

Shackles & Cringles



Photos by Rick Clayton

Canadian Albacore Association

Includes updates on Cork, Measurers, family sailing, Promotional information and much more!

SHACKLES AND CRINGLES

CANADIAN ALBACORE ASSOCIATION

1992 EXECUTIVE

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COMMODORE'S COMMENTS

Welcome to another season at the "core" of sailing! The results of the "Varnish King's" stellar efforts to maintain his "most dazzling boat in the fleet" position will hopefully have been beheld by Toronto-area sailors by the time this issue of the newsletter has been received, and we'll have had an opportunity to exchange greetings (or, in the case of Mr. Harris!), insults, on the water.

The Class race schedule is even more action-packed than usual, with enough events to keep even the most avid racer occupied. Although the dust rhinos will no doubt be let to proliferate undisturbed for the duration of the summer, one is forced to set priorities in life - let's hit the water! So, pack up the boat, load the trailer, tune your kazoos to the strains of "on the road again," and venture forth to the host of events offered in this year's schedule.

In addition to the variety of individual club events and traditional Albacore regattas, we welcome the participation of Bronte Harbour in hosting the Ontario Championships, Lake of Bays' organization of the Junior Championships, and the Class participation in CORK for the running of the Canadian Championships. CAA 1st Vice Commodore Jim Quibell has organized what promises to be an excellent regatta at Bronte, celebrating the Ontarios in style with such sponsors as Sleemans and Smirnoff (no worries - camping will be available on the club grounds!). Jim and Rick Needham

have also been busy lining up additional sponsors for both the Ontario and Canadian Championships.

We are pleased to hear that the Lake Skiff Sailing Association regatta has found a host club this year, at TS&CC. Slated for the June 27-28 weekend, this will be the 99th anniversary of the LSSA regatta, billed as the oldest regatta and third largest dinghy regatta in North America. The CAA will be awarding the Class Anniversary Trophy, commissioned in 1991 in celebration of our 30th anniversary, to the top Albacore finisher. Come and try your luck at wresting the trophy away from Gary Bain and Sylvia Davidson (even though the trophy is a fine addition to the mantelpiece in their new home).

After a couple of years in the idea stage, our CAA racing schedule poster is now a reality. Thanks to the efforts of Lynn Shannon and crew, the poster, detailing the '92 schedule of events, will serve as a handy reference for Association members, and will help promote the Class through distribution of the poster to sailing schools and yacht clubs.

The Class promotional campaign coordinated by our international Rear Commodore, Myles Wilson, has been up and running for several months now. Advertisements (samples of which appear in this issue) have been published in Cottage Life, Gam, The Sailing Beat, and the Muskoka Lakes Yearbook. The ad campaign will run throughout the spring and early

SHACKLES AND CRINGLES

summer in sailing magazines and cottage country publications, and will hopefully help to lure former members back to the fold and entice new members to the fleet.

The By-laws Committee, chaired by Ian Rogers with the assistance of Paul Stern and Bob Stiff, has been at work throughout the winter reviewing the Class By-laws. The purpose of this review is to ensure that the By-laws reflect the spirit of the Class. Any proposed revisions will hopefully be ready for presentation to the Executive in the next couple of months. The By-law revisions approved by the membership at the 1991 Annual General Meeting received approval from the Minister of Consumer and Corporate Affairs in January 1992.

As a final note, the Annual Picnic Table Regatta, formerly known as the Albacore Mid-Winter Championship, was once again held over the March break in Sarasota, Florida. Camped on the grounds of

the Sarasota Sailing Squadron, a motley (okay - hardy) crew of Mooredale sailors and assorted others braved the local conditions. Despite the strong, gusty winds, the on-shore competition resulted in a tie, with all tents remaining upright. A few participants did abandon the picnic tables and actually took to the water in the vessels available, a Laser and International 14, with the latter especially providing hours of spectator enjoyment (particularly of the "now what's he doing to that boat?" variety). Although participation was limited, an excellent time was enjoyed by all. The drive home was particularly interesting, but a word of advice: for a really exciting time, I recommend driving through a raging blizzard with a naturalist prone to craning his head out the window in order to better spy "tundra swans" and other assorted winged fowl - a terrifying yet educational experience!

Carol Kidd
Commodore



CAA Agreement with Ontario Yachts

Many of you will be aware from Rick Clayton's recent article in *Shackles and Cringles* that the Canadian Albacore Association has entered into an exclusive licensing agreement with Ontario Yachts to be the Canadian builder of Albacores. The purpose of this article is to explain to CAA members the nature of that agreement, how it came about, and why we believe that it is in the best interests of the Albacore class in Canada for the present time.

Last year, Jorg Pawlik expressed an interest in building an Albacore which would incorporate some of his ideas for an improved hull. A number of orders were obtained but these were fewer than the minimum Jorg felt he needed to proceed. Indeed, this has been the problem for boat builders in the last year or so. The number of new boats being ordered has been insufficient to maintain viable operations in many sailboat classes and several builders have declared bankruptcy. Happily, Ontario Yachts has held on. There are clearly not enough orders for Albacores to sustain two builders. Jorg Pawlik wanted to prove that he could build an improved Albacore (about which we had no doubt) but had no long term interest in building Albacores - he intended to sub-contract the construction. Thus, we were faced with the possibility of having two potential Albacore builders in the short run and none in the future.

The Albacore class in Canada has seen numerous builders come and go. Whitby, Grampian, McGruer, 6-H, Skene and Whitehouse are all represented in our fleets but no longer build boats. The continued vitality of our class in Canada is strongly dependent on our having at least one good builder. We believe that Ontario Yachts builds the best Albacore in the world, a conviction well substantiated at the last World Championships. The challenge facing the CAA executive last fall was to find a way to ensure, as far as possible, that Canada continued to have this kind of manufacturing capability.

The solution we sought was to have Jorg, Ontario Yachts and CAA form a type of partnership in which all interests would be served. It was our expectation that this would result in an improved Albacore, high quality builder viability and price stability. The terms of the agreement are basically that Ontario Yachts have an exclusive license to build Albacores in Canada. In return, Ontario Yachts will undertake certain hull developments as mutually agreed upon by Ontario Yachts and a committee of the CAA including Jorg Pawlik. (This work is well underway as noted by Rick Clayton in the last issue of *Shackles and Cringles* and the first hulls are now complete.) Additionally, Ontario Yachts are now obliged to discuss and fully substantiate any price changes with the CAA. Finally, we have an escape clause which permits termination of the agreement if either party feels that its terms are not being met and consultation fails to resolve the dispute.

SHACKLES AND CRINGLES

- 2 -

This agreement has further advantages for the continued well-being of the CAA and its membership. We have a much improved working relationship with our builder and are undertaking co-operative promotion activities such as advertising. We also feel that we will be better able to respond to any concerns which may arise regarding quality control problems.

There is one final point which has been raised regarding the right of the CAA executive to make this kind of agreement. The RYA Albacore Class Rules - Canada - Part A - Administration (2) states: "The Specifications Committee shall be empowered to approve new builders and to withdraw approval provided that such decisions shall be ratified by the Executive Committee". This regulation has been followed in spirit and to the letter. Your Executive Committee is convinced that this agreement is the best immediate course of action possible to ensure the continued strength and vitality of the Albacore class in Canada. The new Ontario Yachts hulls are really impressive and our new working relationship is already paying dividends. We hope that you understand now why we undertook this rather extraordinary action and agree with us that the best long term interests of the Class have been served.

David Weaver
Specifications Chairman



SHACKLES AND CRINGLES

DINGHY DATA PROCTOR MASTS CANADA

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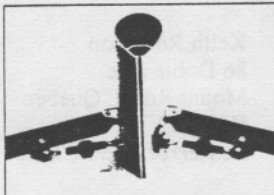
JUST ARRIVED ! NEW BOOM EYES

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Proctor Masts Canada now has in stock a complete set of **Dinghy Data Sheets** for all the popular racing dinghy fleets.

Send for the information you need.

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Name _____

Address _____



Please send me information on: Spars Data Sheet

Class of boat: _____

SAWDUST SAILORS !

WoodenBoat Magazine, the one that tells you how to keep the hull varnished and the teak bright, is sponsoring the WoodenBoat Show in Newport, Rhode Island June 26-28 and with it a one-day WoodenBoat Open One Design (WOOD) Regatta. The ALBACORE has been given a special invitation and it is expected there will be several dozen other classes originally built in wood.

The Regatta will be Saturday June 27 off Fort Adams.

A class needs a minimum of four entries to qualify; we know of several Albacore woodies in the New England area but need a few from other spots to make it a success. So come on you Termite Travelers, go to Newport and enjoy the WoodenBoat Show and Regatta.

Contact Carl Cramer at WoodenBoat. 'phone (207) 359-4651 or Fax (207) 359-8920 for information. Entries needed by June 1.

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Pointe-au-Baril Sailing Club

Anyone interested in becoming a measurer, please contact
 Rick Clayton, Chief Measurer.

Anyone interested in learning more about measuring is invited
 to attend a Measurer's Clinic, to be held at the Outer Harbour
 Centerboard Club, Thursday, June 11, at 7:30 p.m.

Please call Rick Clayton for more information.

