

SHACKLES

&

GRINGLES



Canadian Albacore Association

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1989 EXECUTIVE

Canadian Albacore Association

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Many thanks to Gary Bain and Sylvia Davidson for providing editorial assistance, and to Derek Griffiths for providing photographs.

COMMODORE'S COMMENTS

Where did spring go? After May snowfalls and June rainfalls, we are suddenly into triple-H weather and half-way through the season.

My spring (and summer) has been extremely busy even though my boat is barely out of the backyard. CAA preparations have been one source of work, but the main reason for my late start has been the happy result of a new addition to the family. Katie was born March 14, bang on time. If only my starts could be as good. Unfortunately, she has little tolerance for boat work so KC5007 was allowed to sit in the yard and kill a little more grass than usual.

While my sailing season may be limited, yours need not be. Events are planned for almost every weekend of the summer. The World Championships, July 22-29 in Kingston, is the focal point to the season but there are many other top-level competitions. It should be added that volunteer help at the Worlds is welcome and encouraged.

The North American Championships will be held in Ottawa on the weekend immediately preceding the Worlds and will provide ideal tune-up opportunities. Those sailing sailing in both events will be able to store their boats securely at Portsmouth Harbour in Kingston during the interim week to save on trailering.

The CAA is planning to resurrect the Albacore Handbook. You may remember previous editions published in 1973 and 1980. A few years ago, the International Albacore Association started working on a handbook, but unfortunately, it could not be produced for a reasonable price.

We plan to use some of the material from the IAA effort and produce a booklet that will serve as information guide to present and prospective Albacore sailors. The handbook's contents will include a history of the Albacore, Class rules and measurements, a guide to rigging and tuning, sailing tips and a club directory. Our aim is to improve CAA services to recreational Albacore sailors and those in smaller fleets across the country. It will also provide the keen racing contingent with badly needed information about their rules and measurements.

It is hard to believe, but September will soon be upon us and with it will be a new CAA Executive. If you wish to help the Association, or know of others who would be interested, please give any executive member a call. This kind of support is the only way to keep the Albacore class association strong.

I hope to see many of you on the water this year, but if I don't--happy sailing.

WANNA RACE? AGAINST THE BEST? WANT GOOD COMPANY AND GOOD TIMES? LOTS OF FUN? WE'VE A FEW SPACES LEFT AT TORONTO SAILING AND CANOE CLUB, METRO'S FOREMOST DINGHY SAILING CENTRE. YES, THERE'S ROOM FOR YOUR BOAT TOO! CALL 416-533-5907 TODAY FOR COMPLETE INFORMATION ON OUR SAILING PROGRAM. COME.....JOIN US FOR AN ACTION FILLED SUMMER.



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Worlds Update

Preparations for Worlds X in Kingston are heating up as we reach the home stretch. We are expecting 7 crews from the U.K. and about 20 from the U.S. The remaining places can be filled by Canadian crews. The following skippers have been allocated spots on the Canadian team and have been sent the entry requirements. One more space is available to the best skipper not yet qualified at TARTS 1989 and additional spaces will also be given to five finishers in each of the RCYC Open and the Lac Descenes Regatta. Even if you have not formally qualified, but would like to sail in the Worlds, you may still apply for entry. Contact Ted Mallett.

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>
Winter 1989/90	Nov 1st.
Spring 1990	Feb 1st.
Summer 1990	May 1st.
Late Summer 1990	Aug 1st.

MEASURERS NEEDED

The CAA needs people interested in becoming class measurers.

Measurers perform a vital service to the Albacore Class by ensuring that all boats and equipment conform to the specifications and spirit of the Class rules. Every club should have one.

Duties would involve measuring sails, endorsing bouyancy tests, and measuring new boats. Measurers receive fees for their services, time commitments are minimal and there is no better way to meet other Albacore owners.

For further information contact David Weaver at:

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1989 RACE SCHEDULE

1989 ALBACORE RACE SCHEDULE

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
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)

Qualifiers to date:

