

# SHACKLES

**1989 ALBACORE RACE SCHEDULE JUNE 3-4 TARTS 3**  
Conestoga Warm Water Regatta (Waterloo) 10-11 L a c  
Deschenes Regatta (Ottawa) 10-11 June Bug Regatta  
(Fanshawe Y.C., London) 11 Harbour Master Series 5 &  
6 (Outer Harbour - WSC) 17-18 RCYC Open Regatta  
24-25 Ontario Championships at Bronte Harbour Yacht Club  
25 Harbour Master Series 7 & 8 (Outer Harbour - SJSC)  
**JULY 2** Harbour Master Series 9 & 10 (Inner Harbour  
RCYC) 8 Outer Harbour Centreboard Club Open Regatta  
8-9 Parkway Sailing Club Open Regatta - Fort Erie  
8-9 Nepean Regatta (Ottawa) 9 Harbour Master Series  
11 & 12 (Leslie Spit - OHCC) 15-16 North American  
Championships at Britannia Yacht Club 22-30 World  
Championships at Kingston Yacht Club 22 Toronto  
Team Racing Championships 30 Harbour Master Series 13 &  
14 (Inner Harbour - NTSC) **AUGUST 6** Balsam Lake  
Regatta 12 Mooredale Sailing Club Regatta 13  
Harbour Master Series 15 & 16 (Outer Harbour - MSC)  
19 Don Ranz Regatta (Ottawa) 19 Pointe au Baril  
Regatta 19 Westwood Sailing Club Regatta 2 6 -  
27 Canadian Junior Championships (Pointe au Baril)  
26 North Toronto Sailing Club Regatta **SEPTEMBER 2-3**  
St. James Town Sailing Club Regatta 9-10 Area 10 Regatta  
(Ottawa) 15-17 Canadian Championships (Geneva Park)

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St. James Town Sailing Club Regatta 9-10 Area 10 Regatta  
(Ottawa) 15-17 Canadian Championships (Geneva Park)

June, 1989



## 1989 EXECUTIVE

*Canadian Albacore Association*

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

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<b>Membership Secretary</b>	Donna Rex 701 Don Mills Rd., #614, Don Mills, Ontario M3C 1R7	(R) (416) 424-4887 (B) (416) 363-4847

## PART OF A LEGEND

(The following correspondence between Mr. Keith Robinson of Quebec and J.W. Davis and Son (Yachting) Ltd. is printed for the interest of the Class).

Dear Sirs:

Some friends of mine recently visited the U.K. and confirmed that J.W. Davis is indeed still a going concern in Westcliffe, so I would be grateful if you could give me some information about an Albacore (15' racing dinghy) built by you, probably sometime in the nineteen sixties. Your white plastic nameplate is attached to the transom.

The boat is a moulded wooden hull and is beautifully finished with mahogany side tanks, centre box and decks, with trim strips of what might be sycamore along the side tanks, deck edge and foredeck centre plank. It is still in good condition and is much admired over here where almost all boats are now of fiberglass construction. She must have looked fantastic when first built!

I bought the boat from a Dr. Anderson based in Toronto in 1972 and, over the years, have attempted to maintain her in good condition, in some cases removing modifications made before I bought her, and reverting to the original layout. For example, the thwart had been removed and a full length mainsheet traveller inserted towards the back of the centreboard case; I took the traveller out and replaced the thwart. I removed the mainsheet slider which was screwed to the top of the transom and underneath the slider was pencilled "Albacore Show Boat." Was the boat

specially finished as a display model?

To help you identify the boat, the Canadian registration number is 2700, but there is another number carved in the keelson, namely 1920. If possible, I'd like to know when she was built and whether she was ever in a boat show and, if you know, who bought her.

You may be interested to know I spent my first 30 years at Burnham-on-Crouch where I learnt to sail in Burnham Sailing Club Fourteens and later in (or rather "on") one of Prout's Shearwaters. Over here I helped put together the Ile Perrot Yacht Club which, over the years, has changed from a dinghy club to a keel boat group, but I still enjoy racing the Albacore in a fleet of eight or nine others.

I am enclosing a photograph of "Pippin" and am looking forward to hearing from you.

**Keith Robinson**

Dear Mr. Robinson:

Thank you very much for your recent letter, and photographs of your Albacore sailing dinghy, she looks as good as new, and it is nice to know she still has a good home.

You will be pleased to know that we sold the boat to Dr. Anderson after exhibiting her at the 1967 London Boat Show at Earls Court, she was subsequently shipped to Canada late March, early April that year.

All show models were standard boats, as it was my late father's belief that potential customers visiting his stand should see exactly what they would be getting if they chose to place an order with him, the layout might, within

the rules vary slightly, as might the trim, but never the quality of workmanship, that was always of the very highest order - hence his excellent reputation.

The cold-moulded hulls were purchased by us from Fairey Marine Ltd., usually six at a time, and in fact the number 1920 you mention is their shell number. The hull would spend approximately 3/4 weeks in the building shed, the completed boat then went into the paint shop for about two weeks for up to six coats of Wilkinsons Two Pot Polyurethane Varnish, both inside and out. The latter two or three days would be spent attaching the various fittings, and rigging. Much love, and attention to detail was lavished on every boat ever built in our London Road Yard - each boat an Ambassador in its own right.

I trust the foregoing information will prove of some interest, and in closing I will mention that during the years 1951-1956 I served my apprenticeship (Marine Engineering), with the Crouch Engineering Company Ltd., which as you may remember is almost next door to the Burnham S.C.

Thank you once again for your interest, and I almost forgot to mention - the boatbuilding ceased in 1975, so you own part of a legend.

Yours sincerely,

Roy Davis

Members are invited to share with the membership the history of their Albacore. Please forward your typewritten material to Carol Kidd, Acting Editor.

