

SHACKLES & CRINGLES

CANADIAN ALBACORE ASSOCIATION

24 Hilldowntree Road, Islington, Ontario.

Vol. VII, No. 5

NEWSLETTER

May 28th, 1968

REGATTA TIME AGAIN!

As full a list of regattas as we can obtain to date comes with this newsletter. The North American Championship will take place on June 22nd - 23rd with the Royal Hamilton Y. C. as hosts. Our Canadian Championship will again be at Cleveland House on Lake Rosseau - September 13th-15th. Those indefatigable organizers at London's Fanshawe Y.C. not only open the season again but this year close it with a regatta Thanksgiving Weekend. Sailors in south-western Ontario should note the Conestoga S.C. regatta, June 15th and 16th. Anyone thinking of trying the M.Y.R.C. regattas on a casual basis should note that entry for one regatta costs \$2.00 and a second subsequent entry \$8.00. So if you are thinking of entering at least two regattas it is best to buy the seasonal entry at \$10.00.

Additions and amendments will appear in following newsletters.

ALBACORE RACING CALENDAR - 1968

| <u>Date</u> | <u>Club</u> | <u>Type</u> |
|-------------------------------|--|--|
| June 8th - 9th | Fanshawe Yacht Club, London. | "June Bug" Open regatta. |
| June 15th - 16th | Buffalo Canoe Club. | Invitational |
| June 15th - 16th | Conestoga Sailing Club, 23 miles north of Kitchener. | Open regatta - 5 races. |
| June 15th | National Yacht Club, Humber Bay, Toronto. | M.Y.R.C. Open.* |
| June 22nd - 23rd | C.A.A. - Royal Hamilton Y.C. | North American Championship. |
| June 22nd - 23rd | Oakville Yacht Squadron. | Annual Invitational. |
| June 29th - 30th | Wilson Yacht Club, (L. Ontario) Wilson, New York State. | Open Albacore regatta. |
| June 29th, 30th & July 1st | Boulevard Club, Toronto. Humber bay. | L.S.S.A. Centreboard classes. Open. |
| June 30th | Royal Hamilton Yacht Club. | Open Regatta. |

| <u>Date</u> | <u>Club</u> | <u>Type</u> |
|--------------------------------|--|---|
| July 6th | Port Credit Yacht Club. | M.Y.R.C. Open.* |
| July 6th - 7th | Britannia Yacht Club, Ottawa. | National Capital regatta. |
| July 7th | Queen City Yacht Club | Toronto District Bash and Dash Regatta. |
| July 13th | Boulevard Club, Humber Bay, Toronto. | M.Y.R.C. Open.* |
| July 13th - 14th | Britannia Yacht Club | St. Lawrence Valley Y.R.A. Regatta. |
| July 20th | Toronto Sailing & Canoe Club, Humber Bay. | M.Y.R.C. Open.* |
| July 20th - 21st | Parkway Sailing Club, Black Creek, Ontario. (Niagara River) | Invitational. |
| July 27th | Bronte Harbour Yacht Club (near Oakville) | M.Y.R.C. Open.* |
| July 27th | Roches Point Yacht Club Lake Simcoe | Lake Simcoe - Huronia Dist. 6 Albacore Championship. |
| July 27th | Muskoka Lakes Sailing Club | Muskoka District 7 Albacore Championship. |
| July 27th | Oakville Y.C. and Oakville Y.S. | Open Regatta. |
| July 27th | Royal Hamilton Yacht Club | Hamilton District 3 Albacore Championship. |
| July 27th August 3rd - 4th | Georgian Yacht Club, Owen Sound. Niagara Sailing Club | Open Regatta. Niagara District 2 Albacore Championship. |
| August 4th | Balsam Lake Yacht Club | Kawartha District 8 Albacore Championship. Also Invitational. |
| August 10th | Island Yacht Club, Toronto. | M.Y.R.C. Open.* |
| August 11th | Lake of Bays Sailing Club, Bigwin Island. | Open regatta - 2 races. |
| August 11th | Shadow Lakes S.C. | Invitational |
| August 17th | Canadian National Exhibition, Humber Bay. | Open.* |
| August 24th | C.N.E. | Open.* |
| August 31st | C.N.E. | Open.* |
| July (Date to be announced) | Georgian Yacht Club | Open regatta |

