

Shackles & Cringles



Canadian Albacore Association

Includes the final 1993 race schedule, Worlds and North American registrations, updates on the boat show and much more!

SHACKLES AND CRINGLES

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COMMODORE'S COMMENTS

For all you hardy sailing types, welcome to the real world of sailing in the wilds of Canada - can a repeat of the '92 season be facing us?. Needless to say, I'm referring to the weather - sailing to date has not exactly emulated the beer company ads, with sailors basking in sunny, windy conditions. The water temperature, of course, is another entirely different matter. I have it on expert authority (from the gurgling mouths of dumpees, so to speak) that capsizing is not an enticing proposition at this stage of the game. (Of course, such capsizes can be the result of putting two skippers in one boat - too many Chiefs, perhaps?!). Regardless, the end result can be a very frigid experience!

The Race Training Program for advanced Albacore racers is winding-down to its last on-water coaching session. The full complement of twenty-eight participants have had the opportunity to receive instruction from five coaches: Pat Healy (former National Sailing Team coach), Kevin Smith ('92 Olympics fifth-place finisher in the Tornado class), and our own illustrious Albacore elite sailors John Clark (JC Sails, Kingston), Tof Nicoll-Griffith (North Sails, Toronto), and Jorg Pawlik. Despite some crew resistance to such coaching sessions as tacking drills (another skipper trying to fill the sailing booties of a regular crew, I might add!) - Harris, a word of advice: when the person with the stick in hand says tack, the crew is generally expected to comply - unless of course the crew has a bigger stick with which to counterattack such demands!). The course has helped to get

everyone in race mode, gearing up for the annual regattas and the Worlds '93.

In regard to the Worlds, four spots remain to be allocated, as per the 1993 race schedule. Members who have already qualified, based on the 1992 qualifying regattas, have been requested to advise the CAA whether they plan to compete at the Worlds, in an effort to determine whether any "unused" spots will be available. The Brits have arranged a container which will accommodate six to seven boats, in which to send their boats to the U.S. As well, chartering arrangements will be made by three to four additional British sailors. According to Daphne Byron, Commodore of the USAA, additional spaces may be available for Canadian competitors. If this opportunity does present, the CAA may designate two "wild card" regattas as final qualifiers. Since this is an unknown quantity at the present time, we will not be able to provide further information until the next issue of the newsletter, at which time we will hopefully have received information as to any additional spaces available to CAA members.

The Notice of Race for the North American Championships have already been distributed to CAA members by CORK. The only change to note at this time is that our Class will host a barbecue at Kingston Yacht Club on Sunday evening (August 22nd) immediately prior to the CORK beer bash at Portsmouth Harbour. The barbecue will consist of burgers and salads for a mere cost of \$10.00 per

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person. This will allow our members to mingle off the water as a group (and perhaps repair some of the damage caused by insults flung indiscriminately on the water in the heat of competition!). Tickets will be available at the North Americans from various CAA Executive members (to be announced, dragooned, etc.).

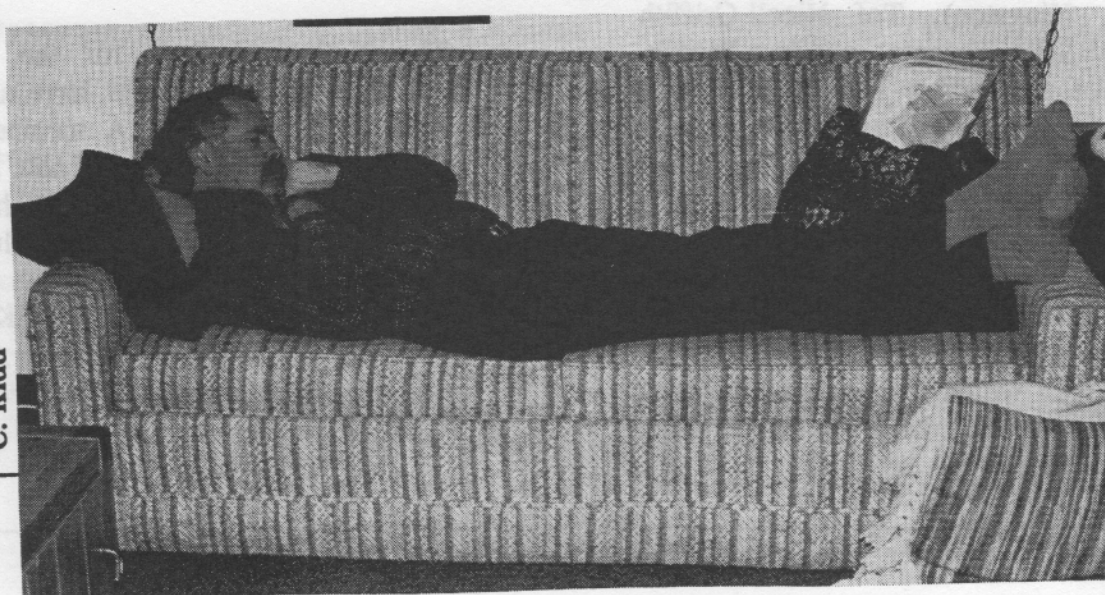
The Canadian Championships, to be held at TS&CC, will be held as per the usual format. Although TS&CC will be providing a Race Committee, assistance may be required for the first day of the competition, i.e. Friday afternoon. Any members who do not plan to compete but are available to offer their assistance on the Race Committee for the Friday afternoon are requested to contact CAA 2nd Vice Commodore Rick Needham.

We are pleased to announce that we have arranged a group insurance package for Albacore members through Robert Neilson Insurance Brokers. Premiums are competitively priced and, with insurance agents knowledgeable about sailboats in general and fifteen foot dinghies in particular, should be of

tremendous assistance to our Class. For example, members with "age challenged" boats (in accordance with political correctness!) i.e. boats older than fifteen years, may need to provide photographs of their boats, but will not need to have a survey done. (Please note that age-challenged members will not be required to remit photos or surveys of themselves!). An article and additional information regarding how to obtain insurance is included elsewhere in this issue.

With the tendency for the summer to 'sail' by before we know it, we must begin to focus attention on the September Annual Meeting. With some of the Executive members due (or long overdue, as the case may be!) to step down, consideration must be given to nominating new Directors. If you are the recipient of a tap on the shoulder and plea to be nominated, please consider this your opportunity to serve the Class. If (heaven forbid!) you would actually like to volunteer your services, please contact either Mark Ewen or I; we would be very happy to hear from you!

Carol Kidd
Commodore



C. Kidd

1993 I.A.A. International Albacore Championships

Canada is presently restricted to 20 boats for the championships being held in Rehoboth, Delaware-October 13-16, 1993.

The Canadian Albacore Association had 16 people qualify during the 1992 season (see your new regatta schedule for individual names) and will have another 4 qualify in 1993.

There is a possibility that there may be some extra slots open up for this international regatta. Any individual who would be interested in qualifying for these extra slots (should they become available) are asked to notify the CAA Commodore in writing. There is a possibility of adding some "wild card" regattas for possible qualifiers.

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

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1993 Albacore Race Schedule

Date		Event	Host Club	Location
May 5		Harbour Master	RCYC	Inner 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	Westwood	Outer Harbour
June 26-27		(100th) LSSA	TS&CC	Humber Bay
July 3-4	G	Parkway OPEN (District 2-Niagara)	Parkway S.C.	Fort Erie
July 4		Centennial Regatta (District 8-Kawartha)	Peterborough S.C.	Clear Lake
July 10		OHCC Regatta	OHCC	Outer Harbour
July 11		Harbour Master	St.JamesTown	Outer Harbour
July 17		Westwood OPEN	Westwood	Outer Harbour
July 17		Nepean OPEN	Nepean S.C.	Nepean
July 18		Harbour Master	Westwood	Outer Harbour
July 24		Ladie's Helm	St.JamesTown	Outer Harbour
July 24-25		Team Racing	RCYC	Inner Harbour
July 25		Harbour Master	All Clubs	Outer Harbour
July 31		Not-the-Canadian's	Mooredale	Outer Harbour
August 1		Balsam Lake OPEN	Balsam Lake S.C.	Balsam Lake
August 7		Mooredale OPEN	Mooredale	Outer Harbour
August 7-8		Albacore Junior's	KettleS.C.	South Muskoka
August 8		Harbour Master	Mooredale	Outer Harbour
August 14	G	PABAR(District 7-Muskoka/Georgian Bay)	Pointe au Baril S.C.	Georgian Bay
August 14		New Skipper's Race	Westwood	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	Inner Harbour
August 29		Harbour Master	North Toronto	Inner Harbour
Sept. 4-5		St. JamesTown OPEN (District 4-Toronto)	St.JamesTown	Outer Harbour
Sept. 11		Lake Ontario Challenge (District 3)	Bronte Harbour Y.C.	Oakville
Sept. 11-12		Fanfare '93 (District 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

SOFT-FOOTED MAINSAILS - RULE CHANGE

The rule governing sail cloth (Rule 13.2) used to read in part: "Each sail shall be constructed of a single weight and type of cloth with the exception that the cloth weight may be heavier within any permitted reinforcements." The British have proposed and we have accepted, pending approval at our AGM, that the rules governing sail cloth be changed to:

13.2.1.1 The construction shall be: Soft sail, single ply sail

13.2.1.2 The body of the sail shall consist of woven ply. Except within 350mm of the foot, the ply shall be the same throughout. Ply fibres shall be of polyester.

In essence, this rule change permits the use of a softer cloth in the foot of the mainsail. The British sail in winds which average perhaps twice as heavy as are typical for Canada. Therefore, they tend to use heavier sail cloth (5½ oz.) which creates a problem in pulling the foot out to the black band on the boom. Under these conditions, the sails don't last long. The concept of using a softer, stretchier cloth in the foot is that the sail can be flattened in heavy winds with less damage to the sail. In fact, years of experience in other classes such as the Enterprise have apparently confirmed this. I have been assured by the UK Chief of Specifications, Ken Ayrton, that soft footed sails last longer and do not cost any more than single cloth sails. It was on this assurance that we agreed to the rule change for 1993.

The advantage of a soft footed main seems clear if the body of the sail is made from a heavy, relatively stiff cloth. However, the advantage for mainsails made of lighter, more flexible cloth such as is commonly used in Canada is not so apparent. In any event, anyone who rushes out to buy a soft footed main is running some risk until such a time that this rule change is ratified by the AGM's of the Canadian and U.S. Albacore Associations.

