

April 1996

# Cringles



Canadian Albacore Association

Shackles and

Volume XXXVI; Number 2



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**It won't be long now**

**and more....**



**Canadian Albacore Association**

P.O. Box 31087, 725 College St., Toronto, Ont. M6G 4H7

## The Albacore Advantage

### A One-Design Boat

- no unnecessary expense of constant upgrades in design.
- large air-filled tanks give excellent buoyancy

### A comfortable Boat

- large, open cockpit
- benches on port and starboard sides

### A Performance Boat

#### A light and manegeable Boat

- tongue load of less than 100 lbs gives ready trailerability
- launching and retrieving are a breeze
- hull shape gives stability on the water
- self-rescue after an unexpected puff is easy

### A safe Boat

- seriously campaigned by major sailmakers
- planes in moderate winds
- buoyant heavy-air hull shape

### Ideal for Junior Clubs

- 4 to 5 juniors will fit easily
- will stand up to heavy use

### A vibrant Class Association

- well organized and vital
- recognized by the International Yacht Racing Union
- strong fleets through Ontario, Canada, US, Great Britain, Ireland and Bermuda
- top notch competitive sailing
- junior programs in some areas

*The Canadian Albacore Association is responsible for encouraging participation in and maintaining the integrity of the Albacore class in Canada.*

## 1995/1996 Executive

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*Shackles and Cringles is a quarterly publication of the Canadian Albacore Association.  
Deadlines for publication are January 15, April 15, July 15 and October 15.*

## Commodore's Comments

By Bob Stiff

Does anyone remember spring? Can it be summer? A rash of errant tornadoes (not the twin hull kind) blew through this part of Canada last weekend! Ready or not it's time to get back on the water. Besides, there's always next winter to perfect those centre board gaskets.

There's a great line-up of events coming up for this season, including our North American Championship which has been on hold for quite a while. Mark your calendars and plan to be at the Buffalo Canoe Club on July 27 and 28 for a great 5-race series with our friends from the USAA. Yes that's Buffalo as in the Canadian side of Lake Erie just upstream from the great Niagara Falls. Relax, there's no whitewater on the course, just a little current.

In addition to the North American's some other notable changes in the regatta schedule published in January include:

- Mooredale S.C.'s Vice Regatta was on Sunday April 28.
- Conestoga's annual Open Albacore event will be on June 1 and I hope everyone will make the trip to Waterloo to enjoy Conestoga's great hospitality.
- The Women's Helm will be held on August 18 by St. Jamestown S.C.
- The Ontario Championship will be an integral part of Mooredale's Open Regatta on August 10.

Mooredale S.C. has introduced two new events to lead off the new schedule and then end it in October. The Spring and Fall Vice Regattas. Hmm!, wonder what vice they've got in mind. Guess we'll all have to go and see.

The first Harbour Masters race goes on May 26<sup>th</sup> at 1:30 PM and almost every other Sunday thereafter. Enjoy some great competition with 25 to 30 boats duelling for the coveted mug.

If you prefer TARTS, you can mingle with the Fireballers and Wayfarers June 1 and 2 at TS&CC in Humber Bay or there's also the Peterborough Examiner regatta at Clear Lake on June 2<sup>nd</sup>. The next weekend, June 9 & 10, it's the RCYC's fabled Albacore open regatta, where I have been known to turtle my boat on boarding from the dock in full view of the verandah. (In recent

years I have developed the centredeck boarding slide which almost eliminates the Albacore's propensity for rolling over at the dock. I'll be happy to demonstrate this complicated manoeuvre to anyone in need of amusement.)

June 15, the Nepean Sailing Club holds their Midland Walwyn annual open event which includes Albacores and a large number of competitive fleets with lots of action both on and off the water. This regatta is closely followed by the 100-and-something LSSA regatta on June 22 & 23 at Ashbridges Bay Y.C. and then the Centennial Regatta at Clear Lake on June 30.

No wonder the grass never gets cut. We're already into July and there's a big event almost every weekend.

Commodore's tip of the month: Make a 1/2-size reduction photocopy of the schedule (Page 10) and stick it in your DayTimer or whatever calendar you carry around with you and you'll never have to wonder about regatta dates again.

Rosemary Helmer, through the auspices of the RCYC, has arranged for a number of special on-the-water training sessions with World Champion Michael MacNamara to be held at Conestoga S.C., Pointe au Baril S.C., the RCYC and Nepean S.C. from August 14 to 24. The sessions will be varied to accommodate sailors of all levels of ability. Look for more details in this issue of Shackles and plan to take advantage of this extraordinary opportunity.

In case you haven't found enough events on our schedule, we've include the latest USAA schedule of events in this issue and there are a number of nearby regattas where our members would be most welcome. If you call ahead our US friends will go out o their way to help you with accommodations and other advice. However, be cautious if they tell you to go right!

The last word. Please send in your membership renewal and annual dues NOW!

Good sailing.

Bob Stiff, Commodore

## Ask the Experts

In the last issue Chris Gorton asked about the best way to make a centerboard gasket. His own advice is this:

**A** centerboard gasket can be a real drag. Literally. A poorly fit gasket causes turbulence and drag under the water line. There are several ways of reducing drag; the first is to check what kind of material your gasket is made of. The standard here is sail cloth and the cloth has a texture you can feel by rubbing your finger nail across it. Texture causes drag and a smooth material, such as mylar, is a better substitute. OK. I know it's not rocket science. The real trick is to get a smooth fit around the centerboard when it is fully down. When sailing upwind with full board, look down into the centerboard trunk. Can you see water swirling around? If you can then you probably have a stream of water coming in through a gap in the board gasket, near the leading edge of the board. Water streaming in like that means that you are carrying more water in the trunk and that means added weight as well as constant turbulence as the water exits the trunk. You can stop the flow through the trunk without replacing the whole gasket: Take a rubber glove, a large, stretchy, dish washing kind of rubber glove. Cut out a piece wider than the total gasket slot width. Make it long enough to go from the front of the slot to the forward edge of the board when it is in the fully down position. Retract the board. Now start attaching the piece of glove, yellow side out, under the aluminum retainer strip by the forward screw. Stretch slightly and screw in the first screw of the long retainer. When one side is completely attached, stretch the has-been glove across the width of the slot, put it under the other long aluminum retainer and fasten

all screws. Remove any excess glove outside the retainers, using a very sharp knife. Put the board fully down and look for bunching near the leading edge. If you see any or if the bit of glove moves down the board by more than 1/2 inch then cut a small semicircle in the bit of glove. When the centerboard is partly retracted there should be enough tension in the rubber gasket to start folding the sailcloth gasket. Water pressure should then be able to do the rest.

