





**Canadian Albacore Association**

P.O. Box 31828, 725 College St., Toronto, Ont. M6G 4H7

## The Albacore Advantage

### A One-Design Boat

- no unnecessary expense of constant upgrades in design.

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- top notch competitive sailing
- junior programs in some areas

## The Canadian Albacore Association

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

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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.*

## Editor eats Crow

## Tarts still in Toronto Area

With abject apologies to JC, who doesn't need any extra regatta wins and to Chris Gorton ( who doesn't either) we publish here the correct version of the 1996 TARTS and BALLS Regatta.

Incorrect information was published in the last issue of this normally reliable newsletter. The Editor has been flogged and condemned to an evening of conversation with ex-chef Gregory.



Pos'n	Helm/Crew	Points	RACES				
			1	2	3	4	5
1	Gorton/Marin	5.50	1	2	2	(3)	1
2	Oakie/Smith	5.50	2	1	(7)	1	2
3	Clark/Ruddy	10.75	(8)	4	1	2	4
4	Farrell/Gilchrist	14.00	3	3	(6)	5	3
5	Helmer/Baker	19.00	(10)	6	4	4	5
6	Ackermann/Duff	26.00	9	7	3	7	(10)
7	Johnstone/Harris	27.00	6	9	(10)	6	6
8	Balinski/?	28.00	7	(10)	5	8	8
9	Black/Black	32.00	5	(11)	8	10	9
10	Clarke/Mills	33.00	4	5	(12)	12	12
11	Wettlaufer/Wallace	33.00	(11)	8	9	9	7



## Where's the Family Trophy?

Please call Chris Gorton  
416 423 0845

Discretion assured

## Race Chairs and Fleet Captains Canadian Albacore Association, 1997

### Balsam Lake Sailing Club

Bob Shaw H. 416 922-9263  
11 Norton Avenue W. 416 467-2020 x 5000  
Toronto, ON M4W 2Y8 F. 416 922-4570

### Bronte Harbour Yacht Club

Peter Brayshaw H. 905 632-8586  
663 Ramsgate Road W. 416 643-1618  
Burlington, ON L7M 2Y2

### Canadian Albacore Association



### Parkway Sailing Club

George Bethune H. 905 685-5719  
9556 Werner Road  
Niagara Falls, ON L2V 3Y5

### Peterborough Sailing Club

Harold Briggs H. 705 742-2746  
1209 Weller Street W. 705 748-7937  
Peterborough, ON K9J 7M9 F.

### Pointe au Baril Sailing Club

Ian Rogers H. 416 485-5136  
217 Stibbard Avenue W. 416 361-0626  
Toronto, ON M4P 2C4 F. 416 361-6303

### Royal Canadian Yacht Club

Rosemary Helmer H. 416 964-8427  
264 St. Clair Ave. W. 416 964-8427  
Toronto, ON M4V 1R7 F. 416 967-5710 (winter) /  
416 967-5412 (summer)

### Conestoga Sailing Club

John Martin H. 519 822-1955  
12 Thistle Road W. 519 846-0965  
Guelph, ON N1H 6S8 F. 519 846-8101

### Lake Skiff Sailing Association

Rosemary Helmer H. 416 964-8427  
264 St. Clair Ave. W. 416 964-8427  
Toronto, ON M4V 1R7 F. 416 967-5710 (winter) /  
416 967-5412 (summer)

### Mooredale Sailing Club

Todd Johnstone H. 416 485-3572  
95 Lawton Blvd. # 608 W. 416 665-4494 x. 227  
Toronto, ON M4V 1Z8 F. 416 485-0673  
Net toddj@myna.com

### Nepean Sailing Club

Ed Nicholas H. 613 738-7050  
3445 Uplands Drive, Unit 106 W. 613 738-7050  
Ottawa, ON K1V 9N5 F. 613 990-9153 (c/o S. Forget)

### Outer Harbour Centreboard Club

Zsolt Kecskemeti H. 905 881-9995  
24 Kenneth Way W. 416  
Thornhill, ON L3T 5B3 F. 416

### St. Jamestown Sailing Club

Ian Aukema H. 416 225-3108  
42 Silverview Drive W. 905 851 3910 x.350  
Willowdale, ON M2N 2B3 F. 905 851-6480  
Net iaukema@interlog.com

### Shadow Lake

Rick Quibell H. 705 454-3185  
613 Chiron Crescent W.  
Pickering, ON L1V 4T5

### Toronto Island Sailing Club

Christine Mehling H. 416 516-9963  
30 Hewitt Ave. W. 416 867-7475  
Toronto, ON M6R 1Y3 F. 416 867-7495  
Net christine.mehling@utoronto.ca

### Toronto Sailing and Canoe Club

Derrek Griffiths H. 416 944-1353  
1391 Lakeshore Blvd. West W. 416 533-5607  
Toronto, ON F. 416  
Net voodoo@interlog.com

### Westwood Sailing Club

Dave Smith H. 416 465-4016  
96 Wolterleigh Blvd. W. 416 360-8211  
Toronto, ON M4J 1R9 F. 416

## The Privates have a Friday Night Life too

*Mea culpa*, yet again. The separately scored results of private boats racing in the Toronto Friday Night series were not included in the last edition of Shackles. We apologize for any loss of face we may have caused.

**FRIDAY NIGHT RACES — PRIVATE BOATS FINAL STANDINGS (With Lincoln, Chief score keeper)**

SKIPPER	BOAT	TOP 5	#	drop	RACE PLACINGS																
					M03	M17	M24	M31	J14	J21	J28	J105	J112	J119	J126	A02	A09	A16	A23	S06	
1	Clarke, Ken	7630	6.25	14	2	1	1	4	7	2		3	2	11	2		2	1	5	6	2
2	Harris, Dave	7166	11.50	8	4			21		4	4	4	1	2						11	1
3	King, Ross	7403	27.75	7	11			17	5	1	11		18	4							7
4	Bussin, Dave	7977	36.75	5	11					9	1	6								10	11
5	Stern, Paul	7141	38.75	7	15		7	1		8	42			15		8	38				
6	Adjacic, Milutin	6767	44.75	7	22					22		1	3			23	35	4	15		
7	Wroldsen, Heather	7944	87.00	5	20						14	20		17		18					18
8	TerBrugge, Rob	7362	110.00	7	39	6				42	22	39		42				9			34
9	Pawlik, Jorg	7980	2038.00	3																	
10	Bain, Gary	6700	3016.00	2										3				13			
11	Batt, Ron	7363	3027.00	2				6					21								
12	Browne, Ken	6841	3037.00	2						33										4	
13	Needham, Rick	6251	3068.00	2									45	43							
14	Helmer, Rosemary	0	4008.00	1							8										
15	Colby, Rains	5600	4009.00	1										9							
16	Ashby, John	4859	4016.00	1							16										

## Express Yourself!

### The Canadian Albacore Association

announces

an unparalleled opportunity for international fame!

