

Shackles & Cringles



Canadian Albacore Association *Includes info for the AGM, World's detail race results and pictures from CORK!*

SHACKLES AND CRINGLES

CANADIAN ALBACORE ASSOCIATION

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Commodore's Comments

Traditionally, this issue of the newsletter has served for most of our Albacore members as an opportunity to wrap-up the sailing season, as thoughts turn to "Frostier" series sailing (the Turkey Run?) and preparations for winter storage. However, at least twenty-five Canadian teams will be delaying such plans as they gear up for the International Albacore Championships to be held in October in Rehobeth, Delaware. Other racing members plan to support our U.S. colleagues by competing at the U.S. Nationals, which precede the Worlds.

The International Albacore Association will hold its bi-annual meeting during the Worlds. Among the items of business that may be discussed will be the venue for the 1995 Championships. Although it appears that Canada will retain hosting responsibility for the '95 Worlds, with the new rotation schedule approved at the '92 CAA Annual Meeting, commencing thereafter a venue for the competition still needs to be approved. Both the RCYC and Kingston have been approached as possible host clubs for this event. If the RCYC is approved as the venue for the Worlds, all Toronto area Albacore clubs will be encouraged to participate in the planning and scheduling of events.

Among the other items of business that may arise when members of the three Class Associations meet, may be the question of adjustable shrouds. While Canada and the U.S. have not approved the use of shroud levers, and require the Brits to disable their shroud adjusters when competing in North America, the Brits may re-open this topic for discussion. It was rather disheartening to read in the British newsletter, *Alive*, of the discussion that occurred at the National Albacore Association Annual Meeting in August 1992 in regard to our position on shroud levers. In response to a question regarding whether the Canadian boats had adjustable rigs, a British member replied that "most of the boats in Canada were 'community boats,' no-one owned them outright and were therefore of low cost and easy maintenance." It is rather obvious that the composition of the Class in Canada has been misrepresented to British members, therefore the CAA Executive has written to the Commodore and Editor of the NAA to correct this 'misinformation.' The CAA has sought to protect the interests all members by ensuring that Albacore remain an affordable alternative to encourage the development and continued activity of the Class in Canada.

SHACKLES AND CRINGLES

As noted elsewhere in this issue, the Canadian Championships will be held September 17-19 at TS&CC. Results from the Canadians will be used to award any additional Worlds places allocated to Canada. Although we have already received notice that this number has increased to twenty-five from twenty, it is hoped that additional spaces may become available in order to allow as many Canadian members as possible the opportunity to compete.

As usual, the CAA Annual General Meeting will be held immediately following dinner on Saturday, September 18th. The new proxy form approved last year is published in this issue; members not planning to attend the AGM are encouraged to vote by proxy.

Although a couple of positions remain vacant on the proposed Slate of Officers, it is hoped that these positions can be filled at the AGM (volunteers anyone??). If you have not done a stint on the CAA Executive, now is your opportunity! Why not volunteer now, and save yourself from the friendly but firm tap on the shoulder as you are 'selected' to volunteer!

With this issue of **Shackles**, I will sign off from the Commodore's Comments I began providing three years ago. I have thoroughly enjoyed my term(s) on the Executive, as it has provided me with the

opportunity to work for and on behalf of all sailors who have opted for the 'right' decision and have chosen an Albacore as their vessel of choice on the water. I must confess, though, that it will be a welcome respite to serve as Past Commodore, as I envision the position to be somewhat akin to the J-Town "M" mark affectionately known as Eileen (no last names, please!). It will be a relief to direct questions and concerns to someone else on the Executive! I would like to extend sincere thanks to Mark Ewen, who has capably served as Past Commodore well beyond the usual term of duty, and to Lynne MacInnes, who has decided to end the family run of serving as Treasurer by retiring from the position this year. I would also like to thank, on behalf of the CAA members, the 1993 Executive Officers, who contributed their time and talents in ensuring the smooth operation of the Class, and did so with patience and good humour. Finally, I would once again like to thank my "skipper," Ross King. In crewing for Ross, I have been able as a non-boat owner, to participate in a full range of Albacore activities, and have thus been afforded the opportunity to be on-site to respond to members' concerns and opinions.

Its been a pleasure to work on your behalf.

Carol Kidd
Commodore

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.

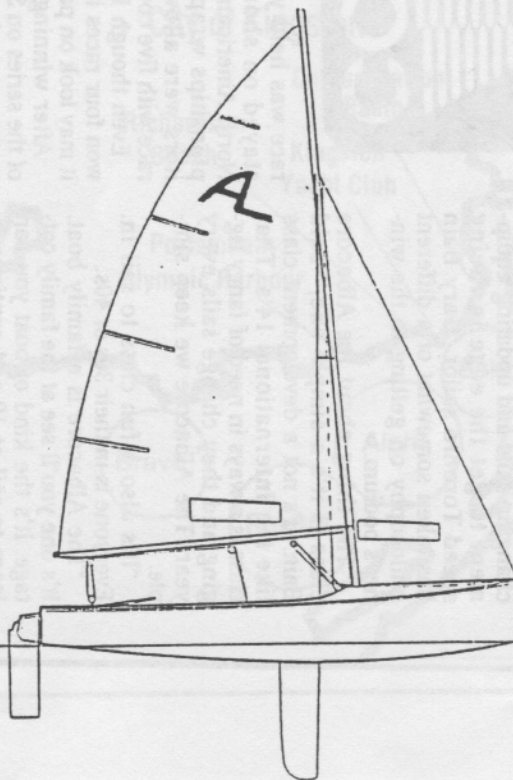
This regatta will also be the District 3 Championships for the Albacore class. Only these Albacores that are registered members of the Albacore Association are eligible for this championship.

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.



WEDNESDAY, AUGUST 25, 1993

THE WHIG-STANDARD

Toronto couple captures Albacore class

By BARRY CHAMBERS
Whig-Standard Staff Writer

While other fleets are constantly changing sails and updating equipment to get the edge in racing speed Toronto sailor Gary Bain has taken somewhat of a different philosophy on getting to the winner's podium.

"The thing about the Albacore class is it's a simple one," said Bain. It's not a development class like the International 14's. That class is always in need of fancy rigging and they change sails every year. The Albacore we keep simple.

"It's also a fun class to sail in. Everyone is in their 30s or 40s.

"The Albacore is a family boat. It's one you'll see at the family cottage. It's the kind of boat you can learn to sail at 10 and continue to sail until you're 70. There's a lot of consistency and continuity in this boat.

"A lot of community clubs rent out the Albacore for people to learn to sail."

Bain and Sylvia Davidson of the Outer Harbour Centreboard Club of Toronto won the first four races in the Albacore series at the Canadian Olympic-training Regatta, Kingston. The fifth and final

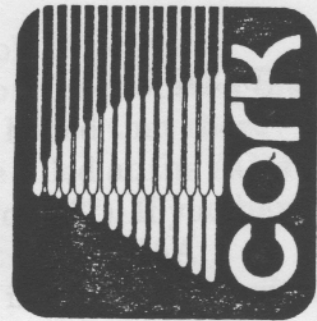
boat was the biggest factor to winning, Bain replied "We do have a lot of sailing experience but you'd never have guessed that when we went the wrong way.

"To be able to win every race you need luck. You also need to get good starts, play the wind shifts and keep the boat going fast. In Toronto we don't get out onto the bigger water too often so when you do you have to keep up your boat speed."

Surprisingly, not too many of the other skippers took to following Bain off the mark. "Skippers are funny. They all think they know the best route to take and they go that way. It's not always the right choice but it's one they make on their own. They all think they are enough to be in the right places."

The regatta win was the first major one for Bain and Davidson. "We've been sailing together for six years and have won some small regattas but nothing as big as the North American championship," added Bain. "Looking at this realistically, there were about 10 other boats not here that could have won this. The best boats in North America are not all here."

Last year at CORK, Bain and Davidson finished fifth in the Can-



race was held yesterday but Bain stayed on shore as he had the North American and CORK championships wrapped up. Competitors were allowed one throwout race with five completed.

Even though Bain and Davidson won four races it wasn't as easy as it may look on paper.

After winning the opening race of the series on Sunday the dynamic duo came close to a major nautical error in the second race of the day.

"In that one we were in the lead going up to the leeward mark but there was a boat off to our right and I didn't see the course marker and I headed towards the other boat. Sylvia realized what was happening and started to yell at me. We went from first to third at that point but we were able to regain the lead. It was fun."

adian championship. The year before in the North Americans they were 12th. "The fleet was weaker this year plus we are better at sailing the boat now."

James Freedman of Fort Worth, Texas has virtually locked up top spot in the Laser II Silver class. In eight races Freedman has seven wins and in the other race he didn't finish. The class has been allowed one throwout race and he leads with 5.25 penalty points. Adam Burns of Youngstown, N.Y., is next with 29 points.

Mike Tranmer of Kingston is third with 33 points.

Kingston's Melodie Gummer sits in fourth in the Tornado class with 22.75 points. David Sweeney of Don Mills, Ont., an Olympic class sailor, is first with 9.50 points.

The hottest competition is in the Finn class where Mark Lammens of Saskatoon and John Porter of Savannah, Ga., are deadlocked with 11.50 penalty points. Each competitor has two wins.

Chris Peterson and Matthew Berridge of Kingston finished third in the International 14 division. The 14's will now begin sailing for a world championship starting Saturday.

