

SHACKLES AND CRINGLES

CANADIAN ALBACORE ASSOCIATION

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COMMODORE'S COMMENTS

Although a glance out the window reveals that my neck-of-the-woods is in the grip of a blizzard at the moment, I will attempt to imagine myself far removed from this freezing weather by turning my thoughts to Albacore activities and events: the sequel, 1993 version (and no, Freddy Krueger is not featured in this sequel - although there are doubtless a few crews who can testify to the contrary!).

The Executive has been occupied as usual over the winter months with the administration and organization of various activities slated for the upcoming sailing season. As noted elsewhere in this issue of "Shackles," Vice Commodore Jim Quibell has been in contact with numerous clubs in regard to determining the regatta schedule. The preliminary schedule published in this issue will be finalized in the next few weeks, preparatory to being distributed again in a poster format. Please verify that the published information is correct, and inform Jim of any revisions. It is our hope that with early availability of the poster, members will be able to "chart" their participation at Class events throughout the season. Copies of the poster will also be made available to clubs and sailing schools to distribute to their members as appropriate.

Canadian Championships

The CAA has approved a request from TS&CC to host the 1993 Canadians. Vice Commodore Rick Needham will work with former "Zombie Woof" sailor Derek Griffiths to ensure that the Canadians are held with the usual fanfare, scheduled for September 17-19th. Details will be published as soon as they are available.

North American Championships

In regard to the North Americans (NAs), the CAA explored the possibility of hosting the NAs over a weekend as an alternative to CORK, in order to entice our American colleagues to venture north of the border, and to host another regatta at CORK. CORK, however, would not allow us to hold a regatta other than a North American, International or National regatta as part of CORK week. Although we had proposed hosting an Eastern Canadian Championship at CORK, in a meeting with the CORK organizing Committee we were advised that this would not be permissible: according to their "unwritten" rules, non-Olympic classes are restricted to the format outlined above. As such, we have decided to go with our original plan, and schedule the North Americans at CORK from August 21-24th.

The USAA is apparently concerned that because of the scheduling of the 1993 Worlds and the time off from work competitors will be required to take, US members may be reluctant to take additional vacation time to travel to Canada for a competition such as the NAs, regardless of whether the races were scheduled over a Saturday-Sunday weekend format, due to the travel time involved. Although we fervently hope that the NAs will include representation from both CAA and USAA members, we will no doubt have to judge the future of this event if participation is not truly reflective of a North American championship. However, the wind will hopefully be up in Kingston during CORK week, and members will be able to use the NAs as a further tune-up for the Worlds. Although the CORK schedule has undergone some revision this year, involving an expanded race program,

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we have opted to retain the format followed by our Class for the past two years, scheduling a practice race on Saturday and racing Sunday, Monday and Tuesday morning. Apres-sailing activities have also been re-scheduled: the opening ceremonies and street dance are still slated for Saturday evening, but the usual CORK bash at Portsmouth (a.k.a. booze, buns and bedlam) has now been scheduled for Sunday evening, leaving only the Monday evening for arranging a Class event. Although in the past we have included a Class dinner at KYC as part of our schedule, we have decided to forego organizing a separate Class event, and will instead wing-it in downtown Kingston. Albacore competitors will be encouraged to meet at the local tavern to work out the details for the evening's repast.

World Championships

Members who have qualified to compete at the 1993 World Championships, to be held in October at Rehobeth, are listed in this issue of "Shackles." For those still wishing to qualify, please refer to the race schedule for the final qualifying regattas.

At this stage we are still working on the assumption that twenty places will be allocated to Canadian competitors. However, we will keep you informed if additional Canadian competitors will be permitted to attend.

Advanced Race Training Series

We are pleased to announce that in preparation for the '93 sailing season, which will culminate for a number of our members in the World Championships in October, we have organized a race training series for advanced racers. Training sessions will be held at the Outer Harbour Centreboard Club over six Monday

evenings, commencing April 5th. Three seminars will be held on-land, followed by three on-the-water coaching clinics in May. We are fortunate to have obtained the coaching services of John Clark, Tof Nicholl-Griffith, and Jorg Pawlik, (whose sterns - Albacores, that is! - are no doubt familiar to many competitors); Olympic sailor, Tornado Class, Kevin Smith (who competed at the '89 Albacore Worlds in Kingston); and former National Sailing Team coach Pat Healy. Two coaches will be available each evening throughout the series. The seminars will cover such topics as rules and protests, starts, upwind and downwind tactics, and analysis of sail shape, and will be taped by "videographer" Jim Quibell for future educational purposes.

The series is restricted to advanced racers only, and will be limited to 12-14 boats. The cost of the series will be \$55.00 per person. Advanced racers interested in participating in this program should complete the form below and mail it, with payment in full, to Carol Kidd, 345 Gladstone Avenue, Apt. 2, Toronto, M6H 3H5. Please make your cheque payable to the Canadian Albacore Association.

Upon full enrollment of the course, limited space will be available to those wishing to participate in the seminar portion of the program only. Dates for the seminars are: April 5, 19, and May 3rd.

We are grateful to the Outer Harbour Centreboard Club for allowing us to use their facilities for this program. Further information will be mailed to all registrants prior to the course.

On a housekeeping note: we would like to remind members that CAA perpetual trophies (awarded at the Juniors, Ontarios, Canadians, North Americans, and the 30th Anniversary trophy,

SAIL ONTARIO

RECREATION

Corner

By Arthur White

Over the past few summers I have witnessed a significant change in recreational sailing around Ontario. Much of the change can be attributed to the state of the economy but some is the result of attitude and perception. When a country experiences an economic recession the people of that nation begin to change their attitudes and reassess their spending habits. This has certainly been the case with sailing in Ontario.

Examples of these changes are the Boat Shows that take place in Toronto in the winter, spring and fall. For those of you who did not attend the International Show in January or The Wind and Surf Show in the spring, the number of sailboats displayed were a mere fraction of previous shows and the number of exhibitors were down as well. The fall Dockside Show had to be cancelled all together. There are likely many reasons that could explain this turn of events. One explanation could be that with a shrinking economy combined with higher unemployment and less job security, leisure time becomes much more valuable and the amount of money available to a consumer for any leisure activity is significantly reduced. When this situation is combined with the popular misconception that you must be wealthy and belong to a "yacht club" in order to become involved in the sport of sailing, then it seems obvious why certain aspects of our sport are shrinking. Furthermore, the terrible weather that Ontario experienced throughout the summer was enough to turn anyone off from what could be a very rewarding first-time experience. The result is that sailing becomes very hard to sell.

The Ontario Sailing Association recognizes that changes in economic spending and perception are ongoing. Through its recreation programs, the OSA is doing its best to accommodate everybody's needs. The OSA Mobile Sailing Programs represent terrific op-

portunities that allow sailing clubs, Parks and Rec Centres, Community Y's and other organizations to introduce sailing to the general public at a very low cost. A number of our previous hosts have now started their own very successful programs. This past summer both the Mobile Sailing School and the Boardsail Ontario programs were completely booked. Already there has been interest in the programs for next year. The introduction of sailing to the curriculum of area high schools has also proved very effective in exposing new people to the sport. The High School Programs hosted by Sail Toronto in the spring and fall continue to grow and demonstrate the accessibility of sailing. The BOOM Program is another example of how the OSA creates the opportunity for youth to begin sailing. Programs such as these will continue to attract new sailors to the sport all over Ontario as long as they remain financially accessible for the participants. The OSA is doing all it can to ensure that these programs continue to meet the needs of the Ontario communities.

Ontario is blessed with a huge number of wonderful areas to sail and I cannot think of another sport that offers such a variety of opportunities to suit everyone's needs. Sailing can be done almost anywhere by anyone of any age. One can belong to a city club, a community club or a cottage club and one can race, cruise, windsurf or work through the proficiency levels and eventually instruct. The possibilities are endless.

It is going to take a conscious effort by everyone to see sailing rebound during these troubled economic times. The sailing community has to pull together and recognize that change is taking place and promote the idea that sailing is an opportunity that should be available to everyone. If your club could benefit from one of the many OSA MOBILE PROGRAMS then please call the OSA office at 495-4240.



OSA - GOOD VALUE FOR YOUR MEMBERSHIP

By: Russ Germain

Value for money. It's a big concern for all of us, especially in these times of recession. And it's a comment that the Ontario Sailing Association has been hearing a lot lately. Clubs and associations everywhere in the province have been hard hit by spiralling costs and dwindling memberships. And, just like anyone on a tight budget, organizations are reviewing their expenses to see if there are costs that could be reduced or eliminated. One cost that boaters are reviewing is their OSA membership. They're asking, are we getting value for money here?

It's a good question, and at first glance, some may have doubts. Recently, the OSA sent out a questionnaire to its membership. The response has made one thing quite clear: many clubs don't know what benefits, if any, they're getting from belonging to the Association. After all, if you don't know what the OSA is doing for you, how can you tell if it's worth supporting?

In effect, the Ontario Sailing Association has been put on notice. And that's fair. Who needs the OSA, anyway?

We all do. And here's why.

First and foremost, we're a valuable resource dedicated to helping all sailors in the province in any way possible. To put it a bit more officially, we're the provincial sport governing body for sailing in Ontario. Specifically, we are your voice at the national and governmental levels. We represent your organization on issues such as environmental pollution, marine safety, resource management, and navigation. We help to define, establish and maintain teaching, racing and cruising standards. We are in constant contact with other provincial sailing associations, and the marine manufacturing and retailing industry as a whole. In short, we're your access to the sailing network.

