

*Return to John*

# shackles & cringles

## Canadian Albacore Association

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NEWSLETTER

March, 1970

As well as attempting to spread a little information through the membership, this particular issue will be making one or two requests of you for information.

I suppose one should arrange the order of presentation with some thought to priority and Dorothy Barnes would doubtless be pleased if I put at the top of the list a REMINDER to those members who have not yet paid the annual CAA MEMBERSHIP of \$5.00. In the last issue of Shackles & Cringles there was a tear-out sheet for completion by all members and that sheet should be returned together with the remittance of \$5.00 to Dorothy Barnes at 24 Hilldowntree Road, Islington. If you have mislaid the tear-out sheet, please give Dorothy a call at 231-2419 and she will be happy to send you a duplicate. She has even been known to accept a \$5.00 membership without the form being filled in, but frivolity aside, it is in your interests to complete the form so that we have first-class current records of you and your boat.

### NOTICE TO ALL CLUBS AND DISTRICTS

If you have not already informed Seymour Mogford or Dorothy Barnes of your new officers for 1970, please get in touch with one of them immediately so that we may be sure of having the correct listing for the publication of the Yearbook.

### 1969 CLUB AND DISTRICT RACE RESULTS

If you have not sent these in to Dorothy Barnes yet, please put it at the top of your priorities so that we don't have to delay Yearbook publication.

### 1970 BOAT SHOW

As in previous years the Canadian Albacore Association had representatives at each of the three boat builders' booths displaying Albacores in the Show, namely McGruer & Clark, Whitby and Grampian. Although overall attendance at the Boat Show was down, our volunteers reported keen interest in the Albacore, and at least one builder reported sales up sharply on last year. Considerable time and effort was expended by Bob Goodings and Len Davis in designing and assembling the CAA display booths used at each builder's stand, and Don Long did a fine job in organizing the CAA participation at the Show. I am sure the members of the Association join me in saying a very warm thank you to Don, Bob and Len and to all the volunteers who manned the stands during the Show. Without the help of these unselfish people, the CAA simply would not be able to put on the sort of show each year that is necessary for us to maintain and increase the growth of the class.

If you feel that you can donate a 3-hour block of your time to the CAA at next year's Boat Show, please give Dorothy Barnes a call now and ask her to put down your name. It is not too early and we need all the volunteers we can get.

### ENLARGEMENTS - CAA DISPLAY BOOTH

Enlargements of the CAA Display Booth at the Boat Show are available at \$9.00 each, including tax. If interested, please indicate what you wish ordered and enclose cheque and mail to Dorothy Barnes. The enlargements are 30" x 40".

### THE CANADIAN ALBACORE CHAMPIONSHIP

Will be held at Clevelands House on September 25, 26, 27, 1970 (not Sept. 18, 19, 20 as previously announced).

KNOW YOUR RULES!

The quality of our racing each year is to some extent a direct reflection of our knowledge and application of the racing rules. Below are the results of the Canadian Yachting Association Appeals Committee's Hearings. Although brief, they make first-class reading.

APPEAL CASE No.12: SHARK 283 vs Y-FLYER 999  
Rule 68.3(a) Display of Protest Flag

Facts and Decision of the Protest Committee

During the progress of a race, on a windward leg, Shark 283 on starboard tack and Y-Flyer 999 on port tack, sailing in different classes, both tacked simultaneously in order to avoid a collision. Shark 283 did not hoist a protest flag and both yachts continued racing. After the conclusion of the race, Shark 283 filed a protest. The protest committee upheld the protest and Y-Flyer 999 has appealed.

Decision of the Appeals Committee

Under Rule 68.3(a) the flying of a protest flag at the first reasonable opportunity is mandatory. The exception in Rule 68.3(b) is not applicable because the facts justifying the protest, namely the breach of Rule 36 by Y-Flyer 999, were known to Shark 283 before either yacht finished the race. It is the fact of the rule infringement, not the failure to withdraw, which is relevant. Although Shark 283 had every reason to assume that Y-Flyer 999 would withdraw, as contemplated by Rule 33, she lost the right to protest because she did not hoist a protest flag as required by Rule 68.3(a). The appeal is allowed with regret, and the decision of the Hudson Yacht Club disqualifying Y-Flyer 999 is reversed.