ALBACORE

CORK 1993 - ALBACORE Class Results, LOWPOINT Scoring System
 Printed Tuesday 24 August 1993 at 2:46 pm - Subject to Protest

POS	SAIL	SKIPPER	RACE	RACE	RACE	RACE	RACE	TOTAL POINTS	NET POINTS
			1	2	3	4	5		
			Sun.	Mon.	Mon.	Tue.			
			1100	1400	1120	1600	1100		
1	KC6700	BAIN, GARY	1	1	1	1	DNF.	29.00	3.00
2	KC7363	BATT, RON LESLIE BATT	2	3	2	6	1	13.75	7.75
3	KC6767	AJDACIC, MILUTIN	4	9	3	4	4	24.00	15.00
4	KC6140	BRYANT, JOHN	5	2	4	15	8	34.00	19.00
5	KC7384	HELMER, ROSEMARY	8	5	6	8	2	29.00	21.00
6	KC7419	DOBSON, ROD	6	4	9	9	5	33.00	24.00
7=	KC6999	WILSON, MYLES	3	11	18	11	7	50.00	32.00
7=	KC7166	HARRIS, DAVID	9	12	5	7	11	44.00	32.00
9=	US5923	WETTLAUFER, DENIS	10	7	10	20	6	53.00	33.00
9=	KC7472	SAVEGE, ANN	7	15	7	5	14	48.00	33.00
11=	CAN7888	OSATCHOFF, ALLEN	12	8	14	13	3	50.00	36.00
11=	4744	POITRAS, DIANE	13	18	8	3	12	54.00	36.00
13	KC7933	CHU, GORDON ANNE KENNEY	11	10	16	10	9	56.00	40.00
14=	KC7474	ACKERMANN, UWE	DSQ	6	17	12	10	71.00	45.00
14=	KC7243	BRAYSHAW, PETER	15	16	12	2	DNF.	71.00	45.00
16	KC6525	MARTIN, JOHN	14	13	15	14	DNF.	82.00	56.00
17	KC484	STIFF, ROBERT <BOB>	18	20	11	16	16	81.00	61.00
18	7201	NICHOLAS, ED	16	17	13	17	DNF.	89.00	63.00
19	KC7467	BLACK, SHANE	22	14	19	19	13	87.00	65.00
20	7034	VERMAETEN, JACK	17	21	22	18	19	97.00	75.00
21	KC5514	WILLIS, PETER EVELYN WILLIS	20	22	20	23	15	100.00	77.00
22	KC7944	QUIBELL, JAMES	19	19	21	22	DNF.	107.00	81.00
23	KC7247	PURVES, THOMAS	23	25	24	21	18	111.00	86.00
24	14	SCOTT, TERRY	24	24	25	DNF.	17	116.00	90.00
25	13	SETCHELL, SCOTT	21	23	23	DNF.	DNF.	119.00	93.00

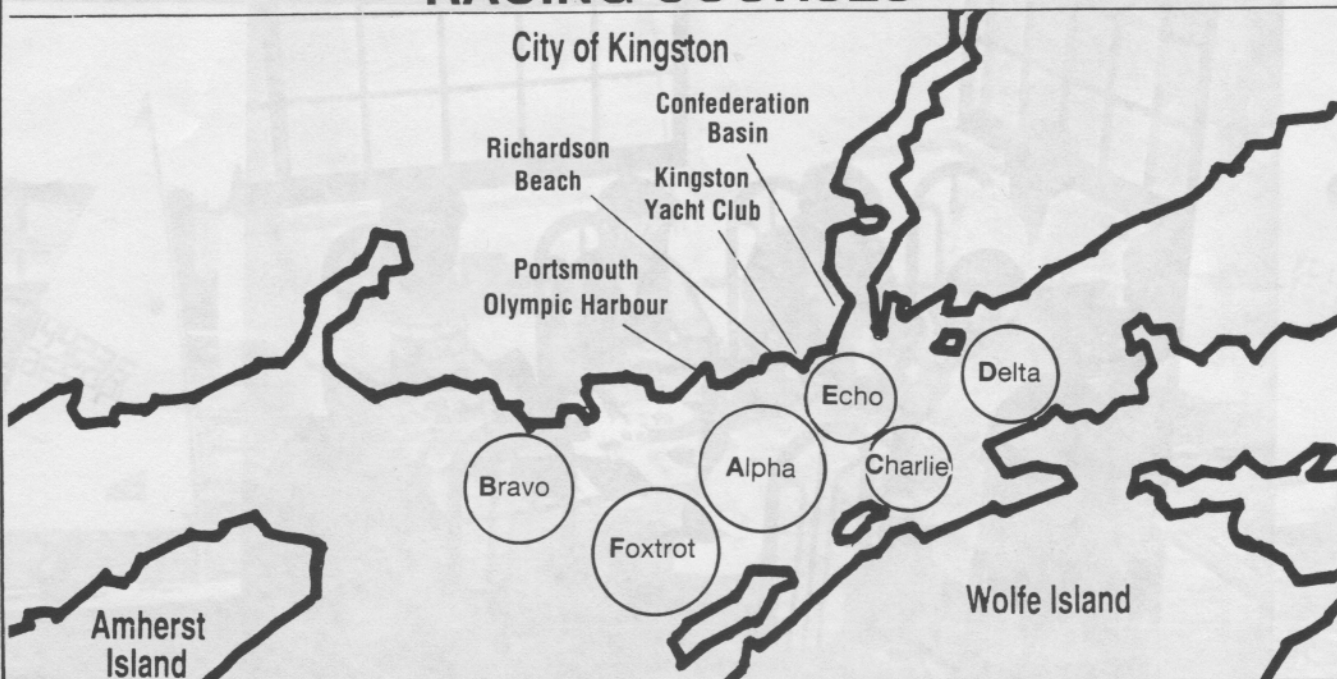
RESULTS FACILITIES COURTESY OF RADIO SHACK AND BELL MOBILITY.



sail week



RACING COURSES

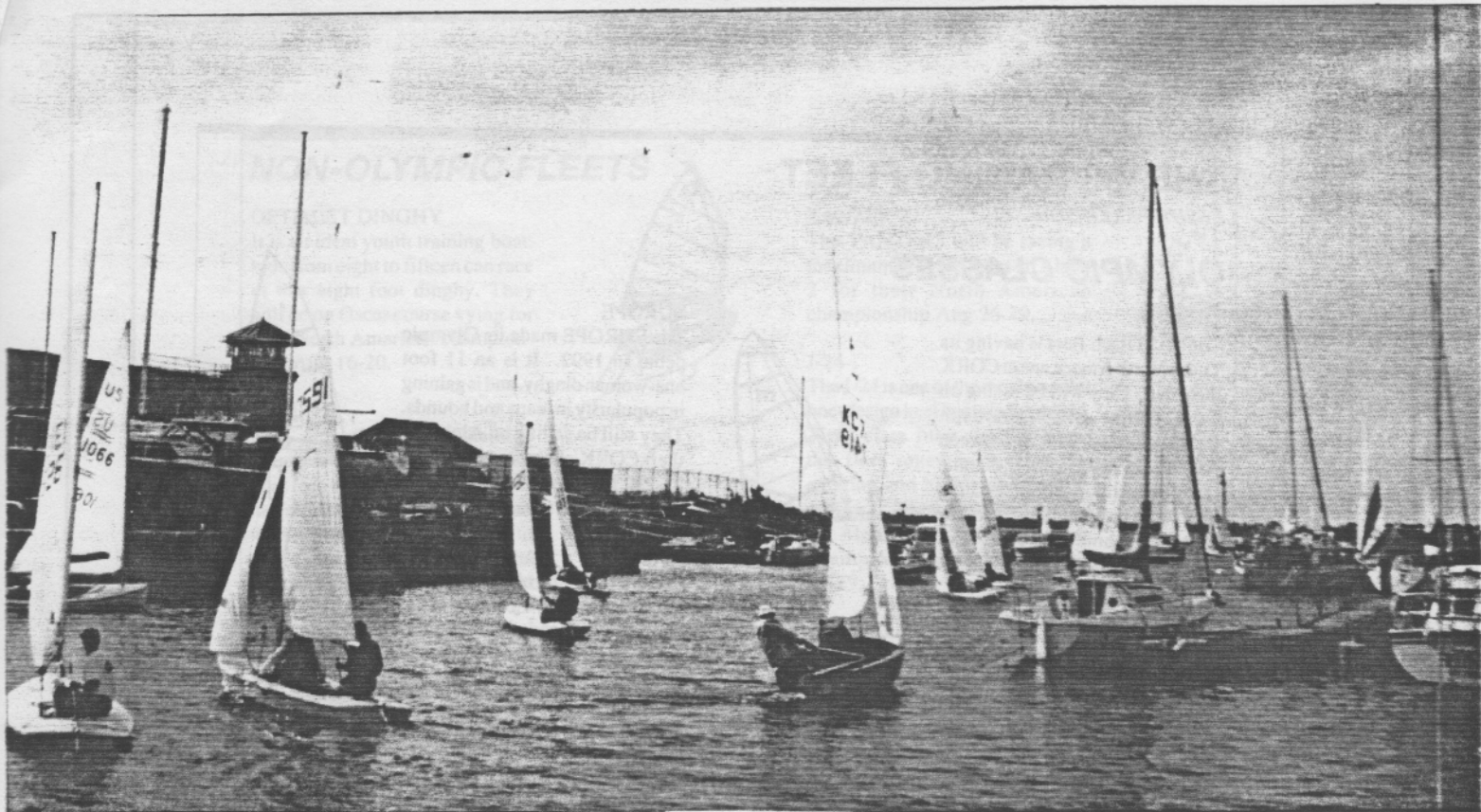


SHACKLES AND CRINGLES

*All-you-can-eat Chinese
...becoming a tradition at Cork!*



KEEPING THE TRADITION ALIVE



Navigating out of Portsmouth Harbour to the Lake...or how to avoid all those Lasers!!!



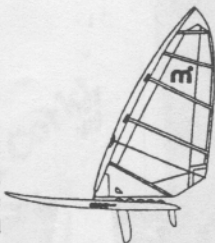
THE '93 RACING FLEET

By SUE PARKINSON

OLYMPIC CLASSES

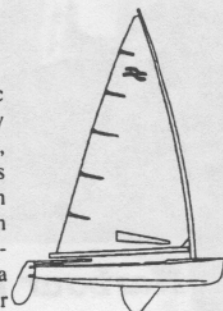
MISTRAL

The MISTRAL fleet is having its Tudor North Americans at CORK this year. They will be racing on Echo course off Richardson Beach. Racing will be between Aug 12-25 with a max of nine races. In addition to course racing they will have a long distance race, do some slaloms, and entertain you with some freestyle manoeuvres.



FINN

The FINN is one of two Olympic one man dinghies. It is extremely difficult to sail and requires large, strong, well coordinated sailors to be properly handled. Watch for them making "waves" out on Alpha course in between Aug 21-27. They will be racing a maximum of nine races for their Great Lakes Championship.