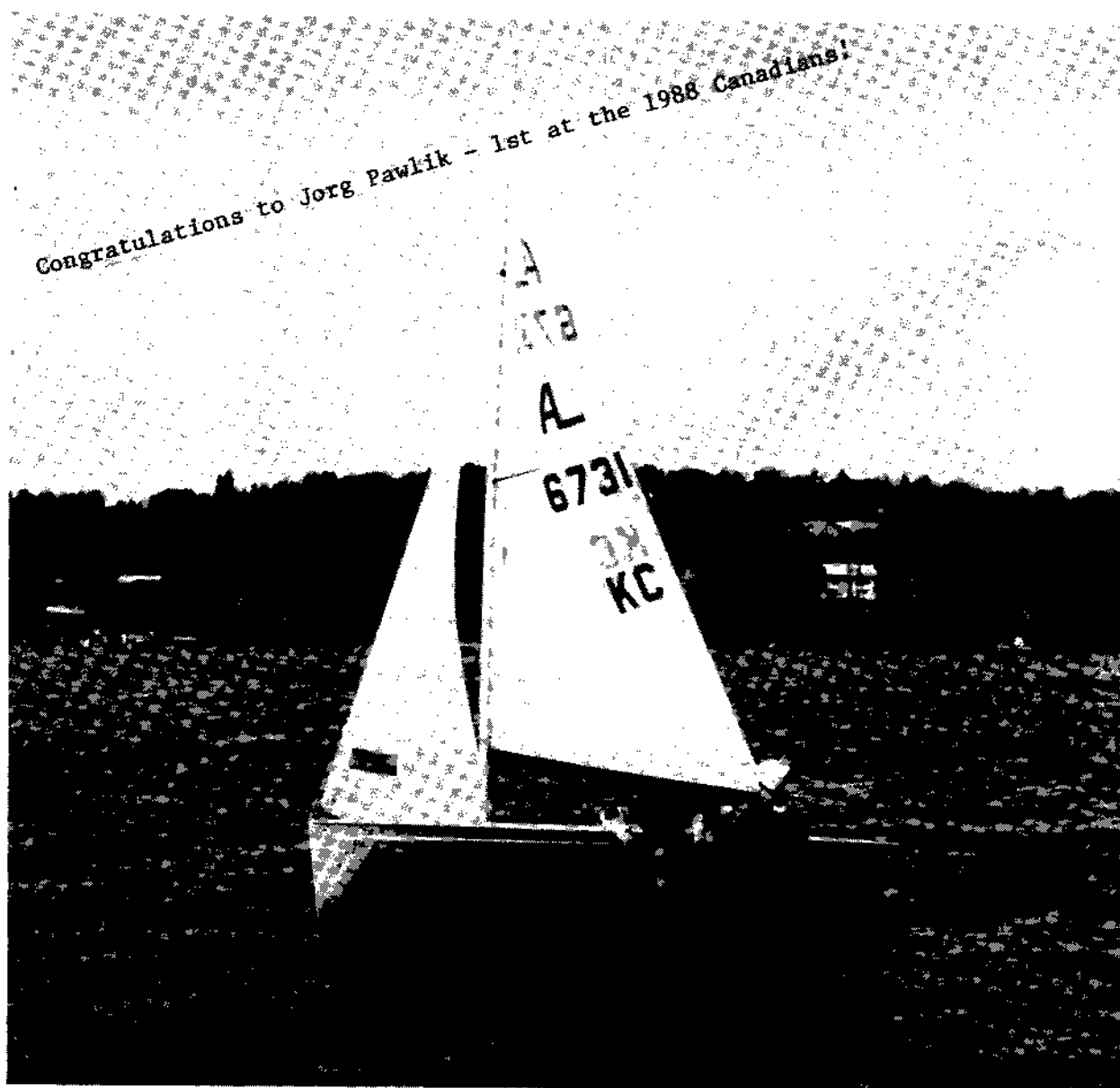
Conestoga	- Dave Maarse	Other Regattas	- John Clarke
Bronte Harbour	- Mark Ewen		- Mike Morrison
Ontario Championships	- John Bryant		- Andy Wright
	- Jorg Pawlik		- Tony Gaffney
	- Derek Griffiths		- Milutin Ajdacic
Muskoka Open	- James Gage		- Gary Bain
Balsam Lake	- Ron Batt		- Bruce Withrow
	- Reg Forth		- Jamie Wallace
Canadian Juniors	- Chris Gage		- Doug Woodley
Pointe au Baril	- Dennis Sherwood		
North Americans	- David Medhurst		
	- Ken Clarke		
	- Ian Brayshaw		
Canadians 'A' fleet	- Alan Humphreys		
	- Jeff Moody		
- Rosemary Helmer	- Ian Rogers		
- Wendy Warburton	- Suzanne Cumming		
- Bruce Withrow	- Kevin O'Rourke		
- Roger Barker	- Ross King		
- Ted Mallett	- Joe Li		
- Morley Forsyth	- Keith Woolford		
	- David Harris		
	- Bill Blore		
	- Rick Clayton		

REGATTA RESULTS

Shackles editors are always on lookout for stories. If your club is holding a regatta or social event, write about it and send it on to us.

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Congratulations to Jorg Pawlik - 1st at the 1988 Canadians!



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NEW RACING RULES

THE NEW RULES AND YOU

Rules expert Dave Dellenbaugh explains how the 1989-92 rules changes will affect life on the race course.

Just when the weather started warming up and you thought it was safe to get back on the race course, you receive a new red rulebook in the mail. What happened to that familiar old blue book you knew so well?

The IYRU racing rules are revised every four years, just after the summer Olympics and presidential election, and the blue book will soon be history. The new rules take effect on May 1, and will govern yacht racing around the world through 1992.