David Weaver

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TORONTO CITY COUNCIL REJECTS POWER BOAT RACING

Last summer, the Albacore community in the Toronto Outer Harbour was mobilized by the Outer Harbour Sailing Federation (OHSF) to lobby against power boat racing, proposed by a promoter as an annual event in the Outer Harbour.

The O.H.S.F. is a federation of all Outer Harbour sailing and boardsailing clubs which, among other things, serves as the political vehicle for the community.

The Issues

We opposed the proposal because the race would: (a) shut down the Outer Harbour for one weekend each season, (b) close the City Park in which we are located for a private commercial event, and (c) set a poor standard for environmental sensitivity in a setting being planned as a public urban wilderness.

The Politics

The City Planning Commissioner was opposed to the event. So was the Metro Toronto and Region Conservation Authority and a number of environmental organizations.

Nonetheless, the event had a number of supporters on City Council, impressed by pie-in-the-sky forecasts of economic impact and international media exposure, totally at odds with the results when the event was last tried in the Outer Harbour in 1985.

Council was almost evenly split on the proposal and spent several months moving this political football from staff to Land Use Committee to Council -- and back again twice.

The Vote

Finally, Council voted on April 20 to reject the proposal in an 8 - 8 tie (1 abstention). Instead, Council vote 9 - 8 to "receive" the report of Land Use Committee on the issue. Land Use Committee has consistently voted to reject the race. The result is in part thanks to the continual lobbying efforts of the O.H.S.F. and by the many Albacore sailors who took the time last fall to telephone and write City councillors.

The Post-Mortem

The file is now closed at Council, at least for 1993. However, councillors in favour of the race might seek to have the issue placed on the Council agenda in 1994.

For the record, the following councillors have voted consistently **against power boat racing** in the Outer Harbour: Martin Silva, Liz Amer, Lyle Rae, Barbara Hall, Peter Tabuns, Rob Maxwell, Howard Levine, Kay Gardner, and Michael Walker.

The following councillors have always voted **in favour of power boat racing** in the Outer Harbour: June Rowlands, Bill Boytchuk, Chris Korwin-Kuczynski, Tony O'Donohue, Steve Ellis, Tom Jakobek, Betty Disero, and John Adams.

The narrow margin of victory underlines the importance of diligent lobbying, as the movement of one or two votes can strongly influence the outcome of such issues.

Our thanks to all those who participated in our lobbying efforts. It's gratifying to be able to report a happy ending!

Larry Whatmore
Commodore
Outer Harbour Sailing Federation

Fireball Only High Performance Dinghy at Toronto Boat Show

For the first time in 10 years, Ontario Fireball made an appearance at the Toronto International Boat Show. And believe me, we caught everybody napping.

Plans to attend the Boat Show were put into place at the end of November '92 when it was starting to become obvious that Ontario Fireball was getting the perennial run-around from the Ontario Sailing Association. Everytime we contacted the OSA concerning space allotment at the Boat Show, we were given comments such as 'We don't have much space' or 'We haven't decided which boats are going in yet'.

It was at this point that your Ontario Executive decided to take matters into their own hands and deal directly with the Toronto Boat Show. Our first phone call indicated that OSA was getting 1700 sq.ft. of space (a Fireball takes up 60 sq. ft.). Obviously Fireball was not in the works.

Getting into the Boat Show would mean emptying the OFA bank account, but it was felt that it would be money well spent. Arrangements were made and soon we had a booth that included a VCR displaying the '86 Worlds (thanx Tof), colour brochures (thanx Deb), portable phone (thanx Jean, we didn't make any expensive calls....really !) and over 20 gung-ho volunteers ready to recruit any and all innocent sailors. We also hooked up with TS&CC to promote the club as a haven for Fireball sailors.

In a nutshell, the Toronto Boat Show held very little of interest for dinghy sailors. The OSA booth held even less. The only 2 places you could go to see performance dinghies on display were the Laser >>'s at Fogh Marine and our own booth.

Anyone going to the OSA booth expecting to see various dinghies which are sailed in Ontario would be sadly disappointed. After having received a letter from OSA in mid December stating that due to money and space constraints that they would be unable to provide space for Class Associations, well I guess I just wasn't ready for a 1700 sq. ft. space that housed a windsurfer, an Optimist and (are you ready for this) a Star keelboat (owned by Hans Fogh). 65 years after the minimalist movement was started in Germany, OSA has rediscovered it and put it on display at the '93 Toronto Boat Show. Lots of space, and no dinghies other than a 8' Optimist.

Do they really believe that by displaying a Star that they will encourage young people to get into sailing?

One thing that has struck me about the OSA booth for the last couple of years is that they are not displaying boats that a lot of sailors can afford. In '92 they displayed a \$25,000 INT-14, a \$35,000 Tornado (owned by Morten Fogh), a \$20,000 Lightning and a \$6,000 Wayfarer (how did that one slip by?) The Wayfarer and Int.-14 were boats that were already on display at other booths in the Arena. New fully rigged foamcore 'Balls can be had for \$10,000.

My impression of last years booth was that sailing is an 'elite' sport, and that only boats that help promote this attitude would be displayed. To have on show 2 person boats in the mid \$20,000 range is ludicrous when most of the dinghy sailors in Ontario own boats that cost under \$6,000. A booth with a more representative variety of boats in expense and skill level would be welcomed.

At our booth we were inundated with Laser>> sailors who are interested in getting into a hotter boat, but do not wish to join the 470's since the main goal of a young person in a 470 would be Olympic competition.

The 2 most apparent reasons given by Laser>> sailors for wanting to change boats were:

- Once your over 5'8" you're getting too big for the boat.
- As people get into their 20's they get fed up of sailing in a class that draws so many 'teenagers'. (Result of being an OSA/ CYA approved training boat)

Fireball is a very logical alternative. However, due to the success of our Boat Show booth, we are now in desperate need of finding numerous second hand boats. If anyone has any leads on hulls, please pass them onto your executive.

The next goal of Ontario Fireball is to get a mould built of a proven fast hull shape. We are now looking into the costs of having shells built out of foamcore that would be ready for decking by the purchaser. This shell would include 2 bulkheads and a centreboard trunk (no cap or thwart). Your Ontario Executive will keep you posted of any developments that may occur over the next few months.

A copy of this column has been sent to the OSA Boat Show representative for their comments, which will be published in our next issue.

Derek Griffiths CAN12840

teamwork...

There is hardly a racing sailor in this country who doesn't recognize the name of Andreas Josenhans. First reaching world championship stature with the renowned Canadian Soling crew of Glen Dexter and Sandy McMillan, he has since forged similar fortunes in the Star Class with Buddy Melges, E22 with Dirk Kneullman and Dave Curtis, and Sonar, again with Kneullman. He also sailed with Melges on the 12 Meter *Heart of America* and was on the winning '88 USYRU One Ton North American Championship team aboard *Rush*.

What is most remarkable about Andreas, however, is not his impressive list of championship victories. It is that he has achieved true international "superstar" status not as a helmsman, but as a crew.

Originally from Nova Scotia, where he was a co-founder of Sable Sailmakers, Andreas currently lives in New Haven, CT, and heads one-design development for North Sails. AMERICAN SAILOR Editor Mark Smith talked with Andreas at North's Milford, CT, loft about the evolving role of the crew in successful sailboat racing . . . from a crew's point of view.

Have you always felt that crewing was your role in sailing, rather than helmsing? Or did you just slip into it?

I want to win, and I don't care what job I'm doing on a sailboat as long as I'm helping the team to do well. There are people who steer faster — and slower — than I do, but there aren't a whole lot of people who make a specialty of moving around the boat and doing the things I do.

I don't want to be a slave to the tell-tales. Steering the boat is like slavery to me. I'd rather look around and soak up the whole race. I like the wider picture. But no matter what boat I'm on, I'll fit in where I can do the most. I don't mind steering, trimming the mainsail or 'chute, but in the perfect world, I always find someone who's faster than I am on the helm — then I can do what I want to do.

Historically, sailing has been a male-dominated sport. Do you feel that it has also been a skipper-dominated sport — that the rewards of sailing aren't perceived enough from the crew's point of view?

As a sailor who crews most of the time, I find sailboat racing a *very* helmsman dominated sport, although "skip-

THE CREW IS THE KEY

A "superstar" crew redefines some of the fundamental roles, responsibilities and rewards on a successful sailboat racing team.
First of a two-part series.

per" is probably a better term, because the moment most people consider themselves a "skipper," they see themselves as the dominant authority on board — a tour director or something. But there are skippers and there are skippers. There is the one we all want and need — the person who provides focus for the team and brings out the best in all the players. Then there's the skipper who overrides and overcontrols and tries to do everyone's job for them. And yes, I think the sport has too many of that type of skipper.

Maybe it's because at the amateur or club level, most boat owners have a hard time finding and keeping crew — getting the skill level up to where things run pretty smoothly. The owner then kind of slides into a Captain Bligh routine — the commander bit. That's why it's far better if a group stays together. It's much more fun if they get to where their boat-handling is consistent, set goals they have a chance of achieving, generally relax and share the work and rewards.

When I hear the word "skipper," I hear no practice, I hear demands coming from the back of the boat, I hear people fumbling. When I hear "helmsman," I hear shared responsibilities, I hear "team."

The helmsman has traditionally been the leader of the crew, but does it have to be that way? Can one of the crew be the leader — the "skipper"?

Absolutely! The toughest job is to steer the boat over the race course, but a good helmsman really has to *steer*. Ninety-nine percent of his or her concentration should be devoted to keeping the boat within, say, a tenth of its optimum speed. The crew, then, has an immediate obligation to let the helmsman steer fast, not to put him in a position where he has



"When I hear the word 'skipper,' I hear no practice, I hear demands coming from the back of the boat, I hear people fumbling. When I hear 'helmsman,' I hear shared responsibilities, I hear 'team.'"

to give commands and concentrate on six different things.

In a Shields, for instance, you have four crewmembers. The helmsman

steers the boat, the next person trims the mainsail and the forward crew trims the jib. The fourth person is what I call "the seeing-eye dog" — the one who looks upwind, around the fleet, judges how well you're moving and calls what is happening. Meanwhile everyone is concentrating on their specific task.

So, you see, a good seeing-eye dog can be the focal point of the whole crew, in essence the skipper of the boat. The place where I saw that work so well was on the 12 Meter *Heart of America*, which I had the pleasure of sailing in Perth. Bill Shore was our seeing-eye dog, and he did an absolutely fabulous job. He would call the waves and wind and talk us up the course through his eyes. A good seeing-eye dog is like the conductor of an orchestra — putting together all the various instruments and providing a coordinated flow to the group. It all equals sweet music — VMG.