#### Shackles & Cringles Publication Deadlines

Shackles will be publishing four times a year. If you have any regatta notices, results, ads, or wish to contribute letters or articles, please send them in to us by the due dates.

<u>Issue:</u>	<u>Due Date:</u>
Spring 1989	Feb 1st.
Summer 1989	May 1st.
Late Summer 1989	Aug 1st.
Winter 1989/90	Nov 1st.

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# 1989 RACE SCHEDULE

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## 1989 ALBACORE RACE SCHEDULE

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### JUNE

3-4 TARTS  
3 Conestoga Warm Water Regatta (Waterloo)  
10-11 Lac Deschenes Regatta (Ottawa)  
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### JULY

2 Harbour Master Series 9 & 10 (Inner Harbour - RCYC)  
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9 Harbour Master Series 11 & 12 (Leslie Spit - OHCC)  
15-16 North American Championships at Britannia Yacht Club  
22-30 **World Championships at Kingston Yacht Club**  
22 Toronto Team Racing Championships  
30 Harbour Master Series 13 & 14 (Inner Harbour - NTSC)

### AUGUST

6 Balsam Lake Regatta  
12 Mooredale Sailing Club Regatta  
13 Harbour Master Series 15 & 16 (Outer Harbour - MSC)  
19 Don Ranz Regatta (Ottawa)  
19 Pointe-au-Baril Regatta  
19 Westwood Sailing Club Regatta  
26-27 Canadian Junior Championships (Pointe-au-Baril)  
26 North Toronto Sailing Club Regatta

### SEPTEMBER

2-3 St. James Town Sailing Club Regatta  
9-10 Area 10 Regatta (Ottawa)  
15-17 Canadian Championships (Geneva Park)

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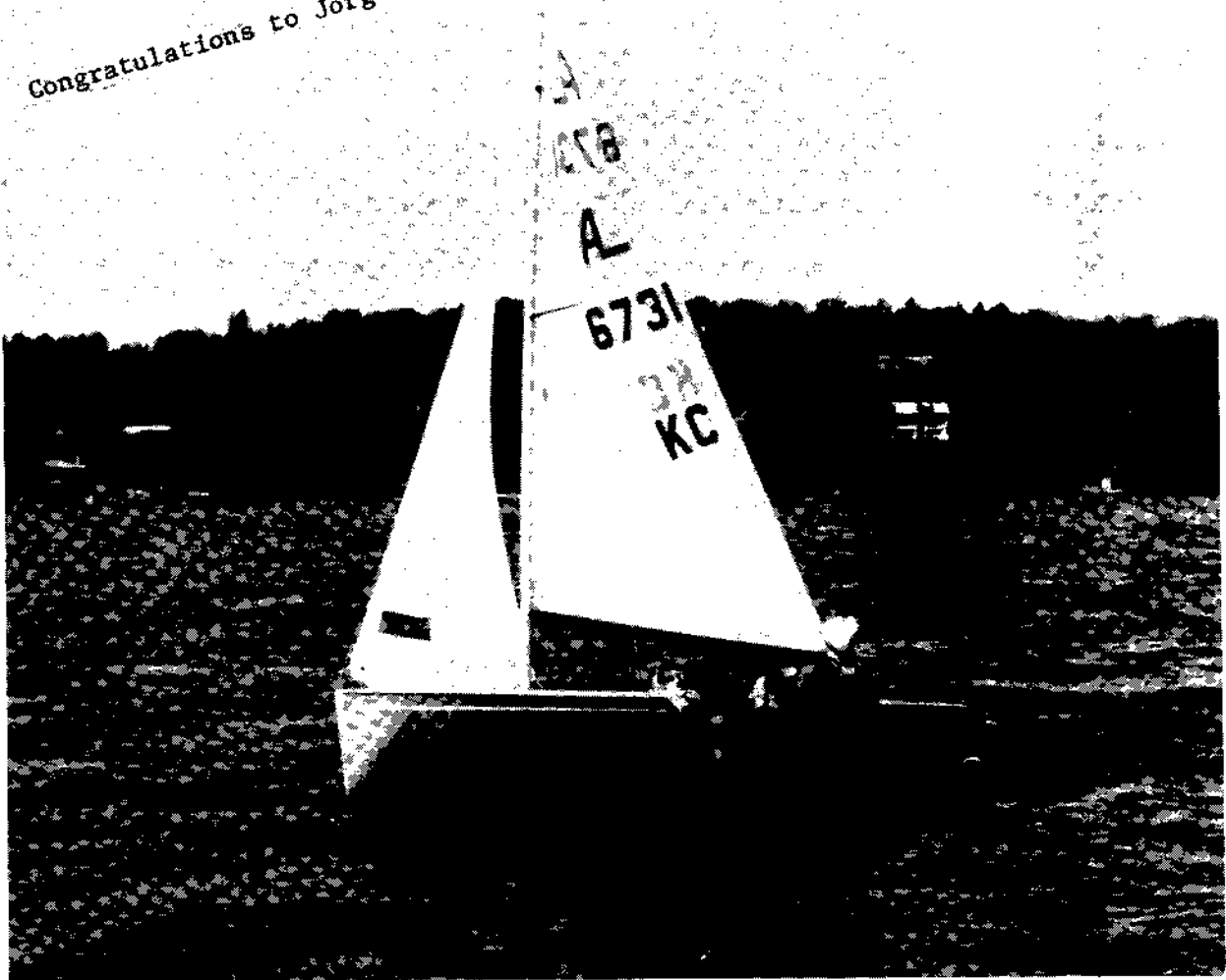
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## HEAVY WEATHER SURVIVAL

This article is reprinted from Alive, the National Albacore Class Magazine of the U.K.