"I want a boat Dad"

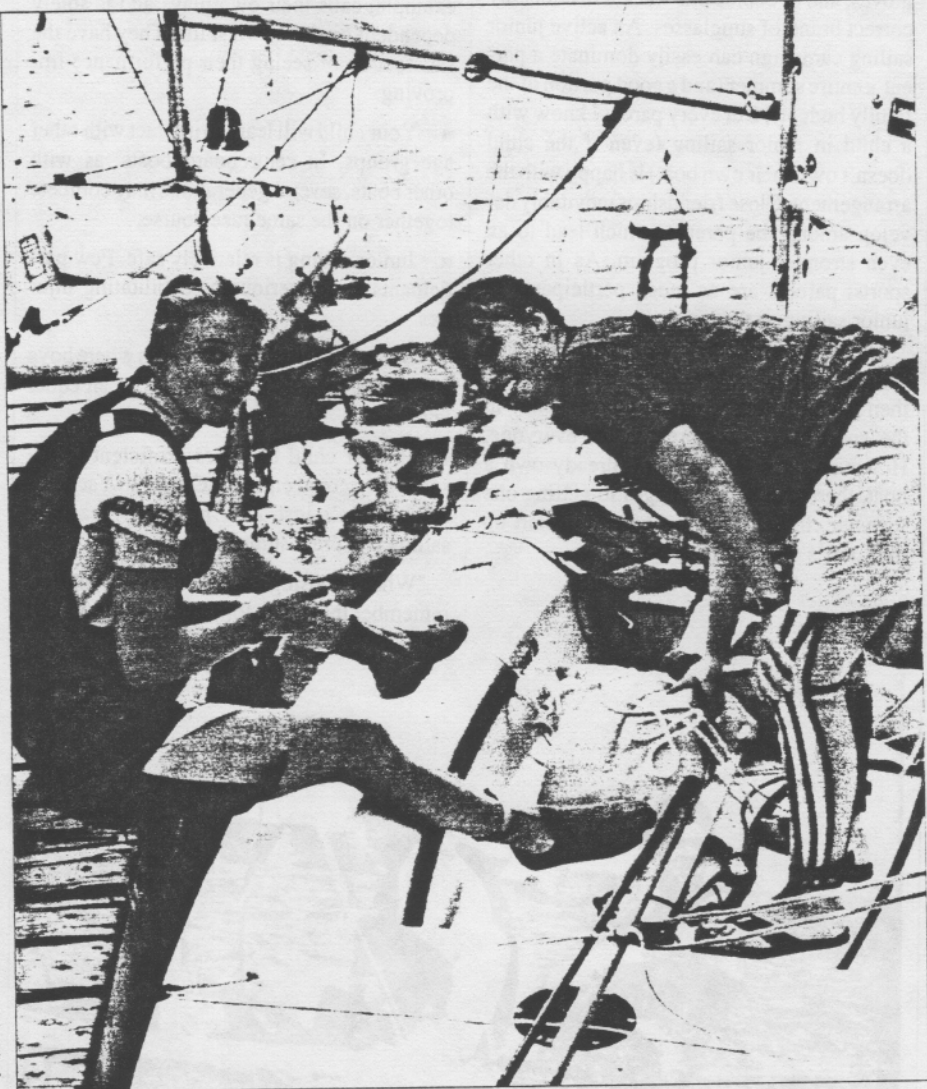
Adding to the family fleet can benefit you and your children

BY ROB MAZZA

There is a general tendency at my club, and probably at most sailing clubs, to lump junior sailing and centreboard sailing together. Despite my annoyance at this, since I am an active centreboard sailor, but certainly no longer a junior sailor, there is some justification for the confusion. Junior sailing is quite rightfully concentrated around centreboard dinghies. Dinghies are less expensive, generate instant feedback, are more physically demanding (and are also more fun, in my estimation), and are easier to store and maintain than keelboats.

It is inevitably a parent who initiates the child's involvement in junior sailing. Usually the argument goes something like, "I'm not going to have you sitting around all summer watching television!" and it's not surprising that the initial reaction of many kids is negative. This disillusionment (for the avid boating parents as well as the kids) may last a couple of weeks or a couple of years but then, if you're lucky, something magic happens. Something "clicks" and you'll find your child suddenly embraces the sport he loathed. It may be the formation of a group of close friends who also sail which causes this amazing transformation, but it will also be the development of self confidence, and a sense of accomplishment as his or her sailing skills improve, that triggers the favourable reaction.

Once you've got over your elation that junior has finally accepted the family sport you'll find that you have a new issue on your hands. Your youngster shares your passion, but doesn't want to share your boat. Now he wants a boat of his own. When that something "clicks", your child may come to you at the end of a summer at sailing school and beg you, (as I begged my parents and my son begged me) to buy the boat that they've been sailing all season. In some cases this is logical, since the child has developed confidence and skill in that boat and knows that they can handle the vessel quite well. However, be judicious. After my first year at the Queen City Yacht Club junior program in Toronto (many years ago I might add) I desperately wanted the same



Nathalie Blansche

Sailing is one of the few sports that can be enjoyed over a lifetime and, because it is a lifetime sport, friendships established at an early age will frequently also become lifelong.

class of boat I had been sailing all summer — a lovely varnished mahogany strip-planked Nordberg dinghy. The fact that my parents had the sense to say no meant that I wasn't stuck with a boat which had few other sisters in Toronto (or Canada for that matter). The boat had no life outside the program, no strong and active class association, and no racing schedule in our area (or anywhere else).

Chances are I would soon have tired of it.

However, choosing a boat for your child is only one step in the process — and the cost — of adding to the family fleet. Few fourteen-year-olds that I know of have their own driver's licence, let alone their own car. Once a child is involved in competitive sailing with their own boat they'll want to take part in out-of-town regattas, which can involve a time

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SHACKLES AND CRINGLES

commitment rivalling that of minor hockey: as little as one day a weekend or as much as a week or longer at a time. Your budding Olympian must be driven there with a boat on the roof or in tow, accommodation must be arranged, meals acquired, entry fees paid and chaperoning handled (tactfully). And don't forget the clothing: wet suits, dry suits, lifejackets, sailing boots, starting watch, gloves, and of course this week's fashionably correct brand of sunglasses. An active junior sailing campaign can easily dominate a parent's entire summer (and a good portion of the family budget)! But every parent I know with a child in junior sailing (even if the child doesn't own their own boat) is happy with the arrangement. Close friendships inevitably develop among the parents, which lead to an even stronger junior program. As in other sports, parents are as much participants in junior sailing as the kids.

Obviously if the parents already sail, and sailing is already part of the family lifestyle, then having children develop proficiency in the sport makes it more fun for everyone. However, even if you don't already own a boat, there can be advantages in getting one for your child and allowing them to start up the sport's development ladder:

- Sailing is one of the few sports that can be enjoyed over a lifetime and, because it is a lifetime sport, friendships established at an early age will frequently also become lifelong.

- Sailing, particularly in their own boat, will help your child develop independence, self-reliance, and self-confidence at an early age. A child sailing their own Optimist, for example, calls their own plays and is solely dependent on their own skills. They have the satisfaction of seeing their performance improving.

- Your child will learn to interact with other age groups. In centreboard boats, as with other boats, several generations may compete together on the same race course.

- Junior sailing is relatively safe. Few participants suffer serious or debilitating injuries.

- Sailing is one of the few sports where boys and girls generally can compete on an equal level.

- If your child becomes proficient at the sport, they could enter the Canadian Yachting Association's instructor program. Teaching sailing is a great summer job.

"When choosing a boat for your youngster, remember that boats for junior sailing should

be substantially built and easily maintained, friendly, and most of all lots of fun," asserts national team coach Pat Healy. In addition, consider your child's age, size, level of ability, and aspirations. Young children (8 to 12 years), for example, generally start in the Optimist singlehander. John "Magoo" Kerr, son of Olympic Soling sailor John Kerr, started in an Optimist when he was two years old — filled up as a sandbox in the backyard. His father bought the boat for \$200, complete with two sets of sails, oars and oarlocks, after seeing it advertised in the newspaper. Now that he's four, Magoo is learning to sail his vessel on *real* water at the family cottage. Later, if your child wants to achieve the CYA's Bronze V level, you'll need a boat like the Laser II with a spinnaker and trapeze. The CYA has selected various boats for its sanctioned youth events. So if your young sailors want to compete in the championships of the CYA or one of our provincial sailing bodies, which is the starting point on the ladder to national team certification, they'll progress faster if they're training in the sanctioned boat for their event. The Air Canada Youth Championship for youths 18 years and under, for example, is currently sailed in Lasers, Laser IIs and Lechner sailboards. The same boats are used for the Youth Olympic Training Seminar (YOTS), a training event with invited "guest experts" which is held annually in various locations across the country.

On the other hand, your child may gravitate towards a particular class from the start and want to stay there, competing in various class events all the way up to the international and possibly Olympic level. (Well, why not?) Our 17-year-old son, Stephen, graduated from Optimists to the Laser II class when he was 13. From our point of view it was a good choice because the Laser II is a recognized and widely used boat.

Of course, there are numerous well-loved centreboard boats that have no place in the CYA's development schedule, but are just fine for honing individual talents. *Canadian Yachting* magazine contributor Paul Howard's children, Penny, 14, and Peter, 12, are avid sailors of a Mirror Dinghy, which they painted purple. ("It's their boat," explains Howard, "if it keeps them happy and interested in the boat they can paint it whatever colour they like. At least we can always pick them out in a fleet.") They're also fierce competitors. Peter and skipper Greg Loffree, 28, finished 27th out of an international fleet of 65 at the Mirror Worlds in Hoom, Netherlands last year.

