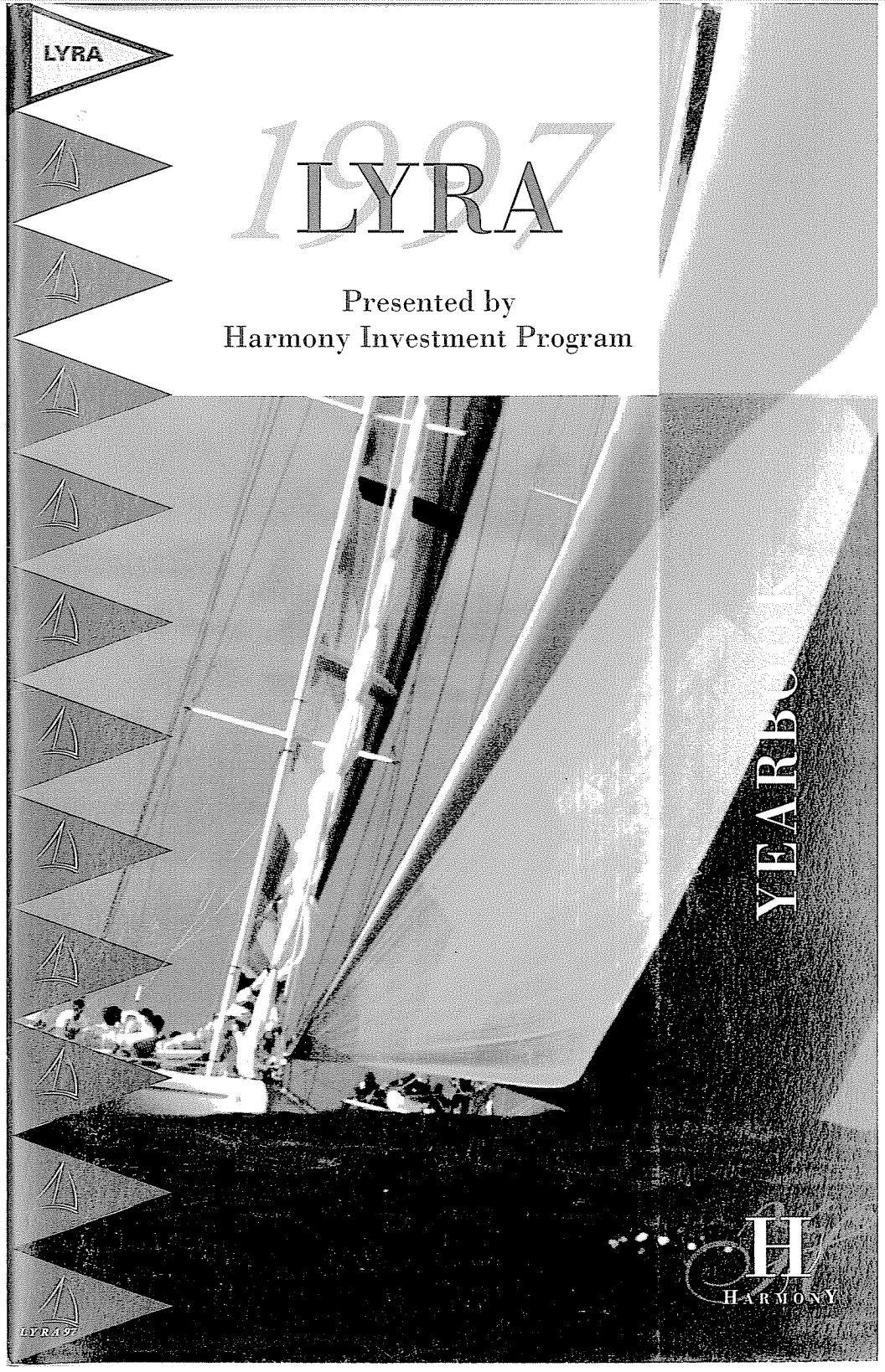


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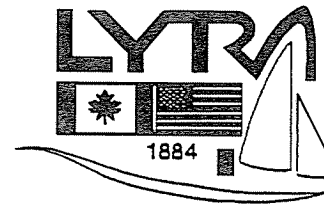
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—1997—

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Foreward

Andy Hooker

Welcome to our first annual LYRA Yearbook. Our goal is to provide information to sailors/boaters on LYRA waters that they will find useful throughout the year. You will find articles written by our LYRA volunteers covering topics on racing, handicapping, medical problems at sea, dealing with customs and aspects of boat maintenance that we hope will help ease your racing or cruising. With the assistance of Harmony Investment Program and other sponsors, this effort has been made possible.

Any suggestions, articles or comments for future yearbooks would be greatly appreciated. Please contact myself or one of the LYRA officers.

Messing Around in Boats

Kenneth Grahame

“Believe me, my young friend,” said the Water Rat solemnly, “there is nothing—absolutely nothing—half so much worth doing as simply messing around in boats. Simply messing,” he went on dreamily, “messing — about — in — boats — or with boats. In or out of ‘em, it doesn’t matter. Nothing seems really to matter, that’s the charm of it. Whether you get away, or whether you don’t; whether you arrive at your destination or whether you reach somewhere else, or whether you never get anywhere at all, you’re always busy, and you never do anything in particular and when you’ve done it there’s always something else to do, and you can do it if you like, but you’d much better not.”

From “The Wind in the Willows” by Kenneth Grahame.

TABLE OF CONTENTS

Forward	A. Hooker	1
Messing around in boats	Kenneth Grahame	1
Racing Rules Changes	Helen Ingerson	3-8
Handicap Systems	John Crawley	9-12
Appeals Procedures	Robb Holt	12-13
LYRA History	Robb Holt	14-15
Border Crossings	A. Hooker	16-17
Mal de Mer	A. Hooker	18-19
Boat-of-the-Year	Ed St. George	20-23
Sailor's Big C	A. Hooker	24-25
Compass Correction	Robb Holt	26
Downwind VMG Tables	Robb Holt	27
Hypothermia	A. Hooker	29
Engine Alignment	Robb Holt	32-33
Winning Upwind Starts	Kevin Brown	30-31
LYRA Junior Regatta	Roger Renaud	34
Race Results Form		39
Crew Information Sheet	Inside Back Cover	

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The Racing Rules of Sailing 1997-2000

Comments for LYRA Sailors

Helen Ingerson

How will the Racing Rules of Sailing 1997-2000 affect sailors on LYRA waters this year? The NEW rules, effective April 1, '97, have numerous changes which alter how the game is played and how protest and race management teams conduct their business. This short article will briefly point out some of the major changes, and hopefully interest the reader to study the rules further. The interpretation of the rules by the sailors, judges, and appeals committees will happen as we sail by this new set.

Sailing is a unique sport where the competitors are key to the enforcement of the rules. Review carefully the opening statement "SPORTSMANSHIP AND THE RULES". *Competitors in the sport of sailing are governed by a body of rules they are expected to follow and enforce. A fundamental principle of sportsmanship is that when competitors break a rule they will promptly take a penalty or retire.*

The rules have been shortened, simplified and made much more user friendly. They have been reorganized in a more logical manner with rules applying to similar situations grouped together. All rules and the appendixes have been renumbered. The racers may be primarily concerned with Part 1 (Fundamental Rules) and Part 2 (When Boats Meet), however all sailors are encouraged to review the entire book starting with the first page and ending with definitions, table of contents with a new subject index, and race signals.