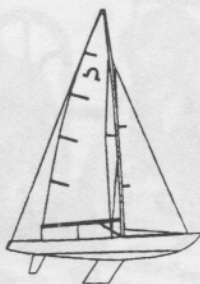
470

The 470 class boat is 4.7 metres long. This is the only dinghy class at the Olympics to feature events for men and women. From Aug 21-27 they will be racing their North Americans on Bravo course. They will race a maximum of nine races needing three for a series.



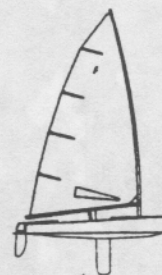
SOLING

This sleek looking 27 foot three-man boat is very fast and very exciting to watch. They will be sailing out on Bravo course from Aug 21-24 for their Canadian championship, but will move in to race just off Portsmouth Harbour on the 25th for some one-on-one match racing.



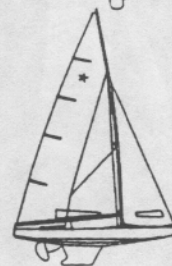
EUROPE

The EUROPE made its Olympic debut in 1992. It is an 11 foot one-woman dinghy, and is gaining in popularity in leaps and bounds. They will be sailing on Alpha for their CORK championships Aug 21-25. They need four races from a maximum of seven for a series.



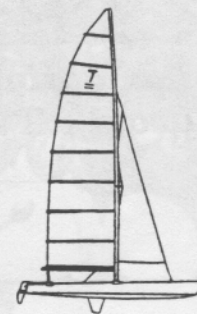
STAR

The STAR is the oldest design in the Olympics (81 years). It has successfully blended its traditional lines with the natural evolution of modern gear. The Star class will be racing on Charlie 2 from Aug 26-29 for their eastern Canadian championships.



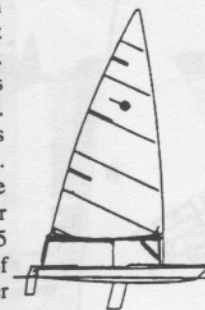
TORNADO

This Olympic class multi-hulled catamaran is regarded as one of the classiest boats in any event. It is certainly one of the fastest, being twice as fast as the regular production in-line catamaran. This two-man vessel is over 20 feet long. Their North Americans are Aug 21-25 on Foxtrot. On Aug 26 and 27 they will be racing on some experimental courses. Watch for the "wild thing".



LASER

The LASER has just been approved as an Olympic Class. It is a single handed, 15 foot dinghy. It carries only one sail and is popular with sailors of all ages. You will start seeing the Lasers during the YouthFest on Aug 20. There will then be a three race series on the 21st to qualify for the Laser Gold Fleet. Aug 21-25 the Gold Fleet will race a max of nine races on Alpha and the Silver Fleet will do the same on Charlie.



NON-OLYMPIC FLEETS

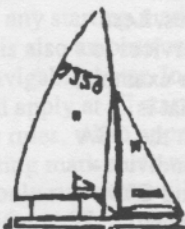
OPTIMIST DINGHY

It is an ideal youth training boat; kids from eight to fifteen can race in this eight foot dinghy. They will be on Oscar course vying for their North American championship Aug 16-20.



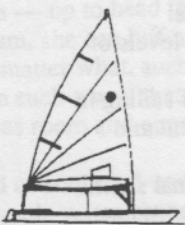
LASER II

This versatile double-handed dinghy is very popular as a training boat for youth. The Laser II is the largest boat in the Youth Festival, with a 3 race series on Aug 21 to qualify for the Gold Fleet. Alpha course will host the Gold Fleet racing for the Canadian championship. Charlie course will race for a CORK championship with the Silver Fleet.



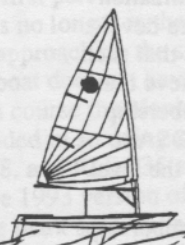
LASER RADIAL

It has the same hull as the Laser but less sail area so it can be sailed by younger and lighter sailors. They will be in the Youth Festival on Aug 20 and then they move on to race their Canadian championship on Charlie course Aug 21-25.



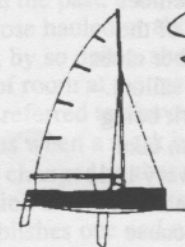
BYTE

The BYTE is another singlehander for small sailors. It is ideal for the 90 to 165 lb crowd. This is the first time Bytes have raced in CORK. They will race on Charlie 2, Aug 26-29, for their North American championship.



ALBACORE

Originally imported to Canada as a training boat, this fifteen foot dinghy has attracted sailors whose skills range from world-class to weekend cottager. This double-hander will be sailing on Bravo course from Aug 21-24 for their North American championship.



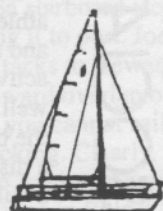
TANZER 22

The TANZERS will be racing a maximum of seven races on Alpha 2 for their North American championship Aug 26-29.



J-24

The J-24 is one of the most popular one-design keel boats in the world. Tight class rules usually keeps the fleet together, making for exciting and highly competitive racing. They will be racing on Alpha 2 for their Canadian championships between Aug 26-29.



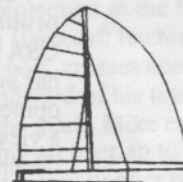
FIREBALL

Having both the bow and the stern flat makes the FIREBALL part of the "scow" class. Watch for this double-hander on Bravo course Aug 21-25. They are racing for their North American championship.



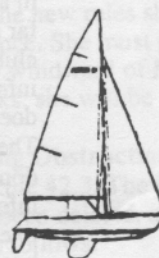
INTERNATIONAL 14

This blindingly fast double-hander not only has both crew hanging from trapezes going upwind, it also has a spinnaker pole that extends from the bow for downwind legs that "enlarges" the boat from 14 to 25 feet. Aug 21-24 is their North American championship on Foxtrot. Aug 25-26 they will race for the R.C. Stevenson Cup, and directly after CORK they will sail their World championship here in Kingston.



IDEAL 18

The IDEAL is a relatively new design. It is a keel boat that can be sailed by two people, has a spinnaker for fleet racing and has a self-tacking jib. This is their first time at CORK and will be racing on Alpha 2 Aug 28-29 for a CORK championship.



CORK '93 - 24

That's us!



The OSA and you

What does the Ontario Sailing Association do and why should you care? That's a natural question for those who would rather sail than talk about it.

The value of membership The OSA's activities break down into three main areas:

Services to member clubs These range from specific programs such as the very successful Best-Ever Olympic Mobile program, introducing very young people to sailing, through to supplying the instructors on which every club in the Province's learn-to-sail programs relies.

Services to individuals The OSA's elite athlete development programs are well known and are probably among the highest-profile activities that the organization undertakes. Less well known but just as important, are services to the broad range of sailors, including, for example, a discount program on boat insurance that is available to OSA members. It is through the OSA and the membership of their clubs that individuals are enabled to participate in OSA- and CYA- (Canadian Yachting Association) sanctioned racing events.

Activities as sailing governing body These break down further into three main areas:

- Advocacy on behalf of sailors to all levels of government.
- Management of the infrastructure of sailing in Ontario, including instructor development and training.

• Liaison with national and international sailing **problem** While those of us who work with the OSA have come to believe that the organization has an important role to play in the future development of the sport, we also understand that such a view is not shared universally. We believe that the problem lies in the structure of membership and effective communications, and the OSA is leading the debate on these questions at the level of the CYA.

Each of us joins the OSA through membership in a participating club. This approach is fine so far as establishing a relationship with member club executive. But it is clear that much of the information directed from OSA to member clubs does not get passed on to the individual sailors. They therefore don't understand the work being done by OSA, and are not in a position to take informed positions. In addition, it does very little to establish effective links with the thousands of boaters who don't belong to clubs — because they keep their boat at the cottage or in a marina — who consequently are not represented at all.

The OSA is leading an initiative within the CYA to examine the **value** of Membership, and looking at how best to package and distribute its benefits to sailors and others interested in the sport. It also involves thinking about the relative focus of the OSA in terms of services to the racing fraternity versus matters of interest to the cruising sailor.

O. A's role in Outer Harbour Most of us who have been around for some time have heard of the important role that the OSA had to play in the development of the Outer Harbour. What's probably less well known is the following:

- Individual Outer Harbour club members received direct funding from OSA last year at a level more than three times the fees collected from Outer Harbour clubs.
- The OSA is playing the leading role in challenging draft Canada Coast Guard safety regulations which would have a dramatic impact on dinghy sailors (such as introducing the need for all boats to carry anchors).
- The OSA is playing a key role in a number of ongoing commissions and committees engaged in looking at waterfront and water-quality issues. This is a vital listening post for all sailors, as environmental concerns are increasingly construed in ways hostile to our sport. For example, the OSA led the challenge to the Province's draft "grey water discharge" legislation. This would have required all boaters to retrofit their vessels at a cost of thousands of dollars each, and which would have had no measurable impact on pollution levels. It is now challenging the guidelines which have been developed for lake filling which would essentially eliminate the possibility of new facilities for boating in Toronto.

Every year the OSA introduces between 600 and 900 juniors to sailing and windsurfing, through its Sail Toronto facility.

The OSA has been instrumental in creating a the Toronto Harbour Commissioners and OSA.

For the coming year, the OSA will be further focussing on the Outer Harbour and its Sail Toronto facility. Some of the initiatives will include the following:

Site clean-up The OSA is understandably concerned about the presentation of the site. It intends to make a serious effort to correct the problem. It lacks the volunteer base that other clubs have in the area. However, the club commodores in the vicinity should expect to receive a call asking for assistance in tackling the job.

Transportation Access to the area is a major obstacle to its further development and discussions will be initiated with the City of Toronto regarding the possibility of improved transportation along Unwin Avenue.

Instructor certification The concern voiced by some clubs in the area regarding the availability of adult instructor certification programs has led the OSA to offer such a program this year. Details will be forwarded to club Commodores shortly.

Junior learn-to-sail As time passes, demographics are catching up to the Outer Harbour clubs. In recognition of this, and in the spirit of neighbourliness, the OSA will offer a 20% discount on its junior learn-to-sail programs to any member of an Outer Harbour club. Suggestions would be welcomed regarding other initiatives in which Member clubs would be interested.

If you would like more information about the OSA or would like to pass along your thoughts, you can contact me, Rod Dobson, at 237-9665 or look for me at OHCC.