When the centerboard is fully down check that the thick upper part of the board at the trailing edge doesn't leave a wide gap at the aft end. If it does then remove the board and file or belt-sand it to thin the aft top edge. I needed to sand off about 1/2 inch to retaper the thin-to-thick part vertically.

When I needed to replace the whole gasket I used mylar as a replacement. It's available at sailmaker's shops. A thickness of 6 mm is, I believe flexible enough. The edges must be cut with a knife on a good, smooth surface. I apply a bead of silicone to hold the mylar in place between the screw holes. The bead also helps to waterproof the holes. The overlap of the two mylar halves should be 3/8 to 1/2 inch. The aluminum retaining strips are the roughest thing you (should) have under water. Sand them lightly and fill the screw holes if you want to spend the time. There is one "DO NOT". It is, do not reattach the aft aluminum retainer. Put it in a jar and store it on a shelf in your garage or some other out-of-reach place. The mylar or sail cloth gasket will fold much better without the aft retainer.

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Heather Wroldsen had this query: After I came back from the Worlds' I noticed that my hull has undulations where I had placed the strape during trailering. How can I get rid of those undulations?

We got a lot of mail on this one. That which can be repeated is reprinted here.

**W**hy not sell it to Peter Nurse as a beer cooler? The J-town executive would never suspect that that's where the beer's kept."

**W**hy not ask Dave Bussin to take it for a little drive along the QEW?"

**H**ave you thought of getting your contact lenses reground? New laser technology can fix it so that you just won't be able to see those undulations."

**I** used to believe in shark cartilage. I now believe that Imagnets are better. " *Derek Shenstone*

Definitive advice came from Don Oakie of Ontario Yachts:

**D**on't crank the hell out of the straps when trailering, it's not necessary. It's also a good idea to put padding like an old PFD between the straps and the hull at the pressure points. The only way to fix the rippling once it's in the hull is to apply a gelcoat-like putty and then fair the hull."

## Flotsam

The January issue showed this photograph and carried the question, posed by Pablo Cazaurang of Toronto, which yacht had the right of way.

There were several responses of the open-and-shut variety. Only one of the respondents appreciated the finer points of the situation. Peter, also from Toronto, called and asked whether we had noticed that the two yachts in the picture are rounding the mark in opposite directions. He also wanted to know which boat Pablo was in and is it true that Arnold was in the other one?

*Well, gee, no, Peter. We hadn't noticed. That does put a different spin on it, doesn't it?*

*Pablo's in the other one.*



**HOOD SAILMAKERS**  
 "COMMITTED TO SERVICE"

**HOOD SAILS - GET RESULTS!!!**

1st	'95	Canadians
1st, 3rd	'95	Toronto Harbour Masters
1st, 2nd	'95	OHCC Regatta
1st	'95	Westwood Regatta
2nd	'95	Mooredale Regatta
2nd	'93	US Nationals
2nd	'93	Worlds

3289 Lenworth Drive, Unit A  
 Mississauga, Ontario, L4X 2H1  
 Ph: 905 625 1789 Fax: 905 625 1383

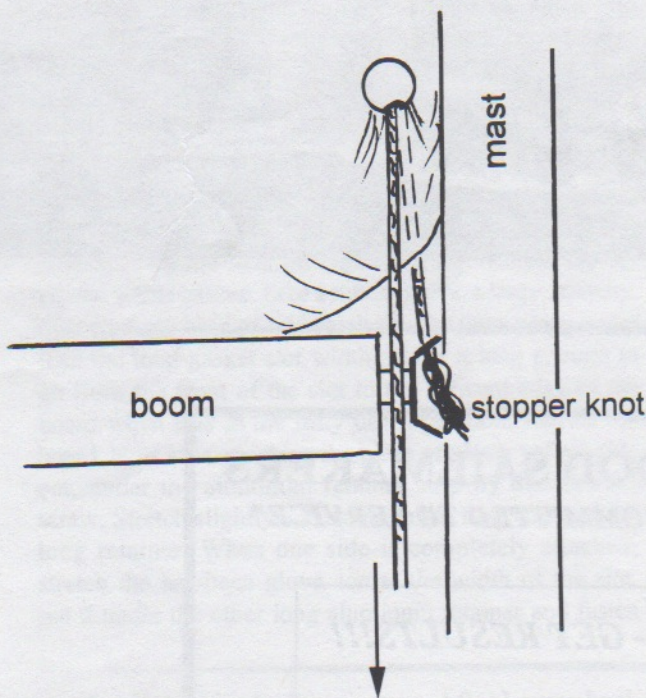


MADE IN CANADA

## Tricks

### 1. Purchase on the Main Cunningham

The most common way of rigging the main cunningham seems to be to take the end through the eye in the main sail and fasten it to the other end of the cunningham line so as to form a loop through the eye in the main sail. A neater way that also gives you some purchase is shown below.



Take the dead end through the eye in the main and then feed it through the space between the goose neck and the mast. Terminate with a stopper knot.

