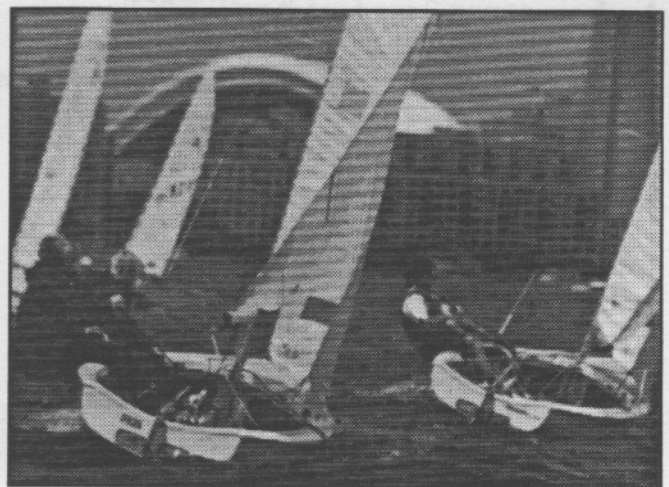
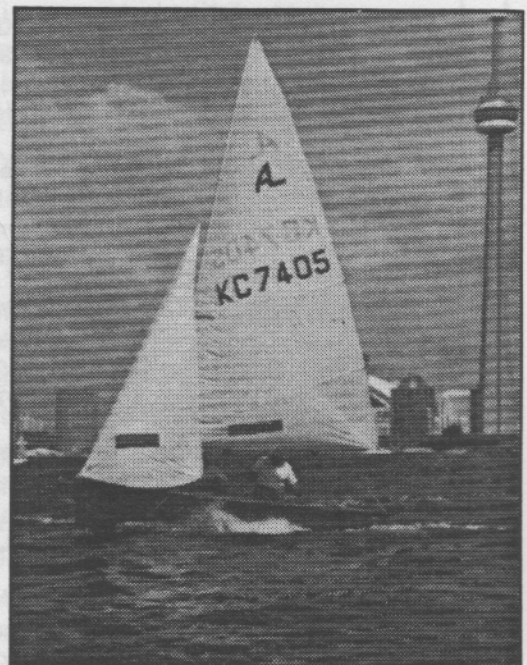


Shackles & Cringles



Canadian Albacore Association

*Included in this issue are the 1994 Race
Schedules, Video Info and IRYU Rule changes*

Canadian Albacore Association

P.O. Box 31021, 725 College Street
Toronto, Ontario
M6G 4H7

1993/1994 Executive

Commodore	Jim Quibell 495 Vanguard Crescent Oakville, Ontario L6L 5G6	Res. 905-827-9017 Bus. 416-231-1222 Sat/Sun 705-454-3524
Past Commodore	Carol Kidd Apt. 2-345 Gladstone Avenue Toronto, Ontario M6H 3H5	Res. 416-534-6156 Bus. 416-340-2883
1st Vice Commodore	Rick Needham General Delivery Bracebridge, Ontario P1L 1X6	Res. 705-645-2706 Bus. 416-742-6140
2nd Vice Commodore	Myles Wilson 54 Brant Street Orillia, Ontario L3U 1Y9	Res. 705-325-3154
3rd Vice Commodore	Bob Stiff 20 Southlea Avenue Toronto, Ontario M4G 3L9	Res. 416-423-3294 Bus. 416-445-7420
Specification Chairman	David Weaver 14 Lansdowne Road North Cambridge, Ontario N1S 2S8	Res. 519-623-4402 Bus. 905-525-9140 ext. 4907
Chief Measurer	Rick Clayton 362 Brookdale Avenue Toronto, Ontario M5M 1P8	Res. 416-783-9194 Bus. 416-671-2200 ext. 228
Treasurer	Jamie Wallace 85 Hanna Road Toronto, Ontario M4G 3N2	Res. 416-425-3224 Bus. 416-813-7495
Membership Secretary	Gary Bain 69 Shannon Street Toronto, Ontario M6J 2E6	Res. 416-533-1909
Editor	Lynn Shannon 362 Brookdale Avenue Toronto, Ontario M5M 1P8	Res. 416-783-9194 Bus. 416-736-5010

Commodore's Comments

Hi guys! Hope everyone survived that incredible winter. Up at the lake we experienced temperatures ranging from 40 below fahrenheit to 52 above within the period of a few weeks. Gad, I hate it when my Cardhu freezes in the glass. That mild weekend in February was even warmer than the '92 Ontarios' at Bronte---remember Ron and Leslie? I wonder if Lake Ontario will still have icebergs at launch time? Argh Billie! Obstruction-call for room to tack and get me a chunk for the cooler.

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Spring 1994

Lynn Shannon or Carol Kidd ASAP. There will be a "huge prize" for the best photo. Don't worry, we'll take good care of your pictures and will ensure that you get them back. (Please identify them for us.)

The CAA has 6 Race Training Videos (made in Spring of 1993) available to any CAA members who could benefit from them. The videos are as follows:

1. **Starts and Tactics** (John Clark)
Sail Shape (Kevin Smith)
2. **Starts and Protests** (Pat Healy)
3. **Starts and Windward** (Tof Nicol-Griffith)
Race to Win (Kevin Smith)
4. **Mark Rounding, Sail Trim** (Pat Healy)
5. **On the Water-Starts and Racing** (Tof Nicol-Griffith & Jorg Pawlick)
6. **Starts, Tactics, 360 Rule** (Pat Healy)

These tapes are available from the Commodore and they should be returned within a week of borrowing (if possible) so that others can also use them.

In closing, I want to say a big thank you to all the volunteers who helped us man the booth at the Toronto International Boat Show. Carol and Gary organized our participation, along with the cooperation from the Fireball Association. Ontario Yachts had one of their newest hard-core Albacores on display and boy did it draw lots of attention. We had new brochures made up and everyone involved felt that we had put on a successful promotion for the Albacore Class.

Hope to see you all at our first regatta in Conestoga!

Jim Quibell

WE NEED:

**PHOTOS
PHOTOS
PHOTOS
PHOTOS
PHOTOS**

WIN "BIG"

**LET US BORROW YOUR
SNAPS FOR USE IN A
PHOTO ISSUE OF
SHACKLES & CRINGLES**

**CONTACT:
LYNN SHANNON
362 BROOKDALE AVENUE,
TORONTO ONTARIO,
M3M 1P8**

**(DO NOT DESPAIR, WE WILL RETURN IN
PERFECT CONDITION!)**

**PHOTOS
PHOTOS
PHOTOS
PHOTOS
PHOTOS**

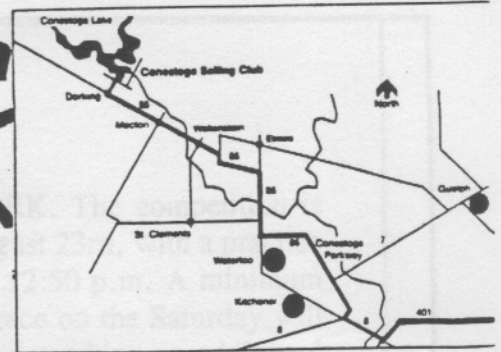
1994 Warm Water Regatta

Conestoga Sailing Club



Wayfarers
May 28, 29

Albacore
District 3 Championships
May 28



All Competitors!
Please note the date change in Weekends from previously held Warm Water Regattas

Toronto Sailors!
Conestoga is only 150km from Toronto Harbour; Just follow 401 west on the above map!

Participants are encouraged to come early and stay late. Camping is allowed at the sailing club or at the Conservation Authority adjoining the sailing club.

We will be serving dinner at the club on Saturday evening. Beer and Wine will be available.

Program

Registration on Saturday 0830 to 1000. Skipper's meeting at 1000. First race at 1030. Three races on Saturday for all classes. Two races Sunday for Wayfarers and Open class Skipper's meeting and first race will be at the same time on Sunday.

Fees \$15.

If pre-registered; \$20. on regatta day; Dinner \$10. per person.

Classes

Wayfarer
Albacore District 3 Championship (Saturday only)
Open class (for CSC members only)

Send registrations and fees to:
Al Nichols
255 Lincoln Rd
Waterloo, Ontario
N2J 2P6
519/725-1883

Please make all cheques payable to "Conestoga Sailing Club"

Please assist us by Pre-registering by mail.

Name _____

Address _____

City _____

Postal code _____

Telephone _____

Fleet/Class _____

Sail number _____

Crew name _____

Total payment enclosed. _____

Spring 1994

WATER RAT SAILING CLUB
938 ST. JOHN'S SDRD. E.
AURORA, ONT.
CANADA, L4G 3G8
905 - 841 - 9199

February 11, 1994

Mr. Jim Quibell
Albacores Anonymous

Dear Jim:

I got your name from OSA as the contact person for the Albacore Association and I have some great news for your membership.

