



THE NEWSLETTER OF THE CANADIAN SHARK CLASS ASSOCIATION - Spring 1999

Better late than never? I trust your winter was sufficiently satisfying and that the arrival of spring brings joy to your heart. I quit my job in December and have never been busier. But that is the lot of the freelance writer and artist who takes on more than he/she can handle and then volunteers to do something else again.

We have, as usual, been patiently waiting for material for Sharkscan from our loyal readers, but alas, none came. And as a consequence, you may have noticed, no Sharkscan arrived in your postbox. Meanwhile, back on the internet, Bill Henderson has been very busy posting and managing our growing website. And those of you whose e-mail addresses are known to us have been receiving regular updates on the activities of the class.

We have some decisions to make, you and you and we, the Executive if we are going to continue to operate, and hopefully thrive. The advent of the internet and e-mail has given us an opportunity to communicate at a greater distance and more frequently than we can with our traditional publication – Sharkscan.

Allowing for the fact that not all of our members have access to the internet and e-mail, we propose amending our communication strategy thus:

E-mail Users

- Using the broadcast e-mail system currently in place, we will electronically publish Sharkscan Updates monthly. These will be PDF files, complete with pictures, colour, the whole shebang and will be sent to MEMBERS ONLY.

Canada Post Users

- Each quarter, the collected monthly Sharkscan updates will be mailed to our members who are not on the e-mail system.

This proposal will not necessarily save the CSCA money, as there are costs associated with our electronic publishing, however, it will provide a solution to two current problems. To wit:

- Timely distribution of information – By publishing a shorter version of Sharkscan (1-2 pages) monthly, we will not be dependent on amassing sufficient material to warrant the publication and distribution of a 4-8 page document.
- Add member value to Sharkbytes website – By posting all class material to the website, we are not providing any incentive for new members to join. There is no “members only” content and to create a site with password protected areas would be cost and time prohibitive to our volunteer organization.

Your feedback on this proposal is necessary to maintain a viable communications component to our class association. Please call, e-mail or write with your comments. Please, please, please.....

Christine Forsyth President, CSCA

Calling all Shark Sailors

You are cordially invited to a celebration of our 40th Anniversary to be held on Sunday, July 18th at The Royal Canadian Yacht Club. This event will include a retrospective of Shark sailing, a salute to the late George Hinterhoeller and the awarding of the first George Hinterhoeller Awards.

This event is open to all Shark sailors, past and present and we encourage all, who are able, to attend.

Please notify the organizers of this event of your intention to attend by e-mail to dowrite@pathcom.com or by telephone to Christine Forsyth at (416) 537-4333.

In Memoriam

GEORGE ANTON HINTERHOELLER

Wednesday, April 14, 1999

Boat designer and builder. Born in Mondsee, Austria, on March 16, 1928; died after a massive heart attack at Niagara-on-the-Lake, Ont., on March 18, 1999, aged 71.

George Hinterhoeller just wanted “a boat that would go like hell when the wind blew”. In fact, he helped launch a revolution.

It was 1959. Mr. Hinterhoeller was a 31-year-old Austrian immigrant, a trained boatwright working for a Niagara-on-the-Lake yacht builder. But what he had in mind was a personal project, a boat of his own big enough to sail on Lake Ontario but faster than the full-keel wooden boats common in those days.

He called her Teeter-Totter. Twenty-two feet long, she was light and easy to sail. Also, thanks to her design, which featured a fairly flat bottom with a fin keel and a straight bow, Teeter-Totter was very fast. People saw the little sloop and wanted one for themselves. George made a few changes to the design, added two feet to the length, and went into business manufacturing the boat he now called a Shark. Originally it was plywood, but when a customer asked for fibreglass, George obliged, although he didn't then care for the stuff. Because no one was sure yet how well this wonder material would wear, to be on the safe side he built his fibreglass Sharks extra-heavy.

George Hinterhoeller had created the right boat out of the right material at the right time. Because fibreglass boats were cheaper and easier to maintain than wood, sailing was no longer restricted to the very rich or the very eccentric. One of the first mass-produced fibreglass boats, the Shark was the seagoing equivalent of the Model-T, but with the sporty feel of an MG and the durability of a Jeep. Soon people were racing Sharks all around the Great Lakes, on the Ottawa and St. Lawrence rivers and off both Canada's seacoasts.

