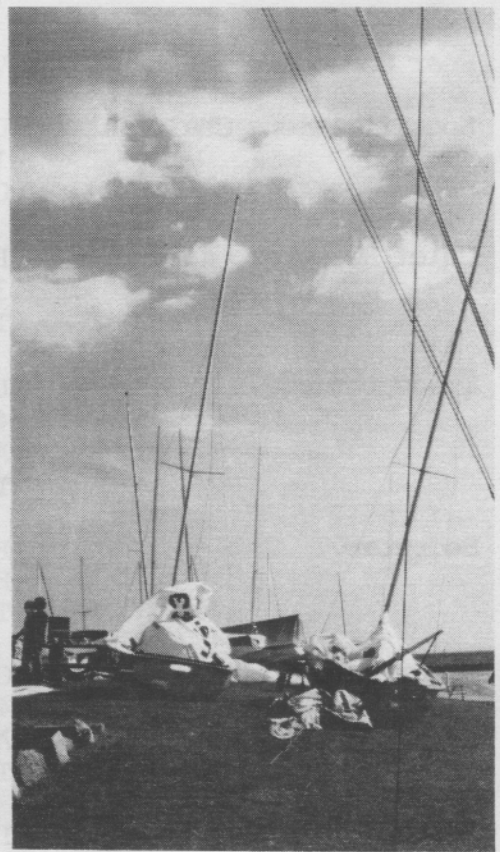


Shackles and Cringles



Canadian Albacore Association

Includes information on the upcoming Canadians, proposed by-law amendments, and reviews of recent regattas!!!

SHACKLES AND CRINGLES

CANADIAN ALBACORE ASSOCIATION

1991 EXECUTIVE

Commodore	Carol Kidd Apt. 2 345 Gladstone Avenue Toronto, Ontario M6H 3H5	(R) (416) 534-6156 (B) (416) 963-9383 Ext. 274
Past Commodore	Mark Ewen 24 Connaught Street Oshawa, Ontario L1G 2G9	(R) (416) 728-9952 (B) (416) 683-8561
1st Vice Commodore	Gary Bain 45 Oakmount Rd., Apt. 714 Toronto, Ontario M6P 2M4	(R) (416) 762-5002
2nd Vice Commodore	Linda Wooding 140 Erskine Avenue Apt. 1404 Toronto, Ontario M4P 1Z2	(R) (416) 481-1046 (B) (416) 429-2661
3rd Vice Commodore	Roger Barker c/o BAFS 345 Carlingview Drive Toronto, Ontario M9W 6N9	(R) (613) 623-5411 (B) (416) 675-3611 ext. 2919
Rear Commodore	Vacant	
Specifications Chairman	David Weaver 14 Lansdowne Road North Cambridge, Ontario N1S 2S8	(R) (519) 623-4402 (B) (416) 525-9140 Ext. 4907
Chief Measurer	Peter Vasoff 327A High Park Avenue Toronto, Ontario M6P 2S8	(R) (416) 762-4592 (B) (416) 321-1800
Treasurer	Lynne MacInnes 44 Charles St. West Apt. 4202 Toronto, Ontario M4Y 1R8	(R) (416) 922-6440 (B) (416) 596-5124
Secretary	Fran Smyth E6 Bexhill Court Toronto, Ontario M9A 3A8	(R) (416) 232-0427 (B) (416) 491-5050 Ext. 4500
Membership Secretary	Gary Bain 45 Oakmount Road Apt. 714 Toronto, Ontario M6P 2M4	(R) (416) 762-5002
Editor	Lynn Shannon 362 Brookdale Avenue Toronto, Ontario M5M 1P8	(R) (416) 783-9194 (B) (416) 598-1114

Judging from the measure on my 1991 bottle of sunscreen, the condition of my legs (variegated in purple and blue), and especially the tone of post-race discussions with fellow crew regarding the foibles of skippers, we must be more than halfway through the sailing season. Enthusiasm for sailing Albacores appears to be running high. We have fielded a number of calls from new Albacore owners, wishing to learn more about the Class. One caller (who shall remain nameless) had taken possession of an Albacore in cottage country, and was somewhat at a loss as to how to rig the boat. He described his efforts at raising the mast ("raising" is the operative word here): not knowing how to step the mast, he sent his cohort to the roof of the boathouse to hold onto the mast while attempting to mount it in the boat. A sudden slip of the mast occurred, however, and his assistant was transformed into a human catapult, landing unceremoniously in the lake. Abandoning their efforts, they decided to ask for advice - another happy Albacore Handbook owner! We are fortunate to have the Handbook to provide to new members, to help lead them safely through such procedures!

Ontario and Junior Championships

The 1991 racing schedule has kicked into full gear. Myles Wilson, our international regatta organizer for the Ontario and Junior Championships, is home from Scotland for the summer and kept himself busy adding the finishing touches to these events. The regattas were run conjointly at Windermere House by the Muskoka Lakes Sailing Club on the weekend of July 27-28th. Windermere donated the use of two hospitality suites for Albacore sailors, and a number of other sponsors generously donated prizes

for these events. The Ontario Championships, as well as the Canadian Championships, are being held with the assistance of Amstel beer and the Ontario Sailing Association, which has provided funding for the race committees.

Missing Trophies

Despite extensive efforts, we have been unsuccessful in locating the perpetual trophies awarded to the 19 and under, 16 and under, and 13 and under Junior Champions. Anyone having knowledge of these trophies - for example, past winners of these divisions - is asked to contact the CAA.

Amstel Sponsorship

We are very grateful for the continued support of Amstel of the Albacore Class. Amstel has targeted sailing as one of its main areas of support, and is one of the major sponsors of CORK. Sponsorship is very important to the Class, as it not only helps to keep our costs down but also provides much-needed support in terms of prizes, giveaways, race envelopes, etc. Please show your appreciation to Amstel by purchasing their products, and by encouraging your club to stock Amstel beer.

North American Championships

The North American Championships will be held in Kingston as part of CORK. A practice race will be offered in the afternoon on Saturday, August 17th to allow competitors to get a feel for the local conditions. We have arranged a Class Dinner to be held at Kingston Yacht Club on Sunday evening following racing. Tickets are available at a cost of \$20.00 each; please contact either Gary Bain or me if you wish to purchase

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tickets. We must advise KYC prior to August 16th of the number expected for dinner, so please book early. Former Albacore sailor John Curtis will be on hand to make a presentation to the Class detailing his 1992 Olympics efforts.

World Championships

CAA members will be off to Edinborough for the 1991 World Albacore Championships. The Canadian contingent of Rosemary Helmer/Alex Leslie and Ian and Graham Rogers will be off to represent the home fleet. Best wishes to all! - we hope to hear all about it in the next issue of "Shackles."

