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# SHACKLES & CRINGLES

## CANADIAN ALBACORE ASSOCIATION

24 Hilldowntree Road, Islington, Ontario

Vol. 7, No. 3

NEWSLETTER

January 30, 1968

### THE CANADIAN BOAT SHOW

The Boat Show will be open February 2nd to 11th. Once again, representatives will be needed to man the Association stands at the builders' displays. This is a chance for any member to help foster interest in the Class. Those willing to give an hour or two of their time should call Bob Armstrong. His office number is 925-9361; home number 845-2339 (Oakville).

### NEGOTIATIONS WITH BUILDERS

Two of the builders have become concerned about this year's additions to the number of licenced builders. They have approached the Association's Executive to request a written undertaking that no further builders would be appointed in Eastern Canada for a period of time to enable them to plan production and promotion with some assurance of a stable market. The Executive has considered this matter at length and is prepared to give a written undertaking not to licence further builders in Ontario, Quebec or the Maritimes until September 1969, provided that the Association shall be entitled to replace a substantial loss in production if one or more of the present builders should drop out and provided that there shall be a review of the sales activity in the Montreal market after one year.

This agreement has been accepted by one builder, but negotiations are continuing with the second builder. It is hoped that this matter will be resolved by the Boat Show, including the payment of the back royalties to the Association which have been withheld by this builder. If this matter is not resolved, including the payment of the royalties, the members of the Association will be advised of the steps taken by the Executive in that event.

### ALUMINUM CENTREBOARDS

There are people interested in purchasing aluminum centreboards which cost about \$27.00 when purchased economically in lots of six. Would anyone interested please contact Dorothy Barnes and when six names are obtained an order can be placed.

### GENERAL MEETING OF THE TORONTO DISTRICT

A general meeting of all Albacore sailors belonging to yacht clubs in the newly formed Toronto District will be held on Tuesday, February 13, 1968, at the Boulevard Club on Lakeshore Boulevard. The meeting will begin promptly at 8.00 p.m. A bar will be opened at 10.30 p.m. for those wishing to stay for cocktails. Crew members including wives will be welcome.

The agenda will include the presentation of the new Shaw & Begg Ltd. Albacore Trophy to the Toronto District champion for 1967. In addition, the speaker scheduled will be Angus (Bud) Roulstone who will give a talk on the subject to Albacore tuning and fittings. Finally, there will be a report to the members on items of general interest to Metro Albacore sailors in the coming racing season.

A nominal admission charge of \$-.50 per person will be requested as the Toronto District has no other source of operating funds. Money is needed for such items as mailing costs, engraving charges and possible future awards.

### TORONTO DISTRICT CHAMPIONSHIP

Bill Gooderham emerged as the 1967 Toronto District Champion in a tight contest with runner-up Larry Cond. The championship is based on Metro Yacht Racing Council results. While full results are available for all races, there is, alas not enough space to publish them. However, interested fleet captains can get copies of these results from Dwan Basdeka, the Toronto District Fleet Secretary. Below are the first ten places for the season:

1.	Bill Gooderham	R.C.Y.C.
2.	Larry Cond	Whitby S.C.
3.	R.J. Gallant	B.C.
4.	Veronica Mallon	R.C.Y.C.
5.	Gordon Crowe	A.B.Y.C.
6.	J.W. Solomon	A.B.Y.C.
7.	B. Rabnett	R.C.Y.C.
8.	G.A. Wilson	-
9.	Monty Brown	A.B.Y.C.
10.	David Stinson	R.C.Y.C.

### FLEET CAPTAINS AND SECRETARIES

Mrs. Barnes is still missing the names of some Fleet Captains and Secretaries for the forthcoming season. Clubs which have not sent them in yet should report them to Mrs. Barnes with a copy to Larry Cond, 115 Raglan Street, Whitby, Ontario. It is very important to have a complete up-to-date list for the Year Book.

SPECIFICATIONS COMMITTEE AND CHIEF MEASURER

The new Chairman of the Specifications Committee is Bob Goodings, (294 Douglas Drive, Toronto 5), of the Toronto Sailing & Canoe Club and the Chief Measurer is Frazer Dewar (28 Paperbirch Drive, Toronto) of the Queen City Yacht Club.