In a boat's organization, you have to have one person doing that job. But it doesn't have to be the person steering the boat. I've sailed with some brilliant helmsmen, and whatever it is they do to get into their high speed mode, it does *not* include talking, giving directions to the crew, or providing commentary on last night's bar experiences. What it does include is single-minded concentration, a kind of trance-like state. Things get pretty quiet, and the boat goes awfully fast.

Okay. But these are top sailors, and they're used to relying on highly skilled crew to provide input and trim the sails. What about the average pickup club crew? I'm sure there is a natural instinct for the skipper to try to do too much. Is there a way the crew or someone in the crew can keep that in check?

Probably the hardest thing in racing is to do well with a crew who hasn't got a lot of miles under their tails together. There really isn't any substitute for practice, but if you're limited in that respect, the best thing you can do to help your cause is to get out onto the course early — *the earlier the better*. The difference between successful crews and also-rans is that the also-rans say, "We practiced jibing last season and we know how to do it." The successful crew says, "We haven't practiced jibing in two weeks, let's head out early and do a few." If you're not doing it now, an hour of practice before each race will turn your sailing totally around. The more hours you sail together, the more you'll relate to each other as a team, rather than as a skipper and his or her crew.

You've sailed with a lot of great sailors. What are some of the team dynamics you've observed sailing with the best?

I'm going to answer that in a kind of left-handed way. Let's say we're sailing upwind, in an outgoing tide, the wind is about six knots, we're on port tack, on

our left side we have a shipping lane and the tide is about to change. Do we tack across the shipping lane or not? This is a typical situation in racing where it's all on the line — you can win or lose it right here.

The first thing that happens is everybody starts to talk — it's input time — no opinions, no "I think we should go left", just data and observations. Give me information. Give me hard facts, and ultimately *why* is more important than *what*.

Here's where time together really makes a difference, because if you haven't sailed with the group before, or with someone in the group, you're not sure what quality of input you're getting. Does Jack really know what time the tide is changing or is he guessing? Jill says we're being headed. Is she just noticing a temporary shift, or is the breeze really swinging around? See what I mean?

The *style* of the experts varies. I've sailed with John Marshall, and he's incredibly analytical and scientific in how he looks at things. Buddy Melges tends to be more seat-of-the-pants — more instinctive. One trusts his gut, the other trusts his math. Both work, and both can work together.

The thing I see routinely on the best boats is a clear and consistent flow of information from the entire crew that contributes to a clear decision. There is no guarantee the decision is right, but the best sailors make good decisions more often than others because the information they're using is better and more reliable. The whole crew has simply perfected the information gathering/decision-making process.

Are you a scientist or a seat-of-the-pants sailor?

I'd call myself a seat-of-the-pants sailor, but a lot of people tell me I'm completely analytical! So I'm not sure. If I'm on a boat that has a good instrument pack, for instance, the first thing I do is generate my own impressions of what I'm sensing and feeling — I won't trust the instruments. Target data is a very useful thing, but it is very easy to get it wrong at the stroke of a key punch.

While we're on the subject of instruments, I've been influenced a lot lately by my friend Jim Marshall on the concept of sailing a boat to a "target speed," and this approach puts crew organization on a whole new basis. Historically, to get a crew to work together, you start with the helmsman. He or she would drive the boat and everyone would adjust the sails around the helmsman's heading. Today, that's not the case. Now, the starting point for everyone — including the helmsman — is the target speed.

With the target-speed approach, it's even more critical that the "seeing-eye dog" spots puffs and lulls and coordinates adjustments in your targets and subsequently your helm and trim. Each time you adapt to a change quicker than your competition, you move him back a

Every time you hit your new target quicker than the other boat, it's a click on the ratchet.

On most one-designs, though, you don't have instruments to rely on. Are there ways to develop better seat-of-the-pants instincts?

Here's an interesting story. In '75 I was sailing in a Soling Olympic program. Our helmsman, Glen Dexter, had a girlfriend who was teaching in a school for the blind. We took two kids from her school out sailing one day and suddenly the thickest fog you ever saw rolled in.

We couldn't see anything — and these kids can't see anything! There was maybe 12 to 15 knots of air, and we asked one of the kids to steer the boat. So he grabs the helm, takes two or three minutes to get oriented, and then starts holding the boat on line! He can't see the telltales, the shore, the horizon, he's never been sailing before — and he's steering the boat. There's a lesson here. He had to totally rely on his "seat-of-the-pants" sense. We use our eyes — in fact, overuse them. What we call seat-of-the-pants is just transmission from another area.

Some people think seat-of-the-pants is something you're born with, but I'm convinced you can learn it. Try sailing blindfolded! Feel the heel, the rush of the wind, the motion of the boat, the sound of the bow wave — we should be able to sail the boat using these signals, and hold the boat pretty close to groove. One half-hour blindfold session will probably increase your seat-of-the-pants sensitivity more than three seasons of sailing. If I'm starting with a new crew, I'll always ask the other crewmembers go through that exercise. They'll look at me like I'm nuts, but when we go and do it, they're all enthusiastic.

To practice heel, for example, you could set up a tolerance bell system at say a minimum 15, maximum 19, optimum 17 degrees — that's right for a J/24 — which rings when you're too high or too low. You'll pick up your feel for the right angle of heel instantly — establish a visual relation with the horizon. Do the same for pitching. You'll develop a feel for how your boat should be jumping over the waves. Learning to sail your boat fast is a function of identifying *all* the signals it is giving you.

A few years ago I was sailing with some people who really liked to ask questions. We were sailing along, and I said, "Let's change this, this, and this." One of them asked me how did I know? I said, "Because I know." But he kept on insisting I explain it analytically, so I sat there and listed about 12 things that brought me to the conclusion that we should ease the jib a few inches, and bear off a little bit. That made them happy. I guess.

I always remember something Buddy Melges said to me once. "When you're sailing upwind, you have to feel how the boat 'swims' through the water." ■

1993 ALBACORE ONTARIO CHAMPIONSHIP

THE MIDLAND WALWYN ONE-DESIGN REGATTA

JUNE 19 & 20

NEPEAN SAILING CLUB & BRITANNIA YACHT CLUB

General Information:

Registration from 16:00 to 20:00 Friday June 18. Skippers meeting at 09:00 Saturday. Warning signals at 10:00 on Saturday and Sunday. Seven races are planned (4 Saturday and 3 Sunday). All boats will sail together but for scoring purposes will be divided into "A" (official) and "B" (unofficial) fleets. "B" fleet entries need not be members of the Albacore Association or have completely measured and documented boats.

Accommodation:

We hope to be able to provide billeting for all those who want it. Camping on the club grounds is welcomed, and it should also be possible to crash on our youth centre floor.

Fees:

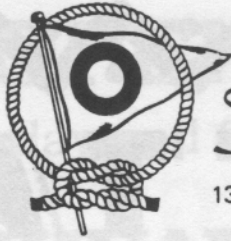
The entry fee of \$20 (\$25 for non-members of the Albacore Association) includes breakfast at the club Saturday and Sunday. The Friday evening BBQ at Britannia runs \$6-\$8 per person, and Saturday dinner (steak) tickets will be \$12 each.

Directions:

Coming from highway 7: Stay on 7 until it runs into highway 417. Then take 417 (the Queensway) east to the Moodie Drive exit. Go north on Moodie Drive until it crosses Carling Avenue and becomes a minor road. Turn right and proceed along Carling until Lac Deschenes becomes visible on your left. Enter the club by turning left almost immediately at the "Dick Bell Park" sign (directly opposite Becker's).

Coming from highway 16: Follow the highway 16 signs until it meets the Queensway (highway 417). Go west on the Queensway to the Pinecrest exit (9 Km). Then go north on Pinecrest until it hits Carling Avenue and becomes a minor road. Turn left on Carling and proceed until a yacht club becomes visible on the right. Enter the club by going past it and turning right at the "Dick Bell Park" sign (directly opposite Becker's). Note: In going west on the Queensway, you will pass a Carling Avenue exit. If you wish, you can exit at this point and continue along Carling until you get to the club.

For further information contact NSC (613-829-6462), Tom Winlow (613-592-5822), or John Bryant (613-730-5943 evenings).



Toronto Sailing & Canoe Club

1391 LAKESHORE BLVD. WEST • TORONTO, ONTARIO • M6K 3C1

FOR IMMEDIATE RELEASE

May 12th, 1993

TO: EDITORIAL AND/OR PUBLICITY DEPARTMENT

RE: L.S.S.A. REGATTA JUNE 26TH & 27TH, 1993

Toronto Sailing & Canoe Club is extending an open invitation to all centerboard classes to join in the excitement of L.S.S.A. 1993.

This is the 100th year the Lake Skiff Sailing Association Regatta has been held. It is the longest running all dinghy race in North America and one of the largest dinghy races in the world.

On Saturday June 26th and Sunday June 27th over 380 competitors are expected to compete in five races on Humber Bay. Centerboard classes will race on three courses, each run by experienced race management teams.

To celebrate the 100th year, TS&CC is hosting an enormous party and BBQ on Saturday night.

Toronto Sailing & Canoe Club is located at 1391 Lakeshore Blvd. W., (half mile east of Ontario Place). For further information please contact Debbie Thomas (416) 940-2980 or the TS&CC office 533-5907.

We would appreciate the inclusion of this information in your club newsletter and have provided "notice of regatta" art for this purpose.

Yours truly,

Debbie Thomas
c/o Publishers Limited
161 Alden Road
Markham, Ontario
L3R 3W6

Tel: (416) 940-2980
Fax: (416) 940-2996

REGATTA

LSSA

1893 - 1993

JUNE 26 & 27

Join the action, be part of the excitement for the

100th year of LSSA

TORONTO SAILING & CANOE CLUB

First start for both days 1100
Five Olympic races on 3 courses
No starts after 1430 on Sunday
Awards immediately following last race

Single crew: \$30.00/boat
Double crew: \$50.00/boat

- Music
- Live Band
- Dancing
- 300+ Competitors
- Lunch on the water both days
- BBQ on Saturday night, 1800

Prizes are the coveted custom 100th year LSSA SWEATSHIRTS

ALL CENTREBOARD CLASSES ARE WELCOME

For further information contact TS&CC Sailing Office (416) 533-5907
LSSA is Sponsored in Part by Sports Ontario Through Wintario

OPEN REGATTA

Saturday and Sunday July 10 and 11, 1993

PARKWAY SAILING CLUB

Fort Erie, Ontario

ALBACORE-FIREBALL-LASER-LASER 2

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

Friday

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

Saturday

8:30 a.m. Registration
9:30 a.m. Skipper's Meeting
11:00 a.m. First Race
1:00 p.m. Lunch
2:00 p.m. Second and Third Races
6:30 p.m. Dinner
8:00 p.m. Dancing! Entertainment!!
Bar!!! Free Admission !!!!