Submit your design for an Association bumper sticker!

A panel of judges will select the winning entry. Winner takes home \$100 (Can) and the knowledge that millions of truckers will be saying, "Albacore, eh...?"



Send entries to Chris Gorton, 14 Chilton Road, Toronto, Ontario, Canada, M4J 3C6.


## Oh, is that how it works?

## One in an irregular series


### Sailing Gloves.

Most of us are week-end sailors and, therefore, lack the tough callouses that protect the professionals even against the damage of a main sheet running through their hands. We make our living at something that requires manual dexterity, even if it is just to dial telephone numbers. We protect that dexterity by wearing sailing gloves for which we pay somewhere between \$5 for a Canadian Tire gardening glove and \$40 for a top-of-the-line Douglas Gill Amara glove. If we're lucky enough to be wearing a size that retailers believe to be 'popular' then we often get a choice in style or quality. Even if you don't lose them, few of them last more than a season. Some may last only one regatta if the wind is strong enough and you don't cleat the main sheet.

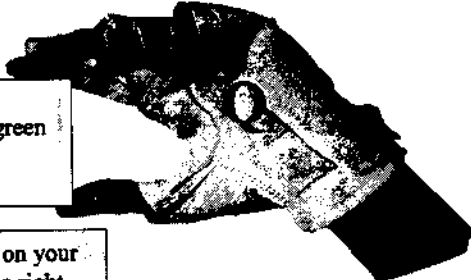
I did a survey recently in which I instructed people to tell me the first question that came to their minds when I mention the words, 'sailing gloves'. Here are the most frequently asked questions and, included in your Canadian Albacore Association membership are, of course, the answers:




Why should I buy sailing gloves?  
Aren't gardening gloves just as good?




Of course, they are...and they'll co-ordinate so much better with your ski boots.




What's the advantage of buying a pair where one is green and the other is red?



It's to help you decide which one to put on your port hand and which one on your starboard hand. Every sailor knows that green is on the left and red is on the right. (Or is it the other way around?)




Why do my gloves get stiff and feel like a ski boot the morning after a regatta?



Most sailing gloves are made of leather. One of the major drawbacks of leather is that it stiffens after it is repeatedly soaked and dried. It is possible to treat the gloves with a chemical softener. Such treatment may reduce durability of the leather.



Why do they make sailing gloves mostly out of leather?



Gloves are most commonly made from cow hide, but can also be made from the skin of pig, goat, deer or sheep. Cow leather is thicker and, therefore, more durable. Durability is an important aspect of glove design. The other leathers tend to be thinner. Thinner leather is more flexible, but will wear and tear more readily.

# Shackles and Cringles

Why are some gloves smooth on the outside and others are rough on the outside?

Leather has a "skin" side, which is smooth and a "flesh" side, which is rough. Most sailing gloves are constructed with the rough side facing inward because the texture against our skin makes the glove feel warmer and less clammy. On the other hand, the flesh side is more durable so when reinforcements are added (in the palms or on the edge of the hand) then they are sewn on rough side out.

Why do they have those fussy cloth panels on the back and between the fingers?

Those "fussy cloth panels" are Lycra stretch panels. They make the glove fit snugly and give it the flexibility that's needed to grab lines. All sailing gloves have a stretch panel in the back of the hand; some have them sewn into the fingers. While this improves finger flexibility it also introduces a problem spot (see below).

Why can't they stitch the damn things properly so that the seams don't come apart?

There are several reasons why the seams are a weak spot.

- Dexterity is increased if the material is cut close to the seam. This increases the risk of seam failure.
- Glove life is increased if the seams are turned inside out after construction. However, the inwardly facing seams then create pressure points that quickly become uncomfortable.
- If the glove is made with nylon stretch panels then the seams form a boundary between two materials (Lycra and leather) that have different stretch characteristics. This puts extra stress on the stitching.
- If the glove is the type that has the finger tips cut off to aid dexterity then the stitching has to stop and should be locked at the end of each finger. Cheap gloves are just cut off and there is no locking stitch. Gloves of better quality are locked with reversing stitches, the more the better.

The new material is usually called "Amara". It's a synthetic leather substitute that combines flexibility and durability. They don't harden as

Are the gloves that are made of the new material worth the extra money?

quickly as ordinary leather gloves and they do feel better on the hand. Amara is said to have stretch characteristics closer to those of lycra, decreasing the probability of failure at the seams. I find that mine still go at the seams, mostly because the manufacturer puts the stitching as close as possible to the edge of the material. There a slip of half a millimeter usually makes the difference between a failing seam and one that lasts to allow the rest of the glove to display its superior characteristics.

## Dennis wins 1995 Gooderham Series. Nurse wins 1996

The Gooderham Trophy was established in the memory of Bill Gooderham and is awarded to the competitor with the best results in the regatta's which make up the Gooderham Series. The award is designed to encourage competitors to travel to different regatta's across the land and the series of 5 events is designated each year by the Canadian Albacore Association to try to achieve geographical diversity. The award goes to the competitor with the best results who has attended a minimum of 3 of events in the series. A competitor is awarded last place scores for those regatta's which he or she did not start.

### 1995 Results

1995 Series Regatta's: Balsam Lake Open Balsam Lake Sailing Club  
 Warm Water Regatta Conestoga Sailing Club PABAR Pte. au Baril Sailing Club  
 Centennial Regatta Peterborough Sailing Club Toronto Island Open Toronto Island Sailing Club

Competitor	Conestoga		Peterborough		Balsam Lake		PABAR		Toronto Island		TOTAL	
	Pos.	Pts.	Pos.	Pts.	Pos.	Pts.	Pos.	Pts.	Pos.	Pts.	Place	Pts.
D. Wettlaufer	3	3	DNS	4	3	3			20	20	1	

### 1996 Results

1996 Series Regatta's: Balsam Lake Open Balsam Lake Sailing Club  
 Warm Water Regatta \* Conestoga Sailing Club PABAR Pte. au Baril Sailing Club  
 OHCC Open Outer Harbour CC Fanfare 96 Nepean Sailing Club

\* Due to lack of participation, there were no results declared.

Competitor	OHCC		PABAR		Balsam Lake		Nepean		TOTAL	
	Pos.	Pts.	Pos.	Pts.	Pos.	Pts.	Pos.	Pts.	Place	Pts.
Peter Nurse	28	28	3	3	7	7	DNS	15	1	53
Rosemary Helmer	DNS	36	2	2	20	20	DNS	15	2	73

## NEW EVENT IN 1997 - JULY 4<sup>TH</sup> WEEKEND

The Toronto Area Sailing Clubs invite Albacore Sailors from far and wide to enjoy a typical weekend of racing in the Outer Harbour.