In a more immediate sense and of value during these times of recession, we might actually be able to save your money. Did you know that Wintario provides financial assistance to clubs for programs such as leadership and participation development and organizational stability and effectiveness? The OSA can help you apply for this assistance and support your application. The OSA provides financial assistance for the development of class associations.

Has your club ever found itself disputing municipal authorities over space or facility use? The OSA could play a major role supporting your club's position.

If you're a racer then you've probably rounded a marker provided by the OSA. Chances are your club races are run by someone who learned race management through the OSA. Or maybe your club has appealed a decision of a protest committee through the Association's Provincial Appeals Committee.

Don't forget that the OSA has speakers, films, videos, and audio-visual resources available to entertain and instruct your club just for the asking. These are all available through your OSA Zone Chairmen.

But what's the single most important job of the Ontario Sailing Association? You might just as well ask, what do you, as a sailing club or association, value most?

We have developed all kinds of programs to do just that. Twenty-two, to be exact. Some of them, such as the "Best Ever Ontario Optimist Mobile" (BOOM) program, travel to you, if you're in a rural location.

If you have a friend, relative or child who has found the magic of sailing, it's nice to know the OSA is there to make sure he or she can learn how to be a good sailor. After all, today's sailing students are the core of tomorrow's club and association members.

How much does this cost? And are you getting value for money? Well, judge for yourself: clubs are billed \$14 a year per member for the combined CYA-OSA membership. Of that, \$7 goes to the the Ontario Sailing Association.

A single tin of fibreglass cleaner costs at least eight dollars.

If you want more information about what your money is doing for your club through the OSA, don't hesitate to call or write:

Ontario Sailing Association
1220 Sheppard Avenue East
Willowdale, Ontario
M2K 2X1
(416)495-4240

or contact your Zone Chairman

SHACKLES AND CRINGLES

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Britannia Yacht Club

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 Toronto, Ontario
 M4N 2Z6
Pointe-au-Baril Sailing Club

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

BALSAM LAKE OPEN REGATTA

SUNDAY, AUGUST 1ST, 1993

FOR ALBACORES

&

LASERS

Again, the Balsam Lake Sailing Club will be hosting the popular and long running sailing regatta on Balsam Lake on the Sunday of the Civic Holiday week-end. This year we celebrate the 30th consecutive year for Albacores and the 16th year for Lasers.

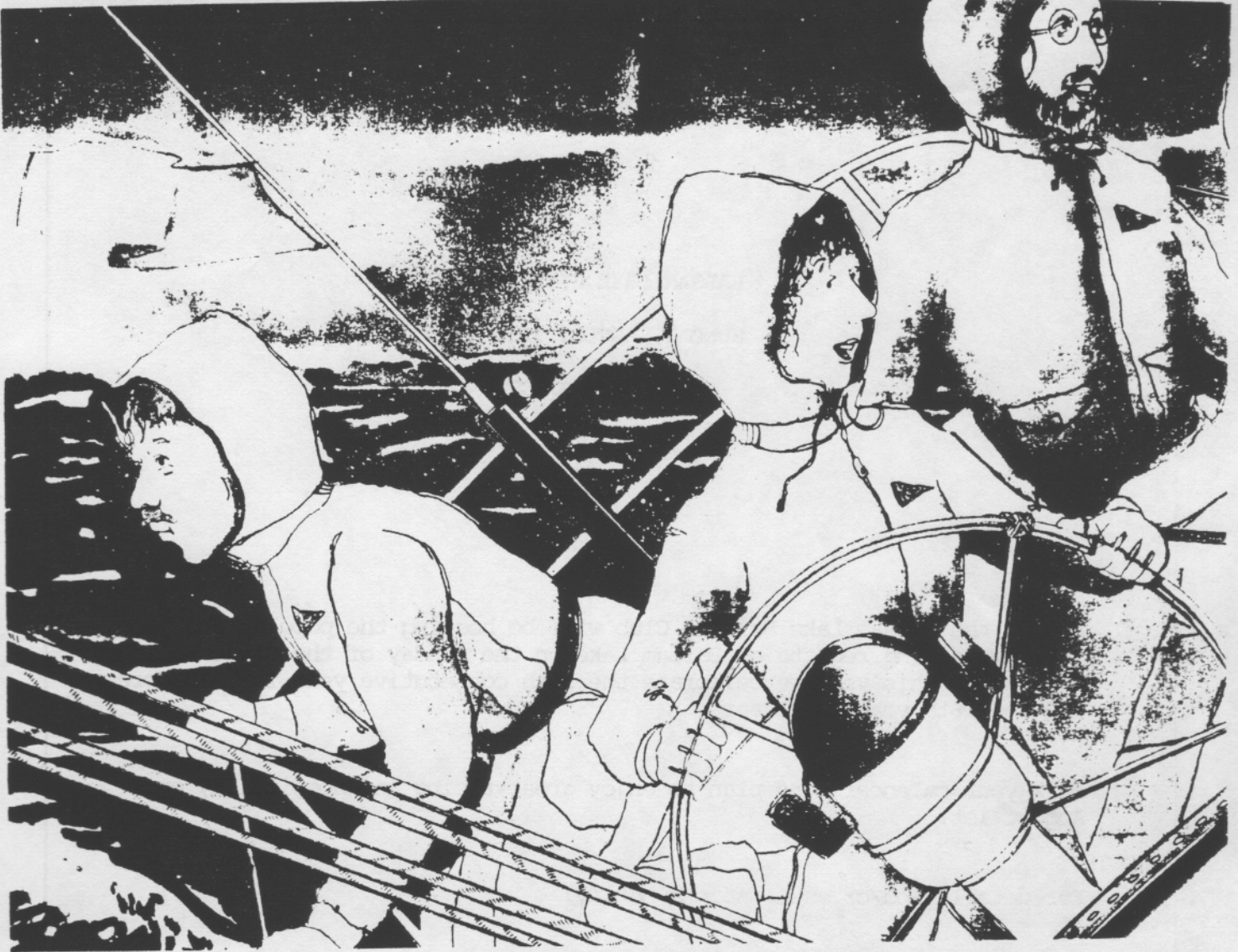
Mark your calendars and plan to enjoy great racing and hospitality on August 1st.

For details and/or applications notify:

BOB SHAW
Regatta Chairman

Phone - 922-9263 (home)
 467-2072 (work)
Fax - 922-4570 (home)
 467-2164 (work)

11 Nanton Ave.
Toronto, Ontario
M4W 2Y8



The first sail

Overcoming the intimidation factor may be the biggest obstacle for first-time sailors.

Here's how to help.

By Paul Sesto

Bill's first sail was with a few friends from the office. "A little round-the-buoys racing on Saturday, nothing too competitive," he'd been told. Sounded great.

It was his first, and last, sailing experience.

Gung-ho to join in on all the fun that he'd heard about on Monday mornings, Bill showed up at the dock bright and early sporting the latest in sailing fashions. Although he misunderstood the conversation on the way out to the start about rail meat as the colloquial for the skipper-supplied sandwiches, he still felt like part of the team by sharing in the laughter.

As the new recruit, he was given the job of handling the running backstays. With raw enthusiasm, Bill listened attentively to the skipper's pre-race commands. Once the skipper's back was turned, however, his jaw dropped. He quietly repeated the instructions to himself: "It has to be done just right, otherwise the mast could fall down.... The mast will fall down?"

Weathering the first upwind leg through six-foot seas, Bill attempted to keep his new gastronomical situation a secret—unfortunately, it remained only temporary.

The skipper shouts forward in pure delight over the roar of the wind. "Are we having fun yet?" Bill quickly recognizes why they put new recruits at the stern, as systematic regurgitation of breakfast would certainly distract the other crew from their jobs.

The boat finally rounded the first mark and levelled out from the 35 agonizing degrees of heel. Just when he thought it was safe to stand and regain his bearings, the skipper decided to gybe and Bill learned some nautical onomatopoeia: the true meaning of the word boom.

At the end of the race, several crew onboard casually admitted to Bill that they have a reliance on Gravol in such conditions, something Bill's friend failed to mention. They pat him on the back for his endurance and keen spirit during his christening into the sailing fraternity.

Still in a daze, Bill stumbles onto the dock. The skipper thanks him for coming along and extends a hearty invitation to next week's race. Bill hides the fact that he already knows he's free, accepts the telephone number and tells him he'll check his schedule as business might take him out of town.

For many people introduced to sailing from the racing side, the preceding scenario is probably not too far off from their first experience. (Indeed, although derived from a separate set of circumstances, the cruising version introduction can result sometimes in a similar confusing conclusion for the new sailor.)

If you can relate as a skipper, crew, or even a former neophyte, then you will understand why not everyone leaving the dock embraces the sport with the enthusiasm and excitement that way you do. The question is how to make the introduction easier.

Getting family and friends to enjoy sailing need not be difficult. It starts by creating a pleasantly memorable day. Their first sail should be their best—or it may be their last.

Although the skipper or experienced crew may not realize it at the time, as soon as someone new steps aboard, he or she turns into the student and you, the instructor. Your goal as the ambassador of the sport is to get the recruit comfortable in this new environment and let him or her enjoy time on the water. The asking of another invitation afterward is your reward.