The rules book contains fewer definitions. *If* a word is used as defined in the rules, it is in italics in the text. Other words and terms are used in the sense ordinarily understood in nautical or general use. Gone are the definitions of bearing away, close-hauled, gybing, luffing, mast-abeam, and to tack. A new sentence is added to the definition of obstruction that reads: "However, a boat *racing* is not an *obstruction* to other boats unless they are required to *keep clear* of her or give her *room*."

There are subtle changes like "overall length" is now "hull lengths" for a clearer meaning. In the rules where there are boat meeting situations, the new rules establish one boat as the "right-of-way" (r-o-w), and the other as "have-to-give-room" boat. The new definition of Leeward and Windward includes wind direction.

We must thoroughly understand three new definitions: (1) "*Keep Clear*:"

One boat keeps clear of another if the other can sail her course with no need to take avoiding action and, when the boats are overlapped on the same tack, if the leeward boat should change course without immediately making contact with the windward boat.” (2) the “**Two-Length Zone**” which is the area around a mark or obstruction within a distance of two hull lengths of the boat nearer to it; and (3) “**Room**: The space a boat needs in the existing conditions while manoeuvring promptly in a seamanlike way. There is a concept of time built into the room definition, for if you give a boat room while rounding the mark, the boat needs time to complete the manoeuvre. Time is built in by the word “while”. How much and manner are built in by the conditions.

The preamble of Section A, Part 2 provides “ A boat has right-of-way when another boat is required to keep clear of her. However some rules in Sections B&C limit the actions of a right-of-way boat”. There is little change in wording of rules 10,11,12, but definitions used have changed. In rule 13 (While Tacking), the onus in the old rules is not in the new rules. This means that the protest committees will have to treat protests involving tacking and gybing just as they do other protests where no onus is involved.

In the new rules a boat is either on a port or starboard tack at all times. There is no state of tacking or gybing. When a boat turns through the wind (turns past head to wind) during a tack or when her boom crosses her centerline during a gybe, the boat instantaneously changes a tack.

There is no rule that says a boat must keep clear of other boats while she is gybing, which makes for a slight game change. For example, in a running situation W has to be a little more distant and vigilant so that if running downwind side by side on a port tack and the leeward r-o-w boat gybes from port tack to starboard without changing course, she keeps her r-o-w as she gybes. If their booms touch after the L’s boom crosses the midline of her boat, she being on starboard has the r-o-w, and thus the other boat is required to keep clear of her.

When boats on opposite tacks meet, S is now permitted more freedom to change course when near P than under the old rules. S may change course provided P has room to keep clear. Remember “room” is the space to manoeuvre “in a seamanlike way” “in the existing conditions”. These phrases limit the extent to which S may change course near P.

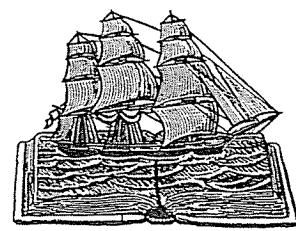
There is increased emphasis on avoiding contact, for this is NOT a contact



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sport. There are significant changes in Part 2- Section B-General Limitations. #14 Avoiding Contact gives some latitude. The new rule results in a boat that could have avoided contact being penalized if there is any damage, and tells a boat that has r-o-w or is entitled to room when she must begin to avoid contact. Another boat may protest an incident of two other boats having contact, but it must be done under the same rules and requirements as other protesting boats (see rules 60 and 61).

The revision of the luffing rules will change the way we sail, since there is no longer a mast abeam. A boat can luff as long as the other boat is given room to keep clear, but she can no longer luff as hard as she pleases, yet she may luff longer and farther (rules 14-17). Rule 16 applies to any change of course, whether it be to luff or bear away. Rule 16 requires the r-o-w boat to "give the other room to keep clear", and it has no exceptions. S can no longer round the mark into the path of P unless S, as she rounds the mark, gives P room to keep clear. L has to give W room and space to keep clear. If L broaches into the path of W, she hasn't given room to keep clear.

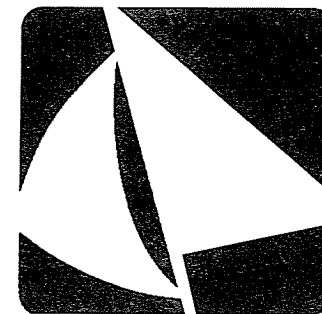
At the port end start, Rule 16 comes into play. The S boat cannot suddenly luff up to close-hauled at the starting gun unless she gives P room as she does so. In an attempt to block P from a start at the pin, S would have to luff up to a close-hauled course while P still had room to tack away or duck S. This is a major game change.

Rule 17 deals with proper course and tells a leeward boat when she may not sail above her proper course. A new proper course definition is used: "A course a boat would sail to *finish* as soon as possible in the absence of the other boats referred to in the rule using this term. A boat has no proper course *before her starting signal*." Since Rule 17 does not apply before the starting signal, it means that before the gun L may luff up to head to wind even when she is behind mast abeam, and even when she established the overlap from astern. However, as she does so she must give W *room to keep clear* (rule 16). After the start signal, L's proper course for a windward start is close-hauled. IF L establishes her leeward overlap from behind W and within 2 hull lengths of W, the L must immediately bear off to close-hauled when the starting signal is made (rule 17.1). This makes it very risky to be the windward inside boat at a starting mark when a race is started on a reach or a run.

Section C tells how we get around marks and obstructions, and when rule 18 applies. The new two-length zone definition will have an affect. Remember

that it is the first boat that reaches the zone, not necessarily the outside yacht as before. The brand new rule 18.3 (tacking) will make a difference for boats on opposite tacks tacking within the two-length zone to pass a mark or obstruction. It is a self contained rule which overrides 18.2. Rule 18.3, for a boat approaching the windward mark to be left to port, makes it more difficult and risky to approach the mark on the port tack layline. For a port tacker, or a boat tacking in front, to leeward, or close to weather inside the two length zone, it is a very vulnerable situation and should best be avoided. It has been suggested that the more conservative approach is to advance on port tack 3 or more lengths to leeward of that layline, so that a tack to starboard can be completed outside of the two-length zone. The rule applies to marks to be left to port and starboard. The starboard boat's rights to change tack is now more restrictive at the start and mark roundings, but less restrictive at other times.

Penalties, Protest Committees, and Race Committees—The 720 alternative penalty is now a default penalty for a boat that may have broken a rule of Part 2 while *racing*, unless the sailing instructions specify the use of the Scoring Penalty or some other penalty. **Protests**- The new



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rules state that the hail and display of the flag must be made "at the first reasonable opportunity for each". The protest flag can be of any shape, as long as it is red, but when you hail you now *must* include the word "Protest"; words "to that effect" will no longer do. All boats, including single-handers must display the protest flag until they finish or retire. There are new rules governing protests (see Rules 60-62). Also new under Rule 63.1, a protest committee may approve "a protestor's request to withdraw the protest." Remember, the Protest Committees do not determine what they (the boats) intended, but what actually happened (the facts).

The Starting Penalties (Rule 30) now include I flag, Z flag, and the Black Flag Rules. New rule 33, (Changing the Course After the Start) now provides a frequently used procedure for changing the location of a mark. It is no longer necessary to cover this topic in the sailing instructions. To change the direction of a leg, the race committee will display the C flag and a placard showing the compass bearing to the next mark. To change the length, they will display the C flag and a placard with either a '+', for longer, or a '-' sign for a shorter leg.