APPEAL CASE No.13: Y-FLYER 651 vs Y-FLYER 1754  
Y-FLYER 1754 vs Y-FLYER 651  
Rule 36 - Opposite Tack Rule

Facts and Decision of the Protest Committee

On a dead run in a light wind, Y-1754, on starboard tack, overtook Y-651 on port tack, from dead astern. Y-1754 hailed "starboard tack" twice and in time to allow Y-651 to alter course to keep clear. Y-651 did not alter course and Y-1754 continued on a steady course. A collision occurred between the bow of Y-1754 and the stern of Y-651 with negligible damage resulting. The protest committee disqualified Y-1754 under Rule 49, and Y-1754 has appealed.

Decision of the Appeals Committee

Rule 36 is the only rule applicable to this appeal. There is no basis for applying Rule 49 as the protest committee did, and Rule 42.2(a), cited by Y-651, applies only when rounding marks. The appeal of Y-1754 is allowed, and the decision of the protest committee of the Fanshawe Yacht Club disqualifying Y-1754 is reversed. Y-651 is disqualified under Rule 36.

APPEAL CASE No.14: SNIPE 15105 vs SNIPE 6106  
Rule 77.2 - Appeals-Restricted to interpretation  
of Racing Rules.

Facts and Decision of the Protest Committee

Snipes 6106, 16103 and 15105 rounded a leeward mark on to a beat to windward in that order and within a boat length of each other, on port tack. 6106 rounded a little wide, headed high and lost some way. 16103 and 15105 overtook her quickly. 16103 attempted to bear off below 6106 and her stem collided with the rudder of 6106. 16103 retired from the race. 6106 tacked on to starboard and had not completed the tack before 15105 had to tack to avoid a collision. In the opinion of the race committee, the collision was not sufficiently hard to be the cause of the tack of 6106. 6106, in her appeal, maintains that the collision was the cause of her tack. The protest committee, which was supported by the race committee, disqualified 6106 under Rule 41.1. 6106 is appealing this decision.

Decision of the Appeals Committee

All parties agree that 6106 tacked too close to 15105, contrary to Rule 41.1. 6106 maintains she should not be disqualified on the ground that the tack was an involuntary one caused by 16103 hitting her transom or rudder. If

appeal of 6106 is actually an appeal against a finding of fact and cannot, by reason of Rule 77.2 be reviewed by this committee.

APPEAL CASE. No.15: M-1 CLASS 18 vs M-1 CLASS 19  
M-1 CLASS 19 vs M-1 CLASS 18  
Rule 32 - Avoiding Collisions

Facts and Decision of the Protest Committee

Shortly after the start of the race, while close-hauled, 19 on starboard tack and 18 on port tack collided. The bow of 19 punctured 18 in the side near the bow. Neither yacht saw the other immediately prior to the collision and no hails were made. The protest committee disqualified 18 under Rule 36 and 19 under Rule 32. 19 is appealing her disqualification.

Decision of the Appeals Committee

Rule 36 was properly applied by the protest committee in disqualifying 18. The onus is on a port tack yacht to avoid all yachts on starboard tack. Rule 32 was improperly applied in disqualifying 19. Rule 32 applies only when a right-of-way yacht is aware of an impending collision, has an opportunity to avoid the collision, and makes no effort to do so. The appeal is allowed, and the decision of the protest committee of the Beaumaris Yacht Club disqualifying 19 is reversed.

APPEAL CASE No.16: INTERNATIONAL 14 KC-263 vs INTERNATIONAL 14 KC-317  
Rule 42.1(a) - Rounding Marks, Interpretation of Room.