For that first sail to be as successful as possible, develop a checklist for new guests. When inviting someone sailing, find out his or her expectations: is she a water person (swimmer, powerboater, canoeist, rower, etc.) has he sailed before, what personal experience do they have? Try not to intimidate, and encourage them not to exaggerate. The answers are very important in order to know how to handle the recruit while on the water and to know what tone to set for the day.

Unless it's a fun race, where winning and losing are regarded as equal, (a rare form of racing indeed, although, sometimes found in social or fund-raising events), it's probably best to start them off the race course all together. To a new sailor, simple things like tempers or the use of a spinnaker may be enough to make an ordinary skipper appear to be a direct descendant of Captain Bligh.

It's best to make the first invitation for a

leisurely daysail in relatively mild conditions. And don't be afraid to cancel if wind and waves don't appear suitable that day. You will be doing them a favour in the long run.

Most people invited aboard, discounting a few who are just as happy to have their drinks at the dock, want to be active participants in the sail. With their participation and positive reinforcement, they will have a sense of accomplishment. Their participation means learning how to steer the boat and trim the head sails as opposed to learning how to double-reef a mainsail or watching you set a storm jib without a safety harness. For the possibility that storms do arise without warning, make sure you have sufficient experienced crew aboard without relying on your guests.

Your guests should come properly outfitted for the day so that they can stay warm, dry and comfortable. As the friend extending the invitation, it's up to you to bring along extra gear to share including hats, windbreakers and sunscreen.

Using simple instructions, tell the recruit where the best seats are and what to hold onto (and what not to) as well as the best route to pass from side to side when tacking or gybing. Try to set a tone of informality and build in humour rather than instruction.

Keep things simple and overcome the sailing language barrier by referring to things in a way that they will understand. Give them the big picture and only when absolutely necessary, the finer details. Most people have the preconception that sailing is complicated and it's your goal is to demystify it.

You may not realize it, but there will be an added amount of stress on you the skipper since the guest will be putting all of his or her trust in you.

If your guest is too quiet, he or she may be frightened or intimidated of the situation. Just as you gauge their comfort level by body language, they will be trying to read your face for tension. Once you've left the dock, make sure that you have lots of room around you when you start manoeuvres. People can sense your anxiety if you must continually dodge other vessels. An inappropriate tribal scream of "STARBOARD!" can be very unnerving without an explanation.

People love to steer the boat since it gives them sense of accomplishment. For obvious reasons it's best to start the recruit on the helm sailing a beam reach with an experienced crewmember handling the

mainsheet to control the amount of heel. Even on the largest of keelboats, most people feel that the boat eventually will tip right over as it heels, so it is best not to play games with them to disprove their theory.

With a new sailor on the helm, the number of times you are on a run is sure to equal the number of accidental gybes. So take over before the course gets tricky. Give them a new job to keep them interested and be generous with the praise for a job well done. Adults can be worse than kids in needing a pat on the back.

Try not to overwhelm them either. Most experienced sailors can't remember where they first learned to sail, especially when they start teaching others. Typical frustration can be avoided by controlling the environment.

Although you may love the technical side of sailing, it is not necessary to mention apparent wind and true wind the first time out. At this point, they only need to know that the wind must fill the sail to make the boat move and that the boat must zig-zag to go in the direction of the wind. Bernoulli and his principles can stay in the text book.

If they can start to recognize the wind's direction on their face in relation to the boat's direction, then they will have come a long way. Throughout the sail, ask yourself "is this an enjoyable experience for them or am I telling too many of my sea-sickness stories?"

Teach the beginner a technique that will work 95 per cent of the time instead of throwing several confusing options at them. For example, if you are going to teach how to tie a bowline, first demonstrate it by only one method and then let them practise on their own. Have the patience to follow up and test them on it. If necessary, demonstrate it again. Redundancy is necessary with all the noise that comes with sailing.

Recognize that everyone learns differently and what works for one may not work for others. You must adapt your teaching style to the beginner's learning habits. If they aren't learning, then you are probably not teaching properly.

Introducing friends and family to your sailing world is a great way to share your love of the sport. It's up to you to create a controlled fun learning experience, one that sets the ground work for years of mutual enjoyment. And with the proper start, the sport will sell itself.

SHACKLES AND CRINGLES

CORK

By Ross Cameron
CORK Chairman



The following short report is submitted to the OSA Annual Report by way of keeping all involved abreast of developments in and possible directions for CORK.

Cork 1992 was another success, from all points of view. Well over 700 craft, crewed by over 1500 sailors took part. The usual 550 volunteers provided responsive and considerate organization. Now a tradition, the Ontario Sailing Association Board and Zone Chairpersons again met at Kingston on Friday and Saturday August 21st and 22nd during the regatta. Such visible support of the huge event is important.

The regatta continues to be very broad based. The CORK/OSA Youthfestival attracted nearly 300 participants. The event has become a major success and a credit to the Association and to the regatta. Additionally, Cork 1992 provided racing for Optimists (their Nationals) windsurfing, eight Olympic classes, (including 470 and Lechner men and women) large fleets (Laser >> , Laser) mainstream non-Olympic classes (J-24, International 14, Albacore and Shark) and large keelboats (the so-called "Offshore" division)

CORK, the training event, addressed needs of the Optimist class, youth, jury and race managers. Moreover, subtle (and not so subtle) training happened in each fleet. As in the past, CORK continued to pursue improvement in all areas, from race management to social yacht clubs (three from Ontario) and two countries. The jury included 28 people ranging from Blue Judges training to I.J.'s. Changes in Youthfestival, in communication with competitors, in regatta format and in attached social events all contributed to CORK 1992 being the smoothest ever.

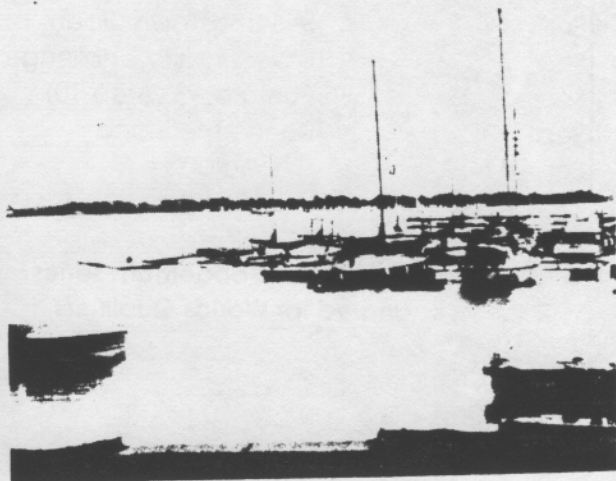
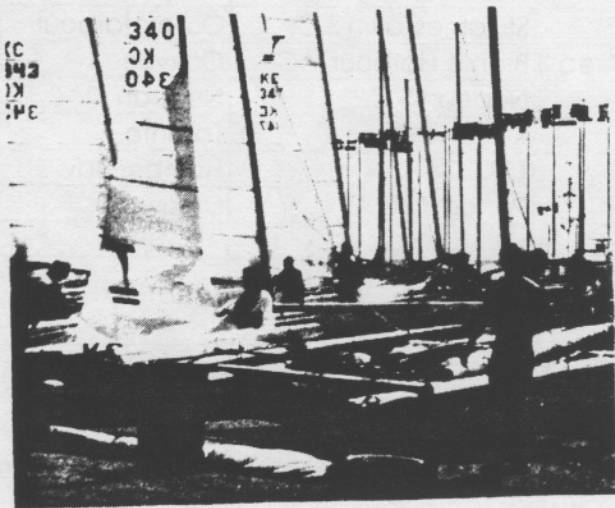
The OSA, CYA and CORK had extensive discussions thought the spring, in an attempt to develop a system that would allow enforcement of IYRR 21 and cause a minimum of disturbance to organizers and competitors. The plan envisaged did not work. However, following the regatta we sent the OSA a complete list of participants, sorted by their yacht club. This allowed the chance to make contact and remind. It may be a step in the right direction. Until individual club members are conscious of, and care about, the CYA membership status of their club there will be a problem for the Association.

Financially, times are tough. The regatta will suffer a loss for the second year in a row. Compared to 1991, however, the loss is small. Our "rainy day" reserve will provide. The reality of 1992 was that an increase in hours spent "chasing" sponsorship

resulted in four new sponsors but the total number of dollars decreased by 50%. Although she was unable to attract sponsorship for CORK special thanks must go to CORK/OSA director Rosemary Helmer for her efforts with Coca-Cola. John Kerr and Brian Lane of the CYA for encouraging Zurich support. The future of fund-raising as it relates to our sport needs careful assessment. Until there is a "media" reality, contracts will tend to be small. There is almost undoubtedly a role for the OSA in their development. Exactly what that is remains to be defined.

The future will see significant changes in CORK. To define them is the purpose of our undertaking the development of a strategic plan. As sail boat racing changes and classes redefine their needs CORK will respond with different scheduling, events, course structuring and allocation. The relationship with the Olympic Classes and Pan Am Classes needs review. Interactions between CORK and the other major world regattas, CORK and the other Can-Am regattas as well as CORK and important Canadian National and regional regattas need attention. There is much to do.

Finally, CORK would like to thank the OSA, its executive, staff and any volunteers who contributed in 1992. Cork, being Canada's largest event and one which continues to draw international focus needs and desires as much attention and support as possible. We would like to walk into the future as both supporters of, and partners with, the OSA, filling a role as part of the Canadian Yachting Community.