### Part 1

Most Championships seem to have at least one day when there is more than enough wind. At Plymouth and at Helensburgh it was the last day, and at the Herne Bay Worlds it was most days, although even then some were even more windy than others. On these windy days there are generally rather fewer finishers, and to get round and cross the finish line will for many produce the best results of the week, and for most it will push us up a few places or at worst prevent a fall. Finishing such a race is especially beneficial if one has already collected a retirement, or made a complete hash-up of an earlier race.

To get round on such occasions can produce a real sense of achievement and who knows, you may even get to enjoy the sheer exhilaration of wild planing reaches. It is well known that Julie and I do not relish such conditions, and my only qualification for holding forth in this way is that we have collected some of our best results in just these conditions; 15th in the final "gale" at Plymouth, 12th in the force 5-6 at Helensburgh, and 11th and 13th on two of the windiest days at Herne Bay, so you don't have to be young, or super fit, or even heavy (our crew weight is 22-23 stone depending on how dedicated my dieting has been) in order to get round. If we can do it, so can you!

How is it done then? Well first you have to start. If you leave the boat in the dinghy park, it's

fairly obvious that you won't get a good result. I am not suggesting that if you have rarely sailed on the sea before, and that you don't ever go out if its more than the bottom end of force 4,(which is how we once were) that you launch out into a wild force 6 on big rolling waves in a crowded Championship race. Conversely, if you never sail in a blow you will never learn how to do it - you cannot get the "feel" needed from reading books, but books are helpful in sorting out what went wrong. So you must take advantage of the windy days at the club and go out when its just a bit more than you have sampled before. Only do it when the rescue facilities are up to it - just in case - and remember you don't have to stay out, you can stop when you've had enough. Like everything else, you will get better with practice.

Survival in our hypothetical force 6 at the Nationals does, however, start in the boat park. The most common reason for not getting round is gear failure and gear failure is also a common cause of capsizing. At Plymouth, Stewart Rix, who is no mean sailor, went into the first gybe mark in about 4th place. All those ahead gybed and fell in. As I heard it from Stewart's crew in the changing room, "he did a beaut of a gybe - into the lead but halfway down the next reach a rudder pintle sheared - no rudder - big splash!

Gear failure is unforgivable because it is always avoidable. Check it all over before the Championships even start. If its dodgy - replace it, if its not strong enough, - beef it up. Take special interest in the rudder and its fittings including the tiller and extension as all will be put under enormous stress. If your boat is not well-balanced, or if you deliberately angle your rudder back

a few degrees off the vertical (like in the old days) you can feel the force needed to turn or counteract lee (or weather) helm even in a force 3-4. Just because your rudder drops vertically and now feels light, does not mean the force has gone away. It hasn't. It's transferred to the transom via the rudder fittings. Every time you move the blade to steer, and you will need to do a lot more steering when the wind blows, these forces come into play. Centerboards also suffer high stress when heaving. If your board is stiff and does not move when you jump on it to right a capsize, it will probably do the job, although some still suffer unexpected and catastrophic fracture when the load exceeds a given point. Spliced boards made up with several pieces of wood are much less likely to do this.

Shroud fixings are another vulnerable point as are the shrouds themselves. One broken strand in a multi strand wire will probably reduce the strength by nearly half. It will also act as a point for the start of corrosion. If you find a single broken strand, replace the lot. Then check the kicker and its fixing points, as this also is subjected to great strain. On our way out to the start at Plymouth we discovered a knot on the multi purchase pulley system had come undone which fortunately Julie was able to put right, but with some difficulty in a pitching boat. So check every pin, nut and bolt, pulley pivot, knot, etc. Likewise check all other fittings especially the important ones - jib fairleads and fixings, main sheet system, gooseneck and outhaul. Finally, and most important, are you completely confident about your buoyancy. You cannot sail a difficult race well, if at the back of your mind you are

...cont'd. on pg. 9

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worrying about whether your boat will stay together and whether, if you do drop it in, it will keep you afloat and get you and it home in one piece.

Back to the theme of practicing for a moment. You should also practice the capsize and recovery with the crew you intend to sail with. Fear of the unknown is the biggest fear that most of us have to overcome. Julie and I tend to use the RYA method of recovery where the crew lies alongside the boom between it and the boat, from where it is possible for her to pull down the board for me to stand on. When the boat comes up the crew is automatically scooped up into the boat and can use his/her weight to counter balance the helm climbing in over the opposite side. It's a quick method, but if it is really blowing, it can sometimes need two of you on the board to pull the boat up against wind and waves.

So now you've had some practice and the boat is in good nick, and you have decided to give it a go in a blow. Put up your old and if possible flat sails. You don't want to spoil your good ones and you won't need the power from full sails. One of the advantages of owning an older boat is that you usually accumulate a garage full of old sails.

Remember that you are allowed two sets at a National so bring an old set as well as the good ones. Better still get your sail maker to flatten an old set for you. It doesn't cost a fraction of the cost of a new set, and the best ones will last much longer if you don't use them in a gale.

Launching is often difficult, but take comfort, its the second most

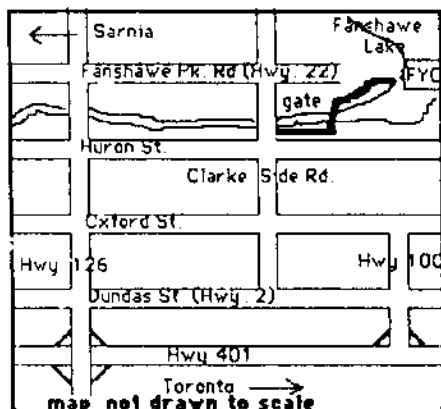
difficult part of the whole process. The most difficult is getting ashore afterwards - but by then you've done it, and you can always drop the main to make things easier. Think through the launching process, get as much room as you can, be prepared to get wet and go for it. Don't go out too early, there are no extra points for being a hero, but don't leave it too late. All that agro is wasted if you get to the start after they have gone!