I Y R U

We continue our guided tour through the new rules with a close look at the changes in the most complicated right-of-way rule — Rule 42, the rule that applies when passing or rounding a mark or obstruction. It may be remembered that, when applied to a starting mark at the leeward (or port) end of the start line, the 1989-1992 version of the rule was surprisingly and unnecessarily complicated. The changes in rules 42 and 51 for 1993, while appearing insignificant, will make it much easier to understand as racers approach the start, at the weather mark and at continuing obstructions.

At the start: Rule 42 has been changed for 1993 so that, with one small exception, the rule does not apply at any starting mark (including such a mark that is also an obstruction) that is surrounded by navigable water. In the '89-'92 rules, Rule 42 did apply at all starting marks.

Under the new rules, when approaching a leeward-end starting mark surrounded by navigable water, the only rules that will apply are the basic Rules 35, 36 and 37, plus the new Rule 38. If a leeward boat ahead of mast abeam must luff to get around the starting mark, she can luff as high as she wants — up to head to wind. If behind mast abeam, she can luff no higher than closehauled. No matter what, such a luff must be slow, and done in such a way that, initially, a windward boat has room and opportunity to keep clear.

At a windward or starboard-end mark surrounded by navigable water, those same basic rules apply. The first part of the old "anti-barging" rule, 42.4, is no longer in the book. This rule says that, when approaching the starting line to start, a leeward boat does not have to give a or luffing on to a course that denies the windward boat room, provided in so doing she complies with new Rule 38, and Rules 35 and 37.3. The only time that the 1993 version of Rule 42 applies at a starting mark surrounded any navigable water is after the starting gun at the weather end. In that case, as in the past, a leeward boat may not sail above close hauled or above the course to the next mark if, by so doing, she deprives a windward boat of room at the mark. This is the small exception referred to above.

Rule 51 tells us when a mark has a required side. It has been changed so that there is no longer a distinction between a starting mark (i.e., a mark that establishes one end of the starting line) and a starting limit mark (a mark that limits where on the line boats may start, but does not establish an end of the line). Under the new version of Rule 51, both of these marks are called "starting marks" and they both begin to have a required side when a boat is "approaching the starting line from its pre-start side to start." The new rules no longer make any distinction between rights at a mark that defines an end of the line and the rights at a limit mark.

The change in Rule 51 also simplifies the rules at a starting mark that is **not** surrounded by navigable water. At such a mark, Rule 42 applies

to boats that are on their final approach to the start from behind the line. When the starboard end of the line is the end of a dock, a leeward boat of two overlapped starboard tackers must give the leeward boat room. In this case, a barging start is permitted. At a port-end starting mark not surrounded by navigable water, Rule 42 now governs two starboard-tack boats in the same way as it would if they were approaching the windward mark in the same relative positions.

At the Windward Mark: Two changes have been made in Rule 42.3(a). This is the rule that room. In the old rules, this limitation only applied to overlaps established from clear astern. I can think of just one situation in which this change will apply. Suppose you are barely fetching a windward mark on starboard tack and are about to round it, leaving it to port. Joe approaches on the port tack and tacks to leeward of you, thereby establishing a leeward overlap on you. He demands room, but you cannot sail high enough to give it without tacking. Clearly, you are unable to give room, and so Joe is not entitled to room.

The second change in Rule 42.3(a) is quite subtle. In the old rules, there is an exception to Rule 42.3(a)(ii). It states, "When a yacht completes a *tack* within two of her overall lengths of a *mark* or *obstruction*, she shall give *room* as required by Rule 42.1(a) to a yacht that, by *luffing*, cannot thereafter avoid establishing a late inside *overlap*." In the new rules, that exception has been relocated so that it will now apply to both Rules 42.3(a)(i) and 42.3(a)(ii). For a boat making a sensible starboard-tack approach to a weather mark to be rounded to port, this change provides extra protection in the following situation: Mike is on starboard fetching the weather mark. Mary, on port, crosses ahead of him and tacks just to windward of his track, within two boatlengths of the mark. Mike cannot, by luffing, avoid establishing an overlap to leeward of Mary, but Mary, moving slowly after her tack, cannot stay sufficiently far to windward to give Mike room to round the mark. Under the old rules, Mary could have argued that she was unable to give room when Mike established the overlap. However, under the new rules she will not be able to make that defence. She must plan ahead and sail far enough to windward of Mike's track so that, after she tacks, she will be able to give him room.

At a Continuing Obstruction: There is one more change in Rule 42.3. The last sentence of Rule 42.3(a) has been deleted, and 42.3(b) has been reworded as follows:

"When yachts are passing a continuous *obstruction*, such as a shoal or the shore or another vessel, Rule 42.3(a)(ii) does not apply, and a yacht clear astern may establish an *overlap* between a yacht *clear ahead* and the *obstruction* provided, at that time, there is *room* for her to pass between them in safety."

This clears up an ambiguity in the old rules by making it clear that, when boats first approach a continuing obstruction, Rule 42.3(a)(ii) governs the establishment of an overlap from clear astern. However, while boats are passing a continuing obstruction, Rule 42.3(b) applies. — Dick Rose

Editor's Note:

Selections from the UK publication, *Alive*; which may provide insight into conversations at the Worlds.

International Albacore Association Report - Worlds 1993

P. Fontes reported that the world championship for 1993 would be held in October and would be preceded by the North American Championships. A firm date and more details would be published in "Alive". The series would take place over 4 days with 2 races on Wednesday, Thursday and Friday, and 1 on Saturday.

- Worlds 1995

The Canadians had agreed to stand down in 1995 to allow Ireland to host the event if it was possible. Canada would then host the event in 1997.

P. Fontes put forward the following resolution to amend the IAA constitution:

"In accordance with article XIV of the IAA constitution the NAA should be empowered to make representations to the IAA to amend article V of the IAA constitution so that a National Association within the IAA may be required to have 50 active sailing members, instead of 150, and an Associate National Association 10 active sailing members instead of 50 and that article V be further amended so that the voting power of each National Association is proportional to its membership on the basis of 1 vote for every 50 members."

The purpose of this resolution was to encourage expansion of the IAA by admission of further countries to membership and the number of members they can achieve with particular reference to Ireland and to ensure that the wishes of the majority of active sailing members in the development of the Albacore class. Also that the organisation of World Championships are not impeded by a small minority.

proposed P. Fontes
seconded R. James

The IAA was formed 20 years ago, 3 countries were members with about 300 members in each Association. The present membership of the 3 Associations are:
Canada 150 USA 35
UK 350

The USA Albacore Association had written to P. Fontes

proposing that the membership numbers be reduced as they were below the figure set by the constitution and although the UK had the highest number of members we seemed to be dominated by US AA wishes (i.e. shroud adjusters etc.). This would provide the IAA with proportional representation.

In the informal discussion the views of the class were to be sought on these matters including holding the 1995 World Championships at the Royal Cork Yacht Club, Ireland, and possibly not holding the UK National Championship in that year.

R. James pointed out to the floor that the resolution to change the IAA constitution was in all the Associations' interests and would allow countries like Ireland, Cyprus and probably Gibraltar, to be represented.

C. Davenport asked whether this would end the adjustable shroud problem.

P. Fontes answered that this would depend on the outcome of the resolution at the USA and Canadian AGMs. J. Wyatt asked whether the Canadian's boats had adjustable rigs.

P. Fontes replied that most of the boats in Canada were "community boats", no-one owned them outright and were therefore of low cost and easy maintenance. There were those amongst the fleet who were sympathetic to the UK Albacore Association's wishes, but we could not dictate to the Canadian and American Associations what they allow in their own countries but only for World events. The question was raised as to what would happen if the UK Association objected to the numbers for National and Associate members of the IAA being lowered. Would we be able to dissolve their membership of the IAA? J. Weeks replied that it was possible but then there would be no World Championships.

The resolution was asking permission from the UK Albacore Association to negotiate with the Canadians and Americans.

The resolution proposed by P. Fontes and seconded by R. James was carried unanimously

The International Albacore Association - Current Developments

Your Chairman has asked me to write a few words to update you all on current developments or possibly more accurately lack of developments on the IAA scene.

To commence on a slightly more positive note it seems that about 10 of the UK slots for the forthcoming Worlds will be taken up. Your Chairman has successfully organised yet another container in which 7 boats will be going and it seems another 3 or 4 teams will be chartering. Good luck to them all! I don't know what luck any of you may have had getting air tickets from Hoover but if any of you did follow up the suggestion in the Christmas ALIVE I hope you are at least satisfied with the Hoover!

Those of you who attended last year's AGM will recall that it was reported that there had been 2 major initiatives that had been launched at the 1991 Helensburgh IAA meeting both of which are in danger of withering away like Norman Lamont's green shorts. The first of these was the proposal to make Ireland an Association in its own right, fully affiliated to the IAA and to host the 1995 World Championships at Cork. The discussion that took place at the AGM indicated that unfortunately there would not be sufficient attendances from the UK at such an event because of the cost of getting boats to Ireland to warrant holding a Worlds in Cork in 1995. It is still hoped that these can be achieved at some time in the future and that meanwhile the Irish Association can continue to grow. Those of you who have sailed at Cork know what a splendid water it is and what a fabulous welcome is given to all visitors.

The other Helensburgh proposal was that should levers be permitted for all World events so that competitors could sail their own boats without having to have special North American type sails to be competitive there for just one event. There was considerable sympathy for this idea amongst all IAA delegates who had actually used shroud levers although doubt was expressed as to whether the USAA and CAA could persuade their membership to permit their use. Nevertheless, assurances were given that the matter would be discussed further by the North American Associations.

When after a year, we eventually did hear further it appeared that the North American Associations had meanwhile changed their representatives and their views. Those of the new IAA President, David Wallerstein, were fully reported in the Christmas ALIVE. In short it seems they would prefer the Albacore to become a strict one design rather than a restricted development class as it is at present and which has helped to keep the ALB ALIVE over 40 years even if we reverted to the shape of AL 5 (obviously pre AL Rambler). In addition, the CAA were concerned with the idea of a Worlds at Cork and having an even rotation of events between North America and Europe.