Fortunately, most of the new rules are exactly the same as, or very similar to, the old. Starboard tack still has the right of way, and you must still be careful about barging. The rulemakers have, however, made a number of changes in their never-ending effort to make the rules as simple, clear and effective as possible.

In this article, we'll focus on the rule changes that will be most significant as you sail around the race course. We don't have room to cover every little change, however, so read your new red rulebook carefully. Remember that all the new changes are marked with a vertical line in the margin.

Hitting a Mark

Since most of us, unfortunately, hit marks every once in a while, this will probably be the most significant change in the new rulebook. Now, when you hit a mark, instead of exonerating yourself by

re-rounding it, you must do two 360-degree turns.

The exact procedure goes as follows: If you hit a mark, sail well clear of all other boats as soon as possible and make two complete 360-degree turns. These turns must be made in the same direction, and they must include two tacks and two gybes. You must stay clear of all other boats until you have completed your turns and are on a proper course to the next mark.

Note that if you hit a mark before the start, you no longer have to wait until after the start to exonerate yourself. You can begin doing your turns immediately. Also,, if you hit a mark not surrounded by navigable water, you must now do a 720 instead of a 360.

The new mark-rounding rule 52.2(a) offers both good and bad news for potential mark-hitters. The good news is that it's definitely quicker to do a 720 (than to re-round the mark) when you have strong current or a parade of boats rounding the mark behind you. On the other hand, a 720 will be more costly if you are alone when you hit the mark.

Kinetics Redefined

The days of ooching, liberal pumping and unrestricted roll tacking are gone as Rule 54 has now been made more stringent. Ooching is now prohibited outright at all times. As for pumping, you may (a) pump only when sailing downwind; (b) pump only sheets (never guys); (c) pump only one time (instead of three) for each wave or gust of wind; and (d) when you pump the mainsail, you may pull only on the part of the sheet that leads from the first block on the boom.

...cont'd. on pg. 8

Class rules may alter or add to these restrictions on pumping. For example, a class may prohibit pumping altogether, allow three pumps as in the old rules, or change the limitations on how you pull the mainsheet.

The limits on roll tacking have been tightened as well. You may roll the boat during a tack (or gybe) only if this does not make the boat go faster than it would have without tacking (or gybing). Another requirement for roll tacking is that, as a result of crew movements, your mast may not move away from the vertical more than once. This eliminates the practice, seen in some classes, of rolling the boat back and forth two or three times when coming out of the tack.

You will still be allowed, however, to heel the boat a bit to leeward

as you head up into a tack. With some boats, this added heel is used to help steer the boat into the tack. It's a normal part of "sailing," not a body movement to propel the boat, and is therefore permitted.

One final note on kinetics: If the protest committee believes that a boat has violated the kinetics rule, they may now penalize that boat **without a hearing**. (See Rule 70.1(b)). In the U.S., this may only be done if stated in the sailing instructions.

A Turnabout in the 720 Rule

There are two important changes you should know about whenever you are sailing under the 720 rule (Appendix 3). In the old rules, if you fouled another boat before the start, you had to do your circles after starting. Now you can make

...cont'd. on pg. 9

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your turns immediately after the foul.

Another change is that you can now do circles as a kind of insurance policy. An example: Let's say you are involved in an incident and you're not completely sure whether you are right or wrong. If you want to avoid the possibility of a DSQ, you can do a 720. At the same time, you can protest the other boat(s) involved in the incident.

Sailing and Fair Sailing

A new definition called "sailing" has been added at the beginning of the rulebook. It says you may use only the wind and water to increase, maintain or decrease speed. In other words, you can't paddle, scull or stick your foot in the water to slow down. You can, however, use sail trim and/or heel to help steer the boat.

Fundamental Rule C (Fair Sailing) now says you may compete only by "sailing" in accordance with the definition above. A major addition to the Fair Sailing rule is the requirement that you must compete "in accordance with recognized principles of fair play and sportsmanship." The rulebook never specifically stated this before-it just included a rule (Rule 75) that provided a penalty in case someone was not a "good sport."

Note that if you are disqualified from a race under the Fair Sailing rule, you may no longer use the race as a throwout. If someone commits a gross breach of sportsmanship, they still risk expulsion from the series and other disciplinary action under Rule 75.

Accepting Penalties

In the past, you were urged to withdraw or accept an alternative penalty whenever you realized you had infringed a rule. What's different in the new rulebook is that this is now a requirement, and it has been moved from obscurity to instant prominence as Fundamental Rule D at the beginning of the rulebook.

Now every sailor should know they must take action when they have infringed a rule. They can't simply keep sailing and hope they will somehow avoid or win a protest. Note that if you are disqualified under Fundamental Rule D, you cannot use this as a throwout race (Rule 74.5(c)).

Another Reason to Avoid Collisions

When two boats are converging and you hold the right-of-way, your first responsibility is to hold your course so you don't prevent or obstruct the other boat from keeping clear (see Rule 35). When it becomes obvious that the other boat is not going to keep clear, however, then you must try to avoid a collision. If you don't make a "reasonable attempt" to avoid a collision that results in serious damage, the new Rule 32.1 says you shall (instead of "may") be penalized as well as the other boat.