Albacore owners now have a second club on Toronto's Outer Harbour from which to sail as the Water Rat Sailing Club has recently removed its class restrictions.

W.R.S.C. is a low cost sailing club with MINIMAL BUREAUCRACY and facilities. Our fees are as follows:

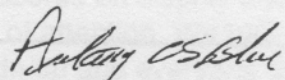
Senior Member - \$100 Initiation + \$150.00 annual fees
+ \$20 refundable key deposit

Junior (18 and under) and Student (with card up to age 26)
- No initiation, annual fees \$75.00 + \$20 refundable key deposit

Crewing memberships are not required and storage fees (Summer and Winter) are included for the eligible boats which includes Albacores. Wetsuits and life jackets are mandatory.

I would appreciate very much if you could circulate the good news and if you have any questions, please do not hesitate to call me.

Yours Truly,



Tony Blue
Membership director

Need a home for your Albacore in Toronto???

CANADIANS AT CORK!

Once again, the Canadian Championships will be held at CORK. The competition is scheduled to be held from Sunday, August 21st to Tuesday, August 23rd, with a practice race on Saturday, August 20th. The practice race will start at 12:50 p.m. A minimum of four races will constitute a series. Running only a practice race on the Saturday will allow competitors to travel on Saturday, and thus will not require taking an additional day off from work.

Despite the claims of certain members, who would have us believe they are still too young to qualify for the Masters fleet, our Class has no shortage of candidates for this fleet. The Executive has therefore increased the age qualifier for the Masters fleet to 50. Competitors in the running for the Masters trophy must indicate that they are competing in this fleet at the time of registration.

The Championship, Challenger and Masters fleets will race together, with a single start for all three fleets. The Masters fleet will be scored from the overall placings, while the Championship and Challenger (A and B fleets) will be scored separately. Pennants will be provided for competitors in the B fleet for identification purposes on the water. The following prizes will be awarded:

Championship: 1st - 5th place
 Top skipper and top crew (Beefeater coffins)
 Family, Junior and Masters trophies
 Ladies Plate (top female skipper)

Challenger: 1st - 5th place

In order to avoid the usual flurry of activity that occurs five minutes prior to the awards ceremony (and thus spare certain member(s) from teetering on the edge of a nervous breakdown in the process!) CORK has offered to temporarily house the trophies/prizes at the CORK office during the Championships. A time will be arranged for trophy delivery to the CORK office at Portsmouth Harbour. This time will be well-publicized so we avoid the risk of having people trying to deliver them at inopportune moments, and to ensure that we have all the trophies on hand at the awards ceremony.

Since Kingston will be the venue for the 1995 International Albacore Championships members are encouraged to compete at the '94 Canadians in preparation for "the Worlds." We will keep you posted as the event shapes up, but mark August 20 - 23rd in your calendar now, and plan to attend CORK!

Carol Kidd
Past Commodore



sail week

CORK 1994

August 18 - 28

DATES:

YouthFestival August 18 -19

CORK Series I August 20-24

CORK Series II August 25-28

One Design Classes

Some groups have yet to finalize which Series they will sail in.

CORK and the classes will announce these as soon as they are available. Watch your newsletter.

Series	Class	Championship	Fee (CAD)
I	Laser	CORK Gold, Silver Grand Prix	\$ 80
I	Laser >>	North American	\$125
I	Laser Radial	North American	\$ 80
I	Mistral	A Pre-Worlds Event	\$ 75
I	Soling	NQR	\$135
I	Tornado	Canadian	\$125
I	International 14	Canadian	\$125
I	470	t.b.a.	\$125
I	Europe	NQR	\$ 85
I	Albacore	Canadian	\$125
tba	Snipe	Canadian	\$125
tba	Optimist	Canadian	\$ 85
II	J-24	Ontario	\$135
II	Ideal 18	Great Lakes	\$ 75
II	Finn	NQR	\$ 80
II	505	Eastern Canadian	\$ 95
II	Mirror	Canadian	\$ 95
II	Byte	North American	\$ 75
--	Model Boats	Demonstration Event	tba

Offshore (August 20 - 24)

An exciting combination of racing on triangle and windward/leeward courses on Lake Ontario and in the broad St. Lawrence River, as well as a middle distance race - as many as ten events, based at Kingston's downtown Flora MacDonald Confederation Basin. Entry fees are \$180 for skipper and boat, plus \$10 for each additional crew member.

PHRF

Division I (<100)

Division II (101 - 130)

Division III (131 - 160)

Division IV (>160)

For the PHRF division ASP numbers are PHRF-LO. Splits will be adhered to unless there are exceptional circumstances. The number of awards presented in each fleet will depend upon the entry in that fleet. Entrants are expected to meet ORC Equipment and Accommodations Structural Standards (i.e. are Racer-Cruiser vessels). CORK may accept entries which do not meet those standards. Call CORK for more information.

Laser 28

North American Championship

IMS - fleet racing and the International Interclub Team Challenge

- teams of three boats (two to count), representing Clubs compete for the trophy while racing in the IMS fleet.

MORC - tba

One Design Fleets - Offshore One Design Fleets may apply for a separate start and awards. Fleets of more than five will be accepted if scheduling will allow.

PABAR COMES OF AGE

1974 - 1994

Believe it or not, the "little regatta that could" has come of age and on Saturday, August 13, 1994 it will be sailed for the twenty-first time. The organizing committee is arranging a number of events to mark this special Pointe au Baril Albacore Regatta. Invitations will be sent out to all previous competitors and it is hoped that many others will make the journey north to savour this unique experience for the first time.

First of all, let's be realistic. Pabar is not a regatta like any other. It is an effort to get there - three hours north of Toronto in Friday night traffic followed by an hour boat-ride to a strange and far-out island, seemingly in the middle of nowhere. When it is all over, do the reverse. This sounds like a lot of effort and is it worth it?

Well, most people who have made the effort have come to agree that, indeed, it is more than worth it.

Let's look at the details. First of all there is the wind. The thermal comes in at about 11:00 a.m. on every sunny day in the summer. It is every bit as good, or better than Kingston's thermal. The first race is usually a light air challenger which is followed by three wild flyers with planning reaches. In 20 years, no race has been cancelled for lack of wind and few races have been shortened.

Well, what about the water? Races are sailed in a large open bay interspersed with a few small islands. Thirsty? drink the water, you will not come out in a green rash or pink spots. Hot? go overboard for a swim. The temperature is about 70° (F) and is perfect for a dip or a swim around a picturesque island.

But good racing takes more than good water and wind. What about the committee work? Is there any competition up in the boonies?

Visitors will be surprised to find that in this cottage fleet, races start on time, start lines are well laid and the "death rule" is called after every general recall. For those who have come to expect less of Race Committees, Pabar will come as a pleasant surprise, if not a revelation.

The competition may also come as a surprise to those who arrive expecting an easy collection of silverware. The winning skipper in 1993 was a former Olympic sailor and his predecessor in 1992 had only succeeded in winning two Albacore World Championships - Another National Team member came in a disappointed second.

20 th Anniversary!

But Pointe au Baril is a lot more than sailing. Come and spend a weekend with friendly people in one of nature's most spectacular locations. Lunch is not on the water but on a spacious rock over looking a special northern bay. Dinner will be in the charming Ojibway Island Club House that is approaching its centennial anniversary. There will also be singing, dancing and entertainment and no Annual General Meeting. If this is not enough, walk out on the balcony and take in the stars and northern lights. They come so close you can nearly touch them.

For details phone or write:

Trish Bongard
379 Markham Street
Toronto, Ontario
M6G 2K8

Telephone: (416) 921-2788

Ian Rogers AL 7405

Wanted:

Old Sails and spars for use by budding young Alabacore Sailors.

Please contact our Junior Director
Jane Ewen 905-728-9952
Shadow Lakes Sailing Club

Selling:

St.Jamestown Sailing Club is selling 12 suits of used sails; most in good working condition, with bags, battens and sheets. Cost at \$50.00 each. First come, first served!

Phone Mike Morrison
416-3236

For Sale

AL KC 2529
Cerampian \$950.00
Phone Emo Knibble
416-221-1441
705-549-2728

Lost, stolen, missing hull!

a)now needed hull only!

or,

b)will sell everything besides the hull (ie; mast, boom, rudder, board, sails)

or,

c) will buy cheap, second hand cottage boat for grandkids

Phone Chris Wansborough
416-864-3201

Spring 1994

1994 Ontario Albacore Championships

Hosted in conjunction with
The Royal Canadian Yacht Club - Open Albacore Regatta



"A 1995 World's Qualifier - 4 Positions"
"Racing, Swimming, Dining, Dancing, and generally Good Fun!"