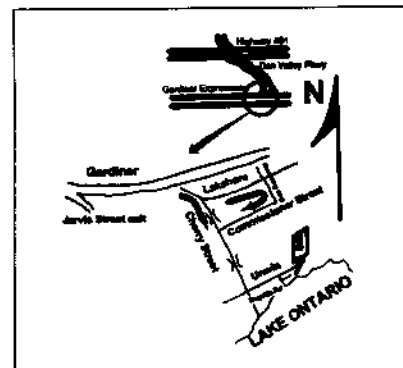
### This will include:

Friday July 4<sup>th</sup> - Friday Night Race - 7 pm start with awards following at our local watering hole.

Saturday July 5<sup>th</sup> - Outer Harbour Centreboard Club Regatta with dinner following - An All-day regatta with details to be announced

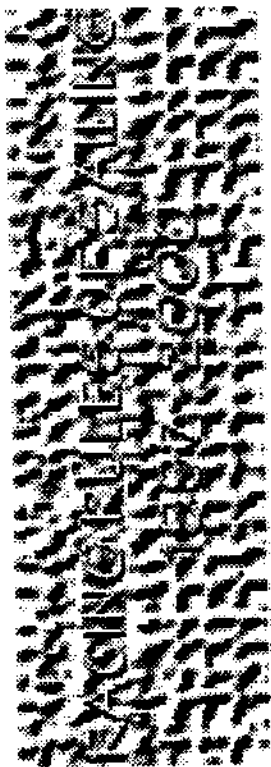
Sunday July 6<sup>th</sup> - Harbour Master Race - 2 races back to back  
 - Time TBA

Cost: Fee for OHCC Regatta (around \$ 40 Cdn) plus food for the weekend and a token gift for your accommodation billeteer.



This is a chance for our competitors from the US and Ottawa areas to experience some of our regular summer events. To keep costs down, we would like volunteers for billeting our guests. For volunteers for billeting or information about the regatta, please call Heather Wroldsen at (416) 481-8503.





The Racing Rules of Sailing for 1997-2000 were approved at the ISAF Council meeting on 8 November 1996.

The following documents are available at [www.sailing.org/rules/](http://www.sailing.org/rules/):

- 1997 - 2000 Rules Online
- 1993 - 1996 Rules Online
- Old Rules to New Rules Conversion Chart
- List of nations publishing the 1997 - 2000 Rules

For information, interpretations, and explanations of the new rules, the ISAF endorses the following:

The Rules Made Easy -- an interactive, multimedia guide to the 1997 - 2000 Racing Rules for Sailing -- in print from the ISAF. Publication date: End January 1997.

The Rules In Practice -- by Brian Willis. Full text of the rules and interpretations. All new edition of this classic book. By an ISAF International Judge and Umpire. Available February 15

## CYA Rules Seminars:

March 19	Whitby Yacht Club	WYC, Nancy 905 668 3669
March 22	Cook Bay Yacht Club, Molson House, Barrie	Britt Earl, 905 276 2757
March 27	Toronto Sailing and Canoe Club	TS&CC, 416 533 5907
March 28	Port Credit Yacht Club,	PCYC, 905 278 5587
April 3	Oshawa Yacht Club	OYC 905 725 7488
April 5	Britannia Yacht Club, Ottawa	Peter Wood, 613 748 5687
April 9	CBF Trenton Yacht Club, Astra	Karl Loenhardt, 613 392 5859
April 12	South Port Sailing Club, Windsor	OSA, 416 426 7271
April 18	Stormont Yacht Club, Cornwall	Deborah Burne, 613 932 9940
April 20	CORK, Kingston	Ross Cameron, Tel: 613 545 1322
April 22	Niagara-on-the-Lake SC	NLSC, Tracy 905 468 3966
April 23	Scarborough	David Kernaghan, 905 671 5874
April 24	Royal Hamilton Yacht Club	RHYC, 905 528 8464
April 29	Peterborough Sailing Club	Keith Herzog, 705 749-3088
TBA	Oakville Yacht Squadron	Maurice Stevens, 416 346 8668

**INSTANT RULES BOOK**  
 Tear out pages 9 to 20.  
 Fold in the middle and staple

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**Editor, Shackles and Cringles (address on page 2 of this issue)**

# Shackles and Cringles

## Introduction

*The Racing Rules of Sailing* includes two main sections. The first, Parts 1-7, contains rules that affect all competitors. The second section contains appendices that provide details of rules, rules that apply to particular kinds of racing, and rules that affect only a small number of competitors or officials.

The racing rules are revised and published every four years by the International Sailing Federation (ISAF), the international authority for the sport. This edition becomes effective on 1 April 1997. No changes are contemplated before 2001, but changes determined by the ISAF to be urgent will be made as needed and announced through national authorities.

**Terminology** A term used in the sense stated in the Definitions is printed in italics or, in preambles, in bold italics (for example, *racing* and *racing*). Other words and terms are used in the sense ordinarily understood in nautical or general use. 'Race committee' includes any person or committee performing a race committee function. 'Class rules' includes rules of handicapping and rating systems.

**Appendices** When the rules of an appendix apply, they take precedence over any conflicting rules in Parts 1-7. A reference to a rule of an appendix will contain the letter of the appendix and the rule number; for example, 'rule A1.1'. (There is no Appendix I or Appendix O.)

**Changes to the Rules** The prescriptions of a national authority, class rules or the sailing instructions may change a racing rule only as permitted in rule 86.

## Sportsmanship and the Rules

Competitors in the sport of sailing are governed by a body of rules that they are expected to follow and enforce. A fundamental principle of sportsmanship is that when competitors break a rule they will promptly take a penalty or retire.

**Start** A boat starts when after her starting signal any part of her hull, crew or equipment first crosses the starting line and she has complied with rule 29.1 and rule 30.1 if it applies.

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

**Two-Length Zone** The area around a mark or obstruction within a distance of two hull lengths of the boat nearer to it.

**Windward** See *Leeward and Windward*.

**Part 1 - Fundamental Rules**

**1 Safety**

**1.1 HELPING THOSE IN DANGER**

A boat or competitor shall give all possible help to any person or vessel in danger.

**1.2 LIFE-SAVING EQUIPMENT AND PERSONAL BUOYANCY**

A boat shall carry adequate life-saving equipment for all persons on board, including one item ready for immediate use, unless her class rules make some other provision. Each competitor is individually responsible for wearing personal buoyancy adequate for the conditions.

**2 Fair Sailing**

A boat and her owner shall compete in compliance with recognized principles of sportsmanship and fair play. A boat may be penalized under this rule only if it is clearly established that these principles have been violated.