Handicap System in Use on Lake Ontario

John Crawley

PHRF. The simplest and most popular handicap system is the Performance Handicap Racing Fleet (PHRF). This is a North American System that is run on a regional basis. PHRF Lake Ontario (PHRF-LO) is the authority for the Lake Ontario area. PHRF's strength is that it makes it quick and easy to get racing. It works well when there are a number of the same type of boats, but can have problems with one-off or custom boats.

How to get a rating. If your boat is one of the many production boats that has already been given a rating, then you just need to complete an application form available from your club and give it to your club handicapper. He will check the form and forward it to PHRF-LO for processing. The fee is \$25 (CDN) which gives you a certificate valid for three years.

If your boat is a custom boat or a new boat to the area, then the process is a bit more involved. You will be asked to supply more information about the boat, a manufacturer's brochure would be helpful. The local PHRF Committee will assign an initial rating based on a formula, comparison with similar boats, and comparison with same boats in other areas. This initial rating should be looked at after a number of races have been sailed. To make sure that you get the proper rating for your boat, you should fill in the form properly. Do not assume that the handicapper knows that you have a Mark I or II, a wing keel or shoal draft, a short or tall mast. Ask the club handicapper for assistance if you are not sure.

How to change a rating. If you think that a rating (yours or someone else's) is wrong, PHRF-LO has a grievance system set up. You need to provide your club handicapper with evidence to back up your claim. You should provide information about your boat, age of the sails, calibre of the crew, state of the bottom, etc. You should also provide race results to back up your claim. The local PHRF committee will look at your grievance, if it involves types of boats that are only in your PHRF region, then the local committee can make a decision and adjust ratings as needed. If the boat type involved has sister-ships in other areas of Lake Ontario, then the grievance must be heard by the Central Council of PHRF-LO, made up of the district chief handicappers. This process should be quick, but meetings have to be held, and this can cause delays especially in the middle of the sailing season.

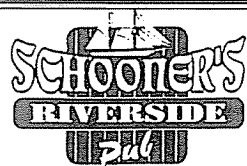
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by member Yacht Clubs. As long as the clubs provide results, then the handicaps can be fine tuned based on actual performance. The reality is that many clubs do not provide results. The analysis program highlights boats whose ratings need to be looked at. The chief handicappers from each district of PHRF-LO go over these each year and make adjustments as needed.

MORC Founded in 1954, the Midget Ocean Racing Club is the oldest surviving measurement rule in North America. Unique to MORC is the fact that the members are in control of the Club, and must approve any changes to Club policies or the MORC Rating Rule. MORC has active fleets throughout the US and Canada, which are divided into 'Stations'. Stations operate independently, but under the guidelines of MORC International.

The MORC measurement rule is specifically tailored to rate a narrow size range of boats, and thus provide highly equitable racing for these yachts. The maximum length overall of a MORC yacht is 29.99 feet. In 1996, MORC members voted to modify the rules to reflect recent design trends present in the new "sport" boats. The approved rule modifications take into account the lighter displacement, smaller headsail sizes, masthead and asymmetrical spinners that many of the new designs carry.

How to get a rating. All boats need to be measured in the water and weighed. An International Measurement Certificate will then be issued by the office in the US. The cost of a certificate is \$50 (CDN) for a year, which includes membership in the local MORC Station. There will probably be a fee for measurement of the boat which takes a couple of hours.

IMS In January 1976, the Offshore Committee of US Sailing adopted a resolution calling for the development of a new handicapping system for those who "prefer a 'handicap' rule as opposed to a 'design' rule." The new rule was called the Measurement Handicapping System or MHS. In November 1985, the Offshore Racing Council adopted the system as a second International rule to stand alongside the IOR, and to provide time allowances for cruiser/racer yachts not effectively rated by the International Offshore Rule. The system was renamed the International Measurement System, and is now the only truly international handicapping system since IOR has effectively died. IMS is recognized around the world as the most equitable handicapping system available. It is the only system that changes a boat's rating depending on the type of course sailed and the wind speed encountered.

How it works. A new boat has its hull measured out of the water with a computerized measuring machine, which draws a three dimensional hull

computer model. The computer model of the hull, along with the rig and flotation measurements, are run through a performance prediction program and ratings are generated. An IMS rated yacht does not have a single rating, it has numerous ratings depending on the wind speed and point of sail. The course description is entered into the scoring software, which calculates an average speed for each boat. It then does a regression analysis, based on each yacht's target boat speeds, to determine the wind speed needed to have achieved this average boatspeed, i.e. the "Implied Wind". The yacht with the highest Implied wind wins the race. The software then translates this into a corrected time. IMS scores yachts based on how well they were sailed compared to their target boat speeds, the best sailed boat wins.

How to get a rating. Your local measurer will let you know if your boat type is a standard hull and does not require a hull measurement. If it is a standard hull, you have two choices, a full in the water measurement or a partial (Club) measurement. The difference will have a slight effect on your rating and wallet, the Club measurement being less expensive.

Cost varies depending upon what needs to be done. Full measurement, only needed on a custom boat, will run \$800-900 CDN. A standard hull with full flotation measurement costs about \$250 CDN, and a Club measurement around \$125 CDN. There is a Certificate Fee of around \$100 CDN per year.

How to Get the Most out of Your Rating.

Under **IMS** and **MORC**, anything that you do to change the boat or sails will need to be measured and will be reflected in your rating.

PHRF is the only handicap system in North America that does not impose a crew number or crew weight restriction. PHRF allows a genoa of 153%, and if your genoa is smaller than this you are not getting any credit until less than 133%. PHRF also allows a 183% spinnaker and a spinnaker pole 3% longer than the 'J' (distance from the mast to forestay) without penalty. PHRF assumes that the boat is as it came from the builder, so that you may not remove cushions, tables, doors, etc. without declaring your boat as modified. If you modify your boat, you must report the changes to your PHRF handicapper, and you should expect a change in rating. PHRF rating changes are in multiples of 3 seconds, so a simple change could cost you three (3) seconds per mile.

Some PHRF regions are trying to change the system by offering different ratings for different types of race courses, e.g. a windward-leeward rating

and a point-to-point rating. Some areas have three ratings based on windspeed (determined by the Race Committee). In British Columbia, they offer a 3 second per mile credit if you sign a declaration that you have not purchased a new sail in the last three years. Some areas give a 3 or 6 second per mile credit if you have a roller furling genoa.

For further information on the rating systems, or to find an appropriate handicapper/measurer, you may contact John Crawley by email at jcc@netcom.ca or by fax at 905-891-1257.

LYRA Appeals Procedure and The Racing Rules of Sailing

Robb Holt

Rule 70 and Appendix F of the RROS tell how to appeal a decision of a protest committee. In LYRA we have the Ontario Sailing Association Appeals Committee in Canada, and the LYRA Appeals Committee in the U.S., to which an appeal can be sent. OSA and LYRA will hear appeals arising from protests at races run by host clubs in their respective area and country. See RROS Section D, RROS Appendix F and the CYA or U.S. prescriptions.

A. WHERE TO FILE

Appeals originating from protests in a race hosted by:

1) U.S. club in LYRA, send to:

Mrs. Helen Ingerson, LYRA Appeals Committee Chairperson
299 Rock Beach Road Tel. 716-266-1881 (summer)
Rochester, NY 14617 813-639-3277 (winter)

2) Canadian club in LYRA, send to:

Appeals Committee Chairman, Ontario Sailing Association
1185 Eglinton Avenue East, North York, Ontario M3C 3C6

B. RESPONSIBILITIES OF APPELLANT

1. Obtain a written copy of the protest and the decision.
2. Within 15 days, send your appeal and all required material to the proper appeals committee.