The Hinterhoellers were among them, “among the first to race as a family,” according to George's wife Nona. At a

time when most racing crews were grown men, George and Nona were out there with their children, Gabrielle, Richard and Barbara. The family would take over whatever Shark was sitting around the factory each spring – perhaps one whose final colour the customer hadn't liked – sail it for the summer, and then sell it in the fall.

Today there are about 2,500 Sharks in North America and Europe, where they sail the Baltic and the mountain lakes of Germany, Austria and Switzerland. After the Shark, George kept going, although more as a builder than a designer. In 1969, with yacht designers Richard Cuthbertson and George Cassian and others, George became one of the founding partners in C&C Yachts. Before he left in 1976 (complaining, as Nona remembered, “that he spent more time in the boardroom than building boats”), he helped turn out hundreds of popular, well-built sailboats, among them the C&C 27, C&C 29 and the Redwing 35.

George's first love was building boats, but he also liked the logistics of running a factory, figuring out how to set it up so his workers could work more efficiently or could turn out boats more cheaply. After C&C, he set up Hinterhoeller Yachts. In the late seventies, when Gordon Fisher of Southam Press was looking for someone to build his idea for an unusual cruising catboat to be called a Nonsuch, George Hinterhoeller was his choice. His

yard turned out close to 1,000.

Sadly, George Hinterhoeller outlived the success of the Canadian yacht-building industry he helped start. In the late 1980s, he sold his stake in Hinterhoeller Yachts, partly because it was time to retire, but partly because he feared that the market was getting saturated with used boats, and none of the companies making them seemed willing to slow down production. Today, those companies are gone. The Shark is no longer in production in Canada – although given how strongly George Hinterhoeller designed and built it, it may well last forever, a speedy, attractive memorial to their creator.

Ian Coumts is a Toronto writer whose father-in-law sailed Shark 147.

Reprinted from The Globe and Mail.



International Shark Class Association

The George Hinterhoeller Award

The International Shark Class Association honours the memory of the designer and builder of the Shark with *The George Hinterhoeller Award*. This international award will be presented to Shark sailors who have made significant and lasting contributions to the class. In the forty years since its creation, the Shark has had many advocates and fans whose devotion has secured it a lasting legacy.

In recognition of this 40th Anniversary year, and to mark the passing of George Hinterhoeller, the first award will be presented at the 1999 Shark World Cup at The Royal Canadian Yacht Club, in Toronto. Shark sailors, worldwide, are encouraged to nominate Shark sailors, past or present, who have enriched Shark sailing by their participation.

- ~ Please submit your nomination via the website at www.sharkbytes.simplenet.com. or mail to Greg Cockburn, President, ISCA, 120A Sherwood Ave., Toronto ON M4P 2A7.
- ~ Nominations should include the name, address and telephone numbers of both the nominee and the nominator if submitted by a second party, with a summary of the nominees accomplishments.
- ~ Nominations must be received by June 30, 1999 for consideration in this year. Nominations received after the closing will be held for consideration in the following year.

The George Hinterhoeller Award will be presented annually at the Shark World Cup. This prestigious award is open to all Shark enthusiasts and is not exclusive to racing sailors. The history of the Shark is rich in both competition and cruising – its success is a tribute to both George Hinterhoeller and the men and women who have kept the Shark alive and well these past four decades.

MEMORIES OF GEORGE?

For the Worlds, an event is being put together for the new Hinterhoeller Award, and will include a retrospective of George Hinterhoeller, a history of the Shark, and the development of the fleet. We are looking for interesting photos and slides to produce a slide presentation. The photos/slides can be from 1960 to 1999; black and white/ color, large /small but most of all, interesting and relevant to past events and people, past and present. After making copies we undertake to return them promptly and undamaged.

Please advise Graham Young (Graeme_Young@colliers.com) ...Thanks!

1999 SHARK WORLD CUP

NOTICE OF RACE

1. SCHEDULE OF EVENTS

Measurement	Friday, July 16th	1200 - 1900
	Saturday, July 17th	0900 - 1700
	Sunday, July 18th	0900 - 1200

1.2 The Practice race will be held Sunday, July 18 at 1200.

1.3 The Warning Signal for the first race will be Sunday July 18 at 1400.

1.4 No Warning Signal will take place after 1400, Thursday, July 22nd.

2. VENUE

The Regatta will be hosted by The Royal Canadian Yacht Club. R.C.Y.C. is located on the Toronto Islands. Ferry service is available via the R.C.Y.C. private launch, which is located at 263 Queen's Quay East.

