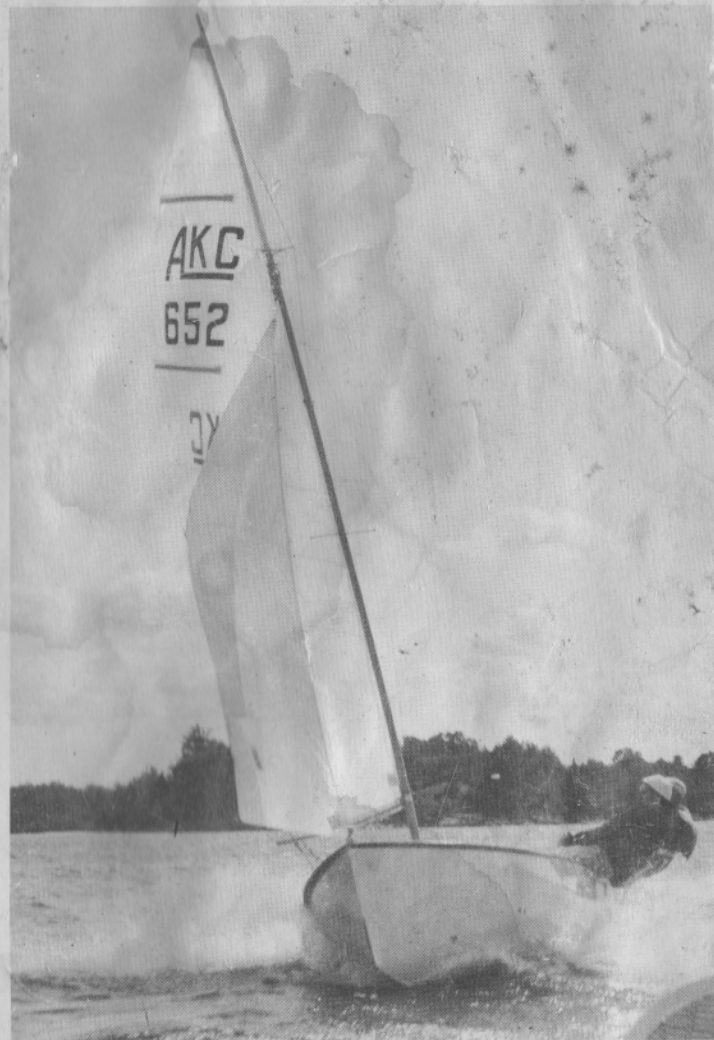




CANADIAN
ALBACORE
ASSOCIATION



1965 YEAR BOOK



1965 YEAR BOOK

CANADIAN ALBACORE ASSOCIATION

OFFICERS

P R E S I D E N T - DOUGLAS R. JARRETT
V I C E - P R E S I D E N T - DONALD B. GRANT
S E C R E T A R Y - T R E A S U R E R - JOHN B. TINKER
Y E A R B O O K E D I T O R - RONALD T. COOKE

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N. W. GOODERHAM W. M. McINTOSH

HUNTLEY CHRISTIE

REGATTA COMMITTEE

W. M. McINTOSH - Chairman

ALBACORE MANUFACTURERS AND DEALERS

MP Fairey Marine, Hamble, Hants England.
FG Continental Yacht Sales, 170 Charles Street,
Whitby, Ontario.
FG Grampian Marine Ltd., 451 Woody Road,
Oakville, Ontario.

(MP - moulded plywood; FG - Fibre glass)

PHOTOGRAPH (Front cover)

Don and Ella Giffin

Winner of
1964 Canadian Albacore Championship

PHOTOGRAPH (Back cover)

1964 "B" Fleet
at Windermere

Canadian Albacore Association,
Office of the Secretary-Treasurer,
Room 514, 159 Bay Street, Toronto.

May 31, 1965.

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PRESIDENT'S MESSAGE

To the Members of the
Canadian Albacore Association

The Canadian Albacore Association continues to grow at an astounding rate. The sailing clubs with Albacore fleets have increased from 17 in 1964 to 29 in 1965. The popularity of this one design class was further emphasized when the 1964 Canadian Championship Regatta, held at Windermere, Muskoka, was attended by a record 72 boats. Because of the large attendance the boats were divided for the first time into an A and B fleet which proved very successful, giving both experts and new sailors a better chance to win.

While the Albacore is widely used as a safe family day-sailer it has attracted a devoted group of racing skippers as well. Throughout the sailing season there are club races wherever there are Albacore fleets and an increasing number of open and invitation regattas, attracting skippers from other areas. It is gratifying to your Association executive to see the junior program being developed in the various clubs as these juniors are the sailors who will be the backbone of the Association in years to come.

The measurement program under the capable guidance of Past President, Don Giffin, is now well established. All entries in the Canadian Albacore Championships must hold a registered certificate to participate. I would hope that in the near future individual clubs would make it a requirement to hold a measurement certificate to participate in their own club races.

For the first time the Canadian Albacore Association had a booth and display at the Canadian Boat Show, held in February at the C.N.E. Judging by the many inquiries at the booth and the large increase in new boat owners this spring, this was a highly successful venture.

Many Albacore owners have not yet joined the Association. Their support is needed and will be greatly appreciated. An application form is attached at the back of the book.

This is your Association, one which we can all be proud of, but it requires the active participation of all its members to be successful. Do not hesitate to write the Secretary or contact the executive through your club representative to keep us informed of Albacore activities.

Best of sailing in 1965.

D. R. Jarrett,
President

7 April 1965.

1965 RACING RULE CHANGES

In the 1964 C.A.A. Year Book we published the I.Y.R.U. (International Yacht Racing Union) 1961 yacht racing rules as adopted by the Canadian Yachting Association. Some changes have been made by I.Y.R.U. which will be effective June 1, 1965. These are mainly changes in wording to clarify meaning. Only the significant ones are mentioned here. In addition, a few changes in meaning have been made which should tend to avoid situations which previously led to difficulty in interpretation and protests. These pertain to bearing away on a windward course after the start, establishing an overlap for right-of-way in rounding leeward marks and jibing around marks.

Underlined parts refer to wording changes or additions to the 1961 rules.

Referring to Definitions Part I.

Proper Course now reads "...in the absence of the other yacht or yachts affected, to finish as quickly as possible. There is no proper course before the starting signal. The course sailed before luffing or bearing away is presumably, but not necessarily, that yacht's proper course.

Starting now reads "...any part of her hull, crew or equipment.."

Finishing now reads "...any part of her hull, or her crew or equipment in normal position.."

NOTE: Part II and III Rules 1 to 30 on Race Management and General Requirements were omitted in the 1964 Year Book.

Rule 1.3 now reads: "all yachts entered or racing shall be subject to the direction and control of the race committee but it shall be the sole responsibility of each yacht to decide whether or not to start or continue to race."

Rule 4.4 (d) now reads: "Should an error be made in timing of the interval between the warning and preparatory signals, and a general recall signal is not to be made, the race committee shall ensure that the correct interval elapses between the preparatory and starting signals.

The word "preparatory" previously read "warning"

Rule 32 Avoiding Collision now reads: "A right-of-way yacht which makes no attempt to avoid a collision resulting in serious damage may be disqualified as well as the other yacht."

1965 Racing Rule Changes - continued

Rule 35 Hailing now reads: "A right-of-way yacht, except when luffing under rule 38.1, luffing after starting, should hail before or when making an alteration of course which may not be foreseen by the other yacht, or when claiming room at a mark or obstruction."

NOTE: The protest committee is free to decide whether or not failure of a right-of-way yacht to hail should in the circumstances entail disqualification.

Rule 37.3 Same tack rules - now reads: "A yacht which establishes an overlap to leeward from clear astern shall allow the windward yacht ample room and opportunity to keep clear and during the existence of that overlap shall not sail above the proper course.

Rule 40 now reads: "Before a yacht has started and cleared the starting line, any luff on her part which affects another yacht shall be carried out slowly. A leeward yacht may so luff only when the helmsman of the windward yacht (sighting abeam from his normal station) is abaft the mast of the leeward yacht. However, after her starting signal the leeward yacht may luff slowly to assume her proper course, even when because of her position, she would not otherwise have the right to luff. Rules 38.3 Hailing to stop or present a luff; 38.4 Curtailing a luff; and 38.5 Luffing two more more yachts, also apply."

NOTE: They key word is "affect" which depends on the number of boats and the possibility of causing collision.

Rule 41 now reads:

1. A yacht which is either tacking or gybing shall keep clear of a yacht on a tack.
2. A yacht shall neither tack nor gybe into a position which will give her right of way, unless she does so far enough from a yacht on a tack to enable this yacht to keep clear without having to begin to alter course until after the tack or gybe has been completed.
3. A yacht which tacks or gybes has the onus of satisfying the race committee that she completed her tack or gybe in accordance with rule 41.2.

Rule 45 now includes - capsized yachts with those anchored or aground for yachts under way to keep clear of.

Rule 49 Fair Sailing now reads: "A yacht shall attempt to win a race only by fair sailing, superior speed and skill and except in team races, by individual effort.

1965 Racing Rule Changes - continued

Rule 60 now states in part: A yacht shall be propelled only by the natural action of the wind. Underlined words replace "not use any means of propulsion" which left the impression that pumping the sails was not permitted.

The following rules have noteworthy changes of meaning:

Rule 39. Bearing away after starting.

This rule now only applies when sailing on a free leg of the course. It is now permissible for a yacht to bear off below her proper course during windward legs on a yacht attempting to pass her to leeward. The leeward yacht still retains right-of-way.

Rule 42.1 (b) Giving Room at marks.

If two overlapped yachts are on different tacks approaching a downwind mark and the inside yacht will have to jibe around the mark, she must jibe and head for the next mark. It does not apply at a windward mark or when both yachts at the leeward mark are on the same tack with the inside yacht having luffing rights. This rule avoids the danger of a yacht being forced to jibe without warning because the inside yacht did not jibe around the mark.

Rule 42.3 (a) Overlap at a mark.

The rule now specifies that an inside overlap shall not be established at a mark or obstruction after the yacht ahead is within 2 of her lengths or less of the mark. The overlap must be established in time to give the leading yacht time to give room even if over two lengths from the mark.

It is recommended that you obtain a copy of the 1965 I.Y.R.U. Rules adopted by N.A.Y.R.U. by sending 75 cents to:

North American Yacht Racing Union,
37 West 44th Street,
New York, N. Y.

FOURTH ANNUAL CANADIAN ALBACORE CHAMPIONSHIPS

72 boats, the largest fleet of Albacores ever to compete in North America took over Windermere house on Lake Rosseau for the Fourth Annual Canadian Championship Regatta on September 18th, 19th and 20th, 1964.

The fleet was divided into 2 groups according to performance in the previous two regattas. Five races were sailed, the best four races counting for the John Geike Trophy, emblematic of the Class A Canadian Championships and the Hiram Walker Trophy for the winner of B. Class.

It was a busy week end for all, which included the Canadian Albacore Association General Meeting, a racing rules seminar, Saturday night dance and Sunday banquet.

The first race on Friday afternoon was delayed waiting for wind which when it came was light, shifty and disappeared during the race. The third and last leg was a drifting match with remarkable changes in positions taking place with the leading part of the fleet becalmed almost at the finish line. Heinz Baerhold and Arthur Cowan, both from Conestoga Sailing Club, finished one and two when they picked up a new Zephyr from the opposite side, jibed first and sifted across the line.

On Saturday morning, the second race was sailed in a shifty 11-knot breeze and won by Dick and Peter McLaughlin of MLSC. Bill and Jo-Anne Gooderham of RCYC moved into a second place finish on the last leg by clever use of wind shifts.

The first race on Saturday afternoon started in bright weather and steadier winds from the Wigwassan corner of the lake. After the only recalled start of the series Lorne Patterson of MLSC led the way at the windward mark followed closely on the ensuing reach by Don Giffin of Shadow Lake Sailing Club and Don Grant of MLSC. Patterson dropped to third on the run followed closely by Ron and Norma Cooke of Kettles Sailing Club and the Stock Brothers from MLSC. Don Grant won this race followed by Don Giffin.

The fourth race followed in similar conditions after B Class finished. This time Jack and Bob Langmaid of Shadow Lake Sailing Club led for part of the race until Bill Gooderham rounded the final buoy and finished ahead of Jack. When points were tallied for the four races Giffin was leading with a steady 3-3-2-3 score while Gooderham was second requiring a win or a second to take the series.

The final race on Sunday morning in a 15 m.p.h. breeze and threatening rain was a thriller. Gooderham with a good start stayed on starboard tack along the shore. Giffin was to windward in position to cover every move. A very close tacking duel followed between these two skippers and by the end of the first leg young Peter McLaughlin at the helm of AKC 716 was leading while Gooderham

Fourth Annual Canadian Albacore Championships - cont'd.

and Giffin were 9th and 10th. The McLaughlins won the coveted Hiram Walker trays followed by Ron Cooke of the Kettles Sailing Club, Alex Macnaughton of MLSC, Jack Langmaid of SLSC and Bill Gooderham of RCYC; Don and Ella Giffin won the championship and Jack and Bob Langmaid tied for second with Bill and Jo-Anne Gooderham. The McLaughlins winning two races, were fourth and Heinz Baerhold was fifth in the series standing.