C. PROTEST COMMITTEE RESPONSIBILITIES

1. Promptly provide a written copy of protest and decision, if asked.
2. Promptly provide documents requested by the appellant or appeals committee, with copies to other parties to the protest.

D. APPEALS COMMITTEE RESPONSIBILITIES

1. Gather appeal, protest and other documents (RROS 70 and Appendix F).
2. Ascertain that the "Appeal Package" is complete. If not, request protest committee to complete.
3. Send copies of the "Appeal Package" to other parties and solicit their comments.
4. Correspond and/or meet to make a decision on the appeal.
5. Promptly supply all parties with the appeal decision. If pertinent, request a copy of the final race results after the appeal results have been applied.

E. RACE ORGANIZERS AND SCORERS' RESPONSIBILITIES

1. The results of appeal decisions must be applied to the scores of the race(s) involved.
2. Race organizers, race committee or club committees may not, and have no authority to ignore the appeal results.

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A Brief LYRA History

Robb Holt

On Saturday, 5 January 1884, at the annual meeting of the Toronto Yacht Club, the formation of a yacht racing association of clubs around Lake Ontario was discussed. After much correspondence, on Saturday, 29 March 1884, delegates from the Toronto YC, the Royal Canadian YC, the Oswego YC, and the Bay of Quinte YC met at the Queen's Hotel in Toronto, voting their clubs to become the charter members of the Lake Yacht Racing Association.

It is believed that LYRA is the oldest association of yacht clubs on the continent; no other similar body is known to exist in North America in 1884. The original constitution stated, "The object of the Association shall be to encourage yacht building and yacht racing, and to establish and enforce uniform rules for the government of all races in which the yachts of two or more clubs compete."

One hundred thirteen years later, the Association hosts approximately 100 yachts from around Lake Ontario and adjacent waters for almost a full week of intensive and exciting racing, including feeder races to the annual regatta site, the overnight 100-nautical-mile-plus Freeman Races, days of around-the-buoys races, and good food and entertainment between.

Anyone who has sailed at the LYRA Regatta knows that the events are truly international, giving U. S. and Canadian sailors opportunities to compete and establish strong friendships. In the early years, sailors thought nothing of sailing all around the lake, day and night, even without today's sophisticated navigational aids. The port-to-port or circuit regatta format predominated. In 1887, the fleet rendezvoused in Toronto and raced to Charlotte (Rochester) for two days of course racing. Then they continued to Oswego, Kingston and Belleville (Bay of Quinte).

After World War I, course racing became the predominant regatta mode. However, distance racing was revived in 1921, in part, by Charles Freeman, with his donation of the perpetual Charles Freeman Cup and the institution of that race. The first winner of this new cup was Aemilius Jarvis, with the schooner Haswell, on a stormy course from Hamilton to Kingston. The original cup was destroyed in a fire in 1931, but a replica was procured immediately from England. In 1937, Mr. Freeman generously offered a new cup for those classes having no chance of winning the Charles Freeman Cup from the "big boats". The Louise Freeman Cup was for the smaller yachts in the long distance

racing. Twenty-one trophies are now awarded for various divisions in the long and short distance Freeman races. The objectives of today's Constitution are to:

- Serve yachting interests on Association Waters.*
- Encourage sportsmanship among sailors.*
- Contribute to good will between Canada and the United States.*
- Participate in the activities of national and regional sailing authorities of both countries.*

LYRA officers honor these goals, accommodating activities to the needs of today's sailors.

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The members of SBYC salute the fine efforts put forth by LYRA on behalf of all the racing community. Best of luck to all at Ashbridge's Bay in 1997!

For Dinner Reservations, Social Calendar, Racing Information
(315) 483-9550

Border Crossings

A. H. Hooker

In response to the Canada-USA Accord on Our Shared Border, both sides have attempted to ease immigration. The Accord "sets out initiatives to promote trade, tourism, and travel between the two countries." It seems that this accord is being financially supported by private pleasure craft from both sides.

ENTERING THE UNITED STATES

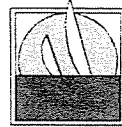
U.S. and Canadian skippers entering the U.S. will have their life simplified immensely if they possess the now expensive I-68 form. The annual \$16 (US) individual, or \$32(US) family fee for an I-68 will satisfy U.S. Immigration reporting requirements. As much as a crew greatly resembles a family with the close living quarters for extended periods, if you are not a nuclear family, you must get individual I -68s, which are good for the entire year. This is a change from preceding years when a skipper could register his entire regular crew on one I-68 for free. Individuals without an I-68 "upon landing, must immediately proceed to the nearest port of entry to be personally inspected by a U.S. Immigration Inspector." As you may have guessed, the nearest port of entry is usually not just down the dock, but probably a bridge or airport many miles from your berth. It makes a hike to the Brewers Retail from your boat seem like a stroll to the head. With or without an I-68, vessels entering the U.S. must report to Customs by phone (1-800-927-5015 for Buffalo and Western Lake Ontario) or (1-800-827-2851 for St. Lawrence River and Eastern Lake Ontario). Additionally, the U.S. Treasury and Customs instituted an annual "landing" fee of \$25 (US) imposed on any vessel greater than 30 feet entering the U.S. I do not know how strictly this last fee is enforced

ENTERING CANADA

Revenue Canada and Immigration Canada have jumped on the I-68 bandwagon, with their own version, the CANPASS for \$25 (CDN). Possession of a CANPASS will allow you to report into Canada up to four hours before arriving "at any approved public marina or dock" using the 1-888-CANPASS (1-888-226-7277) number. Without the CANPASS, boaters must call the 888 number above when they "arrive at a designated reporting station in Canada."

Luckily, most public marinas and yacht clubs around the Lake are reporting stations. Private docks, i.e. at home, are NOT approved reporting stations. Like the I-68, you may register your family on one pass, however each unrelated crew member must purchase their own.


Neither of our governments makes it totally painless to cross the largest undefended border in the world. However, compared to many other borders, we have it pretty easy. Both sides have separate Customs and Immigration, and the U.S. side has a Border Patrol. I have attempted to get simple, accurate answers to my questions, but interpretations of federal regulations is a very gray area, with as many different "correct" answers as there are government employees to answer them. One thing was made very clear on both sides; FAILURE TO REPORT CARRIES VERY SEVERE PENALTIES.


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Mal de Mer

A. H. Hooker

Everyone's eventual or past nemesis is mal de mer, or commonly known as seasickness. Those who have experienced it will agree with the adage "First you think you're going to die; then you're afraid you won't". The cause of seasickness is a vestibular/ocular conflict. Simply stated, the balance organs of the inner ears are sending the brain one signal regarding motion, while the eyes are sending a different message. The motion analyser area of the brainstem cannot sort things out, so you lose it.

So far only rabbits, guinea pigs and deaf mutes appear to be immune to motion sickness, but experience has shown that they generally do not make the best crew members. Its unpleasant and incapacitating symptoms affect first the head, then the stomach. Head symptoms include skin pallor, cold sweats, headache, malaise, dizziness, drowsiness, dry mouth or increased salivation. Early recognition of these signs is important to modify the syndrome to keep your lunch where it belongs.