Facts and Decision of the Protest Committee

KC-263 and KC-317, on starboard tack, running free, approached a leeward mark at which a gybe was an integral part of the rounding manoeuvre. Prior to the two boat length derivative, KC-317 established an inside overlap. KC-317 carried on past the mark by two boat lengths on the same course before gybing. When KC-317 did gybe her boom touched the port shroud of KC-263. KC-263 claimed that sufficient room had been allowed to satisfy Rule 42.1(a). The protest committee disallowed the protest, and it is not clear whether KC-263 was disqualified or not. KC-263 is appealing this decision.

Decision of the Appeals Committee

The only question to be determined in this appeal is the interpretation of the word "room". The interpretation of this committee is that "room" means only enough room to round the mark in a safe and seamanlike manner under prevailing conditions including room to gybe if a gybe is involved in the rounding manoeuvre. The onus of proving an overlap entitling her to room to round a mark lies upon the yacht claiming room. This onus was satisfied by KC-317. Entitlement to room having been established and a collision having occurred during the rounding, the onus then fell upon KC-263, as outside yacht, to establish that the collision did not occur as a result of her failure to give room. KC-263 met this onus because it was shown that KC-317 was two boat lengths past the mark in a light wind before gybing to round it, and clearly had more than adequate room to do so sooner without causing a collision. The appeal of KC-263 against her disqualification by the protest committee of the Royal Hamilton Yacht Club is allowed. KC-317 is disqualified by reason of the admitted contact with KC-263.

APPEAL CASE NO.17: ENTERPRISE 9680 vs ENTERPRISE 12059  
ENTERPRISE 12059 vs ENTERPRISE 9680  
ENTERPRISE 9680 vs ENTERPRISE 12041  
Rule 35 - Hailing; Rule 42.1(a) Passing Obstructions

Facts and Decision of the Protest Committee

Immediately prior to the start, 12041, in attempting to tack in a rapidly changing wind in order to return to the start side of the line, got in irons, head to wind, nearly parallel to the starting line and just across it, about one boat length from the mark. The wind had altered so that the starboard end of the line was heavily favoured. 9680, between one and two boat lengths from the line, bore off to pass to leeward of 12041. 12059, sailing parallel to and to leeward of 9680, held a steady course, hailing 9680 to keep up. A collision occurred between 9680 and 12059. At no time did 9680 hail 12059 for room. The two yachts continued overlapped and parallel to each other, 12059 did not bear off and 9680 collided with 12041 on the starboard side near the transom. At the time 9680 initially bore off, there was sufficient room to windward for her to tack without hitting the starting mark. The protest committee disqualified

9680 under Rule 37.1 and 9680 is appealing this decision. 12041 was also disqualified under Rules 41.1 and 44.1(a). In the summary of the race committee, it was stated that 12041 was considered an obstruction and presumably remained so throughout the incident.

#### Decision of the Appeal Committee

In view of the finding of the race committee that 12041 was an obstruction, the protest committee erred in holding that Rule 42.1(a) was not applicable as claimed by 9680. The fact that 9680 could have cleared the obstruction by tacking is irrelevant. 9680 was entitled to claim room from 12059 to pass astern of 12041 and should not have been disqualified under Rule 37.1. When 9680 decided to bear off to pass astern of 12041, she became a right-of-way yacht as against 12059, which until that time had been entitled to right of way under Rule 37.1. When 9680 decided to sail a course to pass astern of 12041 she should have hailed 12059 under Rule 35 before or when altering course to do so, in order to establish her right of way. She failed to hail. A yacht may be disqualified for any violation of the rules contained in Part IV. Although Rule 35 is directory, not mandatory, failure to hail may therefore lead to disqualification where that failure contributes to a collision.

Therefore the appeal is dismissed, and the qualification of 9680 by the protest committee of the Kelowna Yacht Club is upheld, but under Rule 35, not 37.1, as found by that committee.