A Slightly Different Tack

The definition of tacking has been changed in a subtle, but important, way. In the old rules, if you were not beating to windward, your tack was not complete until your mainsail had filled. Under the new rules, a tack is always completed

when you have borne away to a close-hauled **course**.

The biggest implication of this change involves maneuvering before the start. It will now be easier to tack close in front of another boat. The reason is that your tack is complete as soon as you get to closehauled (even if your sails are luffing); you don't have to wait until your mainsail fills before obtaining the right of way.

Besides the changes described above, there are many places in the new rulebook where there have been slight revisions:

Sailing Below a Proper Course

When you are on a free leg of the course, you may not sail below your proper course if you are within three boat lengths of a boat clear astern that is steering a course "to leeward of" your own. See Diagram 2 for a case-by-case examination of this modified wording.

Hailing to Stop or Prevent a Luff

In both the old and the new rules, you may luff a windward boat (after the start) unless the helmsman of that boat has hailed "mast abeam." The new rules have added a second possible hail to curtail a luff—"Obstruction." See Diagram 3 for an example of when this might come into play.

Definition of Capsize

Everyone knows you are capsized when water starts coming in the boat and you jump onto the centreboard. Right? Actually, in the new rules, you aren't officially capsized until "your masthead is in the water." You remain capsized until your masthead is clear of the water and you have steerage way (Rule 46.3). This is important to know because other boats must stay clear of any boat that is capsized.

Taking an Inside Yacht to the Wrong Side of a Mark

This little-used rule was contained in the old rulebook, but it has now been deleted, so you can forget it. Remember, however, that you can still luff another boat to the wrong side of a mark as long as you have luffing rights and you begin to luff before you are "about to round" the mark.

Advertising

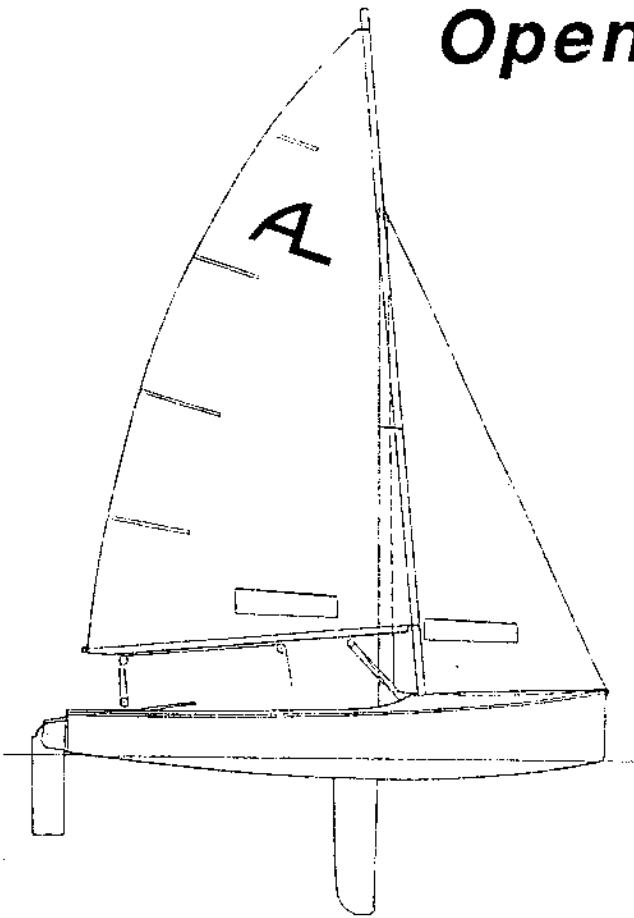
Rule 26 used to cover advertising; now it refers the reader to Appendix 14, which is called "Event Classification and Advertising." This part of the book has been completely revised and is quite lengthy, but it's required reading if you are involved in any way with advertising or sponsorship.

When you get your new red rulebook in the mail, take some time to review the changes here and compare the language to your old blue book. The new rules won't change your life dramatically, but they will make a few improvements as you sail around the race course.

Dave Dellenbaugh won USYRU's Hinman Trophy in 1983, the Prince of Wales Trophy in '84, the Thistle Nationals in '85 and the Congressional Cup twice, crewing with Dave Perry. He was tactician aboard Buddy Melges' "Heart of America" America's Cup campaign and also aboard the '88 Canada's Cup winner "Challenge '88." Dave wrote the two-part video series "Learn the Racing Rules," produced by Sea TV, and the "Quick Reference Racing Rules" onboard reference card, produced by Davis Instruments. He is a member of USYRU's Racing Rules Committee and a USYRU Judge.

Reprinted from American Sailor, April 1989, p.24-27.