B Class had the largest fleet, 42 boats at the start which put considerable importance on good starting. In the first race getting under way in very light conditions ten minutes after A Class, Stan Hogg of Port Sydney took the lead and was able to find just enough air to keep ahead of the fleet. John Patterson of MLSC rounding the last mark in 8th spot went right up the shore and moved to second place ahead of Mike White of SLSC and Ron MacFarlane.

The next four races became a keen battle between two outstanding products of Junior Sailing programs in their first year at Windermere. In the second race Patterson took the lead from White at the first buoy and held it to the finish. The third race again developed into a contest between Patterson and White as they finished one and two giving Patterson a lead in the series. John Philips and Bob Fisher finished third and fourth.

Disaster struck these two at the start of the fourth race. Patterson mistook the starting gun for the 5-minute preparatory signal and as a result was unable to get clear air and finished 25th. Mike White nearly last across the line, gambled on a port tack attempt to get clear air, picked up a wind shift and was fifth at the first buoy. George Scott, veteran of previous regattas at Windermere took the lead and held it to the finish while White worked up to second. John Philips and Steve Zimmerman finished third and fourth.

This put White in first position in the series with Patterson only having to place fourth in the next race to take all. In the last race, Len Davis of SLSC took the lead and held it until the last leg. White was third then dropped to fourth on the last leg while Patterson, with uncanny ability to hold the boat upright and take advantage of shifts worked from third to first, as Davis was covering David Campbell of the National Yacht Club who finished third behind Davis. John Patterson (son of Lorne Patterson of A Fleet) won the series with a most remarkable 2-1-1-1 score in four races leaving White in second position with a 3-2-2-2 score and had to throw out a fourth position.

These two skippers gave great credit to their crews. The team of Patterson from Guelph and Ron Dick from Sudbury had never raced together before. Mike White found Bruce Ryall of Shadow Lake, Art Keith's former crew, an excellent influence in holding the boat level and squeezing power from the jib. George Scott of Lakeside

Fourth Annual Canadian Albacore Championships - cont'd

took third while John Philips of SLSC and Bob Fisher of MLSC tied for fourth in the series.

As some of the top B Class skippers move to A Class in 1965 new skippers will emerge to keep interest high.

The two classes proved to be a satisfactory method of handling the large fleet and the excellent meals, service, accommodation and weather combined to make the weekend complete and truly the most enjoyable sailing regatta of the year.

1965 CANADIAN ALBACORE CHAMPIONSHIPS

The Fourth annual Canadian Albacore Championships will be held on Friday, Saturday and Sunday, September 17th, 18th and 19th, 1965, at Windermere on the east side of Lake Rosseau, Muskoka, Ontario. This event will be conducted in accordance with the I.Y.R. U rules.

To participate boats must have measurement certificates and skippers must be members of The Canadian Albacore Association.

Races

The first race will be started just off the Windermere Docks at 3.00 p.m. Friday, September 17, 1965.

There will be five races for the championships; the best four to count. If only four races are possible, the four will be counted.

To insure continued maximum racing enjoyment it has again been decided to divide the boats into two sections - A and B. There will be trophies and five prizes for each section. We expect that there will be about 35 boats in Group A based on previous Canadian Albacore Championship performances.

Details regarding entries and accommodation will be sent out at a later date.

1964 CANADIAN ALBACORE CHAMPIONSHIP REGATTA

Windermere, Muskoka, September 18, 19 & 20, 1964

Total Entries - "A" Class 30

"B" Class 42 - 72 Boats

- Representing 17 different sailing clubs -

"A" CLASS

Place	Skipper	Sail Number	Club	Placings (best 4 races)	Total Points
1	Don Giffin	652	SLSC	3- 3- 2- 3-11	11
2 tie	Bill Gooderham	224	IPYC	6- 2- 6- 1- 5	14
2 tie	Jack Langmaid	618	SLSC	4- 4- 7- 2- 4	14
4	Dick McLaughlin	716	MLSC	9- 1-10- 5- 1	16
5	Heinz Baerhold	45	CSC	1-13- 8- 7-22	29
6	Ron Cooke	711	KSC	5-DSQ-4-25-2	36
7	Lorne Patterson	703	MLSC	10-17- 3- 6-24	36
8	Harvey Doherty	590	MLSC	8- 5-DNF-11-15	39
9	John Anderson	61	SLSC	14-10-21-10- 6	40
10	Bud Saunders	1	SLSC	17-15-12- 8- 9	44
11	Buddy Purves	547	MLSC	13-DNF-9-20-8	50
12 tie	John Lash	503	MLSC	15-14-13-13-16	55
12 tie	Alex MacNaughton	479	MLSC	16- 9-DNF-27-3	55
14	Don Grant	471	MLSC	25-DSQ-1-24-7	57
15	Geoff. Spackman	1271	CSC	22-12-19-15-12	58
16	Ron Mason	100	SLSC	20- 6-22-18-14	58
17	John Brooke	589	MLSC	DNF-11-14-4-DNF	59
18 tie	Val Stock	617	MLSC	DNS-DSQ-5-19-10	64
18	Dick Fear	961	MLSC	21-DSQ-17-9-17	64
20	Peter Allen	708		DNS-7-24-12-23	66
21 tie	Don Long	108	LYC	12-DNF-20-16-20	68
21 tie	Frank Wimmer	3	TS&CC	24-18-15-26-21	68
23	Tim Lash	474	MLSC	11-20-25-14-DNF	70
24	J. A. Cowan	96	CSC	2-22-26-30-DNF	70
25	Doug Jarrett	611	KSC	19-DNF-18-22-13	72
26	Peter MacNames	622	MLSC	7-21-28-21-26	75
27	John Tinket	35	GYC	18-19-11-28-DNF	76
28 tie	Peter Thompson	545		27-23-16-17-25	81
28 tie	Alan Clark	597	KSC	28-16-23-23-19	81
30	Art Keith	621	SLSC	26-18-27-29-18	90

"B" CLASS

1	John Patterson	87		2- 1- 1-25- 1	5
2	Mike White	591	SLSC	3- 2- 2- 2- 4	9
3	George Scott	73	LYC	15- 4- 6- 1-11	22
4 tie	John Phillips	65	BLSC	12-10- 3- 3-12	28
4 tie	Bob Fisher	47	MLSC	6- 9- 4- 9-22	28
6	Len Davis	715	SLSC	13- 3-DSQ-13-2	31
7	David Campbell	625		18- 7-11-24- 3	39
8	Bob Armstrong	69	OYC	8-31-24- 7- 5	44

1964 CANADIAN ALBACORE CHAMPIONSHIP REGATTA

Windermere, Muskoka, September 18, 19 & 20, 1964

"B" Class - continued

Place	Skipper	Sail Number	Club	Placings (best 4 races)	Total Points
9	Bob Shaw	117	BLSC	14- 8-20-14-10	46
10	Peter Beadon	1367		11-23-14-16- 7	48
11	Alan Clark Jr.	222		17-15-DSQ-10-8	50
12	Terry Sarter	22	SLSC	26- 6-DNF- 5-15	52
13	Steve Zimmerman	1371		28-DNF- 9- 4-14	55
14	Bill Holland	155		16- 5-15-33-21	57
15 tie	Bill Macintosh	700	MLSC	23-18-17-15- 9	59
15 tie	J. H. Taylor	144		DNS-12-12-17-18	59
17	Hugh Zimmerman	1221	KSC	9- 20-13-22-43	64
18	Charles Campbell	472	MLSC	18-27-21- 8-20	67
19	Dave Temple	623	MLSC	DNS-13-18-18-19	68
20	Ted Bastedo	63		7-DSQ-23-19-27	76
21	Fraser Fell	614		25-29- 8-21-23	77
22	Bob Long	154	RHYC	29-19- 7-28-25	79
23	Ron MacFarlane	34		4-35-36- 6-37	81
24	A. G. S. Griffin	172		30-21-22-12-33	85
25	John Campbell	709		DNS-11-DNF-29-6	88
26 tie	Huntley Christie	714	KBSA	31-26-16-38-16	89
26 tie	Charles Salter	68	SLSC	22-34-10-26-31	89
28 tie	Dave MacFarlane	178		21-28-26-DNF-17	92
28 tie	Bob Goodings	60		33-16-30-36-13	92
30	Stan Hogg	508	MLSC	1-32-34-32-29	94
31	Hugh Williams	115	MLSC	20-22-32-30-26	98
32	Clem McCulloch	75		DNS-17-19-31-32	99
33	Monty Brown	114	ABYC	24-DNF-27-27-24	102
34	Diana Goad	476	MLSC	5-14-DSQ-DSQ-DNS	104
35	Paul Edgar	202		10-37-31-39-30	108
36	Chris Patterson	185		27-DNF-5-DSQ-35	109
37	Amby Douglass	1301		32-30-29-20-34	111
38	Donald Thomas	16	BC	DNS-24-28-35-28	115
39	Chris Dobson	548	MLSC	DSQ-DSQ-25-11-DSQ	122
40	John Whitton	200	RCYC	DNS-33-35-23-36	127
41	Eric Hardy	112	RCYC	DNS-25-33-34-38	130
42	Dalton Loucks	118	LYC	DNS-36-DSQ-37-39	154

SAILING CLUB NEWSAshbridges Bay Yacht Club

Fleet Captain - George Young
Fleet Secretary - Peter Dwight

In 1964 our Albacore fleet grew from 0 to 6. We had an excellent season with keen competition in each race. 1965 promises even better with a possibility of a total of 12 boats racing. Excellent dry sailing facilities are available and will be greatly improved in 1965.

Racing Results 1964.Series "A" - Wednesday Evening Series

1	Ewin Morrison	AKC 161
2	Monty Brown	AKC 114
3	Derek Pollock	AKC 160

Series "B" - Sunday Afternoon Series

1	Derek Pollock	AKC 160
2	Monty Brown	AKC 114
3	Ewin Morrison	AKC 161

Continental Rophy (3 race series)

1	Monty Brown	AKC 114
2	Peter Dwight	AKC 182
3	Derek Pollock	AKC 160

Murray Trophy (season's high total points)

1	Derek Pollock	AKC 160
2	Monty Brown	AKC 114
3	Ewin Morrison	AKC 161

Calendar for 1965.

Open Regatta - Saturday September 11th.

Weekly races are held during the season on Wednesday nights at 7:00 p.m. and on Sunday afternoons at 1:00 p.m.

Association Members are welcome to participate in these races by calling Fleet Captain George Young at OX 1-2017.

SAILING CLUB NEWS - continuedBalsam Lake Sailing Club

Fleet Captain - Bob Shaw
Fleet Secretary - Dudley Barnes

Racing Results 1964.

"Peter E. Willson Albacore Trophy" was contested on total points for the best six placings of the season and resulted in the following standings:

1	Bob Shaw	AKC 117
2	Bill Holland	AKC 155
3	Dr. John Phillips	AKC 65
4	Chris Paterson	AKC 185
5	Howard Taylor	AKC 144
6	Tony Griffin	AKC 172
7	Brian Kelly	AKC 169
8	Clare Jackson	AKC 9
9	Doug Tough	AKC 122
10	Dr. Jack Crawford	AKC 18

"O'Keefe Trophy" for - Annual Balsam Lake Sailing Club Invitational Albacore Regatta held on Sunday, August 2nd, at Long Point, Balsam Lake.

<u>Skipper</u>	<u>Club</u>	<u>Sail No.</u>	<u>Final Placing</u>
D. Giffin	SLSC	AKC 652	1
J. Langmaid	SLSC	AKC 618	2
H. Baerhold	CSC	AKC 45	3
T. Sarter	SLSC	AKC 22	4
J. Anderson	SLSC	AKC 61	5 tie
B. Gooderham	BLSC	AKC 172	5 tie
R. Mason	SLSC	AKC 100	7
B. Saunders	SLSC	AKC 1	8
A. Keith	SLSC	AKC 621	9
M. White	SLSC	AKC 591	10

Calendar for 1965.

Minimum of 16 Albacores racing at Long Point, Balsam Lake, every Sunday at 2:00 p.m. commencing June 27, 1965 - visiting boats more than welcome.

1965 B.L.S.C. Invitational Albacore Regatta to be held Sunday, August 1st and it is hoped that a large number of visiting boats will be able to experience the wonderful sailing conditions on the open waters of Balsam Lake plus the keen competition of a regatta fleet expected to exceed 40 boats.

SAILING CLUB NEWS - continuedBoulevard Club - 1491 Lakeshore Blvd., Toronto.

