

SHACKLES

&

GRINGLES



Canadian Albacore Association

December 1989

EXECUTIVE



Canadian Albacore Association

P.O. Box 1028, Station Q, Toronto, Ontario M4T 2G2

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MASTHEAD

This is it. Summer is here. This is not a dress rehearsal. It's sailing time! Welcome to the summer of 1990. We have a great schedule of events waiting for you so come on, sail, the wind is fine.

The summer of 1990 presents:

The Albacore Handbook! A reality courtesy of the Handbook Team - thank you very much. All members of the CAA will be getting their copies over the next few weeks. Watch for it. If you know of people who want a copy invite them to join the Association - the Handbook is free with membership.

Amstel Sponsorships: Amstel Breweries will be sponsoring off the water events and give-aways at the Ontario and Canadian Championships. They are also a principal sponsor of our handbook. I would like to invite you to sample and consider adopting one of their brands as your own. I would also encourage organizers of other regattas to make Amstel products available to participants. Our support of their products is the best way we can thank them.

The Regatta Schedule: Check it out. Fine one or two regattas to travel to. A tremendous variety of winds, water, parties, people and good times is available to you. Your efforts to get away from your traditional sailing routine will be well rewarded and greatly appreciated by regatta hosts.

Pitch In and Help: We will be pulling together a 1991 CAA Executive slate during the summer. If you have a few hours a month and an interest in helping the class - don't be shy - give me a call! We'll discuss the joys and prestige of serving on the CAA executive.

Remember the Canadians and AGM: This will be our last Shackies before the Canadians. We are looking forward to a great regatta this year in the Outer Harbour and Lake. Things are shaping up very well. Please enter early and talk it up. Don't forget our Annual General Meeting will also take place during the Canadians.

Have a Great Sailing Season. See you on the water.



Mark Ewen
Commodore

ME/1h

SECRETARY
TREASURER
VICE PRESIDENT
MEMBERSHIP

SECRETARY

SECRETARY

NOTICE OF ANNUAL GENERAL MEETING - 1990

DATE: Saturday, September 15, 1990

TIME: 7:30 - 8:00 p.m.
(while dessert is being served)

PLACE: Argonaut Rowing Club, 1225 Lakeshore Blvd. West, 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 below. 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, 1989
4. Reports of the Officers
5. Election of Officers for 1990 - 1991
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 15, 1990, at the Argonaut Rowing Club, Toronto, Ontario.

DATE: _____

FULL MEMBER'S SIGNATURE

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 15, 1990.

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

1990 ALBACORE RACE SCHEDULE

JULY

- 7 Ladies' Helm Regatta, Toronto Community Clubs, Outer Harbour
- 7-8 Parkway S.C. Open Regatta, Fort Erie
- 8 Harbourmasters 5 and 6, R.C.Y.C., on Lake Ontario/Inner Harb.
- 14 Team Racing Regatta, O.H.C.C., Outer Harbour
- 15 Harbourmasters 7 and 8, St. James Town, Lake/Outer Harb.
- 7-8 National Capital Regatta, Britannia Y.C., Ottawa
- 21 Westwood Open Regatta, Outer Harbour, Toronto
- 22 Harbourmasters 9 and 10, Westwood S.C., Lake/Outer Harbour
- 28 O.H.C.C. Open Albacore Regatta, Outer Harbour, Toronto

AUGUST

- 5 Balsam Lake Open Regatta, Balsam Lake S.C.
- 11 Mooredale Open Regatta, Outer Harbour, Toronto
- 12 Harbourmasters 11 and 12, Mooredale S.C., Lake/Outer Harbour
- 12 Peterborough S.C. Silver Anniversary Regatta, Peterborough
- 18-19 North American Championships, Ithaca, New York
- 18 PABAR
- 18 New Skipper's Race, Westwood S.C., Outer Harbour
- 25 North Toronto Open Regatta, Inner Harbour, Toronto
- 26 Harbourmasters 13 and 14, North Toronto S.C., Lake/I.H.

SEPTEMBER

- 1-2 St. James Town Open Regatta, Outer Harbour, Toronto
- 8-9 Nepean Open Regatta/Area 10 Champ., N.S.C., Ottawa
- 9 Harbourmasters 15 and 16, O.H.C.C., Lake/Outer Harbour
- 14-16 Canadian Championships, C.A.A./O.H.C.C., Lake/Outer Harbour

BILL GOODERHAM MEMORIAL SERIES

The Bill Gooderham Memorial Travelling Trophy is awarded by the C.A.A. annually to the skipper who makes the effort to get in his/her car and trailer around the province to take part in at least 3 of the 5 selected regattas that comprise the series. In recent years the trophy has been the sole property of Mark and Jane Ewen. However, last year the trophy was wrested from their possession by Gary Bain and Sylvia Davidson. So let's get in our cars this year and see if we can't keep the trophy away from Mark and Jane again. The 5 regattas that comprise the series this year are:

- Lac Deschenes, Ottawa, June 9-10
- Centennial Regatta/District 8's, Peterborough, June 30-July 1
- Parkway S.C. Open Regatta, Fort Erie, July 7-8
- PABAR, Pointe au Baril S.C., August 18
- North Toronto Open Regatta, Inner Harbour, Toronto, August 25

1990 RCYC OPEN REBATTA FINAL RESULTS

Interim Results - ALBACORE 5 races, drop 1 to date. (planned 5, drop 1)

Overall	Sail	Yacht	Owner	Club	Race	Placings	Total Score	Drop 1 Score
1	6700		Bain, Gary	DHCC	1	11	2	2
2	506		Ewen, Mark	SLSC	2	4	1	8
3	6644	Assault & Flatt	Gage, James	RCYC	4	1	13	3
4	79		Clayton, Richard	DHCC	6	3	5	10
5	6660		Li, Joe	DHCC	5	10	4	1
6	7630	Just Another To	Ken, Clarke	RCYC	10	2	PMS	4
7	6701	Bilbo Baggins	Sherwood, Dennis	RCYC	9	18	6	5
8	7405	Baby Brand	Ian, Rogers	RCYC	14	6	3	12
9	6665		Maarse, Dave	DHCC	7	5	7	14
10	7250		Savege, Ann	MSC	19	9	15	9
11	7384	Cricket	Helmer, Rosemary	RCYC	8	8	17	13
12	7400	Hydrophilliac	Leonidas, Bob	RCYC	11	13	8	11
13	7419		Riley, Sandy	RCYC	13	16	11	6
14	7243	Grim Reaper	Brayshaw, Peter	BHYC	17	7	DNS	7
15	6564		White, Ann	MSC	16	14	12	15
16	7562		Withrow, Chris	MSC	12	21	10	16
17	4277	Owl	Cook, Stephen	RCYC	15	28	9	18
18	7477		Morrison, Mike	STJT	18	17	14	24
19	7563		Webb, Margaret	MSC	24	12	20	26
20	7469		Fougere, Francis	NTSC	22	24	16	22
21	7476		Nurse, Peter	STJT	26	20	21	17
22	7634		Chu, Gordon	NTSC	23	19	PMS	25
23	6641		Wolf/umming	RCYC	3	15	DNS	DNS
24	6761	Fiddlesticks	Broughton, Tim	MSC	27	29	19	20
25	480		Collins, John	RCYC	21	23	18	23
26	7322		Ackerman, Uve	MSC	29	22	PMS	19
27	7479		Whatmore, Larry	STJT	31	26	22	21
28	7442		Allan, John	NTSC	25	25	DNS	DNS
29	6210	Pizzazz	Safrata, Leon	RCYC	20	DNF	DNS	DNS
30	7527		Parkin, Alan	NTSC	32	27	DNS	DNS
31	7526		Stanley, Fred	NTSC	28	31	DNS	DNS
32	6464	Pistachio	D'Angelo, John	RCYC	30	30	DNS	DNS

NO TARTS AT TARTS!

A Play Review by:
Assault and Flattery

Performances:
Saturday June 9, 1990
Sunday June 10, 1990

Tickets:
\$25.00 per couple

The opening scene, several boats dumped in the water beside the dock doing their annual buoyancy test, was unimaginative and drab. How many other first-regatta-of-the-year plays open with this scene? Fortunately, some entertainment was provided by the abusive comments hurled at regatta host Derek Griffiths for the lack of tarts (of the fruit variety).

The absence of character development, perhaps a result of the scant number of performers (less than 15), was also a disappointment. However, the playwright more than compensated by introducing a tremendous set of conditions under which the story unfolded, and with the addition of a rather dramatic finish.

The second scene, starring up-and-coming actress Rosemary Helmer, was most incredulous and did very little to advance an otherwise compelling plot. Imagine, the frisky yacht Cricket, arriving ON



ASSAULT *and* FLATTERY.

time, will ALL required equipment AND BOTH crew members. This was the one scene that required believability beyond the capacity of the audience.