3. ELIGIBILITY

Eligibility shall be in accordance with the rules of the International Shark Class Association, and properly registered with The Royal Canadian Yacht Club. Competitors are encouraged to pre-register. The organizing authority reserves the right to refuse entry to any yacht not properly registered by Sunday, July 11th, 1999.

4. RULES

The regatta will be governed by the Racing Rules of Sailing (RRS), and the safety regulations and the rules of the International Shark Class Association (except as any of these are altered by the Sailing Instructions) and by the Sailing Instructions.

This is a category A event, pursuant to the RRS Appendix G3. Yachts may be required to display the event sponsor sticker on the starboard side of the hull. Relative to RRS K3.2, ISAF approval is pending.

4.1 SAFETY REQUIREMENTS

All competing yachts shall carry at all times safety equipment determined by the current International Shark Class Association Rules and in addition, items required by local regulations.

4.2 INTERNATIONAL JURY

An International Jury will be appointed, subject to the approval of the Canadian Yachting Association in accordance with RRS Appendix Q. Decisions of this jury will not be subject to appeal.

5. SCORING

The event shall be scored in accordance with the RRS Appendix A2.2 (Low Point Scoring System). The series shall consist of nine completed races. If more than 4 (four) races are sailed each yacht will discard its worst finish. If less than 5 (five) races are sailed, all will count.

6. SAILING INSTRUCTIONS

Will be available from The Royal Canadian Yacht Club, Sailing Office and will be distributed upon registration.

7. MEASUREMENT

Measurement will take place as per the schedule of events.

8. COURSES

8.1 The primary course will be a twice around windward leeward course followed by a windward leg, with an offset mark placed at approximately 50 meters from, and at a right angle to, the windward mark. The leeward mark will be a gate mark.

8.2 Scheduling of the Long Distance race will be at the discretion of the Race Committee, and notice of such will be posted by 0900 on the day the race is to take place.



8.3 Other courses may be used and will be described in the Sailing Instructions.

9. LOANER BOATS

Loaner boats will be available to overseas competitors only. Registration forms for these participants must be received by the R.C. Y.C as of Friday, May 14th, 1999 in order to ensure availability of boats.

10. PRIZES

- a) Keeper trophies will be awarded to the top 10 overall.
- b) Additional prizes will be awarded as determined by the organizing fleet and the International Shark Class Association.

11. AMENDED NOTICE OF RACE

An amended Notice of Race may be issued if there are any alterations to the International Shark Class Association Rules or other reasons as determined by the organizing authority. This amended Notice of Race will be issued not later than July 1, 1999.

13. ENTRIES

Please complete and submit the Entry Form with required payment(payable to Royal Canadian Yacht Club) to:

The Royal Canadian Yacht Club
 141 St. George Street
 Toronto, Ontario, Canada M5R 2L8

ATT: Janice Peck, Sailing Office
 E-mail rcyc@sympatico.ca
 Phone: (416) 967-7245 Fax: (416) 967-5710

ENTRY FORM

ENTRY FORM

Sail No: _____	Yacht Name: _____
Skipper Name: _____	Address: _____ _____
Crew Name: _____	Address: _____ _____
Crew Name: _____	Address: _____ _____

Guests of Competitors who will be on the Island for any special activities associated with the regatta:

Signed: _____
Entering Skipper

Entrance Fee \$300.00 CDN

Visa Mastercard Amex Card Number: _____ Exp. ____/____

Cheque enclosed : Make cheques payable to: The Royal Canadian Yacht Club

Shark World Cup 1999

Proposed Social Schedule

Sunday – Opening Ceremonies, 40th Anniversary Bash and Getting to Know You Party

So much to celebrate, so little time. In addition to the traditional opening ceremonies with flag raising, anthem singing and welcoming addresses, this year we will host a 40th Anniversary Event to which all Shark sailors past and present are invited. We will also take this opportunity to present the *George Hinterhoeller Award(s)* for 1999.