| <u>Date</u> | <u>Club</u> | <u>Type</u> |
|-----------------------|---|---|
| September 7th | Oshawa Yacht Club | Open. |
| September 8th | Gatineau River Yacht Club (near Ottawa) | St. Lawrence Valley - Ottawa District 10 Albacore Champion- ship. |
| September 8th | Morgan's Point Sailing Club Port Colborne. (Lake Erie) | Open. |
| September 13th - 15th | C.A.A. - Cleveland House, Lake Rosseau. | Canadian Albacore Championship |
| September 14th | Ashbridge's Bay Yacht Club, Toronto. | M.Y.R.C. Open.* |
| September 21st | Queen City Yacht Club, Toronto. | M.Y.R.C. Open.* |
| October 12th - 14th | Fanshawe Yacht Club, London. | "Pumpkin" Open Regatta. |

* M.Y.R.C. and C.N.E. Open Regattas

In order to participate in these races all boats must be registered with M.Y.R.C. The owner must complete an entry form and pay the fee to the Treasurer, Mr. W. G. Garrett, 361 Kennedy Avenue, Toronto 9, Ontario, 6 days prior to the race in which he intends to enter.

The fee is \$10.00 for the season and covers the 11 events marked with *.

It is also a requirement that participants be members of the C.A.A. for the current year.

TORONTO DISTRICT BASH AND DASH - REGATTA

A new event for C.A.A. members, in the eleven clubs in the Toronto District, takes place Sunday, July 7th, at the Queen City Y.C. Family participation is encouraged reports Dwan Basdeka, from whom full particulars can be obtained. Telephone him at 362-7331 or at his home 421-1819.

THE PLEASURES OF SAILING

An article in the May 18th issue of The Star Weekly Magazine with this title contained this tribute to the Albacore, "One of the most popular and fastest growing classes, particularly in Ontario where they are built, is the 15-foot Albacore, which is sailed by two, a maximum of four, at \$1200 - \$1500." Ours was the only class to get a description of this length in the article.

NORTH AMERICAN ALBACORE CHAMPIONSHIPS

Royal Hamilton Yacht Club
June 22 & 23, 1968

The Royal Hamilton Yacht Club Committee under the capable direction of Seymour Mogford and Gordon Baker have completed preparations for what promises to be a first class North American Championship Regatta. Plans are for an entry of 70 to 75 boats and a modified Bordes system of scoring will divide the entry into four equal fleets which will sail in two divisions so that members of each fleet will have an opportunity of sailing against each other.

The selection of entrants has been in the hands of the District Officers who are filling the quotas assigned to their district. The method of selection is in the discretion of the District Executive but is generally based on performance in last years races especially the District Championships, the Canadian Championships and the North American Championship last year.

Interest is keen among the more dedicated racing Albacore skippers and there has been noticeable activity in modifications to boats and early practice sessions particularly in the Toronto area. Another feature of this year's Championships will be a fairly high proportion of junior sailors who have established their right to entry through last year's top performances.

SAFETY IN SAILING

The sight of that lovely lake in spring, light winds and planing weather are just too much to resist for one of those persons bitten by the sailing bug. It doesn't matter how cold the water is, it looks so lovely on top. Sailing is a safe sport but no sport can be without its mishaps if the sailors don't take care and have ordinary common sense. There is no time in the year that caution and forethought is more important than early summer.

We are learning more every year about things to look for, and precautions to be taken, before setting out for the first sail of the season. Some of the lessons are learned the hard way.

1. Don't go out in exposure conditions without rescue standing by. The cold water numbs the capsized sailors and makes it very hard to hang on.
2. Don't overexert or tire yourself if you are dumped in cold water. It is better to hang on to the ropes of the sailboat and wait for assistance, than to try to self-rescue in heavy weather and high waves.
3. Wear life jackets. They are no good up under the deck or floating away when the boat turns over. Some clubs do not allow racing in the early summer without jackets on.
4. Wear warm clothes. Even in cold water, the warm clothes and foul weather suits help to keep you warm. Be sure to have braces on to hold up the foul weather trousers as some people have had them come down over their feet and prevent swimming.