It was in the third scene that things began to get interesting - race one of the four race series. The audience roared with laughter as the boats, after rounding the first mark, spent the next fifteen minutes sailing in the entirely wrong direction! With the same mistake repeated after the fleet finally found the gybe mark, one wonders if it was purely by accident that Assault and Flattery managed to find the finish line first!

The play then wasted no time getting to the next race - the Race Committee feeling that if it didn't start the second race quickly, the fleet would forget in what direction it was supposed to sail. The seeds for the dramatic regatta finish were first planted in this race. On the last leg of the course,

the three top finishers from race one frantically covered each other up one side of the course, oblivious to the rest of the fleet. The wily Cricket and a few close followers, well back at the previous mark, picked up a large shift on the right side of the course, leaving those on the left trying to scramble back into the race. As Cricket took the gun at the end of Act One, things were left with four boats all closely knotted in a battle for top spot.

Act Two opened with some comic relief, once again provided by the owner of *Zombie Woolf*, Mr. Griffiths. Reeling from day one's abuse, Derek greeted each character personally, carrying a platter of tarts. Derek also added some drama when he announced that the fleet wasn't just racing for pride and a pair of "boats-on-a-stick". Someone had graciously donated two Sony portable Discmans as first prize!

It was also at this point that the true reason for boat 506 being called "Weasel" was revealed to the audience. Eying the opportunity to eliminate a competitor in the battle for the disc players, the crew of Weasel, Jane Ewen, threatened to protest Ken Clarke for having a painter three inches shorter than the 60 foot minimum as required by the racing instructions. Ken, ever so quick to respond, remarked to Jane how lovely she looked in her rubber drysuit. Jane, now beaming from ear to ear,

dropped the thought of protest (It was now Mark Ewen's turn to protest, though not about the painter).



Back out on the water, the plot continued to heat up as Weasel and her rubber-suited crew won the third race. The scoring was now so close that it taxed even Mark's and Jane's ability to calculate what boat needed what placing in the final race to finish first overall!

In the final scene (the last race), several boats were still in a position to win. The impending storm looming on the horizon gave a timeless quality to the scene, while at the same time intensifying the atmosphere of desperation. The race was a nail-biter, ending in a climatic rush of boats across the finish-line.

I won't tell you how it ended - for that would most definitely spoil it.

Albacore Race Week

Sunny skies,... a gentle breeze,... perfect temperatures,... a deserted beach,... and here we were,... **WHAT !!! ROLL TACKING !!!**

Twenty four hearty souls from the Toronto area community sailing clubs participated in an Albacore race training program during the last week of June, at the Toronto Outer Harbour. Under the guidance of "orange sail" coaches Bruce Wells and Ken Bruce, we were led through tacking and gybing drills, lessons in racing tactics, and we were given many tips on sail trim. Bruce and Ken (... and this is my other brother Bruce,...) race with the Canadian National Team, and are campaigning for a spot on the 1992 Olympic team in the 470 class. Their racing experience and critiques on our sailing were very valuable, and provided us with several points that we all need to work on. The lessons were complemented by an "on the water" video taping session, and a dozen or so short races (skippers and crews were matched at random every half day). Congratulations to Murray Grummitt of St. James Town Sailing Club for having the best overall skipper results, and to Nancy Wolleswinkel of Westwood Sailing Club for having the best overall crew results.

All work and no play makes for thirsty and hungry sailors however, so the group got together for nightly barbecues, highlighted by a pool and hot tub party held at the home of race week participants Heather and Peter Wroldsen.

We would like to thank Joe Li and the Canadian Albacore Association for sponsoring and organizing the week, Bruce, Ken and the Ontario Sailing Association for the great instruction, and Peter Wroldsen and Westwood Sailing Club for organizing the participants, and providing the host facilities for the event.

A great time was had by all, and several of the participants would like to see the race week held again next year, or possibly as an annual event, so Joe, consider this as a hint.

Victor Chan
Westwood Sailing Club

ALBACORE TUNING TIPS

BY Barney Harris #7493, Demon Seed

The following Albacore tuning tips are in no particular order.

1. SAILS: Buy North Sails, one set each year.
2. CENTERBOARD: Locate centerboard so that the distance from the transom to the board's leading edge when lowered to an angle of 90 degrees to a line tangent to the keel at the board's leading edge is 260.0 cm (102.4 in).
3. MAST STEP: Locate the mast such that the foreside of the mast is 335.0 cm (131.9 in) from the aft face of the transom. For wind less than five knots, reduce this by 2.0 cm (0.8 in).
4. SPREADERS: Locate spreaders 242.0 cm (95.3 in) above the shear line on the mast.
5. SPREADER RAKE/LENGTH: Set spreader rake and length such that the distance from the mast track and the shroud hole in each spreader is 43.0 cm (16.9 in) and the distance from the aft side of the mast and a line connecting the shroud holes is 19.0 cm (7.5 in).
6. MAST RAKE: With the boat on a trailer, rig the jib. Tighten the jib halyard until the measured tension in each shroud is 200 lbs. Disconnect the forestay. Swing the forestay to the forward side of the mast and mark the location of the shear line. Swing the forestay to the jib luff and measure from the shear mark to the tip of the bow. Adjust your shrouds until you have 29.0 cm (11.4 in) measurement (North) or a 23.0 cm (9.1 in) (Harris) measurement. Note, on most Skeene and Ontario Yachts Albacores this will require that you relocate the chainplates down. The final adjustment of mast rake must be done while sailing. There must not be any weather helm when sailing to windward. If there is, reduce the amount of rake by putting the shrouds on a higher pin. In general, the mast must be perfectly straight in the boat. This can be checked while adjusting the rake by holding the main halyard just behind the mast. The aft edge of the mast should be parallel to the halyard when it is pulled to about 60 lbs.

7. JIB LEADS: Follow the North guidelines repeated here:
 Locate the front of the jib track 254.0 cm (100.0 in) from the aft face of the transom. Position the jib leads as follows:

WIND SPEED KT.	JIB LEAD AFT ON TRACK	
	(CM)	(IN)
0 - 6	12	4.7
7 - 12	17	6.7
13 - 20	22	8.7
20 +	27	10.6

8. RIG TENSION: Follow the North guidelines, measuring the tension at the shrouds, but, if you are going slow, ease the jib halyard.

WIND SPEED KT.	TENSION AT SHROUD LB.
0 - 8	175
9 - 13	300
14 +	500

9. VANG TENSION: In light air (0 to 6 kt.), use no vang. In moderate air, use enough vang to keep the top batten parallel to the boom.

10. MAST PRE BEND: Pre bend the mast about 2.0 cm (0.8 in) in light air. Use no prebender in winds over 6 kt.

11. CENTER OF GRAVITY: Upwind: Place the center of gravity at the thwart in light to moderate air (0 to 14 kt.). Move aft in chop to keep the bow from ploughing. Move aft in heavy air (14+ kt.) to place the crew center of gravity slightly aft of the thwart. KEEP IT FLAT.
12. DOWNWIND SAILING: 0-6 kt.: Place the center of gravity at the mast. Ease the jib halyard and pull the mast aft until it contacts the gate. Push the boom out into the leeward shroud. Raise the centerboard all the way into the boat. Heel slightly to windward. Do not steer, allow the boat to crab slightly while maintaining a light touch on the filler.
14. DOWNWIND SAILING: 7-14 kt.: Same as above except move the crew center of gravity aft so that the transom is just "kissing" the water. Heel to windward until the windward rail is 7 to 9 inches from the water's surface. Do not steer. If you want to alter course, slowly, smoothly reduce the windward heel, lower the centerboard 1/2 way then heel to leeward to head up, to windward to bear off. Plan it out. Return the boat and crew to a steady state as soon as possible.
15. DOWNWIND SAILING: 14-20 kt.: Same as above except vang more to keep the leech from twisting off which could cause a death roll. Either keep the board down 1/3 or have the crew keep a hand on it. If the boat feels weird, put the board down.
16. DOWNWIND SAILING: 20+ kt.: Same as above except move the crew weight aft to keep the bow from ploughing. Sailing with the board all the way up is still fast, but it is extremely risky.
17. MAINSHEET: Use a Harken hexaratchet on the boom.
18. JIB HALYARD TENSIONER: Use the Bob Harwood 4:1 to 3:1 cascaded system.
19. VANG: Use the Bob Harwood 6:1 to 2:1 system.
20. MAST BENDER: Use an 8:1 Harken magic box mounted on the fore deck.
21. MAST PULLER: Use a 2:1 system around the mast to a servo cleat.
22. COMPASS: Purchase a through-deck unit. Mount into the fore deck on the starboard side of the mast.
23. TRAILER LIGHTS AND REGISTRATION: Don't know - never had them!