Fleet Captain - Wm. Kennedy, 54 Ravenscourt Drive,
Islington, Ontario.
Fleet Secretary - Pat Williams, 128 Wanless Avenue,
Toronto 12, Ontario.

Club racing every Wednesday night.

Boulevard Open Regatta - Saturday, July 24, 1965.

L.S.S.A. Regatta - July 1 to July 4, 1965.

The Junior Sailing Section also sails Albacores

Conestoga Sailing Club

Fleet Captain - H. Baerhold
Fleet Secretary - G. Spackman
Fleet Measurer - A. Cowan

Racing Results 1964.Conestoga Sailing Club Albacore Trophy

1	A. J. Cowan	AKC 96
2	H. Baerhold	AKC 45
3	G. Spackman	AKC 1271

Calendar for 1965.

To be held 1:00 p.m. June 20, 1965 for Albacores - Trophy and three prizes. TV and newspaper coverage. Would like at least 30 to 40 Albacores.

Club races every Sunday afternoon

The Lake of Bays Regatta and Sailing Club

Fleet Captain - J. M. Hahn, c/o Shepherd Boats Ltd.,
Niagara-on-the-Lake, Ont.

Calendar for 1965.

Open Invitation Series for Albacores August 14 and 15.

SAILING CLUB NEWS - continuedGeorgian Yacht Club - Owen Sound

Fleet Captain - John B. Tinker

Racing Results 1964.

G.Y.C. Albacore Cup - July 19, 1964 (2 races, total low points)

1	Don Giffin	SLSC	AKC 652
2	Ron Mason	SLSC	AKC 100
3	Frank Wimmer	TS&CC	AKC 3
4	J. Arthur Cowan	CSC	AKC 96
5	Heinz Baerhold	CSC	AKC 45
6	John B. Tinker	GYC	AKC 35
7	Lorne McGruer	GYC	AKC 98

Calendar for 1965.

July 18, 1965 - Open Regatta for Albacore Cup
Low point series - 2 races in afternoon

Kempfenfeldt Bay Sailing Association

Fleet Captain - Gordon M. Grant, 48 Glenrose Ave.,
Toronto 7, Ontario.
Fleet Secretary - Hamilton Cassels Jr.,
165 University Avenue,
Toronto 1, Ontario.

Calendar for 1965.

With the introduction of 15 Albacores at Roche's Point Yacht Club and 12 at K.B.S.A. (Shanty Bay) Lake Simcoe can look forward to some keen competition. This being K.B.S.A.'s first year with the Albacores it is not anticipated that any invitational meets will be held. However, in addition to the regular weekend races, there will be the two traditional annual meets - one with Roche's Point Yacht Club and one with Barrie Yacht Club.

Madawaska Club - Go-Home Bay, Muskoka

Fleet Captain - Dr. W.R. Harris, 6 Clarendon Ave.,
Toronto 7, Ontario.
Fleet Secretary - J. W. Duncanson, 1 Noel Avenue,
Toronto 17, Ontario.

Races are held weekly on Saturday at 2:00 p.m.

SAILING CLUB NEWS - continued

Kettles Sailing Club

Fleet Captain - Jim Grand Jr.
 Fleet Secretary - Doug Jarrett
 Fleet Measurer - Perry Beadon

Executive Committee for 1965

Commodore - Jim Grand Jr.
 Vice-Commodore - Ron Cooke
 Secretary - Doug Jarrett

Racing Results - 1964

E. A. Jarrett - Starters Trophy (best 7 out of 9)

1 Doug Jarrett AKC 611
 2 Ron Cooke AKC 711
 3 Al Clark AKC 597

Harry Fairhead Trophy (2 races)

1 tie Jim Grand Jr. AKC 1371
 1 tie Doug Jarrett AKC 611
 2 Ron Cooke AKC 711 Nor Baker Commodore Trophy
 3 Rob Thompson AKC 599

Long Distance Race - August 26th - 20 miles

1 Ron Cooke AKC 711
 2 Perry Beadon AKC 1367
 3 Jim Grand Jr. AKC 1371

Invitation Team Race - July 25th.

1 Muskoka Lakes Sailing Club 76 points
 2 Kettles Sailing Club 52 points
 3 Beaumaris Sailing Club 34 points

Junior Races

Weir Trophy (best 7 out of 9)

1 Jamie Cooke
 2 Rick Beadon
 3 Charles Jamieson

East Bay Trophy (2 races)

1 Steve Zimmerman
 2 Jamie Cooke
 3 Rick Beadon

Calendar for 1965

- Weekly Races - Seniors - Saturday 2:30 p.m.
 - Juniors - Saturday 9:30 a.m.
- Special Races - Callaghan Cup Race, Bala, August 1, 1965
 - Tri Club Regatta, Beaumaris, July 17, 1965
 - Long Distance Race, August 14, 1965
 - Bala Inter Club Meet at Kettles, Aug. 7, 1965
 - Harry Fairhead Trophy Race, Sept. 4, 1965

SAILING CLUB NEWS - continued

Lakeside Yacht Club

Fleet Captain - N. D. Long, 14 Westdale Dr., Apt. 407,
 Welland, Ontario.

Racing Results 1964

1964 Series Trophy

1 Doug Minor AKC 105
 2 Don Wilson AKC 103
 3 Don Long AKC 108

Labour Day Invitational Regatta

1 Don Wilson AKC 103 LYC
 2 Doug Minor AKC 105 LYC
 3 Chuck O'Brien AKC 124 LYC

Calendar for 1965

Racing every Saturday 2:30 p.m. commencing May 29, 1965.

Labour Day Invitational Regatta

Muskoka Lakes Sailing Club

Fleet Captain - Dick McLaughlin
 Fleet Secretary - R. W. Purves

McLaughlin Trophy (best 3 out of 5)

1 Dick McLaughlin
 2 Bud Purves
 3 John Brooke
 4 Dr. H. Doherty
 5 Alex MacNaughton
 6 Dick Fear
 6 G. Stock
 8 Hugh Williams
 9 Ian McKinnon
 11 John Campbell
 11 Bob Fisher

Lash Trophy (best 5 out of 9)

1 Dick McLaughlin
 2 Bud Purves
 3 Dr. H. Doherty
 4 John Brooke
 5 Dick Fear
 6 Alex MacNaughton
 7 Ian McKinnon
 8 L. Patterson
 9 G. Stock
 10 Hugh Williams

SAILING CLUB NEWS - continued

Muskoka Lakes Sailing Club - continued

Doherty Cup

1	Dr. H. Doherty
2	Dick McLaughlin
3	Alex Macnaughton

Windermere Cup

1	Bud Purves
2	Ian McKinnon
3	Lorne Patterson

Challenge Race

1	D. McLaughlin
2	Rob Purves

Regatta

1	Don Grant
2	D. McLaughlin
3	Bud Purves

Tobin's Island Cruise

1	Don Grant
2	John Brooke
3	D. McLaughlin

Wednesday Series

1	Alan Vaughan
2	P. McLaughlin

- Best Junior Skipper - Peter McLaughlin -

Calendar for 1965.

D a t e s	R a c e N a m e	Ten Min. Gun Time	P l a c e
June 26	Doherty Trophy	2:15 p.m.	Off Dobson's Cottage
July 3	First McLaughlin Cup Race	2:15 p.m.	Golf Club
July 7	First Wednesday Afternoon Race	2:15 p.m.	Golf Club
July 10	Second McLaughlin Cup Race	2:15 p.m.	Golf Club
July 14	Second Wednesday P.M. Race	2:15 p.m.	Golf Club
July 17	Beaumaris-Kettles Inter-Club Race	2:15 p.m. to be announced	Beaumaris
July 21	Third Wednesday P.M. Race	2:15 p.m.	Golf Club
July 24	Third McLaughlin Cup Race	2:15 p.m.	Golf Club
July 28	Fourth Wednesday P.M. Race	2:15 p.m.	Golf Club
Aug. 1 (Sunday)	Muskoka Lakes Assoc. Regatta	2:15 p.m.	Golf Club
Aug. 4	Fifth W.A.R.	2:15 p.m.	Golf Club
Aug. 7	Fourth McLaughlin Cup Race	2:15 p.m.	Golf Club
Aug. 11	Sixth W.A.R.	2:15 p.m.	Golf Club
Aug. 14	Fifth & Final McLaughlin Cup Race	2:15 p.m.	Golf Club
Aug. 18	Seventh W.A.R.	2:15 p.m.	Golf Club

SAILING CLUB NEWS - continued

Muskoka Lakes Sailing Club - cont'd

Date	Race Name	10 Min. Gun Time	Place
Aug. 21	Windermere Trophy Race	22.15 p.m.	Windermere
Aug. 25	Eighth W.A.R.	2.15 p.m.	Golf Club
Aug. 28	Tobin's Isle Cruise Race	11.00 a.m.	Golf Club
Sept. 1	Ninth & Final W.A.R.	2.15 p.m.	Golf Club
Sept. 4	Challenge Race	2.15 p.m.	Golf Club
Sept. 4	Closing Banquet	6.00 p.m.	Golf Club

A skipper's meeting will be held fifteen (15) minutes before the ten (10) minute gun time shown above for each race. Should bad weather cause postponement of an afternoon race, it will be called for a ten (10) minute gun next morning at 10.30 a.m.

National Yacht Club - 10 Stadium Road, Toronto.

Fleet Captain - Louise Gardner, 26 Chudleigh Road,
(Junior Club) Toronto 10, Ont.

The Junior Club fleet has an active program during the week in the summer and participates in open regattas in the Toronto area.

Calendar for 1965.

Saturday, June 19th. - Open Regatta

Oshawa Yacht Club

O.Y.C. Commodore - Neville Lawrence, Oshawa, Ont.

Open Regatta to be held the weekend after the Windermere Regatta

Port Sydney Yacht Club - Mary Lake, Muskoka, Ont.

Fleet Captain - Stanley Hogg, 7 Moccasin Trail,
Don Mills, Ont.

Races are held on Saturday afternoons - Visitors welcome

Queen City Yacht Club - Algonquin Island, Toronto 2.

Fleet Captain - T. Phillips, 5 Nottawa Avenue,
(Junior Club) Algonquin Island.

The Junior Club has an active new fleet of Albacores and will be participating in open regatta in the Toronto area. At present there is only one senior member with an Albacore, George Gould, 173 Blythwood Road, Toronto 12, Ontario.

SAILING CLUB NEWS - continued

Roche's Point Yacht Club

Fleet Captain - J. S. Corrigan, 170 Roxborough Dr.,
Toronto 5, Ont.
Fleet Secretary - D. R. Baker, 317 Heath Street East,
Toronto 7, Ont.

15 Albacore Boats on order

Calendar for 1965.

Racing for Club members every Saturday afternoon from the last
Saturday in June to Labour Day at Roche's Point. Afternoon races
consist of one race for juniors and one for seniors.

Annual inter-club race with Kempenfeldt Bay Sailing Association.

Royal Canadian Yacht ClubCalendar for 1965.

Saturday, June 26th - Open Regatta

Toronto Sailing and Canoe Club

Fleet Captain - F. Wimmer
Fleet Secretary - R. Goodings

Racing Results 1964.

Open Regatta - August 15, 1964 (16 Albacores)

1	C. D. Minor	AKC 105
2	F. Wimmer	AKC 3
3	H. Baerhold	AKC 45

Round the Island Race - August 30, 1964 - Class "B"

1	R. Goodings	AKC 60
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Calendar for 1965.

Regular Club races twice weekly at 7.00 P.M. commencing
June 1, 1965.

Open Regatta August 14, 1965 at 2.00 P.M. starting time for
Albacores.

SAILING CLUB NEWS - continued

Shadow Lake Sailing Club

Fleet Captain - Bud Saunders
Fleet Secretary - Charles Spence
Fleet Measurer - Len Davis

Racing Results - 1964

Dunham Bush Trophy (Seasons results best 6 races)

1	Jack Langmaid	AKC 618
2	Don Giffin	AKC 652
3	Ron Mason	AKC 100
4	Len Davis	AKC 715
5	Bud Saunders	AKC 1
6	Art Keith	AKC 621
7	Mike White	AKC 591
8	Terry Sarter	AKC 22
9	Jack Evans	AKC 77
10	Don Keith	AKC 619

Brian Bower Memorial Trophy (handicap results)

1	Mike White
2	Ron Mason
3	Jack Langmaid
4	Terry Sarter
5	Len Davis and Bud Saunders (tie)

Shadow Lake Annual Invitation Regatta (21 boats)

1	Jack Langmaid	
2	Don Giffin	
3	Doug Minor	AKC 105 LYC
4	Ron Mason	
5	Mike White	

Norland Library Trophy

1	Jack Langmaid
2	Don Giffin
3	Bud Saunders
4	Ron Mason
5	Len Davis

Calendar for 1965.

