

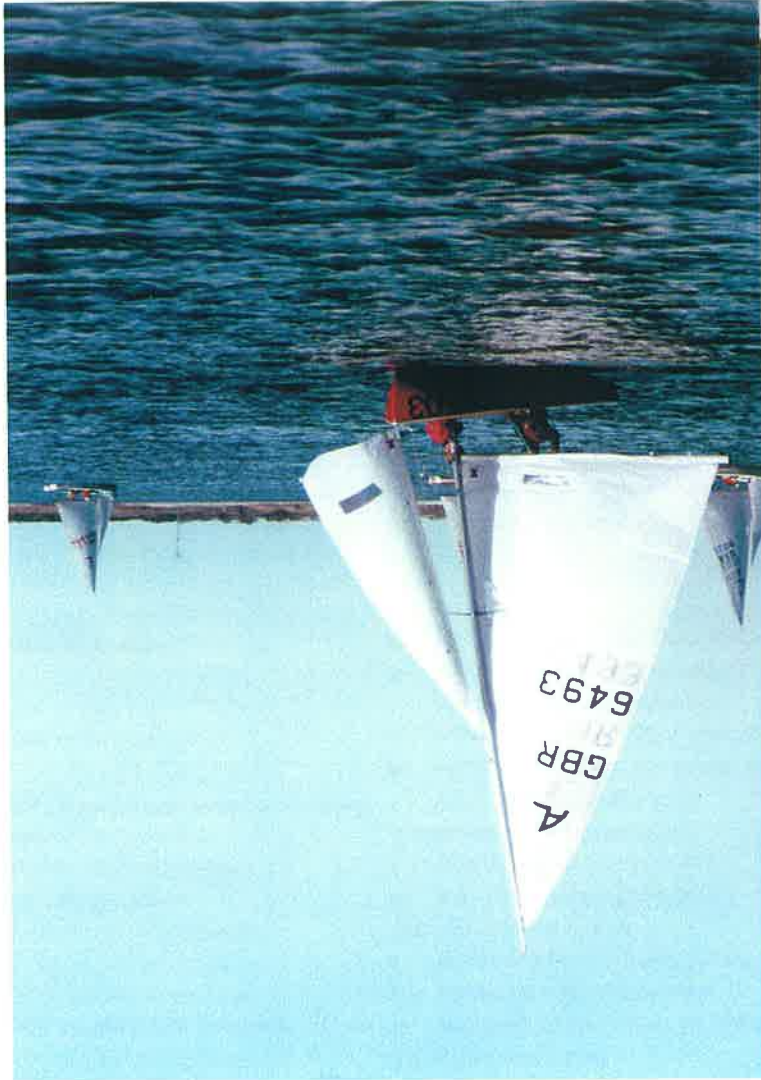


Cringles

Fall 1999

Shackles and

Canadian Albacore Association



Michael MacNamara Wins 1999 Internationals pg 12

Volume XXXIX; Number 4

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Canadian Albacore Association

P.O. Box 16660 Eglinton Avenue East, Toronto, ON M4G 4G1

The Albacore Advantage

- A One-design Boat
- no unnecessary expense of constant upgrades in design
- A Safe Boat
- large air-filled tanks give excellent buoyancy
- hull shape gives stability on the water
- self-rescue after an unexpected puff is easy
- A light and managable Boat
- tongue load of less than 100 lbs gives ready trailerability
- launching and retrieving are a breeze
- A comfortable Boat
- large, open cockpit
- benches on port and starboard sides
- A Performance 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 Sailing Federation
- strong fleets through Ontario, Canada, US, Great Britain, Ireland and Bermuda
- top notch competitive sailing
- junior programs in some areas

1999/2000 CANADIAN ALBACORE ASSOCIATION EXECUTIVE
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Cover Photo by George Allen

Commodore's Corner

CAA YEAR 2000 EXECUTIVE

I would like to extend a warm welcome to the 1999/2000 executive and especially the newest members of the executive, Kate Mullin, Henry Pedro, Ted Mallett and Diane Clarke. We have a great group lined up for the year and with the talents of the all of the people, both new and previous, I am sure we will meet the Association's needs very well.

BOAT SHOW

Henry is coordinating the boat show (Jan 15 to 23) and will be looking for volunteers to do booth duty. Day and evening shifts are available. Please give him a call if you would like to help out. at (416) 593 - 4438 or write to him at HNP@daimlerchrysler.com. You get a free pass to the show and you also get a chance to meet and get to know other Albacore sailors working at the booth and coming by the booth. We will be displaying a brand new Albacore so if you are down for the show at other times so please stop by.

REGATTAS

There were great regattas in 1999! I am sure everyone will agree. The most recent regatta, the US Nationals and Internationals was a lot of fun and very well run by the USAA (Joanna Byron being the chair). Winds were very manageable and there were lots of good parties and one of the condos even rented a hot tub for the week.

Mid winters will be held in Sarasota, FL March 17-19 (Fri-Sat-Sun) to coincide with the One Design Mid-Winters. Other classes include Daysailor, San Juan 21, B Scow, MC Scow, SR Max, Inland 20, Santana 23, Flying Scot, Buccaneer, and Vanguard 15. It should be a great regatta at a reasonable cost as camping is available at the club.

CANADIANS 2000

We are currently looking for a place for the Canadians in 2000 and will keep you posted. Diane Clarke as Rear Commodore will be coordinating this event. We are examining such spots as Georgian Bay, Muskoka and Hamilton. As well, in year 2000, the North Americans will be held. They are to be hosted by the USAA and we

The 1999/2000 Canadian Albacore Association Executive

- | | | | |
|-----------------------|---------------------|----------------------|--------------|
| Commodore | Heather Macnaughton | Secretary | Kate Mullin |
| Fast Commodore | Gordon Chu | Treasurer | Jason Roth |
| First Vice Commodore | Doug Paterson | Membershp | Ted Mallett |
| Second Vice Commodore | Henry Pedro | Editor | Nona Arneson |
| Third Vice Commodore | Kevin Smith | Specifications Chair | David Weaver |
| Rear Commodore | Dianne Clark | Chief Measurer | Rick Clayton |

To contact any of the CAA Executive refer to the inside cover of Shackles & Cringles or www.albacore.ca

will be looking forward to seeing where they choose to hold them this year.

ALBACORE E-MAIL LIST

Some of you may not realize there is an Albacore mailing list that you may subscribe to. This is used to relate Albacore information to interested parties. You will be in the loop on what is happening with the fleet in the US as well as have information relating to a wide variety of topics such as gate starts, whether the Internationals should be wide open and even Barney asking the list to help him name his boat.

To subscribe: Write to mailto:dom@ailing.org from the address you want to subscribe. In the body of the message type "subscribe albacore-list". You will then receive all the Albacore emails flying around.

As many of you on the mailing list have seen, naming a boat is a very serious business. A lot of thought and energy goes into naming a boat. As one skipper told me, he keeps a running list of possible boat names so when he gets his next boat he will be prepared!

Next issue of Shackles I will be zeroing in on more 'Naming Your Boat' themes specifically to Albacores. Any boat naming stories you would like to send my way are welcome!

All the best to the CAA members for a good holiday season and a healthy and happy new year.

-Heather Macnaughton

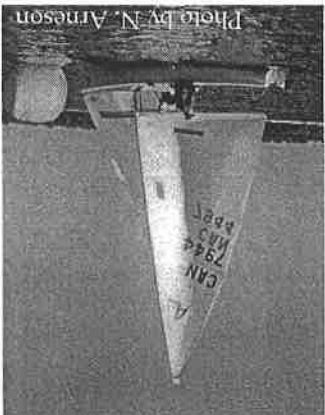


Photo by N. Arneson

Year 2000 CAA Commodore Heather Macnaughton and crew Neil Wilson at the 1999 Internationals.

Past Commodore's Corner

I write to you now as Past Commodore. I enjoyed my two years at the helm and I would like to thank the membership for the confidence they have shown in me. Of course, I was ably supported by the rest of the executive and I certainly give my thanks to them for their hard work. Laurie Harrison (1st vice commodore), Kaines Koby (secretary), Roseanne Mallett (membership) and Bob Stiff (past commodore) will be retiring from the executive. Henry Pedro (2nd vice), Dianne Clark (rear commodore), Kevin Smith (3rd vice), Kate Mullin (secretary) and Ted Mallett (membership) will be joining the executive. I congratulate Heather on becoming Commodore.

The Annual General Meeting of the Association was held, as usual, after the dinner during the Canadian Albacore Championships, this year at Portsmouth Olympic Harbour in Kingston, Ontario. Highlights from the meeting include:

Financial Statement

Financial statements for the fiscal year ending Oct 31, 1998 (audited by KPMG) were presented. The year ended with a surplus of \$2,640 compared to a surplus of \$1,006 the year before. For the current year ending Oct 31, 1999 a small surplus is anticipated and the association's financial picture is sound. An investment policy was adopted by the executive in 1999 which limits investments to income bearing securities or related funds which have a "AA-" rating or better. KPMG was appointed as auditor for the next financial statement.

Amendment to Class Rule 8 (Rudder Construction)

A motion was presented by David Weaver to amend Rule 8 (rudder construction). The rule said that the rudder "may be . . . of any shape or material". However this appears to contradict Rule 14.8 which forbids the use of exotic materials (including Kevlar, carbon fibre and titanium) in any part of the boat (except for fittings). The motion clarified that Rule 8 is subject to the limitations in Rule 14.8 (i.e. a carbon fibre rudder is not allowed). The motion was passed, although not unanimously. The same motion has been passed by both the UK and the US Albacore associations.

Report from Development Committee Interior Re-design Project

This item of business was presented by Rosemary Helmer. Details of the material presented can be found in a separate report on page 18. -Gordon Chu

Some members questioned whether we should continue to call carbon fibre an exotic material. They wondered, given the breakage experienced in the past few years with fiberglass/foam sandwich centreboards and rudders, if we should not consider allowing new materials which will make for stronger foils. The question of exotic materials is now being debated within each of the national associations and was on the agenda for the International Association meeting in Rehoboth.

Gordon Chu and family at the Mooredale Regatta. Gord clearly has some new priorities and has stepped down as Commodore of the CAA to face new challenges as the Past Commodore.



Photo by G. Bains

In Memoriam...