Sail out conservatively, using just enough sail power to be able to steer the boat decisively. The time before the start, thinking about the gybes, is worse than the race. Stay well behind the line. If you get up wind you will only have to come back on a screaming plane. Let the others practice the heat - you're here to survive not to win. You may be able to set with the jib backed, board fully down and helm well over to hold the nose into the wind, if the waves are not too big. Big waves can start to roll you in, so be ready to release the jib early if in doubt. In big waves or really strong winds, it is better to sit at 45 degrees to the wind and let the sails flap wildly - that is why you are using your old ones since this treatment ruins good sails very fast. Watch out for the tide taking you over or away from the start line, but remember that you can travel a good way between the 10 minute gun and the start gun in these winds. Try to work out which end will be the best to start from and try to start there if you can; you may as well give yourself the best chance possible (we would have finished higher had we simply started at the right end at Plymouth). In our experience it often takes 000's longer to lay buoys etc. in very



# June Bug Regatta

Fanshawe Yacht Club, London, Ontario, Canada



## Saturday, June 10

Registration: 8:30 to 10:00 am  
Fee: \$15.00 single handed boats  
\$20.00 crewed boats  
Skipper's Meeting: 10:00 am  
First race warning gun: 11:00 am  
Lunch and one or possibly two races to follow

- ☛ Three boat fleet of one design will comprise a class
- ☛ The one minute rule and 720 rule will be in effect
- ☛ Lunches available both days
- ☛ Campground and motels close to FYC
- ☛ Sailors welcome to use moorings overnight



## Sunday, June 11

First race warning gun 10:00 am  
Next race to follow immediately  
Awards presentation early to mid afternoon

*For further information contact:*

Barry Sarazin  
120 Tweed Cr., London, Ont.  
N5X 1Z4  
519-453-3095

...cont'd. from pg. 9

windy conditions, and starts are often BIIT NOT ALWAYS delayed.

At last the 10 minute warning gun goes -

END OF PART ONE

P.S. If you are surprised that half this article deals with what happens before the start, you should not be, for half the battle to survive in a force 6 is won before the start. Part Two will appear in the next Alive in good time for the Championships.

# 1989 ALBACORE NORTH AMERICANS

July 15-16 (5 Races)

Hosted by the Nepean Sailing Club, with the co-operation of the  
Britannia Yacht Club and Sail RA.

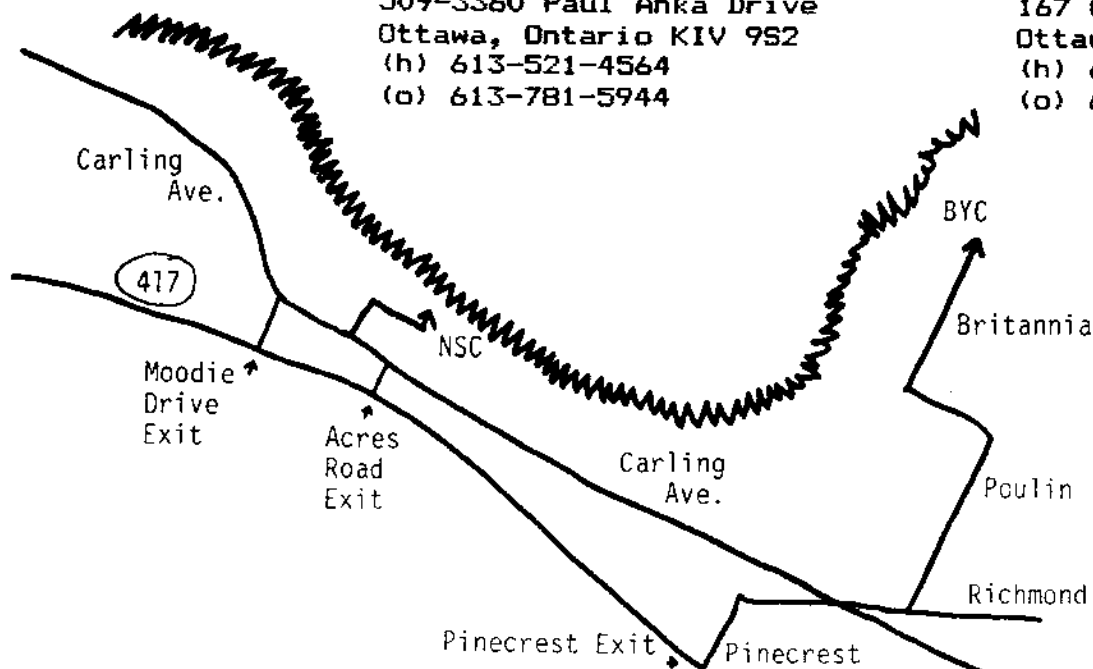
- \* Banquet at BYC, Saturday evening
- \* Prizegiving, BBQ, and beer at NSC on Sunday

\$50 per boat includes two banquet tickets.

Registration: 6 p.m. - 9 p.m. Friday, 8 a.m. - 9 a.m. Saturday.  
Boats may register at either BYC or NSC and may sail from either  
club. There are cranes at BYC and ramps at NSC.

Billeting: Joanne Robertson  
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Info: John Bryant  
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## 1989 MEASURERS

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Conestoga Sailing Club

### Measurers

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Toronto Sailing & Canoe Club

Egon Bartholomais (R) (416) 656-5530  
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St. James Town Sailing Club

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2148 Jenner Court (B) (416) 961-5151  
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Bronte Harbour Yacht Club

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42 Shady Lane Cres. (B) (416) 361-4611  
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L3T 3W7

Penn Lake Yacht Club

Gavin Gardner (R) (416) 358-5295  
6443 Carolyn Ave. (B) (416) 374-5320  
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Parkway Sailing Club

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Shadow Lake Sailing Club

Neil Gunn (R) (416) 485-4376  
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Royal Canadian Yacht Club

Haakon Kierulf (R) (604) 985-2277  
3954 Prospect Road (B) (604) 986-5911  
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Royal Canadian Yacht Club

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Muskoka Lakes Sailing Club

Joe Pol (R) (519) 264-2708  
Cocks Road, R.R. 1  
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Fanshawe Yacht Club

Paul Pudwell (R) (416) 884-0603  
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Keith Robinson (R) (514) 341-4923  
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Ile Perrot Yacht Club

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George Roth (R) (519) 746-4416  
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Anyone interested in becoming a Measurer  
for the Albacore Association should  
contact David Weaver, Chief Measurer, or  
Ted Mallett, Commodore.