**3 Acceptance of the Rules**

By participating in a race conducted under these racing rules, each competitor and boat owner agrees

- (a) to be governed by the *rules*;
- (b) to accept the penalties imposed and other action taken under the *rules*, subject to the appeal and review procedures provided in them, as the final determination of any matter arising under the *rules*; and
- (c) with respect to such determination, not to resort to any court or other tribunal not provided by the *rules*.

**4 Decision to Race**

A boat is solely responsible for deciding whether or not to start or to continue racing.

**Obstruction** An object that a boat could not pass without changing course substantially, if she were sailing directly towards it and one of her hull lengths from it. 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 not an obstruction to other boats unless they are required to *keep clear* of her or give her *room*.  
**Overlap** See *Clear Astern and Clear Ahead*; *Overlap*.

**Party A party** to a hearing: a protestor; a protestee; a boat requesting redress; any other boat or a competitor liable to be penalized, including under rule 69.1; a race committee in a hearing under rule 62.1(a).

**Postpone** A postponed race is delayed before its scheduled start but may be started or *abandoned* later.

**Proper Course** A course a boat would sail to *finish* as soon as possible in the absence of the other boats referred to in the rule using the term. A boat has no *proper course* before her starting signal.

**Protest** An allegation by a boat, a race committee or a protest committee that a boat has broken a *rule*.

**Racing** A boat is racing from her preparatory signal until she *finishes* and clears the finishing line and marks or retires, or until the race committee signals a general recall, *postponement*, or *abandonment*.

**Room** The space a boat needs in the existing conditions while manoeuvring promptly in a seamanlike way.

**Rule** (a) The rules in this book, including the Definitions, Race Signals, Introduction, preambles, and the rules of an appendix when it applies, but not titles;

- (b) the prescriptions of a national authority, when they apply;
- (c) the sailing instructions;
- (d) the class rules except any that conflict with the rules in this book;
- (e) any other documents governing the event.

# Shackles and Cringles

## 5 Drugs

A competitor shall neither take a substance nor use a method banned by Appendix L. An alleged breach of this rule shall not be grounds for a protest, and rule 63.1 does not apply.

## Part 2 - When Boats Meet

The rules of Part 2 apply between boats that are sailing in or near the racing area and intend to race, are racing, or have been racing. However, a boat not racing shall not be penalized for breaking one of these rules, except rule 22.1. The International Regulations for Preventing Collisions at Sea or government right-of-way rules apply between a boat sailing under these rules and a vessel that is not, and they replace these rules if the sailing instructions so state.

### Section A - Right of Way

A boat has right of way when another boat is required to keep clear of her. However, some rules in Sections B and C limit the actions of a right-of-way boat.

#### 10 On Opposite Tacks

When boats are on opposite tacks, a port-tack boat shall keep clear of a starboard-tack boat.

#### 11 On the Same Tack, Overlapped

When boats are on the same tack and overlapped, a windward boat shall keep clear of a leeward boat.

#### 12 On the Same Tack, Not Overlapped

When boats are on the same tack and not overlapped, a boat clear astern shall keep clear of a boat clear ahead.

#### 13 White Tacking

After a boat passes head to wind, she shall keep clear of other boats until she is on a close-hauled course. During that time rules 10, 11 and 12 do not apply. If two boats are subject to this

## Definitions

A term used as stated below is shown in *italic type* or, in preambles, in **bold italic type**.

**Abandon** A race that a race committee or protest committee abandons is void but may be resailed.

**Clear Astern and Clear Ahead; Overlap** One boat is clear astern of another when her hull and equipment in normal position are behind a line abeam from the aftermost point of the other boat'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. These terms do not apply to boats on opposite tacks unless rule 18 applies.

**Finish** A boat finishes when any part of her hull, or crew or equipment in normal position, crosses the finishing line in the direction of the course from the last mark either for the first time or, if she takes a penalty, after complying with rule 31.2 or rule 44.2.

**Interested Party** A person who may gain or lose as a result of a protest committee's decision, or who has a close personal interest in the decision.

**Keep Clear** One boat keeps clear of another if the other can sail her course with no need to take avoiding action and, when the boats are overlapped on the same tack, if the leeward boat could change course without immediately making contact with the windward boat.

**Leeward and Windward** A boat's leeward side is the side that is or, when she is head to wind, was away from the wind. However, when sailing by the lee or directly downwind, her leeward side is the side on which her mainsail lies. 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** An object the sailing instructions require a boat to pass on a specified side, excluding its anchor line and objects attached temporarily or accidentally.

**S4 Forestays and Headsail Tacks**  
Forestays and headsail tacks, except those of spinnaker staysails when the boat is not close-hauled, shall be attached approximately on a boat's centre-line

rule at the same time, the one on the other's port side shall *keep clear*.

**Section B - General Limitations**

**14 Avoiding Contact**

A boat shall avoid contact with another boat if reasonably possible. However, a right-of-way boat or one entitled to *room* (a) need not act to avoid contact until it is clear that the other boat is not *keeping clear* or giving room, and (b) shall not be penalized unless there is contact that causes damage.

**15 Acquiring Right of Way**

When a boat acquires right of way, she shall initially give the other boat *room to keep clear*, unless she acquires right of way because of the other boat's actions.

**16 Changing Course**

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

**17 On the Same Tack; Proper Course**

17.1 A boat that establishes a *leeward overlap* from *clear astern* within two of her hull lengths of a *windward* boat shall not sail above her *proper course* during that *overlap* while the boats are less than that distance apart, unless as a result she becomes *clear astern*.

17.2 Except on a beat to windward, while a boat is less than two of her hull lengths from 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.

# Shackles and Cringles

## Section C - At Marks and Obstructions

*When a Section C rule applies, the rules in Sections A and B continue to apply unless the Section C rule modifies them or states that they do not apply.*

### 18 Passing Marks and Obstructions

#### 18.1 WHEN THIS RULE APPLIES

Rule 18 applies at a mark or obstruction to be left on the same side when boats are about to pass it until they have passed it. However, it does not apply

- (a) at a starting mark or its anchor line surrounded by navigable water from the time the boats are approaching them to start until they have passed them, or
- (b) between boats on opposite tacks when they are on a beat to windward or when the proper course for one of them to pass the mark or obstruction is to tack.

#### 18.2 GIVING ROOM; KEEPING CLEAR

- (a) When boats are overlapped before one of them reaches the two-length zone, if the outside boat has right of way she shall give the inside boat room to pass the mark or obstruction, or if the inside boat has right of way the outside boat shall keep clear. If they are still overlapped when one of them reaches the two-length zone, the outside boat's obligation continues even if the overlap is broken later. This rule does not apply if the outside boat is unable to give room when the overlap begins.
- (b) If a boat is clear ahead when she reaches the two-length zone, the boat clear astern shall keep clear even if an overlap is established later. Rule 10 does not apply. If the boat clear ahead tacks, rule 13 applies and this rule no longer does.
- (c) If there is reasonable doubt that a boat established or broke an overlap in time, it shall be presumed that she did not.

outriggers: a bowsprit used to secure the tack of a working sail, a buntkin used to sheet the boom of a working sail, or a boom of a boomed headsail that requires no adjustment when tacking.