Canadian Championships

The Canadian Championships will be held at the OSA Sailing Centre-Geneva Park Conference Centre in Orillia over the September 13-15th weekend. Racing will get underway on Friday afternoon, followed by an Amstel "happy hour." Following racing on Saturday, the same format will be used, with a "happy hour" and barbecue to beat the cafeteria line-up blues. The Annual General Meeting will be held immediately following dinner. The Notice of Race for the Canadians appears in this issue. Reservations for Geneva Park should be made through Peter Jones, Ontario Sailing Association, 495-4240. Geneva Park wants to be spared the aggravation of taking reservations, according to OSA, so please contact OSA directly. Accommodation will be decided on a first-come, first-served basis, so if your idea of a good time is to have a room with your own washroom, book early!

To date, we have finalized sponsorship arrangements for the Canadian Championships with a number

of sponsors. The continued support, in the form of prizes and raffle items, of North Sails Fogh, Proctor Masts, Noah's, Nautical Mind, Hans Gottschling, Sobstad Sailmakers, Amstel, and the Ontario Sailing Association, is gratefully acknowledged.

CAA Annual General Meeting

The ever-popular, always sold-out, standing-room only, CAA Annual General Meeting, will be held on Saturday, September 14th. This is your chance to be heard! You are encouraged to attend the AGM to discuss past and future activities of the Association, and proposed by-law revisions, which appear elsewhere in this issue. If you are unable to attend but wish to vote, please complete the enclosed Proxy and forward it to Fran Smyth, CAA Secretary.

Regatta Reports

The CAA celebrated its 30th anniversary in conjunction with the Lake Skiff Sailing Association (LSSA) Regatta held at Ashbridges Bay Yacht Club on June 29-30th. This multi-fleet regatta attracted only eleven Albacores, but included fellow Albacore sailors from Midland and Buffalo. On the first day of the regatta, racing was delayed because of fog on the lake; however, this delay provided competitors with the opportunity to socialize and mingle with competitors from other fleets while basking in the sun, (fully attired in drysuits, wetsuits, etc. and thus avoiding the possibility of sunburn). Although some fellow competitors did get malicious pleasure from the sight of my nose, glowing brightly by the end of the second day, I prefer to think of its' burnt state as a precautionary

measure: should the fog roll in again, I was prepared to provide the fleet with a guiding light back to the safety of land - no sacrifice is too great. In any event, once the racing started, we were greeted with good winds but lots of wave action on the lake, which stayed with us for both days of the regatta and resulted in a few upset stomachs. Erika Fetzer was luckily on hand to minister to the queasy, dispensing Gravol to those in need. A couple of International 14 sailors - self-hyped as "real" sailors competing in "a real man's boat" - actually retired from racing because of seasickness; however, the Albacore fleet hung in for the most part ("real men" take note!).

Gary Bain and Sylvia Davidson sailed away with the CAA 30th Anniversary Commemorative Trophy with five bullets. Although the Gary and Sylvia team clearly led all five races, jockeying for position amongst the rest of the fleet made for some exciting times. Denis Wetlauffer and Peter Vasoff ended up in second place, followed by Rosemary Helmer and Alex Leslie, tied for third with John Allan and me. Thanks to all who attended and helped celebrate our anniversary!.

Gary and Sylvia were able to repeat their prize-winning performance at the OHCC regatta, held on July 13th. The weather forecast and overcast skies caused some sailors to renege on their intention to attend, (including, will he-ever-live-it-down, "No-show" Norm Rubin) but the thunderstorms held off and allowed us to do some "dry" sailing. Racing was progressing until the last leg of the second race, when the wind completely died, resulting in a frustrating drift toward the finish line (I knew I should have brought my cross-stitch!). So near, and yet

so far: despite concentrated efforts to drift faster than the closest competition, most of the fleet was scored with a DNF because of failure to cross the line within the 30 minute time limit. The Race Committee fortunately opted to send everyone ashore for refreshments prior to deciding if and when the third race would be held. As the wind started to fill in, competitors hit the water, only to fall victim to the mockery of the wind once again. A shortened course resulted, which allowed competitors to thankfully return to shore and their refreshments. The OHCC race organizers did a tremendous job in feeding the masses, as well as providing free drinks. Brick beer donated a keg of beer, and Brights Wine supplied lots of wine to spice up the Sangria. Both succeeded in hitting the spot (again and again and again!), but refilling the small glasses for Sangria too closely paralleled crew duties: up and down once too often. Time to snag a larger glass!

Final results at OHCC had Gary Bain and Sylvia Davidson in first place, followed by Ken Clarke and Urve Tamberg in second and Ken and Doris Browne in third. A good time enjoyed by all!

In the Next Issue....

In the next issue, watch for such articles as:

"101 Tips for a Shinier Boat," by Ross "Varnish" King

"The Do's and Don'ts of Tying Knots," by Erika Fetzer and Dave Harris

"Real Men Wear Pink (or at least can get away with it if they win!)" by Gary Bain

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"The Complete Guide to Boat Repair,"
by Keith Woolford

See you in - I mean on! - the
water!

"How to Maintain Your Dignity While
Falling Off the Dock," by Carol Kidd
(including a preface by Dave Harris
on dignity retention while falling
out of the boat repeatedly)

Carol Kidd
Commodore



P.J. Rigby

"I thought there would be deckchairs and Martinis."

NOTICE OF PROPOSED BY-LAW AMENDMENTS

In the past year, the CAA Executive had several discussions on the status and rights of Club Members. As the By-laws currently stand, Club Members are entitled to race in CAA-sanctioned events and to vote at a general meeting of the Association. The Club Members are entitled to one vote for each boat for which the Club has paid the annual CAA dues. The Club members are not entitled to receive any correspondence and communications from the CAA and most importantly not allowed to have any of their members hold office as an Officer or Director of the CAA in their status as a Club Member.

The majority of the current Officers of the CAA Executive felt that allowing Club Members the right to vote yet denying them the right to hold office on the Executive was unjust and discriminatory. Club Members play a very active and important role at CAA events. Additionally, it is felt that the Association should be encouraging participation by all members from all areas. There is no logical reason to deny Club Members from holding Executive Office as part of their Club membership rights. In previous years, Club Members who served on the Executive were required to purchase individual Full membership. This seems unfair given that their Clubs had already purchased a large number of Club Memberships yet were not entitled to have members serve on the Executive. The majority of 1991 Executive Officers feel that Club Members should not have to in effect pay twice for a right they should be given with their Club status.