Toronto Sailing & Canoe Club

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St. James Town Sailing Club

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1st	FIREBALL	WORLDS	D
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# ONTARIO ALBACORE CHAMPIONSHIP

## INCORPORATING THE LAKE ONTARIO CHALLENGE REGATTA

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

DATE: Saturday June 24 to Sunday June 25

### PROGRAM - SATURDAY

Registration = 8:30 - 9:30am  
Skippers Meeting = 9:30am  
First Race = 10:30am  
Second Race = back to back  
Lunch(on water) = 1:30pm  
Third-Fifth races = back to back  
Happy Hour = 5:00 - 6:00pm  
Dinner = 6:00pm  
Dance(informal) = 9:00pm

### PROGRAM - SUNDAY

Sixth Race = 10:30am  
Seventh Race = back to back  
Prize Giving = 2:30pm

ENTRANCE FEE : \$35/boat includes dinner Saturday night

### ACCOMMODATION

Limited camping facilities on clubhouse lawn (small tents).  
Limited accomodation on keel boats (sleeping bag + prior reservation needed).  
Holiday Inn Burlington (416) 639-4443  
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### CLUBHOUSE FACILITIES

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### GENERAL INFORMATION

Current measurement and bouyancy certificate required.  
I.Y.R.U. racing rules as modified by sailing instructions.  
Seven races planned, if five or more held, there will be one drop race.

### MORE INFORMATION & KEEL BOAT RESERVATIONS

Phone Peter Brayshaw at (416) 632-8586 after 8:00pm

**CANADIAN JUNIOR ALBACORE CHAMPIONSHIPS**  
**POINTE AU BARIL SAILING CLUB**  
**SATURDAY AND SUNDAY, AUG. 26th and 27th, 1989**

**LOCATION** Pointe au Baril is located approximately 30 km north of Parry Sound on Highway 69. Racing will be in Shawanaga Bay at Turning Island, approximately 1 km from Shawanaga Marina and 10 km from Pointe au Baril Station.

**ENTRY FEE** \$5.00 per boat. There will be small additional charges for the Regatta Banquet and Marina launching facilities.

**REGISTRATION** By mail or at Shawanaga Marina on Saturday, August 26th from 10:00 a.m. to 11:30 a.m.

**SCHEDULE - Saturday, August 26th**

- |                            |  |
|----------------------------|--|
| - 10:00 a.m. to 11:30 a.m. | - Registration   |
| - 12:30 p.m.               | - Race #1  |
| - 2:00 p.m.                | - Race #2 followed by:   |
|                            | - Race #3  |
| - 7:00 p.m.                | - Regatta Banquet at Pointe au Baril Community Centre, followed by |
|                            | - Dancing.   |

**Sunday, August 27th**

- |              |  |
|--------------|--|
| - 10:00 a.m. | - Race #4 followed by  |
| - Race # 5   |  |
| - 12:30 p.m. | - Picnic (bring your own) at Bradshaw's Rock followed by presentation of prizes. |

**ELIGIBILITY** Skippers of boats must be under 20 years of age on August 26th, 1989. There are no citizenship restrictions.

**PRIZES** Ribbons will be awarded to the top three finishers in each race in each age category and keeper prizes will be awarded to the top three finishers in the regatta in each age category. The age categories are:

- 1) 19 and under
- 2) 16 and under
- 3) 13 and under

A permanent trophy will be awarded to the overall winner.

**SCORING** If more than three races are sailed, a boat's worst score will be discarded. Low point scoring will be used.

**NECESSARY EQUIPMENT** - All boats must be equipped with:

- an approved P.F.D. for each crew member;
- a bailing bucket;
- an adequate tow rope at least 7 m. long.

**BUOYANCY** The waters of Shawanaga Bay can be subject to heavy winds and seas. It is the responsibility of competitors to ensure that boats have adequate buoyancy.

**BILLETING & ACCOMODATION** A limited number of billets will be available at cottages on the islands and at houses at Pointe au Baril Station. For information, contact:

Ms. Toby Cavers,  
19 Briarfield Crescent,  
St. Catherines, Ontario L2T 3T4.

...cont'd. on pg. 16

There are a number of motels in the area. These will be listed with sailing instructions.

**APPLICATION AND INFORMATION** Further information, maps of the area and Sailing Instructions may be obtained by forwarding entry form together with fee of \$5.00 (payable to I.F.H. Rogers, in Trust) to:

Ian F. H. Rogers

Before August 1st, 1989 to:

1 Benvenuto Place, Apt. B2  
Toronto, Ontario M4V 2L1 and

After August 1st, 1989 to:

Ojibway Post Office,  
Pointe au Baril, Ontario  
POG 1K0

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#### TORONTO COMMUNITY CLUBS

For those who would like to sail without the problems of ownership, and who would like to meet people to sail and race with, there are four active clubs in the Toronto area.

For less than \$300 per season membership in these clubs gives you access to boats (albacores, lasers and catamarans); learn to sail and other sailing programs and lots of social activities.