To encourage mingling and international name calling, each competitor and all support team members will receive a 40th Anniversary World Cup T-shirt bearing their name, their yacht name and the country of origin. You will be required to learn the names of ten new people, or at the very least, the names of the people you see every year and never bothered to get to know. And yes, there will be a test.

Monday – International Sailing Night

Having mastered the “who” portion of this event, we will move onto “where” with a quick primer on where your fellow competitors sail. All participants are encouraged to send Sharkbytes some photos and anecdotes about their home waters which will be cleverly woven into a multimedia presentation complete with wicked asides. Those who may be affronted by the asides should sit in the back.

Tuesday – Blender Wars

Crews will compete for the prestigious Shark Bite Remedy of 1999 award with a blender libation creation of their devising. An independent judging panel will endeavor to reach consensus. All others should reach for a glass. There is already a buzz about this event which may or may not be sponsored by Ontario Hydro. Participants are encouraged to arrange alternate transportation or island accommodation on that night. Non-alcoholic drinks are encouraged for the designated drivers. Points will be given to Bi-Blender Drinks which can go either way (alcoholic or non).

Thursday – Banquet and Closing Ceremony

Over so soon? This evening will be distinguished by lengthy speeches and interminable presentations. No, that can't be right. There will be speeches and presentations but they will be minor and unavoidable. Subsequent to

the prize giving and memento sharing, there will be feasting and much dancing, including, but not limited to waltzing. Much fun will be had by all, culminating in promises to be broken in the light of day.

Shark Infested Waters

A daily anecdotal roundup by *Beaux Eaux* will appear on Sharkbytes and your permanent record. Do try to do at least one anecdote-worthy thing so it will appear to the world that this event was attended by at least one person other than Beaux Eaux.

Recap – 10 Things to do in advance of the best Worlds of your life

1. Try to remember the names of the people you already know so you will know who you don't know and be prepared to get to know at least ten of them. There will be a three-country minimum. Home country does not count.
2. Gather some photos and witty stories about your home club and send them in advance to Sharkbytes or be prepared to present them at International Sailing Night.
3. Perfect your own secret blender drink recipe. Be prepared to prepare it for at least two hundred of your new and old friends. You can practice this instead of sailing.
4. Pare your acceptance speech down to sixty seconds or less.
5. Take dancing lessons. Heavy on the waltz. It only happens once but it lasts for 13 minutes.
6. Practice being newsworthy. Have your fellow crew members interview you after each race. Try to make your obscure tactical decisions sound brilliant. Prognosticate freely before each race. Hedge your bets. Stay in the boat. Endeavor to keep your name and the words “Captain” and “Bligh” out of the same sentence.
7. Lose 20 pounds of fat. Gain 20 pounds of muscle.
8. Have your keel exorcised.
9. Take your vacation during the week of July 18th.
10. Practice, practice, practice.

Call a doctor if this seems like to much fun for you.

*Eager Productions
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“If you don't Do Write, you're wrong!”*

1999 Regatta Schedule

Events marked (C) are Counter Regattas for Shark of the Year

This is the 40th Anniversary of the Association.

Olympic Icebreaker, TS&CC	May 22/23
Trillium Regatta (C), RCYC	May 29/30
Provincial Championships (C), BHYC	June 12/13
RCYC Open	June 12/13
Capital City Shark Regatta (C), BYC	June 19/20
One Design Regatta, BCC	June 19/20
North Shore - Humber Bay Series, TS&CC	June 26
Toronto Harbour Parade of Lights	July 1
C&C Owners, NYC	July 3/4
World Championships (C) – RCYC	July 17/22
L.Y.R.A.	July 26/August 1
North Shore - Humber Bay Series, BC	August 7
Canadians (C), Parry Sound	August 21/22
Georgian Bay Invitational, MBSC	August 28/29?
North Shore - Humber Bay Series, TS&CC	August 28 .
Golden Horseshoe Open (C), RHYC	August 14 & 15
Britannia Yacht Club Shark Regatta, BYC, Ottawa	Sept. 11 & 12
Shark Lake Huron Regatta, GBYC	September 11 and 12
Gold Cup (C), BC	Sept 18/19
Homecomers (C), NOLSC	Oct 9/10

Important Notice to Boaters

New regulations for 1999 from the Canadian Coast Guard will affect Shark Owners. Several changes to the Safe Boating Guide for 1999 will add new equipment to our boats. The following is a list of the equipment required by the Safe Boating Guide, hi-lighted are the changes.