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1993 Albacore Regatta Schedule

DATE		EVENT	HOST CLUB	LOCATION
May 23		Harbour Master	Westwood S.C.	Outer Harbour
June 5	G	Warm Water Regatta	Conestoga S.C.	Conestoga Lake
June 5-6	W	TARTS	TS&CC	Humber Bay
June 6		Peterborough Examiner	Peterborough S.C.	Clear Lake
June 12-13	W	RCYC Open	RCYC	Inner Harbour
June 19-20	W&G	Ontario Championship's	Nepean S.C.	Nepean
June 20		Harbour Master	OHCC	Outer Harbour
June 26-27		(100th) LSSA	TS&CC	Humber Bay
July 3-4	G	Parkway Open	Parkway S.C.	Fort Erie
July 4		Centennial Regatta	Peterborough S.C.	Clear Lake
July 10		OHCC Regatta	OHCC	Outer Harbour
July 11		Harbour Master	St.JamesTown S.C.	Outer Harbour
July 17		Westwood Open	Westwood S.C.	Outer Harbour
July 17		Nepean Open	Nepean S.C.	Nepean
July 18		Harbour Master	Westwood S.C.	Outer Harbour
July 24		Ladies Helm	St.JamesTown S.C.	Outer Harbour
July 24-25		Team Racing	RCYC	Inner Harbour
July 25		Harbour Master	All Clubs	Outer Harbour
July 31		Not-The-Canadians	Mooredale S.C.	Outer Harbour
August 1		Balsam Lake Open	Balsam Lake S.C.	Balsam Lake
August 7		Mooredale Open	Mooredale S.C.	Outer Harbour
August 7-8		Albacore Junior's	TBA	TBA
August 8		Harbour Master	Mooredale S.C.	Outer Harbour
August 14	G	PABAR	Pointe au Baril S.C.	Georgian Bay
August 14		New Skipper's Race	Westwood S.C.	Outer Harbour
August 15		Harbour Master	OHCC	Outer Harbour
August 21-24	G	North American's	CORK	Kingston
August 28		North Toronto Open	North Toronto S.C.	Inner Harbour
August 29		Harbour Master	North Toronto S.C.	Inner Harbour
Sept. 4-5		St.JamesTown Open	St.JamesTown S.C.	Outer Harbour
Sept. 11		Lake Ontario Challenge (Area 3)	Bronte Harbour Y.C.	Oakville
Sept. 11-12		Fanfare '93 (Area 10)	Nepean S.C.	Nepean
Sept. 12		Round the Island	Klinger (J-Town)	Toronto
Sept. 17-19		Canadian's	TS&CC	Humber Bay
Oct. 13-16		World's	Rehobath Y.C.	Delaware

G Races designated for Gooderham series

W Races designated for Worlds Qualifiers

World's Qualifiers

1992 Ontario's 3

1993 TARTS 1

1992 North Americans 3

1993 RCYC 1

1992 Candians 10

1993 Ontarios 2

Following individuals have qualified from 1992

92 Ontarios-John Clark, Mark Ewen, Tof Nicoll-Griffith

92 North Americans-John Bryant, Gary Bain, Myles Wilson

92 Canadians-Don Oakie, Jamie Gage, Jorg Pawlik, Ron Batt, Ross King.

Chris Gorton, Keith Woolford, Mike Morrison, Anne Savege, Dave Harris

1993 Toronto Friday Schedule

DATE	Host Club	Location
May 7	All Clubs	Outer Harbour
May 14	St.JamesTown	Outer Harbour
May 21	OHCC	Outer Harbour
May 28	Mooredale	Outer Harbour
June 4	Westwood	Outer Harbour
June 11	North Toronto	Inner Harbour
June 18	St.JamesTown	Outer Harbour
June 25	Mooredale	Outer Harbour
July 2	OHCC	Outer Harbour
July 9	North Toronto	Inner Harbour
July 16	Westwood	Outer Harbour
July 23	OHCC	Outer Harbour
July 30	St.JamesTown	Outer Harbour
August 6	Mooredale	Outer Harbour
August 13	Westwood	Outer Harbour
August 20	All Clubs	Outer Harbour
August 27	North Toronto	Inner Harbour
Sept. 3	St.JamesTown	Outer Harbour

SHACKLES AND CRINGLES

Rear Commodore's Report - 1992.

The long awaited advertising/promotional blitz began this past year. Ads were placed in the Muskoka Sun, Sailing Canada, GAM on Yachting, Boat for Sale, Cottage Life, and the MLA Yearbook. The approximate cost was \$4000. Although the response was modest, the profile of the class has suffered badly over the past ten years and it was surely helped by these ads. The promotional campaign will wind up in June with a few ads in the Lindsay Post-Vision and another paper serving the Peterborough/Kawartha area.

It would seem, looking at past membership numbers, that the real decline in the class began in the late 70s & early 80s. This was partly checked by the former Commodore, Haakon Kierulf (1980-81), but membership numbers continued to decline sharply since then, only levelling out over the past few years. The reasons for the decline are too numerous to discuss here. Top of the list though, would have to be these: 1. A general decline in interest in Sailing (just look at all the bankrupt sailboat builders). 2. The loss of Albacore sailors to one-design Keelboats & Sailboards.(especially in the early 80s) 3. The Laser(since 1970) & Laser II(since 1979) eating away at our market, especially at the junior level.

The need to build up the class at the junior level has never been greater. To this end, the Junior Canadians should(& will) be promoted fiercely. In addition, a comprehensive strategy for pushing the class back into the Junior clubs will be the main focus of my efforts this year. Since 1982, OSA and CYA have locked the Albacore out of 'official' youth boat status, opting instead for the Laser II. We should be able to counter this by promoting a spinnaker & trapeze-rigged version of the Alb. Moreover, the fact that the Albacore is the only double-handed dinghy manufactured in Canada with a healthy second hand market to boot, is a strong selling point for the class.

Other areas of attention will include the following:

*Getting as much free 'advertising' as possible for the class by getting articles published in community newspapers & sailing magazines ('blowing our horn', you might say).

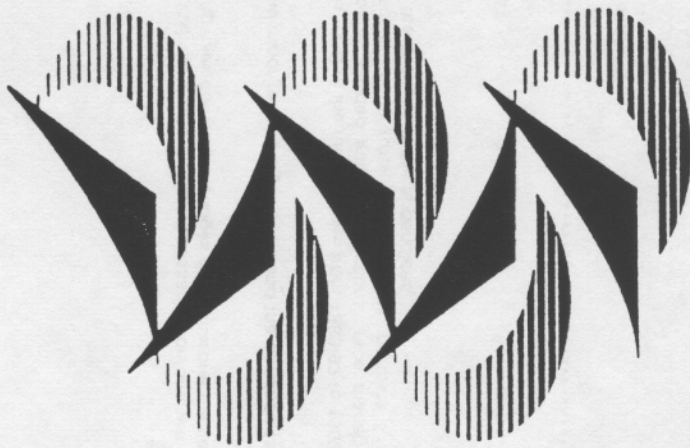
*Working towards getting the Alb back at the Toronto Boat Show (for the first time in how many years?). Unfortunately, due to some back room politics at OSA, the Int. 14 was the dinghy on display this year at the OSA stand.

*Re-establishing the old Districts of the association. This will entail the enlistment of District Captains and making sure district championships are run annually.

*Liaising with the BC & Manitoba fleets.

Before I set off in a flurry about all these tasks, a 'taking stock' exercise, already well under way, will be finished. This will give us some indication as to where our past members are and where the greatest potential for growth exists. This will be included in the late July issue of Shackles.

Myles Wilson
Rear Commodore



I Y R U

RULE CHANGES SUMMARY

Produced by
Bryan Willis

December 1992

78.1(b)
78.2
78.3
78.4
78.5
78.6
78.7

Changed
Changed
Changed

APPENDICES

1
2
3
4A
4B
5
6
7
8
9
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13
14

A1 Competitors Eligibility Code
A2 Use of Banned Substances
and Banned Methods
B4 Sailboard Racing Rules
B1 Alternative Penalties for a R of Part IV
B5 Team Racing Rules
B6 Match Racing Rules
B7 R/C Model Yacht Racing Rules
B2 Scoring Systems
C1 Protest Committee Procedure
C4 Protest Form
A5 International Juries
A4 Weighing of Wet Clothing
C2 Sailing Instruction Guide
C3 Guide for Principal Events
A3 Advertising and Event Categories

New Appendix
New Appendix
Deleted
Deleted

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INTRODUCTION

These are my personal views and do not necessarily conform with those of other members of the racing rules committee. Judges must interpret the new rules as they see fit.

There has been some minor re-ordering of rules and the appendices have been put into several groups.

This article describes most of the rule changes from 1989-92 to 1993-96 in the main body of the rule book, divided into four sections: race management, general requirements for yachts, sailing rules, and penalties, protests & scoring. I have commented little on the changes to the appendices.

Bryan Willis
17th November 1992

Distribution of this report:

- International Judges
- Racing Rules Committee
- Member National Authorities
- International Classes
- Recognised Organisations

This summary has been distributed with the approval of Goran Petersson, Chairman of the Racing Rules Committee.