Marian Brayshaw - A Cherished Albacore Friend Remembered

On behalf of all members past and present of the Canadian Albacore Association, I would like to extend our deepest sympathies to Peter, Ian, Elizabeth and Doug Brayshaw who have this August experienced the heart wrenching loss of Marian Brayshaw, key crew, wife, mother and longstanding supportive member of the CAA. We are with you in thought and prayer and we share your untimely loss of Marian from our midst.

Guard and today avidly sails J-24s. We hope he will teach his children to sail Albacores when they get a little bigger. Elizabeth crewed for her dad and went onto be a top women's laser sailor and has also pursued a career in the Canadian Coast Guard. And Doug I understand is the "systems wizard" in the family. We've not met, but I feel I know him as "Doug Brayshaw" pops up in my email box regularly when Peter communicates with me electronically. (Hope to meet you someday soon Doug!) Marian was also beloved grand mom to Ian's children, but regrettably will be with Elizabeth and Doug only in spirit as they plan their respective weddings in 2000. We wish you both much happiness and hope we can recruit you and your spouses-to-be into the Albacore fleet!

And so, as Marian and Peter bounded off to have dinner following their stint at the January '99 Boat Show little did any of us know that the few aches and pains she put down to 'growing older gracefully' were the early warning signs of the cancer which would all too rapidly take her from us. I can still see her radiant smile as she turned to leave and affectionately scolded me to make sure I got some dinner after the show. Marian thank you for your kindness, good company and the warmth you always exhibited to all of us. You personified the "warmth of friendship" I have come to know in so many Albacore sailors over the past 20 years. I will think of you often particularly at Boat Show time. And, we will keep faith with your family and encourage them to continue to sail with us in your beloved Albacore ironically called "Grim Reaper". Neptune knew something we didn't!

With Affection, Rosemary Helmer & Cricket (CAN 7384)

PS If other CAA members have happy memories to share with us and her family about Marion email Nona Arneson or if you prefer send them c/o Peter & Family to 663 Ramsgate Road, Burlington, Ontario, L7N 2Y2. Your thoughts will help ease our loss. □



Had I used a nickname for Marian I might have called her "Bubbles". She was "effervescent" personified. Always smiling, cheerful, pleasant and welcoming to everyone. She was very keen on the Albacore and spent many hours as Peter's teammate and partner on the water when she was not sharing their Albacore with their children who avidly competed for time in the boat. Whether on the water or ashore she was always extolling the virtues of Albacore sailing to those who were uncertain if it was the boat for them. With Peter she raised 3 fine children all of whom do them and us proud in various ways. Ian Brayshaw, who was our Junior Albacore Champion in 1982 and 1983 sailing with Mike Milner and Colin Boulton respectively, has pursued a career with the Coast

Stories from the Canadian Albacore Championships August 26-28, 1999 CORK, Kingston, Ontario

The Canadian Albacore Championships were held in Kingston this year as part of CORK. As expected, there was the usual ample supply of wind and excellent race committee work. The extremely high winds on the second day of racing took its toll as can be seen from the increasing number of DNFs in Saturday's results. The last race on Saturday in 25+ knot winds for most became a matter of keeping the boat upright around the course rather than racing. Even some of the top sailors claimed they were "hanging on for dear life." Incidents at the event ranged from broken masts to damaged hulls as the rescue boats rushed around plucking tired sailors from the water. Unfortunately, a few of the competitors arrived back in Portsmouth Harbour by taxi cab as their Albacores had been abandoned and washed up on

various shores of the Kingston harbour. By the end of the weekend, however, all of the boats and competitors were present and accounted for and everyone had a memorable moment to recount.

Barney Harris and David Byron sailed away with the win 16.5 points ahead of second place Chris Gorton and Henry Pedro. Kingston area sailmaker John Clarke with Martin Shaw took third place. Other winners included Ken Clarke and Sharon Palmer (Master's Trophy), Tim Broughton and Karen Marshall (Family Trophy) and US sailor Joanna Byron received the Ladies Plate. The B Fleet trophy was proudly won by Teresa Miolla and Mel Desouza. The top five finishers in both fleets were given CORK plaques and mugs. □

"With the new addition to my family this year, I did not sail in the Canadian's as I normally would have. This caused considerable consternation to my nearest competitors in the Toronto community club Friday evening series. There was a very tight battle for top spot between Tim Broughton, Bruce Wilton, John Gilchrist, Barry Farrell (all from Mooredale Sailing Club) and myself. 1st through 5th place changed weekly depending upon who got a good result. These four were all doing the Canadian's which meant they would not be there for that Friday race, so they felt that I might be getting an easy bullet.

I must admit that this was my thinking as well. However, the race turned out to be a drifter. The wind had been shifting from the SE to the SW prior to the race but at the start it was backing to the S. I expected the wind to veer again so I went right. Unfortunately, the wind continued to back so I was toast. Instead of the bullet I had my worse Friday race of the season, despite the absence of the all the Canadian participants!

I arrived in Kingston on Saturday afternoon to participate in the AGM that evening. And when I met with Tim, Bruce, John and Barry, the very first thing they said to me was "How did you do on Friday?". Being the honest person I am, I told the truth. I realize now that I should have lied and said I did get a bullet to make them sweat a little. I'm kicking myself now for this lost opportunity to have some fun at their expense." - Gordon Chu



Photo by N. Arneson
Tim Broughton and Karen Marshall in 8037. Finished in 4th place and won the family trophy.

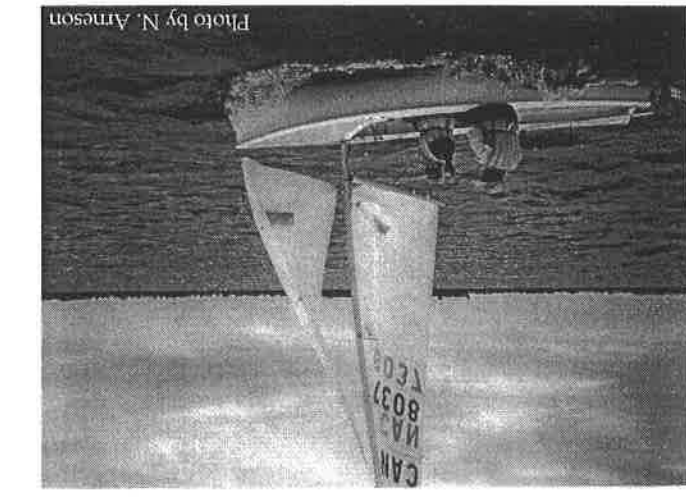
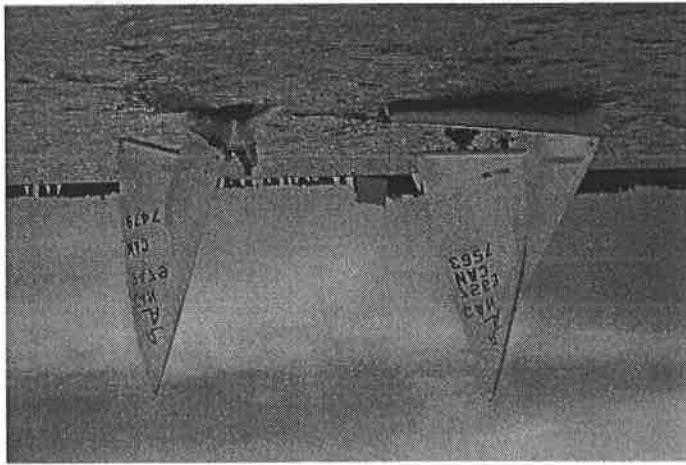


Photo by N. Arneson
The winners at CORK

The Results

Pos.	Sail	Skipper + Crew	Final Score	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Race 7	Sun.
1	USA8011	HARRIS, BARNEY DAVID BYRON	4.5	1	3	1	1	1	1	1	1
2	CAN7700	GORTON, CHRIS HENRY PEDRO	21	4	6	4	3	2	2	2	7
3	CAN7979	CLARK, JOHN MARTIN SHAW	34	7	12	3	2	3	7	7	DNF.
4	CAN8037	BROUGHTON, TIM KAREN MARSHALL	34	12	4	8	21	5	3	2	2
5	7630	CLARKE, KENNETH SHARON PALMER	43	2	2	OCS	23	7	6	3	3
6	CAN8039	FARRELL, BARRIE ANN SAVEGE	50	8	8	10	13	9	11	4	4
7	CAN6700	BAIN, GARY SYLVIA DAVIDSON	54	17	7	7	6	8	21	11	9
8	CAN8038	WITTHROW, BRUCE KATE MULLIN	61.75	3	1	5	11	6	6	11	9
9	7166	HARRIS, DAVID KEVIN SMITH	62	6	5	6	DNF.	4	5	5	5
10	8017	MORRISON, MICHAEL FRAN STEACY	70	16	14	13	7	15	16	16	5
11	7117	WALLERSTEIN, DAVID CHRIS BENNETEAU	74	21	24	9	5	10	12	17	17
12	USA8026	BYRON, JOANNA GRETCHEW WILKINSON	76	9	DNF	11	18	14	18	18	6
13	7127	CRAIG, JASPER BECKY CRAIG & BECKY MATTES	79	18	11	2	4	DNF.	8	8	OCS
14	CAN7403	KING, ROSS JANET DUFF	84	10	10	18	25	DNF.	10	10	11
15	CAN8041	JOHNSTONE, TODD PAT MALTBY	85	5	9	22	22	18	15	16	16
16	CAN7270	HTOO, TIN ERIK TINMAN	90	15	22	28	27	12	4	10	10
17	8016	NEUMANN, MARY STAN PIOTROWSKI	93	11	13	16	14	DNF.	25	14	14
18	CAN8031	CAMERON, MARTY JOANIE CHEVRIER	99	20	15	21	17	19	19	19	13
19	7479	GLICHRIST, JOHN HEATHER GLICHRIST	102	13	16	25	19	DNF.	17	17	12
20	USA5923	WETTLAUER, DENIS CARROL BURROWS	110	33	33	17	10	11	20	19	19
21	CAN8033	NURSE, PETER KIRK MCGREGOR	118	26	21	27	9	16	26	20	20
22	7378	ZEISLER, ROLF SUE ZEISLER	121	28	28	14	17	DNF.	13	21	DNF.
23	7562	ARADI, CARMEN ROBERT SIERSKI	122	14	26	20	13	9	9	DNF.	DNF.
24	CAN8030	GOODE, STEPHEN LESLIE ANNE CONNELL	130	23	30	23	19	DNF.	14	8	8
25	CAN7363	SMITH, DAVE CAROLYN QUINTON	137	25	25	19	19	DNF.	23	15	15
26	7545	SHENSTONE, DEREK BOB REEVES	145	24	18	15	16	DNF.	23	23	DNF.
27	7944	MACNAUGHTON, HEATHER CHRISTINE SHORT	148	19	17	RAF	DNF.	DNF.	22	18	18
28	CAN6731	CLARK, DIANNE BILL COLLINS	157	DNF.	DNF.	RAF	DNF.	DNF.	24	23	DNF.
29	CAN7563	B MIOLA, TERESA MEL DESOUZA	157	27	27	12	26	DNF.	24	23	22
30	KC7060	IGICI, SIMON CECILIA JENKINS	158	29	25	20	12	DNF.	27	22	DNF.
31	CAN7017	NICHOLAS, ED SUE FORGUES	169	30	23	OCS	8	DNF.	27	23	DNF.
32	CAN7463	B SHEPPARD, VAN CHRISSEY SHEPPARD	180	31	29	24	24	DNF.	24	23	DNF.
33	US7131	CASPAR, LUCIEN KAREN PLATKOWSKI	186	22	20	DNF.	24	DNF.	24	23	OCS
34	7225	B POTRAS, DIANE SHIRLEY MACKAY	193	32	31	29	29	DNF.	24	23	DNF.
35	7034	ST. ONGE, CAROLINE LUC DESJARDIN	204	34	32	30	30	DNF.	29	23	DNF.