The reaction of many of you at last year's AGM was that unless the USAA and CAA were prepared to relent you would vote with your feet and not come to the '93 Worlds. You asked us to make further representations. This we did but without success. For 1993 the use of shroud adjustments at the Worlds is banned although we will not know how this will be practically achieved until we get there. Consequently some of our best competitors are not coming. Mike Mac is developing sails specially to suit the North American conditions and the USAA and CAA will carry on achieving their mast rake adjustment by means of Herken Muscle boxes at approximately 4 times the cost of our simple

Highfield levers aka shroud adjustments. This is hardly "cost containment" but if we sail in North America there are they are the rules. The debate will be continued at the Worlds where we intend to show our existing managements to a wider number of opinion-formers from the USA and Canada. It is important we try to resolve this issue.

Peter Fontes

SHACKLES AND CRINGLES

BLSA 1993 Albacore Regatta

Sail Number	Skipper Name	Crew Name	Race 1 Place	Race 1 Points	Race 2 Place	Race 2 Points	Race 3 Place	Race 3 Points	Total Points	Final Place
6731	Ewen, Mark	Ewen, Jane	2	3	1	0	1	0	3	1
7942	Marin, Elizabeth	Gorton, Chris	1	0	3	5.7	3	5.7	11.4	2
7363	Batt, Ron	Batt, Leslie	3	5.7	4	8	5	10	23.7	3
7384	Helmer, R	Smith, R	DNS	22	2	3	2	3	34	4
6857	Griffin, Scott	Griffin, Adrian	5	10	10	16	4	8	34	5
5923	Wettlaufer, Denis	McAdam, Kim	6	11.7	7	13	9	15	39.7	6
7926	Nurse, Peter	Allen, John	4	8	6	11.7	DSQ	22	28	47.7
484	Stiff, Bob	Stiff, Andrew	11	17	8	14	13	19	50	8
6251	Needham, Rick	Shin, Adolph	13	19	9	15	10	16	50	9
685	Paterson, Doug	Reed, Cam	8	14	13	19	12	18	51	10
7243	Brayshaw, Peter	Brayshaw, Marian	DNS	22	5	10	8	14	52	11
5002	Leonidas, Bob	Willson, Greg	16	22	14	20	7	13	55	12
505	Willson, Stephen	Willson, Susan	9	15	11	17	17	23	55	13
4029	Baker, David	Finlayson-Baker, Sheila	7	13	17	23	16	22	58	14
6749	Horlings, Ed	Buddle, Chris	14	20	DSQ	22	6	11.7	59.7	15
510	Willson, Glenn	Willson, Lorrie	12	18	15	21	15	21	60	16
5005	Helliwell, Grant	Helliwell, Bob	17	23	12	18	14	20	61	17
7944	Quibell, Jim	Morrison, Peter	10	16	16	22	19	25	63	18
6148	Crawford, Peter	Crawford, John	15	21	DSQ	22	11	17	66	19
7224	Quibell, Adam	Quibell, Rick	18	24	18	24	18	24	72	20
716	McLaughlin, Paul	McLaughlin, Pam	DNS	22	28	DNS	22	28	84	21

Attached are the top finishers in the 1993 Balsam Lake Sailing Regatta for Albacores held on Sunday, August 1st in generally light to moderate winds. This year we celebrated our 30th annual Albacore and 17th annual Laser regatta on Balsam lake. The Griffin Trophy for Albacores has been won by some of the sailing greats in this class.

This year Mark and Jane Ewen were repeat winners.

Next year's Balsam Lake Sailing Regatta will be held on Sunday, July 31st - details to follow.

R.M. Shaw

**CONESTOGA SAILING CLUB HOSTS
WARM WATER REGATTA**

Six Albacores sailed the Warm Water Regatta on Conestogo Lake June 5.

Participants included those hailing from Buffalo, N.Y. and Bronte as well as Conestoga Sailing Club members.

After a short delay on Saturday morning during which we resigned ourselves to racing in windy, cold and wet conditions, as opposed to the sunny conditions which had been forecast, three races were sailed.

In the first race, John & Alistair Martin had a good start and proceeded to establish their usual position at the front of the fleet, finishing a comfortable first.

At the start of the second race the Martins fell victim to an aggressive Open Class Laser which forced them over early. Capitalizing on a late start, we took a short hitch to windward to clear our air and when the fleet converged found ourselves with a small lead which we hung on to to the finish.

The third race was similar to the second in that a hitch to windward worked for us again. As well, freshening, shifting winds treated us to the sight of George Roth taking an unaccustomed dip in the "warm" water.

Saturday's three races concluded the Albacore class' one day regatta. Placings were 3rd Denis Wettlaufer, Buffalo and Donna Town, London; 2nd John and Alistair Martin, C.S.C. and 1st Hugh and Karen Loughborough, C.S.C.

Conestoga Sailing Club,

Hugh Loughborough
Race Captain

**CONESTOGA
SAILING
CLUB**



Race Record Sheet					1		2		3		
WARM WATER REGATTA '93					Start Time 11:00:00		Start Time 14:00:00		Start Time 15:30:00		
Skipper	Crew		Sail #	Position	Points	Position	Points	Position	Points	Final Position	
Last	First	Last	First								
<i>Albacores</i>											
Loughborough	Hugh	Loughborough	Karen	7081	4	8	1	0	1	0	1
Martin	John	Martin	Alistair	6525	1	0	4	8	2	3	2
Quibell	Jim	Morrison	Peter	7944	6	11.7	DNS	13	DNS	13	6
Roth	George	Hall	Geoff	6657	3	5.7	3	5.7	4	8	4
Wettlaufer	Denis	Town	Donna	5923	2	3	2	3	3	5.7	3
Wolfhard	Peter	Wolfhard	Steven	7652	5	10	5	10	DNF	13	5

SHACKLES AND CRINGLES

St. James Town Regatta 1993

1993 J-TOWN REGATTA STANDINGS

RANK	SKIPPER	CREW	CLUB	SAIL #	TOP 4	RACE 1		RACE 2		RACE 3		RACE 4		RACE 5	
						POS	PTS	POS	PTS	POS	PTS	POS	PTS	POS	PTS
1	Paul Van Leeuwen	Pam Piercey	SJTSC	7931	13.7	1	0.0	5	10.0	1	0.0	3	5.7	4	8.0
2	Gary Bain	Sylvia Davidson	OHCC	6700	18	24	30.0	1	0.0	4	8.0	5	10.0	1	0.0
3	Ron Batt	Leslie Batt	OHCC	7363	33.7	4	8.0	3	5.7	2	3.0	11	17.0	11	17.0
4	Barrie Farrell	John Gilchrist	MSC	7437	35.4	5	10.0	8	14.0	3	5.7	4	8.0	6	11.7
5	Stephen O'Gorman	Evelyn Simpson	SJTSC	7929	37	2	3.0	10	16.0	20	26.0	1	0.0	12	18.0
6	Ross King	Carol Kidd	OHCC	7403	38.7	10	16.0	4	8.0	6	11.7	33	39.0	2	3.0
7	Chris Gorton	Dave Smith	WSC	7919	46.7	3	5.7	2	3.0	7	13.0	19	25.0	26	32.0
8	Ken Clarke	Urve Tamberg	OHCC	7630	52.4	9	15.0	14	20.0	21	27.0	6	11.7	3	5.7
9	Jorg Pawlik	Ann White	MSC	794	52.4	6	11.7	6	11.7	13	19.0	8	14.0	9	15.0
10	John Cawthorne	Pieter Geerkens	SJTSC	7921	57	12	18.0	7	13.0	10	16.0	23	29.0	5	10.0
11	Kerri Weller	Dave Hood	SJTSC	7930	66	11	17.0	12	18.0	26	32.0	12	18.0	7	13.0
12	Frank Loritz	Jackie Grummitt	SJTSC	7922	67	13	19.0	39	45.0	18	24.0	2	3.0	15	21.0
13	Ken Browne	Doris Browne	OHCC	6841	72	14	20.0	13	19.0	12	18.0	10	16.0	13	19.0
14	Marilyn Smillie	Joyce Etches	SJTSC	7928	76	7	13.0	9	15.0	23	29.0	17	23.0	19	25.0
15	Ray Tokarek	Louise Grummitt	SJTSC	7925	76	35	41.0	15	21.0	11	17.0	18	24.0	8	14.0
16	Tim Broughton	Karen Marshall	MSC	7563	76	18	24.0	11	17.0	9	15.0	14	20.0	20	26.0
17	Stu Ferry	Daryl Wiebe	SJTSC	7924	81	16	22.0	17	23.0	17	23.0	7	13.0	18	24.0
18	Rod Dobson	Sue Taylor	OHCC	7419	83	15	21.0	39	45.0	5	10.0	26	32.0	14	20.0
19	Peter Nurse	Jim Loukides	SJTSC	7926	84	17	23.0	19	25.0	8	14.0	16	22.0	23	29.0
20	Elizabeth Marin	Howie Glen	WSC	7942	84	20	26.0	16	22.0	14	20.0	27	33.0	10	16.0
21	Ann Savege	Abby MacInnes	MSC	7472	97	8	14.0	22	28.0	29	35.0	22	28.0	21	27.0
22	Barb Revill	Marg Wood	MSC	7473	98	26	32.0	23	29.0	27	33.0	9	15.0	16	22.0
23	Jill Carey	D Childs / J Irwin	SJTSC	7932	107	27	33.0	32	38.0	19	25.0	15	21.0	22	28.0
24	Uve Ackermann	Janet Duff	MSC	7474	107	25	31.0	20	26.0	15	21.0	24	30.0	24	30.0
25	Denis Wettlaufer	Robert Hickman	OHCC	5923	114	30	36.0	25	31.0	22	28.0	13	19.0	30	36.0
26	Cynthia Rutherford	Victor Chan	WSC	7918	120	19	25.0	24	30.0	16	22.0	37	43.0	39	45.0
27	Mike Morrison	Isabella Laba	SJTSC	7927	124	37	43.0	39	45.0	25	31.0	21	27.0	17	23.0
28	Todd Johnstone	Laura Cronk	MSC	7479	125	28	34.0	18	24.0	30	36.0	30	36.0	25	31.0
29	Peter Lucas	Judy Lucas	OHCC	6641	125	22	28.0	31	37.0	35	41.0	20	26.0	28	34.0
30	Derek Shenstone	Cheryl Connors	MSC	7471	131	29	35.0	21	27.0	28	34.0	29	35.0	35	41.0
31	Craig MacMullen	Alan Cuthbert	SJTSC	7923	133	23	29.0	39	45.0	32	38.0	25	31.0	29	35.0
32	Bob Logue	Ken Birse	MSC	7322	134	21	27.0	26	32.0	31	37.0	36	42.0	32	38.0
33	Al Osatchoff	Pierre Guilbert	WSC	7888	134	31	37.0	28	34.0	24	30.0	34	40.0	27	33.0
34	Mike Drinkwater	Sarah Boswell	WSC	7707	147	34	40.0	30	36.0	36	42.0	28	34.0	31	37.0
35	Will Lincoln	Deb Brown-Farrell	MSC	7249	155	32	38.0	34	40.0	33	39.0	32	38.0	34	40.0
36	Hazel Wood	David Smith	MSC	7544	157	36	42.0	33	39.0	37	43.0	31	37.0	33	39.0
37	Steve Goode	Siobhan Gray	MSC	6750	158	38	44.0	29	35.0	34	40.0	35	41.0	36	42.0
38	Ken Price	Linda Fradkin	WSC	7619	162	33	39.0	27	33.0	39	45.0	39	45.0	39	45.0

1993 Ontario Championships

"A" Fleet (the official championship,
measured boats sailed by CAA members)

	1	2	3	4	5	6	7	Pts	Pos
6140 Bryant/Hughes	4	1	1	1	1	5	2	9	1 *
275 B. Farrell	1	4	2	2	3	2	3	12.75	2 +
7384 R. Helmer	5	3	3	3	2	3	1	14.75	3 *
7200 Doug Woodley	2	5	6	4	4	1	4	20	4 +
7405 Ian Rogers	3	2	4	5	5	4	5	23	5
4744 Brenda Ladd	6	6	7	6	8	6	6	37	6
7944 Jim Quibell	8	7	5	7	6	7	7	39	7
7221 Doug Noble	7	DNF	DNS	DNS	7	DNS	DNS	52	8

* = previously qualified for World's

+ = qualifies for World's

"B" Fleet (unofficial entries)

	1	2	3	4	5	6	7	Pts	Pos
7225 Diane Poitras	1	2	1	1	1	2	4	7	1
7034 Ed Nicholas	2	1	2	2	2	1	1	8.25	2
7193	4	3	3	3	4	3	5	20	3
7446	3	5	4	DNS	5	5	2	24	4
7445	6	6	5	4	3	4	3	25	5
7448	5	7	DNS	DNS	6	6	6	38	6
5342	DNS	4	DNS	DNS	DNS	DNS	DNS	44	7

Ontario Yachts in regard to improving the Alliance mold. Carol thanked the Committee

and staff for their hard work on this issue.

Members were advised of the promotion campaign undertaken to highlight the activities of the Class, in an effort to increase the profile of the Class in the sailing community, and increase membership. Thanks were given to Myles Wilson for his work on analyzing target markets and developing a budget for advertising, to Lynn Shannon for creating the ads, and to Gary Bain for quick responses and follow-up. In conjunction with the

SHACKLES AND CRINGLES

CANADIAN ALBACORE ASSOCIATION

ANNUAL GENERAL MEETING

SEPTEMBER 18, 1993

AGENDA

1. Notice of Meeting
2. Establishment of Quorum
3. Collection of Proxies
4. Approval of Minutes of Annual General Meeting, August 23, 1992 (Item #1).
5. Reports of Officers
(Item #2).
6. RYA Changes re: soft-footed mainsails
(Item #3).
7. 1995 World Championships
9. Election of Officers for 1993-1994
(Item #4).
10. Appointment of Auditor
(Item #5).
11. Other Business
12. Adjournment

Rob Terbrugge
Secretary

**Minutes
Canadian Albacore Association
Annual General Meeting
Kingston Yacht Club
Sunday, August 23, 1992**

GENERAL

The meeting was called to order by Carol Kidd, Commodore, at 8:48 p.m.

It was established that in accordance with the By-laws, appropriate notice had been given for the Annual General Meeting (AGM).

Quorum was established: thirty-nine (39) full members were present; fifty-one (51) members were represented by proxy and registered with the Acting Secretary, Lynn Shannon, prior to the commencement of the meeting.

The Minutes of the 1991 Annual General Meeting were reviewed.

Moved: by Keith Woolford;
seconded: by Jim Quibell:

**"that the Minutes of September 14,
1991, be approved."**

CARRIED.

OFFICERS' REPORTS

Commodore

Carol Kidd reviewed the year's business.

1. Details were provided on the establishment of a By-laws Committee formed after the 1991 AGM to review and propose revisions to the Class By-laws. Carol thanked Committee members Paul Stern, Ian Rogers, Bob Stiff and John D'Angelo for their efforts.
2. An update was given regarding the work of the Builders Committee. Committee members Rick Clayton, Mark Ewen, David Weaver, Carol Kidd, and Jorg Pawlik met with Ontario Yachts in regard to improving the Albacore mold. Carol thanked the Committee for their hard work on this issue.
3. Members were advised of the promotion campaign undertaken to highlight the activities of the Class, in an effort to increase the profile of the Class in the sailing community, and increase membership. Thanks were given to Myles Wilson for his work on analyzing target markets and developing a budget for advertising, to Lynn Shannon for creating the ads, and to Gary Bain for quick responses and follow-up. In conjunction with the

SHACKLES AND CRINGLES

marketing efforts, for the first time a poster detailing the 1992 Class racing schedule was sent via an extensive mailing to members, clubs, and sailing schools.

4. Carol thanked Lynne MacInnes for carrying out the financial duties for the Association. In addition to these duties, Lynne arranged for storage facilities for CAA property. Those members still storing material on behalf of the Association were asked to contact Carol for collection of all CAA property in one central location.
6. Jim Quibell was thanked for the excellent job he did in organizing regattas.
7. Appreciation was also shown to Jim Quibell and Rick Needham in drumming up sponsors despite the present economy. Members were encouraged to support the sponsors with their patronage.
8. Carol also thanked the CAA auditor, Heather Wroldsen, Past Commodore, Mark Ewen and Specifications Chairman, David Weaver, for their continued efforts on behalf of the Class.
9. In closing statements, Carol thanked the CAA Executive for a great team effort and communication in overlapping responsibilities.

Treasurer

Lynne MacInnes distributed and reviewed the 1991 Financial Statements for the membership. It was noted that the third page was signed by CAA member and auditor, Heather Wroldsen, CA. On the fourth page, Lynne pointed out a balance of \$45,000 in term deposits. Prepaid expenses in 1990 were \$1,200 and in 1991 they decreased to \$500; this item pertained to the \$15 collected for royalties on sails. Page five noted that 1991 revenues exceeded 1991 expenses by \$1,500. Also noted were regatta expenses as a deficit incurred in association with celebrating the Association's 30th Anniversary. Interest income in 1990 was at \$4,700 and in 1991 decreased to \$1,200. Handbook sales for revenue were recorded. Expenses for "Shackles" and postage remained the same. Insurance costs were the same; insurance had been discontinued on the CAA PC computer. The summary for all the above expenses was that of a break-even position. It was established that high interest and DND royalties had contributed to the previous (1990) budget. Some discussion ensued regarding whether these funds were taxable. Lynne pointed out that since the Association does not own land or buildings, taxes would not be incurred.

Moved: by Rosemary Helmer;
seconded: by Ross King:

"that the 1991 Financial Statements be approved."

CARRIED.

BY-LAW REVISIONS

The proposed By-law revisions prepared by the By-laws Committee and approved by the CAA Executive were reviewed. Peter Vasoff requested clarification on the proxy process amendment, Article IX, Section 4, (page 13A), regarding the appointing of scrutineers, and questioned why, if a member wanted scrutineers, the request must be supported by twelve members at a meeting. Rosemary Helmer also questioned the numbers on this, pointing out that every member should have the option to discuss. Milutin Adjacic argued that one person could disrupt meetings too easily and therefore suggested that the revision stand as is.

Moved: by Rosemary Helmer; **"that Article IX, Section 4 be amended to read
seconded: by Peter Vasoff: 'be supported by one member.'"**

DEFEATED (for: 21, opposed: 51)

Moved: by Mark Ewen; **"that the revised By-laws be approved as presented."
seconded: by Ross King:**

CARRIED

1993 NORTH AMERICANS

Carol Kidd brought the membership up-to-date regarding the status of the 1993 North Americans in relation to the USAA's desire to either host the North Americans in the U.S. prior to the World Championships, or to simply hold the Worlds and cancel the 1993 North Americans. The CAA Executive had previously discussed this issue and suggested that the North Americans remain in Canada as per the usual rotation. Keith Woolford suggested that the North Americans be held at CORK and the Canadians scheduled in the traditional time period of mid-September in Toronto. Rosemary Helmer expressed concern over the tough schedule, i.e. August for CORK, September for the Canadians, and October for the Worlds.

Moved: by Keith Woolford; **"that the Executive's decision to hold the
seconded: by John Byrant North Americans at CORK be approved."**

CARRIED (2 abstentions, 5 opposed).

1993 ALBACORE WORLD CHAMPIONSHIPS

Carol Kidd discussed the allocation of twenty spaces to Canadian competitors. The membership was informed that this might change once figures become known from participating UK and US teams. Any increase and availability of places will be published in "Shackles."

ELECTION OF OFFICERS

Mark Ewen presented a proposal to the membership to waive the By-law regarding length of

SHACKLES AND CRINGLES

term in office for the 1993 Association year for both the position of Commodore and Specifications Chairman. Mark pointed out that due to the number of new recruits to the Executive in 1992, no one was prepared to assume the responsibilities of Commodore at this time, as the Vice Commodores all wished to first gain more experience on the Executive. Carol had therefore agreed to serve another term as Commodore. Ensuring continuity on issues regarding Class rules and specifications was cited as the reason to extend David Weaver's term of office; David has also agreed to continue on the Executive. Waiving the By-law would extend the term beyond one year for the Commodore, and five years for the Specifications Chairman. No other nominations were solicited from the floor.

Moved: by Jim Quibell;
seconded: by Ross King:

"that the Slate of Officers as presented be approved."

CARRIED.

APPOINTMENT OF AUDITOR

Moved: by Dave Harris;
seconded: by Chris Hanson:

"that the appointment of Heather Wroldsen as Auditor for 1993 be approved."