The clubs are:

North Toronto located on Centre Island - Infoline 447-6335  
Clubhouse 363-6872

Located on Cherry Beach Spit are the following:

St. James Town - Ron Smith 920-4683  
Larry Whatmore 690-9493  
Clubhouse 466-3421

Westwood Sailing Club - Elizabeth Morin 423-0845  
Clubhouse 461-2870

Moordale Sailing Club - Clubhouse 461-3660  
Infoline 922-3714



# OPEN REGATTA

Saturday and Sunday July 8 and 9, 1989

## PARKWAY SAILING CLUB

Fort Erie, Ontario

ALBACORES— FIREBALLS— LASERS

Portsmouth (Open) or any class with 4 or more boats

### Friday

7:00 - 9:00 p.m. Registration, Bar Open

### Saturday

8:30 a.m.

Registration

9:30 a.m.

Skipper's Meeting

11:00 a.m.

First Race

1:00 p.m.

Lunch

2:00 p.m.

Second and Third Races

6:30 p.m.

Dinner

8:00 p.m.

Dancing! Entertainment!!

Bar!!! Free Admission !!!!

### Sunday

11:00 a.m.

Fourth and Fifth Races

1:00 p.m.

Lunch

Afternoon

Results and Trophy Presentations

Plenty of space to camp on our grounds or stay in a nearby motel (see map). For more information please contact

Gavin Gardner  
P.O. Box 67  
St. Davids, Ontario  
L0S 1P0

Telephone: (416) 262-4347 (home)  
(416) 374-5201 (office)

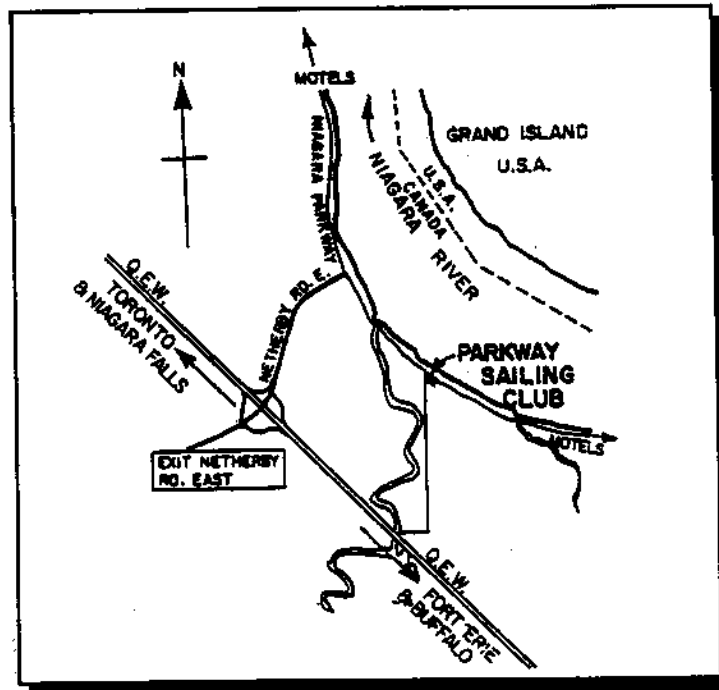
### Registration Fee

Steak dinners included

One Person Boat \$16.00

Two Person Boat \$30.00

Additional Dinners @\$8.00 each.



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**Balsam Lake Sailing Club**  
**26TH Annual Albacore Open Regatta**  
*Honourary Regatta Chairman - Tony Griffin*  
**Sunday, August 6th 1989**

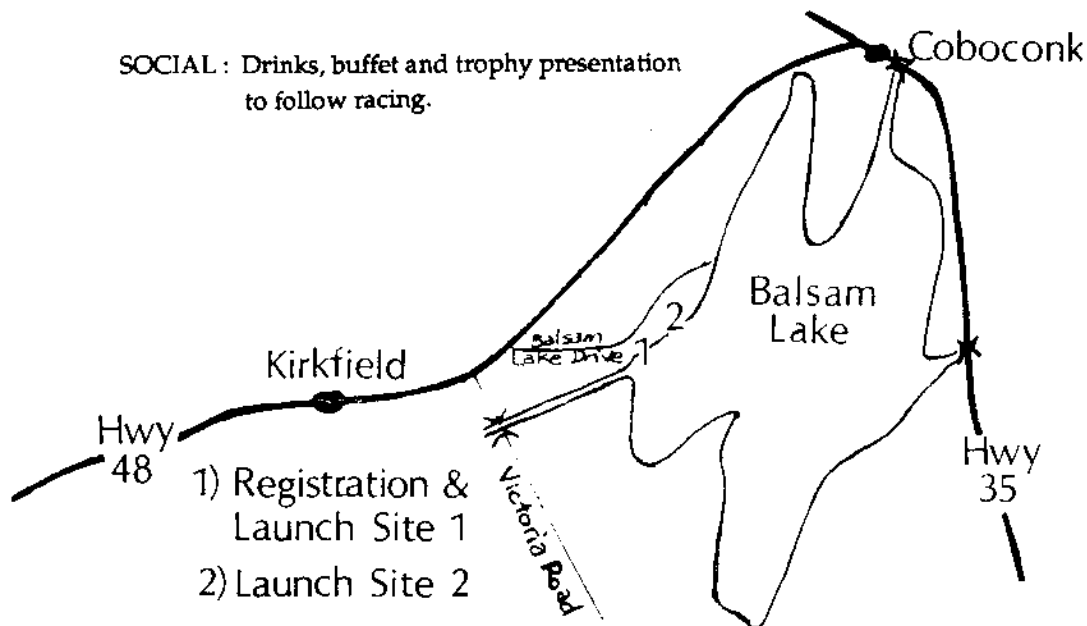
**PRIZES**  
*The Griffin Trophy*  
*Keeper Trophies to Top Three*  
*Special Awards*