68.2	68.2	
68.3(a)	68.3(a)	Changed
68.3(b)	68.3(b)	Changed
68.3(c)	68.3(c)	Clarified
68.3(d)	68.3(d)	Changed
68.4	68.4	Changed
68.5	68.5	Changed
68.6	68.6	Deleted
68.7	68.7	Clarified
68.8	68.8	Deleted
68.9	68.9	Deleted
69	69	Deleted
70.1(a)	70.1(a)	Changed
70.1(b)	70.1(b)	Changed
70.1(c)	70.1(c)	Changed
70.2	70.2	Clarified
70.3	70.3	Clarified
70.4	70.4	Clarified
71.1	71.1	Clarified
71.2	71.2	Clarified
71.3	71.3	Clarified
72	72	Clarified
73.1	73.1	Clarified
73.2	73.2	Clarified
73.3	73.3	Clarified
73.4	73.4	Clarified
73.5	73.5	Clarified
73.6	73.6	Clarified
74.1	74.1	Clarified
74.2	74.2	Clarified
74.3	74.3	Clarified
74.4(a)	74.4(a)	Clarified
74.4(b)	74.4(b)	Clarified
74.5(a)	74.5(a)	Clarified
74.5(b)	74.5(b)	Clarified
74.5(c)	74.5(c)	Clarified
74.5(d)	74.5(d)	Clarified
74.6(a)	74.6(a)	Clarified
74.6(b)	74.6(b)	Clarified
75.1(a)	75.1(a)	Clarified
75.1(b)	75.1(b)	Clarified
75.1(c)	75.1(c)	Clarified
75.1(d)	75.1(d)	Clarified
75.2	75.2(a) and (b)	Clarified
76.1	76.1	Clarified
76.2	76.2	Clarified
77.1	77.1	Clarified
77.2	77.2	Clarified
77.3	77.3	Clarified
77.4	77.4	Clarified
77.5	77.5	Clarified
77.6(a)	77.6(a)&(b)	Clarified
77.6(b)	77.6(c)	Clarified
78.1(a)	78.1(a)	Clarified

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42.1(f)			
42.2(a)	Deleted	42.2(a)	
42.2(b)		42.2(b)	
42.2(c)		42.2(c)	
42.2(d)		42.2(d)	
42.3		42.3	
42.4		42.4	
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44		44	
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45.2		34	
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51.1		51.2	
51.2		51.3	
51.3		51.4	
51.4		51.5	
51.5		52.1	
52.1		52.2	
52.2	Changed		
53.1	Deleted		
53.2		53.1	
53.3	Changed	53.2	
54.1		54.1	
54.2	Changed	54.2	
54.3	Changed	54.3	
55	Deleted	55	
56		56	
57		57	
58		58	
59		59	
60		61.1	
61.1		61.2(a)	
61.2(a)		61.2(b)	
61.2(b)		61.2(c)	
61.2(c)		61.2(d)	
61.2(d)		61.3	
61.3		61.4	
61.4		62	
62		63	
63		64.1	
64.1	Changed	64.2	
64.2	Deleted		
64.3	Changed	64.3	
64.4		64.4	
64.5		64.5	
64.6		64.6	
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RACE MANAGEMENT

Starting and Finishing Lines (old rule 6)
 Rule 6 which described some options of types of starting and finishing lines (masts and marks and on-shore posts) has been removed. The sailing instructions had to, and still must, describe the marks and identify the starting and finishing lines. However, a part of old rule 6 used to say that if an inner starting limit mark was laid, yachts had to pass between it and the outer mark. Now when the race committee want to lay an inner distance mark, they must clearly describe yachts' obligations, or the IDM will have no effect.

Postponement signals (rule 4.1)

The little used 'AP over a ball or shape' meaning there is a 15 minute postponement has been deleted. The 'AP' on its own (or over a class signal) continues to mean there is a postponement of unlimited time and the 'AP over a numeral pennant' for a particular number of hours, and the 'AP over A' for 'another day' both remain. There is a new signal of 'AP over H' (H for go home) meaning there is a postponement and new signals will be made ashore.

Individual recall when a yacht is over the line extension (old rule 8.1 new rule 7.1)

The race committee must signal an individual recall (code flag 'X') when one or more identifiable yachts are over the start line itself and must ignore those yachts over the line extensions. The reason is that those who are on the course side of an extension will know they're over, and to give a recall signal may confuse those who are just behind the actual line at the start.

Error in timing the warning period (old rule 4.4 (d))

Old rule 4.4(d) strongly inferred that if the race committee displayed the preparatory signal say a minute early, it could simply get the timing of the start signal right in relation to the preparatory signal and it would be blameless. The deletion of the rule means that a race committee must restart the whole sequence if it makes an error in the timing sequence. The correct signal would be 'N' for abandonment (or 'AP' if before the starting signal).

Abandoning a race (Definition and new rule 5.3 (c))

A race may now be abandoned even before the start: 'An abandoned race is one that is declared void at any time and that may be resailed.'

A general recall in a multiple start sequence (rule 4.3)

When there is general recall (first sub) for one class which coincides with the warning signal for next class to start, the race committee is left with an unwanted warning signal after the general recall has been signalled: that effectively postpones that class. When the race committee is ready to restart the class that has had a general recall, it lowers the first sub with a sound signal. One minute later, up goes the warning and preparatory signals, and five minute later they both come down for the start when the warning signal for the next class will go up.

1

12		11	
	Part III:		
18		16	New rule
19.1		17	New rule
19.2		20.1	
19.3		20.2	
20		20.3	
21		21	
21		22	
22.1		23.1	
22.2		23.2	
23			Deleted
24		24	
25.1		25.1 + App B3	
25.2		App B3	
25.3		App B3	
25.4		App B3	
25.5		App B3	
25.6		25.2	Classified
26		18	
27		26	
	Part IV:		
	Preamble		Preamble + 3.2(b)(xxxxii) Changed
30.1		30.1	New rule
30.2		30.2	New rule
31		31	
30.1		30.1	
32		32	Changed
32.1		32.1	Deleted
32.2		32.2	Deleted
33(a)		33(a)	Changed
33(b)		33(b)	Changed
34		34	
35		35	
36		36	
37		37	
38.1		39.2	
38.2(a)		39.1 + Def. of Mast Abeam	
38.2(b)		Def. of Clear Astern	Changed
38.2(c)(i)		40.1	
38.2(c)(ii)		40.2	
38.2(d)		40.3	
38.2(e)		39.3	
39		38 + Def. of Mast Abeam	
40		41.1	
41.1		41.1	
41.2		41.2	
41.3		41.3	
41.4		41.4	Changed
42(a)		42(b)	
42(b)		42(a)	
42.1(a)		42.1(a) + Def. of Room	
42.1(b)(c)(d)(e)		42.1(b)(c)(d)(e)	

3.2(b)(xxxxv)		
3.3	Deleted	
3.4	Deleted	
4.1 AP(a)	New rule	
4.1 AP(b)	Deleted	
4.1 AP(c)	Deleted	
4.1 AP(d)	Deleted	
4.1 "B"	Deleted	
4.1 "C"	Deleted	
4.1 "I"	Deleted	
4.1 "L"	Deleted	
4.1 "M"	Deleted	
4.1 "N"	Deleted	
4.1 "N over X"	Deleted	
4.1 "N over 1st sub"	Deleted	
4.1 "P"	Deleted	
4.1 "S"	Deleted	
4.1 "X"	Deleted	
4.1 "Y"	Deleted	
4.1 "1st sub"	Deleted	
4.1 Red flag	Deleted	
4.1 Green flag	Deleted	
4.1 Blue flag	Deleted	
4.2	Deleted	
4.3	Deleted	
4.4(a)	Deleted	
4.4(b)	Deleted	
4.4(c)	Deleted	
4.4(d)	Deleted	
4.5	Deleted	
5.1	Deleted	
5.2	Deleted	
5.3(a)	Deleted	
5.3(b)	Deleted	
5.3(c)	Deleted	
5.3(d)	Deleted	
5.4(a)	Deleted	
5.4(b)	Deleted	
5.4(c)	Deleted	
5.4(d)	Deleted	
5.5	Deleted	
5.6	Deleted	
6	Deleted	
7.1	Deleted	
7.2	Deleted	
8.1	Deleted	
8.2	Deleted	
9.1(a)	Deleted	
9.1(b)	Deleted	
9.2	Deleted	
10	Deleted	
11	Deleted	
3.2(b)(xxxxv)		
3.3	Deleted	
3.4	Deleted	
4.1 AP (a)	New rule	
4.1 AP(b)	Deleted	
4.1 AP(c)	Deleted	
4.1 AP(d)	Deleted	
4.1 'C'	Deleted	
4.1 'I'	Deleted	
4.1 'L'	Deleted	
4.1 'M'	Deleted	
4.1 'N'(a)	Deleted	
4.1 'N'(b)	Deleted	
4.1 'P'	Deleted	
4.1 'S'	Deleted	
4.1 'X'	Deleted	
4.1 'Y' + 60	Deleted	
4.1 '1st sub'	Deleted	
4.1 Red flag	Deleted	
4.1 Green flag	Deleted	
4.1 Blue flag	Deleted	
4.2	Deleted	
4.3(a)	Deleted	
4.3(b)	Deleted	
4.4	Deleted	
5.1	Deleted	
5.2	Deleted	
5.3(a)	Deleted	
5.3(b)	Deleted	
5.3(c)	Deleted	
5.4(a)	Deleted	
5.4(b)	Deleted	
5.4(c)	Deleted	
5.4(d)	Deleted	
5.5	Deleted	
6.1	Deleted	
6.2	Deleted	
7.1	Deleted	
7.2	Deleted	
8.1(a)	Deleted	
8.2	Deleted	
9	Deleted	
10	Deleted	
11	Deleted	

Replacement mark (rules 4.1 and 8.1)
The new rules require the race committee to make sound signals when it substitutes a mark by displaying code flag 'M' on a replacement buoy, vessel or other object.