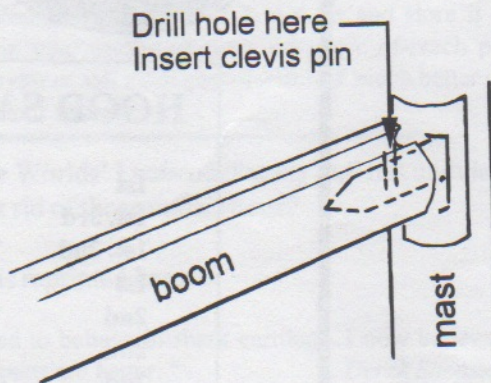


### 2. The Pin through the Goose Neck

How often have you sailed in conditions where minimal or no vang is required, have tried, at a critical moment, to adjust the outhaul and have pulled the boom right out of the goose neck?

Try this.

Put the boom in the goose neck, attach the main halyard to the stern end of the boom and level the boom. As shown in the attached diagram, drill a 7/64 vertical hole through the upper face of the boom and

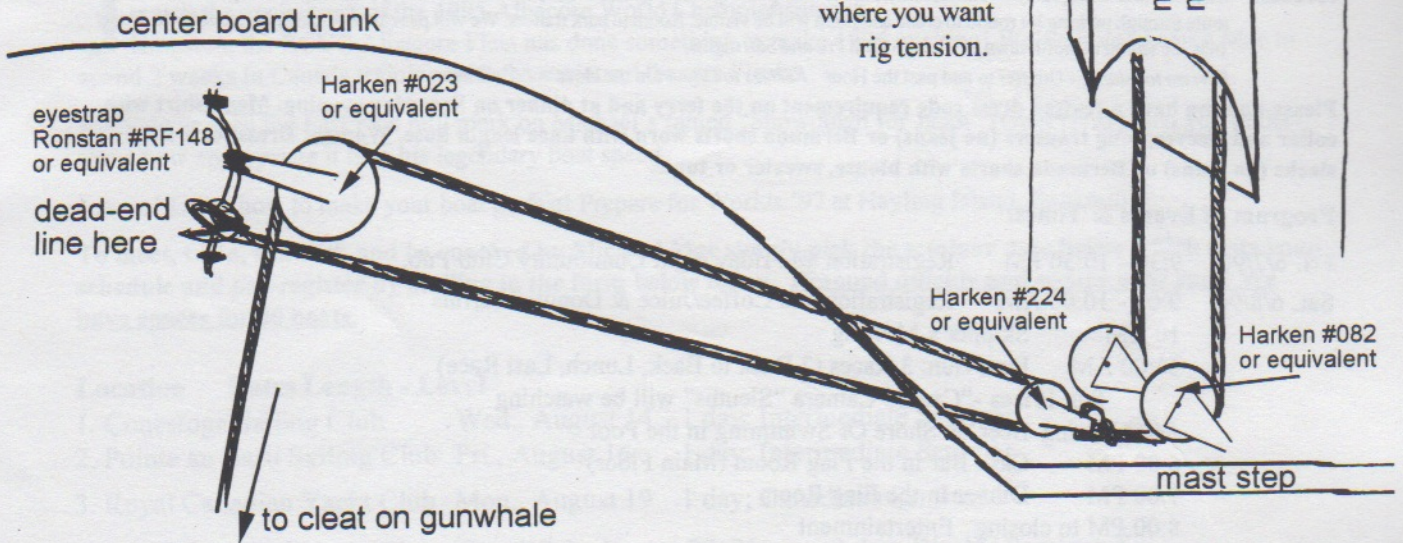


through the center line of the goose neck. You can now hold the boom in place with a split pin inserted through the hole. During storage, transport or rigging, you can use some thin line through the head of the pin to keep the pin dangling near the goose neck.

### 3. The Paul Van Leeuwen Magic Box Purchase

The 74xx series of Albacores (and others) have the magic box mounted on the mast, the S hook facing up. Each of the two line ends is led back to a single block on each side of the centerboard trunk and from there under the thwart to a through-the-deck block and up to a cam cleat on the port or starboard gunwhale.

This arrangement does not really give you enough purchase to apply rig tension under conditions where you want rig tension.

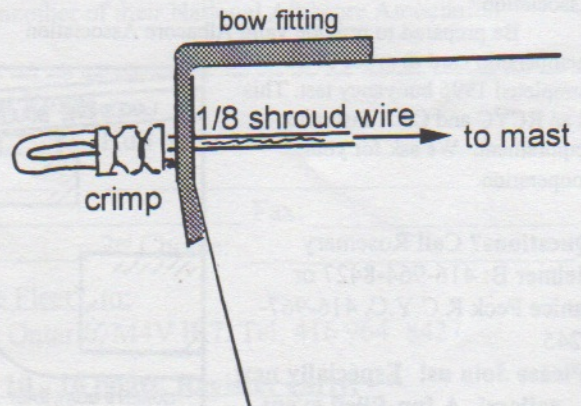


The diagram shows the solution Paul showed us several years ago. Terminate each end of the magic box line in a small block (Harken #224 or equivalent). Take some 1/4 inch prestretched line, dead-end it at the eyestraps that hold the magic box block to the centerboard trunk. Feed the other end of this line through the small block on the magic box line, return it through the block on the centerboard trunk and bring it up to the captive cam cleat near the gunwhale.

### 4. Fixing the broken Mast Prebender

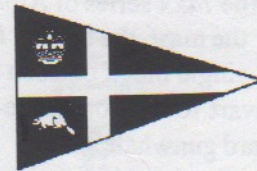
Albacores in the 74xx series have a mast prebender in which the wire holding the block under the foredeck is terminated in an eyestraps that is located right in the very tip of the bow. Repairing the eyestraps or the wire attached to it is difficult for a grown person. You could try child labour, but it will be a difficult battle.

An alternative solution is shown on the right. Drill a 7/32 inch hole right through the bow fitting from the outside. Feed the new wire through the hole, put a crimping sleeve over the end, form a small loop and crimp the sleeve, leaving a neat finish between sleeve and bow fitting.