**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 presentation to follow racing.

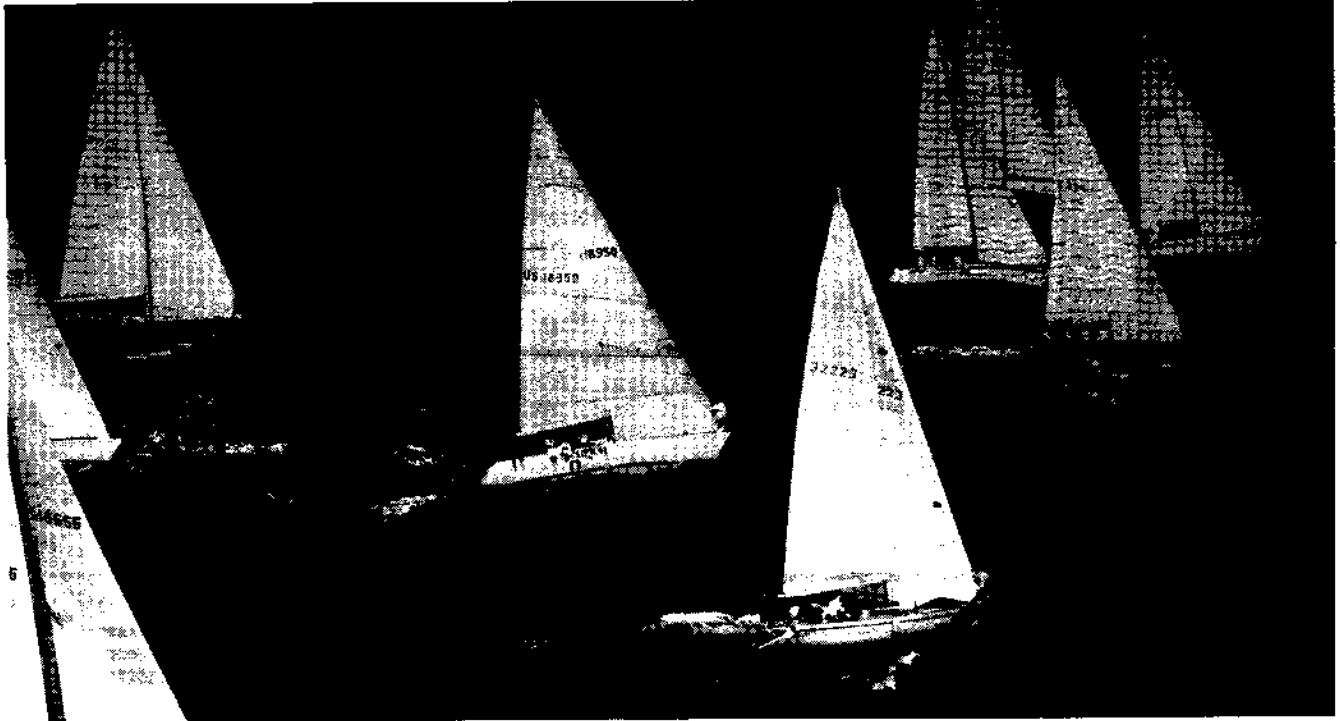


There will be a fifty boat limit; first come, first serve. To ensure entry and help the caterers, you are urged to enter early. For more information contact:

Bob Leonidas  
105 Glengrove Ave.  
Toronto, Ontario M4R-1P1  
HOME: 488-7175; OFFICE: 429-4411

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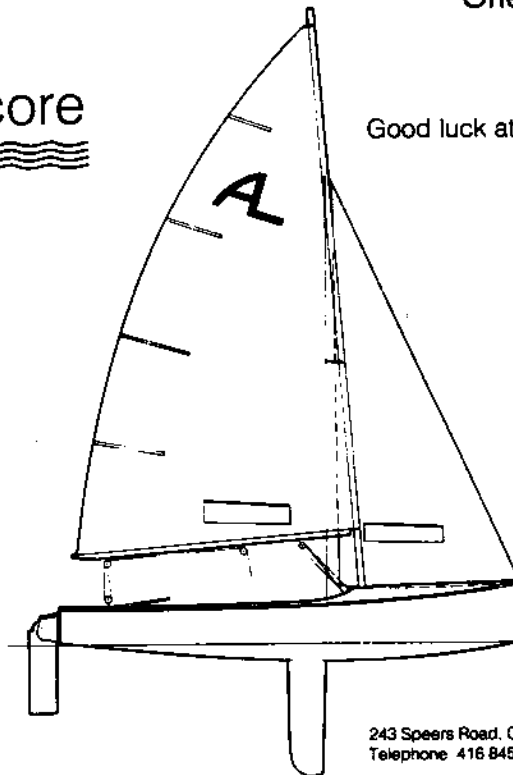
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An advertisement for One Design Boat Covers. It features a rope border framing the content. On the left, there are silhouettes of evergreen trees. In the center, there is a logo for 'ONE DESIGN BOAT COVERS' with a stylized sailboat. On the right, there is a drawing of a sailboat. Below the logo, there is text: 'be covered by the best with a One Design cover for storage, cruising or ready to trail the country'. At the bottom, there is a phone number '277-3306', the name 'HANS GOTTSCHLING', and the address '1655 CORAM CR. MISSISSAUGA, ONT. L4X 1L1'. A rope knot is drawn at the bottom center of the advertisement.

