

Shackles & Cringles



Canadian Albacore Association

*Includes 1992 Canadian Results,
Frostie Info and much more!*

SHACKLES AND CRINGLES

CANADIAN ALBACORE ASSOCIATION

1992 EXECUTIVE

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1st Vice Commodore	Jim Quibell 495 Vanguard Crescent Oakville, Ontario L6L 5G6	(R) (416) 827-9019 (B) (416) 252-3116 Weekends: (705) 454-3524
2nd Vice Commodore	Rick Needham General Delivery Bracebridge, Ontario P1L 1X6	(R) (705) 645-2706 (B) (416) 683-8561
3rd Vice Commodore	John D'Angelo 131 Torresdale Avenue Apt. 2307 Willowdale, Ontario N2R 3T1	(R) (416) 665-0650 (B) (416) 685-9333
Rear Commodore	Myles Wilson 54 Brant Street Orillia, Ontario L3V 1Y9	(R) (705) 325-3154
Specifications Chairman	David Weaver 14 Lansdowne Road North Cambridge, Ontario N1S 2S8	(R) (519) 623-4402 (B) (416) 525-9140 Ext. 4907
Chief Measurer	Rick Clayton 362 Brookdale Ave. Toronto, Ontario M5M 1P8	(R) (416) 783-9194 (B) (416) 671-2200 Ext. 228
Treasurer	Lynne MacInnes 44 Charles St. West Apt. 4202 Toronto, Ontario M4Y 1R8	(R) (416) 922-6440 (B) (416) 596-5124
Membership Secretary	Gary Bain 69 Shannon Street Toronto, Ontario M6J 2E6	(R) (416) 533-1909
Editor	Lynn Shannon 362 Brookdale Avenue Toronto, Ontario M5M 1P8	(R) (416) 783-9194 (B) (416) 598-1114

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2nd Vice Commodore	Rick Needham General Delivery Bracebridge, Ontario P1L 1X6	(R) (705) 645-2706 (B) (416) 742-6140
3rd Vice Commodore	Jamie Wallace 85 Hanna Road Toronto, Ontario M4G 3N2	(R) (416) 425-3224 (B) (416) 946-3385
Rear Commodore	Myles Wilson 54 Brant Street Orillia, Ontario L3V 1Y9	(R) (705) 325-3154
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Treasurer	Lynne MacInnes 44 Charles St. W., Apt. 4202 Toronto, Ontario M4Y 1R8	(R) (416) 922-6440 (B) (416) 596-5124
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Membership Secretary	Gary Bain 69 Shannon Street Toronto, Ontario M6J 2E6	(R) (416) 533-1909
Editor	Lynn Shannon 362 Brookdale Avenue Toronto, Ontario M5M 1P8	(R) (416) 783-9194

COMMODORE'S COMMENTS

Although it's been difficult to divine from the weather when summer ended this year, (due in large measure, no doubt, to the fact that I was never able to determine whether it actually began!), winter's chill is beginning to envelope us once again. However, it would appear that not all Albacore sailors are ready to abandon the idea of sailing. A member of our Executive has admitted to sitting up north in his frost-covered new Albacore hull contemplating dreams of glory in '93 - since the loons were already having trouble negotiating the icy lake conditions, and Ontario Yachts has not applied for a rule change allowing an icebreaking apparatus to be affixed to the bows of Albacores, one can assume that he was not going to get very far, at least until the season begins anew in '93!

This year we welcome to the Executive new members Rob Terbrugge from Mooredale Sailing Club and Jamie Wallace from RCYC. Old salts returning for another year of volunteer duty include perpetual Past Commodore Mark Ewen, Specifications Chairman David Weaver, Membership Secretary Gary Bain, Editor Lynn Shannon, Treasurer Lynne MacInnes, Rear Commodore (Scotland division) Myles Wilson, Chief Measurer Rick Clayton, and the Vices, Jim Quibell and Rick Needham. Enthusiasm and commitment to the Class continue to be exemplified by your

Executive Directors, which bodes well for another action-packed year of Albacore sailing in 1993.

As discussed at our 1992 Annual General Meeting, the membership's views on the venue/host country for the 1993 North Americans and '95 Worlds were communicated to International Albacore Association President David Wallerstein. The IAA had expressed their intentions to hold a major regatta, specifically, the North Americans, prior to the commencement of the '93 Worlds. However, agreement has now been reached that the North Americans will remain in Canada in '93. The USAA is considering holding their National Championships on the weekend prior to the World Championships, tentatively scheduled to commence October 9th. Competing in the Worlds will thus require members to take time off from work. Because of the schedule available at CORK for regattas, (i.e. the Saturday to Tuesday format), the USAA has requested that we explore an alternative to CORK as the location for the North Americans. The USAA is concerned that members may be unwilling or unable to take additional holiday time to compete at CORK, (especially if they must travel a significant distance), which might have a negative impact on the number of American competitors participating, and would consequently not be truly reflective of a North American

SHACKLES AND CRINGLES

Championship regatta. The CAA Executive is therefore exploring the possibility of holding the North Americans as a weekend event at another venue, and approaching CORK in regard to slotting another Albacore regatta into CORK week, such as an Eastern Canadian Championships. We will keep the membership informed as to what transpires in this regard.

In regard to the 1995 Worlds, the IAA has advised that Ireland is no longer under consideration for this event, as the cost factors involved for the Brits to transport their boats over to Ireland are prohibitive. Still at issue is when the new rotation schedule, endorsed by our members at the '92 Annual General Meeting, will commence. In our communications with the IAA, we have highlighted the fact that postponing a Canadian-hosted Worlds may have a negative impact on the development of our fleet, in consideration of the fact that we have expended considerable efforts to promote and heighten our Class profile in Canada. The IAA has pointed out that the British Albacore fleet may not be represented if Canada hosts the 1995 Worlds, because of the cost of competing in two North American-based Worlds back-to-back. However, at this stage we can merely voice an opinion to the IAA, since a decision

regarding the 1995 Worlds will not be made until the IAA meeting at the '93 Worlds. We will keep you apprised of any developments in this area.

While in Vancouver recently I met with Roger Dawson, a new member to our Class who is interested in developing an Albacore fleet on the West Coast. Roger has the enthusiasm and interest to pull together former and current Albacore owners/sailors to get the fleet going in B.C. We have offered to provide assistance where necessary, and would appreciate receiving the names and addresses of potential B.C. Albacore members to pass along to Roger.

Despite the fact that some of our members may be more inclined, as winter approaches, to focus on skiing (as exemplified by the Panorama contingent, who began to extol the virtues of winter sports a little earlier than usual this summer!), we are currently exploring the possibility of holding a series of sailing lectures at some time during the winter months. With 1993 a World Championships year, we hope to generate lots of activity and enjoyment throughout the upcoming season, in anticipation and preparation for the grand finale, the Worlds.

Stay tuned!

Carol Kidd
Commodore



1992 Junior Canadian Albacore Regatta

Lake of Bays Sailing Club proudly hosted the 1992 Junior Canadian Albacore championships August 7-9 for the third time in the past seven years. While the popularity of the Albacore has diminished in other parts of Ontario, the Albacore class has remained strong in the Muskoka area where a number of local clubs use the boat for both training and racing for junior sailors and adults. As a result of its popularity, Lake of Bays Sailing Club and its members played host to **25 boats** from all over Ontario for the two day event. Boats came from as far away as Shadow Lake, Bronte and Toronto. There were three competing age groups: 13 and under, 16 and under and 19 and under. Each age category saw a number of entries with the greatest in the 16 and under class.

Despite unfavourable weather, which has been very common this summer, the event was a great success. Saturday morning the winds were very light blowing out of the east at about 5 knots. By noon they had increased to about 15 knots and at the end of the first race, gusts of 25 knots were not uncommon. As a result of excessive wind and cold water temperatures, the remaining races were postponed until Sunday. After a BBQ for the participants Saturday night everyone scattered either to their billet's cottages or back to their own and hoped for quieter winds the next day.

On Sunday morning the skies were a little clearer but the wind was very light and shifty. We started the first race in about 2 knots of wind anticipating that it would fill in to

about 5 knots. Unfortunately the wind failed to pick up and the best that we could do was two short races on Sunday. However, that was enough to make a regatta and declare a champion in each class and overall.

A special thanks must go to all of the members of Lake of Bays Sailing Club for hosting such a superb event. LBSC wishes also to thank the race committee, the Canadian Albacore Association, the Ontario Sailing Association and the other sponsors that contributed to the success of the event.