SAFETY IN SAILING
(cont'd)

5. Check all parts of the standing rigging and the steering gear for soundness. Bolts and screws on rudders can come loose over the winter as the wood dries out. Rudder head should be bolted on and the ends of the bolts hammered over.
6. MOST IMPORTANT.... Check the buoyancy system in your boat. Fiber-glass air tanks have been known to leak. If water was left in the tanks over winter the seal can be broken by ice and render the air tanks of no value. It is even possible for the seal to be broken in trailering. Have your buoyancy test early in the year.
7. Check the air tanks for water all during the season.
8. Have a shock cord on the centre board to keep it down. It is difficult to reach the board to assist in righting the boat if it has fallen down into the centre board box. In the case of wooden boards, put a good friction device on to keep it in position.
9. Tie your bailing bucket and paddles to the boat to prevent losing them in the scramble.

In the Canadian Albacore Association 1967 Year Book on page 10 is a complete description of sound suggestions on the safety of sailing and what to do when you capsizes. Read it over and remember that careful sailing is good sailing.

To borrow a phrase from the Canadian Construction Safety Association

WE WORRY.

BUOYANCY TEST

The Specifications Committee have recently reviewed their experience on the matter of buoyancy and buoyancy tests. Item 8 of the rules (By-Law #7) sets out the buoyancy requirements. They include the fibreglass air tanks or at least 4 cubic feet of rigid foam as permanent buoyancy. Additional rigid foam buoyancy is desirable in any event. Since fibreglass is heavier than water in the unfortunate event of the loss of air in the tanks the boat will go to the bottom without other buoyancy.

The problem of testing air tanks has been noted on older boats. The air tanks do not always show air bubbles when the annual test is performed. We have too many instances of finding water in the tanks without noticing air bubbles. Some have found that leaks can be found if the boat is filled with water and weighted down at the stern with one tank under the water. The boat is then shifted quickly to make the bow end low. The rush of water and compression of the air might find the leaks if there are any. One manufacturer air tests all tanks at the factory. The air pressure should be only high enough to test for too much will break the tanks seals.

BUOYANCY TEST
(cont'd)

We recommend that anyone who has an Albacore, new or old, whether you race or just have fun in it, take the boat and give it a good test as soon as you can this year.

1. Examine air tanks before the test to see if they are dry.
2. If there are no inspection plugs in the tanks, put one in each tank near the stern end. A rubber bottle stopper than can be expanded is used by most owners as plugs.
3. Test the tanks under water for a period of say 10 minutes for each tank.
4. Examine the tanks to see if any water is taken on.
5. Rule 9D in the By-law 7 requires at least "4 cu. ft. of permanent buoyancy in the form of buoyancy tanks or rigid foam secured to the boat as part of the 500 lbs. of positive buoyancy." One manufacturer does add an additional 10 cu. ft. of buoyancy, some inside the tank seats and some under the deck. Because of our concern for the permanency of glass fibre air tanks remaining airtight, we cannot stress too much the need for constant checking and care of these air tanks.
6. Put extra buoyancy up under the deck. This helps considerably in righting the boat.

The question of buoyancy is a problem to other class boats as well. Fibreglass construction has been a real step forward in the manufacture of boat hulls. However care must be taken to be sure the safety features built into your boat are in first class shape. The insurance of taking care is invaluable.

MAST FILLING

The attention of all Albacore owners is directed to an amendment to By-law No. 7 passed at the Annual Meeting of September 15th, 1967, concerning masts. To your rules are added:

- "4(e) The mast shall be sealed to keep out water or filled for at least the top 14 feet with closed cell expanded foam or foam pellets." (This section shall be effective for all boats September 30th, 1967)

This rule change effects all Albacores new and old. The reason the rule was passed was to add another safety feature to the construction of the Albacore. The filling or sealing of your mast will not necessarily prevent an overturned boat from turning turtle, but will make it much easier to right without the mast section being heavy with water. The centre of gravity of the mast is fairly well out from the boat, and the force required to lift it filled with water from the centre board end are unnecessarily great.

3. HOW SAILBOATS WIN OR LOSE RACES - W.A. Smith \$ 8.95
Van Nostrand
(An interesting and unique book on measuring the factors that make a good boat go fast by actual comparison tests).
4. DINGHY OWNERSHIP - Geoff Nightingale \$ 5.50
Adlard Coles
(A general book mainly for non-racers and mostly on rigging and modifications to wooden boats).

