



Shackles and Cringles

Canadian Albacore Association



photo courtesy of Henry Pedro

Early Spring Sailing, Sarasota, Florida

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Letter from the Commodore

Hello Fellow Albacore Sailors

Welcome to a new sailing season. We may not be quite there yet (as I write this it is snowing yet again!) but soon the snow and ice will give way to sun and fun.

We are looking forward to another great year and once again the CAA newsletter and our web site will keep you informed of sailing events, regatta news, race results and lots of Albacore information.

And, this year Canada is hosting the International Albacore Championships in Kingston in July. We will be welcoming our friends from the U.K. and the U.S. for an action packed week of racing and socializing.

Your CAA executive was elected at the AGM held at the Canadians this past September. Many executive members from last year are continuing in their positions. Many thanks to the outgoing members, Mary Neumann and Van Sheppard, who did an excellent job.

Welcome to Sandy Swiatlowski who joins as Rear Vice Commodore in charge of organizing the Canadian Albacore Championships to be held in Toronto September 2003.

Karen Piatkowski returns as Editor of Shackles and Cringles and she would appreciate articles and pictures from you for any one of the 4 newsletters she publishes over the year.

Abby MacInnes continues as Membership and she will shortly be sending your renewal notice. Join immediately to ensure you continue to receive the newsletters and other benefits of membership.

Henry Pedro is Second Vice Commodore. He did a superb job again of organizing our participation in the Boat Show in January and is our webmaster. Please visit our web site to stay informed of Albacore events, simply go to albacore.ca. We also have a Classifieds section if you are thinking of buying or selling an Albacore or its parts.

Dave Smith is in charge of scheduling – making sure we can fit all the events into a too short summer. Check out the regatta and race calendar for this summer.

George Roth continues as Chief Measurer and this year will be dealing with the revised buoyancy rules. Stay tuned for further details on how and why we will be changing the certification process for boat buoyancy. David Weaver continues as Specifications Chair.

Heather Macnaughton continues as Past Commodore and is also one of our IAA (International Albacore Association) reps. Heather has taken on the role of organizing the International Albacore Championships this July and is being helped by a keen committee of fellow Albacore sailors and partygoers.

Jason Roth looks after our finances as Treasurer, Teresa Miolla continues as Secretary and I (Ann Savege) returned as Commodore.

The position of Third Vice Commodore was not filled (HINT – please think about volunteering for a position next year so the CAA can continue to deliver a full range of benefits for members). This position organizes our race training events but this year, because the schedule needed to make room for the Internationals, we have decided not to sponsor race training sessions but to sponsor a race management clinic. Abby MacInnes has stepped in to organize this event.

On the international scene, Ken Clarke continues as President of the International Albacore Association and Canada's other two reps are Raines Koby and Heather Macnaughton.

Further details about our events can be found in this newsletter or on our web site.

Happy sailing in 2003.

– Ann Savege

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Waterfront plans make sailors' hearts sink Non-profit clubs fear losing Outer Harbour spot

Kerry Gillespie – City Hall Bureau – The Toronto Star

Most Torontonians imagining the joys of a redeveloped waterfront likely envision wandering along the water's edge on a beautiful summer's day, watching boats peacefully sail by. But the city's sailors warn that if some of the waterfront ideas go forward, the boats might not be there at all. "It seems they haven't really thought much about the sailing community," said Ian Aukema, a member of the St. James Town Sailing Club, one of nine non-profit clubs sharing an Outer Harbour spot. Ideas being bandied about for Toronto's waterfront, which are causing some 2,000 sailing, rowing, or canoeing and windsurfing club members to worry, include filling in parts of the lake to expand parkland and moving the nine clubs from the area they have enjoyed for the last 30 years. "They're talking about moving us out of that location to another one. Well, there are no other protected locations," Steven Staples, who canoes with the Hanlan Boat Club, said about the small strip of the Outer Harbour, where the clubs lease land from the city and offer annual memberships of a few hundred dollars. Staples was among some 250 people at a recent waterfront community meeting to hear the latest about the city's plan to remake the 10-kilometre stretch from Exhibition Place to Ashbridges Bay. It's part of Robert Fung's Toronto Waterfront Revitalization Corp. plan to reconnect the city to the lake, and turn the derelict port lands into vibrant communities with 40,000 new homes, 35,000 jobs and public spaces running throughout. Boaters are also worried about expansion plans for the island airport. This week, the Toronto Port Authority, which runs the Toronto City Centre Airport, is putting out a request for bids to build a lift-bridge at the foot of Bathurst St. The bridge would allow cars to drive to the airport, but would restrict sailing through the waters it spans. The Ontario Sailing Association represents 6,000 boating families in the Toronto area and says the bridge is both unsafe and a hindrance to boaters' enjoyment. Council approved the fixed link – subject to the settling of a lawsuit – which the port authority says will help to attract more business, dramatically increase the number of flights a day and allow the money-losing airport to turn a profit. But if airport expansion and waterfront revitalization plans keep moving at the pace they have been, it may be a while before boaters face such problems. The port