13 and under overall results

1st Kevin Cherney & Nigel Hearn
Bronte Harbour Yacht Club
2nd Tim Faught & Tim Mathews
South Muskoka Sailing Club
3rd Jeff Sturch & Tyler Smith
South Muskoka Sailing Club

16 and under overall results

1st Esmeralda VanRiemsdijk & Arinanne Purvis
Muskoka Lakes Sailing Club
2nd Mark Carruthers & Steve Sandusky
South Muskoka Sailing Club
3rd Will DesRoches & Eric Young
Bronte Harbour Yacht Club

19 and under overall results

1st Elisabeth Brayshaw & James Roper
Bronte Harbour Yacht Club
2nd Lindsay Ast & Geoff Versteg
South Muskoka Sailing Club
3rd Brad Francis & Cameron Wing
Lake of Bays Sailing Club

Overall Champions

Elizabeth Brayshaw & James Roper
Bronte Harbour Yacht Club

Myles Wilson
Rear Commodore

SHACKLES AND CRINGLES

PABAR - 1992

Pabar this year proved to be the exception that proved the rule. In an otherwise cold and leaky summer, the race day dawned bright and sunny and despite all expectations to the contrary stayed that way for all three races. The early wind, a light easterly, shifted to a slightly heavier westerly in the afternoon. To everyone's regret, the traditional Pointe au Baril wild planning reaches were absent.

The competition was close, no boat winning more than 1 race and seven boats managing to reach the top three places in at least one race. The victors were decided in the last beat of the last race when former double World Champion Gary Poyntz with Scott Thomas as crew moved from fourth to second to win the Cerny Trophy. Second was taken by John and Andrea Curtis and third place went to the son and father team of Tim and Jim Bradshaw.

Racing was followed by a happy hour of three hours and an Awards Dinner of epic proportions. Congratulations to Gary and Scott and also to Leanna Foster, Regatta Chair who again carried off the event without a hitch.

Overall results: top 11 of 19 boats entered

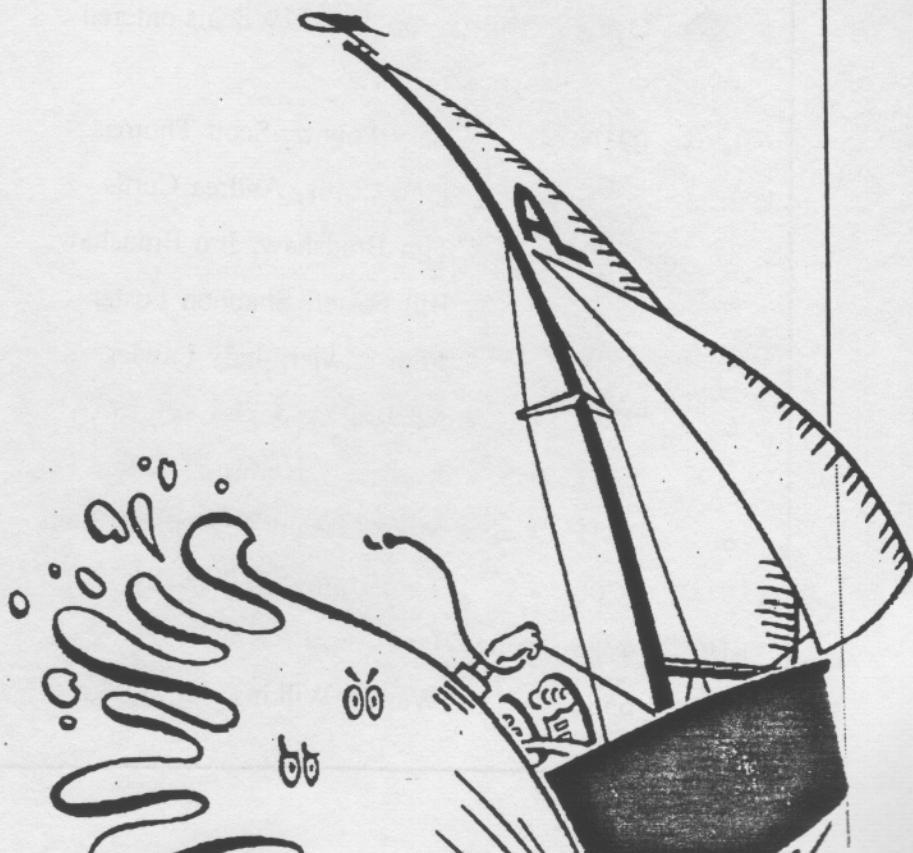
1.	6216	-	Gary Poyntz, Scott Thomas	- 7.75
2.	7088	-	John Curtis, Andrea Curtis	- 9.75
3.	4870	-	Tim Bradshaw, Jim Bradshaw	- 12 - won 2 of 3 over 5502
4.	5502	-	Bill Foster, Shannon Foster	- 12
5.	5503	-	John Lawler, Judy Lawler	- 13
6.	7405	-	Ian Rogers, Jake Leishman	- 15.75
7.	7384	-	Rosemary Helmer, Graeme Rogers	- 20
8.	7141	-	Mike Leishman, Stephen Sherk	- 26
9.	6208	-	Tom Digby, Phil Digby	- 29
10.	6765	-	Gail Regan, Tim Regan	- 33 - won 2 of 3 over 6580
11.	6580	-	Warren Wilkins, Jeff Wilkins	- 33

Albacore Overall

Tue. 6:50 pm
PROVISIONAL

CORK 1992 - Albacore Overall Class Results, OLYMPIC Scoring System
Printed Tuesday 25 August 1992 at 6:50 pm - Subject to Protest

POS	SAIL	SKIPPER	RACE	RACE	RACE	RACE	RACE	RACE	TOTAL POINTS	NET POINTS
			1	2	3	4	5	6		
			Sun.	Sun.	Mon.	Mon.	Tue.	Tue.		
			1110	1340	1040	1250	1245	1620		
1	KC7700	NICOLL-GRIFFITH, TOF	7	1	16	2	1	2	41.0	19.0
2	KC6731	EWEN, MARK JANE EWEN	1	5	3	1	3	DNF.	65.4	21.4
3	KC7944	OAKIE, DON LUC 'DAOUST	28	3	7	4	2	1	63.7	29.7
4	6644	GAGE, JAMES STEVE PHILLIPS	2	4	1	5	5	DNF.	75.0	31.0
5	KC6700	BAIN, GARY SYLVIA DAVIDSON	6	2	17	7	4	3	64.4	41.4
6	KC7516	PAWLK, JORG	12	6	4	3	8	6	69.1	51.1
7	KC7363	BATT, RON LESLIE BATT	3	14	5	9	14	7	83.7	63.7
8	KC7403	KING, ROSS CAROL KIDD	4	9	11	14	15	5	91.0	70.0
9	KC6140	BRYANT, JOHN RON HUGHES	15	20	6	8	6	10	100.4	74.4
10	KC7919	GORDON, CHRIS CHRIS HANSON	8	25	9	10	10	12	110.0	79.0
11	KC7243	BRAYSHAW, PETER MARIAN BRAYSHAW	17	18	14	13	7	4	107.0	83.0
12	KC7362	WOOLFORD, KEITH RAY TOKAREK	13	8	8	12	13	DNF.	128.0	84.0
13	KC7166	HARRIS, DAVID	5	7	2	11	DNF.	DNF.	131.0	87.0
14	KC6525	MARTIN, JOHN MIKE AGRELL	11	16	13	6	21	18	120.7	93.7
15	KC7927	MORRISON, MIKE LOUISE BAKKER	26	10	10	16	16	15	129.0	97.0
16	US7355	LAWSER, AMY	20	15	12	17	23	9	132.0	103.0
17	KC7472	SAVEGE, ANN ABBY MACINNES	18	11	20	15	24	11	135.0	105.0
18	KC7366	WILSON, MYLES EVAN JENNINGS	9	17	21	19	20	DNF.	160.0	116.0
19	KC6750	FARRELL, BARRIE	34	30	15	20	11	13	159.0	119.0
20	KC7926	NURSE, PETER PAM PIERCEY	16	23	19	24	17	16	151.0	121.0
21	US7419	DOBSON, ROD	22	12	PMS	18	12	DNF.	176.0	132.0
22	KC7249	TER BRUGGE, ROB	24	32	18	22	22	17	171.0	133.0
23	US5923	WETTLAUFER, DENIS ERIC HAMMERLING	25	19	25	27	26	14	172.0	139.0
24=	KC6767	AJDACIC, MULUTIN ROB MURRAY	32	13	29	33	32	8	183.0	144.0
24=	KC7437	BARKER, ROGER GEORGE PRAZMOWSKI	19	22	30	21	31	22	181.0	144.0
26	KC7933	CHU, GORDON ANNE KENNEY	29	28	23	34	9	DNF.	197.0	153.0
27	KC79	CLAYTON, RICHARD	10	24	DNF.	28	25	DNF.	199.0	155.0
28=	KC7311	MACINNES, KEITH LYNNE MACINNES	31	29	27	25	18	DNF.	204.0	160.0
28=	KC7384	HELMER, ROSEMARY GREG GALLER	14	21	31	31	33	DNF.	204.0	160.0
30=	KC5514	WILLIS, PETER PAUL WILLIS	33	33	26	23	30	19	200.0	161.0
30=	KC7888	OSATCHOFF, ALLEN DAN DESJARDINS	30	34	22	26	19	DNF.	205.0	161.0
32	KC7467	BLACK, IAN SHANE BLACK	27	26	32	35	27	20	203.0	162.0
33	KC7060	LINDLEY-TAYLOR, FAY ANN MARIE SAHAGIAN	35	27	28	29	29	21	205.0	164.0
34	KC7923	ROBERTS, LINDEN DAVID HOOD	36	31	24	32	28	DNF.	225.0	181.0
35	KC5310	PUDWELL, JEFF ROGER BUSH	23	37	33	30	34	DNF.	231.0	187.0
36	4242	GADD, LYNDA JOE UEBELACKER	21	35	DNF.	DNF.	DNF.	DNF.	244.0	200.0
37	KC2723	QUIBELL, JIM PETER MORRISON	37	36	34	36	35	DNF.	252.0	208.0