Sunday

11:00 a.m. Fourth and Fifth Races
1:00 p.m. Lunch
Afternoon Results and Trophy Presentations

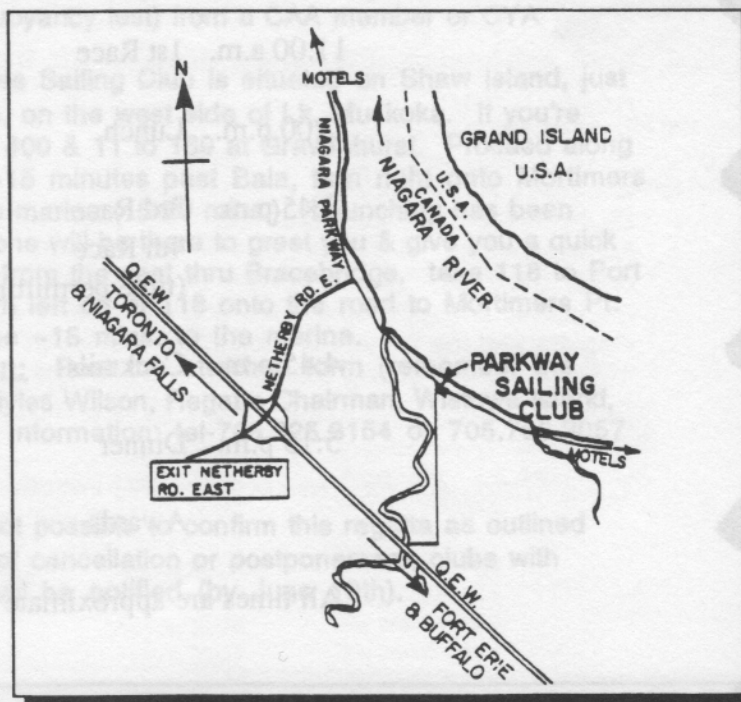
Plenty of space to camp on our grounds or stay in a nearby motel (see map). For more information please contact

George Bethune
9556 Warner Road
Niagara Falls, Ontario
L2V 3Y5

Telephone: (416) 685-5719 (home)

Registration Fee

Steak dinners included
One Person Boat \$16.00
Two Person Boat \$30.00
Additional Dinners @\$10.00 each.



Outer Harbour Centreboard Club

ALBACORE REGATTA

July 10, 1993

WHERE: Outer Harbour

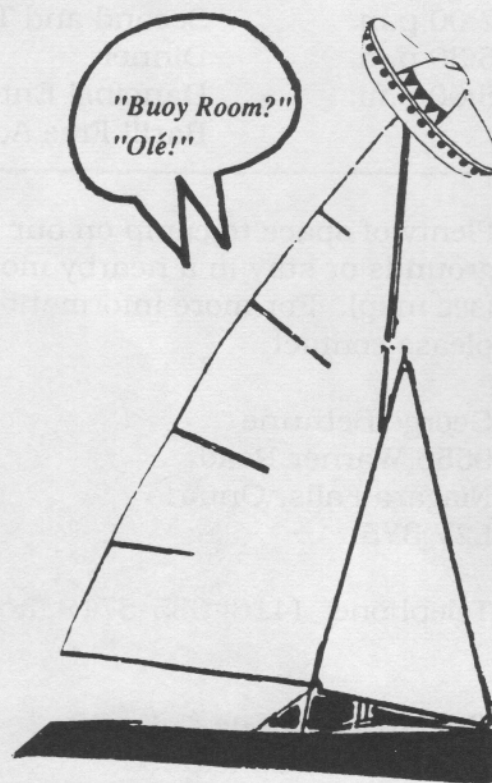
COST: \$45.00 per boat

Includes: *Breakfast (coffee, juice, donuts, muffins)
*Dinner
*Complimentary Champagne and Sangria
*Prizes

\$25.00 per extra dinner

Note: Bring your own lunch
(pop and chips provided)

SCHEDULE: 9:00 a.m. Registration
10:00 a.m. Skipper's Meeting
11:00 a.m. 1st Race
2:00 p.m. Lunch
2:45 p.m. 3rd Race
4th Race
(time permitting)
4:45 p.m. Cocktails
5:15 p.m. Dinner
Awards



All times are approximate and weather dependent.

FOR MORE INFORMATION, CONTACT: DAVID HARRIS BUS: 923-8416 HM: 486-5755

The 24th Canadian Junior Albacore Championships

at Kettles Sailing Club, Lake Muskoka

- August 7-8, 1993. -

Divisions: 13 years & under
16 years & under
19 years & under

Programme: Saturday- Registration 8:30-10:30, Skippers' Meeting 10:45, First Gun 11:15, 1 race followed by lunch & 2 more races, BBQ dinner after racing. Sunday- First Gun 10:00, 2 Races followed by BBQ lunch & awards
All races to count.

Prizes: Keeper prizes for helm & crew for 1st, 2nd, and 3rd in each division. A perpetual trophy (must be returned for '94) will be awarded to the 1st place skipper in each division.

Cost: \$33 per boat if payment & registration is received by July 30th. Thereafter, \$39 per boat. This includes a packed lunch for Saturday, and BBQ meals Saturday & Sunday after racing. In addition, skippers will receive a special half year Jnr. membership entitling them to the Summer & Fall issues of Shackles & Cringles. T-shirts will be available for purchase at \$12 to \$14 each.

Billeting: Participants from outside of Muskoka District will be offered billeting on a first come, first served basis. Note this on your registration form.

Safety: Participants with inadequate buoyancy will not be allowed to compete. In lieu of an up-to-date CAA buoyancy/measurement certificate, a signed declaration (indicating a witnessed buoyancy test) from a CAA member or CYA instructor will suffice.

Directions to Kettles S.C.: Kettles Sailing Club is situated on Shaw Island, just off shore from Mortimers Pt. Marina, on the west side of Lk. Muskoka. If you're coming from the Toronto area, take 400 & 11 to 169 at Gravenhurst. Proceed along 169 thru Gravenhurst & Bala. 10-15 minutes past Bala, turn right onto Mortimers Pt. Road and follow the signs to the marina (15-20 mins.). Launching has been arranged with the marina and someone will be there to greet you & give you a quick tow to the island. If you're coming from the east thru Bracebridge, take 118 to Port Carling. Just past Port Carling, turn left off of 118 onto the road to Mortimers Pt. (it is very clearly posted). It will be ~15 mins. to the marina.

Registration & More Information: Post the attached form (remember the advanced reg. discount!) ASAP to Myles Wilson, Regatta Chairman, Wistowe Island, P.O. Box Minett, ON, POB 1JO. Information: tel-705.325.3154 or 705.765.3057 (after 6pm)

**! Note: As of press time, it was not possible to confirm this regatta as outlined above. In the very unlikely event of cancellation or postponement, clubs with participants from previous years will be notified (by June 10th).

SHACKLES AND CRINGLES

Registration

Canadian Junior Albacore Championships, August 7-8, 1993,
Kettles Sailing Club, Lake Muskoka

Skipper

Name:.....

Address:.....

.....

Tel:.....

Age(as of August 6th):.....

Division(tick one): 13 & under.....

16 & under.....

19 & under.....

Sailing Club:.....

Sail Number:.....

Has your Albacore been buoyancy tested?(Y/N).....

By Whom & When?.....

Crew

Name:.....

Address:.....

.....

Age:.....(must be within or below
division of skipper)

**Do you require Billeting?(Y/N).....

Cost: \$33 per boat if postmarked July 25th or before. \$39 per
boat otherwise. Cheques payable to the 'Canadian Albacore
Association'.

Waiver of Liability

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

Date..... Skipper's Signature.....

Co-signed(Parent/Guardian or Supervising Instructor).....

** Post to: Myles Wilson, Regatta Chairman
Wistowe Island,
P.O. Box Minett
Minett, ON, POB 1JO



sail week

CORK 1993

NOTICE OF REGATTA

COMMODORE - Jack Cameron
CHAIRMAN of OPERATIONS - Ross Cameron

CORK 1993 will be hosted by the City of Kingston, the Kingston Yacht Club, the Canadian Yachting Association, The Ontario Sailing Association and the Canadian Olympic-training Regatta at Kingston (CORK). The regatta will be governed by the 1993-1996 Rules of the International Yacht Racing Union, the prescriptions of the Canadian Yachting Association, the rules of the classes involved and the Sailing Instructions. Where indicated with an asterisk(*), CORK 1993 will be classified as a Category 'B' event under IYRR Appendix A3. For classes not marked with an asterisk, the event will be classified Category 'A' with event sponsorship. CORK 1993 is also part of the Can-Am Series and the IYRU World Cup Series.