Abandonment signals (rules 4.1 and 5.4)
Code flag 'N' displayed on its own used to mean 'race abandoned'; now it means not only that the race is abandoned, but also that further signals will be made in the starting area. That's not much of a change, but there is a new signal 'N over H' (H for home) which means that the race is abandoned and new signals will be made ashore. The 'N over X' (abandon and resail) and the 'N over first substitute' (race cancelled) have been removed as the idea is that the race committee will decide on the water to abandon the race, and decides later whether the race should be re-sailed or cancelled. It can abandon a race at any time, even before the starting sequence has begun, but now, as before, the race cannot be abandoned after the start except for a specific reason: an error in the starting procedure, foul weather, a mark shifted or missing, insufficient wind to complete the course in the time limit, or some reason directly affecting the fairness of the competition.

Cancellation (definition, old rules 4.1 5.4 5.5 7.4.2(b))
The definition of 'cancellation' has been deleted as has the cancellation signal ('N over X'). The race committee must now 'abandon' (code flag 'N') and decide later whether or not the race will be re-sailed. This is a better procedure, as the requirements that have to be met when stopping a race (for example because of a storm) are different to those to be considered when deciding whether or not to re-sail the race.

Abandoning when no yacht finishes within the time limit (old rule 10 new rule 9)
The race committee now has to abandon a race when no yacht has finished within the time limit, and no longer can it be argued that a race in which no yacht finished within the time limit was a race in which every yacht should be scored 'DNF'. Having abandoned, the race committee must then decide whether or not to resail the race. There are no guidelines in the racing rules to help them make their decision.

A completed race (rule 5.5)
A race that has been abandoned after even just one yacht has sailed the course and finished, cannot be resailed unless the race committee is 'aware of the relevant facts and of the probable consequences of any arrangement to all yachts concerned for that particular race and for the series, if any, as a whole'.

GENERAL REQUIREMENTS

Competitors agree by participating (Fundamental rule B)
There is some new wording in fundamental rule B which says that by participating, competitors agree to be governed by the rules, to accept any penalties imposed (subject to appeal) and not to sue the organisers.

Accepting penalties (fundamental rule D)
This always was a difficult rule - requiring yachts that realise they have infringed to retire or take a penalty. You might wonder how a yacht can 'realise', but of course the

SHACKLES AND CRINGLES

term 'yacht' in this context refers to its owner/skipper. The rule change is that only infringements made whilst racing are now subject to this obligation.

Drugs (new rule 17 and appendix A2)

There are now hundreds of drugs which a sailor cannot take, many of which are available without a prescription from the local drug store. To be more exact, tests of competitors tested for drug abuse mustn't prove 'positive'. As at the vast majority of sailing events there is no testing facilities, the rule is usually ineffective because competitors are not permitted to lodge protests. The list of banned substances and banned methods is so big and new drugs are added so frequently that the 'YRU Medical List' is not included in the rule book. The rule will be of interest only to those with high aspirations, but those few will need to take advice from coaches and team doctors if they have any doubts at all as the penalties are severe and automatic. Drinking too much coffee could lead to a one year ban by the YRU which is unlikely to address 'intent'; those needing medication can seek dispensation when considering entering an event where there is testing.

Advertising (appendix 14 now A3)

There are some minor changes to the appendix; the term advertising is now defined: the period during which the appendix applies is still over the period of 'a regatta', but no longer 'a series' which removes the anomaly of an infringement on a weekday when the series was a season of week-ends.

Sail numbers (old rule 25, new rule 25 and appendix B3)

A new three-letter system has been introduced so that all sails measured after 1st April 1993 must carry the new three letter national letters, except that they need not be carried in home waters unless the race or series is an International Championship. The 'grandfather rule' allowing sails measured before April 1993 will expire in March 97, but the requirement will continue to apply only at international events.

Personal buoyancy (old 'rule' 4.1 'V', new rule 60)

This is a new rule to replace the oft used sailing instruction (and a rule hidden away in the 4.1 signals section of the old rule book): it shall be the individual responsibility of each competitor to wear adequate personal buoyancy when conditions warrant. A wet suit is not adequate personal buoyancy.

Weight jackets to be worn outside (new rule 61.2 (b))

Weight jackets (which are permitted only when class rules prescribe) must now be worn outside everything else - including the buoyancy aid.

Need for lights at dusk (old rule 66, new rule 65)

Under the old rules, when a race continued unexpectedly after sunset (sunset is always at a specific time each day), a yacht could be disqualified after protest for not displaying lights in accordance with the requirements of the International Regulations for Preventing Collisions at Sea. Now lights (and fog signals) are required only 'when safe pilotage requires', a phrase to be interpreted by a protest committee if there is a protest.

2.1.1	2(b)(xi)	
2(m)	2(b)(xi)	
2(n)	2(b)(xi)	
3.1	3.1	new rule
3.1(a)	3.1(a)	changed
3.1(b)(i)	3.1(b)(i)	
3.1(b)(ii)	3.1(b)(ii)	
3.1(b)(iii)	3.1(b)(iii)	
3.1(b)(iv)	3.1(b)(iv)	
3.1(b)(v)	3.1(b)(v)	
3.1(c)	3.1(c)	new rule
3.2(a)(i)	3.2(a)(i)	changed
3.2(a)(ii)	3.2(a)(ii)	changed
3.2(a)(iii)	3.2(a)(iii)	changed
3.2(a)(iv)	3.2(a)(iv)	deleted
3.2(a)(v)	3.2(a)(v)	deleted
3.2(a)(vi)	3.2(a)(vi)	deleted
3.2(a)(vii)	3.2(a)(vii)	deleted
3.2(b)(i)	3.2(b)(i)	changed
3.2(b)(ii)	3.2(b)(ii)	new rule
3.2(b)(iii)	3.2(b)(iii)	clarified
3.2(b)(iv)	3.2(b)(iv)	new rule
3.2(b)(v)	3.2(b)(v)	
3.2(b)(vi)	3.2(b)(vi)	
3.2(b)(vii)	3.2(b)(vii)	
3.2(b)(viii)	3.2(b)(viii)	
3.2(b)(ix)	3.2(b)(ix)	
3.2(b)(x)	3.2(b)(x)	
3.2(b)(xi)	3.2(b)(xi)	
3.2(b)(xii)	3.2(b)(xii)	
3.2(b)(xiii)	3.2(b)(xiii)	
3.2(b)(xiv)	3.2(b)(xiv)	
3.2(b)(xv)	3.2(b)(xv)	
3.2(b)(xvi)	3.2(b)(xvi)	
3.2(b)(xvii)	3.2(b)(xvii)	
3.2(b)(xviii)	3.2(b)(xviii)	
3.2(b)(xix)	3.2(b)(xix)	
3.2(b)(xx)	3.2(b)(xx)	
3.2(b)(xxi)	3.2(b)(xxi)	
3.2(b)(xxii)	3.2(b)(xxii)	
3.2(b)(xxiii)	3.2(b)(xxiii)	
3.2(b)(xxiv)	3.2(b)(xxiv)	
3.2(b)(xxv)	3.2(b)(xxv)	
3.2(b)(xxvi)	3.2(b)(xxvi)	
3.2(b)(xxvii)	3.2(b)(xxvii)	
3.2(b)(xxviii)	3.2(b)(xxviii)	
3.2(b)(xxix)	3.2(b)(xxix)	
3.2(b)(xxx)	3.2(b)(xxx)	
3.2(b)(xxxi)	3.2(b)(xxxi)	
3.2(b)(xxxii)	3.2(b)(xxxii)	
3.2(b)(xxxiii)	3.2(b)(xxxiii)	
3.2(b)(xxxiv)	3.2(b)(xxxiv)	

RACING RULE NUMBERS CROSS REFERENCE 1989-92 to 1993-96
 Bryan Willis, Lisle Court, Mooton, Isle of Wight PO33 4JR.
 corrected to 16th November

ITRU RACING RULES RULE NUMBER CROSS REFERENCE 1989-92 to 1993-96

1989-92 rule number 1993-96 rule number Comment
 = or included in:

Fundamental rules:
 FA FA
 FB Changed
 FC FC
 FD FD

Part I:
 Sailing
 Racing
 Starting
 Finishing
 Luffing
 Tacking
 Bearing Away
 Gybing
 On a Tack
 Close-hauled
 Clear Astern etc
 Leeward and Windward
 Proper Course
 Mark
 Obstruction
 Abandonment
 Postponement
 Cancellation

Part II:
 1.1
 1.2
 1.3
 1.4
 1.5
 1.6
 2(a)(i)
 2(a)(ii)
 2(b)
 2(c)
 2(d)
 2(e)
 2(f)
 2(g)
 2(h)
 2(i)
 2(j)
 2(k)

SAILING RULES

Seriously hindering a yacht (old rule 31.2, new rule 30.1)
 There is now a clear rule requiring a yacht that is not yet racing or that has completed her race not to seriously hinder a yacht that is racing. If a yacht infringes this rule and there is a hearing, a protest committee now has no option but to penalise.