July 3 - July 31	-	July Series
Aug. 8 - Sept. 4	-	August Series
Aug. 15 (Sunday)	-	Invitational Regatta
July 25 (Sunday)	-	Norland Library Race

Visitors are welcome at the 1965 Invitational Regatta. Anyone
interested, contact Mr. C. Spence, 81 Sherwood Avenue,
Toronto 12, Ontario.

LEARNING TO HANDLE AN ALBACORE

The Albacore was ingeniously designed to be suitable for a wide range of wind and sea conditions and is sailed by skippers and crews of a wide range in age and experience. Although many handling techniques are either a matter of preference or somewhat controversial, we present here generally accepted techniques to make your boat go fast and safely.

Rigging an Albacore

As the sail plan is one design, it is not necessary to have sails of different draft for different winds. In heavy weather the jib should be flattened, the main foot and luff tightened and a technique of spilling wind learned which will allow you to sail a boat upright, in 30 M.P.H. winds without reefing. The main disadvantage to reefing is the difficulty in rigging the boom vang which is so helpful in the proper performance of the boat. The mast should be straight and raked from 6 to 12 inches aft. One way to check the rake is when your boat is in calm water, without wind at a dock. Be sure that bow and stern waterlines are level with the water and by using the main halyard and a wrench as a plum bob the amount of rake can be measured. Class rules control mast position at deck level within a tolerance. The best guide is to adjust rake to the best position for your weight distribution and sails so that you have a slight weather helm or tendency for the boat to round into the wind with tiller on center line and the boat heeled not more than 15 degrees. Tuning is not too critical on the Albacore but you should find the proper position of shroud turnbuckles to give trim and performance and set them up at that position. Heeling too much will adversely affect your tuning and performance more than anything else.

The boom vang is used to hold the boom down to prevent excessive twist near the top of the mainsail and to increase power. It should be tighter in heavier weather. The jib luff should also be tighter going to windward in heavy weather to prevent the luff from sagging to leeward. Jib fair-leads should be located so that the jib luffs evenly all the way up. Cam cleats can be located either on the lee or windward side as your crew will not be able to keep the jib flat enough in heavy weather.

One of the most important and least expensive pieces of equipment is a mast head fly or pieces of yarn attached to shrouds. These show the direction of the apparent wind.

Learning to Handle an Albacore - continuedSailing Techniques

A beginner gets a thrill sailing with the lee rail awash. However, if he kept the boat flat he would experience a much greater thrill by planing at nearly twice the normal displacement speed. Despite differences of opinion on how flat a boat should be sailed, going to windward it is generally agreed that bow wave resistance, side slipping, weather helm and rudder drag increase when the boat is heeled more than 15 degrees.

How do you keep an Albacore sailing upright to windward in heavy winds and gusts of 25 to 30 M.P.H? Assume you have prepared with jib and mainsail draft reduced as much as possible and your crew already hiking out. Try also hiking out yourself to keep the boat flat, but failing the desired result, much can be done by steering to suit the luff of the jib allowing it to luff or break as required. You will be pointing higher but the boat will lose its speed if this technique is continued. You will have to ease the main and bear off slightly between gusts to maintain speed. If you are overpowered by a gust and as a last resort, release the jib sheet as the jib is likely pushing the bow off the wind and with the main out your weather helm is gone and she will not head up.

In large waves you must keep your boat driving over the waves so bear off down the wave and head up into the next. Wind direction is constantly changing due to minor shifts or changes in wind velocity and boat speed. The main difference in technique on a reach is that the crew holds jib sheet in hand, not cleated as on a beat, to be able to keep the jib on the point of luffing at all times while the skipper steers his desired course. Sail trimming sensitivity and boat balancing reaction will gradually become automatic and make that extra little difference in a race.

Planing is a most exciting experience. Your crew may get their hair wet as the boat rides bow up on its own bow wave producing spray. The boat will feel more stable and heel less as your planing speed increases. When a puff hits and she tends to heel, bear off, hike out in unison with crew weight farther aft and ease the sails to prevent further heeling, trim sails in again as speed increases being careful not to overdo it and stall. Have the centerboard at least half way up and for safety, avoid rounding into the wind suddenly from a reach or a run.

Learning to Handle an Albacore - continuedSailing Techniques - cont'd

When jibing, try to remember to pull the tiller opposite to the new boom position as it comes across to prevent a sudden heeling in a high wind. If you jibe around a buoy or make in a strong wind your boat is sure to trip over any board that you had down. Although self-rescue can be quick and easy in an Albacore it wastes time in a race. This sudden rounding as well as failure to release the jib on a beat, as a last resort, are the two most common causes of capsize. If you can practice these manoeuvres when the water is warm you will soon gain the confidence necessary to open the throttle in a good wind and enjoy the big thrills.

In light airs, the sails should be given more draft by releasing tension on the foot of the main. The jib can be given more draft by easing the sheet and not pointing quite so high, thus increasing speed.

Centerboard adjustment is no mystery. The main function of the board is to prevent side slipping. It should be fully down when going to windward to maintain weather helm is reduced off the wind. Be sure to drop the board before rounding a buoy on to a weather leg as side pressure on the board makes it difficult to move. A quick pull on the tiller while moving the board may facilitate this operation.

You will have more fun and safety in your Albacore if you learn to handle here in a good breeze. Remember she will really go when extra drag or stalled sails are avoided.

Don Giffin

BALANCE SHEET
As at September 30, 1964

ASSETS

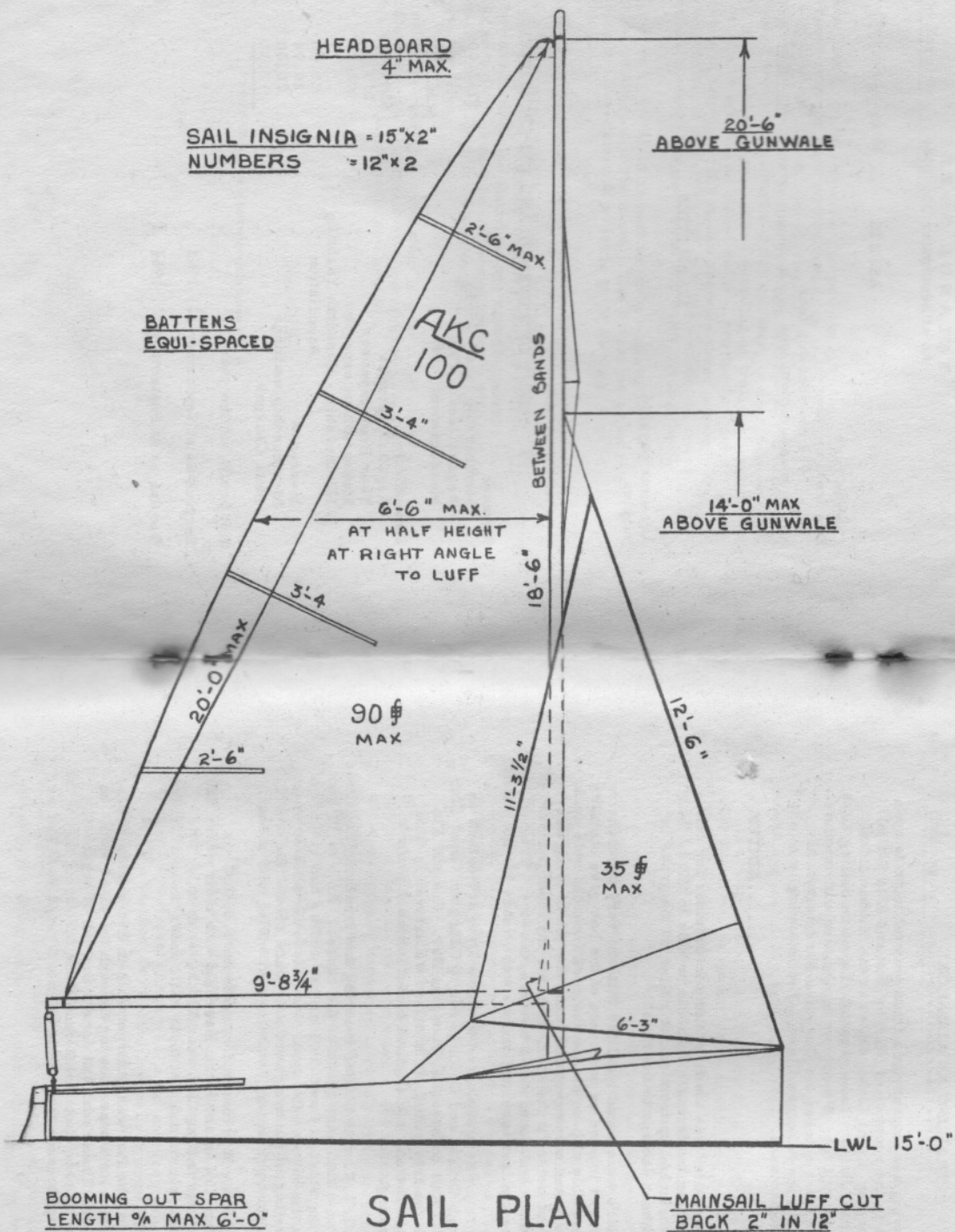
Cash in bank		\$1,020.55
Due from members		
- 1964 membership fees	\$ 8.00	
- measurement fees	30.00	
		<u>\$1,058.55</u>
		=====

LIABILITIES

Accounts payable	\$ 731.19
Surplus	<u>327.36</u>
	<u>\$1,058.55</u>
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STATEMENT OF REVENUE AND EXPENDITURES

Revenue		
Membership fees - 1964	\$242.00	
Regatta fees - 1964	518.00	
Measurement fees	<u>130.00</u>	\$ 890.00
Expenditures		
Regatta expenses	\$394.00	
Year Book expenses	213.19	
Measurement expenses	104.00	
Membership - Canadian Yachting Association	25.00	
Insurance	20.00	
Membership mailings	20.00	
Bank Charges	<u>7.31</u>	783.50
Net profit for the year		<u>106.50</u>
Surplus as at September 30, 1963		<u>220.86</u>
Surplus as at September 30, 1964		<u>\$ 327.36</u>
		=====



TRAILING AN ALBACORE

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The following are impressions from several trips to open Albacore regatta in the summer of 1964 by Don and Ella Giffin. They visited Georgian Yacht Club; sailed at the Shadow Lake Invitational regatta; Balsam Lake regatta; Lakeside Sailing Club; Ashbridges Bay Yacht Club; Windermere, and then with another crew in late September entered the One-of-a-Kind regatta at Bronte to represent the Albacore Class. The following is an account of their experience.

.....EDITOR

A suitable trailer was the first thing to consider for convenience and safety in trailering. It should be able to tilt so that the boat could be winched up from an air roller on the grass or shallow water without damage to the finish.

Wide rollers were found ideal for this and very inexpensive. Carpet padded blocks located on each side of the bow gave stability. A set of four adjustable clip-on straps fastened from the side deck to the trailer prevented movement and made the job of tying easy. A piece of wood cut out to fit the keel, slip into the mast partner and receive the mast and boom was a useful accessory. Trailer light fittings were the last essential and we were ready for the road.

Our first trip was across from Shadow Lake at Norland on Highway 35 through Orillia and Collingwood to Georgian Yacht Club in Owen Sound Harbour on beautiful Georgian Bay. Ron and Flo Mason also made the trip with their boat and we arrived in time for a friendly welcome and a delicious buffet luncheon prior to the skippers' meeting.

The new G.Y.C. club house, mooring and launching facilities were excellent and within easy reach of the course. An 8 to 10 knot breeze was blowing straight down the long bay and we had visions of whitecaps before the day was finished. Mac McGruer briefed us at the skipper's meeting on the two races each once around the 4-1/2 mile course, weather permitting, starting and ending with a beat.

Frank and Kitty Wimmer had come from T.S.C.C. in Toronto and Arthur Cowan and Heinz Baerhold with their wives had come from Conestoga Sailing Club near Kitchener to enjoy this chance to meet old friends and test their skill under these different conditions.

The view of the Bay was unforgettable in five shades of blue and green with white limestone showing through the clear water on the far shore. John Tinker who had done a fine job of organizing the regatta put us at ease about local conditions by stating that if the wind shifted during the race they would be more surprised than we.

Trailing an Albacore - continued

The wind held steady and we all enjoyed the racing and the trip. The visitors apparently found conditions to their liking and took the first four places. The wind here does not always blow steady as I remember planing back and forth across these same warm waters the previous November in a gusty Westerly. This area should have a great upsurge of sailing enthusiasm in the next few years and I could heartily recommend you consider this regatta a must if you have any inclination to trail in 1965.

Our Shadow Lake Sailing Club Third Annual Invitational Regatta drew, as usual, some faithful and keen types from Lakeside in Port Colbourne, Conestoga S.C., T.S.C.C. and several boats from Balsam Lake. Twenty was the largest Albacore fleet we had raced on our small course. After launching and lunching and surveying the islands, rocks, weeds and buoy locations, our visitors were suitably confused by our unpredictable wind shifts which made it difficult to set a good starting line.