CARRIED.

1995 WORLD CHAMPIONSHIPS

Carol Kidd reviewed the current status of the next World Championships, and the new rotation schedule proposed by the National Albacore Association. The British have suggested that Ireland hold the 1995 Worlds, rather than Canada, with the 1997 Worlds to be hosted by Canada. The Executive had previously discussed this issue and suggested to the membership that Canada retain the hosting responsibility for the 1995 Worlds and then adjust the rotation schedule to accommodate the Irish. The new rotation would thus be Britain 1997, North America 1999, Britain 2001. The decision as to where in Britain (England, Scotland and Ireland) and North America (US or Canada) would also be alternated.

In discussion, Rosemary Helmer articulated concerns regarding the costs incurred in relation to chartering boats. John Bryant pointed out that there are 70 boats active in the US, 180 in Canada, and 250 in the UK, yet North America has two-thirds of the World events.

The two issues to be decided were (1) whether to approve a new rotation schedule, allowing for the Worlds to interchange between North America and Britain, and (2) where to hold the 1995 World Championships.

Moved: by Keith Woolford;
seconded: by John Bryant:

"that the new rotation schedule be approved."

CARRIED (abstentions: 1).

SLATE OF OFFICERS 1993 - 1994

ITEM #4

The following Slate of Officers is proposed by the Nominating Committee of the CAA:

- | | |
|--------------------|--------------|
| Commanders | Jim Quibell |
| Past Commodore | Carol Kidd |
| 1st Vice Commodore | Rick Noodham |
| 2nd Vice Commodore | Myles Wilson |
| 3rd Vice Commodore | |

Moved: by John Bryant;
seconded: by Rosemary Helmer:

"that the 1995 Worlds be hosted by Ireland and the 1997 Worlds be hosted by Canada."

DEFEATED (for: 36; opposed: 38; abstentions: 5).

Moved: by Gary Bain;
seconded: by Don Oakie:

"that a proposal be made to the IAA to hold a World Championships in 1994 in the UK, and 1995 in Canada."

CARRIED (abstentions: 1).

CLASS RULES

Rick Clayton brought the membership up-to-date on the proposed amendment by a British sailor to approve a depressed deck.

Moved: by Ross King;
seconded: by Dave Harris:

"that the wording of the class rule be changed to disallow a depressed deck."

CARRIED.

A discussion arose in regard to shroud levers and the use of such devices at the 1993 World Championships in the US.

Moved: by Rick Clayton;
seconded: by Rosemary Helmer:

"that in accordance with the International Specifications Committee, continuous moveable shrouds not be allowed."

CARRIED (opposed: 12; abstentions: 12).

ADJOURNMENT

Moved: by Carol Kidd;
seconded: by Lynn Shannon:

"that the meeting be adjourned."

CARRIED.

The meeting was adjourned at 11:05 p.m.

RYA RULE CHANGES: SOFT-FOOTED MAINSAILS

ITEM #3

As members will recall, David Weaver, Specifications Chairman, published an article in the Spring/Summer Issue of "Shackles & Cringles" articulating the rule change regarding soft-footed mainsails proposed by the National Albacore Association. This rule change would permit the use of a softer cloth in the foot of the mainsail. As stated in the article, because of the difference in conditions in which we sail versus those experienced by British sailors, the rule change would not have the same impact in Canada. Our major concern and interest was in ensuring that such a rule change not result in increased cost or decreased longevity of the mainsail.

The change to rule 13.2 must be ratified by the CAA and USAA at our respective Annual General Meetings. It is therefore recommended:

"that the rules governing sail cloth be changed to:

- 13.2.1 The construction shall be: soft sail,
single ply sail**

- 13.2.2 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.**

SHACKLES AND CRINGLES

SLATE OF OFFICERS 1993 - 1994

ITEM #4

The following Slate of Officers is proposed by the Nominating Committee of the CAA:

Commodore	Jim Quibell
Past Commodore	Carol Kidd
1st Vice Commodore	Rick Needham
2nd Vice Commodore	Myles Wilson
3rd Vice Commodore	Bob Stiff
Rear Commodore	Vacant
Specifications Chairman	David Weaver
Chief Measurer	Rick Clayton
Membership Secretary	Gary Bain
Secretary	Vacant
Treasurer	Gam Wallace
Editor	Lynn Shannon

APPOINTMENT OF AUDITOR

ITEM #5

The Nominating Committee proposes that **Heather Wroldsen** be re-appointed as Auditor for the forthcoming Association year.

ANNUAL GENERAL MEETING: PROXY

Article IX, paragraph 5 of the Association's Bylaws states that:

- (a) Every member in good standing in the Corporation may by means of a proxy, appoint another member in good standing in the Corporation to attend the Annual General Meeting and act in the manner and to the extent and with the powers conferred by the proxy;
- (b) A member who is appointed by a proxy holder shall attend in person at the Annual General Meeting and comply with the written directions of the member who appointed the proxy;
- (c) The form of proxy shall specify how the proxy is to vote in respect of matters identified in the notice calling the meeting, or that the proxy holder may vote on any matter in the notice or which may properly come before the meeting in accordance with the discretion of the proxy holder;
- (d) A proxy holder has the same rights as the member who appointed the proxy holder to speak at the meeting and to vote by way of ballot or show of hands;
- (e) All proxy holders must be appointed by a document in the following form:

PROXY FORM

PROXY FORM

1. I, _____, hereby appoint _____ as my proxy holder for the purpose of attending the Annual General Meeting of the Canadian Albacore Association for the year 1993.

2. I understand that I may direct how my proxy holder is to vote and I direct that my proxy holder may (circle A or B, and if choosing B fill in how you limit the authority you are giving):
 - A. vote in accordance with his or her discretion on any matter specified in the notice or which may properly come before the meeting, or

 - B. vote as follows in respect of each matter raised in the notice:
 - i. Approval of Minutes of Annual General Meeting, August 23, 1992 (Item #1)
FOR _____ AGAINST _____

 - ii. Approval of Audited Financial Statements (Item #2)
FOR _____ AGAINST _____

 - iii. RYA Changes (Item #3)
FOR _____ AGAINST _____

 - iv. Election of Officers for 1993-1994 (Item #4)
FOR _____ AGAINST _____

 - v. Appointment of Auditor (Item #5)
FOR _____ AGAINST _____

DATE: _____ SIGNATURE: _____

NAME OF MEMBER: _____
 (PLEASE PRINT NAME HERE)

PLEASE SEND PROXY TO:

Rob Terbrugge, Secretary
 22 Colgate Avenue
 Toronto, Ontario
 M4M 1N4

SHACKLES AND CRINGLES

1994 TORONTO INTERNATIONAL BOAT SHOW PROPOSAL

As members read in the previous issue of "Shackles and Cringles," the article entitled "Fireball Only High Performance Dinghy at Toronto Boat Show" published in the Winter issue of "The Firezone," was reprinted in our newsletter. The article was published for the benefit of Albacore sailors as it articulates many of the CAA Executive's concerns regarding promotional efforts at the Toronto International Boat Show. Although the Ontario Sailing Association (OSA) booth traditionally displays a few boats and offers Class Associations space for promotional literature and time for representatives to staff the booth, dinghies are not adequately represented. This lack of support for dinghy classes in terms of visibility to the public is rather shortsighted given the current economic environment, as promoting classes on the high-end of the financial spectrum may dissuade people from getting involved in sailing. As well, although it is of interest to display Olympic-class boats in an effort to generate public support and interest in the sport, recreational sailing is not addressed. Emphasizing Olympic-class boats, with the associated expense and expertise Olympic competition entails, merely conveys a false impression that sailing is an elitist sport. Broader representation is therefore necessary at a venue such as the Boat Show.

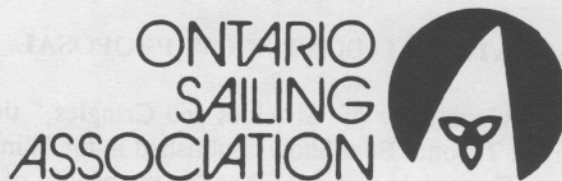
Given our limited exposure through the OSA at the Boat Show, the CAA is interested in obtaining a booth at the 1994 Toronto International Boat Show with the Fireball Class. A conjoint booth will be more affordable for our respective Associations, and will enable both Associations to draw upon another essential resource, a larger pool of volunteers to staff the booth, as admittedly staffing a booth throughout the week is difficult. The CAA display panels could be used to feature poster-size photographs of both Albacores and Fireballs.

We have asked the Fireball Association to advise if they wish to join forces at the Boat Show, to ensure that our respective dinghy associations are appropriately represented. Albacore Class participation in the Boat Show will be dependent upon the participation of individual members as well in terms of staffing the booth. Members are therefore requested to "volunteer" if and when the need arises, and participate in promoting the Albacore.

Carol Kidd
Commodore

1993 Canadian Albacore Championship

Sponsored in part by the Ontario Sailing Association through a Wintario Grant



Sept. 17-19

Toronto Sailing & Canoe Club

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

Friday	1100 - 1200	Registration
	1200	Skippers' Meeting
	1330	First Race (second race follows)
Saturday	0900 - 0930	Registration
	1030	Third Race (fourth and fifth follow)
	1900	Barbecue
		Annual General Meeting to follow
Sunday	1030	Sixth Race (seventh race follows)
		Awards to follow

Entry Fee: **\$99.00** per boat

Includes Lunch Saturday and Sunday (Sack lunches on the water) and **Dinner** Saturday evening.

Entrant **must** be a member of the **CAA** or **USAA**.

Measurement Certificates with a **1993 Bouyancy** Test Verification must be shown on registration.

Entrants may compete in one the three fleets;

- 1) Championship
- 2) Contender (minimum of 5 boats)
- 3) Masters (minmum of 5 boats)

Food and beverages will be available after racing Friday at a very reasonable cost in the club dining room.

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

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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 be 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.

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!!