- (b) (1) Any sail may be sheeted to or led above a boom that is regularly used for a working sail and is permanently attached to the mast from which the head of the working sail is set.
- (2) A headsail may be sheeted or attached at its clew to a spinnaker pole or whisker pole, provided that a spinnaker is not set.

#### 50.4 HEADSAILS

The difference between a headsail and a spinnaker is that the mid-girth of a headsail, measured from the mid-points of its luff and leech, does not exceed 50% of the length of its foot, and no other intermediate girth exceeds a percentage similarly proportional to its distance from the head of the sail. A sail tacked down behind the foremost mast is not a headsail.

#### 51 Moving Ballast

All movable ballast shall be properly stowed, and water, dead weight or ballast shall not be moved for the purpose of changing trim or stability. Floorboards, bulkheads, doors, stairs and water tanks shall be left in place and all cabin fixtures kept on board.

#### 52 Manual Power

A boat's standing rigging, running rigging, spars and movable hull appendages shall be adjusted and operated only by manual power.

#### 53 Skin Friction

A boat shall not eject or release a substance, such as a polymer, or have specially textured surfaces that could improve the character of the flow of water inside the boundary layer.

18.3 TACKING

If two boats were on opposite tacks and one of them tacked within the two-length zone to pass a mark or obstruction, rule 18.2 does not apply. The boat that tacked

- (a) shall not cause the other boat to sail above close-hauled to avoid her or prevent the other boat from passing the mark or obstruction, and
- (b) shall keep clear if the other boat becomes overlapped inside her, in which case rule 15 does not apply.

18.4 GYBING

When rule 18.2(a) applies and an inside overlapped right-of-way boat must gybe at the mark or obstruction to sail her proper course, she shall pass no farther from the mark or obstruction than needed to sail that course.

18.5 PASSING A CONTINUING OBSTRUCTION

At a continuing obstruction, rule 18.2 is modified so that while boats are passing the obstruction an outside boat's obligation ends if the overlap is broken, and a boat clear astern may establish an inside overlap provided there is room at that time to pass between the other boat and the obstruction. If she does so, her obligation under rule 18.2(b) ends.

19 Room to Tack at an Obstruction

19.1 When safety requires a close-hauled boat to make a substantial course change to avoid an obstruction and she intends to tack, but cannot tack and avoid another boat on the same tack, she shall hail for room to do so. Before tacking she shall give the hailed boat time to respond. The hailed boat shall either

- (a) tack as soon as possible, in which case the hailing boat shall also tack as soon as possible, or
- (b) immediately reply 'You tack', in which case the hailing boat shall immediately tack and the hailed

48 Fog Signals and Lights

When safety requires, a boat shall sound fog signals and show lights as required by the International Regulations for Preventing Collisions at Sea or applicable government rules.

49 Crew Position

- 49.1 A boat shall use no device other than hiking straps to project a competitor's body outboard.
- 49.2 When lifelines are required by the class rules or the sailing instructions they shall be taut, and competitors shall not position any part of their torsos outside them, except briefly to perform a necessary task. On boats equipped with upper and lower lifelines of wire, a competitor sitting on the deck facing outboard with his waist inside the lower lifeline may have the upper part of his body outside the upper lifeline.

50 Setting and Sheeting Sails

50.1 CHANGING SAILS  
When headsails or spinnakers are being changed, a replacing sail may be fully set and trimmed before the replaced sail is lowered. However, only one mainsail and, except when changing, only one spinnaker shall be carried set at a time.

50.2 SPINNAKER POLES, WHISKER POLES

Only one spinnaker pole or whisker pole shall be used at a time except when gybing. When in use, it shall be attached to the foremost mast.

50.3 USE OF OUTRIGGERS

(a) No sail shall be sheeted over or through an outtrigger, except as permitted in rule 50.3(b). An outtrigger is any fitting or other device so placed that it could exert outward pressure on a sheet or sail at a point from which, with the boat upright, a vertical line would fall outside the hull or deck planking. For the purpose of this rule, bulwarks, rails and rubbing strakes are not part of the hull or deck planking and the following are not

# Shackles and Cringles

boat shall give *room*, and rules 10 and 13 do not apply.

19.2 Rule 19.1 does not apply at a starting *mark* or its anchor line surrounded by navigable water from the time boats are approaching them to *start* until they have passed them or at a *mark* that the hailed boat can fetch. When rule 19.1 applies, rule 18 does not.

## Section D - Other Rules

*When rule 20 or 21 applies between two boats, Section A rules do not.*

### 20 Starting Errors; Penalty Turns; Moving Astern

A boat sailing towards the pre-start side of the starting line or its extensions to comply with rule 29.1 or rule 30.1 shall *keep clear* of a boat not doing so until she is completely on the pre-start side. A boat making penalty turns shall *keep clear* of one that is not. A boat moving astern by backing a sail shall *keep clear* of one that is not.

### 21 Capsized, Anchored or Aground; Rescuing

If possible, a boat shall avoid a boat that is capsized or has not regained control after capsizing, is anchored or aground, or is trying to help a person or vessel in danger. A boat is capsized when her masthead is in the water.

### 22 Interfering with Another Boat

- 22.1 If reasonably possible, a boat not *racing* shall not interfere with a boat that is *racing*.
- 22.2 A boat shall not deliberately interfere with a boat making penalty turns to delay her.

(c) The boat's penalty score shall be the score for the place worse than her actual finishing place by the number of places stated in the sailing instructions, except that she shall not be scored worse than Did Not Finish. When the sailing instructions do not state the number of places, the number shall be the whole number (rounding 0.5 upward) nearest to 20% of the number of boats entered. The scores of other boats shall not be changed; therefore two boats may receive the same score.

### 44.4 LIMITS ON PENALTIES

- (a) When a boat intends to take a penalty as provided in rule 44.1 and in the same incident has touched a *mark*, she need not take the penalty provided in rule 31.2.
- (b) A boat that takes a penalty shall not be penalized further with respect to the same incident unless she failed to retire when rule 44.1 required her to do so.

### 45 Hauling Out; Making Fast; Anchoring

A boat shall be afloat and off moorings at her preparatory signal. Thereafter, she may not be hauled out or made fast except to bail out, reef sails, or make repairs. She may anchor or the crew may stand on the bottom. She shall recover the anchor before continuing in the race unless she is unable to do so.