REGATTA RESULTS

Ontario Championships (Nepean S.C., June 23-24)

1. John Bryant, Ron Hughes, Nepean S.C., KC6140, Persephone
2. Gary Bain, Sylvia Davidson, O.H.C.C., KC6700
3. Rosemary Helmer, Alex Leslie, R.C.Y.C., KC7384, Cricket
4. Bill Blore, Ivan Lau, Nepean S.C., KC6816, Mistress Quickly
5. Roger Barker, Alan Hall, Nepean S.C., KC7437, Brute Force
6. Brown, McKellips, Nepean S.C., KC7291
7. Wendy Warburton, George Pralmowski, Britannia Y.C., KC7017
8. Colin Marlow, Elizabeth Sleigh, Nepean S.C., KC5346
9. Portras, Belanger, Sail R.A., KC7225
10. Laskoski, Vandemeer, Nepean S.C., KC7198

Centennial Regatta/District 8's (Peterborough S.C., June 30, July 1)

1. Gary Bain, Sylvia Davidson, O.H.C.C., KC6700
2. Reg and Molly Forth, Peterborough S.C., KC3236 (District 8 Champs)
3. Paul Goddard, Roger Boutette, P.S.C., KC7266
4. Linda Gadd, P.S.C., sail #KC506
5. P. Haensel, P.S.C., KC4152

Balsam Lake Sailing Club

27TH Annual Albacore Open Regatta

Honourary Regatta Chairman - Tony Griffin

Sunday, August 5th 1990

PRIZES

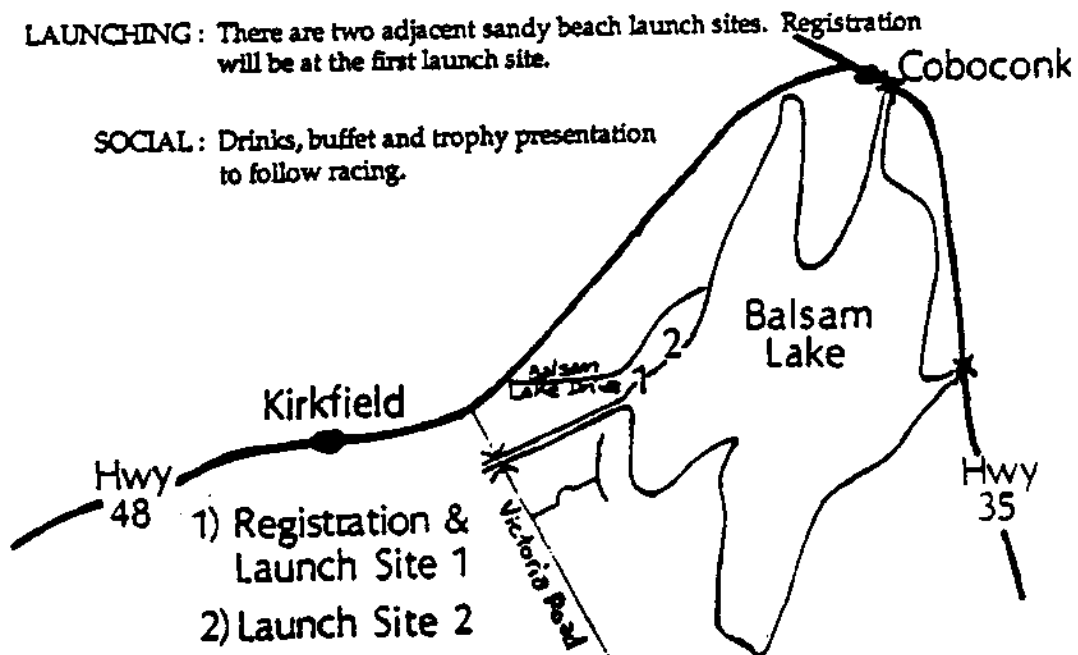
The Griffin Trophy
Keeper Trophies to Top Three
Special Awards

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

ALBACORE TUNING TIPS: ANOTHER VIEW FROM THE CORN FIELDS OF FARMER BROWN

Barney has taken the effort to compile a great number of measurements. He has done well and should be commended. I am taking the easy way out on this article. The following are just comments that came to me while plowing the fields and getting ready for this spring's planting. Remember, it is very important not to believe everything you read and also to keep an open mind (and wallet) when tuning your boat. The simplest recommendation for improving your competitiveness is to get your boat speed comparable to others than concentrate on the strategy and tactics of the race itself.

I'll be out sailing after the planting season.

1. **SAILS:** Buy a new set when you need them. I have found inconsistencies within sailmakers that can sometimes alter the performance of a set of sails. Therefore, if you have a great sail, do not simply replace it after one year. Also, more than one sailmaker makes good sails. Sometimes talking to the sailmaker about the conditions you sail, wind and waves, total crew weight, rig tension capabilities and the sail cloth weight you want, may also be helpful. For example, Jasper Craig and Becky Olds sail extremely light; therefore, they went with a sailmaker noted for flatter mains.
2. **CENTERBOARD LOCATION:** Aft is better if you carry large amounts of aft rake in your mast. The bottom line here is to make sure your boat balances for the majority of the conditions which you normally sail. Around here we sail mostly in lighter air so you may not have to go to the extremes on centerboard position.
3. **MAST STEP:** The amount of mast bend will depend on the location of the mast step relative to the forward edge of the deck partners and the shroud position. If you are trying to balance the boat with positioning of the mast step, you need to play with the shrouds' position along with how far you allow the mast to move forward at the deck. I have found, when not moving the shroud position and allowing full travel in the deck partners, that moving the mast step forward will allow slightly less bend in the mast down low.
4. **SPREADERS:** No comment; I have no experience or data for this number.
5. **SPREADER RAKE AND LENGTH:** Again, no real comment. Mine are in the wrong position relative to this, and I have no experience in moving them around. A good person to ask (and drag back into sailing Albacores) would be John Luard. At the Mid-Atlantics prior to Worlds at Island Heights, he had two different spreader lengths and angles set on his mast.
6. **MAST RAKE:** Sounds like Barney has adapted a good technique for this. Remember that, if you do use these numbers and find your boat does not balance, it may be because your centerboard has not been moved aft. Speaking from observation, this amount of rake seems to work well with the low aspect jib. I do think that you may be sacrificing some downwind and reaching speed with this set-up. Trial and error and keeping records would be needed to keep track of performance vs rake. These boats seem to be somewhat sensitive to this adjustment. Also, do not judge from only one wind and wave condition. What works in light air and flat water may not work in the heavy stuff.
7. **JIB LEADS:** Sounds good for North Sails. I would recommend the usual even break over the length of the luff when going to weather. In heavy air you will want to move them aft to open the slot as shown in Barney's guide.
8. **RIG TENSION:** Good information here; however, do not feel bad if you cannot get up to 500 pounds tension on your rig. My best recollection of my boat's capability is around 300 pounds or slightly higher.
9. **VANG TENSION:** No comment. I play the vang for the wind and waves, usually the more wind the more vang until I find myself overpowered.

10. MAST PRE-BEND: Here we differ. My mast probably bends 2 cm with the mast in place and the weight of the main and boom hanging. With the mast set almost in the back of the partners, slightly less than one inch from the mast gate, prebend to within 1/2 inch of the forward edge of the mast partners in light air. Sometimes in flat water prebend the entire distance. As the wind and waves increase decrease the amount of prebend to about half the total travel. As vang tension takes over, it will tend to pre-bend your mast for you in the higher winds, probably over 15 knots. If you need to limit the amount of bend, say with a heavy crew and in lots of waves to keep your power in the lower portion of your main, you will need a preventer. See Harris, item 21.

11. thru 16. DOWNWIND SAILING: GOOD STUFF HERE!!!!!!!
EVERYONE SHOULD TAKE NOTES ON THIS SECTION.

17. MAINSHEET: The only additional comment would be not to use a mainsheet cleat or jam.

18. thru 22. Good advice if your wallet can afford everything.

The only other comment at this point is that you cannot rely on your boat alone to keep you in the race. You have to get it wet up and forget it and concentrate on the race. It is better to do your tuning in the evenings or between races, not during a race or major regatta.