The first start we shall never forget. We made our final run on the lay line for the favoured end of the line when we realized that most of the fleet was barging and despite desperate shouts for rights we found ourselves blanketed, backwinded, bumped, pushed and confused. We managed to get away from this mess without much loss and by the time we reached the windward buoy we met our old friend Jack Langmaid as usual and fought it out with him in a close race for first and second.

If our visitors thought the first race was exciting with such close starts, crowded buoys, planing, wind shifts and three times around, they had more in store in the second race. Trying to sort out what actually happened later in protest meetings was too much for me. Jack was winner of the second race and took the trophy for the second straight year on total time. This type of sailing is undoubtedly a good training compared to the open water type. At a highly enjoyable buffet after the regatta we were again challenged by Don Long and Don Wilson of Lakeside S.C. to see what we could do in their waves in Lake Erie in late August.

Balsam Lake Sailing Club held their first Annual regatta on Sunday, August 2nd. A well organized affair by Bob Shaw and John Anderson was held on Long Point jutting out into Balsam Lake. The beautiful summer homes and grounds were generously made available and every assistance was layed on except they forgot to order wind. We lunched and waited for an hour when it began to look like a start was possible. The fleet of 28 Albacores finally started away in shifty, light air. Bill Gooderham and Frank Wimmer with crafty intuition sailed off to port of the fleet where it looked least likely. Before long they picked up a breeze and beat the fleet around the windward buoy. We rounded about eighth and set out after them on a broad reach. The leaders ran out of wind and we had nearly caught them when we also ran out of wind. The rest of the fleet

Trailing an Albacore - continued

suddenly bore down on us on a run with that ever familiar bow wave roar. My alert crew noticed Bill Gooderham's winged jib backwind and tipped me off that it was not a beat so when it came to us we moved out in front, rounded the buoy and sailed the rest of the race hiking and planing and trying to keep ahead of Jack Langmaid and Heinz Baerhold who fought it out for second and third place.

The second race was a windy hard fought race where planing was the key and J. Langmaid won by about 20 seconds. This happy crowd, well satisfied with good winds and exciting racing in this excellent lake for sailing, enjoyed a fine outdoor meal and social second to none. Two other Albacore regattas were held the same day at Muskoka Lakes Sailing Club on Lake Rosseau and Bala on Lake Muskoka.

We finally decided along with Ron and Flo Mason and their AKC 100 to accept the challenge to try the racing at Lakeside S.C. at Port Colbourne on Lake Erie. They have a fleet of about eleven boats as well as some other French Pirate dinghies. Three boats arrived from Conestoga where they have about eight Albacores and sail also in relatively protected waters. Little did we know what was in store for us that day. There was a moderate breeze blowing on arrival. We rigged and launched at the Marina where we were greeted by Don Wilson and Don Long.

They had arranged to take the visiting skippers on a tour of the course out in the lake. The harbour was too shallow in parts for centerboards. It looked like an interesting race because of large waves characteristic of this relatively shallow lake. The wind was just right until about the time we started out. I had been delayed a few minutes to get my rudder out of the car and in the rush I failed to get my jib halyard tight enough. The wind came up as we left and I realized this would make windward work difficult but we planed along with George Scott past the huge elevators and out into the lake. We beat our way another mile to the start and didn't quite make it in time. By now we were more concerned with staying upright and finding a lull in the waves when coming about. We rounded the windward buoy still without taking much more than spray which at times covered the whole boat. After getting some board up she was off on the wildest planing ride of our lives heading across the waves on a broad reach. Some of the waves were huge and I was just getting used to it when suddenly, while we were both hiking out, we went backwards into the water so quickly I couldn't believe it. The only vision I had was trying to instinctively push the tiller to round a little more into the wind. The sails had apparently stalled suddenly as we teetered on a huge wave and there I was in the water with my left hand still on the tiller, my wife out of sight for a moment behind another wave. Trying to get under way again in this sea seemed almost impractical

Trailing an Albacore - continued

so we tied the jib sheet over the hull to hang onto and sent a message for help. What we didn't know was that six others had dumped; the race was cancelled and there were not enough rescue boats. The committee boat finally hauled Ella aboard, her very first dumping in a boat.

We were quite convinced we shouldn't have been racing in wind and waves like this especially when we didn't have enough experience and there were not enough rescue boats.

The local boys were convinced we had had enough and I was thankful the water was warm. Don Long invited us to a welcome meal before we left for home. I was impressed with the way an Albacore can take it in these conditions and believe that in sensible racing conditions L.S.C. must have some very exciting fun. Two other new Albacore fleets in that area will create great interest in inter-club visits in the future. I may also, if I can find a crew.

ASHBRIDGES BAY - My first visit to Ashbridge Bay Yacht Club was on a Wednesday evening in August. I was invited to crew in their new fleet of 6 Albacores with Monty Brown and his daughter. This turned out to be a drifter and we finished in a blaze of glory after one leg when the whole fleet, all classes at once, converged on us at the finishing line on a run as the wind suddenly came up to about 10 knots.

The dry sailing facilities for centerboarders is second to none. An ingenious system of rollers and trolley and berths gets the whole fleet stored away safely in record time. It seemed obvious that the plan to switch to a fleet of Albacores was most successful.

After our infamous showing at Lakeside, I persuaded Ella to crew again the following week at the Annual A.B.Y.C. open regatta. With only a week to go before Windermere I hoped she would regain her confidence. Fortunately the wind was not heavy. There were gentle swells but we only completed one round before the wind dropped. It was a huge success as many classes participated. We almost caught the leading Wayfarers who had started five minutes ahead. This club is active in racing Albacores in the Toronto area as each year the number around the many clubs increases. Open Regattas are held at Oshawa, Queen City Y.C., R.C.Y.C., T.S.C.C., Boulevard Club, N.Y.C., and I.Y.C. on different Saturday afternoons during the summer season.

An invitation to represent the class at the 2nd Annual One-of-a-Kind regatta at Bronte one week after Windermere became my last chance to sail in 1964. It was to be 3 races in 2 days once around a 6 mile triangular course. I invited Terry Sarter of Shadow Lake Sailing Club to crew.

Trailing an Albacore - continued

The regatta was divided into 3 groups - keel boats, catamarans and centerboarders. There was an entry list of 10 centerboard boats including Flying Dutchman and several of the newer English classes. There was a formula to determine corrected time based on sail area and waterline length with no allowance for different wind velocities.

We sailed out of the harbour to get the feel of things and found the wind from the S.W. varying between 15 and 25 with gusts of 30 and a moderate sea running. We wished we each had an extra 40 lbs. The start was 2 miles to the S.E. and was delayed for considerable time due to setting a line. We found out later that the committee boat had carefully manoeuvred into position, thrown the anchor overboard but had neglected to tie one end to the boat. By this time a couple of the centerboarders were forced to retire due to rigging failures. About a mile from the windward buoy we crossed tacks with the Wayfarer hot shots. We had already sailed about 8 miles and were getting tired, but kept in touch with the Wayfarer. The Flying Dutchman and Y Flyer with heavy crews on a trapeze were pulling ahead as well as the Lightening really in her glory going to windward in this heavy wind and sea. By the time we rounded the buoy the Wayfarer had planed away to open up a nice lead. We also took off and planed for 2 miles only stopping to round the buoy on to a broad reach. We caught the Wayfarer planing and even after the wind dropped, increased our lead to take a fourth on actual and corrected time. We were well satisfied and a bit tired. We returned the next day for the scheduled 2 races.

The wind got up before race time to 50 m.p.h. in gusts and we watched a huge reefed Trimaran slicing through the waves off the harbour until the race was officially cancelled.

The following race brought strong gusty winds from the north west. This time my former crew Len Davis and I ventured out of the harbour with the rest. We found the waves not bad but the spray was icy cold and at times the planing was almost impossible to stop. We headed back at this point as the race was sensibly cancelled. Coming in, six boats capsized and the Zenith had her deck torn off while planing. It was a sad realization to derig for the last time of the season. It had been a good one with many new memories that will last a long time.

Everywhere we went to race we found Albacore owners very thrilled with their boats. No wonder the class is growing at such a rate.

AN ALBACRUISE

"You gonna take that out there with no motor?" questioned a weathered Killarney local.

"Sure," came the answer. "Can you tell us how far it is to the Byng Inlet lighthouse?"

"Don't know, never bin that far. I 'spect its 60-65 mile or so by the buoys - but about 45 mile straight 'cross the open."

With that our blue albacore ghosted quietly away from the high wharves and flashy white cruisers and headed towards the calm lonely openness of Georgian Bay and home.

The trip, which had begun three days earlier, was the result of a longing to cruise the South Seas, but not having the wherewithal to charter a thirty-five foot ketch in the Carribean, we turned to Georgian Bay and the boat we had on hand - an Albacore. The only alterations made to the boat were to put styro-foam under the seats, remove the rear buoyancy tank and to add jam cleats for all sheets. Our packs were then put under the rear deck, the icebox wedged between the centreboard box and the seat and a box of odds and ends was placed at the rear of the centerboard box where it doubled as a seat. Tent, sailing gear, and anchor were stowed under the bow deck along with the largest buoyancy tank. The smaller buoyancy tank was kept deflated, to be blown up if the weather turned a little too stormy. To bail ourselves out of any trouble we tied a large pail to a long rope which in turn was secured to the mast. A small outboard motor could be attached to the stern but it would undoubtedly take away from the uncertainty and excitement of cruising. For navigation the Department of Mines and Technical Surveys puts out excellent charts, and a pair of good binoculars are a must. If you get bored at anytime you can always scan the horizon just like all movie star sailors do. It makes you feel important.

We had left Muskoka by car four days earlier trailing the Albacore to Byng Inlet on Georgian Bay where we stayed the night in the local hotel. It was comfortable and inexpensive and the following morning found us well rested and anxious to go.

Having rigged the boat and loaded our gear we finally shoved off and slipped gently down the Magnetawan River to the Bay. An hour or so later we left the calm of the river and gurgled merrily through a myriad of islands and rocks, beyond which the open water sparkled in the sun. As we turned along the buoys marking the inside channel, the rising wind hit us and the boat planed powerfully through the waves. When an opening appeared in the reefs we confirmed its existence on the chart then turned off the line of channel buoys and sped out into the empty, bright, open waters.

An Albacruise - continued

Once outside the reefs we ran north in the general direction of the Bustard Islands where we intended to spend the night. The long run parallel to the eastern shore of The Bay taught us how difficult it is to tell very precisely where the boat is on the chart, for distances and angles are very deceiving when a long way from shore. In fact it is surprising the amount of time that must be spent on navigation - and, indeed, that is probably the most interesting challenge of sailing new waters.

Much earlier than expected the Bustard Islands appeared on the horizon and a few hours later at about one o'clock in a dying breeze and a long swell we gingerly felt our way through the uncharted reefs to the calm water behind. Luncheon was served on a small island while the surf roared on the rocks and the northern sky clouded rather menacingly. We were reasonably glad to see the clouds because out on the open water the wind and sun quickly affect a person. The importance of good protection cannot be over-emphasized for you don't realize that the elements are having an adverse effect until it is too late, at which time you feel tired, headachy and even sick to your stomach. The remedy is sleep but that is usually difficult to get either on the boat or the rocks on shore, especially when your ability to make yourself comfortable is adversely affected by your condition. The best way to prevent this unpleasantness is to wear a hat, long-sleeved shirt and shorts and to throw a towel over your legs when not moving about. It is most important to put suntan lotion on your face several times during the day and wear good sun-glasses as often as possible for - and you may laugh - sunburned eyeballs can be very painful.

After lunch we pushed on through the islands and finding ourselves well ahead of schedule headed across an open stretch of water toward the western mouth of the French River. The wind all but left us late in the afternoon so we turned inland, drifting slowly over the reefs to a suitable spot for a tent and a fire.

We placed a few logs over the rocks then hauled the boat out onto them leaving it safe from the wind and water. The tent was pitched on moss placed on a level rock and the lines were anchored with boulders. After a relaxing swim the world's two worst cooks prepared a meal that has never been seen in that part of the world before and will never be seen there again - or anywhere else for that matter.

As the sun disappeared in the clouds on the horizon we were very suddenly savagely attacked by hordes of mosquitos which drove us to our bug-proof tent. Once inside we gave thanks for the sewn-in floor and netting at all openings. Sleep came quickly but we certainly didn't have a very restful night due to several commando raids by those persistent bugs who somehow found their way through

An Albacruise - continued

our elaborate defences. Since there was hardly enough room for the two of us let alone the bugs, the antics and contortions used to escape the beasts left us wide awake many times during the night. A bug repellent would have been most useful.

We arose to a cool damp dawn with thoughts of a hot filling breakfast but eating was denied by the unceasing persistence of the mosquitos, who were anxious to eat us first. In no time at all our gear was thrown into the Albacore which was launched amidst a spray of water and barked shins. With a sight of relief we hoisted the sails and tacked back and forth between rocks and reefs for sometime until eventually the open water was reached. At last we could relax as we headed close hauled through the muggy morning towards the point where Killarney ought to be.