### 46 Person in Charge

A boat shall have on board a person in charge designated by the member or organization that entered the boat. See rule 75

### 47 Limitations on Equipment and Crew

- 47.1 A boat shall use only the equipment on board at her preparatory signal.
- 47.2 No person on board shall leave, unless ill or injured or to help a person or vessel in danger. However, a person leaving the boat by accident or to swim shall be back on board before the boat continues in the race.



**Part 3 - Conduct of a Race**  
**25 Sailing Instructions and Signals**

Sailing instructions shall be made available to each boat before a race begins. The race committee shall conduct the race using the visual and sound signals defined in the Race Signals and any other signals included in the sailing instructions.

**26 Starting Systems 1 and 2**

26.1 A race shall be started by using either System 1 or System 2. Signals shall be made at five-minute intervals. Times shall be taken from the visual signals; the failure of a sound signal shall be disregarded. Signals shall be as follows (flags of a single colour may be replaced by shapes of the same colour):

Signal	System 1	System 2
Warning	Class flag, 1 sound	Yellow flag, 1 sound
Preparatory	Flag P, 1 sound	Blue flag, 1 sound
Starting	Flags removed, 1 sound	Red flag, 1 sound

26.2 In System 1, when classes are started at ten-minute intervals, the warning signal for each succeeding class shall be displayed at the starting signal of the preceding class. When five-minute intervals are used, flag P shall be left displayed until the last class starts and the warning signal for each succeeding class shall be displayed at the time of the preparatory signal of the preceding class. If there is a general recall, the warning and preparatory signals of any succeeding classes shall be removed immediately after the general recall has been signalled.

26.3 In System 2, each signal shall be removed one minute before the next is made. When classes are started at ten-minute intervals, the starting signal for each class shall be the warning signal for the next. When classes are started at five-minute intervals, the preparatory signal for each class shall be the

(c) When a measurer in charge of weighing clothing and equipment believes a competitor may have broken rule 43.1(a) or rule 43.1(b) he shall report the matter in writing to the protest committee.

43.2 Rule 43.1(b) does not apply to boats required to be equipped with lifelines.

**44 Penalties for Breaking Rules of Part 2**

**44.1 TAKING A PENALTY**

A boat that may have broken a rule of Part 2 while racing may take a penalty at the time of the incident. Her penalty shall be a 720° Turns Penalty unless the sailing instructions specify the use of the Scoring Penalty or some other penalty. However, if she caused serious damage or gained a significant advantage in the race or series by her breach she shall retire.

**44.2 720° TURNS PENALTY**

After getting well clear of other boats as soon after the incident as possible, a boat takes a 720 degree Turns Penalty by promptly making two complete 360 degree turns (720 degrees) in the same direction, including two tacks and two gybes. When a boat takes the penalty at or near the finishing line, she shall return completely to the course side of the line before finishing.

**44.3 SCORING PENALTY**

(a) A boat takes a Scoring Penalty by displaying a yellow flag at the first reasonable opportunity after the incident, keeping it displayed until finishing, and calling the race committee's attention to it at the finishing line. At that time she shall also inform the race committee of the identity of the other boat involved in the incident. If this is impracticable, she shall do so at the first reasonable opportunity within the time limit for protests.

(b) If a boat displays a yellow flag, she shall also comply with the other parts of rule 44.3(a).

# Shackles and Cringles

warning signal for the next. When class flags are used, they shall be displayed before or with the preparatory signal for the class.

## 27 Other Race Committee Actions Before the Starting Signal

27.1 No later than the warning signal, the race committee shall signal or otherwise designate the course to be sailed if the sailing instructions have not stated the course, and it may replace one course signal with another, signal that a designated short course will be used (flag S), and apply rule 40 (flag Y).

27.2 No later than the preparatory signal, the race committee may move a starting *mark* and may apply rule 30.

27.3 Before the starting signal, the race committee may *postpone* (flag AP) or *abandon* the race (flag N over H or A) for any reason.

## 28 Sailing the Course

28.1 A boat shall *start*, pass each *mark* on the required side in the correct order, and *finish*, so that a string representing her wake after *starting* and until *finishing* would, when drawn taut, lie on the required side of each mark and touch each rounding *mark*. She may correct any errors to comply with this rule, provided she has not already *finished*. After finishing, a boat need not cross the finishing line completely.

28.2 A *mark* has a required side for a boat only when she is on a leg that the *mark* begins, bounds or ends, except that a starting *mark* begins to have a required side when she is approaching the starting line from its pre-start side to *start*.

## 29 Starting; Recalls

29.1 ON THE COURSE SIDE AT THE START  
When at her starting signal any part of a boat's hull, crew or equipment is on the course side of the starting line, the boat shall sail completely to the pre-start side of the line before *starting*.

(e) repeated tacks or gybes unrelated to changes in the wind or to tactical considerations.

## 42.3 EXCEPTIONS

- (a) A boat's crew may move their bodies to exaggerate the rolling that facilitates steering the boat through a tack or a gybe, provided that, just after the tack or gybe is completed, the boat's speed is not greater than it would have been in the absence of the tack or gybe.
- (b) Except on a beat to windward, when surfing (rapidly accelerating down the leeward side of a wave) or planing is possible, the boat's crew may pull the sheet and the guy controlling any sail in order to initiate surfing or planing, but only once for each wave or gust of wind.
- (c) Any means of propulsion may be used to help a person or another vessel in danger.
- (d) To get clear after grounding or colliding with another boat or object, a boat may use force applied by the crew of either boat and any equipment other than a propulsion engine.

## 43 Competitor Clothing and Equipment

- 43.1 (a) Competitors shall not wear or carry clothing or equipment for the purpose of increasing their weight.
- (b) Furthermore, a competitor's clothing and equipment shall not weigh more than 8 kilograms, excluding a hiking or trapeze harness and clothing (including footwear) worn only below the knee. Class rules or sailing instructions may specify a lower weight or a higher weight up to 10 kilograms. Class rules may include footwear and other clothing worn below the knee within that weight. A hiking or trapeze harness shall have positive buoyancy and shall not weigh more than 2 kilograms, except that class rules may specify a higher weight up to 4 kilograms. Weights shall be determined as required by Appendix J.

**Part 4 - Other Requirements When Racing**

Part 4 rules apply only to boats racing.

**40 Personal Buoyancy**

When flag Y is displayed before or with the warning signal, competitors shall wear life-jackets or other adequate personal buoyancy. Wet suits and dry suits are not adequate personal buoyancy

**41 Outside Help**

A boat may receive outside help as provided for in rule 1. Otherwise, she shall not receive help except for an ill or injured crew member or, after a collision, from the crew of the other boat.

**42 Propulsion**

**42.1 BASIC RULE**

Except when permitted in rule 42.3 or rule 45, a boat shall compete by using only the wind and water to increase, maintain or decrease her speed. Her crew may adjust the trim of sails and hull, and perform other acts of seamanship, but shall not otherwise move their bodies to propel the boat.