Date: Saturday, June 11 & Sunday, June 12, 1994

Place: The Royal Canadian Yacht Club - Toronto Inner Harbour

Access:

- Come try our new launching ramp! Enter the RCYC Parking Lot off Queen's Quay, South Side. (See Map below.) Follow route through parking lot to crane. Ramp will be quite visible. Room to park trailers. Launching dollies available on the island. Boats may be stored on north lawn of Club on Friday and Saturday nights.
- Ferries To Island - Quarter to and past the Hour
To City - On the Hour and Half hour.

(Please be aware of the dress code requirement on the ferry and at dinner on Saturday evening. Men: Suits or Jacket & Tie with Pants, Ladies: Dress or Pants & Jacket or Suits. Bermuda shorts with knee hose + Jackets are also acceptable for Men or Ladies.)

Program of Events & Times:

Fri. 6/10/94	9:30 - 10:30 pm	• Registration @ Finnegan's, 284 Richmond St. E. & Sherbourne
Sat. 6/11/94	9:00 - 10:00 am	• Registration and Coffee/Juice & Donuts/Muffins
	10:00 am	• Skipper's Meeting
	11:00 am	• First Gun
	7:00 pm	• Dinner on the Upstairs Veranda
	8:00 pm to closing	• Dancing on the Veranda
Sun. 6/12/94	11:00 am	• First Gun
	4:00 pm \pm 1 hour	• Prize Giving

Entry Fees Include: • 5 races, 3 Saturday, 2 Sunday, 1 Race Drop, if fewer than 5 races sailed all Races count), Ferry Pass to Island Saturday and Sunday, Coffee/Juice & Donuts/Muffins each morning, Beer/Soft Drinks or swim after racing. Dinner with wine, Dancing, Flags and Prizes to Top 3 Crews.) • **Please bring your own lunch! Saturday & Sunday.**

\$90.00 per boat including 2 dinners (wine with dinner).

\$55.00 per boat including 1 dinner (wine with dinner).

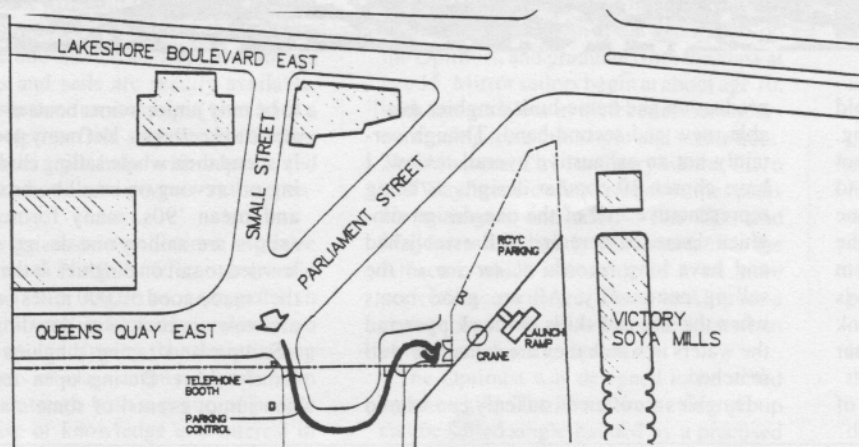
\$30.00 per boat not staying for dinner.

\$35.00 per person dinner only (wine with dinner).

Regatta Eligibility:

- Regatta is open to all 1994 members in good standing of a national Albacore Association.
- Please be prepared to provide valid membership card & proof of a completed 1994 buoyancy test. This is an RCYC and CAA insurance requirement. We ask for your cooperation.

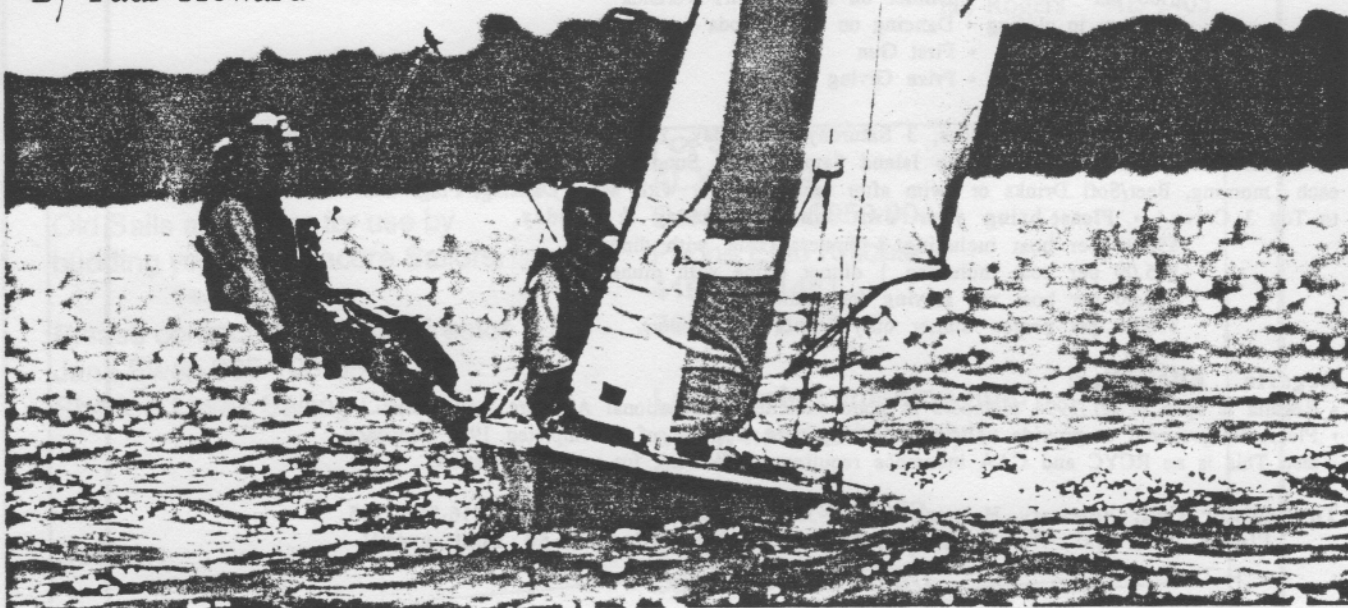
To Register Call: Rosemary Helmer 416-488-3867 or Janice Peck R.C.Y.C. 416-967-7245
Please Join us! We look forward to a fun filled 30-50 boat event!



A DINGHY BEGINNING

A revival in small-boat sailing is just what the sport ordered. Here's the run down on 10 top dinghies to help you decide which one's for you.

By Paul Howard



Reprinted from:
Canadian Yachting
Volume 18, Number 6, Winter 1994

Small boat, small waters is an old saw often related to dinghy sailing. Though a sailing dinghy may not seem as impressive as a large keelboat to the uninitiated, anyone who has sailed one knows there is no relationship between the size of boat and the enjoyment derived from sailing it. The size and type of boat that is manageable for you, suits your pocketbook and the type of sailing you enjoy is your best choice in boats.

There are dozens of models and types of

production and home-built dinghies available, new and second-hand. Though certainly not an exhaustive overall review, I have chosen 10 popular designs as being representative. All of the one-design dinghies discussed here are well established and have long records of service in the sailing community. All are good boats when the size and skills of the skipper and the waters in which they are sailed are well matched.

Dinghies are often mistakenly considered

to be only junior trainer boats or a stepping-stone to keelboats. Yet many people happily spend their whole sailing career skippering or crewing on small boats. In the lean and mean '90s, many former keelboat sailors are sailing one-design dinghies. I learned to sail on dinghies in the early '60s, then made good 50,000 miles on keelboats and now am back to sailing dinghies.

Sailing and racing dinghies is a great family sport. During open regattas (i.e. non-junior events) of some class associa-

From Optimists (top) to Fireballs (below), dinghy sailing offers excitement for a complete range of sailors.

tions, junior skippers compete head to head with men and women many times their age. Keen junior sailors with a few years experience sometimes out-sail moderately experienced parents. Experienced skippers often have children crewing with the added bonus of lowered combined weight. Boats are crewed with a mixture of men and women, boys and girls. My 16 year old daughter and her 11-year-old female crew in Mirrors now finish ahead of the man she crewed for as an 11 year old.

Many established yacht clubs are desperate to find new members and, consequently, initiation and annual fees are being slashed. Clubs with declining dinghy fleets (attributed to falling senior membership), are now offering inexpensive memberships to attract new people. (The Toronto Sailing and Canoe Club offers a youth membership (anyone with a student card) with dry-sailing privileges for \$160 annually, and similar adult privileges for \$220. Perhaps more attractive to new sailors however is its community club program: use any of the club's fleet of Frosties, Lasers, Wayfarers or Fireballs for \$280 a season.