As the time went by the sun appeared and its warm drying effect was a welcome comfort but soon we were again trying to escape its untiring, searching rays. As the visibility improved it was obvious we must head further out from shore so with sails cleated in tight we altered course to windward and sloshed through the swells past tiny islands barely showing above the water. Occasionally the boat passed over a reef but any which might do us harm were easy to spot and avoid.

As the wind veered into the south the boat was soon almost reaching for the northern tip of Green Island where we hoped to lunch. We sped rapidly up to the inviting island, lept out onto the rocky shore, then back into the boat as billions of flies descended upon us. I am told that the affliction is peculiar to that island alone. I would mention that the water here is unbelievably clear and cold, giving off a wonderful feeling of cleanliness and purity. It's a shame about the flies.

From here the Killarney lighthouse was in sight and while lunching on sandwiches we gurgled off on a semi-plane through the sparkling waves. A few cottony clouds floated over us and the white Killarney mountains filled the northern horizon. Except for a big commercial fishing boat puffing and chugging to the south, it was the ultimate ad for Kool, White Rock and Springmaid Sheets all rolled into one.

We covered the ten miles or so from Green Island to Killarney very rapidly enjoying the sail and thoughts of a royal welcome. Once in the shelter of the land the boat slid silently towards the wharves of Killarney Mountain Lodge. No happy welcome - just stares. A lot of money around there. No one seemed to know whether we could stay at the Lodge. They just stared. We tied the boat to a hook, leaving the sails up ready for a quick departure and ambled self-consciously up to the office. After a few moments of bargaining a fantastic room was made available to us at a reasonable rate. Our fears were displaced.

An Albacruise - continued

In no time flat the boat was put away and we enjoyed a shower, a snack and a sleep. Later after a swim in the pool, we called our wives to tell them of the horrible hardships we were enduring and to assure them that it was a good thing they hadn't come for they would have been miserable. We then gorged ourselves on a steak dinner, took a tour around the town to inspect all the gleaming cruisers and finally went to bed. What a cruise!

The next morning at nine, after a very refreshing sleep we loaded the boat and ghosted out into the Bay. A slight whisper of wind which lasted about an hour carried us two miles. Then calm and that ever pursuing sun.

At eleven o'clock or so a breeze came up from astern, just strong enough to keep our spinnaker pulling and our little craft was finally off on the long journey towards the vacant horizon and beyond that the car. We made ourselves as comfortable as possible on air mattresses laid on the seats and the floor and ate our usual sandwiches. All sails were cleated and the wind did the work.

Our real problem was navigation. When almost out of sight on land in one direction and none in the other directions it was really impossible to tell where the boat was and in what direction it was heading. We first lined ourselves up on two islands but these were soon left behind. Their place was taken by a compass from a 5 and 10 cent store. Had we had more trust in the compass we would have done fairly well. However, we unconsciously kept turning imperceptibly towards where we knew there was land. When finally green trees appeared over the bow at about four o'clock we had no sure idea of our position. At about six o'clock the dying breeze forced us to bring in the spinnaker and while drifting along, the Bying Inlet lighthouse appeared about ten miles to the south.

Soon the wind left us altogether and while the boat wallowed helplessly we enjoyed a swim and thought of the cocktail hour at home. The boat rocked back and forth in the swell, the centreboard banging incessantly and the boom swinging in and out in a never-ending attempt to smash either one or both of us on the head. We soon discovered that the only way to retain our sanity under these conditions was to jam a paddle down the centreboard box and to cleat the mainsail in as hard as possible. As sunset came the west became a huge jumble of grey menacing clouds billowing from the horizon to a point almost over the top of our mast while streaks of orange from the dying sun slashed through here and there. In the distance a large sloop lowered its sails and we watched its lights disappear in the hazy distance as it motored off towards Killarney. But our Albacore still wallowed a long way from its destination.

An Albacruise - continued

Realizing that our trip wouldn't end for sometime, we had a bite to eat and made a bunk by putting the packs between the centreboard box and the seat next to the icebox and then placing an air-mattress over it all. It wasn't the world's most wonderful bed but having been tired out by the day's sun, sleep came easily (we had been sailing all day two hours at the helm at a time and we continued this system after dark). One point to mention here is that it turns very damp and cold out on the water at night and adequate warm clothes are important, especially if trying to sleep.

It was a frustrating few hours tacking silently towards the lighthouse, for every puff of wind seemed to come directly from our goal. However, when I awoke at about one o'clock to take the helm, we had reached the lighthouse and only a few miles of river lay ahead. For two hours I tacked the boat up the channel in and out of rocks and buoys and in all the silence I felt like Captain Hornblower sneaking up a river to attack the French.

But, finally at four o'clock, nineteen hours after leaving Killarney, we tied up at the wharf next to our car. We were glad to be ashore but as we trailed the boat home thoughts of maybe sometime sailing from Sault Ste. Marie to Parry Sound were taking shape.

... John Lash....

EDITOR'S NOTE:

There was an interesting article on a cruise by an Albacore and some other boats in the Thousand Islands last summer reported in the November 1964 issue of One Design Yachtsman.

CANADIAN REGISTRY OF ALBACORES

NOTE: This registry has been prepared from the best information available. Any errors or omissions should be communicated to the Association Secretary-Treasurer. The following will explain symbols used.

Albacore fleets and affiliated clubs

Fleet Number	Symbols	Clubs
17	A.B.Y.C.	Ashbridges Bay Yacht Club (Toronto)
	B.S.C.	Bala Sailing Club (Muskoka)
14	B.L.Y.C.	Balsam Lake Yacht Club
	B.C.S.C.	Big Cedar Point Sailing Club (Lake Simcoe)
6	B.C.	Boulevard Club (Toronto)
12	C.S.C.	Conestoga Sailing Club (Kitchener)
	F.L.Y.C.	Falcon Lake Yacht Club (Winnipeg)
28	F.Y.C.	Fanshawe Yacht Club (London)
	F.B.Y.C.	Frenchman's Bay Yacht Club
22	G.R.Y.C.	Gatineau River Yacht Club (Ottawa)
7	G.Y.C.	Georgian Yacht Club (Owen Sound)
23	H.H.R.C.	Honey Harbour Racing Club
	I.P.Y.C.	Imperial Poona Yacht Club
19	K.B.S.A.	Kempfenfeldt Bay Sailing Association (Lake Simcoe)
3	K.S.C.	Kettles Sailing Club (Muskoka)
16	L.B.R.S.C.	Lake of Bays Regatta & Sailing Club (Muskoka)
13	L.Y.C.	Lakeside Yacht Club
8	M.S.C.	Madawaska Sailing Club (Go-Home Bay)
2	M.L.S.C.	Muskoka Lakes Sailing Club
9	N.Y.C.	National Yacht Club (Toronto)
12	O.C.	Oakville Club
10	O.Y.C.	Oshawa Yacht Club
21	PK.S.C.	Parkway Sailing Club (Niagara River)
	P.C.Y.C.	Port Credit Yacht Club
	P.H.Y.C.	Port Hope Yacht Club
27	P.S.Y.C.	Port Sydney Yacht Club (Mary Lake)
20	Q.C.Y.C.	Queen City Yacht Club (Toronto)
18	R.P.Y.C.	Roches Point Yacht Club (Lake Simcoe)
1	R.C.Y.C.	Royal Canadian Yacht Club (Toronto)
11	R.H.Y.C.	Royal Hamilton Yacht Club
4	S.L.S.C.	Shadow Lakes Sailing Club
5	T.S. & C.C.	Toronto Sailing & Canoe Club (Toronto)
15	C.L.S.C.	Caddy Lake Sailing Club (near Winnipeg)

Sail No.	Name and Address	Other Information
1	SAUNDERS, M. A. 79 Shaver Avenue N., Islington, Ont.	SLSC
3	CLARKSTONE, G. W. 126 Beech Avenue, Toronto 13.	TS&CC
5	DAVIDSON 114 Bombay Ave., Downsview, Ont.	Camp Winnebago
6	DANSON, W. B. 114 Bombay Ave., Downsview, Ont.	Camp Winnebago
8	COWAN, Frank, Princeton, Ontario.	CSC
9	JACKSON, R. C. 9 Golfwood Hts. Drive, Weston, Ont.	
10	FRICKER, E. A. 103 Yorkminster Road, Willowdale, Ont.	SLSC
11	GLOVER, F. B. 30 Archwood Cresc., Scarborough, Ont.	BC
12	WALLER, J. R. 194 Ellendale Cr., Apt. 2, Ottawa, 3, Ont.	BLSC
13	PERRY, O. 38 Bluevale St. N., Waterloo, Ont.	CSC
14	DANSON, W. B. 114 Bombay Ave., Downsview, Ont.	Camp Winnebago
15	STOKES, Fred W. 154 Collier Street, Toronto 5.	Lake Temagami
16	THOMAS, D. B. 64 Grenview Blvd. S., Toronto 18.	BC
17	DANSON, W. B. 114 Bombay Avenue, Downsview, Ont.	Camp Winnebago
18	CRAWFORD, Dr. J. S. 8 Killarney Road, Toronto 7.	BLSC
19	ROOD, Robt. J. 90 Arlington Avenue, Kitchener, Ont.	CSC
20	McNAUGHT, Prof. K. G. 121 Crescent Road, Toronto 5.	MSC
21	SMITH, Mrs. G. W. 34 Wychwood Park, Toronto 4.	MLSC
22	SARTER, T. 4 Heatherglen Road, Rexdale, Ont.	SLSC
23	DOUGLAS, C. R. 192 Dunvegan Road, Toronto 7.	MLSC
25	DOBSON, Prof. W. A. C. H. 93 Madison Avenue, Toronto 5.	MSC
26	DOBSON, Guy St. Clair 93 Madison Avenue, Toronto 5.	MSC
27	McLEOD, J. C. 56 Hillholme Road, Toronto 7.	
31	HARRIS, Dr. W. R. 6 Clarendon Avenue, Toronto 7.	MSC
32	WILSON, J. T. 29 Roxborough St. E., Toronto 5.	MSC

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Sail No.	Name and Address	Other Information
34	MACFARLANE, R. A. 8 Hillcrest Avenue, St. Catharines, Ont.	LBRSC
35	TINKER, John B. 274 Douglas Drive, Toronto 5.	GYC
38	STURRUP, V. R. 30 Markwood Crescent, Etobicoke, Ont.	TS&CC
39	WATSON, A. G. 49 Hillholme Road, Toronto 7.	
40	COOPER, D. H. 99 Bayview Ridge, Willowdale, Ontario.	
41	MORLEY, K. D. 39 Forest Road, Ajax, Ontario.	RCYC
42	HAHN, J. M. Box 640, Niagara-on-the-Lake, Ont.	LBRSC
43	SPENCE, Charles 81 Sherwood Avenue, Toronto 12.	SLSC
45	RADKE, A. 46 Courtland Avenue, Kitchener, Ont.	
47	FISHER, Robert 17 Donino Avenue, Toronto 12.	MLSC
48	BOWERS, A. E.	
49	BOWERS, T.	
50	PLAIN, B. E. 4 Crescentwood Road, Scarborough, Ont.	
51	FIBSON, D. J. 406 Glenayr Road, Toronto 10.	
52	HAHN, J. M. 16 Hillcrest Avenue, St. Catharines, Ont.	LBRSC
55	VAILE, Dr. S. 241 Forest Hill Road, Toronto 7.	BCSC
56	DORFMAN, B. H. 22 Shelborne Avenue, Toronto 12.	BCSC
59	BAILEY, R. D. 719 Ector St., Denton, Texas, U.S.A.	MSC
60	FERGUSON, G. T. 171 Stibbard Avenue, Toronto 12.	TS&CC
60	GOODINGS, R. A. (partners with Fergusson) 294 Douglas Avenue, Toronto 12.	
61	ANDERSON, J. O. 976 Mohawk Street, Oshawa, Ont.	SLSC
63	BASTEDO, E. F., 142 Alexander Street, Oshawa, Ont.	
64	DANSON, W. B. 114 Bombay Avenue, Downsview, Ont.	Camp Winnebago
65	PHILLIPS, Dr. J. M. 736 Mary Street, Oshawa, Ont.	BLSC
66	RADLEY, B. 73 Highland Avenue, Toronto 5.	
67	KERR, William 8 The Donway E., Apt. 11, Don Mills, Ont.	