**42.2 PROHIBITED ACTIONS**

Without limiting the application of rule 42.1, these actions are prohibited:

- (a) pumping: repeated fanning of any sail either by trimming and releasing the sail or by vertical or athwartships body movement;
- (b) rocking: repeated rolling of the boat, induced either by body movement or adjustment of the sails or centreboard, that does not facilitate steering;
- (c) coching: sudden forward body movement, stopped abruptly;
- (d) sculling: repeated movement of the helm not necessary for steering.

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**29.2 INDIVIDUAL RECALL**

When at her starting signal a boat must comply with rule 29.1 or rule 30.1, the race committee shall promptly display flag X. The signal shall be displayed until all such boats are completely on the pre-start side of the starting line or its extensions and have complied with rule 30.1 if it applies, but not later than four minutes after the starting signal or one minute before any later starting signal, whichever is earlier.

**29.3 GENERAL RECALL**

When at the starting signal several unidentified boats are on the course side of the starting line or there has been an error in the starting procedure, the race committee may signal a general recall (flag First Substitute). The preparatory signal for a new start for the recalled class shall be made one minute after the First Substitute is lowered, and the starts for any succeeding classes shall follow the new start.

**30 Starting Penalties**

**30.1 I FLAG RULE**

If flag I has been displayed before or with her preparatory signal, and any part of a boat's hull, crew or equipment is on the course side of the starting line or its extensions during the minute before her starting signal, she shall sail to the pre-start side of the line around either end before starting.

**30.2 Z FLAG RULE**

If flag Z has been displayed before or with her preparatory signal, and any part of a boat's hull, crew or equipment is identified within the triangle formed by the ends of the starting line and the first mark during the minute before her starting signal and a general recall is then signalled, she shall, without a hearing, be given a 20% scoring penalty calculated as stated in rule 44.3(c). If the race is restarted, resailed or rescheduled, she shall still be given the penalty.

**30.3 BLACK FLAG RULE**

If a black flag has been displayed before or with her preparatory signal, and any part of a boat's hull, crew or

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# Shackles and Cringles

equipment is identified within the triangle formed by the ends of the starting line and the first *mark* during the minute before her starting signal, the boat will be disqualified without a hearing. If the race is restarted, resailed or rescheduled, she is not entitled to compete in it. If a general recall is signalled or the race is *abandoned*, the race committee shall display her sail number.

### 31 Touching a Mark

31.1 While *racing*, a boat shall not touch a starting *mark* before *starting*, a *mark* that begins, bounds or ends the leg of the course on which she is sailing, or a finishing *mark* after *finishing*.

31.2 A boat that has broken rule 31.1 may, after getting well clear of other boats as soon as possible, take a penalty by promptly making one complete 360 degree turn including one tack and one gybe. When a boat takes the penalty after touching a finishing *mark*, she shall return completely to the course side of the line before *finishing*. However, if a boat has gained a significant advantage in the race or series by touching the mark she shall retire.

31.3 When a boat is wrongfully compelled by another boat to break rule 31.1, she shall be exonerated

- (a) if the other boat acknowledges breaking a rule of Part 2 by taking a penalty or retiring immediately, or
- (b) under rule 64.1(b), after successfully protesting another boat involved in the same incident.

### 32 Shortening or Abandoning After the Start

After the starting signal, the race committee may *abandon* the race (Flag N or flag N over H or A) or shorten the course (flag S), as appropriate,

- (a) because of an error in the starting procedure,
- (b) because of foul weather,
- (c) because of insufficient wind making it unlikely that any boat will *finish* within the time limit,
- (d) because a *mark* is missing or out of position, or
- (e) for any other reason directly affecting the safety or fairness

of the competition.  
However, after one boat has sailed the course and *finished* within the time limit, if any, the race committee shall not *abandon* the race without considering the consequences for all boats in the race or series.

### 33 Changing the Course After the Start

At any rounding *mark* the race committee may signal a change of the direction of the next leg of the course by displaying flag C and the compass bearing of that leg before any boat begins it. The race committee may change the length of the next leg by displaying flag C and a ‘.’ if the leg will be shortened or a ‘+’ if the leg will be lengthened.

### 34 Mark Missing

When a *mark* is missing or out of position, the race committee shall, if possible,

- (a) replace it in its correct position, or
- (b) substitute one of similar appearance, or a buoy or vessel displaying flag M.

### 35 Time Limit

If one boat sails the course as required in rule 28.1 and *finishes* within the time limit, if any, all boats shall be scored unless the race is *abandoned*. If no boat finishes within the time limit, the race committee shall *abandon* the race.

### 36 Races to be Restarted or Resailed

If a race is restarted or resailed, a breach of a *rule*, other than rule 30.3, in the original race shall not prohibit a boat from competing or, except under rule 30.2, 30.3 or 69, cause her to be penalized.

## 1997 ALBACORE REGATTA SCHEDULE (as of 97/2/05)

DATE		EVENT	HOST CLUB	LOCATION
March 11-14		Mid Winters	Sarasota Yacht Squadron	Sarasota, Florida
April 27		Spring Vice Regatta	Mooredale S.C.	Outer Harbour
May 25		Harbour Master 1-2	RCYC	Inner Harbour
May 31-Jun 1		TARTS	TS&CC	Humber Bay
June 1	G	Peterborough Examiner	Peterborough S.C.	Clear Lake
June 8		Harbour Master 3-4	OHCC	Outer Harbour
June 14-15		RCYC Open	RCYC	Inner Harbour
June 21-22	G	Midland Walwyn	Nepean S.C.	Nepean
June 22		Harbour Master 5-6	Toronto Island S.C.	Inner Harbour
June 28-29		LSSA/Ontario Championship	RCYC	Toronto
June 29		Centennial Regatta	Peterborough S.C.	Clear Lake
July 5		OHCC Open	OHCC	Lake/Outer Harbour
July 6		Harbour Master 7-8	Mooredale S.C.	Outer Harbour
July 12		Women's Helm	St. Jamestown S.C.	Outer Harbour
July 19-20	G	St. Jamestown Open	St. Jamestown S.C.	Outer Harbour
July 26		Westwood Open	Westwood S.C.	Outer Harbour
July 27		Harbour Master 9-10	Toronto Island S.C.	Inner Harbour
July 26 - Aug 1		World's	British Albacore Assoc.	Hayling Isl., England
Aug 2-3				
Aug		Team Racing	Royal Canadian Y.C.	Inner Harbour
Aug		Albacore Junior's	Muskoka Lake S.C.	Muskoka Lake
Aug 9		Mooredale Open	Mooredale S.C.	Lake/Outer Harbour
Aug 10		Harbour Master 11-12	Westwood S.C.	Outer Harbour
Aug 16	G	PABAR	Pointe au Baril S.C.	Georgian Bay
Aug 16		New Skipper's Race	Westwood S.C.	Outer Harbour
Aug 23		Toronto Island Open	Toronto Island S.C.	Inner Harbour
Aug 24		Harbour Master 13-14	OHCC	Outer Harbour
Aug 23/24 or 30/31 ??		Fanfare '97 (Area 10)	Nepean S.C.	Nepean
Aug 30/31 ????		North American's	Canadiagua	
Sept 6		Round the Island	St. Jamestown S.C.	Toronto
Sept 14		Harbour Master 15-16	St. Jamestown S.C.	Outer Harbour
Sept 19-21		Canadians'		
Sept 28		Fall Vice Regatta	Mooredale S.C.	Outer Harbour