Interfering with a yacht taking a penalty (new rule 30.2)
 There is a new rule prohibiting a yacht from deviating from her proper course to interfere with a yacht that is exonerating herself (doing a 720 for an infringement of part IV B or C, or a 360 after hitting a mark). Under the old rules in the last race of a fleet race series where yacht A's sole objective was to drive yacht B down the fleet, yacht A could prevent yacht B from ever taking a penalty.

Serious damage (rule 32)
 When serious damage results from a collision, a yacht that had the opportunity but failed to make a reasonable attempt to avoid the collision shall be penalised. Previously only the right-of-way yacht was subject to this rule. There were several examples over the past few years of a give-way yacht completely disabling a right-of-way yacht, and while the right-of-way yacht limped home, the give-way yacht did a 720 penalty and sailed on; now she can be disqualified. (The right-of-way yacht could, and still can, claim redress (rule 69)).

Hailing (old rule 32.2)
 There was a rule that said a yacht may be penalised if she didn't hail before making an unforeseen alteration of course when there is serious damage. It didn't mean much because the yacht would still be subject to other rules, so it has been deleted.

Luffing before the start (old rule 40, new rule 38.1)
 When before the start a leeward yacht is luffing above close-hauled, and the windward yacht attains mast-line, the old rules required the leeward yacht to simply stop luffing; now she is required to bear away to close hauled. An overtaking yacht gaining an overlap to leeward while sailing higher than close hauled must go down to close hauled. A leeward yacht without luffing rights may not 'close the gap' by sailing higher than close-hauled unless she lacks or unless the windward yacht would not 'have to alter course to keep clear'.

Sailing the course - starting marks (rule 51.3)
 Under the old wording of the rule, if a mark was placed on the pre-course side of the line the mark could not be said to 'begin, bound or end a leg' and therefore never has a required side, and yachts could ignore it. With the new wording, a starting mark has a required side from the time a yacht is 'approaching the line from the pre-course side to start', so if it's reasonably close, it must be left on the correct side as a boat comes to the line to start. However, the obligations to leave it on one side or the other must be stated in the sailing instructions, just to say there will be an IDM (inner distance mark) would be meaningless.

Room at a starting mark (old rules 42(b) and 42.4 new rule 42(a))

Rule 42 (Founding or passing marks and obstructions) has been reordered and the argument as to whether a leeward yacht could claim room at a starting mark has been resolved: no yacht has the right to room under rule 42 at a starting mark when approaching the line to start even if it is an obstruction (unless it's not surrounded by navigable water).

Luffing (new words in new rule 39.2 which was 38.1) It is clearer that a luffing yacht with luffing rights which is 'luffing as she pleases' must nevertheless not cause serious damage.

Luffing (new words in new rule 39.2 which was 38.1) Under the old rules a leeward yacht without luffing rights sailing below her proper course could luff as quickly as she pleased up to her proper course. Now if she doesn't have rights she must give the windward yacht an opportunity to keep clear (that is, she is subject to rule 35)

Tacking from a covered position (new rule 39.1)

Under the old rules a yacht with a small overlap to leeward (and therefore without luffing rights) was not permitted to tack, though only match racers ever protested about it. Now this is permitted; and so too can a yacht sailing downwind with a small overlap to windward gybe without infringing (new rule 39.3).

Mast-abeam (old rule 38.2(a) - new definition)

The definition of 'mast-line' or 'mast-abeam' was described rather badly in the old rule 38.2(a) and repeated (although not quite the same) in the old rule 40. There were two interpretations in common use, and the difference between them concerned a windward yacht that was sailing higher than the leeward yacht, but whose helmsman was abreast of the leeward yacht's mast. Some thought she was mast-abeam, others thought she could never attain mast-abeam when she was sailing higher than the leeward yacht. The term has now been removed from the rules of part IV and added to the definitions, and is worded such that a windward yacht can attain mast-line when sailing higher than the leeward yacht provided her helmsman is abreast the mast of the leeward yacht.

Limitations on luffing (old rule 38.2, new rule 40.2)

When a windward yacht hails to a leeward yacht that there is something to windward, the leeward yacht must give room to pass. The old rule required the leeward yacht merely to stop luffing.

Tacking at the same time (rule 41.4)

The title of the 'simultaneous tacking rule' is changed to help clarify that the rule applies at any moment the yachts are both tacking (or gybing) at the same time, not just when the commencement is at the same moment.

Hailing for room at a mark (old rule 42.1(i))

The rule that said that 'a yacht that hails when claiming the establishment or termination of an overlap or insufficiency of room at a mark or obstruction thereby

either yacht when she had the opportunity but failed to make a reasonable attempt to avoid the collision' when serious damage occurs.

Gaining a significant advantage (old appendix 3 1 4 and 2 5, new appendix B 1 1 5 and 2 5) When a yacht infringes but takes a 720 penalty, or accepts a 'scoring' (used to be 'percentage') penalty, but thereby gains an advantage, a protest committee now must disqualify that yacht (once it has established that the yacht infringed).

Tie at the end of a series (old rule 11, new rule 10) When there is a tie at the end of a series (not resolved by the scoring system in use), then the tie now stands: the clause 'the yachts so tied shall, when practicable, sail a deciding race' which applied to yachts which had tied for a trophy or prize, has now been deleted.

Scoring (appendix B2)

What is currently called the 'Olympic Scoring System' is renamed 'The Bonus Point Scoring System'. This is because some, if not all, classes in the next Olympics will not use the system.

Protest fee (old rule 68.7)

There is no longer any reference to a fee, and hopefully any organising authority or race committee that in the past has required a protest to be accompanied by a fee, will in future drop the requirement.

Penalties for an infringement when not racing (rule 74.4 (b))

Sometimes a sailing instruction can be infringed whilst not racing and it was difficult to know to which race the penalty should apply. There is a new rule to say that the penalty applies to 'the race sailed nearest to the time of the infringement'.

Penalising without a hearing (rule 70.1(b))

Under the old rules, the protest committee could penalise without a hearing a yacht that infringed rule 54 (Propulsion). Now the sailing instructions must so prescribe and without such a prescription, infringements of rule 54 are like any other and a penalty can be applied only after a valid hearing. Even when there is a prescription allowing the protest committee to disqualify without a hearing, the disqualified yacht continues to be entitled to a hearing upon request.

Protest committee rejecting witnesses (rule 73.3)

Under the old rule it was not clear whether the committee had the right to ban an excessive number of witnesses. It is now clear that a yacht can bring any number of witnesses (though experienced skippers will know how detrimental it can be to call too many). The protest committee could and still can itself call anyone as a witness.

Being damaged by a give-way yacht (rule 60)

When a yacht that was required to keep clear damages a right-of-way yacht, the right-of-way yacht can claim redress. The word 'physically' has been added to the rule, to clarify that the right-of-way yacht needs to be physically damaged (this includes the crew being injured to a degree needing more than minor medical treatment) before she can successfully claim redress; damage to the position in the race or series is not a legitimate reason. (The yacht will also need to satisfy the protest committee that her finishing position was materially prejudiced through no fault of her own of course).

Requesting redress (rule 69)

It is now clear that a yacht may obtain redress when her finishing position in a series (rather than just a race) has been materially prejudiced.

Requests for redress when the race committee makes an error

What hasn't changed is the fact that a yacht can get redress only when her finishing position has been materially prejudiced through no fault of her own. The change is to add the word 'improper', so that it is only when the race committee's action is 'improper' that redress can be given; it is not sufficient simply to establish that what the race committee did was outside its authority.

Serious damage (old rule 32.1 and appendix 3 1.4 and 2.5, new rule 32 and appendix B1 1.5 and 2.5)

Under the old rules only the right-of-way yacht could be disqualified for not avoiding a collision resulting in serious damage. Now the protest committee must disqualify

helps to support her claim' has been deleted. It really didn't mean much, because the 'rule' didn't require anything. The vast majority of 'hails' made on the water have no meaning, but I continue to recommend that well before the critical 'two lengths', an inside yacht with other than an obvious overlap talks to the outside yacht (e.g. 'overlap - do you agree?'), and a yacht clear ahead with less than a length between her and a following yacht talks to the yacht astern (e.g. 'Clear ahead - do you agree?'). Even when there is no response, and in spite of the deletion of the rule, such a procedure will help when there is a protest.

Touching a mark (rule 52.2(a))

The old rule used to require a 720, the new rule requires only a 360. The sailing instructions could, and of course still can, change this and might require a yacht to retire, or do a 720 or re-round, or take some other penalty. The new rule clarifies that not only must a yacht get clear as soon as possible after touching but that when she is clear, she must do the turn immediately.

An inside overlap at a continuing obstruction (rule 42.3(b))

Establishing an overlap between a continuous obstruction (such as a river bank) and a yacht clear ahead when there is not room to pass in safety at the time the overlap is established was and still is an infringement. I mention this only because the new wording of rule 42.3(b) may not be as clear on this point as the old rule, and some might think the yacht gaining the overlap when there is insufficient room to pass in safety is merely not entitled to room.

Hailing for room to tack (rule 43.1 and 43.2)

Rule 43.1 used to start: 'When two close-hauled yachts are on the same tack and safe pilotage requires the yacht clear ahead or the leeward yacht to make a substantial alteration of course to clear an obstruction....she shall hail the other yacht....'. There was a flaw in that the outside/astern yacht had only to bear off a little so that she wasn't close-hauled and she would escape the obligation of having to respond to the hail. The loop-hole has been closed; only match racers would have thought of such a mean trick anyway.