"These two guys were telling me the story about the third race on Saturday (a good 25 knots) where they arrived at the weather mark and rounded the gybe mark and then the leeward mark. We were headed for the leeward mark. He was a lap ahead and popped his chute and headed for the leeward mark. We were right on the transom of a fireball. He was a lap ahead and popped his chute and headed for the leeward mark. We were headed for the leeward mark and then the leeward mark. Those two reaching legs were the fastest I had ever gone in anything that had sails, period. We managed to keep it in a trough the whole time going "downhill". When we arrived at the leeward mark we passed that fireball during the rounding. And most remarkable of all, nothing broke on the boat that Chris and I rebuilt ourselves."

-Chris Gorton and Henry Pedro

"The Albacores had to do two reaching legs. I'll never forget the car to ear grins as they told me who got there first" - Charlie Course Race Chair.

"I would have to say that the most memorable moment was the third race Saturday. 25 knot winds. When we rounded the weather mark we were right on the transom of a fireball. He was a lap ahead and popped his chute and headed for the leeward mark. We were headed for the leeward mark and then the leeward mark. Those two reaching legs were the fastest I had ever gone in anything that had sails, period. We managed to keep it in a trough the whole time going "downhill". When we arrived at the leeward mark we passed that fireball during the rounding. And most remarkable of all, nothing broke on the boat that Chris and I rebuilt ourselves."

-Chris Gorton and Henry Pedro

How to Reach in Heavy Winds and Big Waves

By Chris Gorton and Henry Pedro

After our performance at the Canadian Championships at CORK this year, several people asked us to write an article for *Shackles* about how to reach in waves. Ok, in response to popular demand, here are a few notes on heavy weather reaching.

The conditions in Kingston could be considered heavy. The winds were about 25 knots and the waves 3-4 feet. We had the boat set and moving at judicious speed within two lengths of leaving the windward mark. We knew that we were the fastest boat on the course on the reaching legs, and were confident and focused the entire time. It was not too difficult, but some things had to be kept in mind. We sailed for about 30 minutes switching from beat to reach before the first race that day and did this again between races. This gave us a feel for how the wind and the waves were behaving and helped to judge the relative distance between waves. Also, we were able to determine which line to pick at each wave and which waves were better than others. It was the basic "feel the course" stuff.

Henry eased the vang one boat length before rounding the weather mark and raised the centreboard to about half to two-thirds down as the boat flattened on a plane. (In Kingston we had a little more than half the board down.) It is important to ease the vang in heavy winds before rounding the mark to make bearing off easier. In addition, the crew must remain hiked until the boat is completely on the new point of sail. If there is too much leeward heel, bearing off is difficult. We let the outhaul off a bit and pulled the barber haulers down all the way. We didn't worry about the barber haulers until all other settings were done. We didn't ease the jib at all to pull in the barber haulers. A 2:1 purchase system on the barber haulers really helps here. There was little to no magic box/jib halyard tension adjustment; still running with about 270 lbs on the rig. That was it for settings; there is nothing really "go fast" or unconventional about the setup.

The speed difference was in wave riding, pumping the main and fore-and-aft boat balance. Henry and I were sitting side by side at the back end of the centerboard cap, no further back. Why? Because in waves the bow must always be going downhill. It was a happy medium between keeping the flat aft end of the boat skimming along and the bow able to drop into the next trough. The boat had to remain perfectly flat side-to-side at all times. Steering was all over the map. The boat was never going in a straight line for more than one or two seconds. I would drive up and down couple of boat lengths to find

the right wave. Picking the right wave is a lot more important than maintaining your course on the rhumbline. The helmsperson MUST be able to see the waves at all times, you can always see the ones on your windward side. When the right wave hits (and you know when you're on it) it doubles your boatspeed. What do you do when you have found the right wave? PUMP the main! I mean full bore, full body heave! Crank 3 feet of mainsheet and Internationals.



Chris and Henry accepting their 7th place mugs at the US Nationals this fall. They were 2nd at the Canadian Championships and placed 3rd in the Internationals.

start looking for the next wave. Steer into the trough and avoid plowing into the wave ahead. Plowing means you can't see the waves, not to mention driving into a wall of water kills your boat speed. Head up and avoid the wave before it becomes a problem. Trim the jib at all times. Overtrimming the jib slightly to keep the leech tight is better than letting it luff.

The final word - It's all about anticipation. You will get that "video game feeling" - where the attacking space ships are coming faster and faster so you have to move faster and focus more and more.

Henry says it's the fastest he has ever gone on a boat with them at: Questions, comments? To contact Chris or Henry write to Chris Gorton (CandCGorton@webtv.net) Henry Pedro (henryp@istar.ca)

1999 RCYC Open Regatta
 June 20-21, Royal Canadian Yacht Club, Toronto, Ontario
 By Rosemary Helmer

Another Spring rolled around and all the plans for the RCYC Open worked beautifully to the benefit of the 21 boats which attended. We were fortunate to have one, and two half US crews joins us. Barney Harris drove up from Arlington, Virginia and his crew David Byron flew in from Sausalito, California. Peter Duncan drove from Annapolis, Maryland and seconded long time friend and fellow Muskokite David Niblett to attend. Becky Mattes who ably runs the Potomac River SA Fleet drove up and sailed with George Roth from OHCC.

I could tell from the intensity of the morning preparations that it was a Worlds (Internationals) year as teams were starting to form-up to test out their sailing compatibility in preparation for the "big event" this October in Rehoboth, Delaware.

Unfortunately, the weather while warm and sunny both days did not muster much more than 5-8km winds tops. However, the race committee was fantastic. Decisive timing and no dawdling between finishes and next starts. I passed these compliments on to Mike Milner, our Director of Sailing who had made a special effort to head-up the '99 Race Committee to re-dress previous years mishaps. Racers were rewarded with excellent RC work both days. The evening buffet on the lawn at the RCYC

The Results

Place	Skipper	Crew	Club	Race 1	Race 2	Race 3	Race 4	Race 5	+Drop	-Drop
1	Barney Harris	David Byron	PRSA/RYC	2	0.75	0.75	5	0.75	9.25	4.25
2	Ken Clarke	Sharon Palmer/Janet Duff	RCYC/MSC	3	2	4	0.75	6	15.75	9.75
3	Chrs Gorton	Henry Pedro	SSS/MSC	0.75	5	5	4	3	17.75	12.75
4	Tim Broughton	Karen Marshall	MSC	4	3	6	10	2	25	15
5	Bruce Withrow	Sandy Swiatowski	MSC	6	7	2	9	7	31	22
6	Bruce Nash	Laurent Baron	TISC	5	9	10	6	4	34	24
7	John Gilchrist	Heather Gilchrist	MSC	7	7	9	2	2	48	26
8	Dave Smith	Carolyn Quinton	WSC	10	6	8	14	12	50	36
9	Fred Koehlmann	Kathy Koehlmann	TISC	13	8	16	8	9	54	38
10	Dave Niblett	Peter Duncan	MLSC/PRSA	8	8	20	7	5	62	40
11	George Roth	Becky Mattes	OHCC/PRSA	11	11	17	3	16	59	42
12	Mike Morrison	Greta Coopersmith	SJSC	9	11	12	12	13	57	44
13	John Cawthome	Fran Steacy/Sandy Kline	SJSC	10	10	11	13	14	70	48
14	Steve Goode	Leslie Connell	WSC	12	16	21	11	11	71	50
15	Heather Macnaughton	Christine Short	RCYC/MSC	15	4	18	20	15	72	52
16	Norm Rubin	Nona Ameson	TISC	16	13	15	18	10	78	56
17	Ian Rogers	Debbie Barran/Craeme Rogers	RCYC	16	16	13	15	18	81	62
18	Ian Aukema	Mary Romanuk	SJSC	DNS	15	3	DNS	DNS	84	62
19	Denis Wettlaufer	Elizabeth Patterson	NOJSC/MSC	17	17	14	14	16	82	64
20	Dianne Clarke	Bill Collins	OHCC	14	14	22	15	15	87	65
21	Neil Wilson	David Loughheed	TISC	17	17	19	19	18	95	73