Mooredale Sailing Club Open Albacore Regatta



Saturday, August 12, 1989
Toronto Outer Harbour

Skippers Meeting 10:00 AM
First race: 11:00 AM

Prizes for first three boats

Registration at **Mooredale Sailing Club**
Friday Evening, August 11 or before
11: A.M. on Saturday, the 12th

Entry Fee of \$35.00

(non ILCA Members \$38.00)

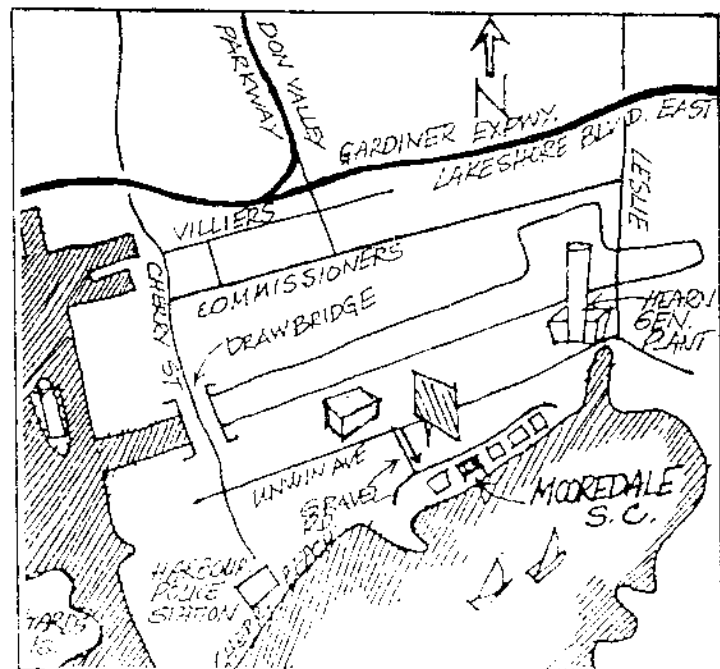
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ROLL TACKS

ROLL TACKING AND THE NEW RACING RULES

John Bryant (AL6140)

The new (1989) IYRU Racing Rules have been prepared and, among other changes, new regulations covering roll tacking and gybing have been introduced. The relevant sections, reproduced in full, are as follows:

54.1 Basic Rule

Except where permitted by Rule 54.3, a yacht shall compete only by **sailing**, and her crew shall not otherwise move their bodies to propel the yacht...

54.2 Prohibited Actions:

(Section (a) through (f) relate to other matters).

- (e) Repeated tacks or gybes unrelated to changes in the wind or to tactical considerations.

54.3 Exceptions

- (a) Immediately before, during and immediately after a tack or gybe, the yacht's crew may move their bodies to roll the yacht, provided that such movements do not:

- (i) Advance the yacht further in the race than she would have advanced in the absence of the tack or gybe, or

- (ii) Move her mast away from the vertical more than once.

- (b) (Section (b) relates to pumping on reaches).

To understand the implications of the new regulations, it is necessary to start with the basic rule (54.1). This states that a crew may only act in ways which are

compatible with **sailing** (as defined in the rules), and specifically prohibits using crew movements to propel the yacht. Rule 54.2 (Prohibited Actions) goes on to list some of the actions which are incompatible with **sailing**. In addition to pumping, rocking, ooching, and sculling, these include "repeated tacks or gybes unrelated to changes in the wind or to tactical considerations." Such repeated tacking and gybing has been deemed to be inherently inconsistent with **sailing**, and is illegal whether or not one actually gains anything in the process. Rule 54.3 (Exceptions) relaxes the basic rules somewhat by permitting some actions which are incompatible with **sailing**, and which would therefore otherwise be illegal. In particular it allows a crew to roll the yacht during a tack or gybe, provided that certain conditions are met. These are that the rolling does not advance the yacht further than it would have advanced in the absence of the tack or gybe, and that the mast is not moved away from the vertical more than once.

The new rules **do not** mean that any tack or gybe in which the mast moves away from the vertical more than once is illegal. Multiple movements of the mast from vertical are not in themselves prohibited, and are illegal only if caused by the crew having "moved their bodies to roll the yacht." Consider, for example, a perfectly innocent tack in which the crew simply moves from one side of the boat to the other. As the tack begins, the crew moves into the boat, causing it to take a slight heel to leeward. Then, as the boat comes onto the new tack, the sails fill before the crew is completely hiked out, and the boat heels once again. In this case, the crew, in moving across the boat, has simply performed "an act of seamanship."

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All of their movements are entirely compatible with **sailing**, and are thus permitted by the basic rule. In the absence of any exceptional movements by the crew, exception 54.3(a) does not apply, and the restrictions contained in it are irrelevant. The tack is therefore legal, even though the mast has moved away from vertical twice. Indeed, any tack in which the crew limits themselves to **sailing** is permitted, regardless of what the mast does. If roll tacking isn't part of your technique, you can relax and carry on tacking as you always have.