Smooth Sailing,
Farmer Brown

One Design Scoring

LAKE SAILING SKIFF ASSOCIATION

97th Annual Regatta

Lake Sailing Skiff Association
1990 Annual Regatta

Fleet: Albacore

Scoring: LOW POINT

Hamilton Yacht Club
June 30 - July 2 1990

Races: 7

Yachts Entered: 8

Current Standing			RACE 1	RACE 2	RACE 3	RACE 4	RACE 5	RACE 6	RACE 7	TOTAL	DNOP	TOTAL NET
Yachts Starting: 6			6									
Sail No.	Skipper	Club	Pos.	Pts	Pos.	Pts	Pos.	Pts	Pos.	Pts	Pos.	Pts
1 IC 7384	Helmer, R.	RCYC	1	0.75	1	0.75	1	0.75	0	0	0	0
2 IC 5686	Spadafora, P.	HBSC	3	3	5	5	2	2	0	0	0	0
3 IC 7542	James, R.	HBSC	6	6	3	3	3	3	0	0	0	0
4 IC 7564	Chin, E.	HBSC	4	4	2	2	4	4	0	0	0	0
5 IC 7565	William, P.	HBSC	2	2	6	6	5	5	0	0	0	0
6 IC 6177	Stephenson, G.	HBSC	5	5	4	4	6	6	0	0	0	0
7 IC 160	Bingley, D.	BS&BC	DNS	9	DNS	9	DNS	9	0	0	0	0
8 IC 5790	Gilbey, B.	HBSC	DNS	9	DNS	9	DNS	9	0	0	0	0

OFFICIAL RESULTS WHEN SIGNED BY RACE CHAIRMAN :

Notice of Regatta
1990- North American Albacore Championship
August 18-19, 1990

- Where: Ithaca Yacht Club, Ithaca N.Y.
Glenwood Point, Ithaca, N.Y.
- Directions: From Buffalo, N.Y. - N.Y. Thruway 90 to exit 41. Follow signs to Route 89 south. Route 89 will take you along the lake. Fifty minutes and look for the Glenwood Pines Restaurant. Stop and look for the road down to the Ithaca Y.C. From points South find your best way to Corning, N.Y. At Corning take 17 east to 13. Take 13 North to Ithaca. Take 89 til you find Glenwood Pines Restaurant (about 3 miles) Stop, look for road leading down to Ithaca Yacht Club
- Number of Races: 3-5 Saturday, 2 on Sunday
Starting times will be with race instructions when you register
- Registration Fee \$55 U.S.
Entrant must be member of USAA or CAA
This fee includes 2 sack lunches, 2 Saturday dinners, 2 picnics lunches onshore Sunday, keg, sodas, munchies after racing Saturday and Sunday.
- Measurement A current valid measurement certificate must be presented at registration with bouyancy test completed for current year. All sails must be measured. No new sails will be measured.
- Divisions: There will be one division
- Rules: All racing will be governed by the current Yacht Racing Rules of the IYRU as adopted by the USYRU, the rules of the USSA and the regatta sailing instructions
- Housing Two motels in the area
Best Western- 1- 607-272-6100
Super 8- 1 -607-273-8088
Camping will be available on club grounds
- Launching Hoist, ramp or beach

1990 North American Albacore Championship
Registration Form

Skipper _____ Crew _____
Address _____
Phone _____
Boat # _____ Name _____

Registration Fee \$55 U.S. _____

Extra dinner S	\$12.00	_____
Extra Lunch	5.00	_____
Extra Picnic Lunch	5.00	_____
Extra Beer, Soda	5.00	_____

NYC Summer 1990 Regatta T-Shirt
Stenciled on back with logo of all
Fleets and on the front with logo of each particular regatta
Advance orders only \$7.50 ea.
Size - S, M, L, XL (circle)

Total _____

Checks made payable to Paul Wheeler and mailed with this registration
form to: Paul Wheeler
29 Kingsbury Ct.
Tonawanda, N.Y., 14150

UPWIND TACTICS

Introduction. Boat to boat tactics are used to implement your strategy and occasionally to hamper your competitors'. Generally, tactics are intended to help you sail in clean air on the favored tack. The best attributes of the top tacticians are confidence and ruthlessness: the confidence to stick to their strategy through thick and thin, and the ruthlessness to eliminate anyone who gets in their way.

II. Conservative sailing. Reducing risk and avoiding disasters are always your two basic tactical goals. Some rules of thumb....

A. "Latch up with the good guys." (Fig.1). Since lateral separation increases the damage done by an unfavorable wind shift, the best way to reduce risk is to stay close to the fleet.

B. "Play the middle of the course." (Fig.2). Your options remain open as long as you aren't committed to a corner. If you feel that one side is favored, play that side, not that corner. Remember that the fleet determines where the course is - if it goes off to the left and you sail up the rhumb line, then you are actually sailing on the right side of the course.

C. "Stay out of the corners." When you are sailing away from the middle, tack on small headers so that you tend to avoid the corners. When sailing into the middle, ignore the small or temporary headers that would force you to the outside of the course.

D. "Cross and consolidate." The fundamental tactical rule versus the fleet.

1. If you are ahead and to leeward of the fleet and gain on a header, realize your gain by crossing and consolidating (Fig.3). Until you cross the fleet, you will not have taken advantage of the shift.

2. Conversely, try not to let a key boat ahead of you cross you (Fig.4). Tack to leeward of him and beat him to the next shift.

E. "Point at the mark." When conditions are too flukey for words, forget the fine points and sail on the tack that points your bow closer to the mark.

F. "Avoid the laylines." There are two reasons for this.

1. You can only gain on shifts when you are free to tack. Once you hit a layline, any shift hurts you. A lift makes you overstand, a header helps everybody but you (Figs.5-6).

2. On the layline, you're a sitting duck for late arriving boats. They can tack under your bow, directly in front of you or anywhere else.

III. Preserving a lead - covering.

A. Loose covering.

1. Once you're in the lead, stay on the same side of the course that the fleet is on, so that you get the same general shifts and velocity changes that everyone else is getting (Fig.7).

2. Apply a loose cover to an individual boat when you don't want to provoke a tacking duel. If your lead is narrow, a tacking duel could drive both you and your competitor deep into the fleet. A properly applied loose cover does not actually harm the trailing boat. Instead, it places the leading boat in a controlling position in case the trailing boat threatens to pass (Fig.8).

B. Tight covering (Fig.9). When you can't afford to let a particular boat pass you, apply a tight cover. Your dirty wind will actually slow the trailing boat down.

1. Leebowing. Use your backwind to force the trailing boat to tack away.

a. Very effective off the starting line because the boat behind and to windward is oftentimes pinned on starboard tack by the fleet.

b. Also useful when a port tack boat cannot quite cross the starboard tack boat. The port tack boat can tack under his bow instead.

c. You can leebow boats who have set up too early on the layline. Tack under their bows and pinch up to the mark.

Caution: don't leebow every boat you meet. If you're sailing on the favored tack, there is no point in tacking onto the wrong tack and forcing the enemy to the better side of the course.

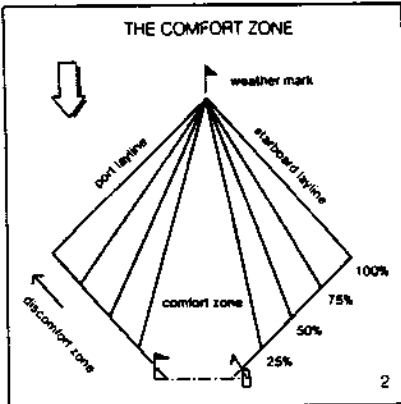
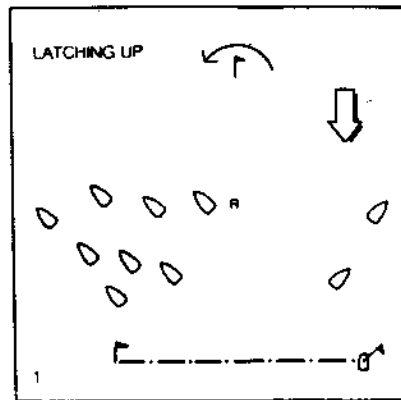
2. Blanketing. The most damaging form of covering. Place yourself dead to windward of the other boat.

a. Can be used selectively to force trailing boat to the wrong side of the course. Blanket it when it's going to the favored side, and apply a loose cover when it's going to the wrong side. In this manner, you can herd a boat to the layline, where it will be under your control (Fig.10).

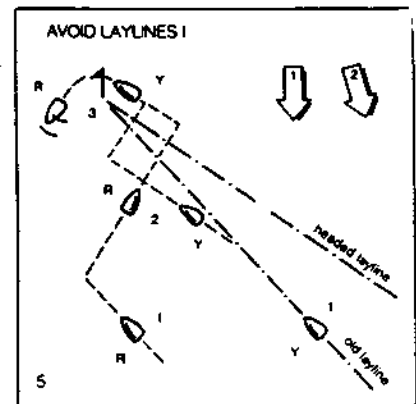
b. Heavy blanketing can practically stop the trailing boat. At the weather mark, you can sometimes hurt the boat that is chasing you up the layline so badly that it has to tack two times to round. To make your exhaust as dirty as possible, try flogging the main on a masthead rig or flogging the jib on a fractional rig.

* Cont'd. on page 18

1 R "latches up with the good guys" and refuses to get separated from them. He reduces risk by positioning himself nearby and to their favored side. The great tacticians love to engage.