CLASSES, LEVEL OF CHAMPIONSHIP, DATES

OPTIMIST : PRACTICE RACE 1350 TUESDAY, AUG.17, FIRST RACE 0950 WEDNESDAY, AUG.18

North Americans August 16-20 7 races+ team racing

YOUTH FESTIVAL : PRACTICE STARTS 1400 THURSDAY, AUG.19, FIRST RACE 1700 THURSDAY, AUG.19

Laser Gold Cup August 19-20 5 prequalify for CORK Gold Fleet

Laser» Gold Cup August 19-20 3 prequalify for CORK Gold Fleet

Mistral August 19-20 Coaches Brian Todd, Steve Jarrett

SERIES I : SATURDAY, AUGUST 21 TO WEDNESDAY, AUGUST 25

Albacore North American Championship August 21-24 Practice race Sat. Aug.21

Europe * CORK Championship August 21-25 Practice race Sat. Aug.21

Fireball North American Championship August 21-25 No practice race

International 14* North American Championship August 21-24 Practice race Sat. Aug.21

Laser Gold World qualifier (2 spots) August 21-25 Qualifier August 21, no practice race

Canadian Championship

Grand Prix 30 pt. event

Laser Silver CORK Championship August 21-25 Qualifier August 21, no practice race

Laser Radial Canadian Championship August 21-25 Practice race Sat. Aug.21, no qualification

Grand Prix 30 pt. event

Laser» Gold Canadian Championship August 21-25 Qualifier August 21, no practice race

Grand Prix 30 pt. event

Laser» Silver CORK Championship August 21-25 Qualifier August 21, no practice race

Mistral* Tudor North Americans August 21-25 No practice, NQR

Soling* Canadian Championship August 21-25 No practice, NQR, course & match racing

OFFSHORE : SATURDAY, AUGUST 21 TO WEDNESDAY, AUGUST 25 WITH NO PRACTICE RACE

IMS CORK Championship August 21-25

Interclub Team Challenge

Teams of 3 boats in 9-race series

C&C 41 CORK Championship August 21-25

Laser 28 North Americans(gold/silver) August 21-25

PHRF CORK Championship August 21-25

SERIES II : SATURDAY, AUGUST 21 TO FRIDAY, AUGUST 27

470 (m/w)* North American Championship August 21-27 Practice race Sat. Aug.21, NQR

Finn* Great Lakes Championship August 21-27 Practice race Sat. Aug.21, NQR

Tornado* North American Championship August 21-25 Practice race Sat. Aug.21, NQR

Experimental series August 26-27

No practice race

SERIES III : THURSDAY, AUGUST 26 TO SUNDAY, AUGUST 29

Byte North American Championship August 26-29 No practice race

Ideal 18 CORK Championship August 28-29 No practice race

International 14* R.C.Stevenson Cup August 25-26 No practice race

J 24 Canadian Championship August 26-29 No practice race

Star* Eastern Canadian Championship August 26-29 No practice race

Tanzer 22 North American Championship August 26-29 No practice race

NOTE: * denotes those classes which are classified as Category 'B' under IYRU Appendix A3

ELIGIBILITY: Eligibility varies from fleet to fleet. Classes determine the specifics as advised by CORK. IYRR 22 (Member Board) and IYRR 24 (Life Saving Equipment) will be enforced.

COURSES and SCORING: Experimental courses and the Low-Point Scoring System currently under consideration for use in the 1996 Olympic Games may be used for some or all classes. Otherwise, the Low-Point Scoring System in IYRR Appendix B2 will be used. Alternate penalties will be in accordance with IYRR Appendix B1,1(720 Turns)

SAILS: For CORK '93, the requirement in IYRR Appendix B3, 1.1(b) for sails measured after April 1, 1993 to carry the new national letters will be waived.

SKIPPER'S MEETINGS: A skippers' meeting will be held for each course. Unless detailed in this document, locations and times for these meetings will be available at registration.

CATEGORY 'B' EVENTS: In addition to IYRR Appendix A3 and the prescriptions of the CYA, fleets and competitors electing to use CORK as a Category 'B' event shall meet the following CORK requirements:

- a) Competitors sailing in Category 'B' shall identify themselves;
- b) The names of all sponsors shall be registered with CORK;
- c) CORK retains the right to reject displays of certain sponsors;
- d) CORK retains the right to add a surcharge to the entry fee of Category 'B' competitors.

For 1993, there will be no surcharge for Category 'B' events at CORK.

VENUES : CORK '93 will operate from three sites. The Sailboard event will be sailed from Richardson Beach. Offshore events will be based at Confederation Basin. All other classes will sail from Portsmouth Olympic Harbour (POH). Except for the Offshore and Mistral fleets, launch and haulout will take place at POH. There are six race areas: Alpha, south west of POH; Bravo, north of Melville Shoal; Charlie, south of the Kingston Yacht Club; Delta, St. Lawrence River and Lake Ontario; Echo, southwest of Richardson Beach; Foxtrot, southwest of Snake Island.

REGISTRATION AND MEASUREMENT: Registration and measurement for the regatta vary depending upon the class and the championship. With the exception of Youthfestival, these services will be available for each class the evening of the day before racing begins for that class, including the practice race, if applicable.

LOCATION and TIMES for REGISTRATION AND MEASUREMENT:

Optimist	Mon.	Aug. 16	1300-1800	Portsmouth Olympic Harbour
	Tue.	Aug. 17	1000-1300	Portsmouth Olympic Harbour
Youthfestival	Thur.	Aug. 19	1000-1700	Portsmouth Olympic Harbour
Mistral	Fri.	Aug. 20	1700-2100	Richardson Beach
	Sat.	Aug. 21	0800-0900	Richardson Beach
Offshore fleets	Fri.	Aug. 20	1800-2300	Confederation Basin Marina
	Sat.	Aug. 21	0830-0930	Confederation Basin Marina
All other fleets starting Sat.	Fri.	Aug. 20	1000-2200	Portsmouth Olympic Harbour
Aug. 21 (including Int'l 14)	Sat.	Aug. 21	0800-1800	Portsmouth Olympic Harbour
Int'l 14 (R.C. Stevenson)	Tues.	Aug. 24	1900-2100	Portsmouth Olympic Harbour
Fleets starting Thurs. Aug. 26	Wed.	Aug. 25	1900-2100	Portsmouth Olympic Harbour
Ideal 18	Fri.	Aug. 27	1900-2100	Portsmouth Olympic Harbour

Outside the hours listed, registration may take place at the CORK office in POH.

ENTRY FEES: Entry fees for CORK 1993 are listed on the back of the Entry Form which is the last page of this document. There is a \$25.00 LATE FEE for entries postmarked later than August 1, 1993. Laser, Laser+, Laser Radial and Youthfestival competitors are exempt from the late fee. In addition to the entry fees, clubs entering the IMS Interclub Team Challenge series will pay a fee of \$30.00 per team.

AWARDS: CORK provides a variety of awards in many different categories. For each One-design fleet, with certain exceptions, a medal will be awarded to the top finisher and prizes will be awarded to the top five. Some fleets provide their own additional awards. Masters' awards will be presented where requested or where applicable, given sufficient notice. Some fleets also have Women's and/or Youth awards. The Offshore fleet awards include perpetual trophies, 'keeper' trays and medals as well as some special awards.

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

Hotels : Holiday Inn 549 8400 Howard Johnson 549 6300 Prince George Hotel 549 5440 Ramada Inn 549 8100 Journey's End 546 9500 First Canada Inn 541 1111 Queen's Inn 546 0429 Seven Oakes Motel 546 3655

Bed & Breakfast : Queen's University 545 2223 B&B Association 542 0214 Donald Gordon Centre 545 2221

Camping : Lake Ontario Park 546 1025 Rideau Acres 546 2711 KOA Kingston 546 6140 Sunnyside Campground 273 3124 (NOTE: Camping is not allowed at Confederation Basin, Richardson Beach or Portsmouth Olympic Harbour.)

FLEET INFORMATION

OPTIMIST NORTH AMERICAN CHAMPIONSHIP: Optimists are sailed by youths 15 years of age and younger as of December 31, 1993. As well as an overall fleet, there is a Blue fleet composed of 11 and 12 year olds as of December 31, 1993 and a White fleet for those 10 and under as of the same date. There will be a practice race at 1350 hours Tuesday, August 17. The Optimist fleet will race up to 7 races on Wednesday, August 18 and Thursday, August 19 and have team racing and awards on Friday, August 20. The Optimist entry fee will include a dinner on Thursday evening.

YOUTHFESTIVAL: Youthfestival, hosted by CORK and the Ontario Sailing Association, features training for youth 18 and under as of December 31, 1993 in Laser, Laser », Laser Radial and Mistral. Registration for Youthfestival (and CORK) will begin at 1000 hours on Thursday, August 19. Youthfestival will run from 1200 hours on Thursday, August 19 until 2200 hours Friday, August 20. Practice starts will begin at 1400 hours Thursday. The warning signal for the race Thursday, August 19 is scheduled for 1650 hours and for the first of two races Friday at 1420 hours.

In both Laser and Laser» fleets, the winners of the three-race series will receive the Sailing Canada Gold Cup Awards. In addition, the top 5 Lasers and the top 3 Laser» finishers will pre-qualify for their respective Gold fleets.

Yacht clubs and Junior Sailing Schools are strongly encouraged to send groups of sailors. Chaperones should accompany each group. All coaching personnel will be provided by the organizers. Those wishing to race must be registered prior to the start of the first race.

The entry fee for Youthfestival will be \$25.00. The fee provides participants with seminars, racing, small group coaching, Olympic speakers, social events, dinners Thursday and Friday, a lunch Friday, snacks and a Youthfestival T-shirt.

OFFSHORE: Offshore yachts will race in one of IMS, C&C 41, Laser 28 or PHRF fleets.

From Saturday, August 21 to Wednesday, August 25, the Offshore fleets are scheduled to compete in nine races on either the St. Lawrence River or Lake Ontario depending upon the signals flown. The series will include a middle distance race.

Equipment and accommodations for the middle distance race will be a minimum of ORC Category 4 as amended by the Sailing Instructions. A Certificate of Compliance will be required at registration. Inspections may take place. Participants shall have an operable VHF radio.

Registration will take place at Confederation Basin in downtown Kingston on Friday, August 20 from 1800 to 2300 hours and on Saturday, August 21 from 0830 to 0930. A measurement certificate is required with every IMS or PHRF entry form. PHRF handicaps must be between 59 and 175 seconds per mile based on PHRF-Lake Ontario. A PHRF-LO measurer will be available to entrants who cannot provide a current PHRF-LO certificate.

An extra attraction for the IMS fleet this year is the Interclub Team Challenge Series. Teams consisting of three CORK-registered IMS boats representing the same club may be entered in this series. The additional cost per team will be \$30.00.

Mooring at Kingston's Confederation Basin is provided from Friday, August 20 until Thursday, August 26 as part of the registration fee. Arrangements for launch and haulout (charge of \$150.00 total due at registration) can be made.

A skippers' meeting will be held on Saturday morning at 1000 hours.

At a sailor's reception on Wednesday, August 25, awards will be presented to the top racers in each division and to IMS and PHRF Overall winners. Special awards include the Interclub Challenge Trophy and the Ian Bruce Interprovincial Challenge Trophy.

470 MEN'S AND WOMEN'S NORTH AMERICAN CHAMPIONSHIPS: The practice race will be run on Saturday, August 21 at 1250 hours. Nine races are scheduled Sunday, August 22 to Friday, August 27. The first race is scheduled at 1050h on Sunday. This is a National Qualifying Regatta.

ALBACORE NORTH AMERICAN CHAMPIONSHIP: The practice race will be run on Saturday, August 21 at 1250 hours. Seven races are scheduled Sunday, August 22 to Tuesday, August 24. The first race is scheduled at 1050h on Sunday.

BYTE NORTH AMERICAN CHAMPIONSHIP: Seven races are scheduled Thursday, August 26 to Sunday, August 29. The first race is scheduled at 0950h on Thursday. There will be no practice race.