Up to this point, if the abnormal motion ceases, the illness abates. However, if the aberrant motion stimuli persists, the stomach symptoms surface; namely anorexia, stomach awareness, queasiness, nausea, vomiting, or dry heaves. Once the threshold is crossed, these stomach traits may persist long after the stimuli are settled.

As I've mentioned above, the easiest cure is prevention. Most of these methods have scientific proof; others have just worked for me. For starters, DO NOT carry on long conversations about mal de mer and past experiences with it unless you really want to see your guests chumming the waters. A course directly into the waves is lumpiest, so adjust your course somewhat to minimize the pitch, roll, and yaw that affect the inner ear. You may sail a slightly longer distance, but may have crew available for the next voyage. Staying above decks eliminates the inner ear/eye conflict which frequently precipitates green gills. I have found that eating a non-greasy, easily digested meal before departing fares much better than an empty stomach.

As we have seen, the skipper is rarely affected--not because of his intestinal fortitude, but because of position. The skipper stays busy above decks steering the vessel and keeping an eye on the horizon. He or she is rarely required to duck below decks for refreshments, etc., thereby eliminating the vestibular/ocular conflict which stimulates this malady. Keeping the crew busy will decrease their incidence of this malady. Trimming sails, searching for landmarks or buoys, above deck

navigation, etc., keeps them occupied and gets you all to your destination quicker. Taking oral anti-emetic medicines sufficiently in advance is a primary method of prevention for susceptible individuals. Speaking of susceptibility, women tend to be more vulnerable, especially when pregnant or menstruating.

Once the syndrome of mal de mer is set in gear, it is very difficult to reverse, making treatment much more difficult. Obviously if vomiting occurs, oral medicines are useless, since they don't stay down long enough to be absorbed, and can get stuck in your nose on the way up. Alternative delivery methods are injections, suppository, and transdermal. 'Transderm Scopolamine' (those little patches behind sailors ears) works best used early as prevention, can last up to three days, and has been successful in reversing early symptoms. Injectable cures are nice if you happen to have your own doctor or nurse on board. Suppositories are a very effective method of self administering medicines, and will be absorbed regardless of which direction the upper digestive tract is running. Most motion sickness remedies such as Dramamine, compazine, phenergan, and tigan come in a choice of delivery routes. Space limits a full pharmacological dissertation, but some generalizations do apply. None of these remedies act immediately, so early or prophylactic usage is suggested. Frequent side effects include drowsiness, blurred vision, dry mouth, and dizziness. Since many of these medications require a prescription, you should consult your personal MD for the drug which may best suit you and your medical history. While the amount of relief from any remedy may only be truly tested in an unstable environment, the tolerance to its side effects may be readily tested while ashore. This way you can discover what the drug does FOR you as well as TO you.

Ginger, either raw, cooked, or as ginger ale has been found to be effective for up to four hours. Staring at the horizon allows the eyes and ears to send similar signals to the brain, thus avoiding the conflict of input. Salty foods such as potato chips or saltine crackers have also been found to ease the quease.

If things go from bad to worse, the best advice is to lie down, face up, eyes closed, close to the middle of the boat. Dress warmly to avoid hypothermia due to inactivity and cold sweats, and keep your bucket handy. Since seasickness can greatly decrease your ability to function properly, safety in the form of a life jacket and harness should be worn by those afflicted above decks. Medications usually prevent motion sickness; they rarely cure it, so take them in time before the quease hits the knees.

LYRA Boat of the Year

Selection Criteria and Events List

Ed St. George

PURPOSE

Recognize and award a true Lake Ontario "Boat-of-the-Year" (BOTY) Trophy to a yacht that demonstrates outstanding performance in racing competition across a variety and quantity of regattas, both local and international, on LYRA waters.

A. BASIC SELECTION CRITERIA

1. Evaluation shall be limited to performance within LYRA waters: the NY Finger Lakes, Lake Ontario, eastern Lake Erie, and the upper St. Lawrence River to Montreal. The intent is to encourage participation in local events, and provide more recognition for a broad overall local effort, rather than recognize those that are able to campaign outside our LYRA waters region.

2. Various regattas held on our waters shall be included, hosted by both U.S. & Canadian yacht clubs, not just events LYRA is directly affiliated with or sponsors.

3. Regattas shall be subjectively ranked into 3 tiers based on consideration of the following characteristics:

- a. Whether the event is an invitational, or open to any yacht.
- b. Extent of international participation.
- c. Extent of multiple club representation.
- d. Level of competition, including consideration of the number of boats racing.

4. In order to qualify, a yacht must sail in a minimum number of events from each tier (see section B4 for Tier/Event listing). A mathematical formula will not be used to determine the winner. The selection shall be made by an LYRA Special Awards Committee, based on a submitted resume of regatta results, using subjective judgment. See section C for specifics on the selection process.

5. LYRA Delegates representing their home club shall be responsible for submitting candidate(s) from their club.

6. In order to be eligible to win the award, the yacht's owner/skipper must

be a member of a yacht club that is a member of LYRA and he/she must have helmed the boat at the start and the upwind legs in at least 85% of the events submitted on the Resume (*see section C1*).

B. TIER STRUCTURE & EVENTS

1. **TIER I:** Open, high % of international entrants, more than 4 yacht clubs represented, high level of competition.

TIER II: Meets 3 of the 4 characteristics of Tier I.

TIER III: Meets 2 of the 4 characteristics of Tier I.

2. In order to QUALIFY for the LYRA BOTY Trophy, a yacht must race in the following MINIMUM number of events in each tier: **TIER I:** 4, including the LYRA Regatta Day Race Series which MUST be sailed, **TIER II:** 3, **TIER III:** Optional.

3. Addition and/or Deletion of Events to the Tier Structure:

a. The official list of events and tiers shall be updated annually. LYRA may change the minimum number of events (from each tier) needed to qualify based on the number and location of events in each tier.

b. To add or delete an event from the list, a delegate from the host club of that event must submit a request in writing to the LYRA President, with an explanation of how the event generally matches the tier level criteria (I, II, or III). The request must be received by LYRA before January 1st in order for that event to be considered and then approved for addition/deletion that year. The official BOTY Event List will be published in the annual LYRA Newsletter sent out by April 15th each spring, and in the annual LYRA Regatta Sailing Instructions.

4. Official BOTY Tier Structure & Event Listing:

TIER I

LYRA Day Race Series (MUST be sailed)

LYRA Freeman Race, Long or Short Course

LYRA Centennial OR Founder's Race

LYRA Lake Ontario International Race

Youngstown YC Level Regatta

C.O.R.K. Offshore or One-Design

RYC Firecracker Regatta

Niagara Frontier Regatta

LO 300 Double-Handed Race

Other International One-Design Events when sailed on LYRA waters (e.g., NAS for J/22, J/24, Ideal 18 ; 8M Worlds; etc.)