SHACKLES AND CRINGLES

Albacore Championship

Tue. 6:48 pm
PROVISIONAL

CORK 1992 - Albacore Championship Class Results, OLYMPIC Scoring System
Printed Tuesday 25 August 1992 at 6:48 pm - Subject to Protest

POS	SAIL	SKIPPER	RACE	RACE	RACE	RACE	RACE	RACE	TOTAL POINTS	NET POINTS
			1	2	3	4	5	6		
			Sun.	Sun.	Mon.	Mon.	Tue.	Tue.		
			1110	1340	1040	1250	1245	1620		
1	KC7700	NICOLL-GRIFFITH, TOF ROB CROBER	7	1	14	2	1	2	39.0	19.0
2	KC6731	EWEN, MARK JANÉ EWEN	1	5	3	1	3	DNF.	56.4	21.4
3	KC7944	OAKIE, DON LUC 'DAOUST	22	3	7	4	2	1	57.7	29.7
4	6644	GAGE, JAMES STEVE PHILLIPS	2	4	1	5	5	DNF.	66.0	31.0
5	KC6700	BAIN, GARY SYLVIA DAVIDSON	6	2	15	6	4	3	61.1	40.1
6	KC7516	PAWLIK, JORG	11	6	4	3	7	5	65.4	48.4
7	KC7363	BATT, RON LESLIE BATT	3	14	5	8	13	6	80.4	60.4
8	KC7403	KING, ROSS CAROL KIDD	4	9	11	12	14	4	86.0	66.0
9	KC6140	BRYANT, JOHN RON HUGHES	14	18	6	7	6	9	95.4	71.4
10	KC7919	GORDON, CHRIS CHRIS HANSON	8	22	9	9	9	11	104.0	76.0
11	KC7166	HARRIS, DAVID	5	7	2	10	DNF.	DNF.	112.0	77.0
12	KC7362	WOOLFORD, KEITH RAY TOKAREK	12	8	8	11	12	DNF.	116.0	81.0
13	KC7927	MORRISON, MIKE LOUISE BAKKER	21	10	10	14	15	14	120.0	93.0
14	KC7472	SAVEGE, ANN ABBY MACINNES	15	11	16	13	20	10	121.0	95.0
15	US7355	LAWSER, AMY	17	15	12	15	19	8	122.0	97.0
16	KC7366	WILSON, MYLES EVAN JENNINGS	9	16	17	17	18	DNF.	142.0	107.0
17	KC6750	FARRELL, BARRIE	28	25	13	18	10	12	142.0	108.0
18	US7419	DOBSON, ROD	18	12	PMS	16	11	DNF.	151.0	116.0
19	US5923	WETTLAUFER, DENIS ERIC HAMMERLING	20	17	20	23	22	13	151.0	122.0
20	KC6767	AJDACIC, MULUTIN ROB MURRAY	26	13	23	27	25	7	157.0	124.0
21	KC7437	BARKER, ROGER GEORGE PRAZMOWSKI	16	20	24	19	24	16	155.0	125.0
22	KC7933	CHU, GORDON ANNE KENNEY	23	23	19	28	8	DNF.	166.0	131.0
23=	KC79	CLAYTON, RICHARD	10	21	DNF.	24	21	DNF.	170.0	135.0
23=	KC5514	WILLIS, PETER PAUL WILLIS	27	26	21	20	23	15	168.0	135.0
25=	KC7888	OSATCHOFF, ALLEN DAN DESJARDINS	24	27	18	22	17	DNF.	173.0	138.0
25=	KC7311	MACINNES, KEITH LYNNE MACINNES	25	24	22	21	16	DNF.	173.0	138.0
27	KC7384	HELMER, ROSEMARY GREG GALLER	13	19	25	26	26	DNF.	174.0	139.0
28	KC5310	PUDWELL, JEFF ROGER BUSH	19	28	26	25	27	DNF.	190.0	155.0

Albacore Challengers

Thu. 10:20 am
FINAL

CORK 1992 - Albacore Challengers Class Results, OLYMPIC Scoring System
Printed Thursday 27 August 1992 at 10:20 am - Includes Jury Decisions

POS	SAIL	SKIPPER	RACE	RACE	RACE	RACE	RACE	RACE	TOTAL POINTS	NET POINTS
			1	2	3	4	5	6		
			Sun.	Sun.	Mon.	Mon.	Tue.	Tue.		
			1110	1340	1040	1250	1245	1620		
1	KC7926	NURSE, PETER PAM PIERCEY	1	1	2	2	1	1	6.0	3.0
2	KC7249	TER BRUGGE, ROB	3	4	1	1	2	2	19.7	11.7
3	KC7060	LINDLEY-TAYLOR, FAY ANN MARIE SAHAGIAN	4	2	4	3	4	3	38.4	30.4
4	KC7923	ROBERTS, LINDEN DAVID HOOD	5	3	3	4	3	DNF.	47.1	35.1
5	KC4242	GADD, LYNDIA JOE UEBELACKER	2	5	5	5	5	4	51.0	41.0