EUROPE CORK CHAMPIONSHIP: The practice race for the Europe class will be run on Saturday, August 21 at 1250 hours. Seven races are scheduled Sunday, August 22 to Wednesday, August 25. The first race is scheduled at 1020h on Sunday.

FINN GREAT LAKES CHAMPIONSHIP: The practice race will be run on Saturday, August 21 at 1250 hours. Nine races are scheduled Sunday, August 22 to Friday, August 27. The first race is scheduled at 1050h on Sunday. This is a National Qualifying Regatta.

FIREBALL NORTH AMERICAN CHAMPIONSHIP: Eight races are scheduled Saturday, August 21 to Wednesday, August 25. The first race is scheduled at 1250h on Saturday. There will be no practice race.

IDEAL 18 CORK CHAMPIONSHIP: Five races are scheduled Saturday, August 28 to Sunday, August 29. The first race is scheduled at 0950h on Saturday. There will be no practice race.

INTERNATIONAL 14 NORTH AMERICAN CHAMPIONSHIP and R.C.STEVENSON CUP: The practice race for the North American Championship will be run on Saturday, August 21 at 1250h. Five races are scheduled Sunday, August 22 to Tuesday, August 24. The first race is scheduled at 1050h on Sunday. The R.C.Stevenson Cup 4-race series will take place Wednesday, August 25 to Thursday, August 26. There will be no practice race and the first race is scheduled at 1050 on Wednesday. The entry fee for those racing only for the R.C.Stevenson Cup will be \$35.00. Additional registration will be available Tuesday, August 24 from 1900 to 2100 hours for this event.

J24 CANADIAN CHAMPIONSHIP: Seven races are scheduled Thursday, August 26 to Sunday, August 29. The first race is scheduled at 0950h on Thursday. There will be no practice race.

LASER WORLD QUALIFIER (2 spots), CANADIAN CHAMPIONSHIP and 30PT. GRAND PRIX EVENT: Following the qualification series, Lasers will race in Gold and Silver fleets.

Qualification for the Gold fleet will take place on Saturday, August 21 with a three-race, round-robin series beginning at 1020h. At registration, competitors will be assigned to one of four fleets which will form the basis for the round-robin. The top 50% including ties of the number of registered yachts will compete in the Gold fleet; the remainder will complete in the Silver fleet. At registration, competitors may declare their intent to sail in the Silver fleet in which case they do not sail in the qualifying round. Competitors pre-qualified in Youthfestival do not sail in the qualifying round.

Gold fleet will commence racing a nine-race series on Sunday, August 22 at 1020h and end Wednesday, August 25. Silver fleet will commence racing a nine-race series on Sunday, August 22 at 0950h and end Wednesday, August 25.

LASER» CANADIAN CHAMPIONSHIP and AND 30PT. GRAND PRIX EVENT: Following the qualification series, the Laser» will race in Gold and Silver fleets.

Qualification for the Gold fleet will take place on Saturday, August 21 with a three-race, round-robin series beginning at 0950h. At registration, competitors will be assigned to one of four fleets which will form the basis for the round-robin. The top 50% including ties of the number of registered yachts will compete in the Gold fleet; the remainder will complete in the Silver fleet. At registration, competitors may declare their intent to sail in the Silver fleet in which case they do not sail in the qualifying round. Competitors pre-qualified in Youthfestival do not sail in the qualifying round.

Gold fleet will commence racing a nine-race series on Sunday, August 22 at 1020h and end Wednesday, August 25. Silver fleet will commence racing a nine-race series on Sunday, August 22 at 0950h and end Wednesday, August 25.

LASER RADIAL CANADIAN CHAMPIONSHIP and 30PT. GRAND PRIX EVENT: A practice race will be held on Saturday, August 21 at 0950h. Ten races are scheduled Saturday, August 21 to Wednesday, August 25 with the first race scheduled at 1220h on Saturday.

MISTRAL TUDOR NORTH AMERICAN CHAMPIONSHIP: The Mistral event will feature course racing, long distance, slalom and freestyle events run from Richardson Beach (MacDonald Park). Racing will begin Saturday, August 21 at 0950 hours and finish Wednesday, August 25. There will be no practice race. In addition to the regular awards, youth and masters awards will be provided. This is a National Qualifying Regatta.

SOLING CANADIAN CHAMPIONSHIP: This is a National Qualifying Regatta. Seven races are scheduled Saturday, August 22 to Tuesday, August 24. The first race will be run on Saturday, August 21 at 1250 hours. There will be no practice race. The top 6 competitors from the Canadian Championship will compete in a match racing event on Wednesday, August 25. It is intended that the top two competitors from the round-robin matches sail a 3-race series to decide the winner.

STAR EASTERN CANADIAN CHAMPIONSHIP: Seven races are scheduled Thursday, August 26 to Sunday, August 29. The first race is scheduled at 0950h on Thursday. There will be no practice race.

TANZER 22 NORTH AMERICAN CHAMPIONSHIP: Seven races are scheduled Thursday, August 26 to Sunday, August 29. The first race is scheduled at 0950h on Thursday. There will be no practice race.

TORNADO NORTH AMERICAN CHAMPIONSHIP and EXPERIMENTAL SERIES: This is a National Qualifying Regatta. A practice race will be run on Saturday, August 21 at 1250 hours. The first race is scheduled at 1050h on Sunday. Seven races are scheduled Sunday, August 22 to Wednesday, August 25. In addition, a separate series with a maximum of seven races will be sailed Thursday, August 26 and Friday, August 27 on the new experimental Olympic courses.

CORK 1993 ENTRY FORM

SKIPPER'S NAME

Family Name	First Name	Initials
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SKIPPER'S ADDRESS

Street	Apartment	
City	Province	Postal Code
Country	Year of Birth	Gender
	(Year of Birth must be completed for the entrant to be eligible for Youth or Master's awards.)	(Gender must be completed for the entrant to be eligible for Women's awards.)

FLEET

(Circle your fleet)

- 470 male
- 470 female
- ALBACORE
- BYTE
- CC41
- EUROPE
- FINN
- FIREBALL
- IDEAL 18
- IMS
- INTERNATIONAL 14
- J24
- LASER 28
- LASER
- LASER SILVER
- LASER RADIAL
- LASER II
- LASER II SILVER
- MISTRAL
- Lightweight
- Heavyweight
- Women
- OPTIMIST
- PHRF
- SOLING
- STAR
- TANZER 22
- TORNADO
- YOUTHFESTIVAL

SAIL NUMBER

(Must include national letters (KC, CAN, US, F, etc.) IF and only IF they appear on your sail)

Sail Number	National Letters are : <input type="checkbox"/> on ALL of my mainsails <input type="checkbox"/> on SOME of my mainsails <input type="checkbox"/> on NONE of my mainsails
-------------	--

YACHT CLUB (Print FULL name)

BOAT NAME

OFFSHORE RATING

PHRF-LO	IMS	Boat Type
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ADVERTISING

I will be carrying advertising in accordance with Category B YES NO

CREW (Offshore entrants submit separate crew list at registration)

Name	Year of Birth	Gender

YOUTH FESTIVAL

<input type="checkbox"/> This entry is for Youth Festival and CORK	<input type="checkbox"/> My crew will enter Youth Festival
<input type="checkbox"/> Youth Festival only	<input type="checkbox"/> My crew will be the same for CORK

(PART 1 - SEE NEXT PAGE FOR PART 2)

ENTRY FEES

The entry fees for CORK 1993 are listed below. After August 1, 1993 a LATE FEE of \$25.00 will apply (Laser, Laser Radial, Laser» and Youthfestival excepted). To avoid payment of the LATE FEE, entry fees must accompany entry forms and be postmarked on or prior to August 1, 1993. Fees are quoted in Canadian dollars.

Ideal 18	\$50.00
Byte, Mistral	\$60.00
Star	\$70.00
Optimist, Laser, Laser Radial	\$75.00
Europe, Finn	\$85.00
470, Albacore, Fireball, Laser», Soling, Tanzer 22	\$125.00
J 24	\$130.00
International 14	\$140.00
International 14 - R.C.Stevenson Cup only	\$35.00
Tornado	\$150.00
Offshore - IMS, C&C 41, Laser 28, PHRF (boat and skipper only)	\$170.00
Per Offshore crew member	\$10.00
Per team for IMS Interclub Team Challenge	\$30.00

NOTE: Non-Canadian cheques should be made out in the currency of the country of origin. Canadian Banks assess a significant charge for clearing non-Canadian cheques in Canadian currency. CORK will return incorrect cheques or pass the bank charges on to the competitor. Entrants may submit fees in Canadian dollars by money order.

Please send cheque or money order to :
 CORK, 53 Yonge St., Box 13, Kingston, Ontario, Canada, K7M 3G2

ENTRY FEES ENCLOSED -	CORK entry fee(see above)	\$	
	Offshore crew (_____ X \$10.00)	\$	
	Youthfestival fee(if applicable)	\$	
	Postmarked later than August 1, 1993 (except Laser, Laser», Laser Radial, Youthfestival)	\$	
	Category 'B' surcharge	\$ 0.00	
	Total enclosed	\$	

I agree to be bound by the racing rules of the International Yacht Racing Union and by all other rules that govern this event.

Date _____ Signature _____

FOR OFFICE USE ONLY

Youthfestival	Laser, Laser» qualifiers	Optimist	International 14
Laser	green	blue fleet	NA & RC Stevenson
Laser»	red	white fleet	B fleet
Mistral	yellow		RC Stevenson only
	blue		

Hull sticker number (if applicable) _____ Amount paid _____ Checked by _____

1993 IAA INTERNATIONAL ALBACORE CHAMPIONSHIPS
1993 USAA NATIONAL CHAMPIONSHIPS

October 9 - 16, 1993

Organizing Authority: United States Albacore Association
Club/Host Organization: Rehoboth Bay Sailing Association, Rehoboth, Beach, Delaware

NOTICE OF REGATTA

1. **Rules:** These Regattas will be governed by the International Yacht Racing Rules, the rules of the United States Albacore Association and the sailing instructions.
2. **Advertising:** These Regattas are classified as Category A events in accordance with rule 26, Event Classification.
3. **Eligibility and Entry:** All boats must be helmed by a member (associate or full) of the United States Albacore Association or any other national Albacore association.

The following restrictions on the number of boats in the International Championships apply: a maximum of approximately 60 boats is planned, with an initial allocation of 25 to the US, 20 to Canada and 15 to the UK and others. There will be no limits for the National Championships.

4. **Schedule:**

The US National Championships will be held from October 10 - 12, followed by the International Championships from October 13 - 16.