### NOTICE OF RACE

#### The Royal Canadian Yacht Club - Open Albacore Regatta



**Date:** Saturday, June 8 & Sunday, June 9, 1996

**Place:** The Royal Canadian Yacht Club & Toronto Inner Harbour

**Access:** City-side launching ramp available. Enter the RCYC parking lot off Queen's Quay, East, South Side. (See map below.) Follow route through parking lot round to crane and ramp will be visible. Room to park trailers. We will provide dollies on the island side. Boats may be stored on north lawn of Club on both Fri. and Sat. nights.

*Ferries to Island:* - Quarter to and past the Hour *Ferries to City:* - On the Hour and Half hour.

Please note we have a revised dress code requirement on the ferry and at dinner on Saturday evening. Men: Shirt with collar and sleeves; long trousers (no jeans) or Bermuda shorts worn with knee length hose. Women: Dress; or a skirt, slacks (no jeans) or Bermuda shorts with blouse, sweater or tunic.

#### Program of Events & Times:

Fri. 6/7/96 9:30 - 10:30 PM Registration @ Friday night Community Club Pub.

Sat. 6/8/96 9:00 - 10:00 AM Registration and Coffee/Juice & Donuts/Muffins

10 AM Skipper's Meeting

11:00 AM First Gun. 3 Races (2 Back to Back, Lunch, Last Race)

Fun Prizes - "Candid Camera" "Sleuths" will be watching

After Racing Beer on Shore Or Swimming in the Pool

6:00 PM Cash Bar in the Flag Room (Main Floor)

7:00 PM Dinner in the Flag Room

8:00 PM to closing Entertainment

Sun. 6/9/96 9:00-10:00 am Coffee/Juice & Donuts/Muffins

11:00-completed 2 Races. Lunch between races.

Fun Prizes

After racing Beer on shore or Swimming in the Pool

4:00 PM ± 1 hour Prize Giving

**Entry Fees Include:** Five races, 3 Saturday, 2 Sunday, 1 drop race. (all races count if fewer than 5 races are sailed). Ferry Pass to Island Saturday and Sunday, Coffee/juice & Donuts/Muffins each morning. Beer/Soft Drinks or swim after racing. Dinner, Entertainment, Flags and Prizes to Top 3 Crews.

#### Regatta Eligibility:

- Regatta is open to all Albacore sailors who are 1996 members in good standing of their National Albacore Association.

- Be prepared to provide valid Albacore Association membership card & proof of a completed 1996 buoyancy test. This is an RCYC and CAA Insurance requirement. We ask for your cooperation.

#### Please bring your own lunch!

\$80.00 per boat, including 2 dinners.

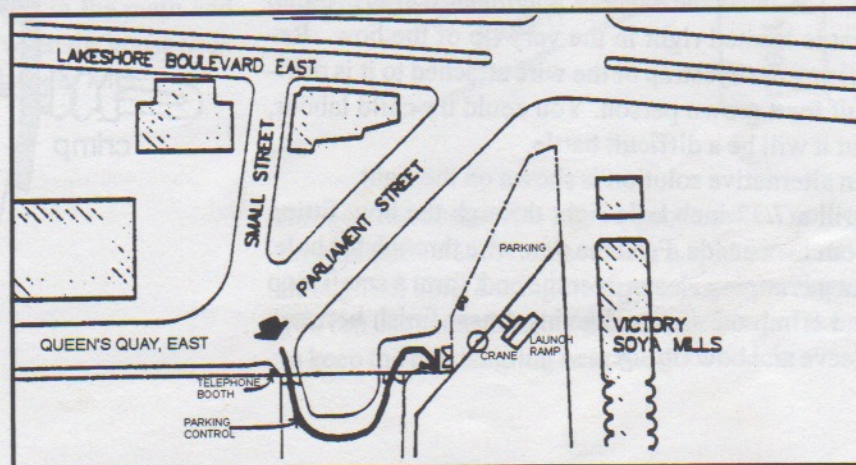
\$55.00 per boat, including 1 dinner.

\$30.00 per boat, not staying for dinner.

\$25.00 per person, dinner only.

**Questions?** Call Rosemary Helmer B: 416-964-8427 or Janice Peck R.C.Y.C. 416-967-7245

**Please Join us! Especially new sailors!** A fun-filled event awaits you!

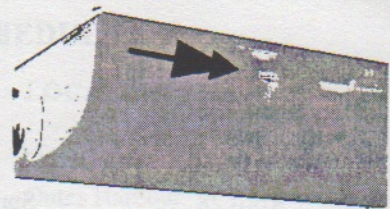




**FAST FORWARD SEMINARS**

**with Michael McNamara**

**3 Time - Albacore World Champion (1991, 1993, 1995)**



Just when you thought Summer 1996 would be boring and nothing could match the excitement of the 1995 Albacore World Championships in Kingston, the RCYC Albacore Fleet has done something to make 1996 exciting! We've invited Mike Mac to spend 2 weeks in Canada training with the various Albacore Fleets.

If you have seen the Fast Fwd hull mark on Michael's famed "Showdown for Jador" (GBR 6493) then you understand how appropriate it is to his legendary boat speed.

Join us! Learn how to make your boat go fast! Prepare for Worlds '97 at Hayling Island, England!

To meet, train, sail with and be coached by Michael Mac simply pick the seminar date below which suits your schedule and pre-register by mailing in the form below today. **Respond quickly and secure your spot! We have spaces for 80 boats.**

**Location Dates Length - Level**

- 1. Conestoga Sailing Club Wed., August 14 1 day; Intermediate Seminar
- 2. Pointe au Baril Sailing Club Fri., August 16 1 day; Intermediate Seminar
- 3. Royal Canadian Yacht Club Mon., August 19 1 day; Canadians Seminar \*
- 4. Royal Canadian Yacht Club Tue.-Wed., August 20, 21 2 day; Worlds Seminar †
- 5. Nepean Sailing Club Sat., August 24 1 day; Intermediate Seminar

\* You have competed at Nationals (A Fleet).

† You have competed at Worlds.