Dalhousie YC Cornucopia Cup

TIER II

OYC Sail Oswego Regatta
Eastern Yachting Circuit Regatta
GYC Scotch Bonnet Light Race
RYC Rochester Race
Sodus Bay YC Challenge Cup Regatta
Ashbridge's Bay YC One-Design Regatta
C&C Owners Regatta
Buffalo Harbor SC Regatta
National YC Open Regatta
RCYC Weekend Regatta
Queen City YC Open Regatta
PCYC Weekend Regatta
East End Weekend Regatta

TIER III

Central NY YRA One-Design Regatta
Port Credit YC Susan Hood Race
Island YC Blockhouse Bay Regatta
Niagara-on-the-Lake SC Niagara Cup
RCYC Royal Weekend Regatta
HHYC Duck Island Race
GYC Single Handed Invitational
Humber Bay Weekend Regatta
RCYC Boswell Trophy Race
ABYC Summerville Regatta
NYC Argosy Rose Bowl
Canandaigua YC - J Daze
J/24 District 7 Regatta

C. SELECTION PROCESS

1. On behalf of the candidate skipper, the LYRA delegate of the skipper's home club shall fill out and submit a Qualification Form (provided by LYRA) and Resume to the LYRA Executive Committee for consideration by no later than September 15th. Qualification Forms will be available at the annual LYRA Regatta or by mail upon request to the LYRA Secretary.

2. As part of the resume submission, copies of all official race results must be provided to LYRA.

*** NOTE **: ONLY races officially shown on the LYRA - BOTY Tier/Event Listing (section B4) will be used to determine the winner.*

3. A 3-person BOTY Trophy Committee, appointed by the LYRA Presi-

dent and made up of officers and committee chairpersons of LYRA, will convene to determine the winner from among the qualifying candidates. The BOTY Committee reserves the right to not select a winner if, in its judgment, a suitable candidate(s) has not been submitted.

4. Basic qualifications will first be verified, then the resumes and results will be reviewed and judged. The Committee will examine the total number of events entered and the yacht's performance, both in division and in fleet, including number of boats beaten. Attention will also be given to the number of events entered from among each of the 3 tiers, with greater subjective weight given to outstanding performance in Tiers I & II. In addition, overall consistency of performance across all events entered from the BOTY Listing will be considered.

5. The BOTY Trophy Committee will present its recommendation to the LYRA Executive for final approval by October 1st. The decision reached shall be final and not subject to protest or redress.

6. The name of the yacht and winning skipper will be announced at the LYRA Annual General Meeting in November and in the LYRA Spring Newsletter the following year.

7. A special perpetual trophy will be presented to the winner, along with an appropriate keeper trophy and award flag, at the winning skipper's home club awards banquet/party that Fall. In addition, the winning skipper and crew will be recognized at the LYRA Regatta the following year at the beginning of the Day Race Series awards presentation. Although the trophy must be returned to LYRA each year at or before the annual Regatta (cleaned and polished), it will be on display throughout the Regatta and during the Day Race Series awards presentation.

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Breakaway - Thunderbird sail # 1097
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The Sailor's Big 'C'

A. H. Hooker

Unabashed sun worshipping has given way to an increasing awareness of the long term consequences of sun exposure; premature aging and an increased risk of skin cancer. This irreversible damage is based on the CUMULATIVE effect of ultra-violet A and B radiation over a lifetime, and also on different skin pigmentation. Excessive UV exposure leads to the typical dry, wrinkled, inelastic, leathery skin, also known as "sailor's skin".

Unlike sunlight, an infra-red radiation, which can be seen and felt, UV radiation is insensible and can only be judged retrospectively by the degree of burn felt later. The carcinogenic rays (UV A&B) are not blocked by the ozone layer, pass easily through clouds, and can be easily masked by cool breezes. The most dangerous period for UV exposure is midday (10 AM to 2 PM), accounting for about 66% of the daily irradiation. Fortunately water is a poor reflector of UV rays; however, the reflection off the white sails and deck can create a "solar oven". Repeated overexposure to the ultra-violet rays of the sun is the principle cause of skin cancer, and no one is immune.

Skin type based on its melanin content may help minimize the risk. The amount of melanin naturally found in the skin, as well as the capacity to produce melanin (i.e. tan) are generally inherited traits and nothing can be done to alter them. Fair-haired and skinned people have less melanin in the skin to protect it from damaging UV radiation. Therefore, those susceptible sailors must take extra measures for protection, including covering up and/or sunscreens. Wide-brimmed hats, long-sleeved shirts and pants, and bandanas around the neck all offer physical protection. Thinly woven materials such as nylon may allow 25% of UV transmission.

A sunscreen is measured by its sun protection factor, a ratio of the time needed to burn with, *versus* without, protection. Active ingredients are 1) PABA, 2) non-PABA chemicals, or 3) opaque sunblockers. PABA products are effective against only UV-B rays, and may stain clothing. Non-PABA derivatives block UV-A, so a combined sunscreen offers better protection. Physical sunblockers such as zinc oxide are usually opaque, blocking all sunlight and UV radiation. The sunblockers are useful in protecting small sensitive areas such as the cheeks, nose, lips, ears, and bald spots. All sunscreens or blockers should be applied to clean, dry skin one hour before exposure. Repeat applications are necessary after swimming or exercising. A

sunscreen with minimum SPF-15 is recommended for safety while boating.

As always, prevention is the best cure. Protect yourself and your children from sun damage, because the irreversible long-term injury is based on cumulative exposure, much like X-rays or other carcinogens.

Port Credit Yacht Club to Host LYRA in 1999

Awards for 1st, 2nd, and 3rd in every fleet including 8 meters, J35s, C&C 41s, C&C 34s, C&C 27s, J24s, E22s, T-Birds, and other one design boats

Take advantage of a lower registration fee to race the LYRA 1999 course on a 3 day week-end of racing

PCYC is a great place to host a regatta and an even better place to party. Modestly priced wrist bands for refreshments will ensure an economical and simple access to all the fun and frolic for racers and guests.

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"HATS ON IN 1999".....see you there

Any questions contact Cindy Reading (905) 845-5334 or Ian McAllister (416) 798-7239 ext.235

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Compass Compensation

Robb Holt

- 1.1 Remove outer cover. (Keep screws!)
- 1.2. Verify that lubber line is parallel to centerline of yacht. If not, loosen screw of clamp, adjust, and re-tighten screw.
- 1.3. Loosen lock screws on compensation shafts enough to allow adjustment.
- 1.4. Double check to see that there are no magnetic objects near compass.
2. On *north* heading, by hand bearing compass (used away from magnetic objects; remove watch, glasses if magnetic, etc) or compensated flux gate compass, note compass error. Using nonmagnetic screwdriver or plastic tool, remove HALF the error by adjusting the ATHWART SHIP compensating shaft.
3. On *east* heading, determine compass error. Remove HALF the error by adjusting the FORE-AND-AFT compensating shaft.
4. On *south* heading, determine error and remove HALF by adjusting the ATHWART SHIP shaft.
5. On *west* heading, determine error and remove 1/2 by adjusting the FORE-AND-AFT shaft.
6. Repeat steps 2-5 until deviation is zero.
- 7.1. Lock compensation shafts and check that deviation is zero on all four headings.
- 7.2 Replace cover and plastic lamp holder and screw down with saved screws.
8. Mix drinks, settle back, and enjoy, with assurance that your compass now reads correctly, as long as there's nothing magnetic nearby to screw up!
9. Repeat yearly. With calm water, it's a 1½ hour task, dock to dock.