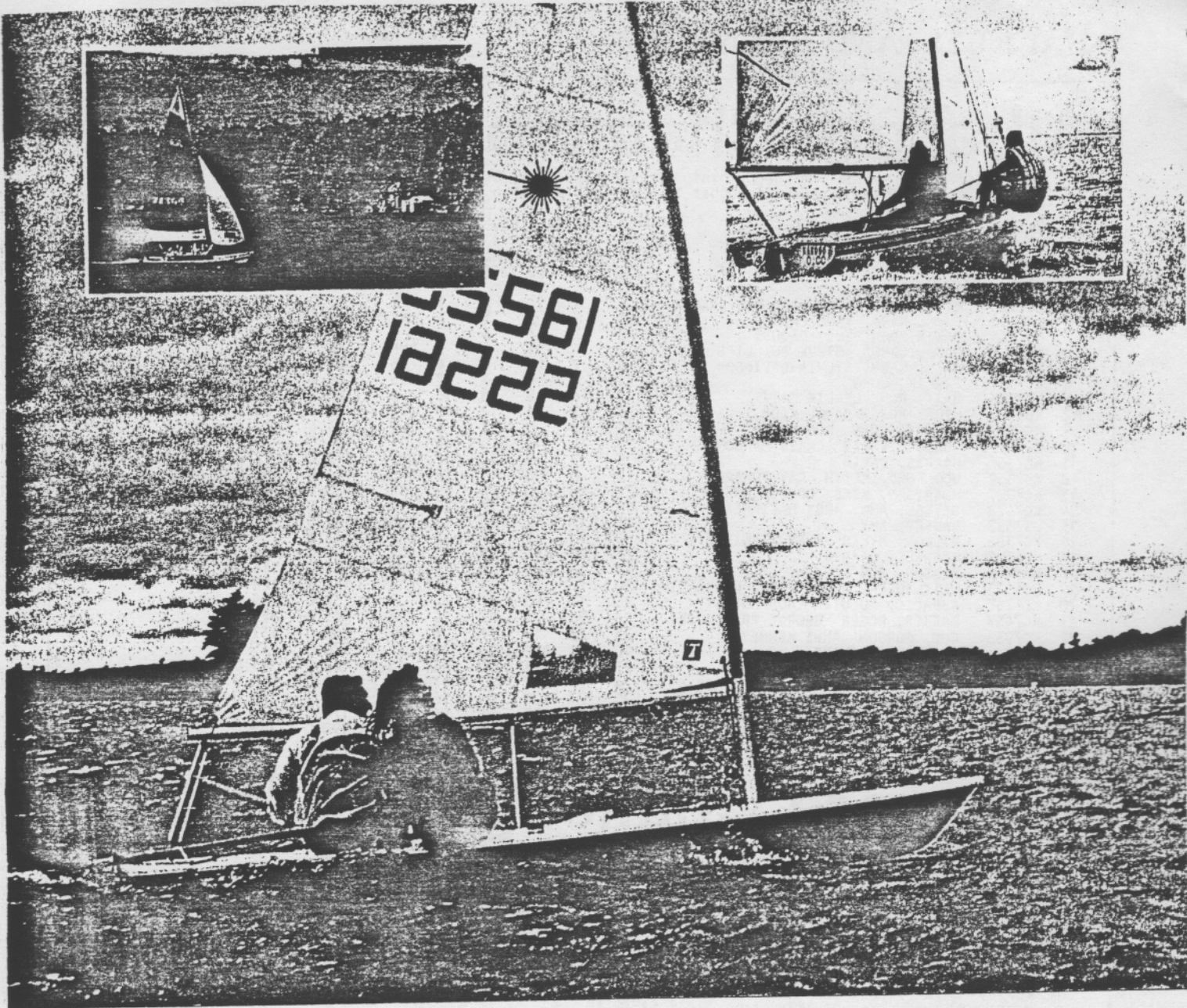
Albacore Masters

Thu. 10:21 am
FINAL

CORK 1992 - Albacore Masters Class Results, OLYMPIC Scoring System
Printed Thursday 27 August 1992 at 10:21 am - Includes Jury Decisions

POS	SAIL	SKIPPER	RACE	RACE	RACE	RACE	RACE	RACE	TOTAL POINTS	NET POINTS
			1	2	3	4	5	6		
			Sun.	Sun.	Mon.	Mon.	Tue.	Tue.		
			1110	1340	1040	1250	1245	1620		
1	KC6525	MARTIN, JOHN MIKE AGRELL	1	1	1	1	2	2	6.0	3.0
2	KC7243	BRAYSHAW, PETER MARIAN BRAYSHAW	2	2	2	2	1	1	12.0	9.0
3	KC7467	BLACK, IAN SHANE BLACK	3	3	3	3	3	3	34.2	28.5
4	KC2723	QUIBELL, JIM PETER MORRISON	4	4	4	4	4	DNF.	51.0	40.0

COMPUTING FACILITIES COURTESY OF QUEEN'S UNIVERSITY



As any sailor will tell you, there's nothing to match the exhilaration of sailing a dinghy in a stiff breeze, tearing down the lake in a shower of spray, literally skimming the surface of the water – or, for that matter, to equal the delights of ghosting along when the wind is light, leaving barely a ripple behind you.

Maybe you've been tempted by the idea of a sport that can be both exciting and relaxing, and have been eyeing the sailboats on your lake with interest. Or maybe the kids have been pestering you to add a sailing dinghy to the cottage fleet. How do you decide on a boat?

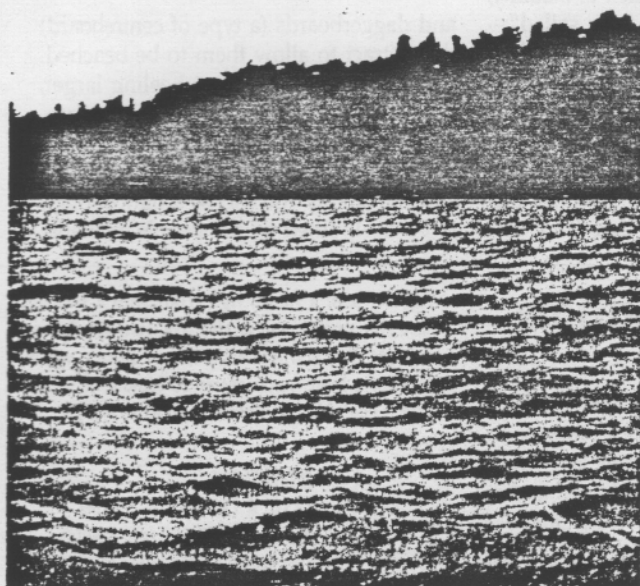
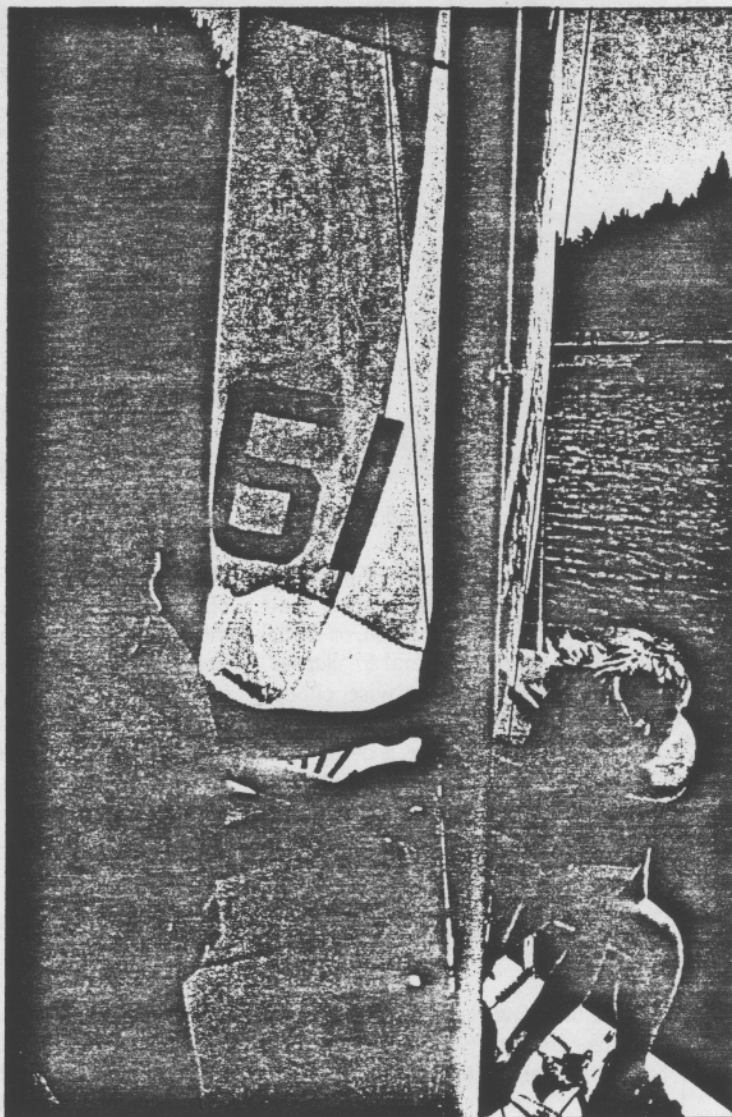
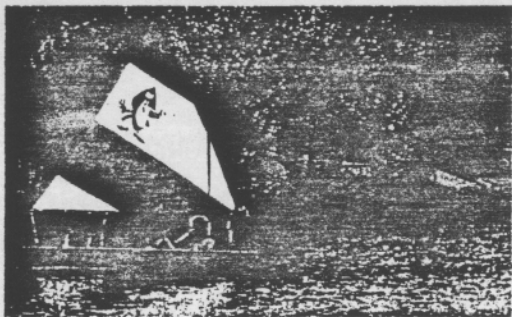
The first step in acquiring a cottage sailboat is to learn the rudiments of sailing. Seems obvious, but it's surprising how many people buy first, then try to learn

Sails pitch

Want to go like the wind? Here's a guide to choosing a small sailboat that's right for you, your family – and your cottage. By Rob Mazza

how to sail what they've bought. Although there are cottagers who have done this successfully, it can be a recipe for disaster, because would-be sailors often buy the wrong boat and end up frustrated (and sometimes frightened) and disillusioned

about the sport. Learn the basics – by going out with sailing friends, reading a good introductory sailing book, and taking lessons (see box, p. 49) – before you go shopping and you'll improve the odds that you'll end up with a boat you're happy with.