Clearly there are several factors to take into account when your child asks you for a centreboard boat of his own. But one of the best

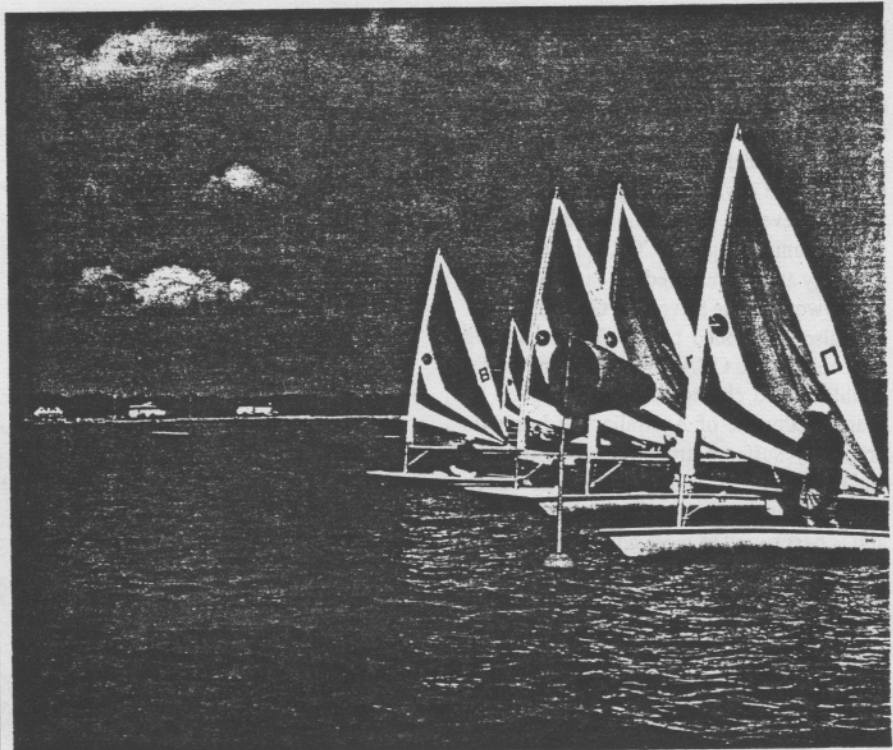


The Air Canada Youth Championship, which was held on Lake Couchiching in Orillia, Ontario last year, is currently sailed on Lasers, Laser IIs and Lechner sailboards. The Laser II has a jib, main, spinnaker and trapeze.

reasons to say yes may be that he'll almost certainly return as well-trained racing crew on your boat. Even, if you don't race what could be nicer than sharing the helm, and a few personal sea stories with your own kids on that lazy afternoon cruise down the lake.

OPTIMIST

This is one of the few boats designed specifically for children. An adult barely fits in an Optimist, and the thought of an adult sailing with a child on board is virtually out of the question. Originating in Florida in the 1940s but popularized in Scandinavia in the 60s the Optimist is one of the most numerous junior sailers in the world. Two hundred boats from dozens of different countries is routine on the starting line at the Worlds, with fleets at the Canadian Championships numbering in the thirties. The boat was designed for inexpensive home building in plywood, but wooden Optimists are seldom seen today. Because the average age of Optimist sailors is between 8 and 12 years, the boats frequently appear on the resale market as their owners outgrow them. Some yacht clubs and sailing schools have introductory courses for pre-teens using the Optimists, but the real appeal of the class is its highly sophisticated circuit of regattas.



Ian Bruce, who was responsible for putting the Laser into production, has designed the Byte to fill the void between the Optimist and the Laser. It is a fun little singlehander for a 135lb youth.

BYTE

Ian Bruce, who was responsible for putting the Laser into production, has designed the Byte to fill the void between the Optimist and the Laser. At 135lbs a child will have outgrown an Optimist but is far too light for a fully rigged Laser. Not surprisingly, the Byte resembles a little Laser (it is also a singlehander) and uses some Laser components. Not yet as popular as either the Optimist or Laser, and not used extensively in sailing programs, it is nonetheless a boat worth considering as a junior trainer, especially for cottage or recreational use until the numbers become established on the race course. *Byte Boats Inc., 1400 Pomba St., St. Laurent, Montreal, Quebec, H9R 2A1*

MIRROR DINGHY

The Mirror Dinghy, which celebrated its 25th birthday last year, is a little 11-foot boat that suits young and old alike and has attracted a devoted following over the last quarter century. It is not uncommon to see grandparents racing with their grandkids in Mirror Dinghies. Mirror Dinghy sailors are often not members of yacht clubs, and it may be for this reason that the Mirror is the only class with its own club membership in the CYA. Like the Optimist, the Mirror was designed to be built in plywood, but unlike the Optimist it still is; there are no production fiberglass Mirror dinghies built in Canada. The Mirror has the advantage over the Optimist of allowing an adult to sail with the child. Hence instruction can be carried out in a conversational tone, rather than at a screaming pitch, as is often the case when a parent on the dock tries to instruct a young child on the water. (This raising of voices tends to make sticky situations worse rather than better!) The Mirror Class Association even runs its own junior program at a summer camp at Pittock Lake Conservation Area, near Woodstock, Ontario that was established for just that purpose. However, as active and successful as the class currently is, its further development will not take place until a fiberglass version of the boat is available. *Mirror Class Association, c/o Derek Hilson, 14 Donnamora Cr., Thornhill, Ont., L3T 4K5.*

Opti-moms and Opti-pops can take their kids from local club races to the Ontario Championships to the Canadian Championships to the North American Championships and, if they qualify, to the Worlds. Obviously this is a class which demands, and depends on, a high level of parental involvement. However, before you buy an Optimist for the higher levels of competition, be sure the boat has a valid measurement certificate. *Optimist Class Association, 573 Durie St., Toronto, Ont. M6S 3H2.*

LASER

Now on its fourth builder in North America, Bruce Kirby designed the Laser to suit the weight of a 170lb individual and thus as a junior trainer it is somewhat over canvassed. However, in that original configuration it is an excellent and popular choice for late teens and young adults in the later stages of sailing school, or for post-sailing school activity. For the younger post-optimist teen, the smaller radial rig (also used in women's events and built for sailors between 140 and 180lbs) is available but can still be a handful in a breeze. A new 4.7 rig, which has the same sail area as an Optimist, has recently been introduced for the much younger sailor. Some sailing schools allow or require students to supply their own Lasers for the CYA's silver level program. *International Laser Class Association: North America, 8466 North Lockwood Ridge Rd., Suite 328, Sarasota, Florida, 34243*

SHACKLES AND CRINGLES

LASER II

A two-person sailing dinghy with jib, main, spinnaker and trapeze, the Laser II is suitable for use in the CYA Bronze V and Silver VI programs. Like the Laser, the Laser II is often used in these advanced programs because of the high level of competition available outside the junior program. CORK, for example, regularly attracts hundreds of each class, racing in two separate Silver and Gold divisions. It is also sanctioned by the Ontario Sailing Association and CYA for their 18-and-under doublehanded championships. Designed by Frank Bethwaite of Australia, the Laser IIs originally suffered from poor construction and inadequate hardware. That has now been rectified but the boat is still somewhat frail and is best suited to more advanced training. One advantage, however, is that it has a self-bailing cockpit which allows it to be quickly righted after a capsize. *International Laser Class Association: 8466 North Lockwood Ridge Rd., Suite 328, Sarasota, Florida, 34243.*

ALBACORE

For the CYA White Sail and early Bronze programs, the Albacore is still a popular choice among sailing schools. The primary advantage of the Albacore is its size, since three and sometimes four children can be crammed into it. The main disadvantage of the Albacore is that class rules do not allow either a spinnaker or trapeze, though some Albacores have been retrofitted with spinnakers for training purposes. Albacore cockpits are not self-draining and are therefore difficult to sail dry after a capsize. However, Albacores have a strong and active class association and a very strong following among community. *Albacore Class Association, c/o Carol Kidd, 345 Gladstone Ave. #2, Toronto, Ont. M6H 3H5.*

LIMITLESS CHOICES

Since the CYA does not specify what boats can or cannot be used in their training programs there are many different types of centreboarders in junior programs throughout Canada. In addition to the more popular youth training boats like the Optimist and Laser II, these include Nutshells, Code 40s, CL-14s, B-14s, Mistrals, Echos, Spindrifts, and others. In addition, the OSA sanctions the 19-and-under triplehanded championships to be sailed in Lightnings, and the 25-and-under doublehanded to be sailed in International Fourteens.

Rob Mazza commutes between Hamilton, Ont., and Alachua, Florida where he is chief designer at Hunter Marine.



Editor's Note:

David Weaver has responded to the Managing Editor of Canadian Yachting thanking them for the publicity. He has also corrected several misleading statements. One of these is regarding bailers and the ability of an Albacore to "easily and quickly sail dry after a capsize." Another points out "the spacious open cockpit...another reason for its great popularity amongst families and sailing schools."

US Nationals '91 Chris Gorton Westwood Sailing Club

The U.S. Nationals are held each year on a mutual long weekend in October. Here in Canada it's Thanksgiving and in the U.S. it's a Columbus Day holiday. The Albacore sailors down south are a great bunch and I remember many of them from Rehoboth Beach, the site of the 1990 National Championships.

It was a pleasure to leave behind our cold, wet Toronto weekend for a trip down to Red Banks, New Jersey where the regatta was to take place. Red Banks was actually an alternate site when it was discovered that a New Jersey reservoir, where the original site was to be, was low on water. The shifting of the race course was a foreshadowing of further shifts to come.