**G = Races designated for Gooderham Series.**

**The Gooderham Trophy was established in the memory of Bill Gooderham to encourage Albacore sailors to travel to regattas across Ontario, and is awarded annually to the helmsperson who achieves the best result in the series.**

Harbour Master Scoring/Admin: Ian Aukema

(Ph.) 416 225-3108 (Fax) 905 851-6460

## 1997 TORONTO FRIDAY RACE SCHEDULE (proposed 96/12/12)

DATE	HOST CLUB	LOCATION
May 2	Mooredale	Outer Harbour
May 9	St. Jamestown	Outer Harbour
May 16	OHCC	Outer Harbour
May 23	Mooredale	Outer Harbour
May 30	Westwood	Outer Harbour
June 6	Toronto Island	Inner Harbour
June 13	St. Jamestown	Outer Harbour
June 20	OHCC	Outer Harbour
June 27	Mooredale	Outer Harbour
July 4	OHCC	Outer Harbour
July 11	Toronto Island	Inner Harbour
July 18	St. Jamestown	Outer Harbour
July 25	Westwood	Outer Harbour
Aug 1	OHCC	Outer Harbour
Aug 8	Mooredale	Outer Harbour
Aug 15	Westwood	Outer Harbour
Aug 22	Toronto Island	Inner Harbour
Aug 29	Westwood	Outer Harbour
Sept 5	St. Jamestown	Outer Harbour

Friday Scoring: Will Lincoln (Mooredale) (H) 416 759-6095  
(W) 905 479-2434 x2603

## Midwinter's

### Mid-Winter Albacore Regatta

March 11-14, 1997

Sarasota, Florida

#### The Dates:

The dates have been set to accommodate the Canadian Spring Public School break as there are often teachers wishing to attend or who are willing to drive cars and boats at least one way to Florida. We had originally hoped to sail with the Fireball Fleet, but the dates already set for Davis Island were fixed and did not work for many Canadians polled. Perhaps next year we can try again.

#### The Event:

Over the years the CAA and the USAA have alternated organization of the Mid-Winters'. The last Mid-Winters' was held in 1990. Now back by popular demand... the Mid-Winter Albacore Regatta has been revived to give sailors the opportunity to get the cobwebs out of their boats and bodies in the warm winds and waters of Sarasota Bay off Longboat Key in Florida. Canadians have always been welcome and over the years a number of boats have regularly made the pilgrimage south.

The Mid-Winter Regatta represents an early season training opportunity and, most of all, a week of fun and fitness. Given that the Worlds' Championships will be hosted at Hayling Island, England this summer, why not organize your campaign now and practice in the warm waters off Sarasota? So, get your holiday plans organized immediately and plan to be on the starting line next to our friends from the US Albacore fleet. Those already committed to going are Matt Edwards, Barnie Harris, Daphne Byron, Rosemary Helmer, Chris Gorton. We are working on Heather Wroldsen, Joanna Byron, Don Oakie.... So why not add your name to the list. It is a vacation to be remembered and certainly not to be missed!!

#### The Races.

The racing program will consist of 8 races, 2 per day with 1 drop. Racing begins on Tuesday, March 11 and finishes on Friday, March 14, 1997. Monday can be used to play, fix your boat, laze around or tour local areas.

#### Venue:

The Sarasota Sailing Squadron will be our host for this event. The Club is located on the east end of City Island, at the northern end of Longboat Key. They have a large lawn and parking lot area which will easily accommodate a 25+ boat fleet.

#### Directions:

##### From Canada:

Take 401 west to Windsor and cross the Bridge into Detroit. Watch for signs directing you to Interstate 75 (I-75) and go south.

I-75 south will take you through Michigan, Ohio, Kentucky, Tennessee, Georgia and finally into Florida. The easiest way to get comprehensive instructions is to become a member of the Canadian Automobile Association and phone the Road Map Services group and ask for a tryptik which gives you a detailed set of instructions (including enlarged sections of local maps along the route) for navigation. Once you've done this you'll see how straightforward the I-75 route south is. Once you reach the outskirts of St. Petersburg area follow the local instructions, given on the next page.

## Midwinter's

### Local Instructions:

If coming south on I-75 from Tampa, take State 780 exit west to downtown Sarasota. If coming south on US 41 (Tamiami Trail), turn right and go west on State 780, which crosses Sarasota Bay as a causeway. At St. Armand's Circle (a traffic circle) merge right and go North toward New Pass Bridge and Longboat Key. Do not cross New Pass Bridge, but when you come to the Bridge, bear right and continue until you see the Sailing Squadron on the left near the end of the road.

### Flying:

While we have not checked recent schedules others have historically booked flights into Sarasota. Flights are also available into Tampa International Airport which is 55 miles north on I-75. With advance knowledge of who is arriving when we can probably arrange pick-ups at the airport by those who have driven down. Alternatively, organize a week-long car rental with your associates with car pick-up at the airport. Flights during this school break week sell-out early so we recommend you call your travel agent and book a flight today!

### Accommodations:

You can camp or rent a motel. The Sarasota Yacht Squadron has a large lawn which can easily accommodate 30+ tents. Both USAA and CAA members have usually camped. Also, showers and hot water for washing and cooking are located on the premises. We've had some great BBQs courtesy of the Canadian contingent who continue to amaze our American counterparts with our gourmet skills. We swear they come first for the food and second for the sailing. For those who are less adventuresome and prefer their creature comforts, you could rent a Winnebago and park it in the parking lot or rent a room at one of the many local motels. Also, if you regularly review The Globe or The Star there are often condominiums available for rent on Longboat Key during this time of year.

### Registration:

Fees have not been finalized, but will likely be US \$45-50.00. Forms will be mailed to those who indicate interest by calling, faxing or writing:

Rosemary Helmer  
264 St. Clair Ave, West,  
Toronto, Ontario  
Canada M4V 2A4  
B: 416-964-8427  
F: 416-967-5412 or 5710

or

Matt Edwards  
6403 East 14th St.  
Alexandria, Virginia  
USA 22307  
H: 703-765-1985  
F: 703-243-4975