authority's \$1 billion lawsuit against the city over 250 hectares of land – 1 1/2 times the area of High Park – which it claims were improperly transferred to the city in the 1990s without adequate compensation, is in limbo. The city still hasn't passed Making Waves, its vision and land-use planning document for the waterfront. A revised version will be available today, and a public meeting is scheduled for 9:30 a.m. on April 4 in the council chambers. The waterfront corporation picked a chief executive officer last fall, but the province and city have yet to approve the hire. "This poor waterfront corporation, they've been stuck in never-never land," said Councillor Pam McConnell, who held the public meeting last week. "They've been given the mandate, but none of the authority," said McConnell (Ward 28, Toronto Centre-Rosedale). By the time they do get the authority, the boaters plan to be more vocal than they have been. "We're waking up," said Al Osatchoff, treasurer of the Outer Harbour Sailing Federation, which represents the nine clubs. "If they accomplish what's on some of those sketches it will reduce our water space," Osatchoff said. Equally troubling, he said, is the question as to whether the clubs can afford to set up shop again if forced to move. The city seems to be listening. "That's something we'll have to address," said Ted Tyndorf, director of planning for the area. "It's one of the important elements of community balance." Relocation "could obliterate some of the clubs," said Jeany Ellis, 29-year-old head coach of Havergal College's rowing team and a board member of the Hanlan Boat Club. "We're happy where we are," she said yesterday as the Havergal crew unloaded their sculls at the club after attending training camp in Tennessee. "The water here isn't the best in the city," she added. "But we have much less traffic" than along the busy western lakefront.

With files FROM Vanessa Lu and Jim Wilkes

Weekend Testing Session Highlights Improved North Sails Main and Jib

— by Henry Pedro

Over the past few years there has been a switch in manufacturing at North Sails. In the past, Albacore sails were constructed in North's manufacturing facility in Mississauga, Ontario. A few years ago production was switched to their mass production facility in Sri Lanka. This was initially seen as good for the class – production costs would decrease, and the increased use of automated processes would guarantee a more consistent product with fewer sample-to-sample differences.

Initially things were fine, but less than a year into production there were some difficulties with the manufacturing process which encompassed poor materials selection. This resulted in sails that were different from the examples from the Mississauga loft.

This prompted a several year development cycle in search of a faster and better suite of Albacore sail. The multi year effort produced an improved prototype mainsail and a jib with improved cloth.

Because several sailors including yours truly were planning a weekend testing and tuning session in Sarasota, FL on March 1, 2, 3, it would be a perfect opportunity to put these new sails through their paces on different boats and in different weather.

The result was a definite change in the shape of the mainsail. Although there were some issues remaining in the characteristics of the mainsail and jib, most agreed that the new sails were big improvements over past years' sails.

North is currently processing all the comments and criticisms, and will be implementing these recommendations in the final production models due for delivery early this spring. We're looking forward to seeing and using these new sails. We appreciate the efforts North Sails has made to develop better product for the Albacore fleet.

CAA Race Management Training

Mark your calendar!

Saturday May 24 & Sunday, May 25

The CAA is sponsoring a Race Management Training weekend, lead by Canadian Yachting Association instructors. The program will be based on the OSA Race Management Training Program, including Level 1 and Level 2, with a focus on the requirements of the Albacore fleet. This community event will be hosted by Mooredale Sailing Club.

Come and learn about:

- Ⓡ Roles of the members of a race committee
- Ⓡ Compass skills
- Ⓡ Setting and maintaining start/finish lines
- Ⓡ Mark and Course Setting Theory
- Ⓡ Anchoring Techniques

... and more!

Watch the CAA web site for more information!



Quantum Sails to Produce McNamara Sails.

In response to local demand, Quantum Sail Design Group in Toronto is now producing McNamara Sails for the Albacore class under license. According to representative Ken Mitchell the sails will be identical in every way to the original McNamara sails. Mitchell explained that sail cloth, cuts and patterns will be selected to McNamara's exact specifications.

With retail prices of \$800 for a mainsail and \$390 for a jib, Quantum expects prices to be competitive to other manufacturers' sails.

Mitchell expects the first production examples to be ready for delivery in mid-March.

Quantum Sails

2242 Lakeshore Blvd. West

Toronto, ON M8V 1A5

416 503-1931



Class Rule 4, Buoyancy—Changes, 2003

by *George W. Roth*

CAA members have currently practiced under Class Rule 4, Buoyancy annual buoyancy test requirements as a safety necessity. The procedure has “implied” that the owner is responsible for the state of buoyancy of his hull. The key word here is “implied.” The annual testing confirms this by witness that on a given date the particular hull in question meets the stated Class Rule 4 requirements.

In early the Summer of 2002, the Royal Yachting Association, the holder of the Albacore copyright and administrator secretary of the class rules, requested a group of marine legal advisors to review buoyancy issues of all classes that the RYA administers. The recommendations of that committee were that the “implied” responsibility needed to be clearly defined and clearly stated that it was “solely” the responsibility of the hull owner for all class rule buoyancy requirements. This was to clear any liability responsibilities that officers of the class associations, as well as RYA, may have in the event of personal loss or any physical harm as the direct result from neglected adherence to the Class Rule 4 buoyancy requirements.

RYA has purposed changes in the wording of Rule 4, that reflect the new requirement that the boat owner solely sign a document (such as CAA members have, the blue card measurement certificate) that the hull indicated consistently meets the class rule standards.

The International Albacore Association that controls the class rules, asked the Rules Committee to review the proposal and make recommendations in order that the Class Rule 4 would be applicable in all country class associations equally. The IRC made minor word modifications. Members at the respective country associations 2003 annual meetings will make the final endorsement of this rule change.

The new class rule take effect 1 March 2003.

In Canada, as per wording, it will require that each class member and/or boat owner will receive an appendix document to add to their measurement certificate, to allow the execution of the owners signature and a “designated” witness signature.

In order to be sure of the liability interpretations as per the changes in the class rule 4, legal advice is forthcoming. The issue of concern is that of the “designated person or persons” who may witness the boat owner’s signature.

There will be further notations regarding the implementation procedure published as soon as that advice is known.