Sat Oct 9	1000 - 2200	Registration and measurement
Sun Oct 10	0900 - 1100	Registration and measurement
	Noon	Lunch
	1350	Warning gun for race 1
	1400	Start of race 1; race 2 to follow
Mon Oct 11	0950	Warning gun for race 3
	1000	Start of race 3
	Noon	Lunch
	1350	Warning gun for race 4
	1400	Start of race 4; race 5 to follow
Tue Oct 12	0950	Warning gun for race 6
	1000	Start of race 6; race 7 to follow
	1300	Lunch
	1400 - 1800	Registration and measurement

SHACKLES AND CRINGLES

Wed Oct 13	0900 - 1100	Registration and measurement
	Noon	Lunch
	1350	Warning gun for race 1
	1400	Start of race 1; race 2 to follow
Thu Oct 14	0950	Warning gun for race 3
	1000	Start of race 3
	Noon	Lunch
	1350	Warning gun for race 4
	1400	Start of race 4
Fri Oct 15	0950	Warning gun for race 5
	1000	Start of race 5
	Noon	Lunch
	1350	Warning gun for race 6
	1400	Start of race 6
Sat Oct 16	0950	Warning gun for race 7
	1000	Start of race 7
	Noon	Lunch

5. Tentative Social Schedule:

Sun Oct 10	Pizza party
Mon Oct 11	Nationals dinner
Thu Oct 14	Barbecue at RBSA
Fri Oct 15	Internationals dinner

6. **Advance Registration:** Sailors may register in advance for either or both events by completing the attached registration form and mailing it with the appropriate fee to:

USAA c/o David Yemc
299 Cedar Lane
Annapolis, MD 21403

US sailors are encouraged to register before June 30 in order to help USAA distribute starting slots.'

7. **Fees:** The entry fees are as follows:

US Nationals	
Before Sept 30	\$90
After Sept 30	\$100
International Championships	
Before June 30	\$105
After June 30	\$115

The entry fee for Nationals includes dinner for two on Monday October 11 and pizza or other evening event for two on Sunday October 10. The entry fee for the Internationals includes dinner for two on Friday October 15 and another evening event for two.

Buffet lunches will be available on shore each day at \$5, payable at registration.

8. **Measurement:** All boats must be accompanied by a valid measurement certificate with a current buoyancy endorsement. Boats and sails will be measured during the indicated times only and at scheduled times assigned at registration.

Shroud adjustments during the course of a race are prohibited. Specific measures to prevent adjustments will be determined at measurement.

Boats must carry a 50' tow line, a paddle, and an approved lifejacket for each person on board (approved by a national organization).

9. **Sailing Instructions:** Sailing instructions for both events will be available at registration.

10. **Scoring:** The Low-Point Scoring System, Appendix 5.2 of the Racing Rules, will apply.

11. **Trophies:** There will be separate awards for A and B fleets in the Nationals Championships. There will be awards for the top 5 places in the International Championships.

12. **Boat Charter:** We expect to have a few boats available for charter. Contact Elizabeth Wiener at 3509 Rodman Street NW, Washington, DC 20008, phone 202-364-0565 for details.

14. **Launching:** Crane or beach. Dollies are recommended.

15. **Accommodations:** The Bay Resort Hotel at Rehoboth Beach has agreed to extend its season for an extra week to accommodate participants at our championships. The cost for a seven night stay starting on October 9th is \$170 for a poolside efficiency and \$239 for a bayfront efficiency, double occupancy. If you wish to stay for less than the whole week, the nightly rate is \$35 poolside and \$45 bayfront. An 8% Delaware Accommodations Tax will added to all rates. There will be no AAA or AARP discounts.

Please make your own arrangements directly with the Bay Resort. Their address is: Bellevue Street, P.O. Box 461, Rehoboth Beach, DE 19971. The manager is David Beebe and his phone number is 1-800-922-9240 for toll free reservations or 302-227-6400. The Bay Resort requires a deposit of 50% of the total.

We have a block booking until September 15th, after which the Bay Resort may accept reservations from others for those rooms we have not taken up. So try to get your reservations in ahead of time to avoid disappointment.

Date:

Skipper's Signature:

SHACKLES AND CRINGLES

16. **Directions:** From Washington, DC: Take Route 50 over the Bay Bridge to 404 East ; to Route 18 East; to Route 1 South/East.

From Northern New Jersey: Take the Garden State Parkway South to Cape May. Take the Cape May ferry (phone 609-886-9699) to Lewes. Cost is \$35 (US) each way for the car, boat and driver. Each additional passenger is \$4 (US). Once in Lewes, take Route 9 South to Route 1 to Rehoboth.

To find RBSA, continue south on Route 1 through Rehoboth and Dewey Beach, past the "Rusty Rudder" on your right. About 1/2 mile further, as you leave town, there is a wooden sign on the right, partially hidden by bushes, announcing the Rehoboth Bay Sailing Association.

To find the Bay Resort, continue south on Route 1 past Rehoboth Beach into Dewey Beach. Turn right onto Bellevue Street. The Bay Resort is at the end of the road on the left.

17. **Further information:** Call Daphne Byron, Regatta Chairman at 301-871-1145 (home) or 703-883-5829 (office).

1993 IAA INTERNATIONAL ALBACORE CHAMPIONSHIPS
 1993 USAA NATIONAL CHAMPIONSHIPS

ENTRY FORM

Names, addresses, phone numbers:

Skipper: _____ Crew: _____

(H) _____ (W) _____ (H) _____ (W) _____

Fleet for National Championships (check one): A _____ B _____

Fees:

USAA National Championships
 (\$90 before Sept 30; \$100 after Sept 30) _____

Additional dinners on Oct 11 @ \$25 _____ x \$25 = _____

International Championships
 (\$105 before June 30; \$115 after June 30) _____

Additional dinners on Oct 15 @ \$25 _____ x \$25 = _____

TOTAL ENCLOSED _____

Please make your check payable in US dollars on a US bank to the United States Albacore Association. Mail your entry to:

USAA c/o David Yemc
 299 Cedar Lane
 Annapolis, MD 21403

Waiver of Liability: By participating in these regattas, I understand that I voluntarily assume and am knowledgeable of the risk of sailing and I assume sole responsibility for myself, my crew and boat. I agree to hold harmless and free of liability the sponsoring Club, its members, employees, officers and individuals appointed for volunteering for the Regattas and the United States Albacore Association for any damage, material or personal, suffered by me during the racing or otherwise.

Date: _____ Skipper's Signature: _____

USAA 1993 U.S. NATIONALS AND IAA INTERNATIONAL CHAMPIONSHIPS By Barney Harris, "Demon Seed" US 7493

I once heard a joke about the U.K. that "...if you like the weather, you'll love the blood pudding, and if you love the blood pudding, you'll absolutely go nuts over 1/2 mile walks with your boat after each race. To be fair, I have overheard one U.K. Albacore sailor remark about the United States: "if you like the wind, you'll love the beer!" I am afraid that the US Albacore Association can not do much about the latter, however, our plans for the 1993 U.S. National and International Championships have been designed to dispel the former.

Rehoboth Bay, which is the site of the 1993 U.S. and International Albacore Championships, is arguably one of the best sailing sites on the eastern U.S. Here's why:

1. Reliable Wind. Rehoboth Beach is located on the Atlantic coast. The sailing area is a bay bordered to the west by the mainland and to the east by a 1/4-mile wide barrier island. This makes for a **reliable sea breeze** which usually rolls in at about 1100 hrs. Our experience with several other Albacore regattas has shown that there will be wind for this regatta.
2. The Host Club. The Rehoboth Bay Sailing Association (RBSA) has agreed to host this regatta. RBSA is comprised of small boat racers who know how to run regattas. **RBSA has hosted three USAA National Championships within the past four years; they know about Albacores.** Launching facilities include both dolly/beach and two electric hoists.
3. Accommodations. The Bay Resort has been the residence of choice for the last three Albacore U.S. Nationals held in Rehoboth. The staff has always been very helpful and pleasant. We have made arrangements with the Bay Resort to remain open one additional week just for these events. The cost for the entire week is quite reasonable, even considering the fact that its marginally out of season. Additionally, we have planned at least one of the social events around their outdoor pool. The Bay Resort is located on Rehoboth Bay; within staggering distance (1/2 mile) of RBSA and several fun "gin mills." 58 of their 68 rooms have kitchenettes.
4. Activities. Rehoboth Beach is a resort area with plenty to do during the evening for persons accompanying racers who may not be sailing

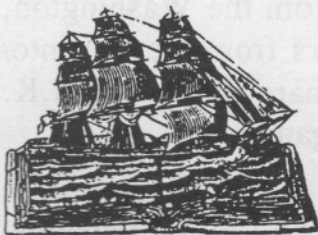
themselves. Atlantic City is just a few hours to the north; Ocean City is one half hour to the south; and Washington D.C. and Baltimore are three hours to the west. The weather should still be warm, at least by U.K. standards....and just think of all that great U.S. beer!!

5. Access. Rehoboth Beach is located about 3 hours from the Washington, D.C. area, 4 hours from northern New Jersey and 9-10 hours from the Toronto/ Buffalo area, and only a 7 hour transatlantic flight/nightmare from the U.K. Please refer to detailed directions listed in the Notice of Regatta.