The Chief Measurer is a new office which has been created to co-ordinate the measurement programme of the Class. Other members of the Specifications Committee are Huntley Christie, Don Giffin, Frazer Dewar and John Tinker.

WOODEN BOARDS AND MINIMUM HULL WEIGHT

By: Don Giffin and Bob Goodings

On May 11, 1965 at the Special General Meeting of the Canadian Albacore Association held at the Toronto Sailing and Canoe Club, the members ratified the report of the Special Committee. This report among other things concerned the rules of the Class regarding hull weight and centreboard materials. The following motion was passed:

'That effective 1st January, 1968 the following rules are in effect, as originally presented in the amended By-Law No. 7 re:

(1) Hull weight and (2) Centreboard, i.e.  
(1) The minimum weight of hull (as defined) shall not be less than 240 lbs., and the minimum weight of hull and centreboard of 290 lbs. is dropped.

(2) Centreboards allowable are steel, aluminum and wood.'

This information was passed on to all the members of the Association in 'Shackles and Cringles' dated June 21, 1965.

Wooden centreboards have been allowed to be used by the National Albacore Class of the Royal Yachting Association in Great Britain. Wooden centreboards are also used in many one-design dinghys including the Flying Dutchman, Wayfarer, Leader, Enterprise and 5 05's.

The Rule No. 3 of By-Law No. 7 outlines the profile and measurements of the board and this is not changed. The thickness of the board has not been covered by the rules, either in Canada or in Britain. The directions sent with kits for wooden boards from Fairey Marine in England indicate the thickness should be 7/8" at the Keel and such a dimension is held to within 7-inches of the tip. The board is shaped to be streamlined to a bullnose leading edge with a 1/8 radius and thinned down to a radius of 1/16 at the trailing edge. The shaping is such that the 7/8" thickness is held at a line at about 1/3 the width of the board measured from the leading edge. The wooden board normally has no ropes or lines to move it. A friction device is normally used and a handle is fashioned at the top for moving it. On some boards a metal piece is used on the leading edge near the tip to help protect the board from damage and wear.

The board is normally made from solid mahogany. Plywood was used by one builder without too much success because the large stresses the board must take, requires a fair degree of bending strength. No doubt the severest test is when an overturned boat is righted with the crew standing on the end. A full width board of one piece has been used but such material may not be readily available. A laminated or glued section board can be used and such may have a lesser tendency to warp. One builder of wooden boards explains that fibreglass coverings on the tip or over the entire board has not worked well when used in some dinghys. If water penetrates the glass, the board swells and breaks the bond and ruins the board. A good grade of marine paint is recommended and should be kept in good condition. The most expensive coatings do not outlast a good marine paint and can be quite costly. The board should be sanded and refinished once a year.

Sailors interested in using a wood centreboard may wish to buy such from a manufacturer. Mr. Hans Gertsman in Toronto has built several for other high performance boats including the Flying Dutchman and 5 05's. The price for these boards have been in the vicinity of \$65.00 to \$70.00. No price has been given for the Albacore. Another source is from Mr. Don Young of the Isle of Wight in Britain. The price given to us some years ago was \$45.00 but this is not a firm price for this year.

The Specifications Committee is investigating sources and will be reporting on the results in the next 'Shackles and Cringles'. The Committee will also be preparing a drawing of the shape and dimensions which will be available at the Canadian Albacore Headquarters, 24 Hilldowntree Road, Islington, Ontario. Further details on this will also be given in the next issue of this publication.

The next obvious question will be 'what are the advantages of a wooden board over the other standard boards?'

At the General Meeting held on this matter, there seemed to be a number of opinions expressed, none of which are proven conclusively. The wooden board has a more streamlined shape and acts as an efficient aerofoil. The shape is supposed to give more lift to windward. The board is lighter at about 10 lbs. when out of water and even lighter in water. It should also be stiffer with less tendency to bend. The main disadvantage is the cost and the maintenance when compared to a metal board.

There is little doubt that the board will not be of significant value if the helmsman does not operate the boat at its peak efficiency or misses an obvious windshif or makes gross errors in tactics. However, keen racing skippers will take these for granted and want the best that is available to give them every advantage allowed.