...it was sunny and twinkling
 clubhouse amid twinkling
 candles and a sumptuous
 selection of salads and dinner
 entrees made up for the lack
 of wind. It was used by
 many to enjoy the friendly
 spirit of the day.
 In closing, congratulations to
 the winners who won prizes.
 The Top Team were given
 Windshirts, and T-Shirts went
 to the 2nd and 3rd place team.
 In addition, place "flags" were
 given to each of the top three
 teams. RCYC mugs for
 skipper and crew were given
 to the winners of each of the 5
 races. No one reported anything funny this year so some
 were spared their antics! Thanks to the MacInnes who
 arranged billets; Heather Macnaughton who ran Friday
 night registration and was my on-the-water back-up; Ian
 Rogers for transporting beer to keep you thirsty folks
 "watered"; and Peter Vasoff on standby as Jury! Thanks to
 all who attended. See you next year!!
 -George Roth
 good day for most.
 interesting adventures... A
 each of the marks...Made for
 exchanges of greetings at
 having challenges and
 The Top Team were given
 which of course lead to many
 enjoy tight, close fleet racing...
 knots maximum...allowing all to
 the Southeast, light, about 5
 rewards! The wind was from
 out...OCS standings were their
 starts...And as a few found
 opportunities to practice our
 was evident after several
 the fleet was aggressive...That

Friday Night Race Results 1999 - Best 5 Races
Toronto, Ontario

Rank	Club Name	2	3	4	5	Avg
1	M-1 Tim Broughton	2	2	2	2	8.75
2	M-2 Bruce Whitrow	2	2	2	2	9.75
3	M-3 John Gilchrist	2	2	2	2	10.5
4	W-1 Paul Gerlich	2	2	2	2	15.75
5	T-1 Gord Chu	2	2	2	2	15.75
6	M-4 Barry Farrell	2	2	2	2	16.75
7	W-2 Kevin Smith	3	3	3	3	16.75
8	M-5 Robert Sieradzki	4	4	4	4	22.75
9	M-6 Todd Johnstone	5	5	5	5	24.5
10	W-3 Steve Neville	6	6	6	6	25
11	M-7 Ann Savage	6	6	6	6	28
12	T-2 Bruce Nash	7	7	7	7	28
13	J-1 Frank Lortz	8	8	8	8	28
14	J-2 Mike Morrison	9	9	9	9	28.75
15	M-8 Laurie Harrison	10	10	10	10	29.75
16	J-3 Peter Nurse	11	11	11	11	32
17	T-3 Norm Rubin	12	12	12	12	34
18	W-4 Ron Walker	13	13	13	13	34.75
19	M-9 Jorg Pawlik	14	14	14	14	36
20	J-4 Marek Bilinski	15	15	15	15	36.75
21	W-5 Dave Smith	16	16	16	16	39
22	J-5 John Cawthorne	17	17	17	17	39.75
23	W-6 Heather Macnaughton	18	18	18	18	41.75
24	J-6 Ian Aukema	19	19	19	19	47
25	J-7 Mary Neumann	20	20	20	20	49
26	W-7 Steve Goode	21	21	21	21	50
27	J-8 Marty Cameron	22	22	22	22	52
28	J-9 Ray Tokarek	23	23	23	23	52
29	T-4 Fred Koehmann	24	24	24	24	53
30	M-10 Barb Keill	25	25	25	25	57
31	J-10 Jill Carey	26	26	26	26	57
32	W-8 Kathy Koehmann	27	27	27	27	64
33	M-11 Tim Hoo	28	28	28	28	64
34	M-12 George Wilson	29	29	29	29	65
35	M-13 Bob Logue	30	30	30	30	69
36	W-9 Gary Dinkill	31	31	31	31	73
37	W-6 Nona Ameson	32	32	32	32	79
38	M-1 Bob Logue	33	33	33	33	79
39	T-7 Neil Wilson	34	34	34	34	80
40	J-11 Evelyne Simpson	35	35	35	35	83
41	W-10 Al Oesthof	36	36	36	36	86
42	W-11 Howie Glen	37	37	37	37	86
43	T-8 John Shipman	38	38	38	38	100
44	M-14 Derek Shenstone	39	39	39	39	100
45	J-13 Daryl Waibe	40	40	40	40	103
46	M-15 Will Lincoln	41	41	41	41	104
47	M-16 John Turnbull	42	42	42	42	105
48	W-12 Jim McDonald	43	43	43	43	105
49	W-17 Karen Allyn	44	44	44	44	116
50	M-16 Kati Mullin	45	45	45	45	116
51	W-13 Ken Price	46	46	46	46	117
52	J-11 Teresa Mollia	47	47	47	47	125
53	J-15 Chris Maslowski	48	48	48	48	125
54	M-18 Carol Burrows	49	49	49	49	127
55	M-19 Betty Smythe	50	50	50	50	127
56	J-16 Steve Favell	51	51	51	51	132
57	M-20 Tony Greenwald	52	52	52	52	132
58	J-17 Robin Slater	53	53	53	53	133
59	J-18 Babak Abbaszadeh	54	54	54	54	134
60	T-9 Elizabeth Fedorkow	55	55	55	55	135
61	W-14 Mike Sinclair	56	56	56	56	137
62	T-10 John Bennett	57	57	57	57	140
63	M-21 Jim Johnstone	58	58	58	58	141
64	T-11 Andre Seguin	59	59	59	59	141
65	M-22 Arnold Bailey	60	60	60	60	149
66	W-15 Alan Abrams	61	61	61	61	188

2000 Sarasota One Design Midwinters

March 17 - 19, 2000

Tentative Schedule

	Sunday, March 19	Saturday, March 18	Friday, March 17
Coffee & Donuts	Coffee & Donuts	Registration: 8:00 - 10:00	Registration: 11:00 - 12:30
Races (2): 10:00	Races (2): 11:30	Skipper's Meeting: 10:00	Skipper's Meeting: 12:30
Awards: 2:30 (approx.)	Races (2): 11:30	Peel & Eat Shrimp: 3:00 - 4:00	2 Tune-up races: 1:30
	FREE BEER!	Barbecue Dinner: 4:30	Registration: 4:00 - 6:00
			And FREE BEER!



Southwinds



Classes: ALBACORE, Buccaneer, Daysailer, E Scow, Flying Scot, Inland 20, MC Scow, Santana 23, SR Max, Vanguard 15

Preregistration prior to March 1, 2000 : US \$65.00
After March 1, 2000 : US \$85.00

(Includes T-shirt, coffee, donuts, 2 dinners Saturday, shrimp, trophies)

Questions / Inquiries - Jim Barr (941) 366-1972 or email: jhbarr3620@aol.com

Mail registration form and fee to:
 Sarasota Sailing Squadron / Attn: Jim Barr
 P.O. Box 1927
 Sarasota FL 34230

Name: _____ Age: _____ Phone: _____

Address: _____

City: _____ State / Prov: _____ Postal / Zip: _____

Class: _____ Sail Number: _____ Fee Paid: _____

Harbour Master Race Results 1999
Toronto, Ontario

RANK	CLUB	HELM	Helm's												
			May30	Jun20	Jul11	Jul18	Aug8	Aug15	Aug22	Sep12					
1	OHCC	Ken Clark	6	6	4	0.75	2	16	0.75	9	2	0.75	17.00	6	4
2	M-1	Tim Broughton	2	8	0.75	4	4	6	5	5	3	4	27.75	5	4
3	J-2	John Cawthome	7	7	21	3	2	16	14	2	14	5	15	7	3
4	J-1	Peter Nurse	3	0.75	3	14	5	3	16	8	10	8	11	9	39.75
5	J-4	Ian Aukema	0.75	4	19	8	4	27	20	0.75	2	48	19	9	8
6	T-1	Gord Chu	7	7	13	3	6	4	11	3	24	10	51	11	9
7	T-2	Nom Rubin	9	3	5	16	13	4	21	4	59	16	9	9	8
8	T	Fred Koehmann	10	13	11	10	2	4	10	6	7	60	11	8	12
9	OHCC	George Roth	5	6	8	10	9	23	6	6	22	18	19	14	11
10	J-3	Mike Morrison	6	6	9	12	15	7	13	14	6	15	82	15	11
11	J-5	Evelyn Simpson	9	14	8	20	22	22	25	7	22	13	90	14	14
12	T-3	Neil Wilson	20	7	4	16	16	22	19	26	16	20	99	16	17
13	M	Tim Htoo	8	11	18	10	18	7	15	20	21	6	105	20	14
14	RCYC	Heather Macnaughton	8	10	19	22	5	21	20	12	9	14	106	21	13
15	J-6	Jill Carey	10	19	22	5	21	20	30	18	17	23	130	21	19
16	RCYC	Roger Potts	4	12	18	19	33	26	17	25	154	33	154	33	19
17	J-7	Peter Vasoff	16	13	28	28	28	25	28	22	28	28	188	28	24

More Results from the Toronto Friday Night Series...

RANK	CLUB	HELM	Club Standings												
			7-May	14-May	21-May	28-May	11-Jun	18-Jun	25-Jun	2-Jul					
1	M	Karen Marshall	2	8	0.75	4	4	6	5	5	3	4	27.75	5	4
2	J	Jackie Grummit	7	12	11	21	3	2	16	14	5	15	7	7	9
3	J	Kirk McGregor	3	0.75	12	30	5	3	26	24	10	8	49.75	11	12
4	J	Fran Steacy	6	9	12	15	13	14	6	6	15	90	15	11	
5	J	Chris Mastowski	14	14	11	8	11	22	25	7	7	122	25	15	
6	RCYC	Roger Potts	19	18	19	33	26	17	25	17	25	154	33	19	
7	J	Dave Matthews	16	13	28	28	28	28	22	28	28	188	28	24	

1999 US Nationals and International Albacore Championships
October 9-15, 1999, Rehoboth Bay Sailing Association
Dewey Beach, Delaware

The 1999 Albacore US Nationals and International Championships were hosted by the Rehoboth Bay Sailing Association over the week of October 8-15, 1999. 25 boats from Canada made the trek down to bring the total to 66 Albacores...in a big fleet again" said UK sailor Michael MacNamara.

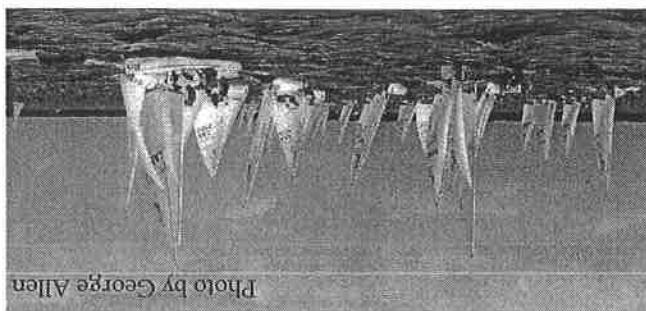


Photo by George Allen

and Jean Simmons from the UK won the Women's Trophy. The Challenger Fleet was won by American's Nathan Marsh and Matt Hastings, closely followed by Ottawa area sailors Ed Nicholas with Sue Forgues in second place and Van and Christina Sheppard in third.