Downwind VMG

Robb Holt

OFF-RHUMB Equivalent. VMGs, knots.				
0°	10°	20°	30°	40°
1.0	1.015	1.064	1.155	1.305
1.5	1.523	1.596	1.732	1.958
2.0	2.031	2.128	2.309	2.611
2.5	2.539	2.660	2.887	3.264
3.0	3.046	3.193	3.464	3.916
3.5	3.554	3.725	4.041	4.569
4.0	4.062	4.257	4.619	5.222
4.5	4.569	4.789	5.196	5.874
5.0	5.077	5.321	5.774	6.527
5.5	5.585	5.853	6.351	7.180
6.0	6.093	6.385	6.928	7.832
6.5	6.600	6.917	7.506	8.485
7.0	7.108	7.449	8.083	9.138
7.5	7.616	7.981	8.660	9.791
8.0	8.123	8.513	9.238	10.443
8.5	8.631	9.046	9.815	11.096
9.0	9.139	9.578	10.392	11.749
9.5	9.647	10.110	10.970	12.401
10.0	10.154	10.642	11.547	13.054

If you can go 5.0 kts. straight downwind, your downwind VMG will be better if you find your boat speed exceeds 5.321 kts. when you reach 20 degrees off Rhumb.



ROCHESTER YACHT CLUB

RYC PROUDLY SUPPORTS THE LAKE YACHT RACING ASSOCIATION!

We welcome LYRA members participation in the
Rochester Yacht Club's 1997 Regattas:

June 28-29	Firecracker Regatta (Soling, J-22, J-24 & Ideal-18)
June 29-30	Sister Cities Regatta (invitational)
July 3-6	Soling US Championship
July 18	Junior Olympic Festival
July 19	Junior Olympic Regatta (Optimist, Laser, 420 & J-22)
August 23 & 24	Rochester Race (PHRF, J-22 & J-24)
August 30	Kelpie Race: Rochester to Sodus (PHRF & J-24)

For additional information, please call the Club office
at 716-342-5511. (fax: 716-342-8116)

We also hope you will visit RYC if your summer plans
include some cruising. Harbormaster monitors channel 16.

PAUL HAAS
Commodore

Hypothermia

A. H. Hooker

Hypothermia can take place on the ski slopes as well as on the lake in midsummer. Hypothermia occurs when body heat is lost to a cool or cold environment faster than it can be replaced. Prolonged immersion in water, exposure to low temperatures and high winds (remember those windchills), and intoxication all may lower the body core temperature significantly.

The physical symptoms of hypothermia include shivering, difficulty walking and speaking, loss of strength, cardiac arrhythmia, cardiac arrest, and death; most of which you should be able to identify. Neurologically, the signs progress from an alteration in judgement, decision making, and behavior, to confusion, drowsiness, unconsciousness, and coma--not to be confused with progressive inebriation.

If it's not broken you don't have to fix it, so prevention is easier than treatment. Dress warmly in loose layered clothing with efficient wind breaks. Stay dry. Heat loss is 20 times greater through wet skin. Cover your head, hands, and feet, as the majority of heat dissipation is through these organs. Don't go out after drinking alcohol which can dilate peripheral blood vessels, increase heat loss, and further lower body core temperature.

Treatment is fairly logical, but if you are out playing in the cold, three sheets to the wind, then rational thinking may escape you. First on the list--remove wet clothing and wrap in dry warm blankets. Secondly, keep out of the wind to prevent further heat loss. If alert and conscious, you may drink warm NONALCOHOLIC beverages. Warm *passively* with hot-water bottles or body-to-body heating (first-aid can be fun at times). DO NOT vigorously rub the extremities as this can lead to the circulatory system dumping chilled blood into a cool, miserable, irritable heart and precipitating a cardiac arrest or lethal arrhythmia. Transport to an Emergency Room ASAP.

Hypothermia is most commonly pictured as occurring to unfortunate ice fisherman or the homeless in winter. I have experienced hypothermia while skippering an evening race at Youngstown in mid-July. The cool rain coupled with the immobility of sitting behind the wheel comparatively motionless for two hours precipitated the symptoms. Although it was midsummer, the inactivity (and probably a few 'cold racing tubes') caused transient confusion, shivering, and distorted judgment. One more reason to rotate skippers periodically.

Winning Upwind Starts

Kevin Brown

Have you ever noticed how some boats consistently hit the starting line at the gun with good speed and clean air? Then nail the first shift and always seem to know exactly what the wind will be doing and when? Fortunately, there is nothing magical about getting good starts. It just requires following a few simple steps.

The start of a race should not be looked upon in isolation. I think it was Stuart Walker who first said you cannot judge who has won a start until the fleet is five minutes up the course. Executing a difficult pin end start with speed and clean air will do nothing for you if the breeze is shifting right and you are pinned down on the left side of the course on the outside of a persistent shift.

Step one is to get out to the race course at least one half hour ahead of your start time to set your day's game plan. Make effective use of this pre-start time. Think about today's weather, the race to come, who your competition will be and who'll be doing what on the boat. Even on the way out to the course put the boat head-to-wind at regular intervals to start recording magnetic wind direction.

Step two is to pick your sail combination and sail upwind near the race course. Don't get so far away from the starting area that you miss starting signals. Do sail upwind enough to record compass headings on each tack. Up to ten minutes on each tack will help you establish the high and low readings. Record these numbers in a prominent location; on the bulkhead is good, for future reference. Continue to record the head-to-wind bearing at regular intervals. Return to the starting area with your spinnaker up if possible. This gets all members of the crew alive and working and helps you sort out your downwind gybe angles.

WHEN ONLY THE BEST WILL DO

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Once back at the starting line, establish the favoured end of the line. Steer precisely toward one end while lined up directly with the other. It doesn't matter in which direction. Compare the compass bearing of the line with your last head-to-wind reading. If the line bearing is less than 90 degrees off your head-to-wind bearing, the end of the line you're sailing toward is favoured. Just prior to a start I favour the head-to-wind variation on checking the line. You luff head-to-wind on the line and site the ends of the line. If both ends are abeam, the line is square to the wind. If one end is forward of the beam, that end is favoured. This method is not as precise as the compass transit but is quicker. While you're doing the transit line sight, the bowman should establish the transit with a prominent feature on shore and one end of the line. It will make judging the distance from the line at the start considerably easier. Encourage all members of your crew to observe other starts for the favoured end, wind velocity on various parts of the course, and who seems to be ahead when boats cross. All these things will go into your final analysis of where on the line you want to start and which side of the course you'll favour early on the first beat.

Don't crowd the starting area. Reaching up and down the line is not only inviting the wrath of a boat in its starting sequence but can result in a collision with another boat reaching along and not paying attention.

Think about your final game plan. Has the wind moved left or right since you first started recording numbers? Is this a persistent shift, or oscillating, and where is it in this pattern? Is your fleet large and aggressive, forcing you not to try for the perfect start at one end, or small and passive allowing you a reasonable expectation of going for the perfect start at the end you want with clear air?

Avoid getting caught up in the inevitable pack of starboard tackers approaching the line in the final seconds to a start. I find the port approach to be the most consistent way to move toward the line with clear air, good speed, in total control. You'll often be able to tack to starboard, position your boat in clear air and speed up or slow down without interference. Prior to the final approach your crew must be aware of the game plan including your intentions for starting and for the first beat. This allows your crew to offer constructive input as well as telling you, in no uncertain terms, when you are deviating from the game plan.

In the last few minutes keep track of the time till the gun. When helming I like to have my own watch running but never look at it in the last minute. If you have a tactician, he should call the time. If not, I prefer someone in the cockpit area to call it at ten second intervals with a ten, five, go, at the gun.

Don't count each second as it's unnecessary and distracting.