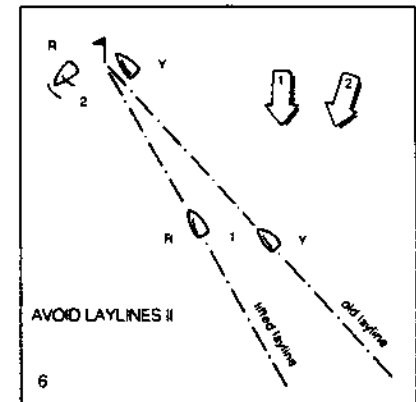
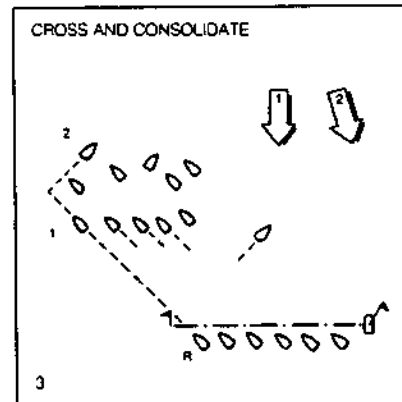
2 Stay in the middle of the course, unless you have strong evidence that a side is favored. In the middle, your options remain open; in the corners, you're committed.



5 Once you hit the layline, you're overcommitted.
 1) R and Y are even, but Y is already on the layline.
 2) The wind heads them. R is in the middle of the course, and can capitalize on the shift.
 3) R crosses Y easily and rounds the mark in first, while Y is forced to do two short tacks.

3 Cross and consolidate.

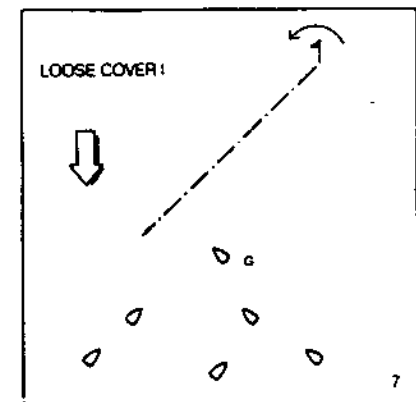
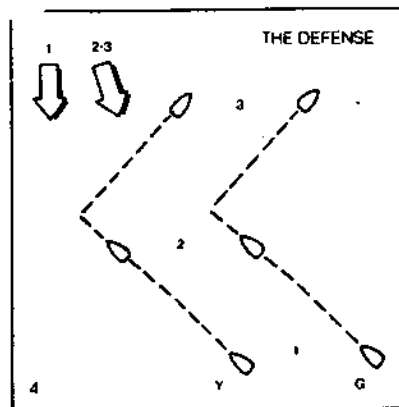
- 1) R starts at the pin and slowly begins to pull away from the fleet. She's barely in first, looking for an opportunity to establish a solid lead.
- 2) The wind backs 10 degrees, just what R had hoped for. She realizes she could hang on for an even larger gain, but her first priority is to cross and consolidate. She tacks to secure her position, effectively restarting the race with a jump on the fleet.



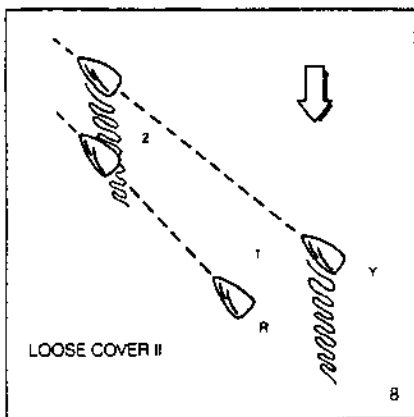
6 Once you're on the layline, a lift can be just as painful as a header.
 1) R and Y are even, but Y is on the layline.
 2) The wind lifts both boats. Now Y has overstood, wasting sailing distance to the mark. R squeezes around in first.

4 Defending against consolidation:

- 1) Y and G are even with each other.
- 2) They sail into a header, putting Y slightly ahead.
- 3) Y attacks by attempting to cross and consolidate. G defends by tacking away from Y, preventing him from assuring his lead. G has neutralized a potentially bad tactical situation. If the wind oscillates back to the right, G will be favored.

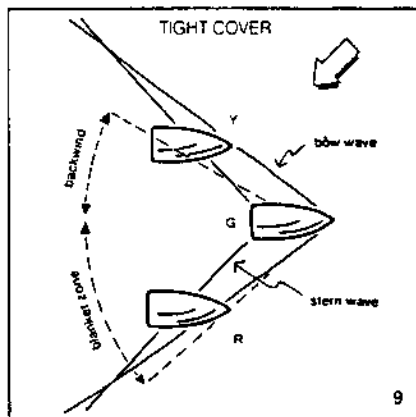


7 G is applying a loose cover to the fleet by sailing in the same area of the course that the fleet is. She reduces risk by placing herself between the fleet and the windward mark.

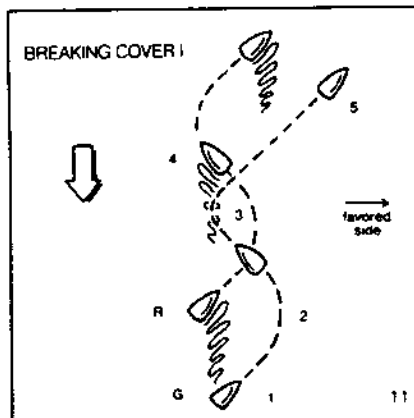
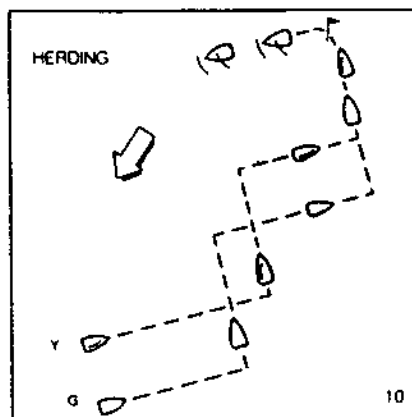


- 8** The loose cover is a precautionary measure.
- 1) Y applies a loose cover to R — staying within striking distance, but doing no actual harm. Y doesn't want to incite a tacking duel, if she can avoid it.
 - 2) Meanwhile, for some reason, R starts to move well and could easily pass Y. Y clamps down on R by close reaching across her bow and killing R with Y's wind shadow.

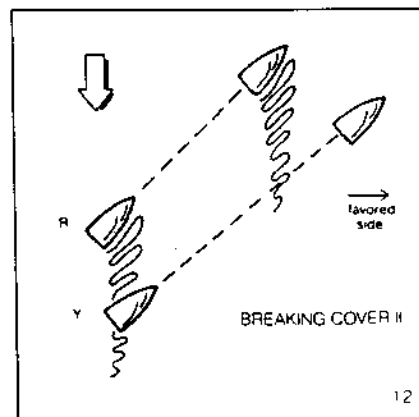
- 9** The tight cover physically slows the trailing boat. R is being blanketed by G; Y is being lee-bowed by G. Both boats are pitching in G's wake.



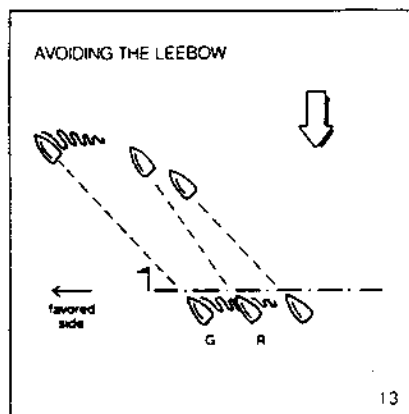
- 10** Y herds G to the starboard tack layline by sitting on him when he tries to break for the middle, and applying a loose cover when he is heading for the layline. Once they reach the layline, the leg is over for G — his options have been played out. All G can do is follow the leader.



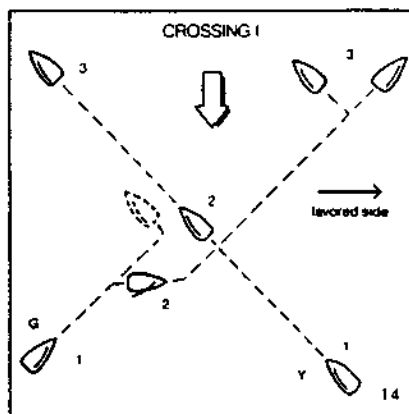
- 11** The classical way to break cover is with a tacking duel.
- 1) G is perfectly blanketed by R. G's only hope is to initiate a tacking duel to break the cover. If G simply tacks back and forth regularly, she probably won't break through R's confused air wake. So G decides to work to the right, the favored side.
 - 2) G's tack to the left is through a large radius...
 - 3) ...and his tack to the right is through a small radius.
 - 4) R has been thrown out of synch and out of position.
 - 5) G establishes a safe leeward position on R, going to the favored side.



- 12** in a dinghy which accelerates markedly on a close reach, you can sometimes look out of a cover, as Y is doing to R.



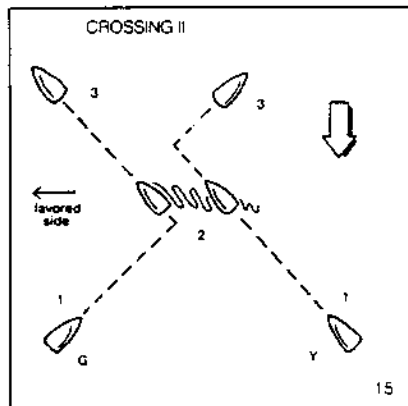
- 13** R needs to go left to the favored side, regardless of G's better start, so R carefully pinches up into clear air. He loses ground to G, but preserves his ability to sail on the favored tack.