**Seminar includes:**

Dry Land Briefings. On-the-water drills and racing. Video Taping and Debriefing. Opportunity to sail with Michael Mac. Seminar Notes. 1990 CAA Handbook. Some daily fun prizes. Lunch & Drink (each day).

**Seminar Prices:**

	<u>1 day Seminar</u>	<u>2 day Seminar</u>
Assoc. Member*	\$60.00 per boat	\$120.00 per boat
Non-Member	\$80.00 per boat	\$160.00 per boat

\*One (1) member of the crew must be a Boat owning member of their National Albacore Association.

Cut Here -----

**Registration Form**

Name: \_\_\_\_\_ Hull Number: \_\_\_\_\_  
 Address: \_\_\_\_\_  
 Contact Numbers: H: \_\_\_\_\_ B: \_\_\_\_\_ Fax: \_\_\_\_\_  
 Seminar: 1<sup>st</sup> Choice: \_\_\_\_\_ 2<sup>nd</sup> Choice: \_\_\_\_\_

Inquiries or cheques, made payable to "RCYC Albacore Fleet", to:  
 Rosemary Helmer, 264 St. Clair Avenue West Toronto, Ontario, M4V 1R7. Tel; 416 964 8427

**Each Seminar can accommodate 10 - 16 boats. Register early.**  
**Don't miss this opportunity of learning how to go FAST FORWARD!**

### 1996 ALBACORE REGATTA SCHEDULE

Revised. April 30, 1996

DATE		EVENT	HOST CLUB	LOCATION
April 28		Spring Vice Regatta	Mooredale S.C.	Outer Harbour
May 26		Harbour Master	RCYC	Inner Harbour
June 1	<b>G</b>	Warm Water Regatta	Conestoga S.C.	Conestoga Lake
June 1-2		TARTS	TS&CC	Humber Bay
June 2		Peterborough Examiner	Peterborough S.C.	Clear Lake
June 8-9		RCYC Open	RCYC	Inner Harbour
June 15-16		Midland Walwyn	Nepean S.C.	Nepean
June 16		Harbour Master	Westwood S.C.	Outer Harbour
June 22-23		LSSA	ABYC	Ashbridges Bay
June 30		Centennial Regatta	Peterborough S.C.	Clear Lake
July 7		Harbour Master	OHCC	Outer Harbour
July 13	<b>G</b>	OHCC Regatta	OHCC	Outer Harbour
July 20		Westwood Open	Westwood S.C.	Outer Harbour
July 21		Harbour Master	Mooredale S.C.	Outer Harbour
July 27-28		North American's	Buffalo Canoe Club	Niagara River
July 28		Harbour Master	St. Jamestown S.C.	Outer Harbour
August 3	<b>NC</b>	Team Racing	RCYC	Inner Harbour
August 4	<b>G</b>	Balsam Lake Open	Balsam Lake S.C.	Balsam Lake
August 4	<b>NC</b>	Albacore Junior's	Muskoka Lakes S.C.	Muskoka Lake
August 10		Lake Ontario Challenge	Bronte Harbour Y.C.	Oakville
August 10		Ontario Championship	Mooredale S.C.	Outer Harbour
August 11		Harbour Master	Westwood S.C.	Outer Harbour
August 17	<b>G</b>	PABAR	Pointe au Baril S.C.	Georgian Bay
August 17		New Skipper's Race	Westwood S.C.	Outer Harbour
August 18		Women's Helm	St. Jamestown S.C.	Outer Harbour
August 24		Toronto Island Open	Toronto Island S.C.	Inner Harbour
August 25		Harbour Master	Toronto Island S.C.	Inner Harbour
Aug 31/Sept 1		St. Jamestown Open	St. Jamestown S.C.	Outer Harbour
September 7		Round the Island Klinger	St. Jamestown S.C.	Toronto
Sept. 7-8	<b>G</b>	Fanfare '96 (Area 10)	Nepean S.C.	Nepean
September 8		Harbour Master	St. Jamestown S.C.	Outer Harbour
September 13-15		Canadians'	Geneva Park	Lake Couchiching
September 14		Not-theCanadians'	Mooredale S.C.	Outer Harbour
September 21		Fall Vice Regatta	Mooredale S.C.	Outer Harbour

**G = Races designated for Gooderham Series. The Gooderham Trophy was established in memory of Bill Gooderham to encourage Albacore sailors to travel to regattas across Ontario. It is awarded annually to the helm who achieves the best results in the series.**

**NC = Venue or event not yet confirmed**

Harbour Master scoring: Ian Aukema, St. Jamestown. Telephone: 416 225 3108. Fax: 905 851 6460  
 Harbour Master Treasurer: Rosemary Helmer. Telephone: 416 967 8427. Fax: 416 967 5412

## 1996 TORONTO FRIDAY RACE SCHEDULE

DATE	HOST CLUB	LOCATION
May 3	Mooredale	Outer Harbour
May 10	St. Jamestown	Outer Harbour
May 17	OHCC	Outer Harbour
May 24	Mooredale	Outer Harbour
May 31	Westwood	Outer Harbour
June 7	Toronto Island	Inner Harbour
June 14	St. Jamestown	Outer Harbour
June 21	OHCC	Outer Harbour
June 28	Mooredale	Outer Harbour
July 5	OHCC	Outer Harbour
July 12	Toronto Island	Inner Harbour
July 19	Westwood	Outer Harbour
July 26	St. Jamestown	Outer Harbour
August 2	OHCC	Outer Harbour
August 9	Mooredale	Outer Harbour
August 16	Westwood	Outer Harbour
August 23*	Toronto Island	Inner Harbour
August 30*	St. Jamestown	Outer Harbour
September 6*	Westwood	Outer Harbour

\* signifies a 6:45 PM start

### Scoring Responsibilities:

- Friday Night Series: Will Lincoln, Mooredale  
 Telephone: 416 759 6095 (H)  
 +16 479 2434 X2603 (B)  
 905

## Sailing the Information Highway: More Web Sites of Interest

<http://www.odyssee.net/~jlevy/toc.html/>



## 1996 Toronto Harbour Master's Series

The Harbour Master's Series for Albacores began in 1978 to promote weekend racing. It was organized by three clubs located on the Toronto islands, The Royal Canadian Yacht Club, North Toronto Sailing Club and Westwood Sailing Club. The perpetual Trophy was donated by Captain John Mann, the Harbour Master of Toronto. Hence the name of the series. The series consists of 2 races, back-to-back on 8 Sundays, for a total of 16 races.