D: BOOKS ON RACING RULES

1. * PAUL ELVSTROM EXPLAINS - Elvstrom \$ 3.50
(A pocket sized book on the rules with excellent illustrated examples by the great Danish helmsman. Vinyl cover and protest kit with model boats. One of the best).
2. *NEW YACHT RACING RULES - R.N. Bavier \$ 8.50
W.W. Norton, 1965
(One of the main books on the rules with examples and a comprehensive section on racing and tactics with good photographs).
3. *YACHT RACING RULES AND TACTICS - Gordon C. Aymer \$ 8.50
(Another of the principal texts on explaining the racing rules with clear photographs and illustrations and a separate section on tactics).
4. SAILING TO WIN - Robert N. Bavier, Jr. 1965
(See section on tactics)
5. RACING RULES - Canadian Yachting Association \$ -.75
(In waterproof case) 2.00
6. POCKET GUIDE TO YACHT RACING RULES \$ -.50

E: BOOKS ON RACING TACTICS

1. YACHT RACING TACTICS - J. Schutt (Harrap)
(A very thorough and analytical treatment of tactics giving the attacking and defending moves for the tactical encounters of racing. Very good).

2. TACTICS OF SMALL BOAT RACING - Stuart H. Walker \$ 8.75
W.W. Norton, 1966
(Written by one of the best International 14 Sailors.
The book gives a detailed and sophisticated description of strategic and tactical problems with examples from his own experience).

3. SAILING TO WIN - Robert N. Bavier, Jr. \$ 8.50
Dodd Meed & Co., 1965
(A complete book by the helmsman of the 1964 America Cup winner 'Constellation' which deals thoroughly with tuning, 'go fast' techniques, the racing rules and tactics).

MAST FILLING
(cont'd)

We are advised you can get the material as follows:

| | | |
|---------------------|-----------------------------------|--|
| Pellets | Davidson Sails & Marine Supplies, | 107 King St. E., Toronto 1, Ontario. |
| 2" Rod | Morval Products Co. Ltd. | 156 Birch Avenue, Kitchener, Ontario. |
| Styrofoam | Industrial Insulation Sales Inc., | 46 Leroy, Buffalo, N.Y., U.S.A. |

The measurers are instructed to see that no bubbles rise from a sealed mast and that a filled mast floats partly out of the water for 5 or 10 minutes. Weighing the mast before and after may be asked for.

It is not easy to seal an old mast, and problems of removing and riveting or otherwise securely attaching the fittings again are substantial. We recommend that all Fleet Captains check over the boats and rule out boats without filled or sealed masts as not being measured at any races where measurement is required. One of the recommendations of the Coroners jury in Oakville recently was to require filled or sealed masts.

WOODEN CENTREBOARDS

In the January 30th, 1968 issue of Shackles and Cringles, you were reminded that the wooden centreboards are allowed as of January, 1968 and the minimum stripped hull weight is 240 lbs.

We have been investigating sources of wooden boards if you do not wish to make one. We have been informed of the following sources:

| | | |
|---|---|---|
| Grampian Marine Ltd. 451 Woody Road, Oakville, Ontario. | - | Solid Mahogany finished or unfinished |
| Skene Boat Ltd., 19 Caesar Avenue, Ottawa 12, Ontario. | - | African Mahogany including friction device but without bushings or pennants |
| Gordon Crowe, 201 Divadale Drive, Toronto 12, Ontario. | - | Honduras Mahogany laminated, protective tip, stainless steel pivot, handle and friction devices. Finished or unfinished. Solid boards available. |
| Don Young, Isle of Wight, United Kingdom. | - | No details. |

WOODEN CENTREBOARDS
(cont'd)

We do not have Mr. Young's address but can obtain it if anyone is interested. Whitby Boat Works sell them in new boats, and they tell us that if their customers want them, they will be looked after. We have had no word from McGruer and Clark Limited in Owen Sound but this might also be a source if anyone wishes to look into it. The prices for these boards range from \$45 to \$50 or so, and less if an unfinished one is purchased.

For those interested in making boards, it is considered that laminated boards should have less tendency to warp when finished.



WMA

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