

MELBOURNE AUSTRALIA

XVI OLYMPIAD
NOVEMBER 22 TO DECEMBER 8, 1956

Ceremonies opened by:	His Royal Highness Prince Philip, Duke of Edinburgh
Nations attending:	72
Athletes participating:	3,314 (376 women)
Sports:	17
Events:	145
Canada's overall results:	2 gold, 1 silver, 1 bronze



Racing at Port Phillip Bay

The 1956 Games were a first for the southern hemisphere. Melbourne (the capital city of Victoria) is located in the southeast of Australia on Port Phillip Bay, at the mouth of the Yarra River. The bay is a landlocked expanse of 1,200 square kilometres of seawater. The racing headquarters were located at the Royal Melbourne Yacht Squadron.

The Canadian Yachting Association had not yet developed its program of financial support. As a result, the Dragon went to this regatta with the financial support of the syndicate who owned the boat, many RCYC members, and a very generous donation from Paul Phelan.



Tomahawk, which had spent six weeks on the deck of a cargo ship to get to this regatta and needed refinishing to be race ready

The Results

Dragon:	David Howard, Cliff Howard and Donald Tytler (RCYC) <i>Eighth out of sixteen</i>
Finn:	Bruce Kirby (RStLYC) <i>Eighth out of twenty</i>
Sharpie:	Archibald Cameron and Bill Thomas (RStLYC) <i>Eleventh out of twelve</i>
Star:	Eugene Pennell and George Parsons (RVYC) <i>Tenth out of twelve</i>
Team manager:	David Howard (RCYC)



SYDNEY AUSTRALIA

XXVII OLYMPIAD
SEPTEMBER 15 TO OCTOBER 1, 2000

Ceremonies opened by:	Governor-general, Sir William Deane
Nations attending:	199
Athletes participating:	10,651 (4,069 women)
Sports:	28
Events:	300
Canada's overall results:	3 gold, 3 silver, 8 bronze



Caroll-Ann Alie wins the start in front of the Sydney Opera House

Racing at Sydney

The 2000 Olympic Games were the largest ever. Races took place in the beautiful Sydney Harbour. For the final medal ceremony of the sailing regatta, approximately 10,000 people packed the forecourt and steps of the famous Sydney Opera House – the largest crowd yet to watch such an event and a sign of the enormous interest in sailing. Against this magnificent backdrop, Canada's Olympic Sailing Team competed in six classes.

The Results

Europe:	Beth Calkin (RVYC) <i>Eleventh out of twenty-seven</i>
Finn:	Richard Clarke (RCYC) <i>Seventeenth out of twenty-five</i>
Laser:	Marty Essig (RHYC) <i>Twenty-fourth out of forty-three</i>
Mistral:	Caroll-Ann Alie (RStLYC) <i>Seventeenth out of twenty-nine</i>
Soling:	Bill Abbott, Matthew Abbott and Brad Boston (SYC) <i>Thirteenth out of sixteen</i>
Star:	Ross MacDonald (RVYC) and Kai Bjorn (RStLYC) <i>Fifth out of sixteen</i>
Team leader:	Don Martin (RVYC)
Head coach:	Ken Dool (KYC)
Class coaches:	Joanne Abbott (SYC), Eric Jespersen (RVYC), Steve Rosenberg, Kelly Hand and Lawrence Lemieux (EYC)



(top to bottom)
Marty Essig sailing by the Sydney Harbour bridge
Richard Clarke in Sydney Harbour



TERRY MCLAUGHLIN

1984 OLYMPIC SILVER MEDAL

CLASS: FLYING DUTCHMAN

Unlike some of our 1980 Olympic teammates, such as Tam Matthews and Jay Cross, we were lucky. Like Evert Bastet and me in the Flying Dutchman class, Tam and Jay had spent four years training in the 470 class leading up to the 1980 Olympics, only to see Canada join the U.S.-led boycott of the Games. We were able to qualify for the 1984 Games; Tam and Jay did not.

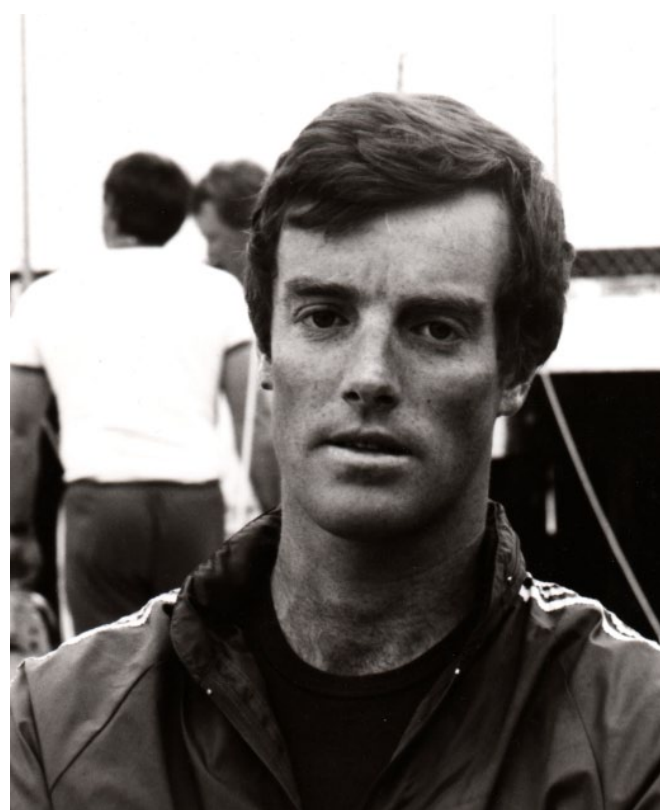
Our buildup to the 1984 Games was not as smooth as the one four years prior. For 1980, we sailed in many key international regattas including the World Championship in 1978 and 1979. In early 1980, we really had our act together and after getting a new German-built Mader Flying Dutchman (FD), we won three of four of the European regattas that we sailed, including the Worlds in Malmo, Sweden, a month before the boycotted Games. We won the Worlds without having to sail the last race.