Select a one-design dinghy to suit your personality and sailing ambitions, keeping in mind which classes have fleets in your area. For example, Snipes and 505s are rare in most parts of the country, but in Oakville and Ottawa respectively, they're leading.

This popularity will support the re-sale value as well. One-design class rules, originally written for racers to ensure an older boat is competitive with a newer boat, specify that no matter who built the boat, or when, all of the boats of that class are built to the same formula for sail area, hull shape and other limiting factors, such as weight.

Class rules also protect the buyer's investment. Well-maintained, second-hand one-design boats will hold their value, with an active group of buyers seeking those boats. An active and numerous fleet also means new parts and sails are readily available. Also, it is more fun owning a boat with a large one-design fleet so you can compare sailing skills, get help with repairs and tuning, and maintain your sailing enthusiasm.

One-design class associations organize local, regional, North American and world championship regattas and publish newsletters with information relevant to maintaining and rigging that design along with notices of class events. Membership puts you in touch with a group of people with a base of knowledge and interest in



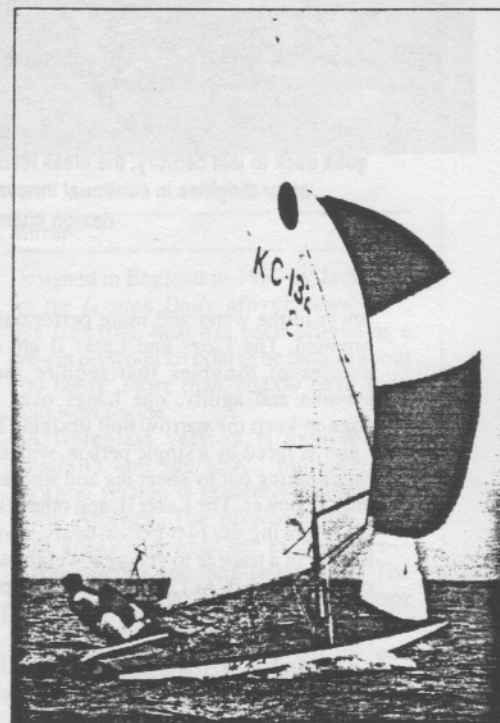
that design. Many people buy into a class because they are interested in the owners' association racing, cruising or social activities.

Choosing a boat

Often weather and water conditions have an influence on choice of class. Dinghies that use benches or buoyancy tanks for seating *inside* the hull are best suited for rougher or colder water as the crew is more protected. These also make good starter or cottage boats, being stable and predictable. They also tend to be owned for a long time by non-racing (or perhaps non-cutthroat racing?) sailing enthusiasts. The Optimist, Mirror, Albacore, CL14 and CL16 and the Wayfarer are in this category. Although they all maintain active racing fleets, these boats are less performance oriented than some of the hot shots discussed later and are dryer to sail. Athletic sailors and those wanting adrenaline rushes often move up to more performance-oriented dinghies after getting started in boats of this group.

Children begin from about age 7 years on the Optimist, and graduate from the class at age 15. Mirror sailors begin at about age 10, with some sailors in their retirement years continuing to sail this light and stable boat. The Albacore, CL14 and very similar CL16 and Wayfarer are often used as trainer boats for teenagers and adults. The CLs and Wayfarers are slightly more stable than the Albacore which is considered to be more performance oriented. Those looking for a cottage boat for adults would do well to choose any but the Optimist.

The Optimist was designed to be sailed by one child. The others in the first group can be sailed single-handed by a practised



sailor in moderate conditions, but are usually sailed by two or more.

Hull weight is also a consideration when choosing a boat. The Optimist weighs 77 lbs, the Mirror about 130 lbs, making these two designs possible to cartop to sailing sites. They can be handled at the launch ramp on a trolley by smaller, less muscular people. Larger boats must be trailered, and need a minimum of two people to rig and launch. The Albacore weighs in at 240 lbs, the CL16/Wayfarer at 365 lbs.

Boat designs where the crew sits on the deck with feet in a footwell are wetter,



Although the history of the International 14 goes back to last century, the class leads all other dinghies in continual innovative design changes.

lower to the water and more performance oriented. The Laser and Laser II are examples of dinghies that require more stamina and agility, one hangs over the edge to keep the narrow hull upright. The Laser is raced by a single person, with that sailor hiking out by sheer leg and stomach-muscle power. The Laser II, and other classes following, are two-person boats, having the use of a trapeze to get crew weight well out over the rail. At 130 and 160 lbs respectively, the Laser and Laser IIs can still be cartopped.

The Fireball, 470 and the International 14 are all open boats with more than a footwell and have more beam than the Laser/Laser II, but the crew sits on the side decks, making wet or dry suits near mandatory in all but the warmest areas. These boats are more complicated, with many lines and controls needed to get optimum performance in varying wind conditions, thus requiring real expertise. The need for trapezing to keep the boats upright requires two aboard these boats, with the crew on the trapeze for the first two, and a twin trapeze on the 14.

The third group, especially the 14, are among the hot rods of the sailing world. They demand a high level of skill to keep

them driving hard and provide plenty of adrenaline rush as they plane at great speed, skipping over the waves.

Many accomplished sailors switch from class to class. Keen 470 sailors for example might have learned on an Optimist, then crewed on an Albacore before taking further instruction and training on a Laser II. From that level they would have done some sailing on a Laser because there are so many regattas to participate in, as well as enjoying the large and competitive fleets which demand aggressive starts and a good sense of the rules. They might sail International 14s for a couple of summers but would continue to sail the 470 because of their interest in the Olympic class and that international competition.

Additional considerations

Many choose the Laser as a first boat or the cottage boat. Though great for those who like speed and don't mind getting wet, the Laser is really a one-person boat. Most would agree, a Laser is less appropriate than the first group for a family sail.

The Mirror and CL16/Wayfarer fly spinnakers as a class, a useful skill that adds interest. Those wanting to advance to the Canadian Yachting Association certification of Bronze V or above need to know how to handle a chute. Learning on a more stable boat allows the neophyte to easily move up to more performance-oriented designs.

The Laser II has been chosen by the

Canadian Yachting Association and thus provincial sailing associations as the boat of choice for their instructor certification courses. Those wanting their Green or above sailing instructor certification must be able to proficiently sail a Laser II. (As sail instruction is a lucrative and enjoyable summer job for some high school and university students, knowing how to sail a Laser II may be mandatory.)

The Laser II is used as well in youth-training programs as a preparation for Olympic-level racing by the CYA and provincial sailing associations. The Laser II is the least complicated of the high-performance spinnaker and trapeze-rigged boats listed in this review though the CL16 of the first group is rigged as well with a spinnaker and trapeze. The Laser was finally chosen last year as an Olympic class one-design.

Beginning with the junior set

Getting a child hooked on sailing takes a lot of skill and encouragement—and the right boat. Children, like adults, want to drive. Children love bicycles because they get to drive. Provide a boat they can drive, with instruction to keep the frustration factor low, supervision for safety, and let them drive and have fun. Peer rivalry is a great learning motivator, so the above in a group setting is even better.