Narrowing the options

Centreboarders are most popular

Right off the bat we can narrow the choice for a cottage sailboat to "daysailers": boats designed for day use only, without overnight accommodations. In this daysailer sub-group, we have a further choice between centreboarders, keel boats, and catamarans. Centreboarders use a retracting board inserted through the bottom of the boat to counteract the leeway – the tendency of the boat to slip sideways due to the force of the wind on the sails – while a keel boat uses a lead keel for this purpose. Consequently, keel boats are much heavier

IT'S A BREEZE: *The Laser (large photo) is probably the most popular cottage sailboat, but other options include (from left to right) the twin-hulled Hobie Cat, the CL 16, the polystyrene Snark, and the two-sailed Laser II.*

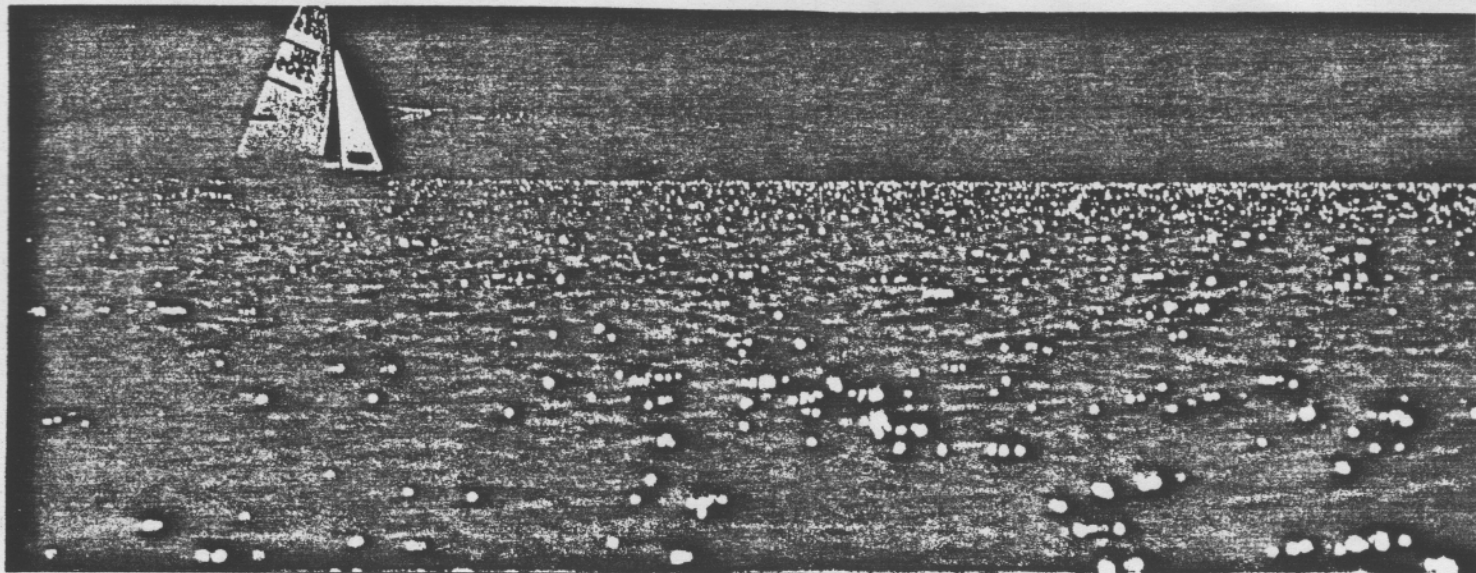
than centreboarders and need deeper water to float in. Keel boats are also larger (they start at about 18 feet) and substantially more expensive. (Starting price is around \$12,000 compared to \$2,400 for a small fibreglass centreboarder; see chart p. 48.) They must be stored in the water during the summer, at either a dock or a mooring. For these reasons, keel boats are definitely in the minority for cottage use.

Catamarans are also a minority group on cottage lakes, although in recent years they've been increasing in number. However, they're not usually "starter" boats. The thrill of a cat is its speed – and once the wind picks up, a cat can be a handful for an inexperienced sailor. These twin-hulled boats, of which the Hobie Cat is probably the most popular type in cottage country, carry their crew on a "trampoline" suspended between the two hulls.

The smaller Hobies have neither keel nor centreboard; they rely on the asymmetrical shape of each hull to counter leeway.

How many people will use the boat?

When you're trying to determine which type of dinghy is most appropriate for your cottage, the first thing to consider is the number of people who will be using the boat at any one time. If you're the only enthusiast, don't buy a boat that requires two or three people to sail it. Not only are such boats difficult for one person (especially a novice) to sail easily alone, but the boat's stability will also be reduced by having only one person on board, with increased risk of capsize. Boats such as the Albacore, Wayfarer, CL 14, and CL 16 have sail areas that require two or three people to supply the necessary stability in a breeze. The Laser, Sunfish, and Byte, on



the other hand, are designed to be sailed singlehanded.

If *only* the kids are interested in sailing, make sure the boat chosen suits their lighter weight; the Byte, Sunfish, or Radial Laser (with a shorter mast and smaller sail) are suitable options. Otherwise, choose one that is suitable for people of different sizes. The Laser, for instance, is designed to be sailed by a 175-pound person, but it can be sailed successfully by someone who is much lighter too.

What's your waterfront like?

The nature of your waterfront may also play a part in your choice of boat. Because of their light weight and lack of stability, most dinghies have to be "dry sailed" — stored on land or on the dock, rather than in the water. If you've got a stretch of sandy beach, you can sail your dinghy into shallow water and pull it right up on the beach. The Laser, Sunfish, Byte, and Hobie Cat are called "off-the-beach" boats for this reason. They have rudders that "kick up"

FLYING TIME: *The Albacore is a larger, more stable centreboarder. You sit in it, rather than on it, as you do with a Sunfish (opposite).*

and daggerboards (a type of centreboard) that retract to allow them to be beached. Dollies are available for wheeling larger, heavier dinghies such as the Albacore, Wayfarer, and CL 14 into and out of the water. If you don't have any beachfront, be sure the dinghy you choose is light enough to be easily lifted by the people available

Starter sailboats: comparing the options

The following dinghies are my preferences for cottage use. All are readily available both new and used (with the exception of the Byte, which is so new that there are few used boats available), and there are sources for new sails and replacement parts. All are fairly well represented in cottage country, which means you will have kindred spirits nearby and the boat will have reasonably good resale value. All are centreboarders except for the Hobie Cats.



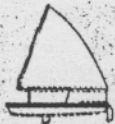
Sea Snark

11'0" ▲ 30 lbs ▲ 1-2 children or 1 adult and a child

PRICE NEW: \$899 USED: N/A

Dry sailed; light enough to be lifted easily by one person. ▲ The least expensive cottage sailboat available. Although sometimes dismissed as a "floating coffee cup" because of its expanded polystyrene construction, it can provide the beginning sailor with hours of pleasure. Performance isn't great; it's not very durable; and the quality of the components and hardware isn't terribly high — but neither is the price. ▲ MORE INFO**:

Quiet Waters, Waubaushene, (705) 538-2343.



Super Snark

11'0" ▲ 50 lbs ▲ 1-2 children or 1 adult and a child

PRICE NEW: \$1,099 USED: N/A

Dry sailed; light enough to be lifted by one person. ▲ Same as the basic Sea Snark, except the polystyrene hull is coated with ABS plastic to in-

crease durability and keep the boat looking clean longer. Plastic-coated models with greater sail area are also available. The Snarks offer an inexpensive introduction to sailing; as expertise increases, however, a move to a more challenging dinghy will be in order. ▲ MORE INFO**:

Quiet Waters, Waubaushene, (705) 538-2343.

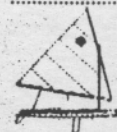


Laser

13'10" ▲ 130 lbs ▲ 1-2 adults

PRICE NEW: \$3,550 USED*: \$1,200

Dry sailed; light enough to be lifted by two people; can be brought up onto beach or dock; two-part mast, so boat stores away easily. ▲ Canadian designed, currently manufactured in Rhode Island. The most popular boat for cottage use. Designed to be sailed singlehanded, but can accommodate two and still provide a lively sail in a moderate breeze. Easily righted after a capsize (and comes up almost dry). Simple enough to be a beginner's boat, but challenging enough that it's raced by Olympic contenders. Designed for a 175-lb person, but can be successfully sailed by someone



Sunfish

13'10" ▲ 130 lbs ▲ 1-2 adults

PRICE NEW: \$2,599 USED*: \$800

Dry sailed; light enough to be lifted by two people; can be brought up onto beach or dock. ▲ Designed to be sailed singlehanded, but can accommodate two. Recognizable by its low triangular "lateen" sail and hard-chine construction. Less lively and speedy than the Laser, the Sunfish still has zip. Easily righted after capsize (and comes up almost dry). Lower sail plan (shorter mast, longer boom) means it's more stable than the Laser; an easier boat for beginners to sail. ▲ MORE INFO**:

Fogh Marine, Toronto, (416) 251-0384.