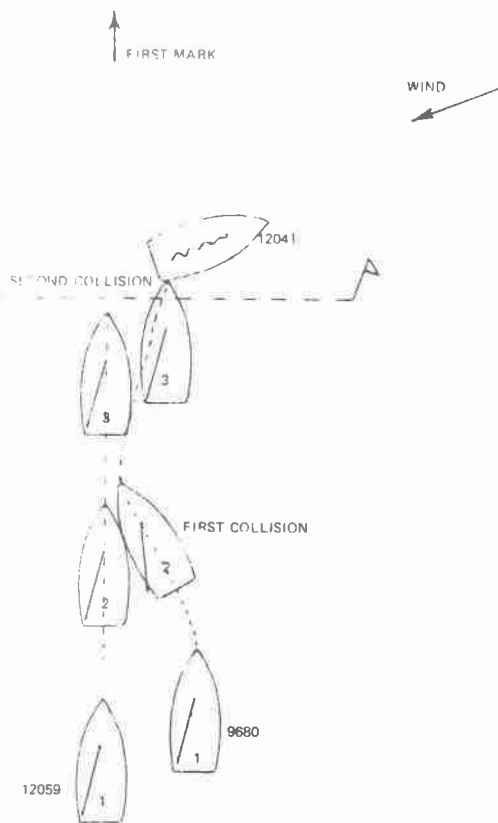
Although 12041 did not appeal to this committee we endeavoured to determine whether her disqualification was justified and whether 12059 should have given 9680 room to avoid colliding with 12041. On the facts as found by the protest committee we could not reach a clear conclusion as to the disqualification of 12041. We do find that 12059 was at fault with respect to the collision with 12041. She was required by Rule 42.1(a) to give 9680 room to pass astern of 12041 and failed to do so at any time before the collision with 12041. Therefore 12059 is also disqualified.

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In line with the foregoing, all club and fleet captains might note that Elvstrom Sails Canada Limited have offered the book "Paul Elvstrom Explains the Yacht Racing Rules" at a price of \$4.25 less a 25% discount for a block order of ten books. If you have a large enough fleet to warrant ten books, or if you can get together a group of ten people and if you think the book merits \$4.25 less 25%, then you might care to get in touch with John G. Eastwood, Elvstrom Sails Canada Limited, 97 Pelham Avenue, Toronto 9, Ontario. Telephone (416) 762-7531.

#### SOCIAL EVENING AND TUNE-IN (FEBRUARY 7TH)

The Social Evening held at the Toronto Sailing and Canoe Club on Saturday, February 7th was a great success. The three guest speakers, Hans Fogh, Roger Green and Paul Henderson, put on a sterling performance and their help in making the evening so successful was very much appreciated. Such was the reception to the meeting and its coinciding with the first Saturday of the Boat Show, that at an executive meeting of the CAA held recently it was decided consideration should be given to having a similar event on the first Saturday of the 1971 Boat Show, namely February 6th, 1971.