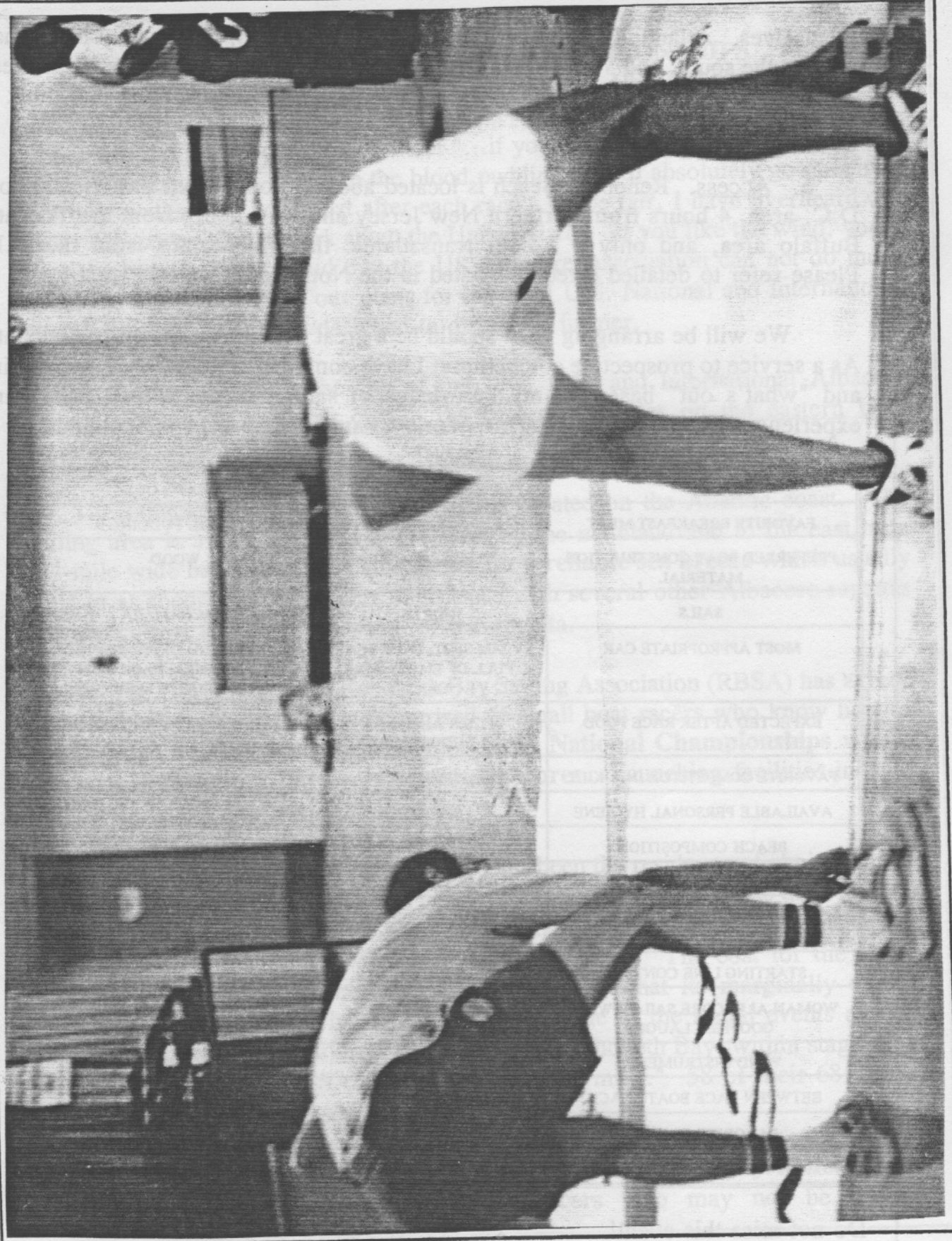
5. Access. Rehoboth Beach is located about 3 hours from the Washington, D.C. area, 4 hours from northern New Jersey and 9-10 hours from the Toronto/ Buffalo area, and only a 7 hour transatlantic flight/nightmare from the U.K. Please refer to detailed directions listed in the Notice of Regatta.

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

Do not miss this event!

SHACKLES AND CRINGLES



Rick Clayton and Peter Vasoff measure up at Cork!



The OSA and you

What does the Ontario Sailing Association do and why should you care? That's a natural question for those who would rather sail than talk about it.

The value of membership The OSA's activities break down into three main areas:

Services to member clubs These range from specific programs such as the very successful Best-Ever Olympic Mobile program, introducing very young people to sailing, through to supplying the instructors on which every club in the Province's learn-to-sail programs relies.

Services to individuals The OSA's elite athlete development programs are well known and are probably among the highest-profile activities that the organization undertakes. Less well known but just as important, are services to the broad range of sailors, including, for example, a discount program on boat insurance that is available to OSA members. It is through the OSA and the membership of their clubs that individuals are enabled to participate in OSA- and CYA- (Canadian Yachting Association) sanctioned racing events.

Activities as sailing governing body These break down further into three main areas:

- Advocacy on behalf of sailors to all levels of government.
- Management of the infrastructure of sailing in Ontario, including instructor development and training.
- Liaison with national and international sailing

problem While those of us who work with the OSA have come to believe that the organization has an important role to play in the future development of the sport, we also understand that such a view is not shared universally. We believe that the problem lies in the structure of membership and effective communications, and the OSA is leading the debate on these questions at the level of the CYA.

Each of us joins the OSA through membership in a participating club. This approach is fine so far as establishing a relationship with member club executive. But it is clear that much of the information directed from OSA to member clubs does not get passed on to the individual sailors. They therefore don't understand the work being done by OSA, and are not in a position to take informed positions. In addition, it does very little to establish effective links with the thousands of boaters who don't belong to clubs — because they keep their boat at the cottage or in a marina — who consequently are not represented at all.

The OSA is leading an initiative within the CYA to examine the **value** of Membership, and looking at how best to package and distribute its benefits to sailors and others interested in the sport. It also involves thinking about the relative focus of the OSA in terms of services to the racing fraternity versus matters of interest to the cruising sailor.

who have been around for some time have heard of the important role that the OSA had to play in the development of the Outer Harbour. What's probably less well known is the following:

- Individual Outer Harbour club members received direct funding from OSA last year at a level more than three times the fees collected from Outer Harbour clubs.
- The OSA is playing the leading role in challenging draft Canada Coast Guard safety regulations which would have a dramatic impact on dinghy sailors (such as introducing the need for all boats to carry anchors).
- The OSA is playing a key role in a number of ongoing commissions and committees engaged in looking at waterfront and water-quality issues. This is a vital listening post for all sailors, as environmental concerns are increasingly construed in ways hostile to our sport. For example, the OSA led the challenge to the Province's draft "grey water discharge" legislation. This would have required all boaters to retrofit their vessels at a cost of thousands of dollars each, and which would have had no measurable impact on pollution levels. It is now challenging the guidelines which have been developed for lake filling which would essentially eliminate the possibility of new facilities for boating in Toronto.

Every year the OSA introduces between 600 and 900 juniors to sailing and windsurfing, through its Sail Toronto facility.

The OSA has been instrumental in creating a the Toronto Harbour Commissioners and OSA.

For the coming year, the OSA will be further focussing on the Outer Harbour and its Sail Toronto facility. Some of the initiatives will include the following:

Site clean-up The OSA is understandably concerned about the presentation of the site. It intends to make a serious effort to correct the problem. It lacks the volunteer base that other clubs have in the area. However, the club commodores in the vicinity should expect to receive a call asking for assistance in tackling the job.

Transportation Access to the area is a major obstacle to its further development and discussions will be initiated with the City of Toronto regarding the possibility of improved transportation along Unwin Avenue.

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The OSA and you

What does the Ontario Sailing Association do and why should you care? That's a natural question for those who would rather sail than talk about it.

The value of membership The OSA's activities break down into three main areas:

Services to member clubs These range from specific programs such as the very successful Best-Ever Olympic Mobile program, introducing very young people to sailing, through to supplying the instructors on which every club in the Province's learn-to-sail programs relies.

Services to individuals The OSA's elite athlete development programs are well known and are probably among the highest-profile activities that the organization undertakes. Less well known but just as important, are services to the broad range of sailors, including, for example, a discount program on boat insurance that is available to OSA members. It is through the OSA and the membership of their clubs that individuals are enabled to participate in OSA- and CYA- (Canadian Yachting Association) sanctioned racing events.

Activities as sailing governing body These break down further into three main areas:

- Advocacy on behalf of sailors to all levels of government.
- Management of the infrastructure of sailing in Ontario, including instructor development and training.
- Liaison with national and international sailing

problem While those of us who work with the OSA have come to believe that the organization has an important role to play in the future development of the sport, we also understand that such a view is not shared universally. We believe that the problem lies in the structure of membership and effective communications, and the OSA is leading the debate on these questions at the level of the CYA.

Each of us joins the OSA through membership in a participating club. This approach is fine so far as establishing a relationship with member club executive. But it is clear that much of the information directed from OSA to member clubs does not get passed on to the individual sailors. They therefore don't understand the work being done by OSA, and are not in a position to take informed positions. In addition, it does very little to establish effective links with the thousands of boaters who don't belong to clubs — because they keep their boat at the cottage or in a marina — who consequently are not represented at all.

The OSA is leading an initiative within the CYA to examine the **value** of Membership, and looking at how best to package and distribute its benefits to sailors and others interested in the sport. It also involves thinking about the relative focus of the OSA in terms of services to the racing fraternity versus matters of interest to the cruising sailor.

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- Individual Outer Harbour club members received direct funding from OSA last year at a level more than three times the fees collected from Outer Harbour clubs.

- The OSA is playing the leading role in challenging draft Canada Coast Guard safety regulations which would have a dramatic impact on dinghy sailors (such as introducing the need for all boats to carry anchors).

- The OSA is playing a key role in a number of ongoing commissions and committees engaged in looking at waterfront and water-quality issues. This is a vital listening post for all sailors, as environmental concerns are increasingly construed in ways hostile to our sport. For example, the OSA led the challenge to the Province's draft "grey water discharge" legislation. This would have required all boaters to retrofit their vessels at a cost of thousands of dollars each, and which would have had no measurable impact on pollution levels. It is now challenging the guidelines which have been developed for lake filling which would essentially eliminate the possibility of new facilities for boating in Toronto.

Every year the OSA introduces between 600 and 900 juniors to sailing and windsurfing, through its Sail Toronto facility.

The OSA has been instrumental in creating a the Toronto Harbour Commissioners and OSA.

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