Planning Albacores in Rehoboth

Thanks to an excellent race committee, seven races were completed for the both the US Nationals and Internationals in winds ranging from 5 to 26 knots.

With the shift ever-changing wind conditions many Canadians had their moments at the front of the fleet however, as many predicted the US Nationals came down to a "winner take all tacking duel," as described by one UK sailor, in the final race between current US, Canadian and North American Champion Barney Harris and three time World and current UK National Champion Michael MacNamara. Said Harris, "At the leeward mark, Mike tacked 15 to 20 times...we covered every tack...[seeking] to control the ever increasing aggression on the start lines. Harris/Byron lead for the first two days of racing with MacNamara/Shroff and past Canadian Champion Chris Gorton sailing with Henry Pedro a couple points behind. (Not to be overlooked, Chris and Henry had two bullets in those four races.) The third day threw a wind at the fleet gusting to 45 knots and all races were postponed. Raines Koby was the big winner on day three because he had the foresight to throw his sail board on the roof rack just before leaving Toronto.

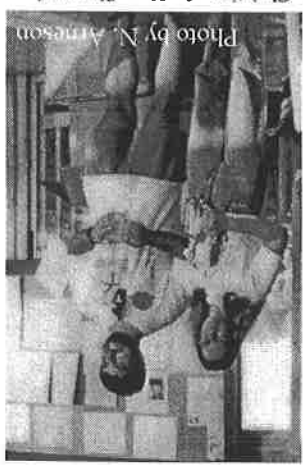


Photo by N. Arneson

MacNamara/Shroff and past Canadian Champion Chris Gorton sailing with Henry Pedro a couple points behind. (Not to be overlooked, Chris and Henry had two bullets in those four races.) The third day threw a wind at the fleet gusting to 45 knots and all races were postponed. Raines Koby was the big winner on day three because he had the foresight to throw his sail board on the roof rack just before leaving Toronto.

Much like the US Nationals, the Internationals hung in the (Continued on page 15)

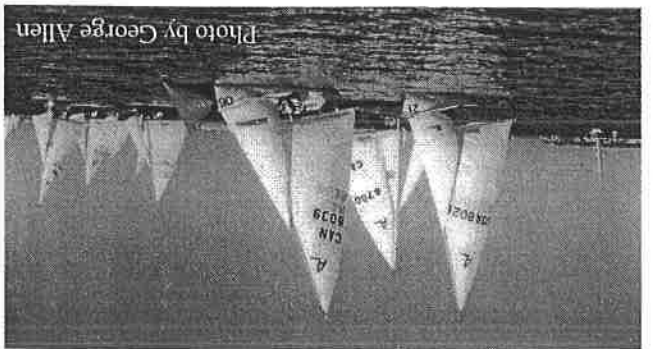


Photo by George Allen

Other prize winners in the US Nationals included Raines Koby and Abby MacInnes who won the Masters Trophy, Carmen Aradi were also top 10 finishers with a 7th, 8th and 9th sweep.

the finish line for the win". Tim Broughton and Karen Marshall finishing an impressive fifth place were the Canadian high scorers. "We firmly believe our teamwork is the reason we finished many places ahead of boats helmed by better sailors, but lacking the practice as a team," said Broughton of their efforts. Canadians Tim Broughton and Karen Marshall - say Chris Gorton with Henry Pedro, Raines Koby sailing with Abby MacInnes and Ken Clarke with Carmen Aradi were also top 10 finishers with a 7th, 8th and 9th sweep.



Photo by N. Arneson

Tim Broughton and Karen Marshall - say Chris Gorton with Henry Pedro, Raines Koby sailing with Abby MacInnes and Ken Clarke with Carmen Aradi were also top 10 finishers with a 7th, 8th and 9th sweep.

Other prize winners in the US Nationals included Raines Koby and Abby MacInnes who won the Masters Trophy,

1999 US Nationals - Results

Pos	Skipper	Crew	Sail No.	I	II	III	IV	V	VI	VII	Points	w/ Drop
1	Barney Harris	David Byron	USA 8011	2	1	1	3	3	1	1	11	8
2	Michael McNamara	Malay Shroff	GBR 6433	1	1	3	1	1	1	1	71.25	9.25
3	Jasper Craig	Becky Craig, & Becky Mattes	USA 7970	3	3	4	11	5	6	6	41	30
4	Marty Hublitz	Pascal Buckley	USA 6660	6	8	10	7	2	2	11	50	39
5	Tim Broughton	Karen Marshall	CAN 8037	9	9	6	6	6	11	14	55	41
6	Norman Halstead	Liz Macdonald	GBR 7990	4	7	7	18	4	4	8	62	44
7	Chris Gorton	Henry Pedro	CAN 7700	11	11	11	5	5	11	11	108	46
8	Raines Kobay	Abby MacInnes	CAN 5600	12	6	23	4	16	5	8	74	51
9	Ken Clarke	Carmen Aradi	CAN 7630	32	11	2	2	8	7	40	102	62
10	Jean Simmons	Derek Simmons	GBR 6434	15	9	29	8	14	17	17	96	67
11	Barrie Farrell	Ann Savage	CAN 8039	10	10	10	14	14	17	17	88	68
12	Jonathan Weeks	Pat Malby	GBR 7906	8	13	16	20	20	12	17	117	86
13	Dave Wallerstein	Chris Bénéteau	USA 7971	14	27	30	26	6	15	16	134	104
14	Gary Bain	Kate Mullin	CAN 6700	ret	20	14	19	33	13	9	170	108
15	Federick Koehlmann	Kathryn Koehlmann	CAN 8009	35	22	20	16	20	10	21	144	109
16	Ron James	Julie James	GBR 7925	7	17	19	29	13	13	16	176	114
17	Bruce Nash	David Jube	CAN 8028	20	39	9	33	26	26	15	155	116
18	Les Crane	Michael Britt-Crane	USA 7965	44	35	17	27	23	3	12	161	117
19	Peter Duncan	Marc Witowski	USA 342	17	23	34	ret	7	12	29	184	122
20	Dave Smith	Carolyn Smith	CAN 7363	5	8	8	25	4	18	184	122	
21	Ross King	Janet Duff	CAN 7403	27	15	24	17	37	36	25	181	144
22	Trevor Smith	Ann Smith	GBR 6918	22	26	28	35	23	20	216	154	
23	Norm Rubin	Nona Ameson	CAN 8012	26	37	39	28	25	25	216	154	
24	Joanna Byron	Gretchen Wilkinson	USA 8026	40	41	15	19	29	19	201	160	
25	Lars Rathjen	Janice Stapulonis	USA 7979	31	31	31	35	39	22	201	162	
26	Doug Marsh	Kay Marsh	USA 7945	dnt	12	12	9	15	38	225	163	
27	John Lawser	Mararet Little	USA 7355	29	40	28	24	18	28	229	167	
28	Daphne Byron	Nancy Engel	USA 8027	dnt	34	21	22	22	47	230	168	
29	Courtney Young	Dave Davies	USA 8027	10	10	44	47	38	30	24	216	169
30	Mary Neumann	Kirk McGregor	CAN 8016	13	45	32	32	32	44	216	171	
31	Peter Fontes	Judy Fontes	GBR 7984	19	31	26	40	32	43	215	172	
32	Heather Macnaughton	Neil Wilson	CAN 7944	16	25	47	48	19	34	220	172	
33	Ed Nicholas	Sue Forgues	CAN 7017	dnt	35	35	34	9	18	239	177	
34	Stephen Goode	Leslie Anne Connell	CAN 8022	33	14	42	41	21	30	223	181	
35	Jim Graham	Susan Graham	USA 8021	30	28	22	32	40	44	226	182	
36	Bill Buck	Karl Wittnebel, Karyl Thomas	USA 7460	34	30	18	50	43	37	239	189	
37	Ian Aukema	Mary Romanuk	CAN 8036	18	16	13	13	13	24	257	195	
38	Gordon Chu	Christine Mehling	CAN 8029	43	24	10	10	10	41	258	196	
39	Lloyd Leonard	Doug Ford	USA 7377	25	43	33	30	25	41	243	197	
40	Greg Jordan	Ken Stanek	USA 7492	45	44	27	39	22	28	244	199	
41	Dave Fennie	Ann Fennie	USA 7493	24	32	25	46	28	52	254	202	
42	Nathan Marsh	Matt Hastings	USA 6896	36	36	43	43	36	34	263	220	
43	Van Sheppard	Christena Sheppard	CAN 7463	39	19	48	36	41	38	283	221	
44	Lucian Caspar	John Liang	USA 7131	dnt	36	23	26	42	33	284	222	
45	Todd Johnstone	Laurie Hartson	CAN 8041	dnt	19	13	12	12	12	292	230	
46	Dave Huber	Dory Samuels	USA 7499	37	46	38	44	44	33	297	235	
47	Mike Morrison	Frances Steacy	CAN 7962	21	38	45	38	34	33	300	238	
48	Brian Mohan	Ted Klein	USA 4717	28	42	46	53	45	43	296	243	
49	Dennis Welltauffer	Maggie Peters	USA 8523	41	33	49	52	31	49	300	249	
50	Ian Rogers	Trish Bongard	CAN 7405	38	29	37	45	44	44	317	255	
51	Kevin Smith	Christine Short	CAN 8030	dnt	dnt	dnt	dnt	2	7	319	257	
52	Peter Gaus	Rachel Gaus	USA 7264	dnt	dnt	41	37	54	48	345	283	
53	Simon Igitl	Cecilia Jenkins	CAN 7060	dnt	dnt	52	49	40	48	345	283	
54	Paul Norloff	Robert Laughlin	USA 7379	dnt	dnt	47	53	54	47	357	295	
55	Roll Zeisler	Sue Heller-Zeisler	USA 7378	dnt	dnt	40	42	50	42	360	298	
56	Bob Kleysteuber	Willda Heiss	USA 7457	42	48	54	57	51	51	365	303	
57	Dan Caplan	Jeff Solsby	USA 7305	dnt	dnt	51	51	46	45	366	304	
58	Bill Kleysteuber	Stephanie Strand	USA 6890	dnt	dnt	50	55	55	50	394	332	
59	Uhar Roger	Moncia Hein	USA 7134	dnt	dnt	55	56	48	48	407	345	
60	Saskia Mooney	Katherine Hemmer	USA 7380	dnt	dnt	56	56	dnt	dnt	428	366	
61	Art Mohan	Gene Spillane	USA 6864	dnt	dnt	dnt	dnt	dnt	dnt	434	372	