For those of us who do roll tack, the situation is less clear. In the "classic" roll tack, the boat is first allowed (or induced) to roll to leeward, causing it to round up into the wind. Then, as the boat goes through head to wind, it is forcibly rolled to windward, "fanning" the sails and producing forward drive. Finally, once the boat is on the new tack, it is rolled smartly back to the vertical, giving it a further boost. At first glance, this tack appears to be illegal. The crew has clearly "moved their bodies to roll the yacht," and the mast has moved away from vertical twice. It can be reasonably argued, however, that the crew's initial movement to leeward is compatible with **sailing**. The definition of sailing specifically allows the crew to "adjust the trim of the hull," and there can be no question that leeward heel is the most efficient and seamanlike way of steering a boat

into the wind. If one accepts this argument, the crew's first movement is permitted by the basic rule, and, as their subsequent (exceptional) movements only move the mast away from vertical once, the tack is legal. On this interpretation of the rules, roll-tacking is permitted provided that (i) the initial leeward roll is appropriate to steering the boat and (ii) the tack is not so skillfully performed that the boat actually gains distance.

Note that this interpretation is just that - an interpretation. I find it convincing, and it has the support of at least one authority (see Dick Rose in the April issue of Sailing World), but time may or may not prove it correct. It must also be stressed that the legality of the initial leeward roll rests upon it being "not more than is required to make (the) boat head up with a minimum of force on the tiller" (to quote Mr. Rose), and that any roll which crosses this (regrettably vague) line is illegal. It is hard to predict just what this will all mean in practice, and perhaps the only thing that is really clear is that rule 54.3(a)(ii) is going to be controversial. At a minimum, however, initial leeward rolls that go beyond steering the boat are definitely not allowed. The extreme initial rolls that have been an accepted part of light weather roll tacking are now going to attract attention, and are quite likely to get one disqualified.

NEW ROLL TACKING RULES: INVITATION TO COMMENT

As with all new rule changes we will have to wait a while to see how high-level protest and appeals committees define proper and improper roll tacks. If you have any comments regarding roll tacks, please forward them to "Shackles."

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 Point 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,
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ST. JAMES TOWN SAILING CLUB



ALBACORE REGATTA

SEPTEMBER 2ND & 3RD 1989

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 certification with 1989 buoyancy endorsement must be available.
- Skippers meeting at 1000 hours September 2nd.
- First race at 1100 hours both days.
- Sail No. must match hull No. (Albacore Class Rules Part B1.1)

EARLY REGISTRATION

If you register before September 2nd, you save \$5 and get a J-Town visor (\$40 instead of \$45). You may register anytime with Stephen O'Gorman or at the prize giving for the community club Friday night race on August 25th and September 1th.

NORMAL REGISTRATION

September 2 at J-Town club house from 0900 to 1000.

PRIZES

Highly coveted and World renowned 'Klingers' will be awarded to the skippers and crew for the first three boats.

ENTRY FEE

Registration \$45.00 (\$40 early registration)
Non CAA Members \$ 3.00

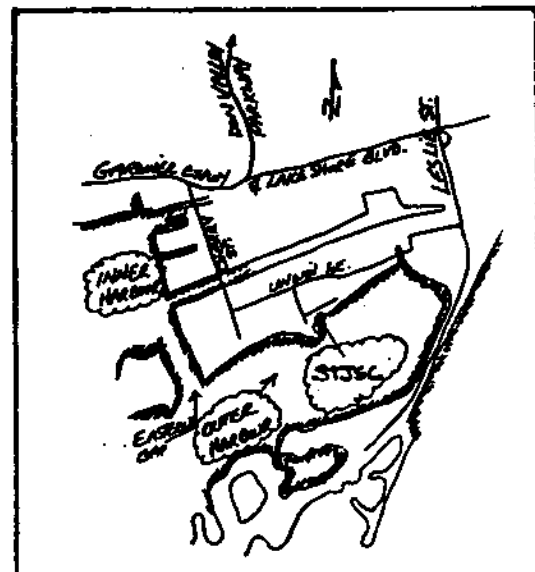
Fee includes breakfast (coffee and freshly baked donuts) and lunch for both days. Dinner is provided on Saturday night at the J-Town clubhouse with complimentary drinks provided by Bacardi. A party with DJ follows dinner.

ADDITIONAL DINNER TICKETS

Saturday dinner \$12.00
Sunday lunch \$ 5.00

Note: There is a Toronto area community club race hosted by J-Town on Friday, September 1th at 1900 hours. You are welcome to attend.

For further information call
Stephen O'Gorman 638-0042.



NOTICE OF ANNUAL GENERAL MEETING - 1989

DATE: Saturday, September 16, 1989.
TIME: 7:30 - 8:30 p.m.
(immediately following dinner and prior to the dance).
PLACE: Ontario Sailing Centre, Geneva Park, Lake Couchiching.