In response to this inequitable situation, the CAA Executive approved a motion that would enable Club Members to hold Executive Office. The number of Officers each Club would be entitled to elect would be equal to the number of boats owned by the Club for which annual dues have been paid. The motion also entitled the Club Members to receive communications and correspondence from the Association in numbers equivalent to the number of CAA registered boats.

The following motion will be presented at the 1991 Canadian Albacore Association Annual General Meeting:

Deletion:

Delete from Article II section 6(b) the second sentence.

Additions:

Add two new Sections to Article II section 6(c). These would be subsections (iii) and (iv):

(iii) receive all correspondence and communications published by the Corporation for its membership in numbers equivalent to the number of boats owned by the Club in respect of which the Corporation's dues have been paid.

(iv) have individual members in good standing of such Club Members hold office as an Officer and Director of the Corporation. The number of Officers and Directors each Club Member would be entitled to nominate would be equal to the number of

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boats owned by the Club in respect of which the Corporation's dues have been paid.

Add to Article XI 1 to now read:

1. The Officers of the Corporation shall be Full Members of the Corporation or Club Members as provided in Article II 6 (c)(iv) of this By-law.

Fran Smyth
Secretary
Canadian Albacore Association

The By-law revisions noted above have been approved by the majority of the CAA Executive Officers (ex officio Directors) and are presented to the membership for approval at the 1991 Annual General Meeting.

The Executive agreed to provide the Executive Officer(s) with an opposing viewpoint the opportunity to present their argument to the membership. The following article prepared by the authors noted below is based on an incomplete understanding as to what the proposed amendment would actually allow. Many of the concerns expressed have been addressed in the actual draft of the amendment and are therefore needlessly debated by the authors. It is also necessary to highlight the misconceptions and inaccuracies stated in their argument. The authors of the counter-proposal were informed that many of their concerns were already addressed and were asked to abbreviate their concerns. They insisted on printing their position in its entirety.

The authors suggest that frequent changes to the Association's By-laws are unwise; however, it should be noted that the By-laws were last revised over five years ago. By-law revisions are generally implemented to reflect changing needs or attitudes of an organization, and can therefore be amended as often as necessary, in accordance with the Corporations Act. Contrary to the impression created in the counter-

argument, this is a straightforward procedure: revisions must simply be filed with the Ministry of Consumer and Corporate Affairs in order to ensure that they do not contravene the statutes of the Act. The Association must also annually inform the Ministry of the names of the current Executive Officers.

The authors imply that the Executive has contravened the "legal requirements" for implementing such changes. The CAA is governed by the statutes of the Corporations Act, which clearly outlines the procedure for implementing by-law revisions. According to Section 129 (1) of the Corporations Act, "the directors of a corporation may pass by-laws not contrary to this Act ... to regulate (c) the qualification and remuneration of directors" and (j) "the conduct in all other particulars of the affairs of the company." Further, the CAA By-laws state that "the Board of Directors of the Corporation shall have full authority for the general supervision of the affairs and finances of the Corporation in all things." (Article VIII (1)). As the elected representatives of the membership, the Executive Officers are empowered to approve By-law revisions and present such changes to the membership. It is therefore unnecessary to strike a special Task Force to consider such changes, as the Executive represents a "properly formed Committee." According to Article 129 (2) of the Corporations Act, "a by-law passed under

Subsection (1)... is effective only until the next annual meeting of the members unless confirmed thereat, and, in default of confirmation thereat, ceases to have effect at and from that time." The By-law revision, appropriately approved by the majority of the Executive Officers, is therefore applicable until such time as the general membership approves or rejects the amendment. The Executive Officers in question are "members" as defined in the By-law revision and may continue to serve on the Executive pending approval or rejection at the Annual General Meeting.

The writers allege that the proposed changes were authored by one person and reviewed by the Executive. In accordance with the Association's By-laws (Article XII 4) the Secretary was empowered by the Board of Directors to draft the By-law amendment and state the rationale for the proposed change. The Executive then passed the recommendation as drafted by the Secretary. The individuals affected by the By-law revision abstained from voting at the Executive meeting.

It must also be emphasized that the CAA Executive is staffed by individuals who have volunteered their time to serve the Association. There are currently two vacancies on the Executive, a situation that has continued for the past few years. The Association should appreciate the efforts of those individuals willing to donate their time and talents to the administration of the organization.

The authors, in outlining the rationale for the structure of the organization, imply that Full Members (i.e. private boat owners) differ from Club Members because:

(1). they "have financial assets invested in the Class by ownership

of their boats," etc. - yet Club members must invest in a fleet of at least four boats to qualify as members;

(2) they have "a vested interest in the development of the Albacore fleet for competition, comraderie (sic) and a market for resale of boats" - yet Club members are actively involved in Class competitions and provide the principal market for purchasing boats. Many of the private boat owners have come through the Community Clubs system.

(3) they have "built the Association ... based on their firsthand knowledge of boats and boat builders" - yet every Club has members who share such expertise.

Finally, we should recognize the support all Albacore sailors give to the Class, regardless of whether they pay dues as an individual or Club member. Revenue for the Class is fortunately not dependent solely on membership dues, but is also earned by means of entry fees in Albacore Class events. Additionally, support for the Class goes well beyond the payment of dues, as it encompasses participation in Class events, attendance at regattas, representation in other forums, volunteering for Class or club Executives, and even simply continuing to sail Albacores as opposed to another class of dinghy.

The corrections to the comments presented by the writers regarding the proposed amendments (#1, 2, and 3) are self-explanatory in context to the actual intent of the amendments as reflected in the wording of the proposed By-law revisions presented by the Secretary.

Carol Kidd
Commodore

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Editor's Note: The following article has been submitted by a CAA member for publication. It does not represent the majority opinion of the 1991 CAA executive.

Why we should not approve the proposed changes in the Membership By-Law!!

In 1991 the Canadian Albacore Association is celebrating its 30th Anniversary. In 1961 when the Association was formed it was conceived to be first and foremost

an Association of owners of Albacore sailboats.

Further it was created with the prime interests of:

- promoting the growth of Albacore boat ownership by individuals, clubs and schools and,
- promoting the development of class activities which would encourage the safe and fulfilled use of Albacores.

At the time the By-laws of the Association were created four classes of membership were created:

- 1) Full Membership (Full or partial owners of boats)
- 2) Associate Membership (Non boat owners associated with Class activities)
- 3) Club Membership (Boats-owned by Clubs, Schools or Camps, not the individual members of these Clubs.)
- 4) Honorary Membership (Honorary category elected by Executive and Members)

Of these 4 categories of membership only 1 category, Full Members (ie Boatowners) were given the right to run for Executive officers positions on the Board of the Canadian Albacore Association. The rationale behind this structure was quite clear. Boat owners

- had financial assets invested in the Class by ownership of their boats, trailers, sails, equipment, club memberships etc.
- had a vested interest in the development of the Albacore fleet for competition, comradery and a market for resale of boats.
- built the Association to support the development of a one design standard based on their first hand knowledge of boats and boat builders.