“We should have realized something was up.”

For the next quadrennial, it was different. Though we had top-four finishes in the 1981 and 1982 Worlds, Evert was quite busy with his growing mast-making business. I was working in the financial business and then, in late 1981, joined Canada's first America's Cup effort in more than 100 years. This program was basically full-time from January 1982 to August 1983, except for the period in late 1982 when *Canada I* ran out of money. This didn't leave much time for Flying Dutchman sailing.

In the early part of 1984, I was back in Europe for some regattas and training, but not with Evert. John Millen filled in and we did okay, finishing twelfth in the World Championships in La

Rochelle, France, in May. At the Worlds we had two problems. We were slow downwind on the reaching legs. That was due, I believe, to imperfect technique and, as we later found out, something else. We were also slow upwind in a breeze. This was due to a new phenomenon that had been working its way into the class. This was the raked rig where the FDs were being sailed with a reconfigured jib (longer luff and shorter leech) and much more rake in the mast. For some reason this increased the upwind performance of the Flying Dutchman noticeably in anything over 12 knots of wind. By the time the La Rochelle World Championship rolled around, many of the top boats had adopted the raked rig and had purchased the new genoas required for it.



We should have realized something was up. John and I had been training in Palamos, Spain, early in 1984 with a couple of American Flying Dutchman teams and a number of others. We arrived at the boat park one morning to find that our American “friends” had packed up and vanished. John and I were completely mystified by this as we had an understanding with them that we would train together. The next time we saw them we discovered that they had moved to a secret location to work on their raked rig program.

They had left us somewhat high and dry many miles from home. You could understand my disappointment when I heard that neither of those teams ultimately ended up winning the U.S. Olympic selection trials.

Prior to the May Worlds, Evert and I sailed in two regattas in Florida that were part of the Olympic selection trials. Our main competition was the team of Duncan Lewis and Ian Struthers, who had been training for most of the winter in California with some of the better U.S. teams. We put together a couple of good regattas and came away from Florida with a substantial lead over Duncan and Ian, which meant the final selection regatta in June in Toronto was not very meaningful.

After the Worlds in May, we realized that we had a lot of work to do to get anywhere close to where we were in 1980. It was obvious that we had to buy some new raked rig sails and get used to the new upwind sailing style. The non-raked configuration was still faster in light air so one had to be very careful with which jib to use at the start of the race.

“We arrived at the boat park one morning to find that our American ‘friends’ had packed up and vanished.”

It was possible to change jibs on the run as we had done several times before, but it wasn't realistic to do that in the close racing of the Olympic Games. We also had to improve our downwind reaching speed.

We decided we needed some long hours on the water, and there was no better place to do that than the waters off Long Beach, California – the sailing venue for the 1984 Olympic Games.

PAUL TINGLEY

2008 PARALYMPIC GOLD MEDAL

CLASS: 2.4 METRE

I started sailing at the age of ten at the Waegwoltic Sailing Club, Halifax, as a crewmember in a “Flying Junior” and as a windsurfer. Sailing and boats were my passion. My other passion was skiing and unfortunately at the age of twenty-five, I had an accident that left me permanently paralyzed from the hips down. Thus ended participation in my two favourite sports – until I joined the local disabled sailing club known as “SAILABLE”.

When the International Olympic Committee brought the Paralympic events into the Olympic games it gave me the opportunity to get into competitive sailing. In 1996, I participated in the Sonar trials in Kingston. Although we were eliminated, I went to Atlanta to watch the Paralympic races and it was then that I set my goal to represent Canada at the 2000 games in Sydney.

I achieved that goal and competed in the Sonar as a crewmember, and we won a bronze medal in a fleet of fourteen. We learned a great deal including handling the added pressure of representing our country.

In Athens, 2004, I competed again in the Sonar, and we placed seventh out of fifteen.

Then I moved back to Halifax, and started sailing the 2.4MR (one-person boat). It was a wonderful boat that was ideally suited to my physical abilities and my financial budget. One sits in it like the cockpit of the old, open airplanes and steers it with a tiller between one’s legs and all the halyards and sheets are within easy reach of your hands. It has the response of a dinghy and the feel of a keelboat. The added benefit of this boat is that I can go sailing whenever I wish without all the hassle of getting a crew together.



When racing solo in a boat one has to be responsible for tactical maneuvers at the starting line, judging the favoured end and deciding which side of the course is the way to go to the weather mark. This is the demanding and wonderful part of sailboat racing and something I had to learn with the help of my personal coach Craig Guthre, and our team leader Brian Todd.

Paul Tingley sailing at Qingdao, 2008