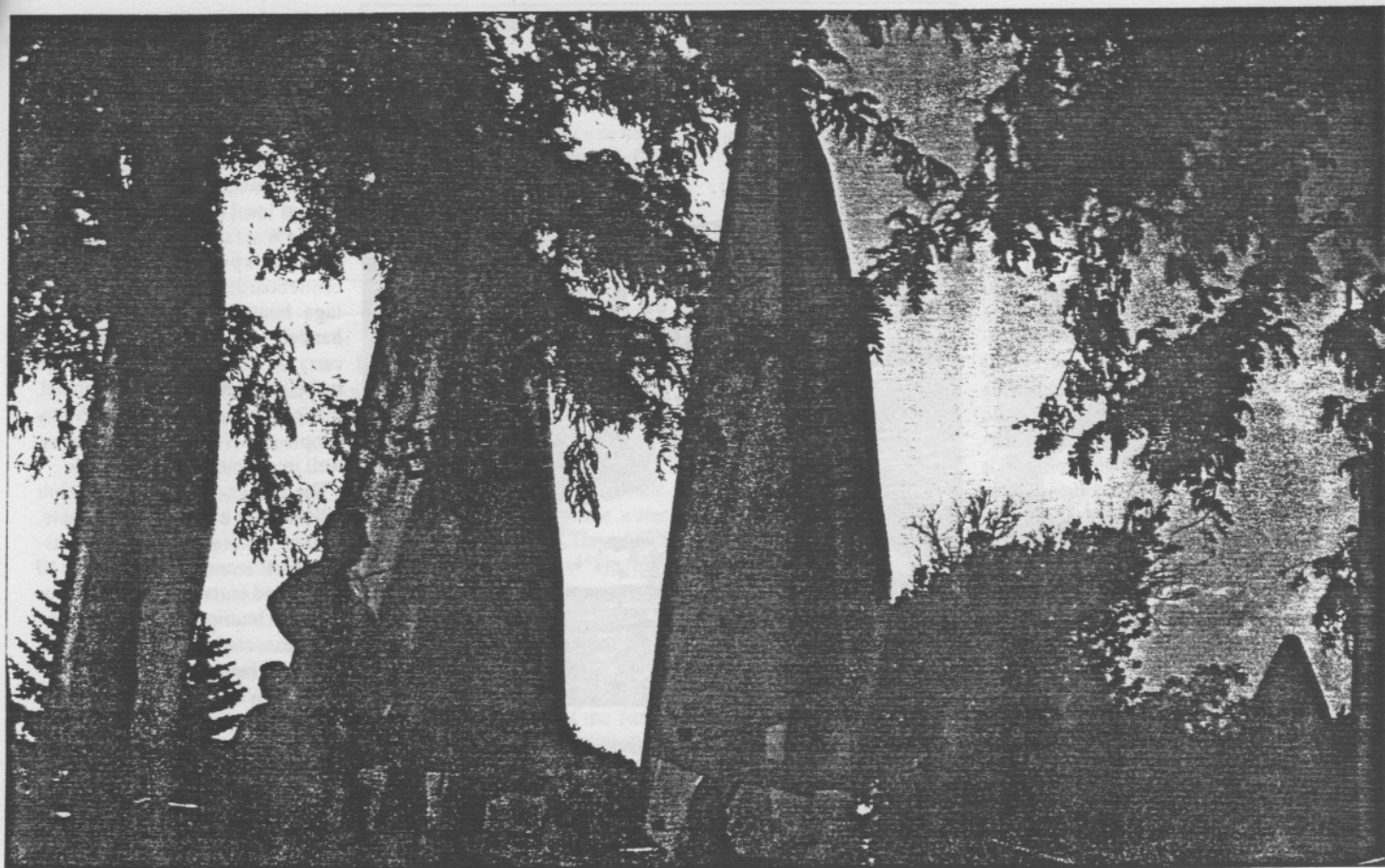
The Optimist was designed especially for children and is used extensively in yacht club and sailing association beginner programmes.

The Ontario Sailing Association BOOM (Best-ever Ontario Optimist Mobile) programme hires sailing instructors to tow a trailer with 10 Optimists plus a coach boat to about 30 locales when requested by cottage associations, town parks and recreation departments, marinas, etc. to teach 7- to 13-year-olds for two to three days. The cost of this programme is subsidized. The Manitoba Sailing Association has a similar programme called MOP.

OSA also has a mobile sailing school for children and adults with five dinghies plus a coach boat for week-long instructional programmes at sites where they are requested. Some class associations have junior instructional programmes.

Many yacht clubs have junior instructional programmes with their fleet of dinghies. Open to children of non-members, there are special low rates which allow a youngster to join in. Often, this programme boosts the club's roster down the road.

Parents must be willing to commit money, to see that their junior sailors are properly outfitted, and time, to transport them to events that will keep up their interest. Wet suits, dry suits, lifejackets, foul-weather gear, sailing gloves and trapeze harnesses all cost and must be renewed



regularly. Simply keeping junior sailors supplied with sun hats, toques, sunglasses and sun block seems demanding considering the inevitable trail of left behinds.

Some yacht clubs maintain a fleet of dinghies that are for the use of a special category of non-boat-owning members. As well, there are adult sailing clubs for non-boat owners that have fleets of one-design dinghies with instruction for beginners, crewing positions for neophytes and skippering for experienced members. As well, there are many professional sailing schools with sailing instruction for youths and adults, some that have non-boat-owner fleets so the new sailor can continue in the sport after the course is complete.

For information about clubs or schools nearest you, request a list from your provincial sailing association or the Canadian Yachting Association in Ottawa.

Optimist

Designed to be home-built by a parent and child, the Opy has been the beginning boat for thousands of sailors. The largest IYRU-recognized class, there have been more than 250,000 boats built world-wide. The class is growing rapidly in Canada, with the numbers of boats and sailors having doubled in the last two years alone.

At just over 7½ft long, square on both ends with a weight of 77 lbs and a cat-rigged, 35-sq-ft sail, its handling is well within the capabilities of boys and girls

from about age 7. Sailors of about 60 lbs are ideal beginners, with lighter sailors at a disadvantage in higher winds when 100-lb 14-year-olds take over.

The Ontario Optimist Dinghy Association alone holds 16 events across the province from May to September which link to North American and World-level racing events. There are 14 yacht clubs and associations with Optimist fleets in Ontario, and many more across Canada.

New complete fibreglass boats are available from builders in Quebec City, Oakville, Ont., and Vancouver. Some fleets are being increased by parents building 5 to 10 boats at a time on weekends at a materials and sails cost of about \$850 each. However, home-built boats are rarely at the top of the fleets in competitions. Because of the turnover of children outgrowing the boat, there is an active second-hand market through the owners' association, but high-quality boats are in great demand.

As an example of how involved Opy parents can become, last summer class president John Farrell and his 10-year-old son Cam drove more than 9,000 km and competed in 14 regattas, including the North American Championships.

Membership in the association includes a newsletter. Contact: John Farrell, 227 Rosemary Lane, Ancaster, Ont. L9J 2K6, (905) 525-9140, ext. 4771. Builder: Ontario Yachts, 243 Speers Road, Oakville, Ont. L6K 2E8, (905) 845-1153.

Mirror

Designed in England in 1960 by Jack Holt for the *London Daily Mirror* newspaper, this 10ft 10in. boat has been offered as a pre-cut plywood kit boat to be built in about 100 hours. More than 70,000 have been built world-wide.

A fibreglass version is available in Australia and the U.K., but only the plywood version is presently available in North America. The plywood boat built with epoxy—as opposed to polyester—makes a strong and long-lasting boat. The Mirror is a popular trainer boat in Europe and especially in the U.K. and Ireland where beginners graduate from the cat-rigged Optimist to the sloop with spinnaker Mirror. The boat never caught on as a club trainer in North America, but is a popular class, with the largest fleets in Ontario and U.S. Midwest.

Mild-mannered, simply rigged with daggerboard and offering a stable platform for both beginners and spinnaker training, the Mirror has been a popular cottage boat as well as a manageable racer. Many owners are still sailing the class after more than 20 years. There are many women in the class who compete and sail at all levels, including women in their 50s.

Competitive combined crew weight is in the 200- to 260-lbs range. There are some single-handed racing events, though most racing is done with two aboard.

The Mirror Dinghy (named after the *London Daily Mirror*), had three original criteria: weight of 100lbs, cost of less than £100 and buildable within 100 hours.

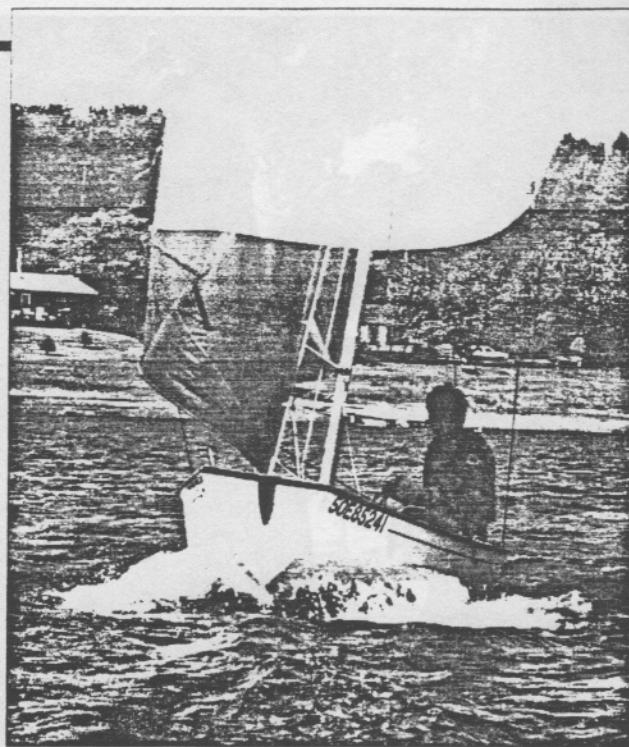
The Ontario Mirror Dinghy Association hosts junior and open racing events throughout southwestern Ontario, camping and cruising weekends as well as a week of cruising and racing at Killbear Provincial Park in Georgian Bay. The Junior Camp, with CYA-certified instruction through Bronze V, is held at Pittock Lake, Woodstock, Ont. Members participate in North American Championship racing every two years alternating between U.S. and Canadian locales, and world championships every four years.