In 1970 the CAA was incorporated under the laws of Ontario as a corporation. Given this new corporate status the Association's By-laws took on additional legal meaning in that they had to be approved by the Minister of Consumer & Corporate Affairs before Corporation status would be granted. Ever since the CAA has been obliged to submit for approval and recording any changes to the By-laws to the Ministry of Consumer & Corporate Affairs. The Minister has the right to disapprove these changes if they contravene Ontario Corporation law. Once by-laws are approved by the members the Executive is legally bound to uphold and implement the by-laws as written on behalf of the members of the Association and the Ontario Government.

Most importantly the By-laws of the Association represent the consensus of the voting members of the Association about how the Association will be run for the benefit of its members. As a result, the change you are being asked to consider must be thought about carefully with ample time for discussion. Generally speaking, it is not wise to change By-laws frequently as they represent the guidelines by which the Association should be able to run over the longer term.

Moreover, historically, when By-law changes have been considered a sub-committee of the Board has been formed chaired by the Past Commodore and/or Commodore and made up of a cross sample of voting members of the Association and past Executive members to discuss, consider the implications of proposed changes and to report back to the Executive with proposed amendments and rationale. In this instance no such committee was formed although one was proposed by several Executive members (P. Vasoff)

but rejected by the balance. One has to wonder why the CAA Executive would not consult with their own members before proposing changes which affect their members. The feeling left is that due process has not been followed and the spirit of consultation has not been accorded. **We believe this whole issue should be sent back to a properly formed Committee for reconsideration.**

Let us examine the proposed amendments. In this particular instance we are being asked to consider changes to Article II, Section 6 of the By-laws dealing with the rights of the Club Member (ie registered boats whose voting privileges are accorded to their clubs elected representatives.)

Further, the rationale for these proposed amendments has not been declared by the the Executive. We trust this will be fully explained in their article supporting the proposed changes, also to be published in this issue of Shackles & Cringles. In the absence of an explanation of the rationale and motivation behind these changes one can only imagine that the writer perceives that there are barriers to entry to Executive positions on the Board of Directors.

In reality we know of no individual who has ever been barred from nomination for election to the CAA Executive who met the two By-law criteria required of a nominee, ie one who is a Full Member and who is

- a full or partial owner of a boat.
- in good standing having paid to the CAA the required membership fee.

As a matter of fact the term "partial owner of an Albacore" has always been liberally interpreted to allow Community Club members to claim their Clubs boats as being partially owned by themselves, given that they are current members in good standing of a Club which has registered its boats with the CAA as Club owned boats. Thus, all a Community Club member has needed to do is to pay their Full Membership fee and they become eligible to run for an Executive member position. So where is the barrier to entry? We do not believe there is one.

With specific reference to the proposed amendments we have the following comments.

Amendment * 1

Delete from Article II Section 6 the second section which reads as follows:

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"Except for the right to enter such Corporation constituted events such individual members of Club Members shall have none of the other rights of membership in the Association."

Commentary

Removal of this sentence leaves the CAA open to accomodate and fund all of the individual members of any Club, School or Camp whose organization owns and has purchased CAA Club memberships for specific Albacore hull numbers. If this category of membership is opened up to include the accomodation of individual members of member clubs while only requiring the payment of membership fees per Albacore hull which the Clubs wish to register the CAA could go bankrupt. For example, a club could register 4 Albacore hulls as members and pay the corresponding \$140.00 in fees (4 x \$35.00) and then claim the right for all their members to vote and to receive Shackles & Cringles and the CAA Handbook. The cost of these services would be well over the fees paid to the Association. Further the members of these Clubs could show up en masse and vote into law whatever changes they wish in the Association and outnumber the other boatowners (individual members and smaller Clubs) who individually have more financially invested in the Class and who have worked more diligently to build the coffers of the Association and to staff the Associations events over the years. Moreover many of the individual members of these clubs may have no interest in the affairs of the CAA yet they would be accorded a status equivalent to people who have much vested interest in the affairs of the Association.

It is important to note at this time that we have no objection to the legally elected representatives (ie the Executives) of the Clubs having voting rights in the CAA equivalent to the number of hulls registered, as they currently do, (Article II Section 6, Sub-section c ii). The Executive members essentially represent the views of their clubs and are the duly appointed custodians of the Albacores they own and have registered as members of the CAA. In reality there are many Clubs in Canada which have registered their Albacores with the CAA and we are not aware of any formally submitted objections from these Club Members who feel the individual members of their Clubs are being treated unfairly under the existing CAA By-laws. So the question arises is this truly an objection being put forward by CAA Member Club or several individuals who do not want to pay fees to the CAA? Frankly, we find it hard to believe that any individual who truly had a positive interest in the affairs of the CAA would object to paying the required membership fee?

Amendment * 2

Following through on the repeal of the restrictions on individual members of Clubs as outlined in amendment *1, amendment * 2 goes on to specifically define what privileges the CAA Club members should have.

It proposes that Article II Section 6 (c), subsection iii) should be added;

Each Club Member (ie the boats registered by their clubs) shall be entitled to:

ii) receive all correspondence and communication published by the Corporation for its membership

Commentary

This amendment is not clearly worded in the context of the existing By-laws to identify how many pieces of correspondence the CAA is obliged to send to the Club Member. If the intent is that each individual person who is a member of those Clubs, Schools or Camps whose boats have registered with the Association then this amendment is cost prohibitive. For example, if a Club only registered the minimum 4 boats with the CAA the revenue intake would only be \$140.00 (4 x 35.00). However, if the CAA were obliged to send each individual member of that Club all correspondence how could they afford to print and mail Shackles & Cringles, the Handbook and notices of meetings or regattas to all 160, 200, 1000? members of that Club. However, if these amendments were approved and the CAA Executive elected to not send out these mailings because they could not afford to do so they would be acting in contravention of an approved and legal bylaw? Why would we approve a bylaw which did not restrict the number of mailings to the number of hulls the organization had registered?

If the intent of this amendment is to have each Albacore registered as a Club member receive all correspondence sent to other members then it needs to be worded more precisely so as not to be open to misinterpretation regarding excessive numbers of mailings. Incidentally, as a matter of fact the CAA has always sent every registered boat (either Full Member or Club Member) as well as Associate and Honorary Members (we don't believe there are any) the required correspondence. So what seems to be at issue here is By-law wordings not the reality of what the CAA does.