- 1) One Canadian-approved personal flotation device or life jacket of appropriate size for each person on board.
- 2) One buoyant heaving line of not less than 15m in length or one lifebouy with an outside diameter of 610 mm or 762 mm that is attached to buoyant line of not less than 15 m in length. Gone is a cushion as a throwing device.
- 3) A reboarding device if the freeboard of vessel is greater than 0.5 m.
- 4) One manual propelling device or an anchor with not less than 15 m of cable, rope or chain in any combination Shark Class requires 2 paddles to be carried aboard (min. 4 ft).
- 5) One bailer or one manual water pump fitted with or accompanied by sufficient hose to enable a person using the pump to pump water from the bilge of the vessel over the side of the vessel.
- 6) One Class 5BC fire extinguisher, if the pleasure craft is a power-driven vessel, plus another class 5BC fire extinguisher if the pleasure craft is equipped with a fuel burning cooking, heating or refrigerating appliance.
- 7) A watertight flashlight.
- 8) 6* Canadian approved flares of Type A, B or C.
 - * exempt from carrying pyrotechnic distress signals if:
 - operating in a river, canal or lake in which it can at no time be more than one mile from shore or,
 - engaged in a official competition or in final preparation for an official competition and has no sleeping arrangements. The Shark is considered to have sleeping arrangements.
- 9) A sound signaling device or a sound signaling appliance.
- 10) Navigation lights that meet the applicable standards set out in the Collision Regulations if the pleasure craft is operated after sunset and before sunrise or in periods of restricted visibility.

This is a minimum amount of equipment required by the Canadian Coast Guard and owners can receive fines for not complying. Copies of the Safe Boating Guide can be obtained by calling 1-800-267-6687.

Time to pay those 1999 dues. Keep your association strong. Please pay today.

Rig tension

Rig tension affects your mast bend, thus mainsail shape and forestay tension, thus genoa shape.

Jumper stays control the bend of the top half of the mast, thus the fullness of the top half of the mainsail.

More tension/straighter mast/fuller top half of the main
Less tension/more bend/flatter top of the main

Inner shrouds control the bend in the middle of the mast thus fullness in the middle part of the mainsail

More tension/straighter mast/fuller mainsail
Less tension/more bend/flatter mainsail

Outer shrouds affect the forestay tension thus the genoa luff curve and the shape of the sail.

More tension/straighter forestay/more pointing/less power
Less tension/more curve/less pointing/more power

In ideal conditions, ten to twelve knots of wind, the forestay sags to match the luff curve of your genoa for optimum shape and speed. In heavy air, this sag increases. Tightening the outers compensates for this. In light air, the sag is less than designed. Loosening the outers allows the forestay to sag.

Applying backstay bends your mast to the limits established by your jumpers and your inners, flattening your mainsail. It tightens the forestay, but loosens the outer shrouds.

In ideal conditions of 10 to 12 knots and normal sea conditions the rig tension that we use on Dartos is 400 pounds on the outers and 200 pounds in the inners. We set our jumpers so that they are loose when the mast is straight but touch the mast when pinched in 18 inches above the lower attachment point with moderate pressure.

We adjust our rig tensions to the wind conditions according to the chart below:

Drifter	300 lbs. outer	150 lbs. inner
6 knots	350 lbs. outer	180 lbs. inner
12 knots	400 lbs. outer	200 lbs. inner (Base setting)
16 knots	450 lbs. outer	225 lbs. inner
20 knots	500 lbs. outer	225 lbs. inner
25 knots+	650 lbs. outer	300 lbs. inner

It is equally important to match rig tension to sea conditions. With flat water, we carry about 50 lbs. more tension than above for pointing. In sloppy conditions we will use about 50 lbs. less for more power.

If you are unsure, err on the positive side. That is, carry 25 lbs. to 50 lbs. more tension than you think is necessary. If you are caught with too little tension on the rig, you will be fast but you will not point.

A word about your Loos gauge. They stretch with age and use, giving you more tension than you think. Check yours with a new one or purchase of the new spring types, which is what we use.

Set up your rig for the conditions that you sail in. The rig tensions of a successful boat in Hamilton Bay will be different than a successful boat in Humber Bay and different than a successful boat in Kingston.

JC Sails, Kingston
(Provided at Spring Seminar)

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