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Sail No.	Name and Addresses	Other Information
68	SALTER, C. R. B. 69 St. Edmonds Drive, Toronto 12.	SLSC
69	ARMSTRONG, R. C. 29 Thomas Street S., Oakville, Ont.	OC
70	WARREN, Dr. W. D. 413 Mary Street, Oshawa, Ontario.	
71	DOWSING, R. M. 75 Dawes Road, Toronto 13.	
72	BUTLER, F. G. 3 Crestridge Heights, Weston, Ont.	PSYC
73	GOOD, R. N. 245 Union Street E., Waterloo, Ont.	CSC
74	COOKSON, T. A. 114 South Drive, Toronto 5.	
75	McCULLOCH, Dr. C. 165 Teddington Park Ave., Toronto 12.	
76	WINGFIELD, R. C. 60 Glenellen Drive E., Toronto 12.	
77	EVANS, J. J. G. 16 Fifeshire Road, Willowdale, Ont.	SLSC
78	DISSMAN, R. E. 32 Glenridge Road, Scarborough, Ont.	FBYC
80	PULVER, S. S. 722 Chemong Road, Peterborough, Ont.	
83	HAMILTON, Dr. R. M. 385 Riverside Drive, Oakville, Ont.	OC
84	PALTER, D. 100 Old Forest Hill Rd., Toronto 10.	Camp Kawagama
85	STINSON, Dr. D. 284 St. Clair Ave. W., Toronto.	RCYC
86	PALTER, D. 100 Old Forest Hill Rd., Toronto 10.	Camp Kawagama
87	ALLEN, H. 36 Lambeth Road, Islington, Ont.	MLSC
88	RUDDY, W. R. 96 Richmond Street W., Oshawa, Ont.	
89	ROSSITER, R. J. 504 Colborne Street, London, Ontario.	MSC
91	HAMPTON, Dr. L. M. 42 Hereford Place, Ottawa 3, Ont.	
93	KELLY, W. 85 Goldale Road, Toronto 12.	
94	TILLSWORTH, E. H. 23 Lambeth Cresc., Islington, Ont.	Thunder Bay
96	COWAN, J. A. 237 Erb Street E., Waterloo, Ont.	CSC
97	HARRIS, F. 805 Third Avenue W., Owen Sound, Ont.	GYC
98	MAXWELL, Jack	

Sail No.	Name and Address	Other Information
99	CARSWELL, P. T. 212 King Street E., Oshawa, Ontario.	
100	MASON, R. B. 14 Almond Avenue, Willowdale, Ont.	SLSC
101	FOULDS, K. A. 135 St. Germaine Avenue, Toronto 12.	MSC
103	WILSON, D. K. 68 Laughlin Avenue, Welland, Ont.	LYC
104	TOAZE, H. C. 466 Juliana Drive, Oshawa, Ont.	
105	MINOR, C. D. 258 Clarence Street, Port Colborne, Ont.	LYC
106	JACOX, G. 38 Colbeck Drive, Welland, Ont.	LYC
108	LONG, D. 14 Westdale Drive, Apt. 407, Welland, Ont.	LYC
110	WRIGHT, F. E. 19 Parkway Drive, Welland, Ont.	LYC
112	HARDY, Eric 89 Colin Avenue, Toronto 7.	RCYC
114	BROWN, M. 256 Guildwood Parkway, Scarborough, Ont.	ABYC
115	HAUSERMAN, B. 2283 St. James Pkwy., Cleveland Hts. Ohio.	MLSC
115	WILLIAMS, H. P. 12 St. Andrews Gdns, Toronto 5. (partner with Hauserman)	
116	THOMPSON, J. G. 17 Elizabeth Street E., Welland, Ont.	LYC
117	SHAW, R. M. 49 Rollscourt Drive, Willowdale, Ont.	BLSC
118	LOUCKS, D. C. Box 672, Fonthill, Ont.	LYC
122	TOUGH, D. 340 Spruce Street, Oakville, Ont.	OC&BLSC
123	MORRIS, H. S. O. 10 Park Avenue, Oakville, Ont.	OC
124	O'BRIEN, C.	LYC
125	CASEY, S. O. 65 Dietz St. S., Waterloo, Ont.	GSC
126	TAYLOR, J. G. 78 Prince Avenue, Welland, Ont.	
130	STOBIE, A. M. Colborne, Ontario.	PHYC
132	VOELKER, P. A. 36 Yonge Street W., Waterloo, Ont.	
135	CLARK, J. A. P. 20 Highland Avenue, Toronto 5.	MSC
136	STARK, D. B.	
143	MORRIS, H. 23 Aldbury Gardens, Toronto 12.	

Sail No.	Name and Address	Other Information
144	TAYLOR, J. 470 Russell Hill Road, Toronto 7.	BLSC
145	GUEST, D. G. 5 Montclair Avenue, Toronto 7.	
147	HOGG, S. 7 Moccasin Trail, Don Mills, Ont.	PSYC
154	LONG, R. 351 East Hart, Burlington, Ont.	MLSC & RHYC
155	HOLLAND, W. A. 745 Mary Street, Oshawa, Ont.	BLSC
156	LAWRENCE, R. J. c/o Fry & Co., 7 King St. E., Toronto 1.	KSC
158	DUNCANSON, J. W. 1 Noel Avenue, Toronto 7.	MSC
159	BELL, D. R. 67 Twyford Road, Islington, Ontario.	
160	POLLOCK, D. S. 89 Ainsdale Road, Scarborough.	ABYC
161	MORRISON, E. B. 58 Grenoble Drive, Unit 9, Don Mills.	
162	HOLMES, J. M. 338 - 2nd Avenue E., North Bay, Ont.	
163	DUNLOP, E. 48 Addington Avenue, Willowdale, Ont.	
164	ELLIOTT, J. 34 Saybrooke Avenue, Toronto 18.	
165	HUMPHREYS, B. B. 909 Condor Drive, Burlington, Ont.	LBRSC
166	TINDALE, R. M. 659 North Shore Blvd. E., Burlington, Ont.	
167	WARD, G. 65 Stirling Avenue, La Salle, P. Q.	
168	FORTH, H. M. 284(a) Yonge Street, Toronto 1.	Lake Couchiching
169	KELLY, J. F. 55 Cameron Cresc., Toronto 17.	
170	LECKIE, D. H. 151 Delaware Avenue, Hamilton, Ont.	
171	WATT, W. G. 348 Masson Street, Oshawa, Ontario.	
172	GRIFFIN, A. G. S. 21 Dunvegan Road, Toronto 7.	BLSC
173	LEWIS, R. J. 40 Hornell Drive, Ottawa 7, Ont.	GRYC
174	NAIBERG, Dr. M. B. 4 Forest Wood, Toronto 12.	TS & CC
175	LANGFORD, W. W. 623 Brant Street, Burlington, Ont.	

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Sail No.	Name and Address	Other Information
177	HILL, J. C. 174 St. George Street, Toronto 5.	MLSC
178	MACFARLANE, D. A. 8 Hillcrest Avenue, St. Catharines, Ont.	LBRSC
180	HANSON, A. J. 81 Tervithen Street, London, Ont.	
181	BROOKS, G. F. 76 Division Street, Welland, Ont.	
182	DWIGHT, P. 38 Lingard Drive, Scarborough, Ont.	ABYC
183	BONE, B. C. 29 Hurlingham Cresc., Don Mills.	
185	PATERSON, C. B. 40 Millbank Avenue, Toronto 10.	BLSC
186	WILLIAMS, Miss P. 128 Wanless Avenue, Toronto 12.	BC
194	APPLETON, A. 113 Pitt Avenue, Scarborough, Ont.	ABYC
195	YOUNG, G. A. 87 Wheeler Avenue, Toronto 8.	ABYC
200	WHITTON, J. L. 129 Claxton Drive, Oakville, Ont.	RCYC
206	MITCHELL, J. R. B. 54 Thorncliffe Pk. Dr., Apt. 12, Toronto 17.	
215	RABNETT, B. 107 Bidewell Avenue, Downsview, Ont.	RCYC
216	EVANS, P. M. O. Kirk's Ferry, P. Q.	GRYC
222	CLARK, A., Jr. 30 Strathallan Blvd., Toronto 12.	KSC
224	TAWASTSTJERNA, Conrad, 7 Heathdale Road, Toronto 7.	RCYC
277	GOODERHAM, Bill & Jo-Anne 17 Warren Road, Toronto 7.	IPYC & RCYC
333	ZIMMERMAN, R. J. 147 Rosedale Heights Dr., Toronto 7.	KSC
340	GAMMIE, Dr. R. B. 52 Adam Street, Hespeler, Ont.	
471	GRANT, D. B. 1256 Woodland Avenue, Port Credit, Ont.	MLSC
472	CAMPBELL, F. W. D. 67 Lawrence Cresc., Toronto 12.	MLSC
473	HAMILTON, J. W. 68 Highland Cresc., Willowdale, Ont.	MLSC
474	des TOMBE, Mrs. E. J. 182 Heath Street W., Toronto 7.	MLSC
475	ALLEN, J. C. L. 112 King Street W., Toronto 1.	MLSC
476	GOAD, J. L. Jr., 68 Yonge Street, Toronto 1.	MLSC

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Sail No.	Name and Address	Other Information
477	CAMPBELL, J. R. 110 Dunvegan Road, Toronto 7.	MLSC
478	BEAN, Brig. W. c/o Waterloo Trust Co., Kitchener, Ont.	
479	MACNAUGHTON, A. M. 12 Richmond Street E., Toronto 1.	MLSC
484	McKINNON, I. 116 Dunvegan Road, Toronto 7.	MLSC
503	LASH, J. R. M. 59 Anderson Avenue, Toronto 7.	MLSC
508	MUSKOKA LAKES S. C., Port Carling, Ont.	MLSC
515	NATIONAL YACHT CLUB (JUNIOR CLUB) 10 Stadium Road, Toronto.	NYC
534	MILLER, Miss M. 2760 Highland Way, Columbus, Indiana, U. S. A.	MLSC
542	GOULD, George 173 Blythwood Road, Toronto 12.	QCYC
544	MORDEN, W. D. S. c/o McLaughlin, Macaulay, 200 University Avenue, Toronto 1.	MLSC
545	THOMPSON, P. 111 Cheltenham Avenue, Toronto 12.	LBRSC
546	DAY, J. 83 Power Street, Toronto 2.	
547	PURVES, R. W. 30 Hedgewood Road, Willowdale, Ont.	MLSC
548	DOBSON, R. C. 27 South Drive, Toronto 5.	MLSC
552	VAUGHAN, J. B. 48 Warren Road, Toronto.	MLSC
587	HAMLIN, Dr. E. 275 Charles St., Boston 14, Mass. USA	
589	BROOKE, J. W. 190 Dawlish Avenue, Toronto 12.	MLSC
590	DOHERTY, Dr. G. H. 215 Glengarry Ave., Toronto 12.	MLSC
591	WHITE, J. M. 59 Sumner Heights Dr., Willowdale.	SLSC
593	ELDER, R. 28 Park Lane Circle, Don Mills, Ont.	KSC
545	BRENNAN, F. 38 Strath Avenue, Toronto.	KSC
597	CLARK, A. P. 30 Strathallan Blvd., Toronto 12.	KSC
598	FRANCIS, A. F. 95 Chaplin Crescent, Toronto 7.	KSC
599	ANGUS, S. 3094 Princess Blvd., Burlington, Ont.	KSC

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Sail No.	Name and Address	Other Information
611	JARRETT, D. R. 1556 Wembury Road, Clarkson, Ont.	KSC
612	FAIRHEAD, N. 21 Dale Avenue, Apt. 806, Toronto.	KSC
613	FOSTER, G. L. Hyde Park, Roadside, R.R.3, London, Ont.	FYC
616	BABB, Dr. J. 330 Queen's Avenue, London, Ont.	MLSC
617	STOCK, Dr. G. W. & VAL Medical Arts Building, Toronto.	MLSC
618	LANGMAID, Dr. J. A. 167 Simcoe Street, Oshawa, Ont.	SLSC
619	KEITH, D. A. 86 South Drive, Toronto 5.	SLSC
620	STOREY, D. H. 30 Tally Lane, Willowdale, Ont.	KSC
621	KEITH, A. G. 77 Weybourne Cresc., Toronto 12.	SLSC
622	McNAMES, G. P. 291 Russell Hill Road, Toronto 7.	MLSC
623	DOUGLAS, C. R. 192 Dunvegan Road, Toronto 7.	MLSC
624	FISHER, R. J., 1160 Greenacres Drive, London, Ont.	
625	NATIONAL YACHT CLUB (JUNIOR CLUB) 10 Stadium Road, Toronto, Ont.	NYC
626	HARE, G. E. 690 Masson Street, Oshawa, Ont.	
652	GIFFIN, D. M. 1242 Albion Road, Rexdale, Ont.	SLSC
700	MacINTOSH, W. 5 Campbell Cresc., Willowdale, Ont.	MLSC
701	LAUDER, D. H. 634 Brookside Drive, Oshawa, Ont.	
703	PATTERSON, L. A. 26 Forest Street, Guelph, Ont.	MLSC
705	MOSES, A. R. 1011 Wellington Street, London, Ont.	MLSC
708	ALLEN, P. 110 Dunvegan Road, Toronto 7.	MLSC
709	CAMPBELL, J. R.	MLSC
711	COOKE, R. T. 71 Donwoods Drive, Toronto 12.	KSC
715	DAVIS, L. O. 69 McRae Drive, Toronto 17.	SLSC
716	McLAUGHLIN, E. R. S. 430 Masson Street, Oshawa, Ont.	MLSC
717	COOPER, D. H. Imperial Oil Ltd., 111 St. Clair Ave. W., Toronto 7, Ontario.	