Amendment # 3

The final amendment proposed is the addition of Article II Section 6 (c), subsection iv) which is proposed to read as follows:

Each Club Member shall be entitled to;

- iv) have individual members in good standing of such Club Members hold office as an officer and director of the Corporation. The number of officers and directors each Club Member would be entitled to elect would be equal to the number of boats owned by the Club in respect of which the Corporation's dues have been paid.

Commentary

The individual members in good standing of CAA Club Member's are not currently members of the CAA. Specifically, they are not Full Members of the CAA thus they are not eligible to run for Executive Officers positions on the CAA.

If the CAA were to allow the individual members in good standing of CAA Club Member to be eligible to run for office without first becoming members of the CAA then the CAA would have no policing of their membership. Thus, when someone became an individual member of a CAA Club Member they would be automatically accepted into CAA membership without any application form process or payment of fees to CAA. We cannot agree that the CAA should not police its fees or its membership applicants.

A further objection to this amendment is why should long standing members of the CAA who pay their fees subsidize the individual members of other Clubs. Currently there are many CAA members who pay their fees annually to support the Association

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but make little use of its services. If these Full Members feel they are being disadvantaged by being asked to pay for others who do not, they may simply stop joining the Association and the CAA revenue base will decline.

Finally, the wording of this amendment is imprecise. We do not feel any club should be allowed "to elect" a number of Executives up to the equivalent of the number of boats registered. A more accurate choice of phrase would have been "to nominate" as election is at the mercy of the voting members present. In fact, we believe, that these By-laws amendments should be withdrawn by the proposers and referred back to a properly constituted committee for consideration. If we pass these by-laws as worded the Association stands to gain little and to lose much.

We hereby give notice of the following motion for consideration by the membership at the Annual General Meeting.

Be it resolved that:

An ad hoc committee be formed to review and consider the CAA By-laws pertaining to membership. Further this Committee be made up of 5 people who are members of the CAA in good standing comprised of 3 Full Members, 1 Club Member representative, 1 Associate Member representative. This committee will have the mandate to examine the current structure of CAA membership and to take into consideration how other sailboat classes organize their membership structure with the purpose of bringing forward recommendations regarding appropriate amendments to the CAA Membership By-law in time for the 1992 Annual General Meeting. These amendments should be based on the objectives of encouraging membership development and providing the CAA with a strong and workable revenue base from which to finance its ongoing operation.

John D'Angelo KC 6464
Neil Gunn KC 6400
Alan Heisey & John Walsh KC 7430

Rosemary Helmer KC 7384
Paul Matthews KC 5699
Peter Vasoff KC7477

EXCERPTED FROM ALIVE, THE NEWSLETTER OF THE NATIONAL ALBACORE ASSOCIATION

Sailing to Windward - Contributed by Michael McNamara

Sailing to windward even in normal conditions is hard and demanding. When you have to do it in a breeze it becomes exhausting and in light weather, when that windward mark just refuses to get any closer, it becomes very, very frustrating

When you compare all that hard work with the glamour, thrills and sheer exhilaration of a blistering windy reach, then it makes one wonder whether beating is worth all the effort.

Of course it is ... it even has its own strange fascination. The aim, of course, is to make the beat as short and quick as possible. This speed made good to windward is, in fact, a compromise between sailing as close as possible to the wind (pointing) and sailing as fast as possible through the water (footing).

Some sailors have the knack to do this right from the word go. Understanding that, they need constantly to trade the importance of one against the other, depending on what is demanded. Sometimes pointing high at the expense of speed and sometimes sailing rather lower, to go for extra speed at the expense of pointing. This perhaps can best be described as have the "feel" of the boat.

For those sailors who have to work at getting this feel there are certain invaluable guides to help them.

Wind Tufts

When the sail is working properly, all three windward tufts will stream upwards at approximately 45°. The leeward tufts will be parallel to the water.

If the top windward windtuft collapses first, the leech is too slack. The solution is to sheet in slightly. If the bottom windward windtuft collapses first, then the leech is too tight. So ease the sheet slightly.

Once all three are working together, then the helm can modify his heading angle depending on what he wants to do, knowing that the leading edge of the sail is presenting a constant angle to the wind.

If the helm wants to go for speed, he can bear away just enough to get the windward tufts parallel to the water, being careful of course not to bear away so far that the leeward tufts collapse or that the wind coming from further abeam causes too much heeling over!

If he wants to pinch a bit, he can feather up until the windward tufts go vertical or even flow towards the luff. Here he has to be careful not to luff so far that the airflow breaks down and the tufts collapse.

Sometimes it is difficult to get the bottom windward and leeward tufts in

SHACKLES AND CRINGLES

sync. First the windward one goes and then immediately the leeward one collapses. This usually means that the leading edge is too straight and the wind finds it too easy to go from one side to the other. Slacken the rig tension slightly to give a touch of jib luff sag. You may not point so high, but you will go a lot quicker.

Steering

There is a nice simple rule to steering upwind. The helm is constantly moving of course, to keep the boat on track, but if the crew can feel the boat altering course then it is too violent.

Some say that you have to steer through or around waves but this is so hard to do accurately, that for most sailors, it pays to let the boat have its track and let the waves do their worst.

However, if the boat hits two or three waves in succession then bear away a bit, ease the sheets and get some speed before heading up again.

Do not confuse "feel" with the tug of weather helm. Weather helm is the boat telling you that it is in trouble and needs help. Its probably heeling too much or the mainsail leech is too tight. Easing the main slightly and heading up minutely are often the answer.

In most conditions, therefore, a neutral helm is the fastest. Unfortunately, it is also the most difficult to get used to.

Wash

Checking the wash is a good guide to speed. The smoother, the faster is the golden rule. In light weather, watch out for that leeward aft chine digging in. This shows up as curling, turbulent wavelet to leeward off the rudder wash. Don't forget to sit back in a breeze to get the flatter, more powerful after sections in the water and the veed bow out. Obviously sailors have to move forward in lighter winds to get that transom out.

Anticipation

As sailors, we have to develop split personalities, as part of us has to concentrate on the here and now - coping with what the wind and waves are doing to the board at that particular moment. At the same time, a part of us has to keep looking ahead to see what is about to happen. Will the next gust be a leader of freer? Will this wave stop the boat and so on.

This is where the crew can help and both sailors, by looking to windward can make their judgement as to what to do. Crews should be especially encouraged to give their views. This means that there should be plenty of chat about where the gust is and what it will do etc.

Even if the sailors are totally wrong, it doesn't matter. At least they know the gust is coming and interestingly after a while the gusts start to agree with you!

Avoid the Laylines

If your final approach for the windward mark is made too far out then you are liable to:

- a). the wind direction changing, when you can't take advantage of, as you are locked into tack.
- b). some rotten sailor coming across in front and tacking on you. So have to tack and sail much further than you should.

