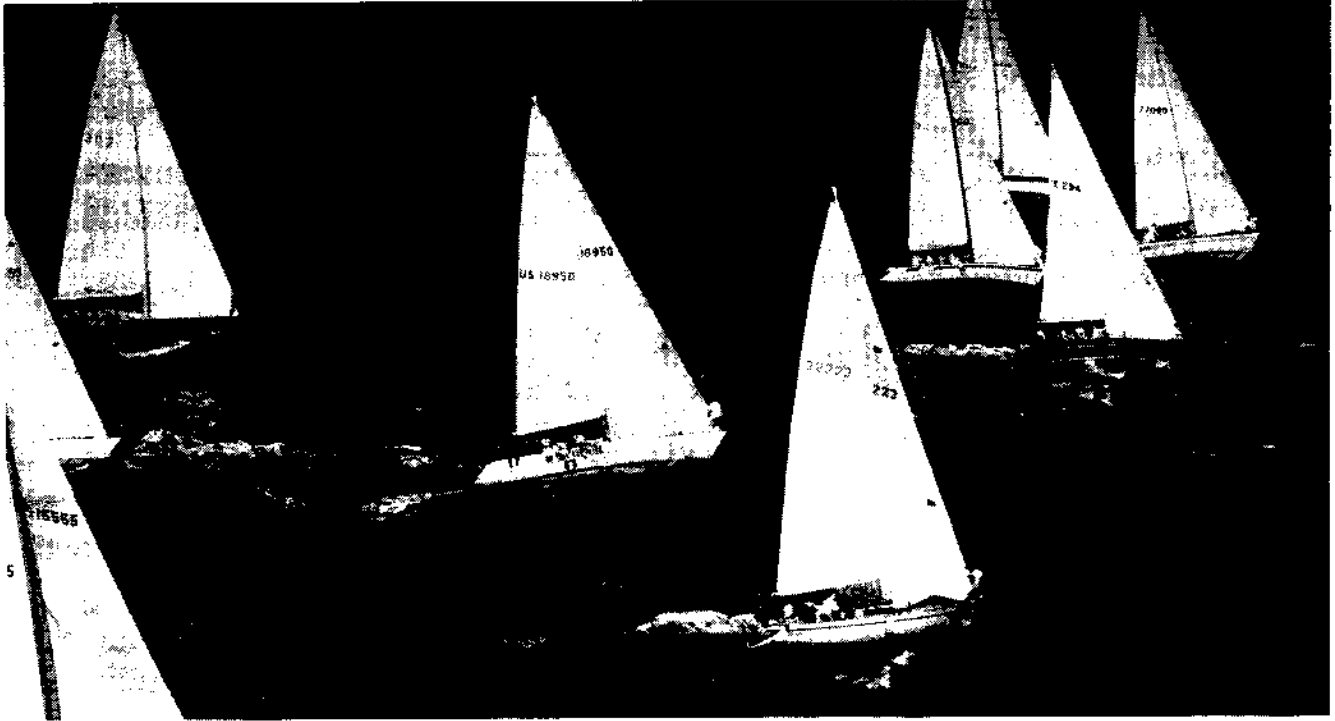
### 1988 Race Schedule

DATE	RACE/REGATTA	HOST	LOCATION
<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

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# ANNUAL GENERAL MEETING PROXY

## CANADIAN ALBACORE ASSOCIATION

### PROXY

I hereby appoint \_\_\_\_\_ to act as my proxy to vote for me at the Annual General Meeting of the Canadian Albacore Association on Friday, September 16, 1988, at the Argonaut Rowing Club, Toronto, Ontario.