Hailing for room to tack when the obstruction is a mark (rule 43.3)

This covers the rare situation of a windward mark that is also an obstruction, and a yacht inside or ahead which needs to tack and cannot do so without colliding with another yacht; when the hailed yacht can fetch the obstruction/mark she can hail a 'relusal'. Under the old rules a second hail from the hailing (inside/ahead) yacht would oblige the hailed yacht to tack and the hailing yacht to retire or take a penalty. This confusing 'second hail' provision has been removed. A second hail now can be used to reinforce the first when it is thought the first wasn't heard, without the danger of it resulting in a penalty. However, the inside yacht has to be aware she might be trapped with no way to escape.

Propulsion rocking (rule 54.2(b))

Under the new rule rocking to facilitate steering is permitted.

Propulsion: roll tacking and gybing (rule 54.3(a))

The crew may now 'exaggerate the rolling that facilitates steering the yacht through a tack or gybe'. The reference to movement of the mast away from the vertical has been deleted. Under the old rule if the crew moved to leeward to release the jib sheet causing the mast to move to leeward, then as the yacht went through the tack and the mast moved to leeward on the new tack, the rule was infringed. So now you can roll tack or gybe, with the restriction of 'speed at the end of the tack or gybe not greater than it would have been in the absence of the tack or gybe' still applying.

Propulsion: pumping (rule 54.3 (b))

Pumping the spinnaker guy used to be prohibited; now you can pump the guy. Pumping the main used to be restricted to the full purchase; now you can grab all the sheets and pump with a 1:1 purchase if you want to.

Sounding (old rule 56)

The rule permitting sounding has been removed because it didn't require a yacht to do or not to do anything. Obviously you can take soundings if you want to (if you can find your lead-line).

Spinnaker and whisker poles (rule 64.2)

The old rule on the spinnaker pole required that when a pole was used with a spinnaker, it has to be carried only on the side opposite to the boom; now it can be used either side with a spinnaker or a foresail. Furthermore, a spinnaker may now be set without a spinnaker pole, and if a pole is set, then there is longer a requirement for the tack to be in close proximity to the end of the pole. The term 'whisker pole' has been included for those classes that don't have spinnakers (and therefore no spinnaker poles). The change should eliminate a lot of 'technical' protests, especially in match racing.

PENALTIES, PROTESTS, SCORING

Turns Penalties (old appendix 3, now appendix B1 1.1 and rule 52.2(a))

The new rules make it clear that a yacht having decided to take a turn penalty for touching a mark, or a 720 for infringing a rule or part IV, must not only get clear as soon as possible after the incident, but that once she is clear she must immediately make her turn(s).

Display of code flag 'I' for percentage penalty

A yellow flag may now be used in place of an 'I' flag (sailing instructions may need to insist on an 'I' flag if customs officers get excited about all the requests for customs clearance!)

Accepting a 'scoring penalty' late (old appendix 3, new appendix B1 2)

When the 'scoring penalty' is in force, unless a yacht accepts the penalty (by displaying 'I' or 'yellow flag') at the first reasonable opportunity which is usually immediately then she loses the chance for a 20% but under the old rules this was increased to 50% at a hearing, under the new rules the protest committee must disqualify her.

Third yacht retiring (rule 33)

Where there is contact that is neither minor nor unavoidable, a third yacht may retire or take a penalty in relation to the incident. The old rule required one of the yachts involved in the contact to retire or take a penalty. It is still true to say that if neither yacht involved in the collision protests, and no yacht retires, or takes a penalty, then both yachts will be penalised at a hearing.

Touching a mark and infringing a rule of part IV (appendix B1 1.1)

Under the new rules, when a yacht infringes a rule of part IV and hits a mark in the same incident, she need do just a 720, rather than a 720+360. There was nothing in the old rules to cover this.

Protestor informing the protested yacht (rule 68.2)

Under the old rules when no alternative penalty (such as the 720 degree turns) was prescribed in the sailing instructions, a protesting yacht could inform the protested yacht at any time that she was going to protest - even after the race (although the flag had to be displayed at the first reasonable opportunity). Now there is an obligation on a yacht involved in an incident who wishes to protest to hail 'protest (or words to that effect) immediately; and if not involved (for example in the case of a third yacht protesting two others for colliding and not protesting, retiring, or taking a penalty) then at the first reasonable opportunity.

Protest flag (rules 68.3(a) and (b))

Under the old rules, a code flag 'B' was always acceptable, no matter what was said in the sailing instructions; under the new rules both code flag 'B' and a red rectangular flag are acceptable no matter what the sailing instructions say. Under the old rules protests were being ruled as invalid when the sailing instructions prescribed a 'B' flag and the yacht displayed a red flag without swallow tails. The words 'which is normally immediately' have been added to emphasise the importance of displaying the flag promptly.

The types of protest committee

There was and still are four types of protest committee. There is a race committee sitting as a protest committee appointed by the race committee to act on its behalf. Parties to protests heard by either are open to appeal, but the race committee itself cannot appeal a decision because it made the decision itself. Then there is an independent protest committee or jury appointed by the organising authority, both parties and the race committee can appeal against its decisions. And finally there is an Independent Jury the decisions of which are not open to appeal provided it acts within its terms of reference. Now to the change! The term 'independent protest committee' will no longer be used in the rule book. It was synonymous with 'jury' and so just the term 'jury' will be used, but remember it's not the same as an international jury.

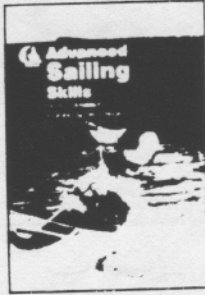
Protest time limit (rule 68.6)

The old rule required that a protest be lodged within two hours of the protestor finishing; now it is within two hours of the last yacht. The sailing instructions may, and often do, vary the time limit.



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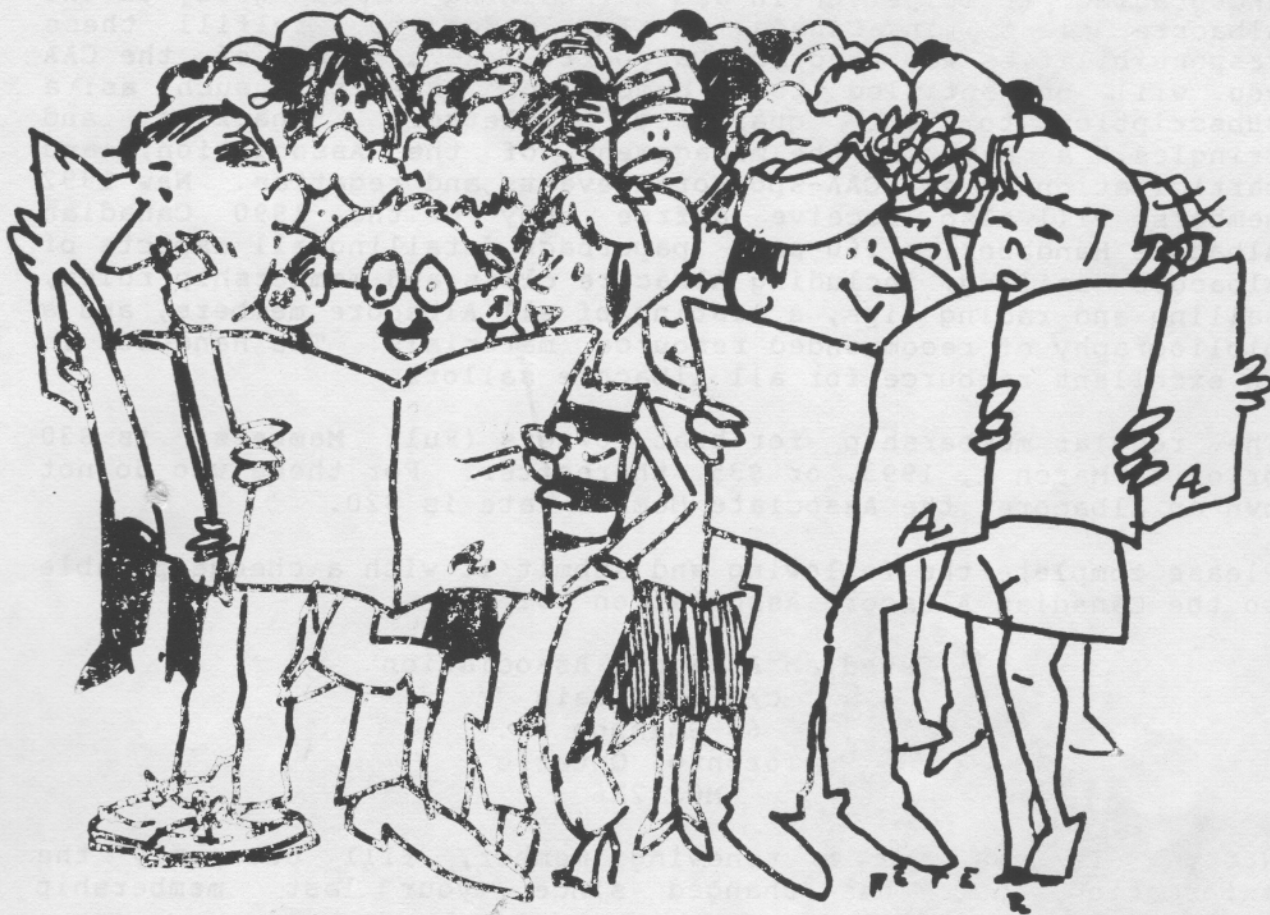
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