The Approach to the Windward Mark

This is often where many places are lost and gained. As boats start to converge, the wave turbulence increases and the wind becomes more chopped up.

So avoid getting to leeward if you possibly can, even if it means sailing out beyond the layline slightly. The extra distance sailed is more than made up by the extra speed.

Avoid approaching the mark on port if you can. There may be a gap in the starboard horde but more usually there isn't!

Finally, don't you dare hit the mark. Its lurking there ready to get you if it can. So plan to keep it at least a boom's length away!

So, remember too, the faster you do the beat, the quicker you get on to those reaching legs.

Happy beating.



Some serious discussions reviewing racing strategies *Après Westwood.*

SHACKLES AND CRINGLES

T.A.R.T.S.

I have trouble remembering a TARTS where it either blew so hard that you were totally exhausted at the end of the weekend, or, conversely, where you sailed the mile out to the course only to drift around for a few hours and paddle back to shore. Well regatta chairman Derek Griffiths must be practising clean-living (or else he's made a pact with the devil) because this year's TARTS was sailed in perfect conditions.

It was hot and sunny with 5-10 knot winds most of the weekend. 19 Albacores and 6 Fireballs contested this year's regatta. Thank goodness there was ample wind as the Albacores sailed all over the race course on Saturday trying desperately to locate the T.S.&C.C. marks in Humber Bay.

I led at the first windward mark of the first race and managed to take the fleet well below their proper course on the next leg (I hadn't taken compass readings and had forgotten the mark numbers posted on the committee boat: quite imbecilic, but what about the 18 sheep behind me?). Eventually Ken Clarke and Urve Tamberg took over the lead, but by this point I think confidence was lost in race leaders, and when Ken continued to the correct leeward mark many of us sheep thought he was sailing back to the clubhouse for some unknown reason. This really confused us. Tony Gaffney and Mark Bird might have had the right idea; they sailed back to the starting area and waited until the next race.

It became apparent by the second race that some time was spent studying the course map and memorizing the compass bearings as we seemed to know where we were all headed for the rest of the weekend.

The winners in the Albacore fleet were:

- 1st - Ken Clarke and Urve Tamberg
- 2nd - Gary Bain and Sylvia Davidson
- 3rd - Paul Van Leeuwen and Ingrid Van Leeuwen

Thanks very much to Derek Griffiths and all the competitors who came out to support the regatta and to help ensure that there will be a TARTS '92.

- Gary Bain, KC6700



The clubhouse at TSCC...
a place all racers were able
to find.....

RCYC Regatta

The Royal Canadian Yacht Club played host to twenty four Albacores at their annual open regatta. Those who participated enjoyed five races over two days in mid June.

On Saturday two races were held in light and very variable conditions. During these races positions within the fleet changed dramatically depending on which way the wind chose to blow. Sunday the wind settled down to more consistent and heavier conditions. Semi-planing winds made this a pleasant contrast to Saturdays drifting.

A professional photographer was on hand on Sunday. He was able to capture many interesting shots of the fleet. Some of these pictures were also offered as prizes for the winners. What a great idea---a photo of your boat for a trophy!

Many thanks to Rosemary Helmer and our other RCYC hosts for a great weekend of racing.

Mark Ewen

1991 RCYC ALBACORE OPEN FINAL RESULTS

Interim Results - 1991 ALBACORE OPEN REGATTA 5 races, drop 1 to date. (planned 5, drop 1)

Overall Place	Sail Number	Yacht Name	Owner	Club	Race Placings					Total Score	Drop 1 Score
1	6731		Pawlik, Jorg	RCYC	1	2	2	2	4	10 3/4	6 3/4
2	506		Ewen, Ma	SLSC	15	6	1	1	7	28 1/2	13 1/2
3	7700		Nichell, Tot	PCYC	11	6	4	3	1	24 3/4	13 3/4
4	7362		Woolford, Keith	OMCC	10	3	3	11	2	29	18
5	6660		Li, Joe	OMCC	3	1	8	7	11	29 3/4	18 3/4
6	4659		Ashby, John	OMCC	2	11	5	10	5	33	22
7	7405	Baby Grand	Ian, Rogers	RCYC	9	14	6	6	3	37	23
8	7516		Gaffney, Tony	RCYC	7	4	7	6	6	30	23
9	5923		Wettlauffer, Denis	MSC	5	7	11	DSQ	0	56	31
10	7635		Rubin, Norm	NTSC	4	12	20	8	12	56	36
11	7477		Morrisson, Mike	STJT	13	17	9	4	10	53	36
12	7476		Grunnit, Murry	SJSC	6	16	10	22	13	67	45
13	7008		Dobson, Rod	OMCC	12	18	14	14	9	59	45
14	7476		Murse, Peter	STJT	19	8	17	9	14	67	48
15	7480		Heller, Kerri	SJSC	8	9	DNF	28	15	77	52
16	7304	Cricket	Helmer, Rosemary	RCYC	DNF	13	13	15	10	84	59
17	7634		Chu, Gordon	NTSC	17	15	15	13	DNF	85	60
18	97		Kierulf, haakon	RCYC	14	16	18	12	17	79	61
19	7322		Ackerman, Uve	MSC	16	19	21	10	DNF	99	74
20	7563		Terbrogge, Rob	MSC	DNF	22	16	21	16	100	75
21	7470		Smilie, Marilyn	SJSC	18	23	19	16	DNF	101	76
22	7562		White, Ann	MSC	DNF	DNF	12	17	DNF	104	79
23	6464	Pistachio	D'Angelo, John	RCYC	21	20	22	19	DNF	107	82
24	7546		Shenstone, Derek	MSC	20	21	DNF	DNF	DNF	116	91

SHACKLES AND CRINGLES

Parkway Sailing Club Invitational Regatta

Parkway Sailing Club in Fort Erie, Ontario held their twenty-third Invitational Regatta on July 6th and 7th, 1991.

Four classes of boats were vying for the Championship in their respective classes.

Winds were brisk on the Saturday and even brisker on the Sunday. One of the locals told me that it was rare to have good winds on both days. The racing was on the Niagara River, which has a three knot current, and if the winds are too light, you cannot race upwind upriver because the current will force you backward.

Unfortunately only five Albacores turned up, but we all had a fine two days of racing.

Bob Starck and his son Brian, stole the show by winning four races and placing third. His third place finish would have been a first, but for an unlucky capsizes after rounding the leeward mark for the last time. Bob and Brian had a commanding lead at the time.

Paul Wheeler and his crew, Ellen Starck placed second with a fine performance with a record of one first and four second place finishes.