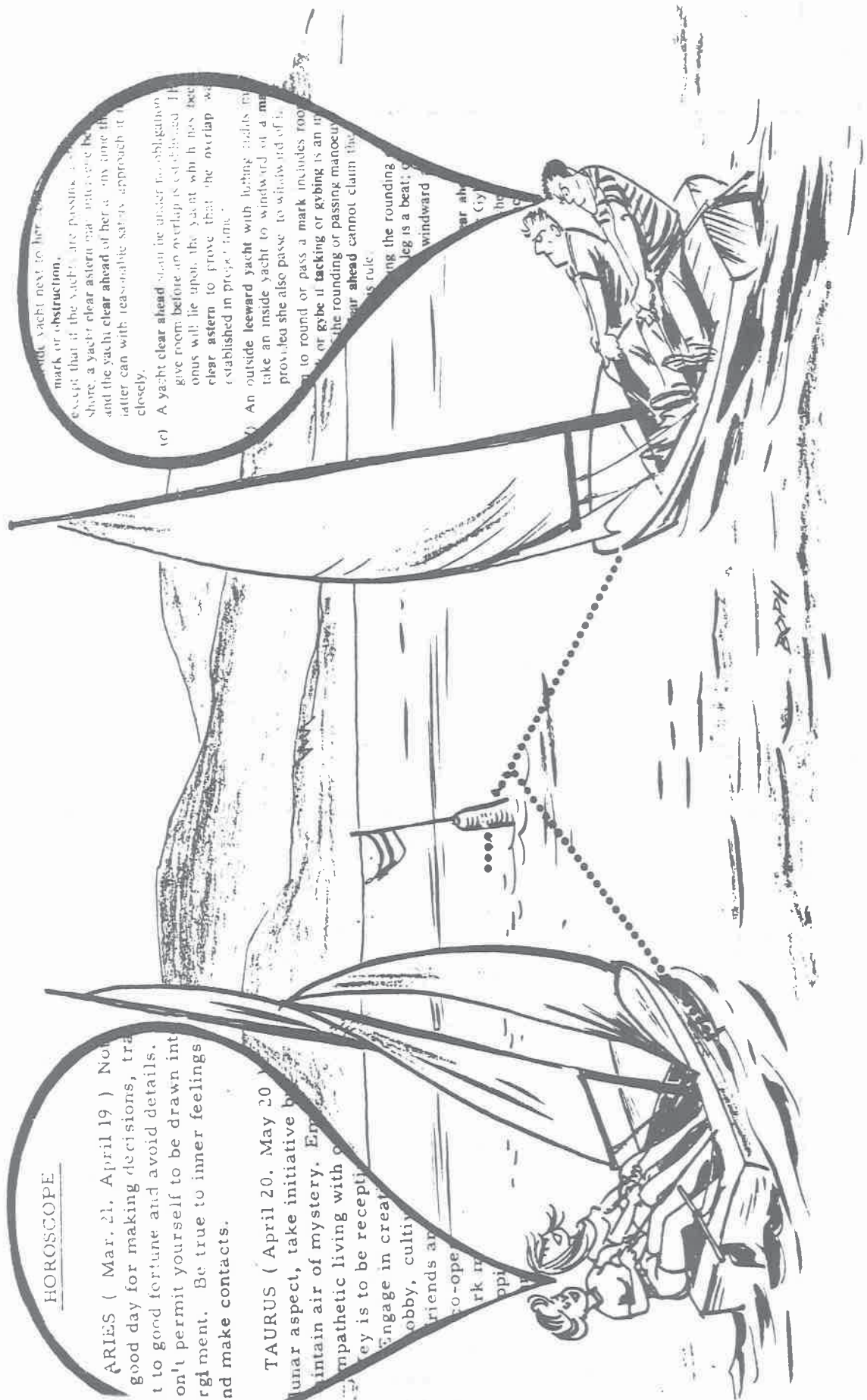


GENERAL NOTICES

A new Albacore Fleet is being formed in Montreal. For further details please contact Mr. Edward Burke, 7252 Chester Avenue, Montreal 265. If you have friends in Montreal who have thought of getting an Albacore, or if you know of Toronto Albacore Owners who have been moved to Montreal, please get in touch with Edward Burke. Welcome aboard Edward!

Prospective members for the new Grimsby Sailing Club should contact Paul Magnini, 19 Oriole Crescent, Grimsby, Ontario. A welcome to you too, Paul!

For those sailors wishing to race this year under the aegis of the Metro Yacht Racing Council, as most of us in Toronto do, please contact Mr. W. G. Garrett, 361 Kennedy Ave., Toronto 9, phone 767-2345. As it is necessary to register at least 6 days before any regatta in the Metro Racing Programme, it is probably worthwhile making this one of those fees you pay early in the season so that you are eligible for the whole racing schedule.



HOROSCOPE

ARIES ( Mar. 21. April 19 ) Not a good day for making decisions, try to good fortune and avoid details. Don't permit yourself to be drawn into argument. Be true to inner feelings and make contacts.

TAURUS ( April 20. May 20 ) Lunar aspect, take initiative but maintain air of mystery. Engage in creative living with sympathetic friends. They are to be receptive. Engage in creative hobby, cultivate friends and go-ops.