On your final approach to the line you should be full and driving with a minimum of fifteen seconds to go. Many boats take much longer to accelerate and speed will keep you from sliding to leeward, so aim to maintain some speed throughout your approach. This is a luxury you may not have if you're up too close to the line or the space you have is small. If your space and time are compromised, get right under the boat to weather and be sure to bear off and trim for speed before other boats. You must have speed before you can put the boat in pointing mode.

If all the preparations have gone well, and your starting line execution has been successful, you will be off the line in clear air and ready to execute your game plan. You will be recognizing the headers and lifts from your compass numbers and you will be protecting the favoured side of the course or moving toward the next shift. Do not compromise your game plan just because you must tack and take a few transoms. At all costs, stay in clear air with good speed. Even if you must tack away from the favoured side of the course, take a short dig to clear your air. You may lose a few boat lengths to the leaders, but you'll gain on everyone sitting in bad air.

Remember, it's who's ahead at the finish that matters. If you follow these basic rules you'll start better and finish ahead more often.

Optical Method of Engine Alignment

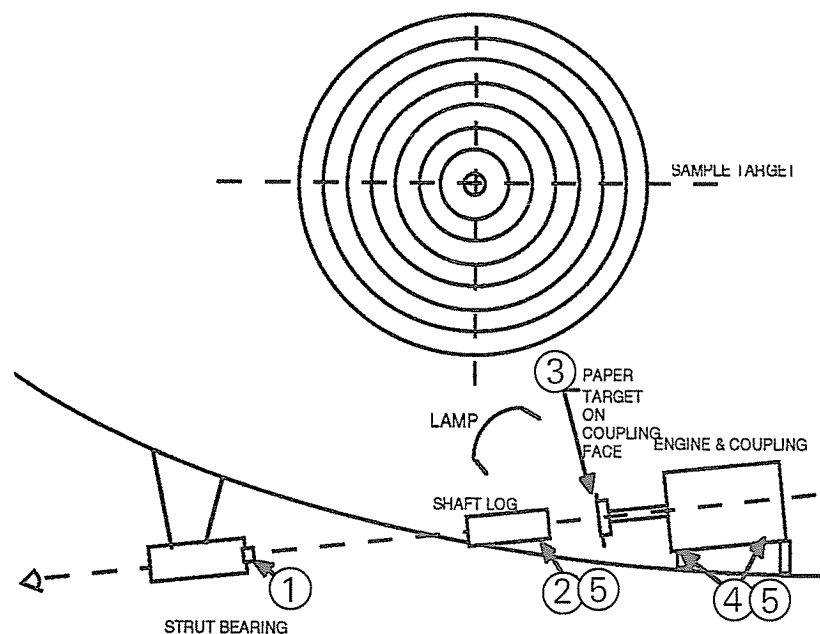
Robb Holt 3/94

This method produced alignment like *Kewero* never before had. Engine operation was smoother than ever; we found we could comfortably cruise at much higher RPM—and boat speed—than ever before.

1. Using a piece of shaft material or a properly turned piece of wood, drill a 1/16" diameter hole, on shaft centerline. Insert in strut bearing to establish strut centerline. Used for sighting through the shaft log to the engine coupling.
2. (Aft end of shaft log is fixed to hull.) With wedges, while sighting up from strut against a well-lighted piece of paper, center flexible forward end of shaftlog, so that it is concentric with rest of shaft log. Light reflections make this easy.
3. On paper, draw concentric circles at 1/8" or .1" intervals or copy and use above. Cut out and adhere to mating surface of engine

coupling. With a person at engine and target well-lighted, rotate shaft by hand while observing from aft of strut. Center target on coupling until no movement of target center can be seen when engine is rotated. (If engine is mis-aligned, target will obviously not be centered on strut-shaft log C-L.)

4. Observing where center of engine coupling (target center) is relative to centerline of shaft log, move whole engine by adjustments on the mounts until target is concentric with C-L. (Rubber vibration isolators of engine mounts sag after a few years; you may have to add washers under each mount if the engine is at the limits of adjustment.)



After satisfactory engine alignment as above, install shaft and its coupling, keeping shaft log propped in same position as during the optical alignment. Last, adjust engine coupling about pitch and yaw axes to acquire parallelism between two halves of coupling. Most engine specs say to within .005" difference, side-to-side and top-to-bottom. This is accomplished with tedious trials using a feeler gauge. Bolt coupling and wire securely.

LYRA introduces an Annual Junior Regatta

Roger Renaud

LYRA has introduced a Junior Regatta, similar to the concept as the "Senior" Regatta. LYRA is introducing this new program as a value-added service in support for our junior sailors, and we are very optimistic about its acceptance and success going forward.

At the annual general meeting, when bidding and presentations are made to select a host for the Annual LYRA Regatta, a site for the Junior Regatta will be selected in the same fashion. We are expecting Clubs to come forward, and offer to host this very important junior event.

Similar to the Senior Regatta:

- the hosting of the regatta will rotate to a different Club each year
- the regatta must be promoted and be made available and accessible to all juniors from within LYRA waters
- a formal Notice of Race should be mailed directly to the juniors if at all possible; at a minimum, to all junior clubs and sailing schools.
- LYRA will provide funding assistance directly or through sponsorship assistance.

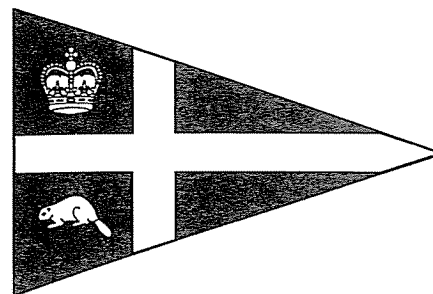
At the 1996 LYRA Annual General Meeting held at ABYC, the concept was introduced to the delegates. The Royal Canadian Yacht Club came forward and offered to host this first annual event. We are very excited and enthusiastic about this regatta, and we are confident RCYC will do a fine job for the juniors.

This Regatta is a mechanism for junior sailors to experience an international event, where life-long friendships will be established.

Chris Steer Insurance Brokers Ltd. of Toronto has agreed to sponsor the event, and we very much appreciate this level of support. Chris Steer races a C&C 34, Maggie Kelly, out of the RCYC.

LYRA Junior Sailing Fund

The purpose of this fund is to develop our junior sailors to better prepare them for competition outside of the Lake Yacht Racing Association area. Monies from the fund may be used for travel expenses for LYRA junior sailors competing in events outside LYRA and to bring racing clinics and events to LYRA junior sailors to broaden their experiences.



*The Royal Canadian Yacht Club
invites you to attend the 1st Annual*

LYRA Junior Regatta

August 6 & 7, 1997



** Billeting available upon request

** Cost \$20.00

CLASSES

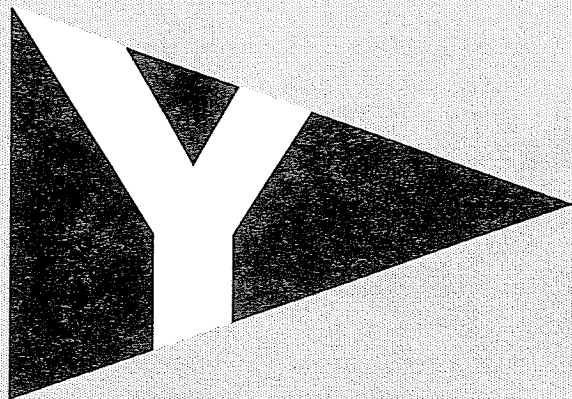
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We are pleased to support the Lake Yacht Racing Association and wish every skipper and crew a happy and safe 1997 sailing season.

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