

shackles & cringles

Canadian Albacore Association

Editor: Daniel P. Owen, 250 Lytton Blvd., Toronto 12, Ont., 927-2461
Asst. Sec. Dorothy Barnes, R. R. #1, