

The Clipper



June 1975

Racing Seminar

This year's sailing seminar really came up aces - both with the weather and with the participants.

When I woke up Sunday morning and heard the CBC muttering words about "gusts to 25," I envisioned either a self-rescue seminar or an alcohol-sodden day huddled around a blackboard.

Fortunately, the wind and weather goblins decided to favor us with perfect conditions: steady winds increasing during the day from five to ten, and cloud giving way to brilliant sunshine.

The seminar started at 10a.m. with a skippers' meeting for the 26 participants. We then held two races on a short triangle and broke for lunch from 1200 to 1300.

At one o'clock a short chalk-talk was held pointing out the errors observed from the whalers. Armed with this knowledge, three more races were held in the afternoon. These proved particularly exciting and unusual as RCYC was using our starting pin as a race marker, and IYC was using our weather mark as a turning point for

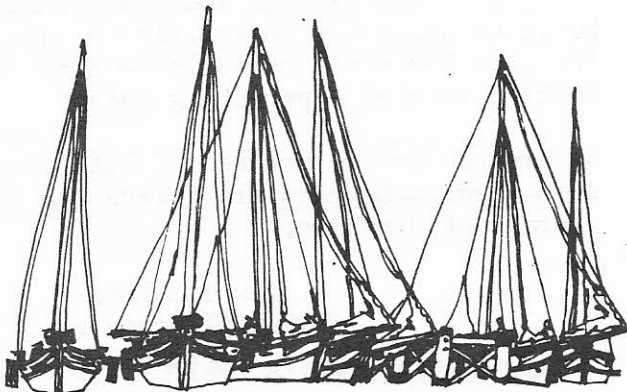
their sailpast...and the "Gladys" and "Harvey Simpson" were using our start line as a point of interest for their harbor tours. I don't think I've ever seen so many boats in the harbor at one time.

Generally the most impressive improvements came at the start and on the weather leg. From absolute timidity, chaos and port tack approaches on the first start came starts within seconds of the gun at the favored end of the line and simple approaches to the first mark, as opposed to a multitude of needless tacks earlier in the day.

As well as the immediate remedial advice offered individually from the whalers, here are some basic bits of advice for future use:

1: STARTS: Stay closer to the line while the preceding class is starting - about ten lengths away and towards the favored end of the line, or at the favored end away and to the windward of the boats milling about for their start. Stay clear of the starting area or you will be disqualified. If you are approaching the line too early, luff your sails to slow down, but don't head up so high that you get caught in irons.

2: GOING TO WINDWARD: Remember these points: a) Jib and main hauled in hard; b) Traveller over centre in moderate air, to leeward in heavy air, to windward in light air; c) Keep feeling for the highest point on the wind by luffing gently until your jib starts fluttering, then bear off until it fills; d) Keep the boat flat. Get your crew up on the weather rail "hiking 'is ass off" just as the puff





ALGONQUIN ISLAND

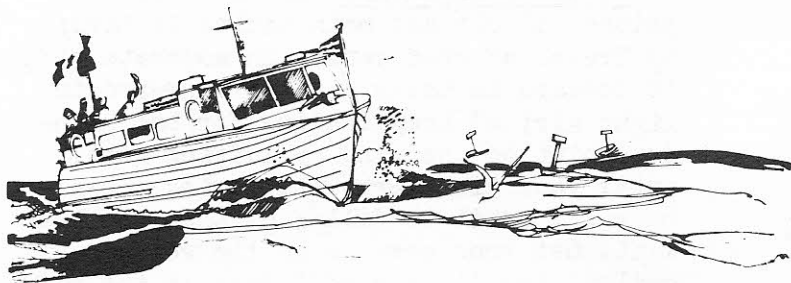
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Management Report

The Lobster Night Party was a resounding success. One hundred and thirty people sat down for dinner and the response was so enthusiastic that we are hoping to schedule another Lobster Night, possibly in the Fall. We can't name all of the people who worked so hard to make sure that everything ran smoothly, but you know that many members, their wives, daughters and friends spent a lot of time on Friday night and Saturday making sure that we all had a good time. Thanks.

We are having to lay down some fairly strict rules regarding travel to and from the club on the tender. Would members please have their cards ready when boarding the boat. This makes it easier for the boat drivers who have been given explicit instructions by the management board to gather fares from people who do not show their cards.

If you are inviting guests to the club, you can pre-register them by leaving their names with the boat driver. We must do this to conform to Liquor Board laws that demand that all guests be registered.

And please, no alcoholic beverages on the tender. Finish your drinks before you get on the boat.

Could I also remind members to make sure they put their garbage in the cans, placed at strategic locations around the club. The staff will pick it up from there. We are trying to make the club grounds look as neat and tidy as possible. To this end, would members who have material stored under their lockers please remove it for the time being at least so that we can get to the garbage and trash that's built up under the locker blocks. When the cleaning squad moves in -- it's going to be a case of "everything goes."

We are now in the process of building more Laser racks and also racks for the storage of dinghies.

Tom Tomblin.
Vice-Commodore.