We arrived at Monmouth Boat Club (Chris Hanson who was the top Westwood crew, and myself) in fine true North style, relatively sober, wearing short sleeves and sporting two sets of legal sails. Our plan was to sail the day before the regatta to become more familiar with the wind, current and the 3 knot tide. Monmouth Boat Club is on the Navasink River, about 4 miles from the ocean where it was still quite tidal. After viewing the tide charts we took to the water for a test sail. While on the water a passing motor boat circled us then pulled up alongside. "Are you guys in town for the Nationals?" the man at the wheel drawled. "Yep", I replied. "You guys Chris and Chris?" "Uh...yes but maybe you're thinking of the other Chris and Chris from North Sails," I explained as I figured our achievements in sailing this year probably hadn't made it this far south yet. He nodded, "Well you're doin' the right thing comin out to a regatta early...(pause)...but it won't help you here though." "Why not?", I inquired. "The wind here is sorta shifty, that's why I drive one of these," he slaps the steering wheel wishes us luck and drives off. We came to appreciate his words of wisdom and also the bottomless keg of beer provided by the host club.

Start #1 Saturday was heavily pin favoured so there I was by the pin when the wind shifted and I couldn't pinch over the start line...we got rolled. Start #2; can't fool me twice; I started in the middle. There was light air all around us but..."Hey look at those boats plane from the line where we started the last time!"...got buried. Sunday morning I did everything wrong. The other end of the startline was favoured; I banged a corner instead

of going up the middle, then way overstood the first mark and what...we rounded 5th! The next leg, watching from the donut hole we became thirty something but by leg 3 rounding the leeward mark 5th again! On the second beat we got tacked 3 times by the wind and just traded places in the boat. Beat #3 was a run, complete with whisker pole. Our compass was obviously just dead weight. Rosemary and Lee in 7384 were the top Canadian boat. Joe and Betty in 6660 had to retire because of boat damage and went shopping instead. (How's the duty free guitar playing Joe?) Chris and Chris from North Sails in 7700 retired not wanting to continue in those race conditions. The fourth Canadian boat was the second Chris and Chris team in 7559.

The most optimistic group of wind seekers on the river weren't the dingy sailors, but the ice boaters who were setting up for the season as we left. There were many of these ice boats reportedly on the bottom because of skippers whose patience had worn as thin as the ice they tried to skim across.

The Monmouth Boat Club's clubhouse was built in 1879 and is said to be the second oldest in North America (one in Georgia is older) but personally I couldn't believe that for 113 years winter and summer sailors had frustrated themselves on the Navasink River. I'd like to thank again all the Monmouth Boat Club sailors who offered billeting not only to the Canadians but to all the out of towners, and there were many. (If you're ever down at the Monmouth Boat Club get a tour of the bridge room; it's the old boys poker room that has all the club history in it.) Billeting definitely made the trip more fun and trip quite inexpensive (not counting the speeding ticket on the way home). Anyone arranging a Toronto regatta 2 days or more should definitely consider offering billeting to get more out of town interest and take the bite out of Toronto hotel prices.

I learned a lot about wind that weekend although I didn't realize it at the time, and I got to enjoy 72° weather in October. Will I do the US Nationals again...you bet!

SHACKLES AND CRINGLES

1992 Canadian Albacore Association Promotional Plan

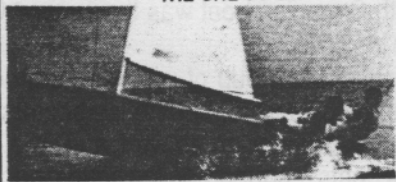
The aim of this promotional plan is to boost CAA membership by at least 15% (30+ new members) over the '92 season. It is crucial that the CAA take immediate action to rebuild itself. As Rick Clayton suggested, the old slogan "The One To Start With, The One To Stay With" should be the theme of our advertising. This way we can target the whole spectrum of ability and age.

The advertising plan is targeted towards the areas where the past membership were high-primarily Muskoka/Haliburton and Toronto. Selected on the next two pages are ads being placed.


*Myles Wilson
Rear Commodore*

Cottage Life, April/May 1992

ALBACORE
THE ONE TO START WITH....
THE ONE TO STAY WITH!



For over 30 years, the Albacore has remained Canada's most popular double-handed dinghy. Join the CAA & keep abreast of the regatta schedules & class news. Send your name, address, sail number and cheque for \$35. (payable to the Canadian Albacore Association) Canadian Albacore Association c/o Gary Bain, Membership Secretary 714-45 Oakmount Road, Toronto, ON M6P 2M4 (416-762-5002)



Cottage Life, July 1992

ALBACORE
THE ONE TO START WITH....
THE ONE TO STAY WITH!



For over 30 years, the Albacore has remained Canada's most popular double-handed dinghy. Join the CAA & keep abreast of the regatta schedules & class news. Send your name, address, sail number and cheque for \$35. (payable to the Canadian Albacore Association) Canadian Albacore Association c/o Gary Bain, Membership Secretary P.O. Box 1028, Station Q, Toronto, Ontario M4T 2P2 (416-533-1909)

Boat For Sale, April/May 1992

ALBACORE

THE ONE TO START WITH.
THE ONE TO STAY WITH.

For over 30 years, the Albacore has remained Canada's most popular double-handed dinghy. Join the CAA & keep abreast of the regatta schedules & class news. If you don't yet own an ALB, we'll help you find one. Send your name, address, sail no. & a cheque for \$35 (payable to the "Canadian Albacore Association") to:

Canadian Albacore
Association,
c/o Gary Bain,
Membership Secretary
714-45 Oakmount Rd.
Toronto, ON
M6P 2M4
(tel: 416-762-5002)



GAM, May 1992

A **ALBACORE**

THE ONE TO START WITH.
THE ONE TO STAY WITH

For over 30 years, the Albacore has remained Canada's most popular double-handed dinghy. Join the CAA and keep abreast of the regatta schedules and class news. If you don't yet own an ALBACORE, we'll help you find one. Send your name, address, sail number and a cheque for \$35 (payable to the Canadian Albacore Association) to:

Canadian Albacore Association
c/o Gary Bain, Membership Secretary
714-45 Oakmount Road, Toronto, Ontario
M6P 2M4 Tel: (416) 762-5002

ALBACORE!!!

Plane Sailing



***The One to Start With....
The One To Stay With!***

For over 30 years, the Albacore has been Canada's most popular double handed dinghy. The simple design makes it great for beginners, while its finesse and power keep it continually challenging for the expert. Get in on the action today & find out for yourself why the Albacore is No.1. To find out about local racing or Junior clubs offering instruction in Albacores, contact your nearest fleet captain.

Muskoka District Clubs:

Lake Joseph

Lake Joseph Yacht Club,

David Graham (416)375-5285

Lake Muskoka

South Muskoka Sailing Club,

Michael Hart (416)731-3472, (705)764-8725

Kettles Sailing Club,

Bob Zimmerman (416)523-6770, (705)762-3614

Lake of Bays

Lake of Bays Sailing Club,

Clubhouse (705)767-3288, Art White (705)635-2006

Lake Rosseau

Muskoka Lakes Sailing Club,

Myles Wilson, (705)765-3057, (705)325-3154

CAA Schedule 1992

June 20-21

Ontario Championships

Bronte Harbour Yacht Club., Oakville

July 25-26 or Aug 7-8

Junior Canadian & Muskoka District

MLSC, SMSC, or LBSC (TBA)

Aug 14-15

North Americans

Finger Lakes Region, New York

Aug 22-25

CAA National Championships

CORK, Kingston

There's Strength in Numbers!

Help support the integrity of the class by joining the CAA. For a nominal sum, you'll get a subscription to our quarterly newsletter, SHACKLES & CRINGLES and a copy of the 1990 ALBACORE HANDBOOK, detailing everything you've ever wanted to know about the Albacore & more. If you're keen to race, you may participate in CAA sponsored regional, provincial, national & North American championships. If you don't own an Albacore, we'll help you find one. Send your name, address, sail number & a cheque for \$35. to:



Canadian Albacore Association

c/o Gary Bain, Membership

714-45 Oakmount Road, Toronto

M6P 2M4 (416)762-5002

SHACKLES AND CRINGLES

Revised

1992 ALBACORE REGATTA SCHEDULE

DATE		EVENT	HOST CLUB	LOCATION
May 16-17		USAA Mid-Atlantics	Tred Avon Yacht Club	Maryland
May 24		Harbour Master	Westwood Sailing Club	Outer Harbour TO
June 6-7		TARTS	T.S.& C.C.	Humber Bay TO
June 6	G	Warm Water Regatta	Conestoga Sailing Club	Conestoga
June 6-7		June Bug Regatta	Fanshawe Sailing Club	London
June 7		Peterborough Examiner	Peterborough Sailing Club	Clear Lake
June 13-14	G	R.C.Y.C. Open	R.C.Y.C.	Inner Harbour TO
June 20-21	G&W	Ontario Championships	Bronte Harbour Yacht Club	Oakville
June 27-28		L.S.S.A.	T.S.& C.C.	Humber Bay TO
June 28		Harbour Master	O.H.C.C.	Outer Harbour TO
July 4-5		Parkway Open	Parkway Sailing Club	Fort Erie
July 5	G	Centennial Regatta	Peterborough Sailing Club	Clear Lake
July 11		O.H.C.C. Regatta	O.H.C.C.	Outer Harbour TO
July 12		Harbour Master	ST.JamesTown Sailing Club	Outer Harbour TO
July 18-19	G	Nepean Open	Nepean Sailing Club	Ottawa
July 18		Westwood Open	Westwood Sailing Club	Outer Harbour TO
July 19		Harbour Master	Westwood Sailing Club	Outer Harbour TO
July 25		Team Racing	R.C.Y.C.	Inner Harbour TO
July 25		Ladies Helm	ST.JamesTown Sailing Club	Outer Harbour TO
July 26		Harbour Master	R.C.Y.C.	Inner Harbour TO
August 1-2	W	North Americans	Canadaigua Yacht Club	Rochester, New York
August 2	G	Balsam Lake Open	Balsam Lake Sailing Club	Balsam Lake
August 8		Mooredale Open	Mooredale Sailing Club	Outer Harbour TO
August 8-9		Albacore Juniors	Lake of Bays Sailing Club	Muskoka
August 9		Harbour Master	Mooredale Sailing Club	Outer Harbour TO
August 15		New Skippers Race	Westwood Sailing Club	Outer Harbour TO
August 15		Interlake Regatta	Peterborough Sailing Club	Crowe-Pigeon-Clear Lake
August 22-25	W	Canadian Championships	CORK	Kingston
August 29		North Toronto Open	North Toronto Sailing Club	Inner Harbour TO
August 30		Harbour Master	North Toronto Sailing Club	Inner Harbour TO
Sept 5-6		St.JamesTown Open	St.JamesTown Sailing Club	Outer Harbour TO
Sept 12-13		FANFARE 1992 (Area 10)	Nepean Sailing Club	Ottawa
Sept 12		Not-The-Canadians	Mooredale Sailing Club	Outer Harbour TO
Sept 13		Harbour Master	O.H.C.C.	Outer Harbour TO
Sept 19		Round the Island Race	Mr. Klinger	Toronto
Oct 10-11		USAA Nationals	Rehobath Yacht Club	Delaware

Toronto Friday Night Race Series

DATE	HOST CLUB	LOCATION
May 8	All Clubs	Outer Harbour
May 15	ST.JamesTown Sailing Club	Outer Harbour
May 22	O.H.C.C.	Outer Harbour
May 29	Mooredale Sailing Club	Outer Harbour
June 5	Westwood Sailing Club	Outer Harbour
June 12	North Toronto Sailing Club	Inner Harbour
June 19	ST.JamesTown Sailing Club	Outer Harbour
June 26	Mooredale Sailing Club	Outer Harbour
July 3	O.H.C.C.	Outer Harbour
July 10	North Toronto Sailing Club	Inner Harbour
July 17	Westwood Sailing Club	Outer Harbour
July 24	O.H.C.C.	Outer Harbour
July 31	ST.JamesTown Sailing Club	Outer Harbour
August 7	Mooredale Sailing Club	Outer Harbour
August 14	Westwood Sailing Club	Outer Harbour
August 21	All Clubs	Outer Harbour
August 28	North Toronto Sailing Club	Inner Harbour
Sept 4	ST.JamesTown Sailing Club	Outer Harbour

G*Races designated for Gooderham Series

W*Races designated for Worlds qualifiers

Note: To all regatta organizers...please show under your sailing instructions that entry to events

1992

OLYMPIC
PROGRAM

470



Well its all over. We have officially finished 3rd overall in the Canadian 470 Olympic trials. As only one boat for each country is allowed to compete in the Olympics we will not be going to Barcelona this summer.

Our Olympic trials consisted of three separate regattas. The first was C.O.R.K. in Aug. 91' in Kingston. Then the second regatta was in Miami in Jan 92' and the third regatta, which just ended on March 29th was in Long Beach, California.

While we are disappointed with our result - everyone would like to win - we are not displeased with our effort. We did our best and never gave-up. Although it would have been nice to have another six months to prepare for the trials we would not change a thing about our approach to our training. This effort would not have been possible without your help and for that we are both very grateful.

The last two regattas were the most important of the series because of the scoring formula for the trials. Each race in these events had twice the weight of the races at C.O.R.K. . Going into these last two events anything could happen, and practically everything did. Amongst the top three teams the racing was very close. Despite coming up short we learned a great deal and had a lot of fun being part of such intense, high-level competition.

Since finishing the first trials in Kingston and before going to Miami we decided that our best training opportunity was to go to the World Championships in Brisbane, Australia. This trip was a great experience. We had a great time and Brisbane certainly lived up to Australia's reputation for strong wind. It was the windiest 470 World's ever, with winds well in excess of 35 knots in the fourth race and averaging 18 knots for the other races.

We used our second best boat and even though we are considered a light team we sailed very well. After three of six races we were in 11th overall. Our only real setback was a broken boom in the windy fourth race. Unfortunately we were doing quite well in this race and with the boom in two pieces we were forced to retire. It was so windy by the time we had the mainsail down and the boom out of the way that we planed all the way in on the jib alone. What a ride! We ended up 27th of 98 teams overall, a vast improvement over our 71st in the 90' Worlds.

Now it is time to get on with other things. Charlie will spend the next few months looking for a job and John plans to go to Law School in the fall (pending admission).

The things we have gained from our Olympic Campaign experience have been invaluable and I am sure they will continue to be useful wherever life takes us.

Thank you again for all your support.

Sincerely,

John Curtis
Charlie Hancock

NOTICE OF REGATTA
1992 ONTARIO ALBACORE CHAMPIONSHIP
"THE ONTARIOS"

('93 Worlds Qualifier & Gooderham Series Qualifier)

June 20-21, 1992 - Bronte Harbour Yacht Club
2514 Lakeshore Road West
Oakville (Bronte), Ontario (416-827-6437)

Directions: Exit QEW at Hwy. 25 (Bronte Rd.), go south to Lakeshore Road. Next turn right at Lakeshore Road - About 1/2 block on south side of Lakeshore Road is BHYC (east side of bridge).

Programme: Saturday June 20 - 0900 - 1000 hours - Registration
1000 hours - Skippers Meeting
1130 hours - First race (2nd & 3rd follow)
1800 hours - BBQ dinner at BHYC (extra dinner tickets \$15.00 each)

Sunday June 21 - 1130 hours - Fourth race (5th follows)
1500 hours - Awards presentations

Registration: \$50 per boat (or \$40 per boat if preregistered by June 10, 1992)

Entrant must be a member of CAA or USAA

Fee includes 2 sack lunches and dinner on Saturday and 2 sack lunches on Sunday

Current valid measurement certificate must be presented at registration desk along with current 1992 bouyancy test verification. All sails must be measured - no new sails will be measured

Accommodation: Lots of motels/hotels/overnight cabins, etc., available in immediate area. Request a listing when preregistering and we'll be happy to send you one. Overnight camping will be allowed on BHYC grounds. (Secret code for washroom access will be given only to campers who swear the oath of forgetfulness.)

Boat launching: 2 ramps in BHYC compound. Public ramp launch or beach launch also available.

Registration Form - '92 Ontarios

Skipper _____ Crew _____

Address _____

Phone Number _____

Boat Number _____ Boat Name _____

Registration Fee - \$50 (after June 1 and Regatta day) _____

\$40 (preregistered by June 10, 1992) _____

Extra BBQ dinner (\$15.00 each) _____

Total _____

Make cheques payable to C.A.A./Ontarios '92 and send along with your preregistration to:

Mr. Jim Quibell
495 Vanguard Crescent
Oakville Ontario L6L 5G6

REGATTA

L.S.S.A. 1992
JUNE 27 & 28

North America's Longest Running Regatta
is celebrating it's 99th year at the

TORONTO SAILING & CANOE CLUB

First start for both days 1100
Five Olympic races on 3 courses
No starts after 1400 on Sunday
Awards immediately following last race

PRICES INCLUDE

- Lunch on the water both days
- BBQ on Saturday night, 1800
(extra dinners at \$10.00)
- Custom 99th year LSSA T-Shirt

Single crew
\$30.00 per boat
Double crew
\$50.00 per boat
Triple crew
\$70.00 per boat

All CENTREBOARD CLASSES ARE WELCOME

For more information and advance registration contact:
TS&CC (416) 533-5907 or Derek Griffiths (416) 960-3736

TS&CC, 1391 Lakeshore Blvd. W, Toronto, Ontario, M6K 3C1

LSSA IS SPONSORED IN PART BY OSA

OPEN REGATTA

Saturday and Sunday July 4 and 5, 1992

PARKWAY SAILING CLUB

Fort Erie, Ontario

ALBACORE-FIREBALL-LASER-LASER 2

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

Friday

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

Saturday

7:30 a.m. Registration

8:30 a.m. Skipper's Meeting

9:00 a.m. First Race

10:00 p.m. Lunch

11:00 p.m. Second and Third Races

12:30 p.m. Dinner

1:00 p.m. Dancing! Entertainment!!

Bar!!! Free Admission !!!!

Sunday

11:00 a.m.

Fourth and Fifth Races

1:00 p.m.

Lunch

Afternoon

Results and Trophy Presentations

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

Jim Howe
806-137 Church st.
St. Catharines, Ontario
L2R-3E3

Telephone: (416) 685-3452 (home)

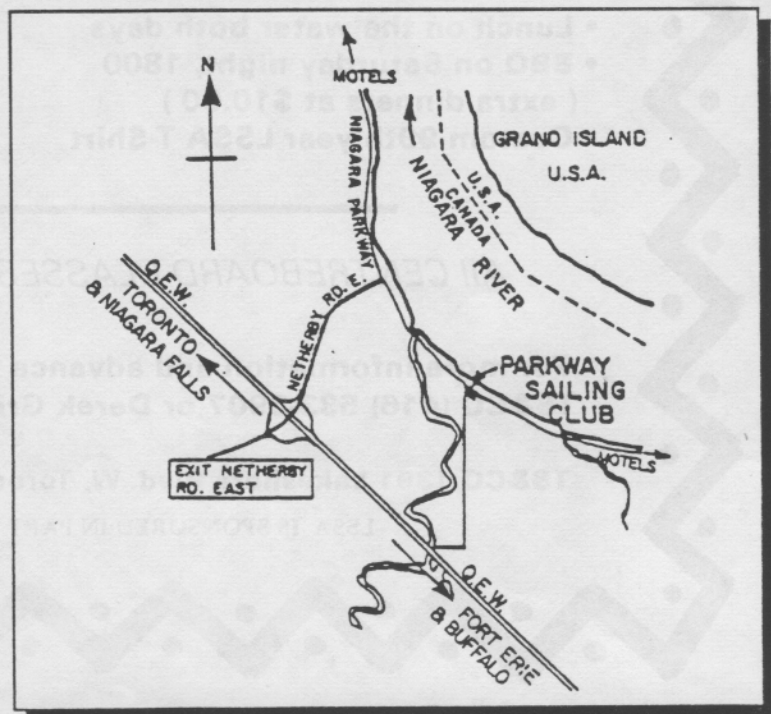
Registration Fee

Steak dinners included

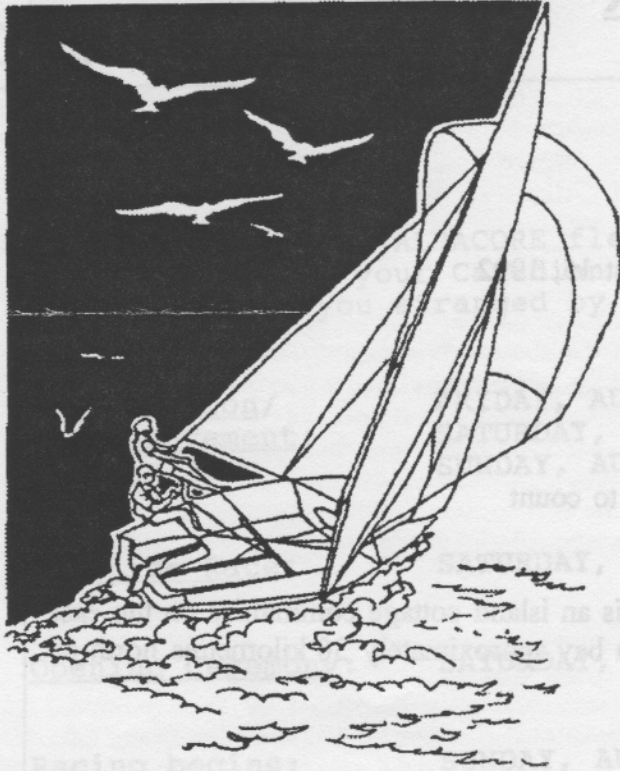
One Person Boat \$16.00

Two Person Boat \$30.00

Additional Dinners @\$10.00 each.



WESTWOOD SAILING CLUB 1992 ALBACORE REGATTA



hosted by

WESTWOOD SAILING CLUB

Saturday July 18, 1992

Toronto Outer Harbour

Registration : Friday, July 17 at Gennaro's after the Friday night race and Saturday, July 18, 9 a.m. to 10 a.m., breakfast provided

Skippers' Meeting : 10 a.m.

First Race : 11 a.m., - 3 or 4 races will be run with a lunch break after the second race

Fee : \$50.00 per boat, breakfast, lunch and dinner included

Prizes : best three skippers and crews will be awarded

EVENING PARTY AND DANCE AT OUR CLUBHOUSE!

ENJOY A DAY OF RACING AND FUN!

For further information, please contact: Paul Gerlich 255-4069.

SHACKLES AND CRINGLES

PABAR

DATE: Saturday, August 15, 1992

TIME: 10:30 a.m.

RACING: Three races, all to count

PLACE: Pointe au Baril is an island cottage community on the east side of Georgian bay approximately 30 kilometres north of Parry Sound.

WHAT'S IT LIKE:

- Try a new experience
- Drink the water out of the lake
- Tired of drifters? The best thermal winds east of Freemantle Australia
- Excellent committee work
- Big courses and great socializing

Information)

)

)

Accommodation)

)

- Call Ian Rogers

H - (416) 485-5136

O - (416) 361-0626



ALBACORE

To: Members of the ALBACORE fleet
From: CORK 1992, your Canadian Championship, August 22-25
Re: Events for you arranged by your class and CORK

Registration/
Measurement: FRIDAY, AUGUST 21, 0800 - 2000
SATURDAY, AUGUST 22, 0800 - 1700
SUNDAY, AUGUST 23, 0800 - 0900

Practise Race: SATURDAY, AUGUST 22, 1300

Opening Ceremony: SATURDAY, AUGUST 22, 1900

Racing begins: SUNDAY, AUGUST 23, 1000

Dances: FRIDAY, AUGUST 21, 1900 - KINGSTON Y.C.
SATURDAY, AUGUST 22, 2030 - CITY HALL
TUESDAY, AUGUST 25, 1930 - CITY HALL

Parties: SUNDAY, AUGUST 23, 1800 - DINNER - KYC
MONDAY, AUGUST 24, 1900 - SAILORS' RECEPTION

Awards: TUESDAY, AUGUST 25, asap after racing

Fees: \$100
(before Aug 1)



CORK 1992 NOTICE OF REGATTA

Optimist Canadians - August 17-21
CORK One-Design Regatta - August 22-28
Youthfestival - August 20-22 CORK Offshore - August 23-27

COMMODORE - Samuel S. Lazier

CHAIRMAN - Ross Cameron

CORK 1992 will be hosted by the City of Kingston, the Kingston Yacht Club, the Canadian Yachting Association, the Ontario Sailing Association and the Canadian Olympic-training Regatta at Kingston (C.O.R.K.). The regatta will be governed by the 1989-92 Rules of the International Yacht Racing Union, the prescriptions of the Canadian Yachting Association, the rules of the classes involved and the Sailing Instructions. Where indicated on with an asterisk (*) CORK 1992 will be classified as a Category 'B' event under the IYRR Appendix 14 (Event Classification and Advertising). If not asterisked the event will be classed as Category 'A' with Sponsorship. CORK 1992 is also active in the Can-Am series and in the IYRU World Cup Series.

CLASSES, DATES and CHAMPIONSHIPS

YOUTHFESTIVAL

Laser, Laser >> August 20-22 Gold Cup
 Mistral board August 20-22 CORK Youthfestival Cup

Olympic Classes (practice race August 21, except Lechner)

*Soling August 22-28 Canadian Championship
 National Team Qualifier
 *Finn August 22-28 Canadian Championship
 National Team Qualifier
 *Tornado August 22-28 Eastern Canadians
 National Team Qualifier
 *470 (Men & Women) August 22-26 Eastern Canadians
 *Europe August 22-26 Eastern Canadians
 *Lechner Sailboard August 25-28 Canadian Championship
 (Men & Women) National Team Qualifier

Non-Olympic Classes (see information package for practice racing)

Optimist August 18-21 Canadian Championship
 *Raceboard August 21-24 TUDOR Canadian Championships
 North American Championship
 Laser August 22-28 Grand Prix Finale
 CORK Silver, CORK Bronze Championship
 Laser >> August 22-28 Canadian Championship
 CORK Silver Championship
 *International 14 August 22-25 North American Championship
 Albacore August 22-25 Canadian Championship
 Shark August 22-25 Canadian Championship
 J-24 August 22-26 Canadian Championship

Offshore (practice race available August 22, 1400 hours)

Laser 28 August 23-27 North American Championship
 North American Level 30 Class August 23-27 North American Championship
 PHRF (3 divisions) August 23-27 CORK Championships
 IMS August 23-27 CORK Championship

Eligibility, Registration and Measurement

Eligibility varies from fleet to fleet. Classes determine the specifics as advised by CORK. IYRR 21 (Member on Board) and IYRR 24 (Life Saving Equipment) will be enforced.

Registration and measurement for the regatta vary depending upon the Class and the Championship. However, with the exception of YOUTHFESTIVAL, these services are available the evening of the day before practice racing happens, on that day, and briefly on the day official racing begins. See the attached information package for more detail. For YOUTHFESTIVAL, registration opens Thursday, August 20 at 1600 hours.

Scoring and Skippers' Meetings

Scoring will be according to IYRR Appendix 5. Most fleets will use Section 1 (Olympic Scoring). The Offshore fleets and the J-24 fleet has requested Section 2 (Low Point); other fleets may follow. Alternate Penalties will be in accordance with IYRR Appendix 3, section 1 or 2 depending upon the class.

Skippers' Meetings will be held for each course. Unless detailed in this document, locations and times for these meetings will be available upon registration.

Category 'B' Events

In addition to IYRR Appendix 14 and the prescriptions of the CYA, fleets and competitors electing to use CORK as a Category 'B' event must meet the following CORK requirements:

- a) competitors sailing in Category 'B' must identify themselves
- b) the names of all sponsors must be listed with CORK
- c) CORK retains the right to reject displays of certain sponsors
- d) CORK retains the right to add a surcharge to the entry fee of Category 'B' competitors (see Entry Fees)

There will be no surcharge for Category 'B' events at CORK 1992

Venues

CORK '92 will operate from three sites. Sailboard events will be centered at Lake Ontario Park (LOP). Offshore events will be based at Confederation Basin. All other classes will sail from Portsmouth Olympic Harbour (POH). Excepting the Offshore fleets launch and haulout will take place at Portsmouth Harbour. Racing will happen on six courses. These are Alpha, south of Portsmouth Harbour. Bravo, north of Melville Shoal. Charlie, south of the Kingston Yacht Club. Delta, operating in both the St. Lawrence River and in Lake Ontario. Echo, southwest of Lake Ontario Park and Foxtrot, southwest of Snake Island.

Registration and Measurement - Locations and Times

Fleet(s)	Time/Date(s)	Locale (*)
Optimist	Monday, Aug 17, 1400 - 2000	POH
	Tuesday, Aug 18, 0900 - 1200	POH
YOUTHFESTIVAL	Thursday, Aug 20, 1600 - 1900	POH
Raceboard	Thursday, Aug 20, 1900 - 2200	POH
(Lechner also)	Friday, Aug 21, 0800 - 1000	LOP
Offshore fleets	Saturday, Aug 22, 0800 - 1700	Confed
Lechner only	Monday, Aug 23, 1500 - 1900	LOP
All other classes	Friday, Aug 21, 0800 - 2000	POH
	Saturday, Aug 22, 0800 - 1700	POH
	Sunday, Aug 23, 0800 - 0900	POH

(*) POH - Portsmouth Olympic Harbour LOP - Lake Ontario Park Confed - Confederation Basin Marina

Entry Fees

Entry fees for CORK 1992 are listed on the back of the entry form, the LAST PAGE of this document. There is a \$25 LATE FEE for entries postmarked later than August 1, 1992. Laser, Laser >> and YOUTHFESTIVAL competitors are exempt from the late fee.

Awards

CORK provides many different awards in many different categories. In each One Design fleet, with certain exceptions, medals are awarded to the top three finishers and prizes are awarded to the top five. Some fleets present their own additional awards. Masters' Awards, other than those noted above, will be presented where requested or where applicable, given proper notice. Some fleets also have Women's and/or Youth awards. The offshore fleet awards are perpetual trophies, 'keeper' trays and medals. There are also special awards.

GENERAL INFORMATION

YOUTHFESTIVAL

CORK and the Ontario Sailing Association will again host this special event for people 18 and under December 31, 1992 who sail Lasers, Laser >>'s or Sailboards. On-water and on-land coaching and seminars using video and hands-on teaching encourage growth in planning, racing, rules and tactics. Registration opens Thursday, August 20 at 1600 hours. Seminars begin at 1900 hours. Participants may register for CORK at the same time. YOUTHFESTIVAL runs Thursday night, all day Friday and Saturday morning. Seminars will be scheduled to accommodate the Laser and Laser II Qualification Series. The Laser and Laser >> Youthfestival Series will consist of as many as three races to be sailed on Friday, August 21, beginning at 1000 hours. In both Laser and Laser >> fleets winners will receive the GOLD CUP AWARDS. In addition, the first seven (7) Laser >> finishers and the first ten(10) Laser finishers will be considered to have PRE-QUALIFIED for their respective Gold Fleets. A Qualifier Preparation Coaching Session will be held Saturday, August 21, prior to the Qualification Series.

Yacht Clubs and their Junior Sections are strongly encouraged to send groups of sailors. Chaperones should accompany each group. All coaching personnel will be provided by the organizers. Those wishing to race must be registered prior to 0900 on Friday, August 21, 1992.

The entry fee for the YOUTHFESTIVAL is \$15 per person if that person intends to participate in CORK. Those wishing to take part in the YOUTHFESTIVAL ONLY will pay a fee of \$25 per person.

The fee provides participants with seminars, racing, small group coaching, social times, Friday lunch, Friday night BBQ and a T-shirt.

TUDOR Canadian Windsurfing Championships/Raceboard North Americans

This event, sponsored by TUDOR WATCH, will include course racing and slalom. All racing will be organized using the Windsurfing Canada National Regatta Guidelines, as amended by the CORK Sailing Instructions. Racing will begin Friday, August 21 at 1000 hours and finish Monday, August 24. A slalom event is planned, sailed from Richardson Beach, in downtown Kingston. Scheduling will be announced following registration. There will be three divisions and awards will be provided for youth and masters as well. Awards will be presented Monday, August 24.

Lechner Canadian Championship, National Team Qualifier

Racing will begin Tuesday, August 25 at 1000 hours. A series of as many as ten (10) races will be held. Awards will be presented at Portsmouth Olympic Harbour, at the One Design Awards ceremony, Friday, August 28.

Soling Canadian Championship, Finn Canadian Championship, Tornado Eastern Canadian Championship, National Team Qualifiers

These events will each be a series of as many as nine races, preceded by a practice race on Saturday, August 22. Racing begins at 1000 on Sunday, August 23. Racing will finish Friday, August 28. Each class will specify AGM and other meeting times, should these occur. Class dinners are being discussed.

Laser Grand Prix Finale

This event will be the last in a series. It will count as the largest. Fleets will be split based upon a 'round robin' (described below). There will be Gold, Silver and Bronze fleets at CORK 1992. Qualification for the Gold fleet and Championship racing will proceed as follows:

- Entrants not Pre-Qualified (see YOUTHFESTIVAL) will sail a three race, round-robin, Qualification Series, beginning at 1300 hours on Saturday, August 22 and continuing on Sunday, August 23. Upon registration, crews will be assigned to one of four fleets. These fleets will form the basis for the round-robin. Upon completion the top 35% or as many as 80 will become the Grand Prix Gold fleet. The next 35%, or as many as 80 will race for the CORK Laser Silver Championship. The remaining 30% will race for the CORK Bronze Championship.
- Racing for the Championships, each a series of as many as 9 races, will begin at 1000 hours on Monday, August 24 and end Friday, August 28.
- special arrangements have been made for members of the USSA Rolex Team and participants in the Ontario Games.

Laser >> Canadian Championship

Qualification for the Gold fleet and Championship racing will proceed as follows:

- For entrants not Pre-Qualified (see YOUTHFESTIVAL) there will be a three race, round-robin, Qualification Series, beginning at 1300 hours on Saturday, August 22 and continuing on Sunday, August 23. Upon registration, crews will be assigned to one of four fleets. These fleets will form the basis for the round-robin. Upon completion the top 50% will become the Canadian Gold fleet. The remainder will race for the CORK Laser II Silver Championship.
- Racing for the Championships, each a series of as many as 9 races, will begin at 1000 hours on Monday, August 24 and end Friday, August 28.
- special arrangements have been made for members of the USSA Rolex Team and participants in the Ontario Games.

Europe, 470 (Men & Women) Eastern Canadian Championships

These events will consist of as many as seven races beginning on Sunday, August 23. There will be a practice race on Saturday, August 22 at 1300 hours. The events have been shortened so competitors can make an early start for Vancouver and the National Team Qualifiers which will be held on Labour Day Weekend. Awards will be presented Wednesday, August 26.

Shark Canadian Championship, Albacore Canadian Championship

The Shark and Albacore classes will begin racing on Saturday, August 22 with a practice race at 1300 hours. The series, including as many as five races, will finish on Tuesday, August 25 with an awards ceremony. The Shark class plans awards in Gold and Silver Fleets and a class dinner. Fleets will be launched and moored or stored at Portsmouth Olympic Harbour. In the Albacore fleet there will be Championship, Challenger and Masters' Awards as well as a Class Dinner and AGM.

J-24 Canadian Championship

The J-24 Canadian Championship will consist of a series of as many as seven races, beginning Sunday, August 23 at 1000 hours. A practise race will be sailed Saturday, August 22 at 1300 hours. Awards will be presented at a ceremony on Wednesday, August 26. Measurement, launch and mooring will be at Portsmouth Olympic Harbour. The Class Association has indicated an intent to organize a separate Class Dinner.

International 14 North American Championship

The International 14 North American Championship will include a Practise race on Saturday, August 22, at 1300 hours, followed by a series of as many as 6 races finishing Tuesday, August 25. The event is to be held in approximately the same venue as that to be used for the 1993 International 14 World Championship.

Optimist Canadian Championship

The Optimist Canadian Championship marks the first occasion this Class has attended CORK. The event will be sailed in the week prior to the other One Design events in the interest of the competitors, at the request of the Class Association. There will be a practice race on Tuesday, August 18. The Championship will be a series of as many as seven races, beginning at 1000 hours on Wednesday, August 19 and finishing on Friday, August 21. Competitors are encouraged to participate in the CORK YOUTHFESTIVAL (additional payment of \$15).

CORK Offshore Regatta

The Offshore regatta will host Laser 28's, PHRF, IMS and North American Level 30 (MORC) fleets. PHRF handicaps must be lower than 190 seconds per mile (PHRF-Lake Ontario). Vessels electing to take part in the North American Level 30 (NA Level 30) Class Championship must meet the criteria established by that fleet. To qualify for Overall awards NA Level 30 racers must have a valid PHRF-LO Certificate.

Mooring at Kingston's Confederation Basin is provided from Friday, August 21 until Thursday, August 27, as part of the registration fee.

Delta course will see racing on both the St. Lawrence River and Lake Ontario. Seven course races and a middle distance race will take place between Sunday, August 23 and Thursday, August 27. Equipment and accommodations for the middle distance race will be ORC Category 3 (with no life raft requirement) as amended by the race instructions. A Certificate of Compliance may be required at registration. Inspections may take place. The Standard Low Point System (IYRU Appendix 5.2) will be the basis of scoring. If a full series is sailed there will be one 'drop' race. Participants are expected to have an operable VHF radio. Registration takes place at Confederation Basin in downtown Kingston on Saturday, August 22 from 0800-1700 hours. A measurement certificate should accompany every PHRF, IMS or North American Level 30 entry form. Vessels registering in the Level 30 fleet are expected to have PHRF-LO certification if they wish to be considered for overall awards. CORK will have available a PHRF-LO handicapping service for entrants who cannot provide an up-to-date certificate. Measurement should be expected. Arrangements for launch and haulout (charge of \$150 total due at registration) can be made. A Skippers' Meeting will be held on Saturday, August 22 at 1800 hours. Fleet splits will be posted subsequent to that meeting. Awards are unique and attached to a sailors' reception. CORK Offshore features a wide variety of excellent racing, great prizes and a party every night a short walk from the mooring area.

ACCOMMODATION

There are many types of accommodation available. For further information contact the Kingston Visitor and Convention Bureau (613) 548-4415. A few suggestions are:

<u>Hotels</u>	Holiday Inn	549-8400	Howard Johnson	549-6300	Prince George Hotel	549-5440	Ramada Inn	549-8100
	Journey's End	546-9500	First Canada Inn	541-1111	Queen's Inn	546-0429	Seven Oakes Motel	546-3655
<u>Bed and Breakfast</u>	Queen's University	545-2223	B & B Association	542-0214	Donald Gordon Centre	545-2221		
<u>Camping</u>	Lake Ontario Park	546-1025	Rideau Acres	546-2711	KOA Kingston	546-6140	Sunnyside Campground	273-3124

CORK 1992 - ENTRY FORM

PERSONAL INFORMATION (PLEASE PRINT CLEARLY)

SKIPPER Name _____

Address _____ City _____

Prov/State _____ Country _____ Post Code _____

Age (as of December 31, 1992) _____ Yacht Club _____

Crew name(s) _____

Competing for Special Fleet Awards: Masters ____, Youth ____, Women ____

FLEET INFORMATION (CHECK YOUR FLEET)

____ Optimist ____ Tornado ____ 470 ____ Soling ____ Lechner

____ Europe ____ Finn ____ Laser ____ Laser >> ____ J-24

____ International 14 ____ Albacore ____ Raceboard ____ Laser 28

____ PHRF ____ NA Level 30 ____ IMS

Boat Sail Number _____ Boat Name _____

Offshore Rating: PHRF-LO _____ IMS _____ MORC _____

Design of Boat (Offshore only) _____

YOUTHFESTIVAL ENTRY

This form is for - Youthfestival and CORK (yes/no)

- Youthfestival only (yes/no)

My crew will enter Youthfestival (yes/no)

The crew will be the same for CORK (yes/no)

ENTRY FEES (See back of this page)

CORK Entry fee (see Entry Fees) \$ _____

YOUTHFESTIVAL fee (if applicable) \$ _____

Postmarked later than Aug. 1, 92) \$ + \$ 25.00
(Laser, Laser >>, YOUTHFESTIVAL excepted)

Category 'B' surcharge \$ _____ 0.00

Total enclosed \$ _____

Signature _____

ENTRY FEES

The entry fees for CORK 1992 are listed below. After August 1, 1992 Entry Fees should be accompanied by a \$25 LATE FEE (**Laser, Laser >> and YOUTHFESTIVAL** excepted). To avoid payment of the LATE FEE, entry fees must accompany entry forms and be postmarked on or before August 1, 1992. Fees are given in Canadian dollars.

YOUTHFESTIVAL - per person (\$25 if not in CORK)	\$15
Optimist	\$60
Europe, Raceboard OR Lechner	\$65
Raceboard and Lechner (both events)	\$90
Laser, Finn	\$85
International 14, 470, Albacore (part week)	\$100
Shark	\$125
Tornado, Laser >> (full week)	\$150
Soling, J-24	\$175
Laser 28, PHRF, IMS, NA Level 30	\$200

PLEASE - Foreign (i.e. Non-Canadian) cheques should be made out in the currency of that country. Canadian Bank regulations make a significant charge for clearing foreign cheques in Canadian Currency. CORK will return incorrect cheques or pass on that charge. Entrants may also submit fees in Canadian dollars by money order.

SHACKLES AND CRINGLES

Albacore Sails for Sale

Good for everyday use or for summer camp programs.
\$150.00 per set, no battens, Sobstad/Storer, 5 sets left

Also 2 beavertail rudder blades at \$75.00 each.
Excellent condition.

Contact Chris Gorton at Westwood Sailing Club
461-2870 Clubhouse; 423-0845 Residence

FOR SALE

KC #7319

Mooreddale Sailing Club has an Albacore for sale.
Asking \$2,000.

Contact Ann Saveg 416-922-5322 (B)
416-488-2312 (H)
416-461-3660 (CLUB)

For Sail

KC #7387

1986 Albacore Foamcore
One set of sails; racing rigged.
Boat at North Toronto (Toronto Island Marina)
Asking \$2,100.

Contact John Schafer 416-539-9534 (H)
416-231-411 ext 7069 (B)

For Sale

US #4744

Allen Albacore
Fully Equipped, 2 sets of sails, trailer, dolly.
Will deliver to the Toronto area.
Reasonable \$2000 U.S. or best offer.
Contact Paul Wheeler 716-834-3566 (H)

FOR SALE

KC 2220

1966 Albacore.
Good shape for cottage or sailing school.
Includes 2 jibs, 1 main & trailer.
\$1,600. or best offer.
Contact Jean Rivers 416-639-8937 (H)
(BURLINGTON)

US 275

The Maltese Turtle is looking for a new home.

This 1958 Firey Marine boat was reconstructed
and epoxied in 1985 by Jolly Woodman in Toronto.
It is minimum weight, has all the "go fasts" 1 main,
2 jibs, top and bottom covers, trailer, storage cradle,
and spare parts. Will even deliver if necessary.

No reasonable offer refused. Contact Jim & Nora
Clements, Canandaigua NY, 716-229-5567.

Classic English Built Wood Albacore

Young made wooden boat
Mint condition

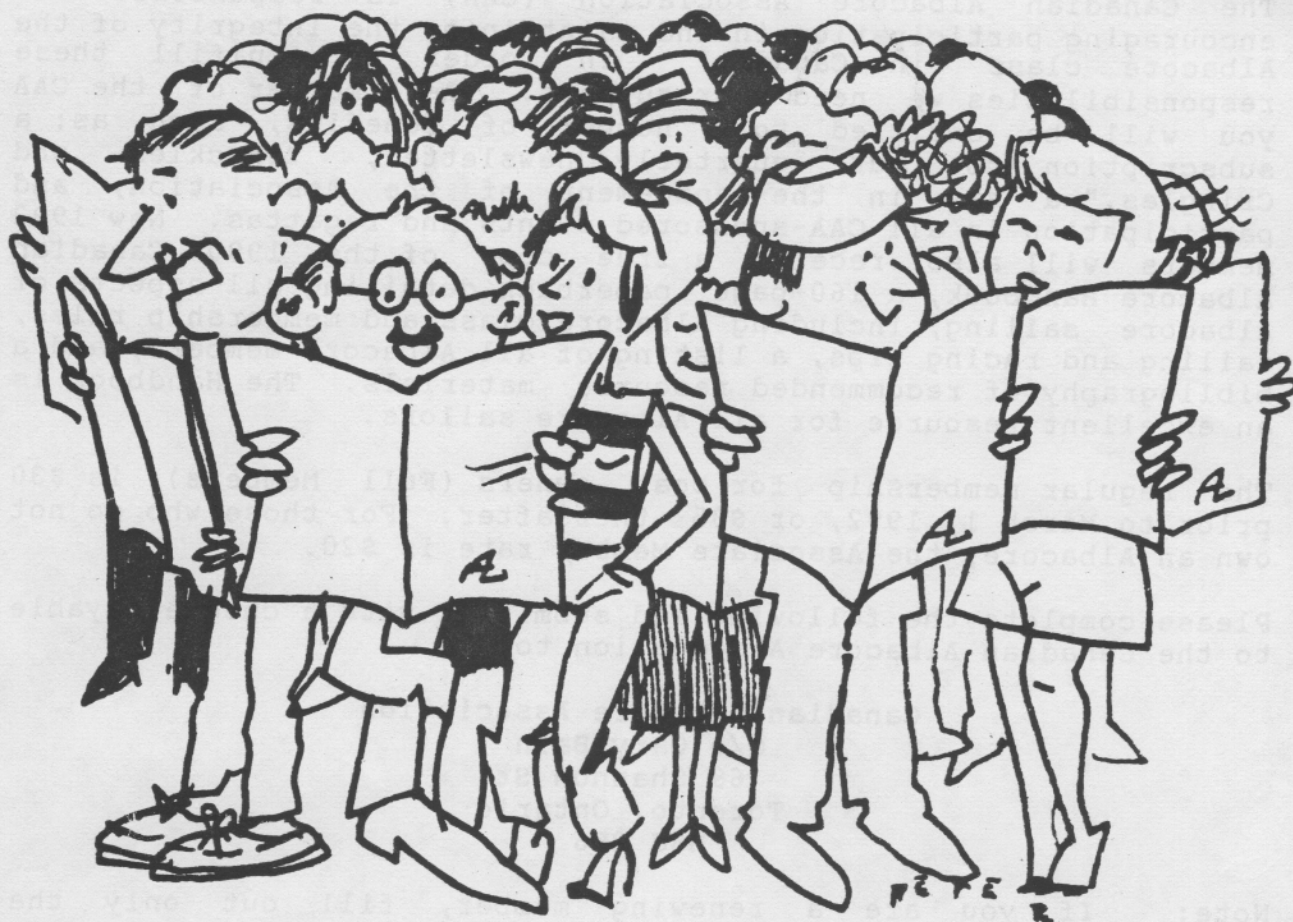
Two jibs (regular and light)
Racing main, Harken magic box on mast,
wood tiller, well-maintained, varnished,
must be seen to be appreciated!

Full racing condition

Dolly, top and bottom covers and
other extras included

Sail #5002

Located at RCYC
\$4200 OR BEST OFFER
for more info contact
482-8181 or 756-8155



...last issue

Unless you renew your C.A.A. membership soon, we're going to have to drop your name from our mailing list.

We hate to do it, but the cost of printing and mailing Shackles and Cringles makes it impossible for us to carry non-members.

Please don't put it off any longer. Complete the enclosed invoice and mail it with your cheque today.

We thank you for your prompt response.