### 1996 Organizing Clubs and Representatives

Mooredale Sailing Club	Todd Johnstone	H: 416 485 3572	Fx: 416 485 0873
Outer Harbour Centerboard Club	Ross King	H: 416 422 5830	Fx: 416 592 4000
St. Jamestown Sailing Club	Ian Aukema	H: 416 225 3108	Fx: 905 851 6460
The Royal Canadian Yacht Club	Rosemary Helmer	B: 416-964-8427	Fx: 416 967 5412
Toronto Island Sailing Club	Elizabeth Fedorkow	H&B: 416 766 7833	Fx: 416 763 3669
Westwood Sailing Club	Steve Neville	B: 416 314 3910	Fx: 416 314 7930

Scorekeeper: Ian Aukema, St. Jamestown Sailing Club

### SCHEDULE OF RACES

<u>Race No.</u>	<u>Date</u>	<u>Host Club</u>	<u>Location</u>
1&2	May 26	RCYC	Toronto- Inner Harbour
3&4	June 16	WSC	Toronto- Outer Harbour
5&6	July 7	OHCC	Toronto- Outer Harbour
7&8	July 21	MSC	Toronto- Outer Harbour
9&10	July 28	StJSC	Toronto- Outer Harbour
11&12	Aug. 11	WSC	Toronto- Outer Harbour
13&14	Aug. 25	TISC	Toronto- Inner Harbour
15&16	Sept. 8	StJSC*	Toronto- Outer Harbour

### AWARDS & PRIZES

Weekly Prizes to Top Three Skippers and Crews for Individual Races

Overall Series Champion- Harbour Master Trophy

Participation Award -David Treissman Memorial Trophy

\*1996 Prize Giving at St. Jamestown Sailing Club following September 8, 1996 races.

### ENTRIES

- Any yacht which is a member of one of the organizing clubs or their National Albacore Association is eligible to participate in the Series.
- Members of MSC, OHCC, StJSC, TISC and WSC will have their fees paid by their clubs.
- Members of RCYC or any other Club must register their yachts and pay their \$16.00 per boat series fees to "Rosemary Helmer - Harbour Master Treasurer".
- Boats registered for the Series are eligible for full participation in the racing, awards and prizes. Completed registration forms with cheques are to be mailed to:

264 St. Clair Avenue West, Toronto, Ontario, M4V 1R7.

### REGISTRATION FORM

Name: \_\_\_\_\_ Boat Number: \_\_\_\_\_  
Address: \_\_\_\_\_  
Contact Numbers: H: \_\_\_\_\_ B: \_\_\_\_\_ Fx: \_\_\_\_\_

### Waiver of Liability

By participating in this Series of Races, I understand that I voluntarily assume and am knowledgeable of the risks of sailing and I assume sole responsibility for myself, my crew and the boat in which I sail. I agree to hold harmless and free of liability the organizing Clubs, their members, employees, officers and individuals appointed as volunteers for this Race Series and the Canadian or US Albacore Associations for any damage, material or personal, suffered by me and my crew during the racing or otherwise.

Helm's Signature: \_\_\_\_\_ Dated: \_\_\_\_\_

## 1996 USAA REGATTA SCHEDULE

DATE	EVENT	SITE	CONTACT
May 18 - 19	Mid - Atlantics	Clinton NJ	Art Mohan 908 526-8506
May 25 - 26	Spring Regatta	Washington DC	Daphne Byron 301 871-1145
May 25	Memorial Day &	Red Bank NJ	Margaret Little 908 291-5768
May 26	Bridge Race		
June 1	Spring Fling	Red Bank NJ	Margaret Little 908 291-5768
June 14 - 16	Kerr Dam Fun Daze	Kerr Lake NC	Bill Kleysteuber 703 356-2580
June 29 - 30	Women's Nats.	Washington DC	Joanna Byron 703 370-3173
July 6 - 7	Rock Hall	Rock Hall MD	John Macielag 410 661-9290 or Don Dunn 410 639-7321
July 6	Independence Day&	Red Bank NJ	Margaret Little 908 291-5768
July 7	Bridge Race		
July 13 - 15	Cambridge	Cambridge MD	Ed Nabb Jr. 410 228-5252 or Yacht Club 410 228- 2141
July 27 - 28	N. Americans	Buffalo Canoe Club	Not Available
Aug 10 - 11	Fishing Bay	Deltaville VA	Bob Wardwell 804 745-7559
Aug 31	Labor Day&	Red Bank NJ	Margant Little 908 291-5768
Sept 1	Bridge Race		
Sept 7 - 8	Leukemia Cup	Washington DC	Matt Edwards 703 329-1779
Sept 28	Tuna Bowl	Red Bank NJ	Margaret Little 908 291-5768
Oct 12 - 14	Nationals	To Be Announced	

## NOTICE OF REGATTA

### North American Albacore Championships

Saturday, July 27 and Sunday, July 28, 1996

at

The Buffalo Canoe Club, Lake Erie, Ontario

#### Schedule of Events

##### Saturday, July 27

9:00 Registration begins at BCC  
 10:00 Skippers' Meeting  
 11:00 Race 1; Race 2 follows immediately  
 13:00 Lunch  
 14:00 Race 3  
 16:30 Beer and Wine Reception  
 18:00 Barbecue Dinner

##### Sunday, July 28

10:00 Race 4; Race 5 follows immediately  
 13:00 Lunch and Awards

Camping and other reasonable accommodation are available nearby. Watch for more information in future issues of Shackles and Cringles.