**ROYAL CANADIAN YACHT CLUB OPEN ALBACORE REGATTA**

**Saturday and Sunday, June 17, 18 1989**

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- General Information:** Five races are planned with four to count.  
Races will be sailed under the current I.Y.R.U. racing rules, except as modified by the sailing instructions. Races will be sailed in the Toronto Inner Harbour. Low Point Scoring will be used.  
A current measurement certificate and 1989 buoyancy endorsement must accompany registration.  
A **new crane** is planned to be installed on the city side for the 1989 season!
- Registration:** Saturday, June 17, 9:00 - 10:00 a.m., RCYC Dinghy Docks.
- Entry Fees:** \$50.00/boat (includes dinner in clubhouse on Saturday).  
\$35.00/boat (no Saturday dinner).  
Additional dinner tickets may be purchased for \$25.00/person.
- Morning coffee and donuts will be provided for participants on both mornings.
- Prizes:** Flags to top three boats.
- Program:** Day 1  
Skipper's Meeting: RCYC Dinghy Docks at 10:00 a.m.  
First Race - 11:00, with two races to follow.  
Lunch - not provided. Suggest B.Y.O. for possible on-the-water consumption between races.  
Dinner - to be held in clubhouse.
- Day 2  
First Race - 11:00, with 1 race to follow.  
Flag presentations to top 3 boats.
- For More Information:** Call: Jamie Wallace 465-5215 (res) 474-3192 (bus)



BACARDI rum and the North Toronto Sailing Club  
present the

**BACARDI rum OPEN ALBACORE REGATTA**

**Saturday, August 26, 1989**

- Location:** At the discretion of the race committee, in winds under 20 knots races will be run on the lake (outside Eastern gap). Over 20 knots, races will be held in Toronto inner harbour.
- Program:** Skippers' meeting 9:30 a.m. sharp! NTSC clubhouse (Toronto Island Marina).  
Croissants and coffee provided.
- First race 11:00 a.m. Three races, all to count.  
Lunch on the water, bring your own.
- Trophy presentations approximately 6 p.m.  
Refreshments provided courtesy of BACARDI rum
- Dinner, catered by Daniel & Daniel  
Dance
- Fees:** \$34.00 per boat (includes 2 dinners)  
non-CAA members \$4.00 extra  
Additional meal tickets \$17.00 each
- Registration:** August 25, 10:00-11:00 p.m. The Domed Stadium Pub  
August 26, 8:30-10:00 a.m. NTSC clubhouse
- Boats may be left at NTSC overnight August 25-26.
- A current measurement certificate and 1989 buoyancy endorsement must accompany registration. Sails must bear a CAA measurer's stamp.
- For More Information:** Norman Calder, Commodore 869-0772 B, 924-5069 H  
Linda Wooding, Race Chair 965-8888 B, 481-1046 H

# CLASSIFIEDS

## NEWS FLASH - RUM TUM TUGGER SEEKS NEW OWNER

After carrying its current owner to third place in the North Americans and fifth place in the Canadians in 1988, Rum Tum Tugger is looking for a new skipper with a little more flair and imagination. For those who do not know, Rum Tum is a very sleek wooden Albacore (KC 7428) built by Young in 1985 and has all the quality go-fast gear including boat covers, several sets of sails (including brand new ones for 1989). Rum Tum has reluctantly agreed to stay with current owner until the 1989 Worlds (in July) and will then move to a new home for a signing bonus of around \$8,500. Phone rejected Ken Clarke (B) 416-367-4056 (H) 416-278-3073.

## FOR SALE AL7272

Minimum weight, 2 suits of sails, lots of the "right stuff," trailer, dolly.  
Contact: Mr. P. Fadyshen (416) 845-8176.

## FOR SALE

1984 Ontario Yachts Albacore, fully rigged, well maintained. Includes trailer and dolly. Make an offer!

Contact: Morley Forsyth (416) 483-2012

## FOR SALE AL7437

1985 Hardcore Albacore, racing equipped, little used. With dolly, trailer and cover. Asking \$4,000.00

Contact: (416) 687-8264 evenings  
(St. Catharines)

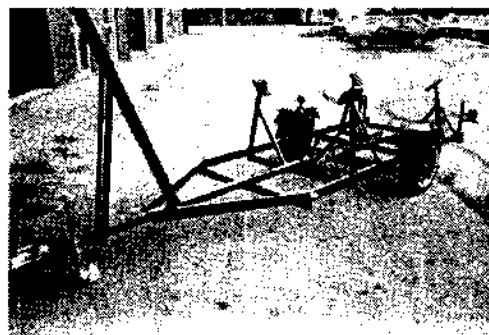
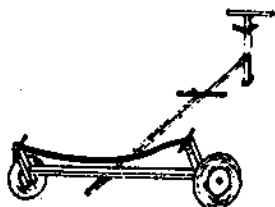
## FOR SALE

Quality Albacore centreboard, professionally faired and finished. Make me a reasonable offer and its yours!

Contact: Kevin O'Rourke  
(R) (416) 440-0903  
(B) (416) 591-6966

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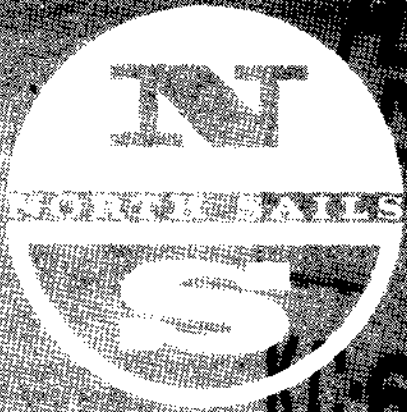
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SAILBOAT TRAILERS

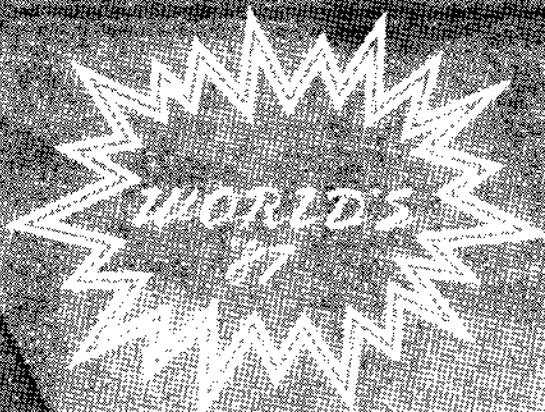
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