Byte

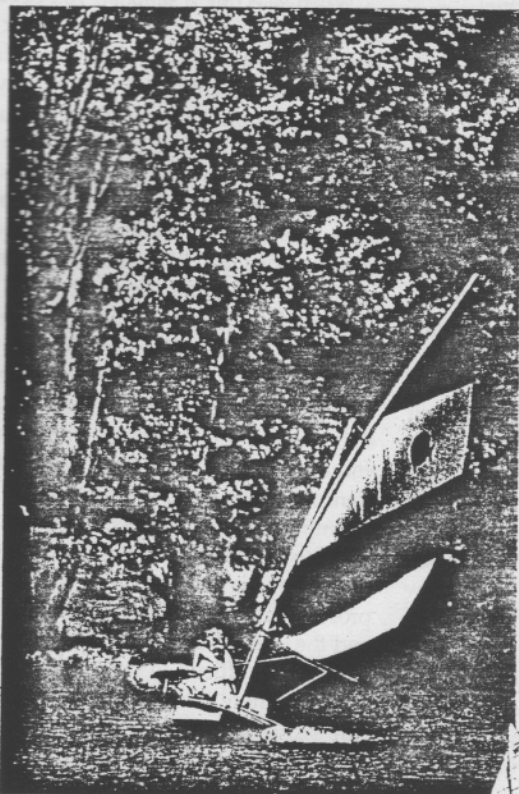
12'0" ▲ 100 lbs ▲ 1 adult and a child, or 2 children

PRICE NEW: \$2,399 USED: N/A

Dry sailed; light enough to be lifted by two people. ▲ Canadian built, new design (1990); incorporates many Laser components, but smaller, lighter, and with less sail area. Has the Laser's agility but is easier to handle. Designed specifically for lighter sailors, in the 90-165-lb range. ▲ MORE INFO**:

Fogh Marine, Toronto, (416) 251-0384.

(even the boats designed to be sailed singlehanded require two people to lift them out of the water), or that you can build a ramp on which you can haul the boat out of the water. (Larger centreboarders, such as the CL 16 and the Wayfarer, are stable enough to be wet sailed – they can be stored in the water at a mooring or dock.)



What kind of a sail are you looking for?

The matter of performance

Whether a sail is relaxing or exhilarating is as much a function of the type of boat as it is of wind strength. Performance defines, in general terms, how the boat handles and responds. A "high-performance" dinghy – such as the International 14, 505, 470, or the Flying Dutchman – is lightweight, with a large sail area and a planing hull (which, like a powerboat's, lifts out of the water at higher speeds). It has high speed potential, but requires a skilled crew just to keep the boat upright. For that reason, high-performance dinghies aren't starter boats.

At the other extreme, low-performance boats – the Sea Snark, Echo, and Nutshell, for example – are generally undercanvassed (have less sail area and therefore less power), don't readily plane, require less skill to sail, and are more "forgiving" of crew errors and inattention.

On the downside, you'll outgrow a low-performance boat a lot more quickly than one that offers greater performance, such as the Laser, CL,

Continued on page 72

Sailing lessons: where to get them

The Ontario Sailing Association (OSA) in Willowdale can supply information on places in your area that offer sailing lessons accredited by the Canadian Yachting Association.

The OSA itself operates a week-long Mobile Sailing School that travels to different communities across the province. Any group, association, club or individual can host the school. It is equipped with five sailboats and a rescue/coach boat, and comes with two certified instructors who can teach 45 students (15 per class) age 10 and up during the course of the week.

The OSA also has two mobile units that offer a training program for 7-13 year olds using the Optimist dinghy; the program is called BOOM! Best Ever Ontario Optimist Mobile.

To find out if the Mobile Sailing School or BOOM! will be near your cottage this summer, or for information on hosting either school, contact the OSA, 1220 Separate Ave. B, Willowdale, Ont. M2K 2X1, (416) 495-1340.



Laser II

14' 5" ▲ 160 lbs ▲ 2 adults

PRICE NEW: \$4,450 USED*: \$2,200

Dry sailed; can be lifted by two or three people. ▲ Designed as a two-person boat; has two sails, a main and a jib. (The boats discussed so far all have one sail.) Has more "go fasts" (sail controls) than a Laser, and an optional spinnaker and trapeze package is available (\$1,200). Not a big boat; two full-size adults may feel cramped. Used extensively in more advanced junior instruction programs. ▲ MORE INFO**: Fogh Marine, Toronto, (416) 251-0384.



Albacore

15'0" ▲ 240 lbs ▲ 2-3 adults, or 2 adults and 2 kids

PRICE NEW: \$5,800 USED*: \$2,448

Dry sailed; can be sailed into 6-7 in. of water, then put onto a dolly, or can be pulled up onto a ramp. ▲ A boat you sit in rather than on. Larger and more stable than the previous boats, and thus considerably more difficult to capsize. Light for its volume and can be righted by a person of average weight (although it's easier with two). Used for teaching by many groups; also has a very large racing association. ▲ MORE INFO**: Ontario Yachts, Oakville, (416) 845-1153.



Wayfarer

15'10" ▲ 385 lbs ▲ 2-4 adults

PRICE NEW: \$5,600; USED*: \$2,100

Can be left in water, although 90% are dry sailed. Too heavy to lift easily; can be launched from dolly or trailer. ▲ Larger, heavier, and more stable still. An excellent "cruising" dinghy that can be used for extended near-shore sailing/camping holidays (Georgian Bay has been circumnavigated in Wayfarers) but is also used for racing – there's a large class association. ▲ MORE INFO**: Abbott Boats, Sarnia, (519) 542-2771.



CL 14

14' 2" ▲ 240 lbs ▲ 2-3 adults, or 2 adults and 2 kids

PRICE NEW: \$4,580 USED*: \$1,600

Dry sailed; can be sailed into 6-7 in. of water, then put onto a dolly, or can be pulled up onto a ramp. ▲ After a short time under new – and unsuccessful – ownership, the company is once again back in business under its original owners who are building to order and supplying parts. ▲ A boat you sit in rather than on. Self-rescuing; can be righted by two people. Used extensively for teaching. ▲ MORE INFO**: Waterhouse and May, CL Sailboat Shop, Pickering, (416) 839-7991.

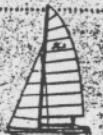


CL 16

16'0" ▲ 365 lbs ▲ 2-4 adults

PRICE NEW: \$6,420 USED*: \$3,300

Wet sailed; stable enough to be kept at a mooring or at the dock. ▲ Larger, heavier, and more stable than its sibling; actively raced. ▲ MORE INFO**: Waterhouse and May, CL Sailboat Shop, Pickering, (416) 839-7991.



Hobie Cat 16

16'7" ▲ 320 lbs ▲ up to 4 adults

PRICE NEW: \$7,500 USED: N/A

Dry-sailed catamaran; designed for sailing off and onto sandy California beaches; its wide beam can be a drawback given the rocky shorelines and narrow docks of many cottages. ▲ Can be sailed singlehanded, but can comfortably carry up to four. Difficult – although not impossible – to right without outside assistance. A very stable platform with a lot of room (good for sunning). High speed is one of its prime attractions; usually not a starter boat, (it's easier to learn on a monohull.) Other Hobie Cat options include the Hobie Cat 17. (1-4 adults; single sail; \$8,850) and the Hobie Sport Cat (a "recreational" version of the 17, with a main and a roller-furled jib; \$9,299). ▲ MORE INFO**: Fogh Marine, Toronto, (416) 251-0384.

*Used boat prices from BOAT FOR SALE VALIGUIDE. Obviously, used boat prices will vary with the age and condition of the boat.

** The contact listed is either the boat's builder (if built locally), the Ontario distributor, or a large retailer (if there is no Ontario distributor). Some models may also be sold by your local marina.

Albacore

Albacore, and Wayfarer. Although they are not overly demanding for a novice, these boats are also raced by experienced sailors, so as your sailing skills increase you'll be able to sail them up to their potential.

Where does the crew sit?

Another distinction that affects the quality of the ride is the fact that you sit *on* the smaller dinghies and *in* the larger ones. On the smaller boats – the Laser, Byte, and Sunfish – the “cockpit” is merely a footwell, and the crew sits on the deck at all times; a bathing suit is the recommended attire, as you're very close to the water and you'll certainly get wet. The larger dinghies – the CLs, Albacores, and Wayfarers – have larger cockpits with seats and thwarts, which allow the occupants to sit *in* the boat, with the side decks also available for hiking in stronger breezes.