Bob and Paul have been sailing Parkway for about twenty years apiece and, in that time, they have gained great amounts of local knowledge. Congratulations gentlemen on a fine performance.

Commodore Gavin Gardner and his crew of volunteers are to be saluted for their organization in their efforts on our behalf. They were very nice to all of the guests and everything came off very smoothly.

Thank you Parkway for two great days of racing and socializing.

Peter Vasoff

1.	Bob Starck & Brian Starck	US 6252 Niagara Sailing Club	3.00 points
2.	Paul Wheeler & Ellen Starck	US 4744 Niagara Sailing Club	6.75
3.	Denis Wettlaufer & Peter Vasoff	US 5923 Niagara Sailing Club	12.00
4.	Scott McClennan & Bruce McClennan	KC6203 Parkway Sailing Club	16.00
5.	Niell Gardner & Gavin Gardner	KC 6568 Parkway Sailing Club	17.00

Westwood Regatta

Late Summer 1991

Place	Number	Skipper	Crew	Club	Placings	Score
1	6700	Bain, Gary	Davidson, Sylvia	OHCC	2 2 1 1	1 5 1/2
				Points:	2 2 3/4 3/4	
2	7630	Clarke, Fen	Tamberg, Urve	OHCC	1 1 5 2	2 8 1/2
				Points:	3/4 3/4 5 2	
3	7563	Pawlik, Jorg	Wood, Hazel	MSC	16 5 2 3	26 3
				Points:	16 5 2 3	
4	7475	Gruesitt, Murray	Gruesitt, J	SJT	3 7 13 7	30 4
				Points:	3 7 13 7	
5	6841	Browne, Ken	Browne, Doris	OHCC	8 3 7 13	31 5
				Points:	8 3 7 13	
6	7403	King, Ross	Kidd, Carol	OHCC	6 PHS 3 18	71 13
				Points:	6 44 3 18	
7	7707 (1)	Barton, Chris	Hanson, Chris	MSC	27 4 20 4	55 8
				Points:	27 4 20 4	
8	7362	Woolford, Keith	Bradley, Mark	OHCC	14 28 8 8	56 9
				Points:	14 28 8 8	
9	6761	Broughton, Tim	Marshall, Karen	MSC	5 10 17 22	54 7
				Points:	5 10 17 22	
10	7479	Ferry, Stu	Etches, Joyce	SJT	12 9 11 15	47 6
				Points:	12 9 11 15	
11	7635	Rubin, Norm	MacLeod, Dave	NTSC	37 14 10 11	72 15
				Points:	37 14 10 11	
12	7545	Shenstone, Derek	Logue, Bob	MSC	19 15 12 10	56 10
				Points:	19 15 12 10	
13	6564	Bayley, Mark	Bayley, Arnold	MSC	13 18 9 17	57 11
				Points:	13 18 9 17	
14	7477	Morrison, Mike	Shatford, Lisa	SJT	4 11 27 35	77 16
				Points:	4 11 27 35	
15	7366	Wilson, Myles	Purves, Thomas	MLSC	9 28 30 5	72 14
				Points:	9 28 30 5	
16	7326 (1)	Ajdacic, Milutin	Clarke, Marie	MSC	20 12 16 21	69 12
				Points:	20 12 16 21	
17	7483 (1)	Marin, Liz	Morris, Jane	MSC	10 27 22 20	79 18
				Points:	10 27 22 20	
18	7481	Cawthorne, John	Cawthorne, Jane	SJT	29 32 19 6	86 21
				Points:	29 32 19 6	
19	7088	Dobson, Rod	Laliberte, C	OHCC	25 19 21 14	79 19
				Points:	25 19 21 14	
20	7562	White, Ann	Hauser, Rob	MSC	18 21 15 24	78 17
				Points:	18 21 15 24	
21	7166	Harris, David	Fetzer, Erika	OHCC	7 PHS 4 DNS	99 28
				Points:	7 44 4 44	
22	7887	Rutherford, Cynthi	Chan, Victor	MSC	21 24 23 12	80 20
				Points:	21 24 23 12	
23	7322	Ackermann, Uwe	Duff, Janet	MSC	23 31 6 28	88 22
				Points:	23 31 6 28	
24	7325	Neville, Steve	Vaidya, Aneesha	MSC	15 33 24 19	91 23
				Points:	15 33 24 19	
25	7634	Chu, Gordon	Smyth, Fran	NTSC	28 6 28 32	94 24
				Points:	28 6 28 32	
26	7320	Savage, Ann	MacInnes, Abby	MSC	11 20 32 34	97 27
				Points:	11 20 32 34	
27	7476	Nurse, Peter	Irwin, Jane	SJT	31 22 25 16	94 25
				Points:	31 22 25 16	
28	7750 (1)	Wroldsen, Heather	Knowlton, Joanne	MSC	22 17 26 31	96 26
				Points:	22 17 26 31	
29	7323	Saythe, Betty	Saythe, Jake	MSC	32 8 38 30	108 29
				Points:	32 8 38 30	
30	7311	MacInnes, Keith	MacInnes, Lynne	OHCC	26 30 14 DNS	114 32
				Points:	26 30 14 44	
31	7492 (1)	Price, Ken	Vincent, Marlene	MSC	30 39 33 9	111 31
				Points:	30 39 33 9	
32	7472	Carey, Jill	Piercey, Pam	SJT	17 36 29 26	108 30
				Points:	17 36 29 26	
33	7250	Revill, Barb	McFarlane, Cathryn	MSC	43 41 18 23	125 34
				Points:	43 41 18 23	
34	7559 (1)	Wroldsen, Pete	Murray, Rob	MSC	24 37 31 27	119 33
				Points:	24 37 31 27	
35	6750	Thomas, Cathy	Flynn, Deirdre	MSC	40 13 34 37	124 35
				Points:	40 13 34 37	
36	7484 (1)	Drinkell, Gary	Eckersley, Sue	MSC	36 16 42 33	127 37
				Points:	36 16 42 33	
37	7491 (1)	Kelly, Aidan	Blake, Patrick	MSC	33 23 37 29	122 34
				Points:	33 23 37 29	
38	7321	Joscelyn, Wendy	Johnstone, Todd	MSC	35 25 39 36	135 38
				Points:	35 25 39 36	
39	7888 (1)	Osatchoff, Al	Desjardins, Dan	MSC	38 38 35 25	136 39
				Points:	38 38 35 25	
40	7544	Bate-Boergs, L	King, Dave	MSC	41 29 36 DNS	150 41
				Points:	41 29 36 44	
41	7480	Hood, David	Johnston, William	SJT	34 35 41 DNS	154 41
				Points:	34 35 41 44	
42	7619 (1)	Donnelly, Steve	Henry, Sue	MSC	42 34 40 38	154 42
				Points:	42 34 40 38	
43	7319	Rex, Donna	Solana, Pablo	MSC	39 40 43 DNS	166 43
				Points:	39 40 43 44	