Date: \_\_\_\_\_

\_\_\_\_\_  
FULL MEMBER'S SIGNATURE

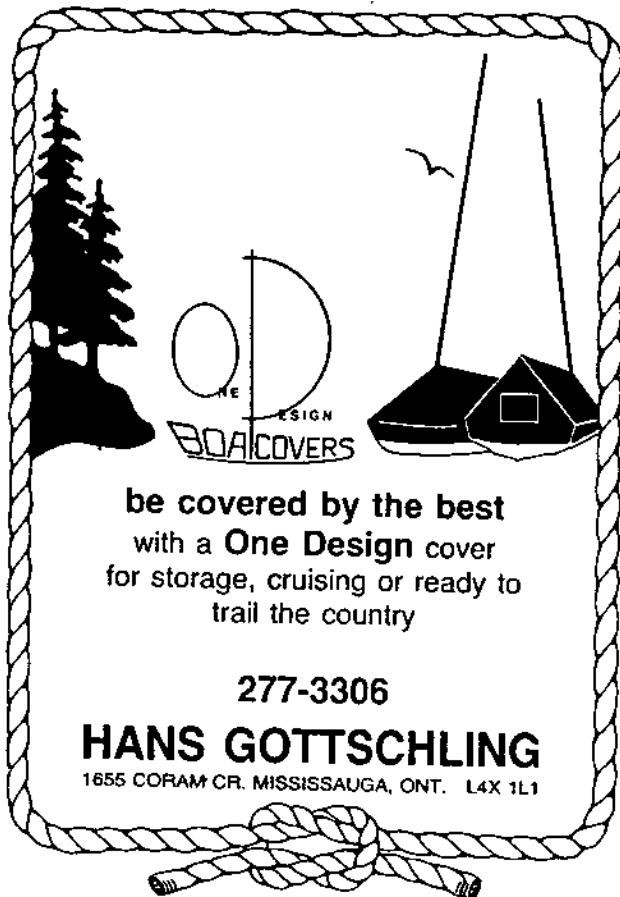
\_\_\_\_\_  
FULL MEMBER'S NAME (PLEASE PRINT)

### Note:

\_\_\_\_\_  
WITNESS

Your proxy is valid only if assigned to a Full Member of the Canadian Albacore Association in good standing, and is registered with the Secretary before the Annual General Meeting on Friday, September 16, 1988.

Carol Kidd, Secretary  
c/o Apt. 2,  
345 Gladstone Avenue  
Toronto, Ontario  
M6H 3H5



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**NOTICE OF REGATTA**

**1988 UNITED STATES  
NATIONAL ALBACORE  
CHAMPIONSHIPS  
Lake Wallenpaupack Yacht Club  
Hawley, Pennsylvania**

Sponsored by the USAA  
October 8, 9, and 10, 1988 - Columbus Day Weekend

**RULES:** This regatta will be governed by the IYRU yacht racing rules and those of the USAA.

**REGISTRATION AND MEASUREMENT:** Friday, October 7, 5-10 p.m. and Saturday, October 8, 8-10 a.m. (Measurement to be completed by 10)

**RACES:** Up to 7 races will be sailed  
Saturday, October 8 - 2 races, 12:00 noon start  
Sunday, October 9 - 3 races, 10:00 a.m. start  
Monday, October 10 - 2 races, 10:00 a.m. start

**SCORING:** Competitors will be divided into A and B Divisions which will have separate starts.

**SAILING INSTRUCTIONS:** Available at registration

**MEASUREMENT REQUIREMENTS:** Current measurement certificate with buoyancy test. Anchor with 50 feet of line required. All equipment subject to measurement.

**BANQUET AND USAA ANNUAL GENERAL MEETING:** Cocktal hour, dinner and meeting at LWYC on Sunday Evening. Time will be posted.

**DIRECTIONS:** From Washington, DC - 95 North to Baltimore, 83 North to Harrisburg, 81 North to Scranton, 380 East to 84 East, 84 East to 390 North (Exit 7), 390 to 507, Go left onto 507 South for 1 mile. From Canada & Northern NY State - NY Thruway to 81 South to Scranton, 380/84 East to 84 East, 84 East to 390 North (Exit 7), 390 to 507, Go left onto 507 South for 1 mile. From New Jersey - 80 West to 380 (PA), 380 West to 84 East, 84 East to 390 North (Exit 7), 390 to 507, Go left onto 507 South for 1 mile. We will send a map after we receive your registration.