1999 International Albacore Championships - Results

Pos	Skipper	Crew	Sail No.	I	II	III	IV	V	VI	VII	Points	w/ Drop
1	Michael McManara	Malay Shroff	6493	5	1	2	3	3	3	1	15.25	10.25
2	Barney Harris	David Byron	8011	2	2	3	1	8	10	13	38.75	25.75
3	Chits Gorton	Henry Pedro	7700	1	1	1	5	11	18	5	57.5	39.5
4	Ken Clarke	Sharon Palmer	7630	3	3	8	8	23	7	2	63	40
5	Dave Schoene	Jasper Craig	7970	6	6	12	5	5	14	22	66	44
6	Kevin Smith	Christine Short	8030	10	10	14	10	13	1	8	58.75	44.75
7	Norman Halshead	Liz Macdonald	7990	12	16	6	6	6	4	35	85	50
8	Tim Broughton	Karen Marshall	8037	16	8	8	ocs	4	20	7	115	58
9	Gary Bain	Kate Mullin	6700	9	4	4	22	7	14	26	86	60
10	Dave Smith	Carolyn Smith	7363	4	31	10	7	14	4	20	93	62
11	Joanna Byron	Greichen Wilkinson	8026	14	10	9	15	13	9	dns	125	68
12	Norm Rubin	Nona Ameson	8012	20	11	14	8	25	23	10	111	86
13	Jean Simmons	Derek Simmons	6434	15	9	11	17	2	38	37	129	91
14	Dave Wallerstein	Chits Beneteau	7971	13	49	16	9	10	33	12	142	93
15	Raines Koby	Abby MacInnes	5600	11	6	18	26	26	44	7	138	94
16	Federick Koehlmann	Kathryn Koehlmann	8009	8	26	20	20	18	17	16	125	99
17	Todd Johnstone	Laurie Harrison	8041	19	12	12	20	30	31	31	142	111
18	Gordon Chu	Christine Mehling	8029	7	7	37	40	29	8	27	155	115
19	Mary Neumann	Kirk McGregor	8016	27	37	26	22	22	9	5	159	122
20	Daphne Byron	Nancy Engel	8027	26	13	dmf	35	15	6	29	181	124
21	Tim Htoo	Erik Tinhan	7270	40	20	13	18	21	ocs	17	186	129
22	Lars Rathjen	Janice Stapulonis	7979	25	15	36	25	22	28	20	171	135
23	Ross King	Janet Duff	7403	35	34	23	19	13	14	14	174	135
24	Barrie Farrell	Ann Savage	8039	ocs	34	23	21	33	19	6	193	136
25	Trevor Smith	Ann Smith	6918	17	22	31	24	23	29	24	170	139
26	Doug Marsh	Kay Marsh	7945	30	41	25	36	16	24	9	181	140
27	Jonathan Weeks	Pat Maltby	7906	24	21	28	11	38	25	36	183	145
28	Mike Morrison	Frances Steacy	7962	18	30	32	30	30	41	16	195	154
29	Bruce Whitrow	Sandy Swiatowski	8038	ocs	5	19	27	12	37	dmf	214	157
30	Peter Duncan	David Niblett	342	31	28	34	29	17	17	21	192	158
31	Bruce Nash	David Jube	8028	ocs	19	17	42	19	42	19	215	158
32	Ed Nicholas	Sue Forgues	7017	29	38	29	10	ocs	30	23	216	159
33	Stephen Goode	Leslie Anne Connell	8022	28	29	40	32	24	12	38	203	163
34	Heather Macnaughton	Neil Wilson	7944	34	3	35	38	28	40	dmf	235	178
35	Peter Fontes	Judy Fontes	7984	23	42	33	47	31	31	18	225	178
36	Ron James	Julie James	7925	22	43	39	39	51	45	11	245	194
37	Jim Graham	Susan Graham	8021	45	40	40	39	27	32	15	239	194
38	Mike Bright	Richard Grey?	7410	21	21	24	43	36	34	40	255	198
39	John Lawser	Mararet Little	7355	38	36	52	41	40	22	21	250	198
40	Ian Aukema	May Romanuk	8036	43	53	4	33	33	47	35	257	204
41	Rolf Zeisler	Doug Ford	7378	41	33	dmf	28	32	47	26	264	207
42	Dave Huber	Dory Samuels	7499	36	44	38	34	35	39	30	256	212
43	Van Sheppard	Christena Sheppard	7463	44	50	15	31	43	41	41	265	215
44	Nathan Marsh	Matt Hastings	6896	42	48	48	37	37	36	25	272	215
45	Lucian Caspar	John Liang	7131	33	32	44	48	42	27	45	271	223
46	Ian Rogers	Trish Bongard	7405	37	45	21	45	46	45	39	278	232
47	Courtney Young	Dave Hastings	6898	32	25	27	dmf	37	dmf	dns	292	235
48	Simon Igit	Cecilia Jenkins	7060	50	46	42	16	49	46	43	292	242
49	Bill Kleysteuber	Stephanie Strand	6890	46	35	45	44	44	50	48	312	262
50	Dan Caplan	Jeff Solsby	7305	48	47	47	46	49	49	44	311	262
51	Paul Norhoff	Dennis Burroughs	7379	39	52	47	52	51	51	47	339	287
52	Peter Gaus	Diane Goebes	7264	dns	dns	46	49	48	48	49	354	297
53	Bob Kleysteuber	Wilda Heiss	7457	dmf	dmf	49	53	50	50	46	355	298
54	Art Mochan	Gene Spillane	6864	47	51	50	50	50	dns	dns	369	312
55	Matt Edwards	Chrs Faranetta	6701	49	48	51	51	dmf	dns	dns	376	319
56	Saskia Mooney	Katherine Hemmer	7380	dns	dns	49	53	52	52	50	380	323

(Internationals...Continued from page 12)

balance at the start of the last days scheduled three races. However, unlike the US Nationals, according to the UK website press release, "MacNamara produced a devastating display of boat speed and tactics to annihilate all opposition" with 3-1-1 finishes. Harris and Byron finished second. Gorton/Pedro held on to third place over Ken Clarke, now sailing with Sharon Palmer, by half a point. "Rookie"



Photo by George Allen

Albacore helm Kevin Smith sailing with Christine Short finished in 6th place followed by an 8-9-10 sweep for the Canadian teams of Broughton/Marshall, Gary Bain/Kate Mullin and Dave/Carolyn Smith.



Photo by George Allen

Issues at the IAA Executive Meeting October 1999

The International Albacore Association held its bi-annual Executive Meeting in Rehoboth Delaware during the recent Internationals. The IAA represents the interests of Albacore owners world-wide and is composed of members from the Canadian, US and National (UK) Albacore Associations. Everyone from the Canadian, US and National members of all the national classes and the second a closed meeting of the Executive. A summary of issues discussed and motions passed is included here.

MacNamara received a standing ovation at the awards dinner in Ocean City, Maryland for his fourth victory in the Albacore Internationals which was no doubt the highlight of the event for him and his crew, Malav. However, for the remainder of the fleet the highlight was probably when as top competitor MacNamara drew his own number to win the final prize in the weeks raffie prizes - a brand new North Sails jib.

When asked for general observations about the fleet and the event, MacNamara stated, "There were more good boats this year than ever before...sailors had clearly spent time in preparing both themselves and their boats. The North American fleets have raised their standards enormously in the last two years." Said Tim Broughton, "the class, for whatever reason is attracting some tremendous sailors which is raising the bar for the rest of us. Perhaps appearances are deceptive, but it seems to be...getting tougher to win." □

The formal transfer of the Albacore Foundation to the Uffa Fox copyright from the Uffa Fox Foundation to the Royal Yachting Association. This establishes the RYA's legal right to charge for use of the design. Mike indicated that the RYA is requesting a 2% builder's fee per new boat of which they forward 1% to the Uffa Fox Foundation, and return the remainder, and return the rest to the national association which built the boat. Currently, the RYA receives 75% in the UK. In return, the RYA helps administer allocation of numbers, and they would also like to which is currently done by a CAA

The IAA Executive passed a motion that the IAA notify the national Associations that the RYA is the owner of the Albacore copyright and therefore should handle number allocations and can assess an appropriate builder's fee, which needs to be negotiated. On the subject of websites, the Executive recognized their value, but

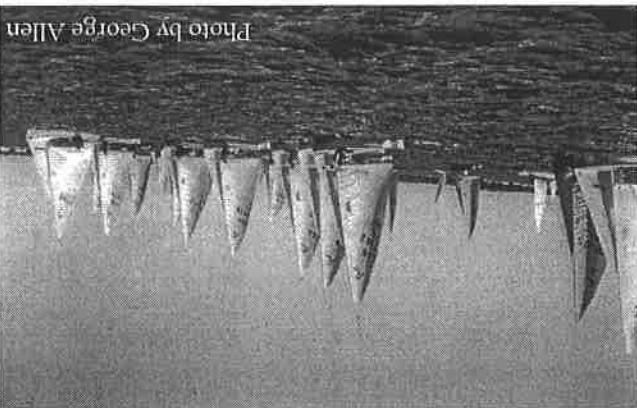


Photo by George Allen

Adjusting to Sail Those Major Events

Notes by Tim Broughton, Ken Clarke and Raines Koby

almost by rote. On the larger courses we really do have to do what the book says and sight the second mark of the next leg before starting it. When possible, it also pays to know the mark's compass bearing in case we cannot see it due to poor weather conditions, or, heaven forbid, a wall of daron ahead. At Rehoboth we saw several boats throw away leading positions by going in the wrong direction immediately after rounding a windward or gybe mark.

As we all know, sailing in clear air is essential at all times. The opportunity to identify and use lanes of clear air is usually greater on the larger courses, as is the penalty for failing to do so. On the long runs with the whisker pole up, this often means finding a lane through the fleet rather than always running to the high side for clear air.