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O.H.C.C. REGATTA

POSITION	BOAT SKIPPER	CREW	TOTAL PTS
1	6700 GARY BAIN	SYLVIA DAVIDSON	9.75
2	7630 KEN CLARKE	URVE TAMBERG	12
3	6841 KEN BROWNE	DORIS BROWNE	13
4	7516 TONY GAFFNEY	DEE PATTERSON	14.75
5	7166 DAVE HARRIS	ERIKA FETZER	25
6	7707 CHRIS GORTON	LIZ MARIN	25.75
7	6761 ANN WHITE	ROB HAUSER	28
8	79 RICK CLAYTON	LYNN SHANNON	33
9	7562 JORG PAWLIK	RICHARD WHILLANS	35
10	7474 ED HOWE	JO-ANNE HOWE	37
11	7476 PETER NURSE	PAM PIERCEY	44
12	7403 ROSS KING	CAROL KIDD	45
13	7472 FRANK LORITZ	MURRAY GRUMMITT	48
14	7480 KERRI WELLER	DAVE HOOD	54
15	7887 MILUTIN AJDACIC	JANE MCGINN	64
16	7468 SUE MASON	ANN KENNEY	64
17	7481 PAUL VAN LEEUWEN	FRANCE SIMARD	65
18	7088 ROD DOBSON	DEBBIE BROWN	65
19	6400 ROSEMARY HELMER	ALEX LESLIE	73
20	7322 UWE ACKERMANN	JANET DUFF	74
21	7634 JOHN ALLEN	LINDA WOODING	74
22	6751 JEFF MOSSNER	CATHERINE MACFARLANE	76
23	4659 JOHN ASHBY	AIDEN KELLY	77
24	5923 DENIS WETTLANFER	PETER VASOFF	77
25	7380 ANN SAVEDGE	ABBY MACINNES	79
26	7323 BEETY SMYTHE	JAKE SMYTHE	84



Scenes from LSSA (Lake Skiff Sailing Association, Ashbridges Bay, June 29-30)

Upper left; Albacores perched amongst the OTHER classes, Upper right; Linda Wooding sailing one of those OTHER classes, Lower left; Apres LSSA and Lower right; Gary and Sylvia...AGAIN!



SHACKLES AND CRINGLES

Chief Measurer's Report

Just a reminder, sails both previously measured and new unmeasured, will be subject to the Measurement Process at C.O.R.K. later this month.

Please remember to bring your measurement certificates, C.A.A. or U.S.A.A. proof of 1991 membership, plus your 1991 yacht or sailing club's membership card.

For more details on any of the above, please refer back to the Summer 1991 issue of Shackles page nineteen.

Peter Vasoff

FOR SALE

*Wood Whitehouse Albacore
1985 Canadian National Champion*

Fully equipped with all the toys including working calibrated jib bar. Excellent foils, good sails, launching dolly. This boat is to be sold this summer.

Price \$7,000.

Call Lee Stevenson (416) 639-1847
Burlington, Ontario

Classic English Bullt

*Young Made Wooden Boat
Mint condition*

Two jibs (regular and light)

Racing Main, Harken magic box on mask, wood tiller, well-maintained, varnished throughout must be seen to be appreciated, full racing condition, dolly, bottom and top canvas covers and other extras included.

Sail #5002, Location RCYC

\$5100 or best offer

For more info call 482-8181

FOR SALE

Skene Albacore #4461

This boat has had many modifications including a stiffened hull, dished transom. All control lines are continuous and led back. Excellent foils. Good sails plus road trailer.

Asking \$3000.

Contact Lee Stevenson
(416) 639-847, Burlington, Ontario

Deadline last 1991 issue of
SHACKLES AND CRINGLES
is September 30th!!

Please supply articles and pictures to Lynn Shannon. All materials will be returned.

Late Summer 1991



St. James Town Sailing Club Albacore Open Regatta

LABOUR DAY WEEKEND 1991

Toronto Outer Harbour

Registration: 10:00 hrs.-11:00 hrs. Sat. August 31st

Qualifier for the Canadian Albacore Championships

Honourable Regatta Chairman:

David "Klinger" Matthews

Early Registration at Gennaro's Friday August 23rd & 30th

SHACKLES AND CRINGLES

CANADIAN ALBACORE ASSOCIATION NOTICE OF ANNUAL GENERAL MEETING

DATE: Saturday, September 14, 1991
TIME: Immediately following BBQ
PLACE: Ontario Sailing Centre - Geneva Park, Orillia

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. Establishment of Quorum
3. Collection of Proxies
4. Minutes of Annual General Meeting, September 15, 1990
5. Reports of Officers
6. By-law Changes
7. Election of Officers for 1991-1992
8. Appointment of Auditor
9. Other Business
10. Adjournment

Fran Smyth
Secretary
Canadian Albacore Association

1991 CANADIAN ALBACORE CHAMPIONSHIPS
September 13-15, 1991

The 1991 Canadian Championships will be held from Friday, September 13th to Sunday September 15th at the Ontario Sailing Centre - Geneva Park, on Lake Couchiching, Orillia. Join us for three days of top-flight racing in three fleets.

Prizes will be awarded for the top five places in each fleet. Trophies to be awarded at this major event include First Place trophy in each fleet, Best Crew to the top crew in the Championship fleet, Ladies Plate to the top lady helm in the Championship fleet, and the Tre Behan Memorial Trophy to the top Junior helm in the Championship fleet. The Masters Fleet is open to skippers over the age of forty, while participation in the Challenger Fleet is open to all.

Pre-registration is encouraged to assist with organization. Please refer to the registration form enclosed with this issue, or contact Peter Jones, OSA, at (416) 495-4240 to book a room at Geneva Park. For more information, contact Carol Kidd at (B) (416) 599-2580 (after August 6th).

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PROPOSED SLATE OF OFFICERS FOR THE 1991 - 1992 ASSOCIATION YEAR

The following individuals have indicated their interest in serving on the 1991-1992 CAA Executive.

Commodore	Carol Kidd*
Past Commodore	Mark Ewen
1st Vice Commodore	Vacant
2nd Vice Commodore	Vacant
3rd Vice Commodore	Vacant
Rear Commodore	Vacant
Secretary	Vacant
Membership Secretary	Gary Bain
Specifications Chairman	David Weaver*
Chief Measurer	Rick Clayton
	Peter Vasoff
Treasurer	Lynn MacInnes
Editor	Lynn Shannon

* Waiving of the current By-law regarding length of service on the Executive will be required.