In simple terms, the requirement from this point forward will be that each class member/boat owner will need to certify that they are totally responsible for the buoyancy of their hull and that his/her hull does in fact meet all Class Rule 4 requirements and that the required testing, as per Class rule 4 has been undertaken annually.

If further details are required contact:

– *Chief Measurer, George W Roth.*



photo courtesy of Henry Pedro



2003 INTERNATIONAL ALBACORE CHAMPIONSHIPS

**THE PLACE FOR ALL ALBACORE SAILORS FROM
AROUND THE WORLD TO BE!!**

**From Sunday July 20 (practice race) to Saturday July 26, 2003
Kingston, Ontario, CANADA**

- \$429 Pre-registration cost prior to May 25, \$499 after May 25
- Three dinners for all sailors included in price plus chance to win fabulous daily draw prizes
- Reasonable accommodation prices including camping on the shores of Lake Ontario (within walking distance of sailing site)
- Great GUL windshirts available at special pre-registration price - \$ 69 plus tax with registration and \$79 plus tax at the regatta (\$ 120 retail value).

BE THERE!

For more information check out www.albacore.ca





Albacore Internationals 2003

KINGSTON, ONTARIO

July 20 – 26, 2003



1. INVITATION:

Sail Kingston and the Canadian Albacore Class Association invite you to the *Albacore International Regatta 2003*, to be held in the waters off Kingston, Ontario.

2. ORGANIZING AUTHORITY:

The Organizing Authority will be CORK/Sail Kingston with the assistance of the Canadian Albacore Class Association.

3. SITE:

The regatta will be hosted from Portsmouth Olympic Harbour (POH).

4. ELIGIBILITY:

The Regatta is open to Albacores whose entry has been accepted by the Organizing Authority and whose helmsman is a registered member of the Albacore Class Association. Competitors must meet all ownership, class membership, and yacht measurement requirements, must have completed registration and paid all event fees before beginning competition.

5. MEASUREMENT:

All entrants are reminded that, according to class rules, any boat shall be subject to measurement throughout the event. All boats must be accompanied by a valid measurement certificate with current buoyancy endorsement.

All boats entered will be subject to measurement of weight and sails endorsement at an assigned time upon arrival at registration. Boats and equipment will be measured only at scheduled times assigned at registration.

All hulls will be weighed in a stripped, dry condition as per class rules. The choice of centerboard in or out is hull owner's option. An arbitrary weight will be assigned to the centerboard depending on the material of construction, if the hull owner's choice is to weigh with the centerboard in.

This weight check is not an official re-weighing: no adjustments will be made to any data listed on accompanying measurement certificates.

Sails for the event:

As allowed by Class Rules, two jibs, two mains;

These will be checked for measurement compliance and stamped for use in the event. No other sails may be used in the event, except as authorized by the Jury.

NO new sail endorsement will be available at registration or during the event.

All Boats must carry a ten (10) meter tow line, a paddle, and for each person on board, a life jacket with Transport Canada approval or national approval in the country of residence.

6. INSURANCE:

Each participating boat shall be insured with valid coverage for damage and third party liability insurance.

7. RULES:

The Regatta will be governed by the 2001-2004 Racing Rules of Sailing (RRS). In the event of conflict, the English version will prevail and the sailing instructions will take precedence.

8. SCHEDULE:

10 races are scheduled.

| Date | Time | Event |
|--------------------|-----------------|--|
| Friday, July 18 | 12:00 - 6:00pm | Registration / Measurement |
| Saturday, July 19 | 9:00am - 6:00pm | Registration / Measurement |
| Sunday, July 20 | 9:00am - 12:00 | Registration / Measurement |
| | 12.30 pm | Skippers' Meeting |
| | 2:00pm | Practice Race (optional) |
| | 6:00pm | Opening Ceremony at Portsmouth Olympic Harbour BBQ to follow at Harbour Restaurant located at Olympic Harbour |
| Monday, July 21 | 11:00am | Warning gun 1st Race, others to follow asap |
| | | Albacore Pub, daily prize giving |
| | | Kingston in the Evening * (not included in fee) |
| Tuesday, July 22 | 11:00am | Warning gun, other races to follow asap |
| | | Albacore Pub, daily prize giving |
| | | Social Event in Kingston – possible cruise (not included in fee)* |
| Wednesday, July 23 | | Spare Day. Racing will be scheduled if needed |
| | | Touring – Biking – Golfing - Fort Henry Sunset Ceremony (optional activities) |
| Thursday, July 24 | 11:00am | Warning gun, other races to follow asap |
| | | Albacore Pub, daily prize giving |
| | 6:00pm | International Albacore Class Association <i>Closed</i> (Executive) meeting in Press Lounge |
| | 7:00pm | Pizza party at Albacore Pub |
| | 8:00pm | International Albacore Class Association <i>Open</i> meeting in Press Lounge |

| | | |
|-------------------|---------|--|
| Friday, July 25 | 11:00am | Warning gun, other races to follow asap |
| | | Albacore Pub, daily prize giving |
| | | Free Evening |
| Saturday, July 26 | 11:00am | Warning gun, other races to follow asap No sequence today to begin after 1400 hours |
| | 6:00pm | Awards Banquet and DJ Dance (dinner at 7:00) at Howard Johnson Hotel |

*** to be confirmed**

9. COURSE:

Courses will be as described in the Sailing Instructions.

10. CREW CHANGES:

Crew changes during an event, may not be made unless permission is granted by the organizing committee in advance of the race in which a change occurs.

11. SCORING:

The Low Point Scoring System will apply. One race is required for a series. If 6 or more races are completed, boats may discard their worst score. The Scoring Penalty in rule 44.3 will apply.

12. ENTRY & FEES:

Early registration fee: \$429.00 (Cdn) before May 25th, 2003. Late registration: \$499. This includes a per diem fee to the City of Kingston for use of facilities.

13. AWARDS:

Prizes will be awarded to the top 10 boats.

14. ACCOMMODATION:

Competitors have a range of accommodation from which to choose. Most tend to stay at one of the many Queen's University or St. Lawrence College residences. These are as close as a three-minute drive from the mooring area. Queen's University maintains a beautiful campus, often compared to American Ivy League campuses.

15. CONTACT AND MAILING:

ROSS CAMERON
C/O CORK / SAIL KINGSTON
53 YONGE ST
KINGSTON ON, K7M 6G4, CANADA
Tel: (613) 545-1322 Fax: (613) 548-3752
E-Mail: sail@cork.org Website: www.cork.org

HEATHER MACNAUGHTON, EVENT CHAIR
E-mail: hmacnaughton@look.ca
Website: www.albacore.ca/2003internationals

Entry Form
Albacore Internationals July 20 – 26, 2003
(sign-in is required upon arrival)

| | | | |
|---|---|---|-----------------|
| Skipper Name: | | Awards Dinner (please circle one) Salmon Beef or Vegetarian | |
| Street: | | City: | |
| Prov/State: | | Code: | Country: |
| Home Phone: | | Work Phone: | |
| Fax: | | E-mail: | |
| | | | |
| Crew Name: | | Awards Dinner (please circle one) Salmon Beef or Vegetarian | |
| Street: | | City: | |
| Prov/State: | | Code: | Country: |
| E-Mail: | | | |
| | | | |
| Sail No: (include letters) | | Boat Name | |
| Yacht Club | | Albacore Class Association 2003 | |
| Bouyancy Certificate | | | |
| PAYMENT INFORMATION: All in Canadian Dollars | | | |
| Entry Fee | \$429 (to May 25) \$499 | | |
| Extra Dinner Tickets | \$30.00 each Salmon / Beef / Veg | | |
| Bag lunch for the 5 sailing days | Regular or Veg \$30.00 per person | | |
| Windshirt Sm Med Lg XL | \$69. each (to July 19) \$79. at regatta | | |
| TOTAL | | | |
| Cash or Cheque (US or Cdn) Visa Mastercard | | | |
| CC# | Expiry Date | | |
| Signature: | | | |

Please turn over

Disclaimer

Please accept this entry application for the 2003 Albacore Internationals in Kingston. As a crew, we hereby agree to comply with the Racing Rules of Sailing (RRS), Class Rules, the Notice of Race and the Sailing Instructions.

We acknowledge that we are entering this Regatta at our risk and do hereby release and hold harmless the Canadian Albacore Association, Sail Kingston, the Canadian Olympic-training Regatta, Kingston (CORK) and its Organizing Committee, as well as their officers, members and agents, both jointly and severally, from any liability for any loss, injury or damage to any persons and/or property that might arise from our participation in this Regatta, even if such loss, injury or damage be caused by the negligence of those so released and held harmless.

We declare we are insured with valid coverage for damage and third party liability insurance.

In the event that court action is undertaken, we agree that the jurisdiction and venue will be Kingston, Ontario, Canada and that Ontario law will govern any arbitration or litigation.

Signature: _____ Signature: _____

MEASUREMENT

Please choose date for measurement, this is a first come first served basis. Early registrants will be assigned a measurement time and will be contacted.

Preferences: (please choose day)

| Friday | Saturday | Sunday |
|-----------------------------|------------------------------|-------------------|
| (beginning at or around 12) | (beginning at or around 9am) | (completed by 12) |

Upwind Pacing

– by Barney Harris

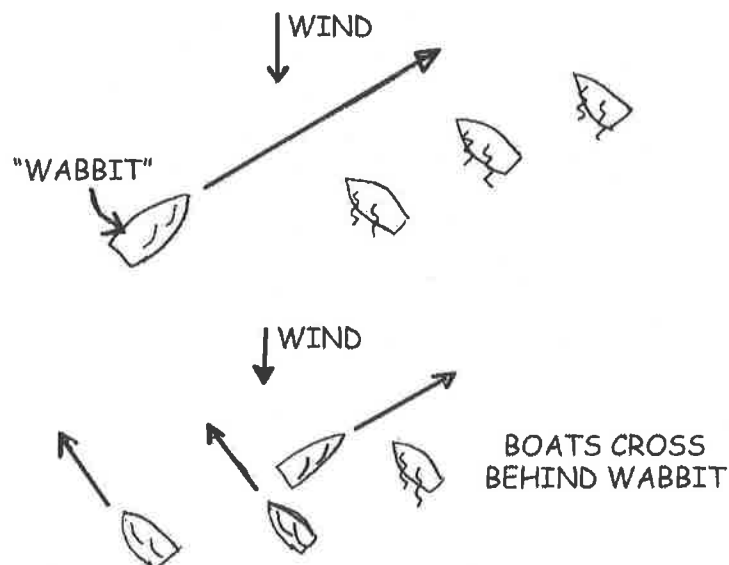
You and your crew and three other boats head out for an afternoon of mid week practice. Having had to bail out of work early and 'dis' the family, you want to make the most of the time on the water. The wind is blowing nicely. All four boats sail into open water. After 15 minutes of gesticulating and shouting over the wind, you finally get the idea across to the other boats to sail upwind. Everyone sheets in – but one boat is not in clear air and falls rapidly behind. Another boat is pointing significantly higher than the others and becomes separated. You try to get everyone together, and after another 15 minute delay, the group is off again. Before long it becomes late in the afternoon and time to head home. The group went out with the best intentions but in reality only got about 25 cents on the dollar for the time spent.

Practice is one of three essential facets in a dinghy racing program. To get the best bang for the time invested, one must not leave the shore without a good game plan. Here are some thoughts on upwind pacing exercises:

1. There is no way to shout instructions to multiple boats over the wind. It is therefore imperative that everyone knows what they will be doing before leaving the shore so no discussion on the water is required.
2. Begin in an area of open water with a long fetch to windward and steady breeze.
3. Its critical to keep the boats together. Ideally one will have all boats within a few boat lengths of one another so that an "apples to apples" comparisons can be made. If boats are separated by more than 4 or 5 boat lengths, they will be in differing wind and sea conditions, and will invalidate any results.
4. All boats must sail in clear air and water. If a boat ends up in bad air, they will go slower no matter who is driving and no one learns anything.
5. No more than four boats. More than 4 boats can only work if every boat's skipper and crew are accomplished at this technique.

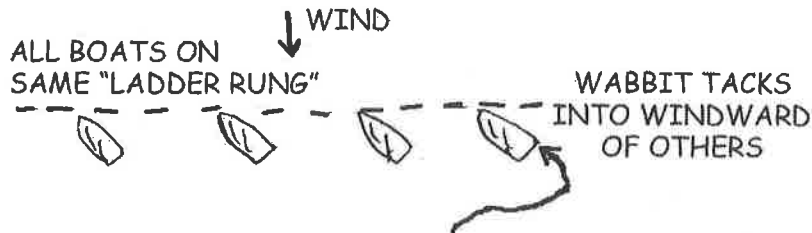
Here is the procedure:

Pick one boat to be the rabbit. Set up towards the leeward side of the sailing area. When all are ready, the rabbit sails as fast as possible on close hauled on port (or starboard) tack. The other boats set up on a close hauled course on starboard tack with their sails luffing. As the rabbit sails by, the other boats sheet in and accelerate to top speed, crossing close behind the rabbit in the process.

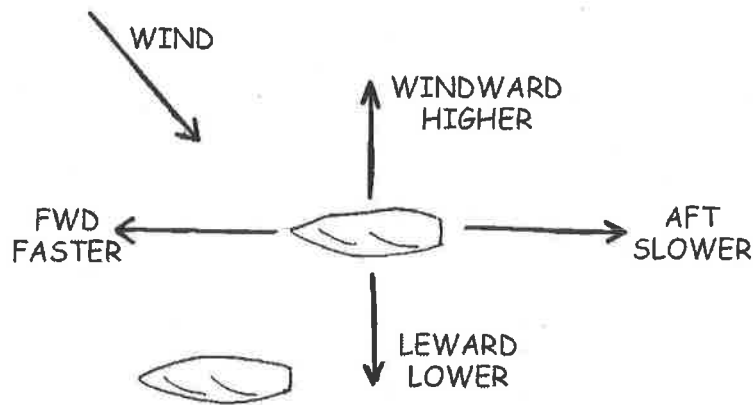




The rabbit sails for 1.5 to 2 boat lengths past the last boat and tacks. Ideally there will now be between 1.5 and 2 boat lengths between each boat, and all boats will be on close hauled, at top speed, and on the same "ladder rung." There is enough space for each boat to sail in undisturbed air and water, yet they are close enough that all are sailing in pretty much the same conditions.



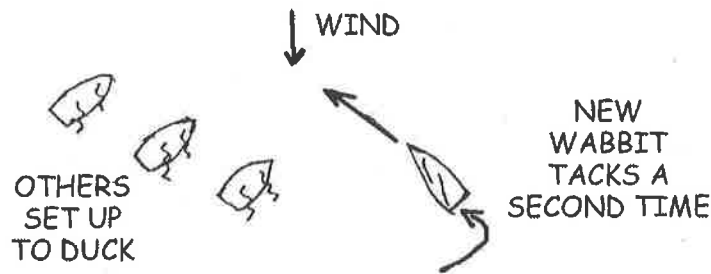
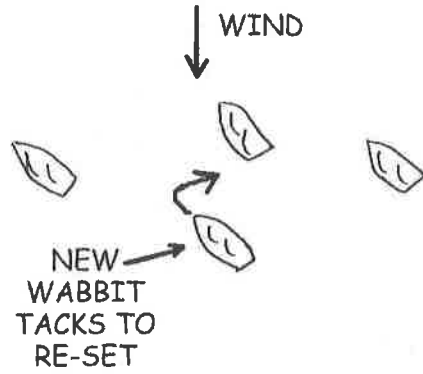
Each driver and crew must focus 100% on making the boat go as fast as possible. I will have the crew call out how each boat is doing relative to the others – I will concentrate on steering and sheeting the boat so intently that I will not want to look away for even a second. In order to communicate, the boat crew must be able to communicate the relative change in position. Generic statements such as "...we're doing better now;" and "...they're going faster" are meaningless and force the driver to look away from the sails to see what the crew is trying to convey. I prefer a simple coordinate system based on the longitudinal and transverse axes of the boat as depicted below.