In the Outer Harbour, space restrictions, shifty winds off the nearby land, and, sometimes, poor race management result in too short and skewed starting lines and short beating legs. With our big fleet, this places an enormous premium on aggressive — and often overly aggressive — starts. At a major event, the starting line is likely to be both long and pretty square to the wind. An overly aggressive start on a 400 metre line with an "I" or "black" flag flying can really hurt a series, as several sailors found in each of the three major events in 1999. A conservative start in clear air away from the busy (risky) ends usually pays better over the series. At Rehoboth, even the World champions got caught out more than once fighting for the perfect start.

On Friday nights we simply want to be as close to the front of the fleet as possible. A more sophisticated game plan helps in a longer series — even if it is only: being as close to the front of the fleet as possible in each race. The longer and squarer lines also place a bigger premium on reading the wind patterns and developing a strategy for each race. For example, winning the start at a slightly favoured pin end doesn't help when you really should be on the right side of the course but now find 55 boats on your starboard hip, spread laterally over a quarter of a mile. It is interesting to note that the World champions, Mike MacNamara and Malay Shoff, were often crossing transoms on port tack, well buried at the start, yet rounded the weather mark (1.25 nautical miles later) leading the fleet. Choosing the right strategy (and going fast) was far more important than winning the start.

The Albacore design tends to promote tactical racing but boat speed counts more on the bigger courses. We have to make our boats go as fast as we can. Consequently, tacking with other boats both ahead of the event and before each race is even more important for the events sailed on larger courses. Many top sailors believe this is the single most

(Continued on page 17)

The majority of North America's Albacore fleet races regularly in Toronto's Outer Harbour. For many of us this has become our universe for Albacore sailing. Although this is a great learning ground, particularly for sailing in large fleets, we discovered that the world can be much different outside the harbour. Many of us find we have to make a few adjustments in our approach to compete successfully in the major events, such as 1999's Canadians at Kingston and the US Championships and Internationals at Rehoboth. What follows are some thoughts on adjustments that we have found worthwhile.

We are really fortunate that most of the Albacore sailing in Canada is right on our doorstep. Often the first adjustment for a major event is simply getting there. If, as Groucho Marx (or was it Karl Marx?) said, 80% of life is simply showing up, we have to make sure we have the equipment and transport necessary to campaign away from home. The basics, such as greasing the trailer's wheel bearings or borrowing some spare equipment, like a rudder, can make all the difference. Those dreadful words, "the hitch is in the ditch" may mean the most ambitious aspirations are defeated before getting to the starting line. After trailering and before the first race, check *all* nuts, bolts, screws, fittings, etc., to ensure everything is tight. Make every thing that moves so the controls work. Get to the club early, so you are not trying to step your mast 20 minutes before the first start.

In the Outer Harbour we sail with a wealth of local knowledge which we use almost unconsciously. Away from home there are many new facts to gather — particularly: wind patterns, tide and current effects, and the closing time of the local bars. Local sailors of the opposite sex can be a great source of such information, we are told. If you have not sailed in an area before, get out on the racecourse at least once before the races. Check that your rig is properly set up after trailering, check current, and get used to what visual landmarks may be available, and get a sense for the size of the race area. This is not a substitute for local knowledge, but at least not *everything* will be new on the first start line.

There are many close visual reference points in the Outer Harbour and a compass can be more misleading than helpful. The opposite is true on the larger courses used for major events. On the larger courses it may be very difficult or impossible to read wind shifts by looking at landmarks. We find it really helps for the crew to read the compass and clearly communicate the important information it offers. We also have to use our peripheral vision more because the competition is laterally spread out further than on a smaller course.

At home we know where the marks of the course are

makes sailing against the fleet as a whole even more of an imperative. During the major events, certain boats consistently run high off windward and gybe marks in an attempt to win a tactical battle with one or a few boats. While this battle was going on, half a dozen or more boats would pass them working down the thumb line. They seemed mystified as to why they won the tuffing contest, yet finished below mid-fleet. Tim and Ken discovered after the Internationals that, prior to the event, we had each identified certain sailors who have a penchant for engaging in extended one-on-one challenges. We each felt they presented a significant threat to our placing well and we avoided them like the plague. If they cannot avoid tuffing matches altogether, the top sailors generally conclude them quickly and then get on with business.

At a major event we invest a lot more effort in our sailing. This investment can go down the drain if we break, or are deemed to have broken, the rules. At the Internationals Ken sat on a protest committee that heard six protests and saw, first-hand, how close a couple of otherwise excellent sailors came to being tossed because they did not present their best case. Don't let the rule junkies spoil your regatta. Know the rules, take them seriously and have a protest kit ready. Don't let right-of-way boats catch you napping, avoid confrontations if you can, practise 720s and do them if you are in the wrong. □

Donations to the 1999 Canadian Albacore Championships

The Canadian Albacore Association would like to thank the following businesses for their generous donation of merchandise used as raffle prizes at this years Canadians.

- | | |
|-----------------------------|----------------|
| 1 pair of Hiking Shorts | Boardsports |
| 3 Life Vests | Bouy-O-Bouy |
| 2 Life Vests | Mustang |
| 1 Epoxy Repair Kit, | Noahs |
| 1 Gelcoat Repair Kit | O'Brien |
| 2 O'Brien Sweatshirts | Fogh Marine |
| 1 Tiller Extension | Nautical Mind |
| 3 Sailing Books | Genco Marine |
| \$25 Gift Certificate | Xerox |
| 1 Camp Chair, | Allman Sails |
| 1 canvas & leather Knapsack | JC Sails |
| 2 Duffle Bags | Ontario Yachts |
| 1 Duffle Bag | |
| 1 Albacore Centreboard | |

T h a n k y o u

(Sailing Major Events...Continued from page 16)

with good speed and confidence. In Rehoboth and Kingston, the ability to maintain maximum boat speed through changing conditions was critical to success. This applies to changing gears throughout a race as well as from one race to the next and from one day to the next. One-on-one boat tuning in a variety of conditions is probably the best way to work on "changing gears" as the wind and water conditions change. The Rehoboth and Kingston experiences also underlined the need to sail in the lake more often to improve our sailing in steep waves.

Generally, our events are completed in one day. Regattas spread over several days raise new challenges. Not least is to sail with someone you can get along with in a boat over an extended period (those old jokes can wear awfully thin after a week). Unlike the average one day event, we can expect to sail under a variety of conditions and must be prepared to make both the mental as well as the tuning adjustments. Physical conditioning and stamina also play a bigger role during an event covering several days, as does maintaining mental focus. That celebration the night *before* instead of the night of the last race really can make a difference (although one or two sailors really do seem to sail better with a hangover).

A few sailors regularly indulge in one-on-one duels regardless of the impact on their overall placing. The high quality of sailing throughout the fleet in the major events

(IAA Meeting...Continued from page 15)

determined that each class should add an IAA page, with identical information, to its existing web-site. This would save funds and achieve the same purpose.

The IAA Executive also resolved that no future telecommunication charges by IAA Council members are to be charged to the IAA; such charges should be placed to the members national Association. Further, a one-time assessment to national Associations of \$2 (Canadian) per Association voting member will be placed for the year 2000 to pay for RYA affiliation (38¢ per year) and any remaining past bills; all future vouchers to IAA must be presented within 1 year of payment; 1999 assessments to national Associations are waived; the \$2CA per year assessment for year beyond 2000 is ended.

The next International Albacore Championships will be hosted by the Brits in 2001. This event will probably be held at the Royal Yacht Club of Torbay, in Torquay, Devon in the first week of August. □

Daphne Byron
Past President IAA

(Continued on page 19)

The winners, George Roth and Rosemary Helmer, repeated their 1998 results, but this time in reverse positions. In 1999, George was helm and Rosemary crewed. It speaks of flexibility.

The winners, George Roth and Rosemary Helmer, repeated their 1998 results, but this time in reverse positions. In 1999, George was helm and Rosemary crewed. It speaks of flexibility.

courses and running all races on schedule under particularly trying conditions. PABAR continues its record of never having had to cancel a race in 26 years.

Sail #	Skipper	Crew	Race 1	Race 2	Race 3	Totals
7400	George Roth	Rosemary Helmer	1	2	1	3.5
7957	Kevin Smith	Christine Short	3	1	3	6.75
5502	Bill Foster	Lianna Foster	6	5	2	13
6626	Ian Rogers	Tish Bongard	5	3	6	14
7438	John Lawler	John Hassard	2	8	5	15
5923	Dennis Wellhafer	John Godfrey	8	4	4	16
7141	Mike Lishman	Jake Lishman	9	6	7	22

We welcome input from any CAA members and encourage them to communicate their input in writing to the Class Development Committee c/o Chair, Rosemary Helmer at H: 416-964-8427, Email: rhelmer@hmg.com, Fax: 416-961-4644 or by mail to 264 St. Clair Ave. West, Toronto, Ontario, M4V 1R7.

Steve Killings' three initial concept designs were shown to the members at the CAA AGM with the purposes of seeking CAA member input. Over the Fall 1999/Winter 2000 period, the Class Development Committee's next steps are to grapple with the mechanics of achieving the required cost reductions and the associated design refinements to meet the key objective of lowering the price of the Albacore versus the current Albacore design/construction. Our desire is to come forward with a recommendation to the membership in 2000 about how to best achieve the required cost/price reductions of a new interior design. Note: the intent is not to change the underwater hull shape and hence not to change the current performance including characteristics of the Albacore. This approach will ensure that any new design will not invalidate existing owners boats. □

This project is being undertaken in close consultation with Ontario Yachts (Don Oakie & Dirk Kneulman) the current Canadian authorized builders of Albacores. The services of marine architect and renowned Canadian yacht designer Steve Killings, who sailed Albacores for many years, have been secured to create the new design and to guide the commercial implementation of the new interior design. All this, of course, assuming membership approval to proceed with the launch of the project and IAA/RVA approval of any attendant class rule changes which may or may not be necessary.

Congratulations should first and foremost be given to Mike Mosley and the Race Committee for setting three excellent sailors.