For more information contact Bob Stiff at 416 423 3294 (H) or 416 482 5002 (B)

## The Fashion Page

One of the charming aspects of Albacore sailors is their dress code. A casual observer might be driven to explode with a thoughtless phrase like, "What dress code?". Casual observers have often mistaken our attention to local details as inattention to the Armani dictates of the sailing world. Little do they know of our long-lived efforts to have Harry Rosen carry designer hiking boots. Little do they know of the annual Derek Shenstone seminars on co-ordination, accenting and creative duct taping.

Our range is wide. We blend into the Muskoka scene with Versace shorts, the RCYC scene without jeans and the community club scene with Spadina schmatter. We are expert at the seamless blend of form and function and in Toronto's Outer Harbour, function poses special challenges.

The water of the Outer Harbour is ideal for the beginning sailor because you can always walk to shore if you dump on it. Such waters can be hard on your Hermes. Enter the Lincoln Sunday Sailing and Survival Suit (right). Fashionably detailed, yet functionally formed. It offers protection against rays, gases, thermal shock and bird bombs. There's a Kaleshnikov whistle to fend off outboard yahoos. Available in S, M, L, XL in navy, pine, olive and fluorescent orange.



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Chris Gorton has compiled a master list.

- Albacores for sale
- Albacores wanted
- Parts for sale or wanted

Call Chris at 416 423 0845 for a copy of the list or for putting something on the list.

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**Cut off these last 3 pages.  
Fold in the middle and make your own rule book.**



**I Y R U**

**1996**

**EXPERIMENTAL RIGHT-OF-WAY RULES AND DEFINITIONS**

The International Yacht Racing Union asks National Authorities, clubs and classes to test these rules and to send comments or suggestions to:

IYRU Racing Rules Committee  
c/o IYRU  
27 Broadwall, Off Stamford Street  
Waterloo, London, SE1 9PL  
United Kingdom

Send email to [100574.3126@compuserve.com](mailto:100574.3126@compuserve.com).

The 1996 experimental rules will be the basis for a draft of the right-of-way rules for the 1997-2000 rule book, to be acted upon in November 1996.

Sponsored by **HARKEN**

**DEFINITIONS**

- Clear Astern and Clear Ahead; Overlap
- Keep Clear
- Leeward and Windward
- Mark
- Obstruction
- Proper Course
- Racing
- Room
- Tack, Starboard or Port
- Time

**RULES WHEN BOATS MEET**

**SECTION A - Primary Rules**

- 1 Avoiding Contact
- 2 Acquiring Right of Way
- 3 Changing Course
- 4 Not Racing

**SECTION B - Right-of-Way Rules**

- 5 Opposite Tacks
- 6 Same Tack
- 7 Tacking

**SECTION C - At Marks and Obstructions**

- 8 Room to Pass a Mark or Obstruction
- 9 Room to Tack at an Obstruction

**SECTION D - Other Rules**

- 10 Penalty Turns; Correcting Starting Errors
- 11 Capsized, Aground, Anchored, or Rescuing

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## DEFINITIONS

### **Clear Astern and Clear Ahead; Overlap**

One boat is *clear astern* of another when her hull and equipment in normal position are behind an imaginary line abeam from the aftermost point of the other's hull and equipment in normal position. The other boat is *clear ahead*. They *overlap* when neither is *clear astern* or when a boat between them *overlaps* both. The terms *clear astern*, *clear ahead*, and *overlap* apply to boats on opposite tacks only when rule 8 applies.

### **Keep Clear**

One boat *keeps clear* of another when the other boat can sail her course with no need to take avoiding action.

### **Leeward and Windward**

A boat's *leeward* side is the side on which she is or, when head to wind, was carrying her mainsail. The other side is her *windward side*. When two boats on the same *tack overlap*, the one on the *leeward* side of the other is the *leeward boat*. The other is the *windward* boat.

### **Mark**

A *mark* is any object the sailing instructions require a boat to pass on a specified side. Its anchor line and objects attached accidentally or temporarily are not part of it.

### **Obstruction**

An *obstruction* is something a boat could not pass, if she were sailing changing course substantially. An object that can be safely passed on only one side and an area so designated by the sailing instructions are also *obstructions*. However, a boat racing is an *obstruction* to other boats only if each of them is required to *keep clear* of her or give her *room*.

### **Proper Course**

A boat's *proper course* is a course she would sail to finish as soon as possible in the absence of other boats referred to in the applicable rule. A boat has no *proper course* before her starting signal.

**Racing**

A boat is *racing* from her preparatory signal until either she has finished and cleared the finishing line and *marks* or retired, or the race committee has signalled a general recall, *postponement*, or *abandonment*.

**Room**

*Room* is the room a boat needs in the prevailing conditions to manoeuvre promptly in a seamanlike manner.

**Tack, Starboard or Port**

A boat is on the *tack*, *starboard* or *port*, corresponding to her *windward* side.

**Time**

*Time* is the time a boat needs in the prevailing conditions to manoeuvre promptly in a seamanlike manner.

The definitions *Bearing Away*, *Close-hauled*, *Gybing*, *Luffing*, *Mast Abeam* and *Tacking* are deleted. Other definitions are unchanged.

**RULES WHEN BOATS MEET**

These rules apply between boats sailing in or near the racing area that *intend to race*, *are racing*, or *have been racing*. However, these boats are subject to the International Regulations for Preventing Collisions at Sea or government right-of-way rules when the sailing instructions so state or whenever they meet other vessels. A boat *not racing* shall not be penalized for breaking an experimental right-of-way rule except rule 4.

**Section A - Primary Rules****1 Avoiding Contact**

Every boat shall, if reasonably possible, avoid contact with another boat. However, a right-of-way boat or a boat entitled to *room* need not act to avoid contact until it is evident that the other boat will not *keep clear* or *give room*.