New kits and second-hand boats are available through the class association or parts and used boats from J.M. Contracts Co., 12 Binscarth Road, Toronto, Ont. M4W 1Y1, (416) 922-5791. A newsletter is published quarterly. Contact Derek Hilson, 14 Donnamora Cres., Thornhill, Ont. L3T 4K5, (905) 881-2782.

Albacore

At 15ft in length, the Albacore design can accommodate up to four sailors. It has always been a popular cottage boat, as well as there being adult racing fleets at many clubs. The Albacore is a popular adult-trainer boat and many people stick with this class for decades.

The class association sponsors numerous events throughout Ontario, Canada and the



world. Local club fleets have competitions which feed wider-based events. The Albacore is a popular boat for a couple to race, with planing performance without the worry of a spinnaker. The open-hull design means it does not come up as dry after a capsize as some of the others with more built-in buoyancy tanks.

At 240 lbs the sloop-rigged centreboard boat needs a trailer for transport. Both wood and fibreglass boats are available second-hand, from about \$2,000 with trailer, and new fibreglass boats available from Ontario Yachts in Oakville, Ont. (See Optimist.) For more information, contact the Albacore Class Association, Carol Kidd, 345 Gladstone Ave., Apt. 2, Toronto, Ont. M6H 3H5; (416) 599-2680, ext. 3274.

Wayfarer

A world-wide popular large dinghy of British design, the Wayfarer was first around in wood but has been built in fibreglass for many years now. This open dinghy has made more long-distance ocean passages than any other design I know of. Frank and Margaret Dye made good many adventurous voyages in their Wayfarer, documented in books and magazines. Crossings of the North Sea, sailing from Scotland to Norway, Scotland to Iceland, etc. has not been beyond the capabilities of this 15ft 10in., 365-lb dinghy.

Very stable, it has long been a popular camping and cruising boat in Europe and North America. Two adults can camp comfortably on

the wide flat floor of the boat under a tent supported on the boom. The class association organizes group cruises around the Great Lakes as well as local racing.

The Wayfarer has a planing hull, flies a spinnaker and is a centreboarder. It makes a good cottage boat, as it can be single-handed, yet has the capacity to carry up to six. It is stable enough to be left afloat and unattended, though most are dry-sailed. Many people sail Wayfarers for decades, well into their retirement years.

The design is used as an adult trainer since it is roomy and stable. Racing crews are often a husband/wife team. There are about 10 racing and cruising events per year around Ontario sponsored by the class association, with additional club fleet racing available, too.

The Wayfarer is very similar to the CL16 (below). The differences are in the rig, rigging and detailing. The Wayfarer has inboard jib sheeting for sailing closer to the wind, a tapered mast for less weight aloft and other original features not included on the CL16.

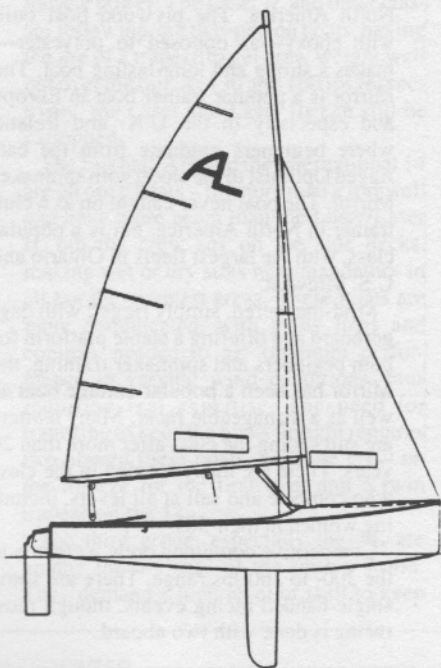
The class association publishes a newsletter, contact Randy Park, 25 Eastbourne Cres. Etobicoke, Ont. M8V 1W7 (416) 255-3313. Builder: Abbott Boats Limited, 1458 London Road, Sarnia, Ont. N7S 1P7; (519) 542-2771.

CL14 and CL16

Interesting as a bit of dinghy folklore, the CL16 was the result of an early Canadian Wayfarer builder having a disagreement with the designer of the Wayfarer and deciding to change the name and build it as *he* thought best. The CL16 and Wayfarer are very similar in hull dimensions and weight. The CL16 is sloop-rigged, flies a spinnaker and offers a trapeze as an option. It is a centreboarder. The CL16 is cruised and raced, with an active owners' association which publishes a regular newsletter. Contact: Anna Wharton, 1585 Carmen Drive, Mississauga, Ont. L5G 3Z2, (905) 274-3194.

The CL14 is very similar in shape and rigging to the CL16, being essentially a slightly scaled-down version. It is popular in cottage country as a family boat for single-handed drifting about on the lake or taking the family out for a picnic. Some sailing schools, yacht clubs and summer camps use the CL14 as a trainer boat for teenagers, as several can sail together. There are club fleets for racing. Sloop-rigged with spinnaker, the CL14 also has a centreboard.

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There is an active owners' association which publishes a newsletter. Contact Tom Wharton, 1585 Carmen Drive, Mississauga, Ont. L5G 3Z2 (905) 274-3194. Builder: CL Sailboat Shop, 2439 Garrison Road, Hwy.#3, P.O. Box 1314, Fort Erie, Ont. L2A 6G2; (905) 894-2233.

Laser

Designed by Bruce Kirby of Ottawa, the Laser is the ultimate Canadian sailor success story. First built in Canada, the Laser was later licensed to builders around the world. Today, more than 150,000 have been built world-wide. Presently sold in eastern Canada by Fogh Marine Ltd., new boats are now imported from a Newport, R.I., factory.

The Laser was designed as a performance boat for a single-handed sailor of ideally 170 lbs. Its deck floats low to the water, consequently sailors get wet. Fast, fun and competitive, Lasers with standard rigs are not considered the best beginner's boat. There are many of these boats in cottage country where they keep teenagers and adults happily occupied.

The original rig was found to be too large for women and younger sailors, so the smaller Radial rig was offered for those of 140 to 170 lbs. Another rig, the 4.7, is about the size of the Optimist rig, and is hoped to attract even smaller sailors who want the fun of Laser sailing and to make the boat more accessible for growing youth and families.

The Laser has been chosen as an Olympic class and will see its first Olympic competition in Atlanta in 1996. Many racing training programmes, such as the OSA Silver racing standard, are taught on the Laser. This cat-rigged, single-handed daggerboard boat is simply rigged, yet subtle and requires a skilful hand to get the best out of it.

There are large club fleets across the country and competition is keen. The local class association, District No.3, includes Ontario and part of Quebec. They sponsor the Gold Cup circuit with six major regattas distributed throughout the district. There are 40 or more boats on the start line for these regattas, and sailors must be members of the class association to compete. Categories include: Juniors (under 18 years old), Open, Masters (over 35 years old) and Radials (mostly women and some lighter men).

The mechanics for choosing the national team for the Olympics is still being worked out, but class association regatta participation is sure to be involved.

To be a competitive open-class Laser sailor, you must be in excellent physical condition, weigh roughly 170 to 185 lbs and be ready for cutthroat competition and adrenaline rushes.

The 130-lb Laser can be cartopped, as the mast disassembles into two shorter sections. Second-hand boats are available and always in demand.

New boats and replacement parts available from Fogh Marine, 2242 Lakeshore Blvd. W., Toronto, Ont. M8V 1A5, (416) 251-0384.

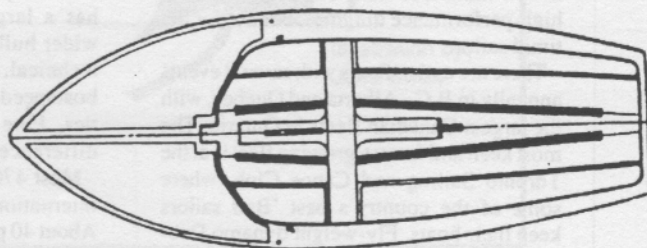
The class association publishes a newsletter. Contact Alan Lathrop, 45 Washago Cres., Mississauga, Ont. L4Z 2K3.