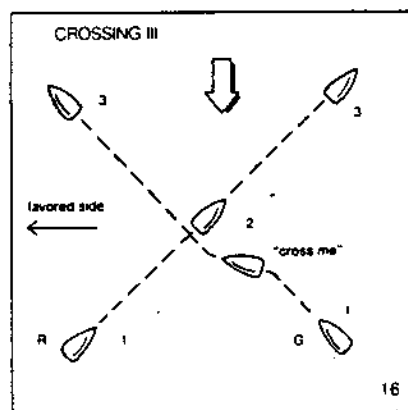
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14 Crossing situation tactics depend upon which side is favored.

- 1) G is slightly ahead of Y, but not by enough to cross. G believes she is heading to the favored side, so she elects to duck, giving away a little distance to stick to her strategy.
- 2) G eases both sheets and bears off early in order to be back on a close hauled course as she crosses Y's wake. If G had elected to leebow Y, Y would have been forced to tack to the favored side.
- 3) G sails well past Y before tacking to avoid falling into Y's backwind. Tacking back onto starboard is less risky because it avoids separation, but remaining on port gives G the potential for greater gain.



15 This time, G feels that the left side is favored, so she tacks on Y's leeward bow, forcing her to the unfavored side.



16 G is sailing on the favored tack, and would prefer that R did not tack under her bow and force her onto port. G's correct tactic is to wave R politely across G's bow, forfeiting the starboard tack advantage for the chance to continue to the favored side.

IV. Passing the leader - breaking cover.

A. Begin a tacking duel. If you are in the hopeless position, tack away as soon as you can. If the leader tacks to cover, initiate a tacking duel. Your goal is to fall out of synch with the leading boat. Try any number of tricky moves: slowly pick up the tacking frequency, tack when he is about to hit a big wave, try a false tack, tack when the leader is pinned in traffic, and so on (Fig.11).

B. Drive through the leader's lee (Fig.12). If you are both going the right way, sometimes your best bet is to foot through his lee and try to beat him to the next header. This tactic works best in dinghies, not displacement boats.

C. Pinch out of the leader's backwind (Fig.13). When you can't tack because of other boats, you may have to try to pinch out of his backwind with the help of his weather wake.

V. Crossing situations - establishing the lead. When you're even with another boat, your goal should be to sail on his tack, between him and the favored side. As long as you remain nearby, you're in control. Don't split tacks and risk losing touch with him - he could hammer you in a fluke.

A. The favored side is, of course, where the next windshift is coming from. Failing that, it is the middle. At the top of the leg, it is to the right of the other boat so that you will be on starboard when you next meet.

B. If you are going to the favored side, duck the other boat before tacking (Fig.14).

C. If he is going to the favored side, tack ahead and to leeward (Fig.15).

D. As a starboard tack boat, you should consider ducking a port tacker's stern instead of forcing him to tack on your leebow (Fig.16). If he succeeds, you will have to tack away from your chosen direction.

VI. Approaching the weather mark.

A. Avoid getting to the layline early.

B. Stay to the right of close boats to preserve the last starboard tack near the mark (Figs.17-18).

C. Consider a tack onto the leebow of boats on the layline.

1. This tactic works best when the current is fair or you expect a lift on the layline.

2. If you realize that you can't lay the mark, bail out early before the traffic jam gets too intense (Fig.19).

3. If you accidentally overstood, reach down to the layline immediately to prevent others from leebowing you (Fig.20).

D. Starboard roundings can cause more tactical problems than port roundings do. Some comments:

1. If you approach on the port layline, overstand so that you can duck starboard tack boats and still lay the mark (Fig.21).

2. If you approach on starboard tack:

a. Force him to tack onto starboard before rounding (Fig.22), or

b. Slow down by luffing a sail without changing course, so that he can't lay the mark after ducking your stern (Fig.23).

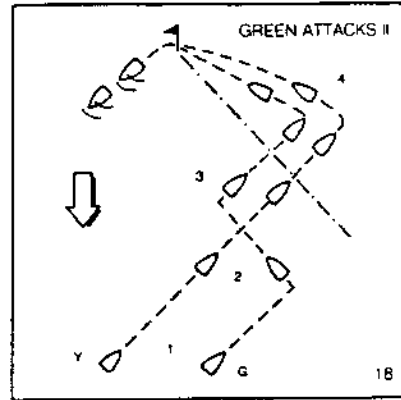
VII. The finish. The favored end of the finish line is the end farthest to leeward - the opposite of the end favored at the start.

A. To determine the favored end, watch which end other boats tend to finish at.

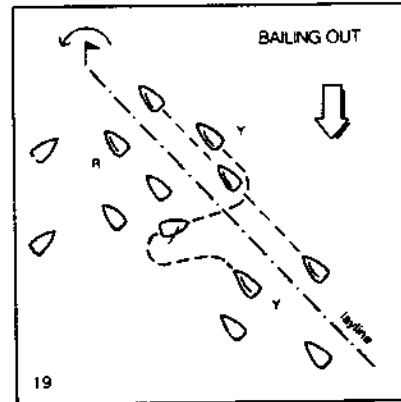
B. Watch which tack the others are finishing on. It is natural and correct to finish on the tack most nearly perpendicular to the finish line. If boats are finishing on port, the starboard end is favored, and vice versa (Fig.24).

C. Once you know which end is favored, think of that end as a weather mark with its two laylines. Ignore the other end of the line and its laylines to simplify matters (Fig.25).

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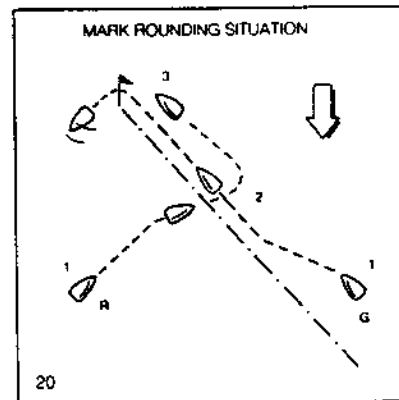
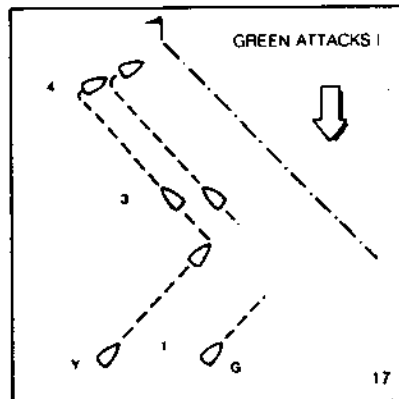


18 ...Y can duck G and sail to the starboard layline.
3) G's response is to tack immediately and carry Y past the layline, as before...
4) where he can tack and lead Y to the mark.



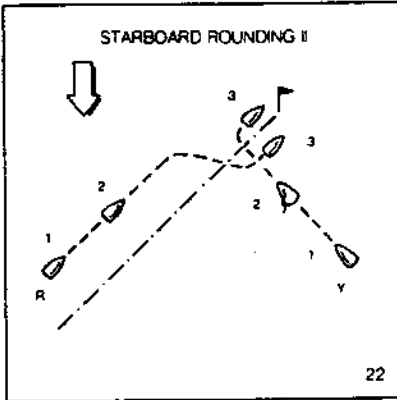
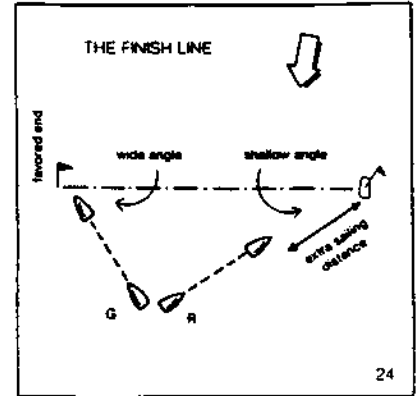
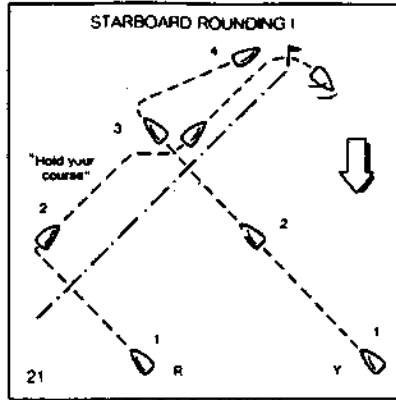
19 As soon as Y realizes that she can't lay the mark, she bails out before the traffic gets too congested. R has waited too long, and may be forced to jibe out of her predicament.

17 At the top of the leg, the advantage lies with G, the boat to the right.
1) As they approach, G purposely tacks short of the layline to engage with Y.
2) As they meet Y has two poor choices...
3) He can tack on G's lee bow and be carried past the port layline...
4) where G can tack at his leisure, or...