Canadian Albacore Association

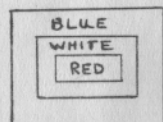
1965 YEAR BOOK

Sail No.	Name and Address	Other Information
718	WIMMER, F. 124 Elvaston Drive, Toronto 16.	TS&CC
719	REED, E. J. 735 Masson Street, Oshawa, Ont.	BLSC
720	MacDONALD, J. A. 16 Hillhurst Blvd., Toronto 12.	
721	HALLIWELL, G. 55 Mellysale Cresc., Islington, Ont.	
722	GRIEVES, J. 140 Chatsworth Drive, Toronto 12.	
723	BARNES, J. D. 34 Hilldowntree Road, Islington, Ont.	
724	FISHER, R. 17 Donino Avenue, Toronto 12.	MLSC
725	REDPATH, M. 339 Riverview Drive, Toronto 12.	KBSA
726	RISING, J. 161 Burgundy Avenue, Oakville, Ont.	KBSA
727	COMBER, W. H. c/o Canada Malting Co., Box 248, Terminal "A", Toronto.	
728	THOM, W. G. National Trust Co., 21 King St. E., Toronto 1.	
729	HOLDEN, J. N. D. Cedar Farm, Shanty Bay, Ont.	KBSA
730	LAY, Harry 307 Lytton Blvd., Toronto 12.	KBSA
731	POYNTZ, D. A. 1617 Bayview Avenue, Toronto.	
732	WOODS, W. Blakeney, 45 Dunloe Road, Toronto 7.	
733	PHILIPS, M. 120 Roxborough Avenue, Toronto 5.	
734	ROGERS, R. 105 Toronto Street, Barrie, Ont.	KBSA
735	BAERHOLD, H. 27 Grenville Avenue, Kitchener, Ont.	CSC
736	HAHN, J. 16 Hillcrest Ave., St. Catharines, Ont.	LBRSC
737	McFARLANE, H. J. 198 St. Paul St., St. Catharines, Ont.	LBRSC
738	TURNER, J. 6 Tudor Gate, Willowdale, Ont.	
739	WOODS, J. D., Jr. Lanes End, Riverview Drive, Toronto 12.	KBSA
740	MATHEWS, B. 45 Ardmore Road, Toronto 10.	KBSA
741	WOODS, J. R. 94 Kilbarry Road, Toronto 7.	KBSA

Sail No.	Name and Address	Other Information
742	SARGEANT, Bob. 27 Collier Street, Barrie, Ont.	KBSA
743	COWAN, Dr. R. 181 Queen Street N., Kitchener, Ont.	CSC
744	SCOTT, G. 408 Aquaduct, Welland, Ont.	LYC
745	BUSBY, G. D. 5522 Winston Road, Burlington, Ont.	
746	MATHIESON, S. 256 Mansion Street, Kitchener, Ont.	CSC
747	THOMPSON, M. 133 Glenwood Ave., Port Colborne, Ont.	LYC
748	SCHOFIELD, R. c/o Central Ontario Trust, 19 Simcoe St. N., Oshawa, Ont.	
750	MacFARLANE, D., 198 St. Paul St., St. Catharines, Ont.	
751	CHURCH, K. R., 30 Cedarland Ave., Islington, Ont.	
752	COWPERTHWAIT, G. H. c/o Peat, Marwick & Mitchell, 4 King Street W., Toronto 1.	
753	LATIMER, W. H. Latimer Ltd., 90 Niagara St., Toronto.	
754	ELLIOT, G., 16 Doon Road, Willowdale, Ont.	
756	SAMMONS, W. 1617 Birchwood Drive, Clarkson, Ont.	
757	COLLINS, E. 301 Islington Avenue, Islington, Ont.	
760	CERNEY, S. Bay Mills Limited, Midland, Ont.	
761	BISSELL, J. E. 552 Frederick St., Apt. 11, Kitchener, Ont.	CSC
762	RANKIN, G. 2192 Parker Avenue, Cooksville, Ont.	
763	MASCARO, P. 20 Waterfield Drive, Scarborough, Ont.	
764	LOCHEAD, A. J. Wm. Lohead Hardware, Forest, Ont.	
765	KAUFMAN, W. H. 165 Claremont Avenue, Kitchener, Ont.	
841	McGARRY, Dr. P. 4549 Robon Blvd., Winnipeg 20, Manitoba.	
842	HAYDEN, B. 416 Ash Street, Winnipeg 9, Manitoba.	
844	HORNE, F. 103 Buxton Road, Winnipeg 19, Manitoba.	

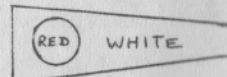
Sail No.	Name and Address	Other Information
961	FEAR, R. 30 Jackson Avenue, Toronto.	MLSC
1004	VULLIEZ, L. 162 Martin Avenue, Winnipeg 5.	FLYC
1094	WEIR, J. T. 60 Garfield Avenue, Toronto 5.	KSC
1221	ZIMMERMAN, H. 80 St. Leonards Ave., Toronto 12.	KSC
1271	SPACKMAN, G. C. 331 Arlene Place, Waterloo, Ont.	CSC
1272	SCHUMM, Dr. B. J. 16 Laurel, Waterloo, Ont.	KSC
1297	KILBORN, Dr. R. M. 174 Lydia Street, Kitchener, Ont.	CSC
1301	GRAND, J. 124 Lawrence Cresc., Toronto 12.	KSC
1372	STEVEN ON, H. c/o Standard Oil Company, 30 Rockefeller Plaza, New York, N.Y.	KSC
1373	ELLIOTT, J. A. 715 Queen Street, Chatham, Ont.	KSC
1374	BAKER, N. 46 Kingsway Avenue, Toronto.	KSC
1367	BEADON, R. P. 239 Warren Road, Toronto 7.	KSC
1377	WATKINS, P. 8 Wigmore Drive, Toronto 16.	
1401	WHITE, P. 1759 Victoria Park Ave., Toronto.	RCYC
1404	CARR, D. 1759 Victoria Park Ave., Toronto.	RCYC
1419	MORDAUNT, W. J. 39 Brookline Avenue, Albany 3, N.Y.	
1598	MILLARD, D. 14 Pinehurst Cresc., Islington, Ont.	BCSC
1668	DOUGLAS, A. c/o Holman Bros., 97 Kent Avenue, Kitchener, Ontario.	KSC

RACE SIGNAL FLAGS



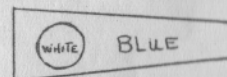
WARNING

Code Flag "W" is raised 10 minutes before the race starts. It is lowered 4 minutes, 30 seconds later.



PREPARATION

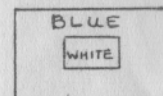
Numeral pennant 1 is raised 5 minutes before the start and is lowered 4 minutes, 30 seconds later.



START

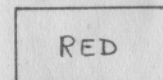
Numeral pennant 2 is raised at the start.

NOTE: Guns will be fired at 10 minutes before, 5 minutes before, and at the start. Official times will be taken from the flags and not from the gun. Two shots from the gun will mean a recall and the race will be restarted beginning with a 5 minute gun.



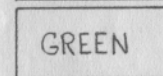
POSTPONEMENT FLAG

Code Flag "P" is raised to signify a delay in starting due to weather or as announced in the sailing instructions.

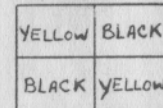


COURSE FLAGS

A solid red flag means buoys to port



A solid green flag means buoys to starboard.



LIFE JACKETS

Code Flag "L" is raised when life jackets are required to be worn. Any boat in which a person does not then put on a lifejacket is disqualified.

FLARES - A flare will be fired from the committee boat when the race cannot be completed within the time limit set for the race. The finish will then take place between the next buoy which is more than one half a leg in front of the lead boat, and the committee boat.

OFFICIAL'S BOATS - Any power boat which takes part in conducting a race will at all times fly a white flag.

BOAT OWNERS WHOSE SAIL NUMBERS ARE UNKNOWN

Name and Address	Other Information
Anderson, Keith 1248 Lakeshore Highway E., Oakville, Ontario.	OYC
Baker, H. C. & D. 317 Heath St. E., Toronto 7.	RPYC
Beck, F. A. 335 Bay Street, Toronto 1.	HHRC
Bowman, W. R. 120 Meadowvale Dr., Toronto 18.	
Boxer, R. J. 60 Douglas Drive, Toronto 5.	MLSC
Burgar, J. D. 170 Cheritan Ave., Toronto 12.	
Carmichael, J.B.W. 155 Warren Rd., Toronto 7.	RPYC
Clemes, J. C. 22 Edmund Avenue, Toronto 7.	MLSC
Corrigan, J. S. 170 Roxborough Dr., Toronto 7.	RPYC
Crooks, W. E. 319 Sheldrake Blvd., Toronto 12.	KBSA
Day, Jacques 83 Power Street	NYC
Doherty, D.M. 335 Bay Street, Toronto 1.	DeGrassi
Freyseng, E. J. 17 Killarney Rd., Toronto 7.	RPYC
Gardiner, W.W. 216 Vesta Drive, Toronto.	RPYC
Gordon, D. J. 41 Wentworth Ave., Willowdale.	Thornbury
Hall, W. R. 102 Wimbledon Rd., Islington.	PSYC
Henderson, D. A. 67 Highbourne Rd., Toronto 7.	
Howson, J.B. 171 Balmoral Ave., Toronto 7.	BLSC
Hunter, B.P. 136 Imperial Ave., Toronto 7.	RPYC
Hunter, J.W.G. 54 Binscarth Rd., Toronto 5.	RPYC
Keeley, Allan 56 Ennisc	
Kilgour, R. C. 26 Old Forest Hill Rd., Toronto 7.	RPYC
Laidlaw, R.W.L. 29 Country Lane, Willowdale.	RPYC
Langmuir, R.O. 102 Industrial Rd., Richmond Hill.	
Mallon, Miss V. 53 Lincombe Dr., Thornhill.	RCYC
Manchee, F.C. 34 Warren Road, Toronto 7.	MLSC
Matthews, D.C. 435 Russell Hill Rd., Toronto 7.	RPYC
McCarthy, J. L. c/o Canada Life Assurance Co., 330 University Ave., Toronto 1.	
Nugent, Douglas 53 Dunn Street, Oakville, Ont.	OYC
Rogers, G. T. 663 Greenwood Ave., Toronto 6.	PSYC
Rogers, J. M. 335 Bay Street, Toronto 1.	RPYC
Seitz, E. B. 206 Roxborough Dr., Toronto 7.	RPYC
Storey, W. S. 142 Douglas Drive, Toronto 5.	PSYC
Vogel, A. J. 19 Wilburton Rd., Toronto 7.	RPYC
White, J.B., Jr. c/o J. B. White & Co. Ltd., 320 Bay Street, Toronto 1.	Lake Joseph

MEASUREMENT PROGRAM 1965

A large number of boats have received measurement certificates in the established fleets. We are appointing new measurers in some of the large new fleets which have sprung up this year. The following points should be kept in mind:

1. Every certificate holder must have a buoyancy test each year to be recorded on the certificate by an official measurer.
2. Preparation for measurement includes painting of black bands on the mast to conform to the Class Rules before the measurer arrives. It is best to have a group of 4 or 5 meet at a convenient spot with the measurer so that each can assist in an efficient session in minimum time.
3. Some clubs require certificates for fleet racing. No one is allowed to enter Windermere racing without one.
4. One advantage is that the measurer will spot discrepancies in black bands or position of mast which may affect the tuning of your boat. Proper safe buoyancy is required by everyone.
5. Class rules require that you pay \$5.00 by cheque to the measurer, made out to the Association at the time of the measurement. One dollar of this is retained by the Association for equipment expenses. Four dollars is returned to the measurer when measurement is complete. The measurer is entitled to charge \$1.00 in cash for a buoyancy test or measurement of sails not included in your initial measurement.

APPLICATION FOR MEMBERSHIP IN CANADIAN ALBACORE ASSOCIATION

TO:

Canadian Albacore Association,
c/o F. W. D. Campbell,
Room 514, 159 Bay Street,
Toronto 1, Ontario.

FROM:

.....

New Member ☐ For calendar year 1965
Renewal ☐
Details of Albacore owned by new member (if applicable)
Sail Number.....
Year purchased.....
Manufacturer.....
Model Year.....
From whom purchased.....
Date spinnaker purchased.....
Date new sails purchased.....
(if any)
Enclose cheque for \$5.00 payable to
Canadian Albacore Association

.....

..... (Name)
..... (Home residence address)
..... (Summer residence address if any)
.....
..... (Club affiliation)