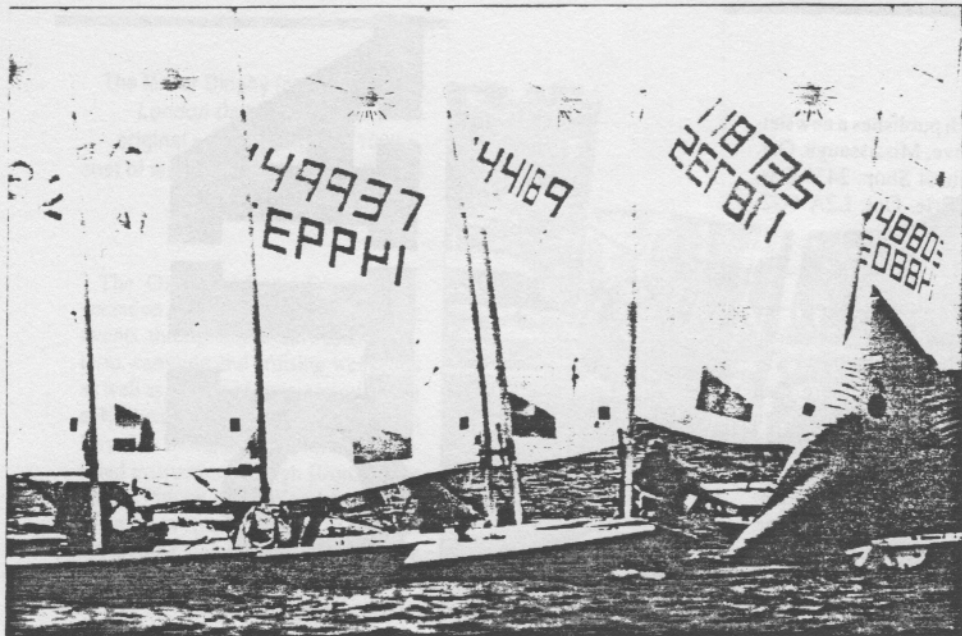
Laser II

The Laser II was designed by Australian Frank Bethwaite as a basic two-person high-performance boat. The hull is only slightly larger (7.5 in. longer and 30 lbs heavier) than the original Laser, and with sloop rig, spinnaker, trapeze and daggerboard, the Laser II flies considerably more sail area.

The Laser II is heavily used as a training boat for teenagers, both at a club level and by provincial sailing associations. Class association regattas are hotly contested, with about 20 or more boats on the start line. Combined crew weight should be from about 200 to 300 lbs with an ideal weight of about 260 to 280 lbs. There are

Atbore





many women skippers and crews in the Laser II class because of the moderate weight requirement for competitive sailing.

Early Laser IIs didn't hold up well to heavy sailing school and youth-training use, though the newer models are said to be much more durable.

Class association regattas are run in tandem with the Laser, but have separate starts. The Laser II shares the same class association with the above Laser, and new boats and parts are marketed through Fogh Marine. (See Laser for contact information.)

Fireball

Designed and first built in the U.K., the Fireball is a popular high-performance boat with good stability. Most would agree, it is more stable than an Albacore or a Laser II. The Fireball was originally designed for the home builder, and many high-quality plywood boats were indeed home built. As well, there are professionally built fibreglass and composite-construction Fireballs with a new, professionally built, wood/epoxy version available through the class association. Second-hand boats are available at around \$1,000.

The Fireball has moderately complex rigging. To get the best out of it the crew must know how to handle sail control lines for slight changes in wind strength and when changing direction relative to the wind. It's a well-mannered boat compared to other high-performance dinghies, but not for the timid sailor.

There are active fleets with several events annually in B.C., Alberta and Quebec, with the largest Canadian fleets in Ontario. The most keen and fastest-growing fleet is at the Toronto Sailing and Canoe Club, where some of the country's best 'Ball sailors keep their boats. Fly-weight dynamo Debbie Thomas has skippered her #11105 to

first place in international competitions. Combined crew weight is usually 250 to 350 lbs, with ideal combined crew weight about 280 to 290 lbs. Many women, compete at top international levels.

There are many events scheduled annually, with several east coast U.S. events within driving distance. Ms. Thomas and other Canadian sailors will be competing in the World Championships in 1994.

The Fireball is more complicated to rig and tune than the previous boats, but has high stability for a boat of this type. Its many buoyancy tanks make it easy to right and dry when she comes up.

The sail area is similar to a Laser II, with the main and jib having about the same area, but the 'Ball spinnaker is larger.

There is a quarterly magazine-style newsletter with info on boats and world-wide events. Contact Ontario International Fireball Association, 1101-100 Spadina Road, Toronto, Ont., M5R 2T7, (416) 422-5084.

470

Although the 470 is a firm Olympic-class boat with a long history, the Canadian fleet is relatively small. Most 470 sailors train on other dinghies that have large local fleets (such as Laser or Laser II) to hone their skills, then compete at the few local events and travel to national and international competitions as often as possible.

In comparison to the Fireball, the 470 has a larger sail area on a shorter but wider hull. This boat is considered more technical, with boathandling, tuning and boatspeed more important than race tactics. Fine adjustments can make a big difference.

Most 470 sailors are in this class for the international and Olympic competition. About 40 per cent of the sailors are women, and with an ideal combined weight of 280

The Laser is sailed in more than 100 countries, by far Canada's greatest influence in dinghy sailing.

to 315 lbs, this is the most accessible Olympic class for lighter sailors. As an indication of the physical condition demanded of sailors in this class, John Curtis, of the 470 class association, states that women crews must be slightly heavier than male crews to have the same strength or muscle-to-weight ratio.

There are five annual regattas across Canada, plus CORK, in addition to some local regattas. European competition is stiff, and a national team is sent to European regattas. There is a ranking system to become a member of the national team, as well as a different ranking system for the Olympic team.

Once ranked 16th or above on the national team, sailors are given a travel and living allowance, and University tuition is paid to allow young sailors to be on the water all summer. The national team tends to be younger, but the class is dominated by Europeans who are often in their 30s.

There is presently no Canadian builder of 470s, but second-hand boats are available through the class association from about \$4,000. Contact John Curtis, 80 Princess St., Apt. 204, Kingston, Ont. K7M 6W2. (613) 548-8300.

International 14

The 14 class was founded in England in the late 1800s when crews of large yachts began racing the 14-ft tenders to those yachts. The Canadian chapter, under the presumptuous name of the Canadian Dinghy Association, was begun in 1915 and was well defined and wide spread by the '40s.

These dinghies are the hotrods of this group, as they have a larger sail area than any of the above. The combined main/jib/spinnaker area on the 14 is more than 50 per cent larger than the total combined area on the 470, but with a hull 20 in. shorter. The retractable pole/sprit from which an asymmetrical spinnaker is flown is the trademark of the fleet. This relatively recent development has allowed the massive 250-sq-ft spinnaker to be managed by the two-person crew.

Other class distinctions are the twin trapezes, combined centreboard and daggerboard possibilities and the irregular shaped mainsails. Class rules allow controlled development, but try not to hurt the investment of current owners. An oversimplification of the rules would be to state that the hull length/width/depth, rig height and sail area are fixed—everything else is open for manipulation.

The CL16 and Wayfarer, although very similar, do differ in rig and rigging.

The Toronto fleet is the largest in Canada, though there are fleets in Vancouver, Hamilton, Ottawa, Montreal and Halifax. The Canadian Championships tend to have fleets of about 25 to 30 boats. The world championships, held every two years, have fleets of more than 100 boats. Although there are widespread fleets through Europe, the four key countries are Japan, Canada, U.S. and U.K.

The two-person crews tend to weigh about 290 to 380 pounds. The target age group of the class is 20s to early 40s, with some 14 sailors continuing in competition into their 60s.

The 14 is for those who want to sail on the edge and aren't afraid to dump. Stewart Martin, contact person for the class association, says that high-speed capsizes are common. The high-strung and unforgiving nature of this high-performance boat makes it a challenge to master even after 10 years of sailing in the class.

There are few women competing in the class, though in the 1980s John and Karen

Bleasby dominated the Toronto fleet, with Karen handling the helm.

Because of the flexible rules of the class and the complicated nature of the boats, the 14 is a relatively expensive boat to sail competitively. Sails are regularly renewed and modifications to the boats are necessary to keep up with the competition. Second-hand boats are available through the class associa-

tion newsletter (biannually) and begin at about \$6,000. New boats are available from Ontario Yachts (see address at Optimist) and Jorg Pawlik, (905) 624-8875.

Despite sailing around the world in a keelboat, Toronto-based writer Paul Howard is an ardent Mirror dinghy supporter.