We will be arranging what should be a great experience for all participants. As a service to prospective competitors, I have compiled a short list of "what's in" and "what's out" based on my knowledge of sailing in the United States and experiences from the last Albacore World Championship held in Scotland:

	WHAT'S IN	WHAT'S OUT
FAVORITE BREAKFAST MEAT	SCRAPPLE	BLOOD PUDDING
PREFERRED BOAT CONSTRUCTION MATERIAL	FIBERGLASS	WOOD
SAILS	NORTH	MACNAMARA
MOST APPROPRIATE CAR	TEAM SPOT, BACK SEAT FULL OF EMPTY BEER CANS	RIGHT HAND DRIVE RENTED FORD FIESTA, BACK SEAT FULL OF EMPTY BEER CANS
EXPECTED AFTER RACE FOOD	PIZZA AND FLAT BUDWEISER	HAGGIS AND BITTERS
FAVORITE COMPETITOR IN A KILT	DAPHNE BYRON	RON JAMES
AVAILABLE PERSONAL HYGIENE	SHOWER	BATH
BEACH COMPOSITION	SAND	ROCKS
BOAT LAUNCH TECHNIQUE	ELECTRIC HOIST	MUD BOG
SAIL CONTROL	HEXA-RATCHETS	HYDRAULIC SHROUD ADJUSTORS
STARTING LINE CONTROL	ONE MINUTE RULE	INFLATABLE RABBIT
WOMAN ALBACORE SAILOR WITH GOOFIEST LAUGH	JOANNA BYRON	JOANNA BYRON
WIND INSTRUMENT	AIR GUITAR	BAG PIPE
BETWEEN RACE BOAT SNACK	SLIM JIMS	SCONES
FAVORITE CASTLE	WHITE CASTLE	TANTALON CASTLE
MOST NOTORIOUS MONSTER	NEW JERSEY TURNPIKE	NESSIE

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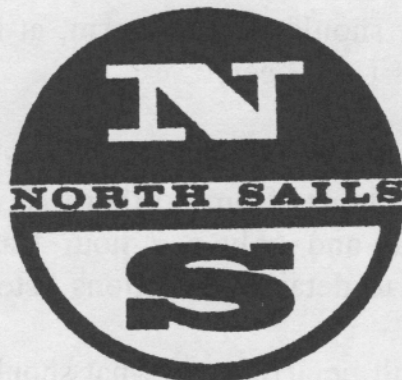
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THE CANADIAN ALBACORE ASSOCIATION**

Lake Ontario Challenge Regatta (Albacore & Wayfarers)

Albacore District 3 Championship

Saturday, September 11, 1993---Bronte Harbour Yacht Club

General Information-Registration at BHYC from 8:00 to 10:00 on Saturday, September 11th. Skippers meeting at 10:00. First gun at 11:00. Three races are planned. The Albacore start is 5 minutes after the Wayfarer start.

All Albacores and Wayfarers are welcome. Sailors need not be members of their class associations or have completely measured and documented boats.

This regatta will also be the District 3 Championships for the Albacore class. Only these Albacores that are registered members of the Albacore Association are eligible for this championship.

Fees-Entry fee will be **\$30. per boat**, which includes lunch on the water.

A barbeque dinner will follow the racing for those interested. Tickets for the barbeque dinner will be available when registering at \$10. per person.

There will be trophies for the winners and **prizes for all** entrants. A guaranteed good time regatta!

Information-call Jim Quibell (H) 827-9019 (B) 252-3116.

FOR SALE	CONDITION
STORER	GOOD
MAIN & JIB	STILL HAVE SOME COMPETITIVE REGATTAS LEFT IN THEM
STORER	MEDIUM
MAIN & JIB	STRONG AND CLEAN BUT NOT MUCH RESIN LEFT
FOUR	POOR
MAIN & JIB	SUITABLE FOR COTTAGE OR SCHOOL USE

WILL ACCEPT BEST OFFER
CONTACT DAVID MARRIS
(819) 846-8382 (even)

SHACKLES AND CRINGLES

For Sale

Tom Allen Albacore (6109)

White with black trim, 4 suits of sails, custom foils, Superspar boom and Elvstrom mast,, has all the toys and a top cover and trailer.

Good Condition and ready to race
\$1950

Henry or Myles Wilson
(705) 325-3154

For Sale

Superspar M2 Mast

Very little used and in excellent condition

\$325.

(40% the cost of a new one)

Henry or Myles Wilson
(705) 325-3154

For Sale

KC 7049

Skene Albacore, built in 1981 bought from Westwood-sailed infrequently in Haliburton. Sobstad sails and usual equipment. In very good condition, great for club or cottage. (Photo pg. 18 or Canadian Albacore Handbook) With 1990 Cradle Ride Trailer

Asking \$2800 or \$2100 without trailer
Call B. Katz H (416) 638-7695, B (519) 824-4120 ext 3628 Fax (519) 824-6931.

Wanted

Albacore Mast

Call Brian Trainor in Kingston
(613) 531-3229

For Sale

KC 7085

Skene, 1981, Fibreglass
3 suits of sails, new racing rudder,
Fully race rigged
dolly and trailer extra, could deliver
\$2500

Call Paul Stern
B (416) 869-3422
H (416) 534-3898

For Sale

KC 6857 Windhover

Albacore Wood Woof, built in 1983
Mint Condition, Good racing record,
Two suits of North sails, 2 center boards,
2 rudder blades, 2 compasses, mast pusher/
puller.

\$7200 enquiries invited
Tony Griffen (Day) 705-364-3416
(Evenings) 705-923-9909

For Sale

Albacore 7443

Constructed by Ontario Yachts. Rigged for racing with 3 remotes. Contact John Schaefer at North Toronto Sailing Club. (416) 539-9534.

Best Offer

For Sale

KC 7115

Wooden Albacore
Mark II, Wooden Hull. Excellent Condition.
In storage 15 years. Two sets of sails. No reasonable offer refused. Located in Toronto.
Contact Len Davies (416) 421-4113

FOR SALE	
SAILS	CONDITION
STORER MAIN & JIB	GOOD STILL HAVE SOME COMPETATIVE REGATTAS LEFT IN THEM
STORER MAIN & JIB	MEDIUM STRONG AND CLEAN BUT NOT MUCH RESIN LEFT
FOGH MAIN & JIB	POOR SUITABLE FOR COTTAGE OR SCHOOL USE
WILL ACCEPT BEST OFFER CONTACT DAVID MAARSE (519) 846-8352 (Elora)	

FLEET INSURANCE PROGRAM

ROBERT NEILSON INSURANCE BROKERS LTD. ARE PLEASED TO HAVE BEEN CHOSEN TO HANDLE THE ALBACORE INSURANCE PROGRAM. WE ARE SURE THE CLASS MEMBERS WILL FIND THE LEVEL OF SAILING KNOWLEDGE IN OUR OFFICE REFRESHING.

INSURANCE WILL BE PLACED THROUGH THE C.Y.A. PROGRAM WITH ZURICH INSURANCE COMPANY. BOTH THE POLICY COVERAGE AND RATES ARE VERY COMPETITIVE.

INSURANCE CAN BE OBTAINED BY COMPLETING THE ENCLOSED APPLICATION AND FORWARDING IT TO ROBERT NEILSON INSURANCE ALONG WITH THE APPROPRIATE PREMIUM. IF ALL IS SATISFACTORY INSURANCE WILL BE EFFECTIVE THE DAY AFTER RECEIPT. HOWEVER, BE SURE TO PUT IN YOUR PHONE NUMBERS SO WE CAN CONTACT YOU IF NECESSARY.

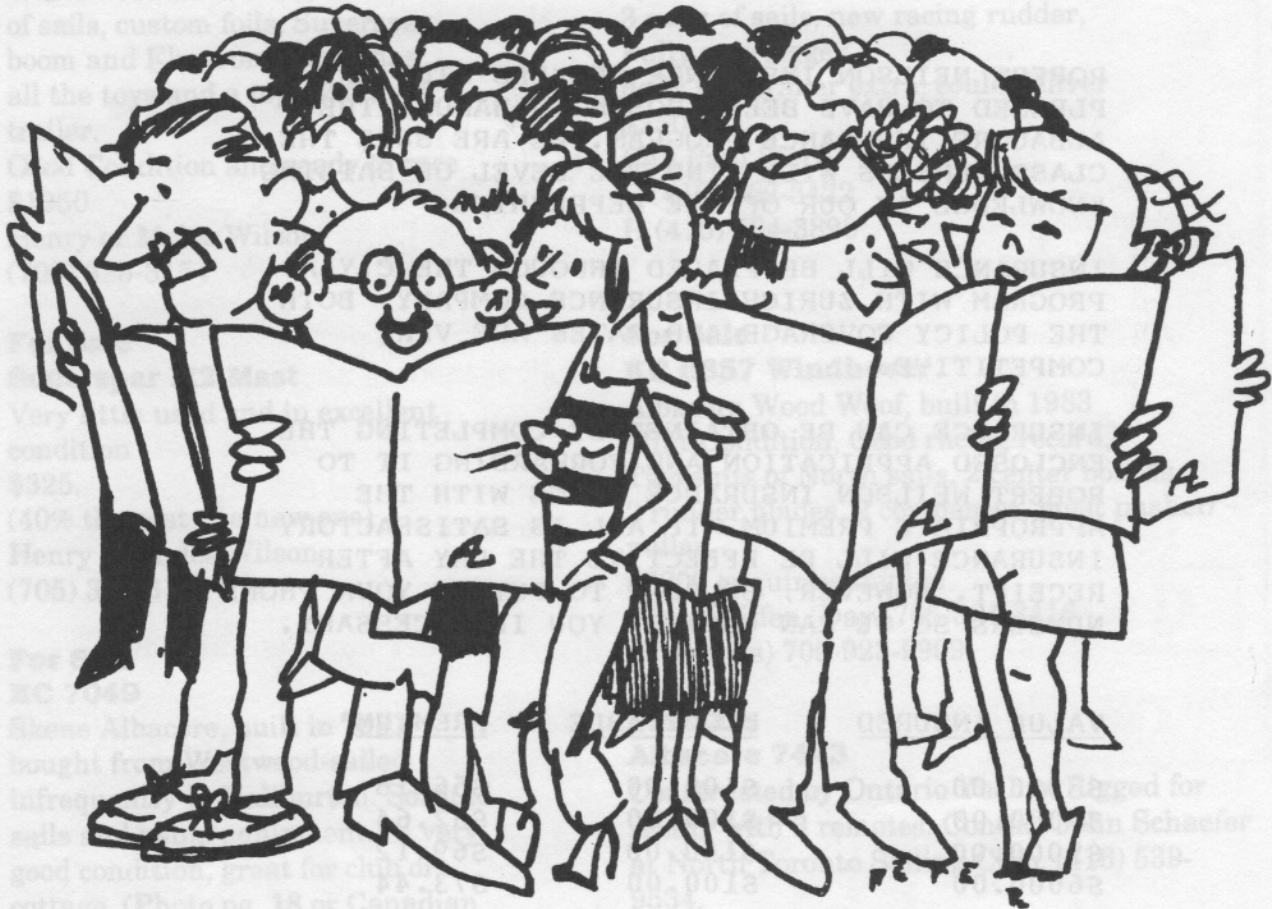
<u>VALUE INSURED</u>	<u>DEDUCTABLE</u>	<u>PREMIUM*</u>
\$3000.00	\$100.00	\$56.16
\$4000.00	\$100.00	\$62.64
\$5000.00	\$100.00	\$69.12
\$6000.00	\$100.00	\$73.44

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IF YOU HAVE ANY QUESTIONS PLEASE CALL US AT 249-2266.

Please make cheques out to Zurich Insurance Company.



...last issue

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

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

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

We thank you for your prompt response.

FOR SALE

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