Hiking, by the way, does not refer to opting for a walk on land when the wind picks up. A centreboarder derives its stability (or resistance to capsizing) by crew members shifting their weight to counterbalance the heeling tendency caused by the wind in the sails. This shifting of crew weight may be as slight as merely sitting on the windward, or high, side of the boat in lighter wind, but will often require “hiking”, or leaning out over the windward side of the boat, with your feet hooked under the hiking straps. The more responsive the boat is to the wind, the more you'll have to bring your weight into play to counteract it. In general, the lighter, smaller boats (such as the Laser, Byte, and Laser II) are more responsive and therefore more demanding than heavier, larger boats (such as the Albacore and CLs).

Would a capsize be a problem?

Think about how you're going to be using your sailboat. If you want to be able to sail to a nearby island for a picnic lunch, you'll need to choose a boat that has space for a cooler or picnic hamper, and can accommodate the whole family (and allow them to stay reasonably dry). This should lead you towards the Albacore, CL, or Wayfarer, which can be sailed in a dry and tame manner if you wish.

If you (or your kids) are interested in becoming involved in organized racing, consider a boat that is already raced on your lake or in the vicinity. In many cases, that means the Laser – an estimated 70% are bought for cottage use – although some lakes are home to fleets of other boats.

Organized racing aside, it's a good idea

to check out the other sailboats on your lake. Many cottagers have bought a particular dinghy because a neighbour had one – and that meant they would have some informal racing competition. Asking questions of other owners can also help you get a sense of what sort of dinghies are popular on your lake – and why.


When selecting a sailboat, you need to consider the character of the water on which you sail. A small, sheltered lake would suit a lighter, smaller boat with quicker response times to the frequent wind shifts and where capsizes, even for the novice, are less of a risk because you are never far from home. If you're on a larger, more open body of water and inclined to take day trips, you'll require a larger, more stable boat such as the Wayfarer.

Centreboarders can – and do – capsize; part of the fun of sailing these boats is seeing how far you can “push” them before they go over. Depending on the boat, capsizing can be a 15-second interlude, or the end of sailing for the day. A Laser, for instance, is quickly and easily righted after a “dump” and, if the skipper is agile enough and moves quickly as the boat is going over, he or she may not even get wet in the process. Larger dinghies such as Albacores and the CLs, on the other hand, are somewhat more difficult to right, while a catamaran is more difficult still without outside assistance.

If you are sailing in unpopulated or sparsely populated areas, the boat chosen should be self-rescuing – designed to be righted by its crew after a capsize – and then either self-draining or capable of being sailed dry.

Think about longevity

If you're planning to keep the boat for a long time or, alternatively, if you want it to have reasonably good resale value, choose one that can withstand the abuse and neglect dealt out at a cottage – being banged off the dock, run into rocks, and stored outside for the winter. Although you'll come across wooden dinghies for sale – early International 14s, Albacores, and Wayfarers, or more modern plywood ones, such as Mirrors and Fireballs – a reputedly built fibreglass boat offers the greatest ease of maintenance (and repair) and hence the greatest longevity.

Choosing a boat that is part of a class recognized by the Canadian Yachting Association will also help ensure its resale value. A list of class associations may be obtained free of charge from the Ontario Sailing Association, (416-495-4240). 

Rob Mazza is a naval architect, freelance writer, and keen dinghy sailor.

SHACKLES AND CRINGLES

1992 NORTH AMERICANS - Canadaigua Yacht Club - Canadaigua, NY

Canadaigua Yacht Club, located at the north end of a finger lake, is a super place for a major regatta! Launching is easy (lifts, a ramp, or the Barney Harris method), and there is plenty of dock space to tie up at. The club house is a beautiful building set back about 400 feet from the lake's edge although the 20 degree hill climb to get there at the end of Saturday's racing (that's where the keg was) was a bit tough! Our hosts were as friendly as you'll find anywhere, and Paul Wheeler and Jim and Nora Clements did a fantastic planning job.

The sailing area is wide open and deep with no weeds to worry about, but it is shallow enough for marks to be set almost anywhere the wind dictates. But the moderate surrounding hills do add some interest--it wasn't just a speed regatta with people looking for 2 degree shifts!

As we went out to the sailing area, it was clear that we were in for as much wind, which was out of the NW, as we'd seen since 1989 Nationals in Rehoboth. Bryant broke a boom before the start; fortunately, he was able to borrow one from the Clements and sailed the rest of the races. Shortly after the gun of the olympic course first race, the three Monmouth Boat Club entrees, Doug Howson/Tom McLaughlin, John/Amy Lawser and us, went to the right, in that order, and found a big lift to the mark. Only Bain, in third place, was with us. But at the mark rounding, Bain fouled us, capsized, and hit the mark! (He righted, 720'ed, and still finished 8th.) The planing reaches were great as the three MBC boats stayed up front, with Lawser briefly threatening Howson on the run.

Race 2, two triangles and a windward leg (as were races three and four) was somewhat delayed as the committee had trouble getting the marks to hold. As we sailed around waiting for the start, we saw a arrival: Barney Harris and Jackie Clegg had arrived (they'd been lost on the highways and byways of central New York). Apparently, the jibe mark was particularly difficult to set, as it was a two mile reach from windward. But, what the ..., in that breeze, it still didn't take long! Howson again jumped out in front and ended up there with Lawasers again second and Bain third.

The great thing about sailing close to the clubhouse is that lunch and nature calls are on shore. CYC put up a buffet table, and we sat on the veranda swapping stories and soothing muscles for an hour. Then it was back out for more.

Barney took off at the start of the race, and we thought it was a horizon job. But Doug H. moved up on the last reach and passed him on the final beat, with Lawasers third. The wind was up and down during this race, and by race 4, it was definitely moderating, to Dave Wallerstein's liking. Dave led wire-to-wire. Bill Buck looked good for second on the first go-round, but Bain made a huge move on the second windward leg (why didn't we go with him???) and took over that spot. Then just at the finish, Doug and Barney squeaked past Bill.

After packing up for the day and after that climb (pant, pant) there was a keg of great local beer and munchies served (not just put out, but served) by the club. They kept the pitchers filled, too! Then it

was off to Cheap Charlies for a chicken, ham, and pasta buffet, along with Strawberry Daiquiris at the bar.

Sunday morning dawned with less breeze, now out of the SW, but still plenty for good racing. Both races were modified olympic with the start and finish lines in mid-leg. After a general recall, Howson again jumped out in front, but Bryant hit the left hard, where the favored puffs were coming from, and took the lead. We saw what was happening to Bryant, so we went that way too and followed Doug around the mark. The three of us stayed that way to the end.

Going into the last race, Doug didn't have to sail, and the Lawasers were solidly but not surely second. The next five slots were up for grabs. Since the local fleets were now into their Sunday racing, we would be sharing the course with J24s and Ensigns, among others. Wallerstein got the best start, but went in-shore. The Lawasers stayed in the middle, took the lead, and locked up second place with a bullet. Bain was over early, and that put him out of it. With the big boats exercising all their right and the wind getting fluky, there were lots of place changes for the rest of the pack. Wallerstein passed us on the last part of the run to take fifth place, with Bryant and Harris finishing 3-2 in the race and 3-4 in the regatta, even though they both missed race #1.

Overall, this was as good as a regatta can get. CYC even encourages people to park on the grass. We'd love to go back!!!

Doug and Kay Marsh

NORTH AMERICANS Canandaigua, NY

BOAT	CREW	1	2	3	4	5	6	TOTAL	PLACE
7455	Howson, McLaughlin	3/4	3/4	3/4	3	2	(4)	7 1/4	1
7355	J. Lawser, A. Lawser	2	2	3	(8)	5	3/4	12 3/4	2
6140	Bryant, Paitros	(19)	4	4	6	3/4	3	17 3/4	3
7493	Harris, Clegg	(19)	6	2	4	6	2	20	4
7117	Wallerstein, T. Hansen	4	(16)	7	3/4	4	5	20 3/4	5
6896	D. Marsh, K. Marsh	3	5	6	(9)	3	7	24	6
6700	Bain, Davidson	8	3	5	2	8	(17)	26	7
7378	J. Byron, Bagemihl	5	7	(11)	10	10	6	38	8
7460	Buck, Merrigan	10	8	8	5	(12)	8	39	9
4744	Wheeler, B. Starck	11	(18)	10	11	9	9	50	10
7366	Wilson, Senechal	6	13	12	(18)	14	10	55	11
7380	D. Byron, Parks	14	9	9	7	(18)	18	57	12
7129	Yemc, John	9	12	13	(15)	1	12	59	13
5923	Wettlaufer, Bullion	7	11	(16)	13	16	13	60	14
6867	Mohan, Young	(17)	10	14	12	15	11	64	15
7384	Helmer, Colenbrander	12	14	(15)	14	11	15	66	16
6252	B. Starck, E. Starck	(19)	17	17	18	7	16	75	17
6816	Lamontagne, Ladd	13	15	(18)	16	17	14	75	18
5280	Laurent. Nervelle	15	(19)	19	19	18	18	89	19

SHACKLES AND CRINGLES

To All 1993 Albacore Race Chairmen

By now many of you have already started planning for your upcoming 1993 regattas.