FOR SALE

Albacore KC #3990

Gramplan, comes with sails, hatch cover

boat cover, tilt trailer

Excellent shape

\$2000

Contact Dennis Roz

519-763-9287

Wanted

Good Racing Hardcore

Contact Heather Wroldsen

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MOOF #7366 - "Zombie Moof" for sale. 1983. Well maintained with lots of recent improvements. cw. 2 sets of sails & a dolly. Competely fitted out for racing. Competitive. \$4850 obo. Call Myles Wilson, (705)325.3154

ALLEN #6189. 4 suits of sails, trailer, custom foils, Superspar boom & Allen mast. Good club racer with lots of potential. \$1495 obo. Myles Wilson, (705)325.3154

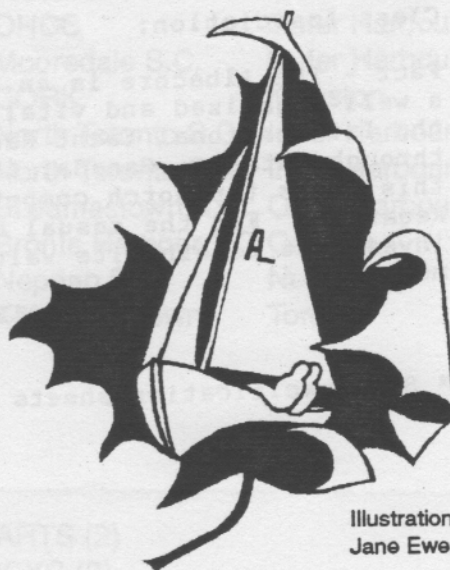


Illustration by:
Jane Ewen

ALBACORE BY ONTARIO YACHTS

Five facts for the smart Dinghy Buyer

Performance:

Fact - The Albacore is the only dinghy in its category to be seriously campaigned by the major Canadian sailmakers. Its ability to plane in moderate conditions and its generous light air sailplan plus buoyant heavy air hull shape make it an exciting all round dinghy.

Quality Construction:

Fact - Ontario Yachts is the only production dinghy builder in Canada to use premium grade isophthalic resins, and closed cell P.V.C. foams exclusively. The result is the highest possible glass to resin ratios and long lasting rigidity.

Weight and Manageability:

Fact - Albacore by Ontario Yachts has a bare hull weight of only 240 lbs. making it nearly 100 lbs. lighter than other two-man dinghies in its class.

This light weight makes the Albacore, faster on the water, easier to self rescue and manageable by an average couple or junior sailors when launching or retrieving.

Class Association:

Fact - The Albacore is an International One Design Class, with a well organized and vital class association. Recognized by the International Yacht Racing Union, it has strong fleets through Ontario, Canada, the U.S. and Britain. For the racer this means top notch competitive sailing and well administered Regattas. For the casual dinghy sailor it means your investment retains its value supported by a growing Class membership.

FACT - ALBACORE BY ONTARIO YACHTS
ONE SMART BUY

* See specification sheets for Standard & Hardcore versions

1994 ALBACORE REGATTA SCHEDULE

DATE		EVENT	HOST CLUB	LOCATION
May 15		Harbour Master	RCYC	Inner Harbour
May 28	G	Warm Water Regatta	Conestoga S.C.	Conestoga Lake
May 29		Team Racing	RCYC	Inner Harbour
June 4-5		TARTS	TS&CC	Humber Bary
June 5		Peterborough Examiner	Peterborough S.C.	Clear Lake
June 11-12	W(4)	RCYC Open/Ontarios	RCYC	Inner Harbour
June 18-19	G	Midland Walwyn 1 Design	Nepean S.C.	Nepean
June 19		Harbour Master	Westwood S.C.	Outer Harbour
June 25-26		LSSA	TBA	TBA
July 2-3	G	Parkway Open	Parkway S.C.	Fort Erie
July 3		Centennial Regatta	Peterborough S.C.	Clear Lake
July 9		OHCC Regatta	OHCC	Outer Harbour
July 10		Harbour MASTER	St.Jamestown S.C.	Outer Harbour
July 16		Ladies Helm	St.Jamestown S.C.	Outer Harbour
July 16		Nepean Open	Nepean S.C.	Nepean
July 17		Harbour Master	All Clubs	Lake Ontario
July 23		Westwood Open	Westwood S.C.	Outer Harbour
July 24		Harbour Master	Westwood S.C.	Outer Harbour
July 30-31	W(4)	North Americans	Canadaigua S.C.	Canadaigua, N.Y.
July 31	G	Balsam Lake Open	Balsam Lake S.C.	Balsam Lake
August 6		Mooredale Open	Mooredale S.C.	Outer Harbour
August 6-7		Albacore Junior's	Shadow Lake S.C.	Shadow Lake
August 7		Harbour Master	Mooredale S.C.	Outer Harbour
August 13	G	PABAR (20th!)	Pointe au Baril S.C.	Georgian Bay
August 13		New Skipper's Race	Westwood S.C.	Outer Harbour
August 14		Harbour Master	OHCC	Outer Harbour
August 20		Not-the-Canadians	Mooredale S.C.	Outer Harbour
August 20-23	W(10)	Canadians	CORK	Kingston
August 27		North Toronto Open	North Toronto S.C.	Inner Harbour
August 28		Harbour Master	North Toronto S.C.	Inner Harbour
Sept. 3-4		St.Jamestown Open	St.Jamestown S.C.	Outer Harbour
Sept. 10		Lake Ontario Challenge	Bronte Harbour Y.C.	Oakville
Sept. 10-11		Fanfare '94 (Area 10)	Nepean S.C.	Nepean
Sept. 11		Round the Island	Klinger (J-Town)	Toronto

G Races designated for Gooderham Series

W Races designated for Worlds Qualifiers

Worlds Qualifiers

1994 Ontarios (4)

1994 North Americans (4)

1994 Canadians (10)

1995 TARTS (2)

1995 RCYC (2)

1995 Ontarios (3)

1994 TORONTO FRIDAY RACE SCHEDULE

DATE	HOST CLUB	LOCATION
May 6	Mooredale	Outer Harbour
May 13	St.Jamestown	Outer Harbour
May 20	OHCC	Outer Harbour
May 27	Mooredale	Outer Harbour
June 3	Westwood	Outer Harbour
June 10	North Toronto	Inner Harbour
June 17	St.Jamestown	Outer Harbour
June 24	Mooredale	Outer Harbour
July 1	OHCC	Outer Harbour
July 8	North Toronto	Inner Harbour
July 15	OHCC	Outer Harbour
July 22	Westwood	Outer Harbour
July 29	St.Jamestown	Outer Harbour
August 5	Mooredale	Outer Harbour
August 12	Westwood	Outer Harbour
August 26	North Toronto	Inner Harbour
Sept. 2	St.Jamestown	Outer Harbour
Sept. 9	OHCC	Outer Harbour
Sept 16	Rain Date	Outer Harbour

BALSAM LAKE

SAILING CLUB



BALSAM LAKE OPEN REGATTA

SUNDAY, JULY 31, 1994

FOR ALBACORES

&

LASERS

Again, the Balsam Lake Sailing Club will be hosting the popular and long running sailing regatta on Balsam Lake on the Sunday of the Civic Holiday week-end. This year we celebrate the 31st consecutive year for Albacores and the 17th year for Lasers.

Mark your calendars and plan to enjoy great racing and hospitality on July 31st.

For details and/or applications notify:

BOB SHAW
Regatta Chairman

Phone: (416) 922-9263 (home)
(416) 467-2020 x 5000 (work)
(705) 374-4928 (cottage)

Fax: (416) 922-4570 (home)
(416) 467-2164 (work)

11 Nanton Ave.,
Toronto, Ontario
M4W 2Y8

Spring 1994

Canadian Albacore Association
1994 Membership Application

The Canadian Albacore Association (CAA) is responsible for encouraging participation in and maintaining the integrity of the Albacore class in Canada. In order to fulfill these responsibilities we need your support. As a member of the CAA you will be entitled to a number of benefits, such as: a subscription to our quarterly newsletter, "Shackles and Cringles," a say in the management of the Association, and participation in all CAA-sponsored events and regattas. New 1994 members will also receive a free copy of the 1990 Canadian Albacore Handbook, a 160-page paperback detailing all aspects of Albacore sailing, including Albacore class and membership rules, sailing and racing tips, a listing of all Albacore members, and a bibliography of recommended resource materials. The Handbook is an excellent resource for all Albacore sailors.

The regular membership for boat owners (Full Members) is \$30 prior to March 1, 1994, or \$35 thereafter. For those who do not own an Albacore, the Associate Member rate is \$20.

Please complete the following and submit it with a cheque payable to the Canadian Albacore Association to:

Canadian Albacore Association
c/o Gary Bain
69 Shannon St.,
Toronto, Ont., M6J 2E6

Note: If you are a renewing member, fill out only the information that has changed since your last membership application was sent in.

Check One	FULL MEMBERSHIP	ASSOCIATE MEMBERSHIP
	new_____ renewal_____	new_____ renewal_____

Name _____

Address _____

City/Province _____

Postal Code _____

Home Phone (____) _____ Business Phone (____) _____

Club _____ Boat Number _____

Boat Builder _____ Year Built _____

Do you have any comments or suggestions that you would like to make to the CAA?