**ACCOMMODATIONS:** Camping Wilsonville Campground run by Pennsylvania Power & Light Co. located approximately 3 miles from yacht club. Contact: William Hopkins, Star Route #2, Box 33, Hawley, PA 18428 (717) 226-4382

Pocono Pines Motor Inn is located within walking distance of club. They have a limited number of motel rooms and 6 cottages with kitchens. Rates: Motel Rooms \$47, with kitchen \$53, 4 person cottage \$63, 6 person cottage \$73

E n t r y   F o r m

1988 USAA NATIONAL ALBACORE CHAMPIONSHIPS  
Lake Wallenpaupack Yacht Club, Hawley, Pennsylvania

NAMES:

ADDRESSES:

\_\_\_\_\_  
skipper

\_\_\_\_\_  
crew

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

BOAT NAME: \_\_\_\_\_

NAME OF OWNER: (If other than above) \_\_\_\_\_

We prefer to sail in "A" \_\_\_\_\_ or "B" \_\_\_\_\_ Division

Total remitted:

Entry fee (includes 2 Sunday Banquet tickets)      \$55

Extra Sunday Banquet guests @ \$13.00 each      \_\_\_\_\_

Late Entry - \$10 if postmarked  
September 15, 1988      \_\_\_\_\_

Lunches @ \$4.00/person  
Saturday      \_\_\_\_\_

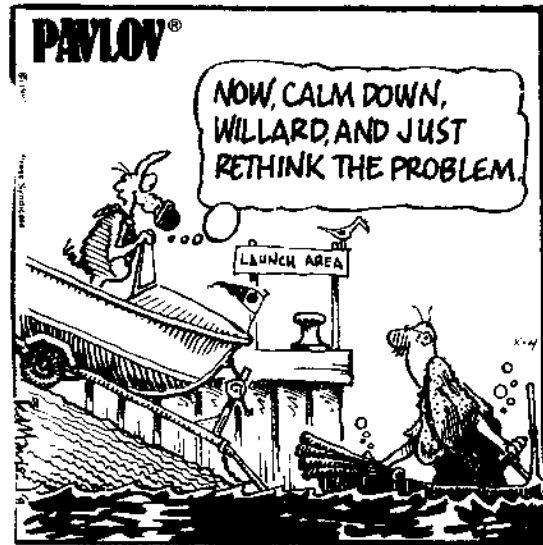
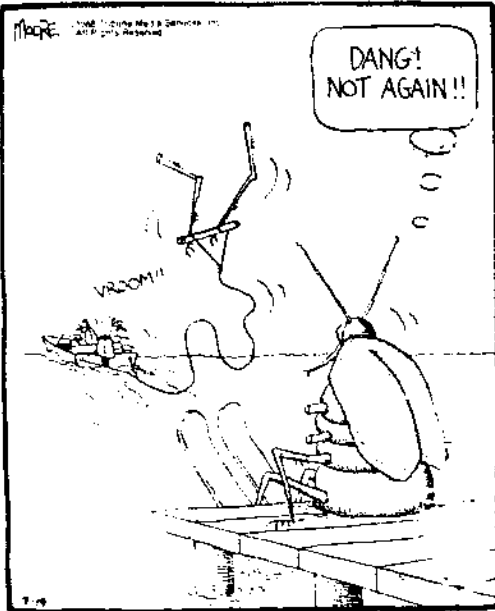
Sunday      \_\_\_\_\_

Monday      \_\_\_\_\_

Make checks payable to U.S. Albacore Association

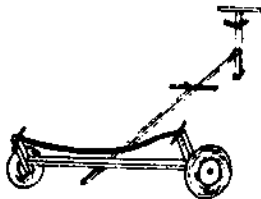
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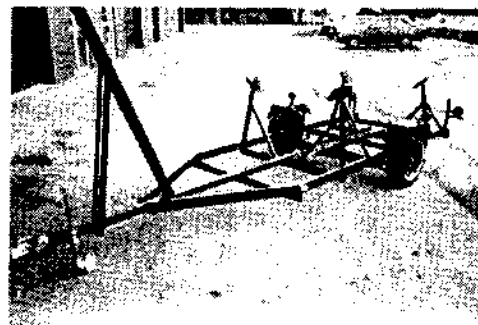
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