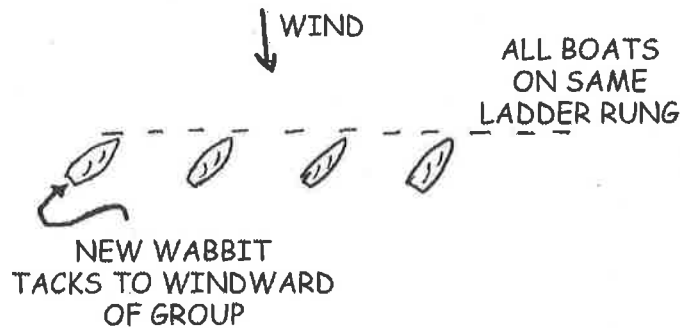
Now when a crew says "boat ABC is climbing to windward on us" or "they are moving forward" it has some meaning. Even better is "boat xyz has climbed _ boat length" or "we have moved to bow even with boat def to leeward." This enables the crew to look around and talk while the driver drives.

Eventually one or more boats will begin to work ahead of the others, and one will fall behind. When any boat can not maintain their lane, they should tack. This is the indication to the other boats that its time to re set. The boat that tacked is now the rabbit for the others.





In this case the group had been pacing on starboard, so the rabbit must sail past all of the other boats and then tack a second time to starboard. The other boats must tack and position themselves in individual lanes and be ready to pass behind the rabbit on port. After the last boat crosses, the rabbit tacks onto port and the process repeats.



In this way the group sails more or less to windward, first on port, then on starboard, resetting as appropriate. All the boats tend to stay together. No one spends much time in disturbed air, since the boat that loses its lane is the one to initiate the reset. Most importantly, no on the water debate is required.

Keep an eye on the breeze to windward and the compass heading and adjust your feedback based on the wind shifts and variations in pressure. For example, in the spring sea breezes we sometimes get on the Chesapeake Bay, the wind shifts to the right the further one gets to the western shore. This windward boat appears to climb off those to leeward while tuning on starboard. Conversely the leeward boat appears to climb on a boat to windward while on port. In practice last season we would rapidly climb away from our tuning partner, who was generally lower and faster. We would rapidly become separated when we set up to windward. It was very interesting when we set up to leeward – with us gravitating towards pointing and our partner gravitating toward footing, each of us were forced to sail away from our normal modes, a very interesting exercise.

There is plenty of reason to practice with an International championship in North America this year. July is coming – are you ready?