...yacht next to her... mark or obstruction... except that if the yacht... shore, a yacht clear astern... and the yacht clear ahead... latter can with reasonable safety approach it closely.

(c) A yacht clear ahead shall be under no obligation to give room before an overlap is established. The onus will lie upon the yacht which has been clear astern to prove that the overlap was established in proper time.

An outside leeward yacht with luffing sails may take an inside yacht to windward of a mark provided she also passes to windward of the mark to round or gybe if tacking or gybing is an option. The rounding or passing manoeuvre of a yacht clear ahead cannot claim the right of way.

...ing the rounding... leg is a beat, or... windward... near the... Gy... he... C...

## ROLL-A-BOATS

Mr. T. A. Cooksan telephoned me the other day to mention that he has sought a Canadian source of inflatable roll-a-boats with no success. If you know where these things are readily available then please let me know and I will pass the message on to Mr. Cooksan. If you wish to write direct to the English manufacturer to purchase one or a number of the type I have in mind, called "C-Esta Roll-A-Boat", then you should write to George MacLellan & Co. Ltd., The Glasgow Rubber Works, Maryhill, Glasgow N.W., Scotland.

## CORRESPONDENCE COLUMN

In response to my request for general news and ideas of interest, I received this welcome letter from Trudi Jackisch, secretary of the Navy Jack Albacore Fleet of West Vancouver, B.C.

"While there is not too much sailing in Albacores at this time of year, even on the Pacific Coast of Canada, I can report that Max Jackisch and his wife, Trudi, braved rough seas and winds gusting up to 35 mph on November 22, 1969. They had an exhilarating, exciting sail and didn't even manage to capsize.

On January 25, 1970 Brian Thomson used his boat as a fishing boat.

Besides having some fun and excitement in the quiet winter months, we are getting all set for the next season. Within the coming two weeks all Albacores will be measured. This will be a busy time for our measurer, Brian Funt.

Five new Albacores are on order so the Navy Jack Albacore Fleet will grow to 17 boats in our second season. Another few weeks and sometime in March we will be ready for the first sailing in our Albacores in the new season. In the meantime we try to stay sharp by frostbiting in our sabots. All of us are looking forward to increased activities in 1970."

.....T. Jackisch  
Secretary, Navy Jack Albacore Fleet

## FOR SALE!

Stan W. Knight 246 Lakeview Avenue Burlington, Ontario 637-0351	- Late 1967 Grampian #2657 Scupper Bailers, Centre Sheeting & Traveller, 2 Centreboards, Laminated Mohogany with Aluminum Cover. <u>\$1,100</u> complete with trailer
K. D. Robinson 1400 Watersedge Road, Clarkson, Ontario 822-3902	- 1969 Albacore G.M. 3386 <u>\$985</u>
Fraser Dewar 28 Paperbirch Drive Don Mills, Ontario 447-4554	- Whitby Boat #303 Complete with trailer and cover <u>\$900</u>

## THE ALBACORE MIDDLE ATLANTIC REGATTA

You are all cordially invited to attend what promises to be a first-class regatta on May 23rd and 24th at Washington, D.C. The invitation is extended by the Potomac River Sailing Association in conjunction with Albacore Fleet Ten. Please drop a line to Regatta Co-Chairman, Bob Harwood and John Duncan, 8814 Start Road, Annandale, Virginia 22003.

- some boats available
- free housing during regatta
- two divisions
- three electric hoists
- boat storage and parking
- registration only \$5.00
- sail at your own level
- trophies for both divisions
- Saturday night party

## MID-WESTERN REGATTA - CHICAGO

A mid-Western Albacore Regatta is being held in Chicago, July 18th and 19th, 1970. All Canadian competitors are heartily welcome, and the first step to winning all that silver is to contact Gary D. Knappenberger, Albacore Fleet 15, Apt.2A, 9205 North Potter Road, Des Plaines, Illinois 60016.