**2 Acquiring Right of Way**

When a boat acquires right of way, she shall initially give the other boat *room* and *time to keep clear*, unless that boat gave up her right of way by her own action.

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**Section D - Other Rules**

When a rule of Section D applies between two boats, the rules of Section B do not apply between them.

**10 Penalty Turns; Correcting Starting Errors**

A boat making turns to take a penalty under rule 52.2(a) or Appendix B1, paragraph 1.1, shall *keep clear* of boats not doing so. A boat sailing toward the pre-start side of the starting line or its extensions to comply with rule 51.1(b) or rule 51.1(c) shall *keep clear* of boats not doing so until she is wholly on the pre-start side.

**11 Capsized, Aground, Anchored, or Rescuing**

Unless unable to do so, a boat shall *keep clear* of a boat that is capsized with her masthead in the water or has not regained control after being capsized, or is aground, anchored, or trying to help a vessel or person in danger.

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 IYRU Racing Rules '93-96 Contents  
 Last changes made on: January 29, 1996  
 URL: <http://www.sailing.org/rules/xrule96>  
 Contact: [rules@sailing.org](mailto:rules@sailing.org)  
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**3 Changing Course**

When a right-of-way boat changes course, she shall give the other boat *room* and *time* to *keep clear*.

**4 Not Racing**

A boat not *racing* shall, if reasonably possible, not interfere with a boat that is *racing*.

**Section B - Right-of-Way Rules**

A boat has right of way when another is required to *keep clear*.

**5 Opposite Tacks**

5.1 When boats are on opposite *tacks*, the *port-tack* boat shall *keep clear*.

5.2 When a *starboard-tack* boat on a beat is within two of her hull lengths of a *port-tack* boat, the *starboard-tack* boat shall not change course if as a result the *port-tack* boat would have to take additional action to *keep clear*.

**6 Same Tack**

6.1 When boats are on the same *tack* and *overlapped*, the windward boat shall *keep clear*.

6.2 When boats are on the same *tack* and not *overlapped*, the boat *clear astern* shall *keep clear*.

6.3 When boats are on the same *tack* and a boat *clear astern* establishes a windward *overlap*, she shall do so far enough away from the *leeward* boat that the *windward* boat has *room* and *time* to *keep clear* if the *leeward* boat changes course.

6.4 On a free leg of the course, when a *leeward* boat that established an *overlap* from *clear astern* is less than two of her hull lengths from a *windward* boat, she shall not sail above her *proper course*.

6.5 When a boat on a free leg of the course is less than two of her hull lengths from a boat on the same *tack* that is either a *leeward boat* or a boat *clear astern* steering a course to *leeward* of her, she shall not sail below her *proper course* unless she gybes.

**7 Tacking**

A boat tacking shall *keep clear* of other boats from the time she is past head to wind until she is on a close-hauled course. Rules 5 and 6 do not apply.

**Section C - At Marks and Obstructions****8 Room to Pass a Mark or Obstruction****8.1 BASIC RULE**

A boat *overlapped* outside or *clear astern* of another shall give the other boat *room* to pass a *mark* or *obstruction*. This basic rule is modified by other parts of rule 8.

**8.2 APPLICATION**

Rule 8 applies between boats from the time they are about to pass a *mark* or *obstruction* on the same side until they have passed it. However, it does not apply at a starting *mark* or its anchor line or between boats on a beat on opposite *tacks*. Parts of rule 8 modify a boat's rights and obligations under the rules of Section B.

**8.3 TWO-LENGTH REQUIREMENTS FOR ROOM**

(a) A boat *overlapped* inside another is entitled to *room* only if the outside boat was able to give *room* when the *overlap* began and the boats are *overlapped* when either boat comes within two of her hull lengths of the *mark* or *obstruction*. If so, the inside boat remains entitled to *room* even if the *overlap* is broken later.

(b) A boat *clear ahead* of another is entitled to *room* only if she is *clear ahead* when two of her hull lengths from the *mark* or *obstruction*. If so, she remains entitled to *room* even if an *overlap* is established later.

**8.4 TACKING AT A MARK OR OBSTRUCTION**

(a) A boat *clear ahead* that tacks to pass a *mark* or *obstruction* is subject to rule 7.

(b) After two boats on opposite *tacks* have approached a *mark* or *obstruction* and one of them tacks within two of her hull lengths of it, the boat that tacks is subject to rule 7 and

(1) is not entitled to *room* if the other boat must sail above close-hauled to avoid her.

(2) shall give *room* if the other boat becomes *overlapped* inside her.

Rule 8.3 does not apply.

**8.5 GYBING AT A MARK OR OBSTRUCTION**

An inside right-of-way boat that will have to gybe at a *mark* or *obstruction* to sail her *proper course* shall sail no farther from the *mark* or *obstruction* than needed to sail her *proper course*.

**8.6 ROOM AT A CONTINUING OBSTRUCTION**

At a continuing *obstruction*, a boat that establishes an inside *overlap* from *clear astern* is entitled to *room* only if at that time there is *room* to pass between the outside boat and the *obstruction* and the outside boat is able to give *room*. Rule 8.3 does not apply.

**8.7 DOUBT ABOUT AN OVERLAP**

When there is substantial doubt about whether a boat established an *overlap* as required or broke an *overlap* in time, it shall be presumed that she did not.

**9 Room to Tack at an Obstruction**

9.1 Except at an *obstruction* that is a *mark* or its anchor line, when safety requires a close-hauled boat to make a substantial course change to clear an *obstruction*, and when she intends to tack but does not have *room* to tack without colliding with another boat on the same *tack*, she shall hail for *room* to tack and avoid the other boat. Before tacking, she shall give the hailed boat *time* to respond.

9.2 The hailed boat shall either

(a) tack as soon as possible, in which case the hailing boat shall tack as soon as possible, or

(b) immediately hail 'You tack', in which case the hailing boat shall immediately tack and the hailed boat shall give *room*. Rules 5 and 7 do not apply.