– Barney Harris USA 6701

Canadian Albacore Championships Results

Geneva Park – September 13, 14 and 15, 2002

| Rank | Sail # | Club | Helm | Crew | R 1 | R 2 | R 3 | R 4 | R 5 | R 6 | R 7 | R 8 | Pts |
|------|--------|-------|---------------------|---------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| 1 | 6701 | WRSC | Barney Harris | David Byron | 1 | 8 | 7 | 13 | 1 | 1 | 3 | 7 | 28 |
| 2 | 8092 | WSC | Christopher Cook | Eryn Stoddart | 5 | 11 | 1 | 14 | 3 | 2 | 8 | 11 | 41 |
| 3 | 8030 | WSC | Kevin Smith | Sharon Kong | 6 | 2 | 4 | 5 | 7 | DNF | 1 | 17 | 42 |
| 4 | 7977 | MSC | Tim Broughton | Laurie Harrison | 24 | 4 | 13 | 9 | 2 | 6 | 2 | 8 | 44 |
| 5 | 5600 | RCYC | Raines Koby | Abby MacInnes | 7 | 1 | 15 | 6 | 5 | 10 | 15 | 21 | 59 |
| 6 | 8088 | PRSC | Marty Hublitz | Pascal Buckley | 13 | 25 | 6 | 7 | 9 | 3 | 5 | 16 | 59 |
| 7 | 7363 | OHCC | Dave Smith | Carolyn Smith | 2 | 6 | 8 | 16 | 10 | 21 | 13 | 14 | 69 |
| 8 | 7270 | MSC | Tin Htoo | Colin Mowattt | 3 | 23 | 21 | 3 | 6 | 12 | 19 | 9 | 73 |
| 9 | 7243 | OHCC | Ian Brayshaw | Jeff Beitz | 10 | 9 | 14 | 10 | 42 | 4 | 26 | 2 | 75 |
| 10 | 6660 | OHCC | Alan Humphreys | Julia Erichsen | 23 | 29 | 5 | 1 | 11 | DNF | 7 | 15 | 91 |
| 11 | 8035 | JTOWN | Ann White | Ed Young | 9 | 7 | OCS | 4 | 21 | 30 | 14 | 6 | 91 |
| 12 | 8084 | PSC | Andy Roy | Ken Roy | 28 | 5 | 19 | 29 | 15 | 15 | 6 | 4 | 92 |
| 13 | 7419 | OHCC | Ken Clarke | Sharon Palmer | 33 | 20 | 2 | 2 | 13 | 7 | 17 | 33 | 94 |
| 14 | 6697 | RCYC | Mike Milner | Jeanette McCandless | 11 | 21 | 3 | 8 | 4 | 20 | 34 | 42 | 101 |
| 15 | 6434 | WRSC | Peter Duncan | David Niblett | 12 | 3 | 16 | 33 | 17 | 16 | 24 | 13 | 101 |
| 16 | 8097 | WSC | Marty Cameron | Joannie Cameron | 8 | 12 | 26 | 15 | 19 | 17 | 12 | 18 | 101 |
| 17 | 7958 | NSC | Gordon Fleming | Patty Maloney | 19 | 37 | 17 | 11 | 33 | 5 | 27 | 1 | 113 |
| 18 | 8039 | MSC | Barrie Farrell | Pat Maltby | 18 | 13 | 10 | 19 | 12 | 23 | 21 | 25 | 116 |
| 19 | 8044 | MSC | Ann Savege | Sandy Swiatlowski | 4 | 27 | 23 | 12 | 25 | 33 | 25 | 5 | 121 |
| 20 | 8034 | JTOWN | Gary Bain | Nigel Risby | 16 | 17 | 20 | 37 | 29 | 14 | 10 | 26 | 132 |
| 21 | 7403 | OHCC | Ross King | Leslie Connell | 25 | 18 | OCS | 24 | 20 | 11 | 9 | 27 | 134 |
| 22 | 8091 | WSC | Milutin Ajdacic | Andrew Bell | 14 | 34 | 31 | 17 | 14 | 8 | OCS | 22 | 140 |
| 23 | 8042 | MSC | Teresa Miolla | Christine Short | 31 | 10 | 25 | 28 | 38 | 35 | 16 | 3 | 148 |
| 24 | 8051 | JTOWN | Mike Morrison | Rebecca Eagen | 22 | 35 | 30 | 22 | 31 | 24 | 11 | 10 | 150 |
| 25 | 7969 | NSC | Ed Nicholas | Sue Forgues | 30 | 14 | 9 | 25 | 34 | 25 | 22 | 29 | 154 |
| 26 | 8050 | WSC | Henry Pedro | Sarita Jackson | DNF | DNF | 12 | 23 | 16 | 9 | 32 | 24 | 158 |
| 27 | 7983 | MSC | George Wilson | Suzanne Wilson | 37 | 24 | 11 | 36 | 26 | 22 | 20 | 20 | 159 |
| 28 | 7944 | RCYC | Heather Macnaughton | Yvonne Howard | 17 | 38 | 22 | 20 | 18 | DNF | 29 | 19 | 163 |
| 29 | 8041 | MSC | Todd Johnstone | Heather Gilchrist | 29 | 36 | OCS | 18 | 24 | 27 | 4 | 30 | 168 |
| 30 | 8049 | WSC | Steve Goode | Karen Piatkowski | 26 | 15 | 27 | 21 | 39 | 26 | 38 | 23 | 176 |
| 31 | 8016 | JTOWN | Fran Neumann | Karen Steacy | 21 | 19 | OCS | 26 | 22 | 31 | 23 | 36 | 178 |
| 32 | 6700 | NSC | Van Sheppard | Chrissy Sheppard | 20 | 31 | 28 | 27 | 27 | 18 | 33 | 42 | 184 |
| 33 | 7400 | OHCC | George Roth | Maxine Newby | 34 | 26 | 18 | 34 | 35 | 32 | 18 | 32 | 194 |
| 34 | 8100 | OHCC | Jason Roth | Mike Spicer | 36 | 32 | 24 | 31 | 28 | 19 | 28 | 35 | 197 |
| 35 | 8036 | JTOWN | Ian Aukema | Mary Romaniuk | 15 | 33 | OCS | 38 | 8 | DNF | 30 | 37 | 203 |
| 36 | 8053 | JTOWN | Chris Maslowski | Diana Wetmore | 27 | 16 | 33 | 35 | 32 | 29 | 42 | 34 | 206 |
| 37 | 8046 | MSC | Derek Shenstone | Doug Doole | 42 | 42 | 34 | 39 | 23 | 13 | 31 | 38 | 220 |
| 38 | 7630 | NSC | Caroline St-Orge | Luc Desjardins | 32 | 30 | 32 | 30 | 37 | 34 | 35 | 28 | 221 |
| 39 | 6731 | OHCC | Bill Collins | Diane Clark | 42 | 22 | 29 | 32 | 30 | DNF | 37 | 31 | 223 |
| 40 | 7960 | NSC | Warner Monteiro | Sonja McAuley | 35 | 28 | OCS | 42 | 36 | 36 | 36 | 12 | 225 |
| 41 | 5923 | NLSC | Dennis Wettlaufer | John McHutcheon | 38 | 39 | 35 | 40 | 40 | 28 | 39 | 39 | 258 |

| Rank | Sail # | Club | Helm | Crew | R 1 | R 2 | R 3 | R 4 | R 5 | R 6 | R 7 | R 8 | Pts |
|------|--------|--------|----------------|-----------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| 1 | 8019 | JTOWN | Paul McHugh | Sandra Mitchell | 1 | 1 | 2 | 2 | 2 | 3 | 3 | 1 | 12 |
| 2 | 8017 | JTOWN | Kirk McGregor | Winston Lau | 3 | 2 | 1 | 1 | 1 | 5 | 2 | 2 | 12 |
| 3 | 7980 | | Adam Nicholson | Fred Nicholson | 2 | 3 | 4 | 3 | 3 | 2 | 4 | 5 | 21 |
| 4 | 8038 | MSC | Carol Burrows | Susan Calihan | 4 | 4 | 3 | 4 | 5 | 1 | 5 | 3 | 23 |
| 5 | 7887 | SAILRA | Martin Rheume | Ed Massoti | 5 | 5 | 5 | 5 | 4 | 4 | 6 | 6 | 34 |
| 6 | 6999 | MLSC | Myles Wilson | Chris Patterson | DNF | DNF | DNF | DNF | DNF | DNF | 1 | 4 | 35 |

Editors' Note – by Karen Piatkowski

Hello everyone and welcome to a new season of Shackles and Cringles. My apologies for not including the 2002 Canadians Results in the last issue.

The CAA would like to acknowledge the companies that were gracious and generous enough to sponsor this regatta, without their kind donations we would not have been able to arrange much in the way of social events. Aside from the great sailing and challenging competition, it was nice to have draw prizes, food and beverages for everyone's enjoyment. A sincere and warm thank you to Thomas Fogh of North National Outdoor Group, Morten Fogh of Fogh Marina, Greg Bratkiw of Quantum Sails, and Rick at Noah's Boat Building.