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 16, 1988
4. Reports of the Officers
5. Election of the Officers for 1989-1990
6. Appointment of Auditor
7. Other Business
8. Adjournment

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 Saturday, September 16, 1989, at the Ontario Sailing Centre, Geneva Park, Lake Couchiching, Ontario.

DATE: _____

FULL MEMBER'S SIGNATURE

WITNESS

FULL MEMBER'S NAME (PLEASE PRINT)

NOTE:

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 Saturday, September 16, 1989.

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



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And the club racer.*

*Our experience has given us the
knowledge and ability to create some of
the finest sails in the world.*

*Sails that are known for stability.
Versatility. Ease of trim. And above all,
speed.*

*And Genco stands behind every sail.
If one doesn't meet your expectations,
we'll recut it or take it back.*

That's a promise.

*If your ultimate criterion is being first
over the finish line without going
overboard, your next sails should be
from Genco.*

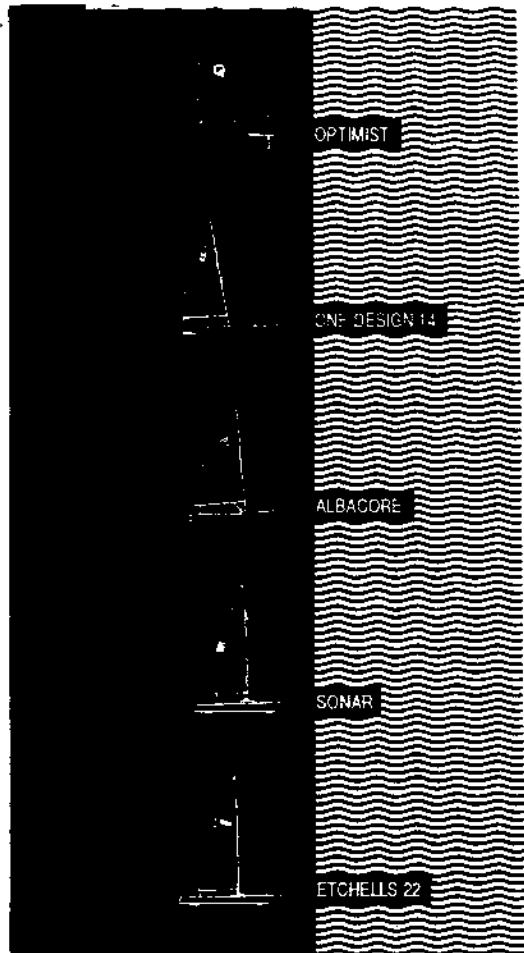
You couldn't ask for a better sail.

*And, you couldn't ask for a better
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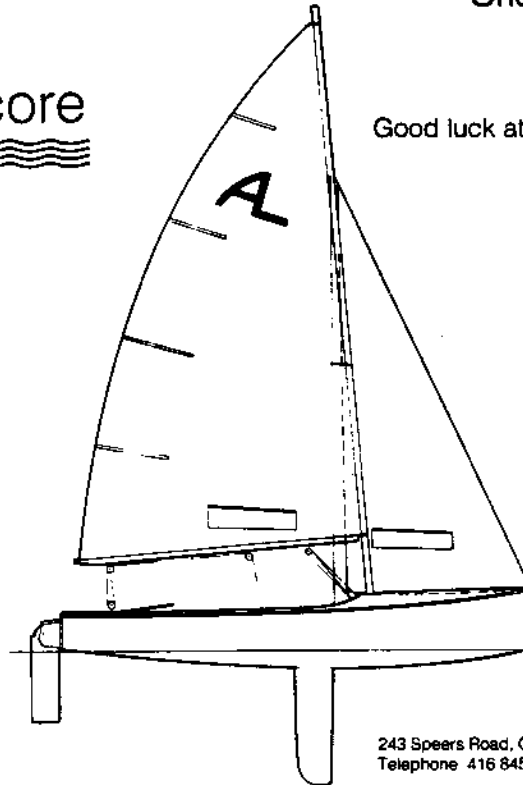


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WESTWOOD OPEN ALBACORE REGATTA

SATURDAY, AUGUST 19, 1989
(rain date Sunday, August 20)



Canadians Qualifier

4 Races (time permitting) in the Outer Harbour

Prizes awarded to top 3 boats (plus top 3 Westwood boats)

Registration Information

\$45 per boat includes coffee and muffins, lunch and barbecued steak dinner. DJ, dance and cash bar will be provided Saturday evening. Extra dinner tickets are available.

Boats may register on August 18 after the Friday night race or between 9:00 am and 10:00 am on the day of the Regatta.