20 G has overstood the mark, and is vulnerable to a lee bow from R.
1) G sees that R intends to tack under his bow, so G reaches down to the layline.
2) With G on the layline, R is forced to pass.

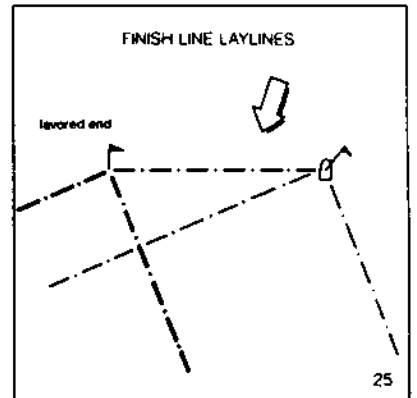
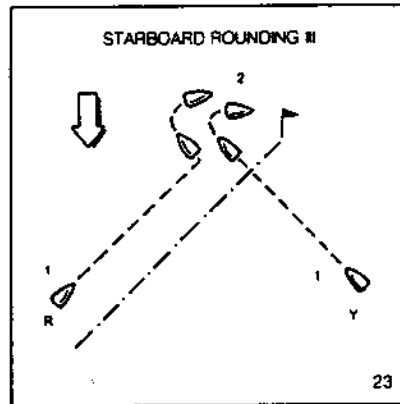
- 21** The following three figures should explain why starboard roundings cause so many protests.
- 1) R and Y are even.
 - 2) R intentionally overstands the mark by two lengths before tacking onto port.
 - 3) As they converge, R yells "Hold your course!" and ducks. Since he overstood, he can still lay the mark.
 - 4) Y tacks after R has sailed by, rounding the mark in second place.



- 22** Y can defend, of course:
- 1) This time, Y observes that R has overstood, and is prepared.
 - 2) Y slows down by luffing her sails without changing course. This precaution is perfectly legal.
 - 3) R ducks Y and is surprised to find that he cannot lay the mark.

- 24** G and R are even as they sprint to the finish. G sails for the end farther downwind, crossing on the tack that meets the line on a more nearly perpendicular angle. She wins.

- 23** If R doesn't duck Y, Y should sail past the layline, forcing R to tack twice for Y's one tack.



- 25** To simplify your finish line tactics, ignore the unfavored end — consider it to be the equivalent of a weather mark rounding. The heavy laylines matter here, because the pin is favored.

The C.A.A. would like to express our gratitude to North Sails/Foghorn for allowing us to reprint the above article. The article is printed from the North U. Smart Course, a series of seminars and articles created by North Sails to teach racing fundamentals.

OBITUARY

It is with deep regret that we advise you of the death of Fraser Dewar, approximately one year ago in June.

This sad news was only conveyed to us at the recently held TARTS Regatta, hence the lateness of this announcement.

Fraser served with distinction with the Allied Forces, flying a Spitfire, in World War II during the Allied invasion of France in June, 1944. He operated from the first airfields set up in Normandy to assist the recently landed ground forces.

Years later, Fraser's son married a Japanese woman while doing post-graduate work in Japan. Just before suffering his fatal stroke Fraser took an extended trip to Japan to learn more about its culture.

Fraser served as Chief Measurer of our Association in the early to mid-seventies.

Many sailors will remember him best driving a rubber duck, pipe in hand, in Toronto and Muskoka. One of Fraser's favourite tactics was to pull up next to Albacores whose certificates indicated they required corrector weights to determine if the required weights were on board.

The C.A.A. wishes to extend our sincerest condolences to the Dewar family. Fraser's presence, particularly at Canadian Championships, will be greatly missed.

Peter Vasoff, Chief Measurer

P.S. Thanks are extended to Fred Black of T.S.C.C. for providing me with the WWII and Japan information.

Thanks are also extended to Rosemary Helmer of R.C.Y.C. for her constructive criticism on just how to properly put into words such a sensitive subject.

1991 WORLD'S QUALIFIERS

In July of 1991 the British Albacore Assn. will be hosting the eleventh World Albacore Championships in Edinburgh, Scotland. The following is a list of 1990 C.A.A. sanctioned regattas that have places allotted for qualifying for the '91 Worlds. In parentheses are the number of places allotted to the particular regatta.

The Ontario Championships (2), R.C.Y.C. Albacore Open (1), T.A.R.T.S. (1), PABAR (1), Balsam Lake (1), O.H.C.C. Albacore Open (1), St. James Town Albacore Open (1), Canadian Championships (7).

R.C.Y.C. ALBACORE OPEN REPORT

The RCYC Open Albacore Regatta held on June 16 and 17 was a success and thanks should go to the organizers and the race committee for running an excellent regatta, despite the uncooperative weather. Only two races were completed on Saturday, due to very light and shifty winds. Thankfully, the wind picked up a little on Sunday to allow three races.

Saturday was very challenging light air sailing where the quality of the start was extremely important. As a result, the second race was subject to five general recalls while the fleet battled for a good starting position. The race committee members were again put to the test on Sunday by winds that were fluctuating over 90 degrees before the start line could be set.

The fleet was fair-sized, with 32 boats registered (12 RCYC, 6 Mooredale, 5 North Toronto, 4 OHCC, 3 St. James Town, 2 others) and 26 completing 4 of 5 races to figure in the overall standings. While the fleet was very tough and competitive, it was a fair and well-sailed regatta as shown by the complete absence of protests. This spirit extended to the dinner on Saturday night which was a pleasant occasion to meet the other sailors and bemoan the lack of wind.

In the overall results, the "Room for Improvement" award went to Larry Whatmore of St. James Town who had a best race finish of 21st, but can take solace in never finishing last. Good luck next year, Larry!

Third place overall was taken by Jamie Gage of RCYC, who had several good races, placing 1st, 3rd, 4th and 8th in his best four races. Second place was Mark Ewen from Shadow Lake S.C., while top honours went to Gary Bain from OHCC. Gary was a model of consistency with one 1st and three 2nd-place finishes.

ONTARIO CHAMPIONSHIPS REPORT

Local hero and savvy sailor John Bryant of the Nepean Sailing Club regained the Ontario Championship mantle that he donned in 1988, but lost to Suze Cumming last year. Sailing with crew Ron Hughes, John sailed flawlessly in the two day regatta on Lac Deschenes in Ottawa, recording four wins and an aggregate score of 0 pts. in the Olympic scoring.

The fleet of ten boats that contested the Ontario Champs. was comprised of eight boats from the Ottawa area and two boats that trailed in from Toronto for the event. There was plenty of wind on Lac Deschenes June 23 and 24 and it made for a great regatta. The Race Committee was expertly run by Peter Woods, technical director of the C.Y.A., setting up fairly long windward legs that tested all of our hiking abilities for the two days. At the end of it all we were both suntanned and tired.

ONTARIO'S cont.

Second place went to Gary Bain and Sylvia Davidson of OHCC in Toronto who spent the weekend unsuccessfully trying to chase down John and Ron. Third place went to Rosemary Helmer of RCYC and her crew Alex Leslie who prevailed in a hard-fought weekend battle with Bill Blore and Ivan Lau of Nepean, finally squeaking by by .4 pts. and about .4 metres.

Everyone involved had a great weekend, and many thanks go out to John Bryant for organizing such a good event, and to the Ottawa fleet for extending such a warm welcome to the visiting sailors. Thanks again Ottawa!

CHIEF MEASURER'S REPORT

Elsewhere in this issue you will find some new information to be added to the 1990 Measurer's list. Jamie Vallance has moved to a new address, and his home telephone number has changed. Paul Pudwell, who is a former Chief Measurer, resigned a few months ago. Just recently he decided to come back aboard. Thank you and welcome back Paul.

Milutin Ajdacic of the Westwood Sailing Club, who has aided me in measuring many a Westwood boat in the past, has decided he would like to help us out. Welcome aboard Milutin.

A new measurement form and a new measurement manual will be created as soon as the Royal Yachting Assn. produces a new set of rules containing the changes agreed upon last fall by the three Albacore authorities.

UPDATED MEASURER'S INFO.