This seasons Canadian Championship will be another fantastic regatta, thanks to the monumental efforts of Sandy Swiatlowski from Mooredale Sailing Club. Some details need to be firmed up, but at this point in time I can tell you that the regatta will be held on Lake Ontario and hosted by the community sailing clubs of the Outer Harbour. Our Saturday evening dinner will be held at the Ashbridges Bay Yacht Club, with a fantastic menu planned. This, along with the Internationals being held in Kingston 8 weeks before the Canadians, promises to make this a busy summer for all of us.

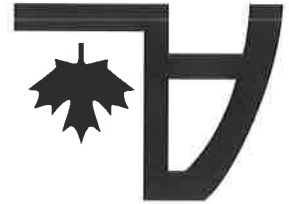
Please visit our web site often to stay informed as details become available. Looking forward to seeing everyone out on the water.



Regatta Events 2003

| Date | Event | Club | Location | Contact | E-mail |
|------------------|---------------------------------------|-----------------------------------|-----------------------------------|-------------------------------------|--|
| March 21-23 | Mid Winters | Sarasota Sailing Squadron | Sarasota, FL | Jim Barr | jbarr3620@aol.com |
| May 3-4 | Mid Atlantics | Myles River Yacht Club | Myles River, MD | Peter Duncan | sailfaster@aol.com |
| May 25-26 | Race Management Training Session | Toronto Community Clubs | Outer Harbour, Toronto, ON | Abby MacInnes | membership@albacore.ca |
| May 24-25 | PRSA Spring Regatta | Potomac River Sailing Association | Washington, DC | Peter Duncan | sailfaster@aol.com |
| May 31 – June 1 | Tarts and Balls | Toronto Sailing and Canoe Club | Toronto: Humber Bay | Derek Griffiths | voodoo@eol.ca |
| June 7-8 | RCYC Open Regatta | Royal Canadian Yacht Club | Inner Harbour Toronto | Heather Macnaughton 416-367-9898 | hmacnaughton@look.ca |
| June 14-15 | Nepean Open | Nepean Sailing Club | Lac Deschenes on the Ottawa River | Van Sheppard 613-729-8939 | vsheppard@neptec.com |
| June 14 | St James Town Regatta | J-Town Sailing Club | Toronto, ON Outer Harbour | Mary Neumann | mary_neumann@sympatico.ca |
| June 28-29 | Ontario Albacore | Peterborough Championship | Clear Lake Sailing Club | Harold Briggs Peterborough, ON | harold.briggs@sympatico.ca 705-742-2746 |
| July 5 | OHCC Open | Outer Harbour Centreboard Club | Toronto, ON Outer Harbour | Ross King 416-422-5830 | rossking@sympatico.ca |
| July 12 | Westwood Regatta | Westwood Sailing Club | Toronto, ON Outer Harbour | Howie Glen | howeglen@sympatico.ca |
| July 12-13 | Admiral Byrd Regatta | Cambridge Yacht Club | Cambridge, MD | Contact Peter Duncan | sailfaster@aol.com |
| July 20 – 26 | Albacore International Championship | Portsmouth Olympic Harbour (CORK) | Kingston, ON | Heather Macnaughton 416-367-9898 | hmacnaughton@look.ca |
| August 9 | Mooredale Open | Mooredale Sailing Club | Outer Harbor Toronto | Bob Logue | janbob@trigger.net |
| August 9-10 | Fishing Bay Regatta | Fishing Bay Yacht Club | Deltaville, VA | Peter Duncan | sailfaster@aol.com |
| August 16 | PABAR Regatta | Pointe-au-Baril Sailing Club | Shawanaga Bay off of Georgian Bay | Jeff Wilkins 416-496-1000 | jeffw@webcomlink.com |
| August 16 | New Skippers Race | Westwood Sailing Club | Outer Harbor Toronto | Contact Howie Glen | howeglen@sympatico.ca |
| August 16-17 | The Don Rantz Memorial | Sail RA | On the Ottawa River, Ottawa | Colin Fyfe 613-723-5792 | colinfyfe@sympatico.ca |
| August 23 | Toronto Island Open | Toronto Island Sailing Club | Inner Harbour Toronto | | racing@torontosailing.com |
| Aug 30-31 | RCYC Royal Weekend Open | Royal Canadian Yacht Club | On Lake Ontario Toronto | Heather Macnaughton 416-367-9898 | hmacnaughton@look.ca |
| Aug 30-31 | Kanata Open | Kanata Sailing Club | Lac Deschenes on the Ottawa River | Stephen Anderson | sjander@rogers.com |
| Aug 30-31 | Labour Day Regatta | West River Sailing Club | Galesville, MD | Peter Duncan | sailfaster@aol.com |
| September 6-7 | Fanfare Regatta | Nepean Sailing Club | Lac Deschenes on the Ottawa River | Van Sheppard 613-729-8939 | vsheppard@neptec.com |
| Sept 12-13-14 | Canadian Albacore Championship | Lake Ontario South | Toronto, ON of Toronto Island | Sandy Swiatlowski | rearcommodore@albacore.ca |
| September 20 | Round The Island Race | St James Town Sailing Club | Outer Harbor Toronto | Mary Neumann | mary_neumann@sympatico.ca |
| September 27 | "We Can't Call it the Worlds" Regatta | Mooredale Sailing Club | Outer Harbor Toronto | Bob Logue | janbob@trigger.net |
| October 11-12-13 | U.S. Nationals | Rehoboth Bay Sailing Association | Rehoboth, DE | Peter Duncan | sailfaster@aol.com |





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