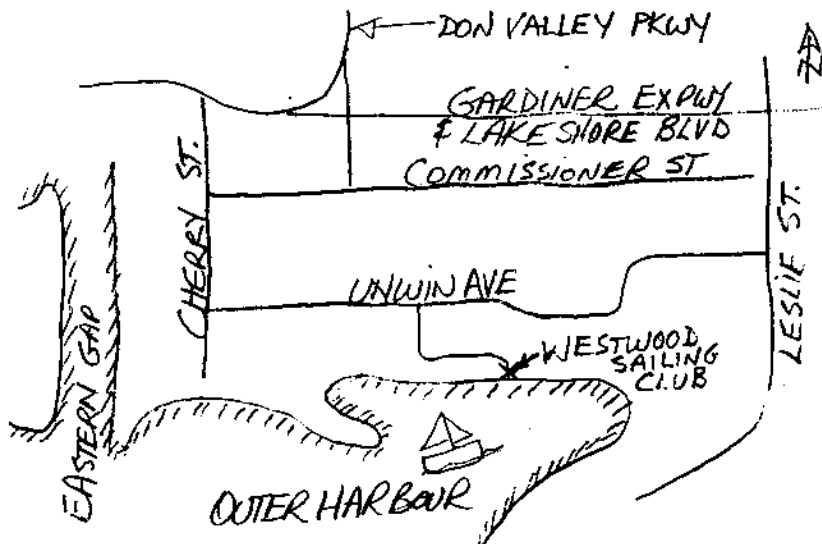
Schedule

- 9:00 am Registration
- 10:00 am Skipper's meeting
- 11:00 am First and second race sailed back to back
Lunch on land
Third and fourth race sailed back to back
- 6:00 pm Dinner
- 8:00 pm Dancing

More Information

Location: Westwood Sailing Club

Contact: Anthea Horne
96 Spruce Hill
Toronto, Ontario
M4E 3G4
(416) 690-3817
Registrar
or
Liz Marin
(416) 423-0845
Race Chairman





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.

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

Contact: Morley Forsyth (416) 483 -2012

AL7437 - 1985 Hardcore Albacore, racing equipped, little used. With dolly, trailer and cover. Asking \$4,000.00

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

AL7438 - 1985 Hardcore for sale - "Red Buttons." Excellent condition, 1988 and 1985 sails, bottom and top cover, racing rudder and centreboard, many extras. Make an offer! Contact: Keith MacInnes

(H) (416) 922-6440

(B) (416) 867-9079

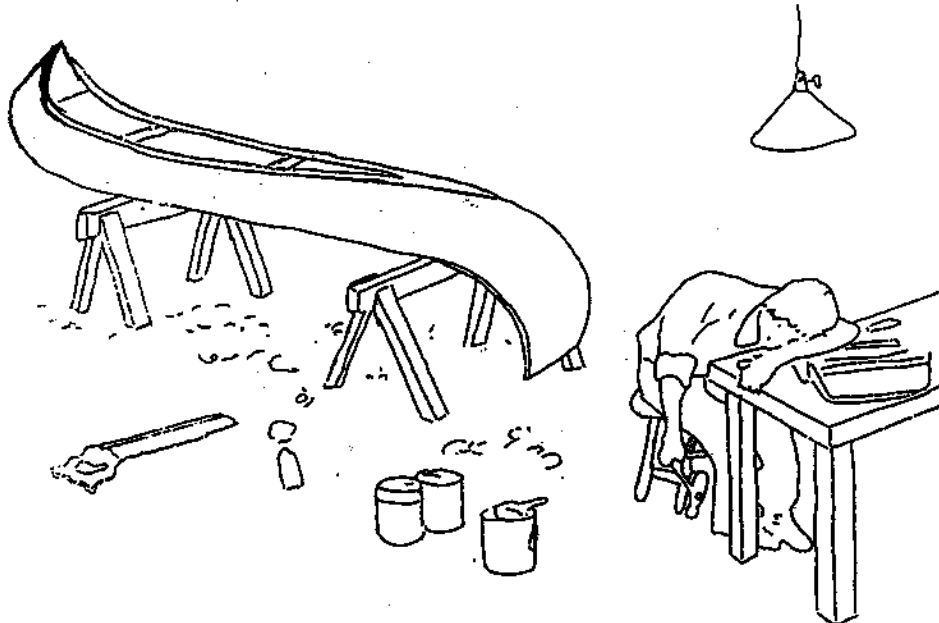
FOR SALE

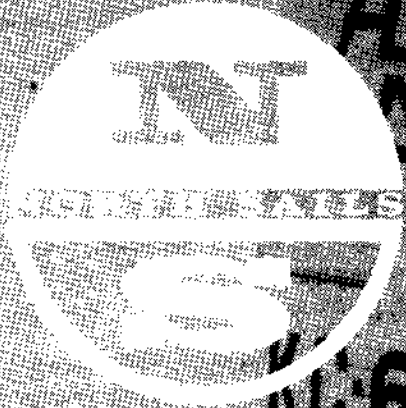
Quality Albacore centreboard, professionally faired and finished. Make me a reasonable offer and its yours!

Contact: Kevin O'Rourke

(R) (416) 440-0903

(B) (416) 591-6966





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