Change of address

Jamie Vallance
360 Ridelle Ave., Apt. 902
Toronto, Ont.
M6B 1K1

Res. 416-256-6117
Bus. 416-657-1737

Additions

Paul Pudwell
408 Osiris Dr.
Richmond Hill, Ont.
L4C 2P9

res. 416-884-0603

Milutin Ajdacic
47 Thorncliffe Pk. Dr.,
Apt. 1918
Toronto, Ont.
M4H 1J5

res. 416-423-0368
bus. 416-625-2519



WESTWOOD OPEN ALBACORE REGATTA

SATURDAY, JULY 21, 1990

Westwood Sailing Club

*** Canadians Qualifier ***

*** 4 Races (time permitting) in the Outer Harbour ***

*** Beautiful Stained Glass Awards to Top 3 Boats ***

REGISTRATION: \$45 per boat - includes:

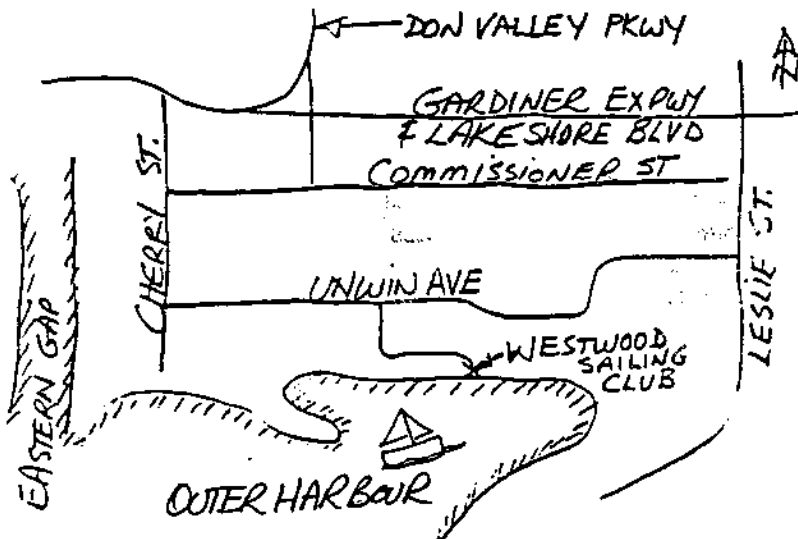
- * Coffee & Muffins
- * Lunch
- * Dinner (extra tickets available)
- * Dancing Under the Stars with a Top DJ
- * Cash Bar

Skippers and Crew may register after the Friday Night Race at Gennaros, 500 Queen Street East, or between 9:00 am and 10:00 am on Saturday.

SCHEDULE:

- 9:00 am Registration
- 10:00 am Skipper's Meeting
- 11:00 am First and Second Race - Back to Back
- 1:00 pm (approx) Lunch on Land
- Third and Forth Race - Back to Back
- 6:00 pm Dinner & Awards
- 8:00 pm Dancing

LOCATION



MORE INFORMATION, Contact:

Pete Wroldsen, .
(416) 445-3814

Race Chairman



Canadian Albacore Association

Outer Harbour Centreboard Club
presents
Canadians 1990

Date: September 14, 15, 16, 1990
Location: Outer Harbour Centreboard Club
Socials: Argonaut Rowing Club, 1225 Lakeshore Boulevard West
Cost: \$99 per boat

Fleet: Albacore
Sponsored by: Amstel and Canadian Club



Canadian Club

Schedule

Thursday, September 13

6:00 p.m. - 9:00 p.m., registration, OHCC

Friday, September 14

registration, skipper's meeting,

2 races, barbeque dinner, Annual General Meeting
(\$10 extra per person)

Saturday, September 15

3 races, dinner, dance, lucky draws
(\$25 extra per person)

Sunday, September 16

2 races, presentations

Send registrations to the Canadian Albacore Association
c/o Powell & Stern (make cheque payable to "Canadians 1990")
390 Bay Street, Suite 1724, Toronto, Ontario M5H 2Y2

Skipper's Name: _____ Phone: _____
Address: _____ Sail No: _____
Crew's Name: _____ Club: _____
Phone: _____ CAA Member: Yes _____ No _____

Waiver of Liability

By participating in this regatta, I understand that I voluntarily assume and am knowledgeable of the risk of sailing and I assume sole responsibility for myself, my crew and my boat. I agree to hold harmless and free of liability the sponsoring club, product sponsors, its members, employees, officers and individuals appointed for volunteering for the regatta and the Canadian Albacore Association for any damage, material or personal, suffered by me during the racing or otherwise.

Date: _____ Skipper's Signature: _____

Canadians 1990

*1991 Worlds Qualifier
*Billing available
*Prizes, prizes, prizes

**Maps
and
Menus
on
Reverse
Side**

Friday, September 14, 1990

Menu

Cajun Barbequed Chicken
Skewered Grilled Vegetables
Baked Potato with Sour Cream
Caesar Salad
Greek Salad
Rolls and Butter

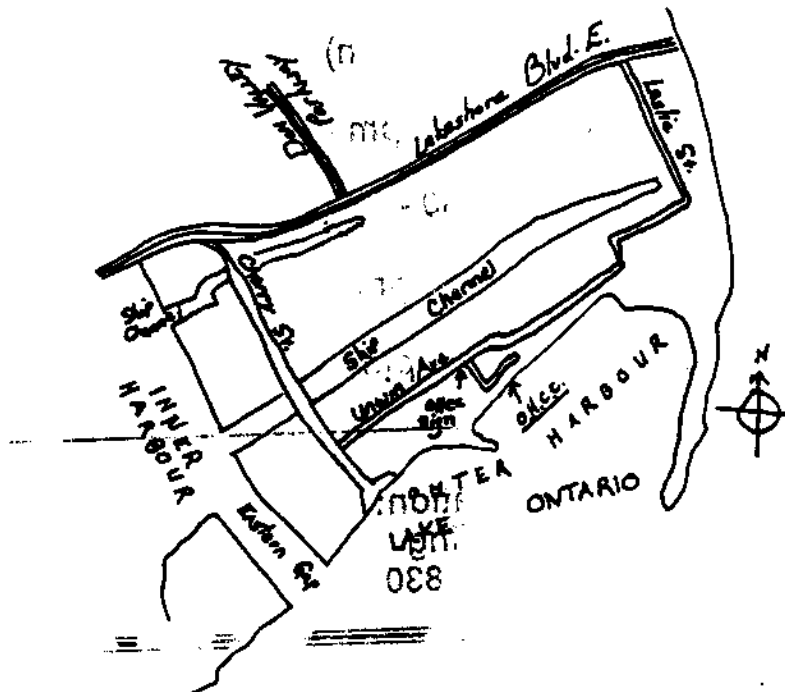
Saturday, September 15, 1990

Menu

Mixed Lettuce Salad
German Potato Salad
Tomatoes Vinaigrette
Chefs Pate with Cornishons
Crisp Vegetables and Dip
Smoked Meat Platter with Condiments
Your Choice of Vegetable
Your Choice of Potato
Roast Sirloin of Beef au Jus
Seafood in a Newburg Sauce
Canadian and European Cheese with Fruit and Biscuits
Fresh Berries and Tropical Fruit Platter
Assorted Breads and Butter
Assortment of French Cakes and Pastries
Coffee and Tea
After Dinner Mints



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**OUTER HARBOUR CENTERBOARD CLUB
(OHCC)**

ALBACORE OPEN

DATE:.....SATURDAY JULY 28, 1990

ENTRANCE FEE:.....\$40 PER BOAT

INCLUDES: COFFEE, DONUTS,
DINNER

PROGRAM:

Registration.....9:00 - 10:15 am

Skippers Meeting.....10:15 am

3 RACES; all to count

•1st Race.....11:00 am *Case A*

•2nd Race.....immediately following 1st

Lunch (please provide your own)

•3rd Race.....1:30 pm

Cocktails.....4:30 - 5:30pm

Dinner.....5:30 pm

Awards.....7:00 pm

For More Information:
Contact: Ross King
422 - 5830

CLASSIFIED ADS

FOR SALE

WANTED

AL6641 - MacDuff

Fully equipped racing Albacore-top condition, '76 Young hull, excellent racing record. Includes trailer, covers, 2 suits of sails.

Price: Best offer.

Contact: Suze Cumming

(R) 416-863-1074

(B) 416-862-1116

One canvas top cover for Albacore as a donation or at a modest cost for the Sea Cadet Corps, Burlington, Ontario.

Please contact:

F. Stewart Large

180 Weldon Ave.

Oakville, Ontario

L6K 2H8

tel.: (416) 844-2271

Albacore launching dolly- preferably 'A-frame' type.

Call Ian Ferguson

(416) 889-9482

A fibreglass Albacore in good condition.

Please call Rod Dobson at

(416)-944-0626.

KC6731

Woof MK1 hull, very stiff, very strong, very fast. Best race record in the world. Complete with Pronto trailer, new sails, bottom cover. Race ready

Contact: Jorg Pawlik

(416) 867-1138

Albacore Centreboard

1984, J.D. Young made.

Price: \$400 (compares favourably to the price of a new one).

Contact: Rosemary Helmer

(416)-488-3867

Albacore KC7366

Woof hull, one suit of sails, foils, and dolly. \$7000
Call Derek Griffiths, 960-3736

Albacores for Sale

Westwood Sailing Club is offering 4 Albacores for immediate sale.

Originally purchased in 1983, each hull features durable fibreglass construction throughout. Each includes mast, foils, main and jib. \$2000 each, or best reasonable offer. Contact Westwood Sailing Club, Toronto, (416) 461-2870; or Victor Chan (Fleet Mgr.) at (416) 4976475.