We are hearing some complaints from the various regattas held in 1992 about the lack of support shown by the Albacore class. One of the biggest problems seems to be with the two day regatta. A lot of people with children find the extra day a real burden and just about everyone dislikes the added costs involved in a two day affair.

We would like to see more one day regattas in 1993, along with fewer regatta overlaps wherever possible. Most of all we would like to see **more participation** by the Albacore class at **all regattas**.

1993 CAA Sponsored Regattas are as follows:

June 19-20-Ontario's-Neapean SC-
Ottawa
Sept.17-19-Canadian's-TS&CC-
Toronto

In order that to get our 1993 schedule published as early as possible, I would ask each of you to either drop me a line, or phone me with the dates of your 1993 Albacore Regattas. Where overlaps occur with other clubs, please try to work out a better date. The CAA has no authority to ask any club to change a traditional regatta date. All we ask is that everyone please try and work together for the betterment of the Albacore class.

Thanks for your cooperation.

Jim Quibell
First Vice Commodore



Sailing in the Winter???

Down at the Toronto Sailing and Canoe Club, the dinghy fleet has been banished from their dry sailing berths to make room for the keelboats and their cradles. Gone now are the Albacores, Wayfarers, CL16's, Fireballs, Europes, Lasers and International Canoes.

Looking southward from the club terrace, the cold grey October lake stretches beyond the breakwall, not a single mast breaks the gloom. There's a hard cool edge to the wind that makes the clubhouse fireside very enticing.

To most sailors, all this would add up to the end of another season of sailing, but for a determined band of TSCC enthusiasts, this is when the fun begins. Every Sunday afternoon from mid-October until the water stiffens, races are held in front of the clubhouse at 1391 Lakeshore Blvd. West. The boat of choice is the smallest boat in the world raced under IYRU Rules.

The Cape Cod Frosty is a Tom Leach One-Design. The craft is homebuilt out of mostly 1/4" mahogany plywood. Overall length is 76", weighs 34 pounds and carries 25 square feet of dacron sail. Typical rigging would include a 2:1 ratio; outhaul, cunningham and centre boom mainsheet, and a 4:1 ratio boom vang. Even though class rules require a minimum buoyancy of 60 pounds, the craft is not self rescuing;

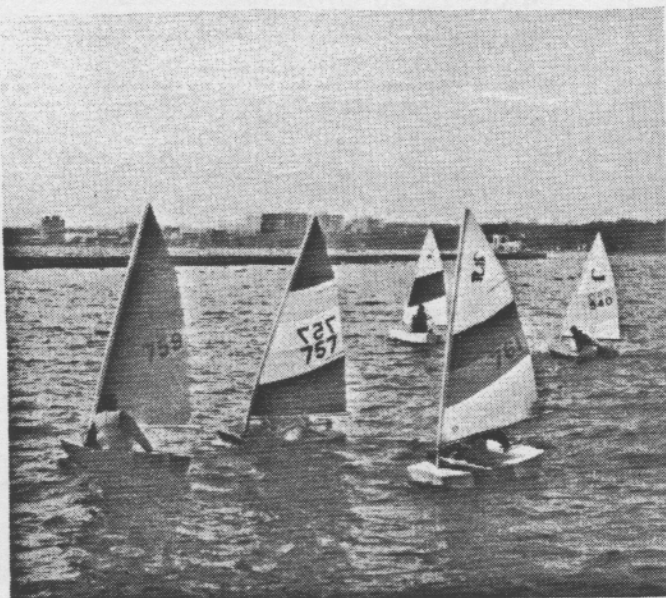
so occasional negative freeboard situations require a crash boat to be onhand at all times.

The races, as many as seven a day, take place between the seawall and the shore. This provides us with relatively flat water, even in moderate to heavy conditions.

If this scene interests you, you're welcome to watch from the comfort of the clubhouse (hot chocolate in hand) or from the dock, which is very close to the action. If you bring along your dry suit and life jacket, a test sail can be arranged.

If you're looking for an exciting, fun alternate to hibernation, it's at the TS&CC. Be there!

Rick Needham
Second Vice Commodore



SHACKLES AND CRINGLES

FOR SALE

"Triple Sec" KC6221
very good condition, Rondar Hull,
Proctor spars, racing equipped,
customized canvas cover, 2 set of
sails, whisker pole, and excellent
trailer.

Asking \$2100

Call Nancy at (416)-231-0841

FOR SALE

Albacore US275

Fairey Marine hull rebuilt by Roger
Redwin, the Jolly Woodman.

Excellent condition and very fast.
Complete with trailer, jib bar, new
sails, full cover and good foils.
Rigged with Harken hardware
throughout.

Asking \$5000 Canadian.

Call Jim and Nora Clements (716)-
229-5567, Canandaigua, N.Y. or
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#7041

Albacore-Fibreglass
with trailer and cover
racing equipped
excellent condition

\$3500

(519)579-2924 (B)

(519)884-0866 (H)

Peter Hambly

FOR SALE

DADDY'S GIRL KC 7224

Skene Albacore built in 1981
Boat cover, equipped for racing
Kambar trailer. Excellent condition
Suitable for cottage sailing or
club racing. Used infrequently

Asking \$4500 or best offer

Contact Derek Ross

(613) 828-7641 (H)

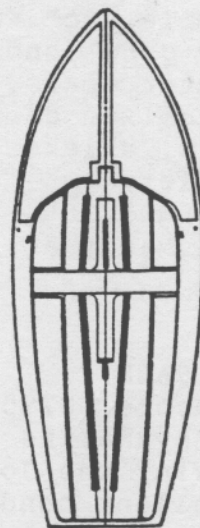
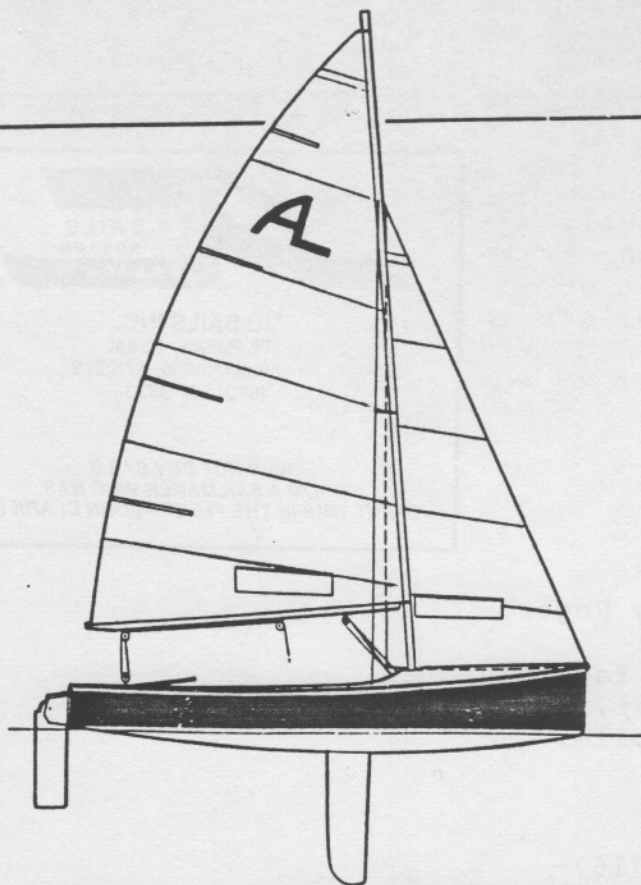
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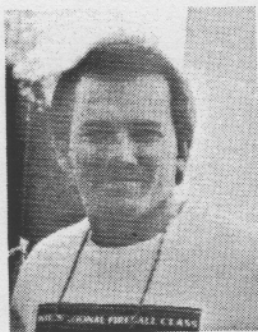
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