The 26th edition of PABAR was held on August 14, 1999 in bright sunshine and a stirring northeasterly, gusting at times to the 25 knot range. Competition was tight throughout and exciting planning reaches were very much the order of the day with boats changing places while surfing down sizable swells. By the time it came for the usual picnic on the Bradshaw rocks, the wind had veered enough to provide a quiet interlude and a needed rest for the tired

PABAR Pointe au Baril, ON By Ian Rogers AL 6626 Checkmate

The purpose of the Interior Redesign Project has its origins in a 1994-95 IAA initiative to redesign the interior of the boat only (i.e. no hull shape changes) so as to create an Albacore which is easier and less expensive to build. When the UK withdrew its funding from the IAA project, Canada chose to continue the project under its own initiative. The current 7 piece internal design of the OY Albacore contributes heavily to the current expense of construction and the buoyancy issues which sometimes arise in construction. The objective of pursuing a reduced cost construction is to seek to reduce the price of the Albacore to make it more affordable when compared with other dinghies which younger people, camps, clubs and new family owners are known to choose among. The overall intent is to stimulate new boat purchases, increase CAA membership and strengthen our builder's Albacore business.

The Committee's membership has evolved over the past few years and currently consists of: Doug Paterson, First Vice-Commandore, Peter Brayshaw, Dave Weaver, IAA & CAA Chief of Specifications, Rick Clayton, CAA Chief Measurer and newly retired CAA Secretary Raines Koby. Past members still available to us as advisors are Chris Gorton, Bob Stiff and Ian Rogers.

Albacore Interior Redesign Project Report by Rosemary Helmer

1999 OHCC Albacore Regatta September 11, 1999 Toronto, ON

By Kevin Smith

Sailing out on the Big Pond, that's where the fun is, that's where the action is, that's where we find waves. OHCC does it every year thanks to the able organization of Dave Harris and Ross King. This year's regatta was well attended by 36 keen racers. Some were veteran teams training for the worlds, some were new teams giving the big lake their first try, and then there was John Gilchrist who just turned 50 years old, trying 3 in a boat.

I remember sun, wind and waves, lots of shifts and planing on the reaches. Amazingly the regatta was successfully run with only 4 people. Fraser and Courtney Rennie ran the R/C boat from the middle of the course, while Ken and Doris Brown set the course and did crash boat duty.

Christine and I tried the Barney technique of easing the jib halyard to depower upwind. Christine also eased the jib sheet a little, in sync with the mainsheet whenever we were hit by a gust. Our speed upwind was not bad, but our pointing suffered slightly. Raines Koby said after the regatta, that he was struggling with his upwind speed for the first two races until he discovered his jib leads needed to go further outboard. (After the Worlds, Raines also said his */?# jib bar is coming off, after numerous breakdowns and other frustrations.) Technicalities aside, the boat felt good when it was sailed flat and when both sails were in balance.

The team to beat upwind, as always, was Tim and Karen. These two somehow have a special touch upwind in any condition. They are very fast and point very high. Many a coach has explained upwind technique with two words: sheeing and pinwheel. Foster who came from behind for an excellent second place finish in the final race.

Awards were presented at the regatta dinner held at the historic old Ojibway Club. The presentations were ably made by John Lawler who stood in for the Regatta Chairman, Jeff Wilkins, who was unavoidably absent. □

(FABAR...Continued from page 18)

(Continued on page 20)

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The Canadian
Albacore Association
at the:

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Toronto
International
Boat Show

Rank	Helm	Crew	Race 1	Race 2	Race 3	Race 4	Points
1	Kevin Smith	Christine Short	2	2	6	2	6
2	Raines Koby	Abdy Machnes	4	6	2	1	6.75
3	Tim Broughton	Karen Marshall	1	3	4	3	6.75
4	Marek Balinski	Nora Hoffer	3	9	10	4	16
5	Mike Morison	Fran Steacy	8	6	3	7	16
6	Ross King	Janet Duff	7	7	17	5	17
7	Tin Htoo	Erk Tihnan	13	7	7	1	19.75
8	Barrie Farrell	Ann Savege	10	5	8	8	23
9	John Cawthorne	Jackie Grummitt	23	1	7	20	27.75
10	Bruce Withrow	Sandy Swiatowski	15	10	13	6	29
11	Ian Aukema	Mary Romanuk	DNF	11	11	10	32
12	Todd Johnstone	Laure Hamson	8	DNF	17	8	33
13	Marty Cameron	Juanie Chevrier	5	14	24	15	34
14	Dave Harris	Paul Stern	21	31	9	9	39
15	Fred Koehmann	Kathy Koehmann	14	13	15	13	40
16	Gary Bain	Sylvia Davidson	9	16	16	16	41
17	Gordon Chu	Christine Mehling	12	18	12	12	42
18	Bob Ski	Sam Barrett	16	16	20	20	52
19	Steve Goode	Leslie Connell	DNF	12	31	11	54
20	Ken Clarke	Sharon Palmer	27	4	4	4	58
21	Bruce Nash	David Jude	11	32	28	19	58
22	George Roth	Karen Platkowski	19	20	19	21	58
23	H. Macnaughton	Neil Wilson	30	15	18	26	59
24	George Wilson	Suzanne Wilson	20	27	27	21	59
25	Evelyn Simpson	Chris Maslowski	18	29	25	17	60
26	Bill Collins	Dianne Clark	24	24	14	14	62
27	Rod Dobson	Pablo Cazaurang	17	19	19	19	63
28	Mary Newmann	Marina Desage	28	23	30	14	65
29	Kate Mullin	Camen Aradi	25	22	22	22	69
30	Rob Ter Brugge	Bill Vandergust	26	26	23	23	72
31	Stephen Quick	Pat Malby	31	25	27	24	76
32	Will Lincoln	Greta Lincoln	32	30	26	22	78
33	Bob Siff	Jamie Siff	29	29	29	25	82
34	Carol Burrows	Desouza	33	33	33	33	92
35	Teresa Mollia	Sarah Musgrove/John Gilchrist	34	34	34	34	93

steering. Somehow Tim and Karen have found that magic combo that works. Ask him how it's done. He probably can't explain it but ask him anyway.

(OHCC Regatta...Continued from page 19)

teams who were inspecting their centerboards. Some of the hotter teams sail in Albacores at the National Yacht Club. Maybe not that lucky, since our head instructor was called the dragon lady. She was 65 years old, couldn't swim, chain-smoked and screamed her head off. We learned all the sails on a Clipper ship (ask Barrie Farrell), but most importantly we learned to sail in waves on the big pond. Ease, hike, and pump to catch a wave. Move your weight aft (really far aft, both skipper and crew) to keep your bow up once you are planing. As a skipper I couldn't respond to gusts and lulls, therefore Christine was the real mover and shaker. Many thanks to Dave Harris and Ross King for organizing the regatta. Two kegs of draft and Mexican food courtesy of Marjach's Restaurant on Yonge Street were consumed in no time. Special thanks to the main sponsor Tobasco who donated Cajun cookbooks, small bottles of Tabasco Sauce and decorated silk underwear to a few special performers.

Let's race out on the lake some more!

The 2001 Worlds are in Torquay, U.K. promising big waves, strong winds and strong tides. □

Kevin was taught to sail by Louise Gardner at National Yacht Club Sailing School, in Albacore, early 1970's. Tried Fireball, 470, Hobie, Tornado, now back to Albacores. Active member of OHCC. Rookie Friday night skipper in 1999, sailing for Westwood.

Toronto Island Sailing Club Open Regatta August 21, 1999 Toronto, ON

Rank	Club	Helms	Crew	Score	Race 1	Race 2	Race 3	Race 4	Score
1	MSC	John Gilchrist	Heather Gilchrist	4	4	0.75	3	0.75	4.5
2	MSC	Todd Johnstone	Pat Malby	3	3	2	0.75	8	5.75
3	JT	Mike Morrison	Fran Steacy	2	2	6	18	3	11
4	MSC	Tin Htoo	Mel Desouza	6	6	3	5	15	14
5	MSC	Barrie Farrell	Ann Savage	5	5	4	13	5	14
6	TISC	Gordon Chu	Christine Mehling	13	13	12	2	2	16
7	WW	Kevin Smith	Christine Short	10	10	8	6	7	21
8	OHCC	Ross King	Janet Duff	9	9	9	4	36	22
9	MSC	Kate Mullin	Carmen Aradi	11	11	7	8	14	26
10	WW	Steve Goode	Leslie Connell	7	7	13	9	10	26
11	TISC	Fred Koehlimann	David Jube	8	8	10	14	9	27
12	JT	Peter Nurse	Kirk Macgregor	15	15	5	10	20	30
13	TISC	Bruce Nash	Mary Ann Edmonstone	18	18	17	12	4	33
14	JT	Mary Neumann	Dawn Curtis	12	12	11	11	22	34
15	JT	John Cawthorne	Robert McDonald	16	16	16	7	13	36
16	TISC	Norm Rubin	Paul Tempary	22	22	20	15	6	41
17	MSC	Marty Cameron	Joanne Chevier	14	14	15	24	16	45
18	TISC	Kathy Koehlimann	Kathryn Hunt	21	21	22	16	11	48
19	JT	Evelyn Simpson	Martha Desage	19	19	20	20	12	50
20	TISC	Neil Wilson	David Lougheed	17	17	18	21	23	56
21	MSC	Mark Bayley	Arnold Bayley	20	20	14	23	26	57
22	JT	Jill Carey	Diane Shercock	23	23	21	17	19	57
23	TISC	Nona Arneson	Laurie Frame	26	26	23	19	17	59
24	JT	Babak Abbaszadeh	Stan Piotrowski	27	27	25	25	18	68
25	MSC	Tim Broughton	Karen Marshall	0.75	0.75	36	34	34	68.75
26	MSC	Barbara Revill	Ken Birse	30	30	27	22	24	73
27	TISC	John Bennett	John MacInyre	32	32	26	26	21	73
28	MSC	Carol Burrows	Sebastian Kowalczyk	24	24	24	27	34	75
29	MSC	Betty Smythe	Jake Smythe	25	25	28	28	34	81
30	TISC	Henk Wondergem	Brad Tingley	33	33	30	29	25	84
31	TISC	Andre Seguin	Clem Burrows	28	28	31	31	27	86
32	TISC	Elizabeth Fedorok	Jon Schaeffer	29	29	29	30	28	86
33	TISC	John Tall	Doug Shingley	31	31	34	34	34	99

Get your ideas in now....

Regatta Results
Andrew Albert's Racing Rules
Naming Your Albacore

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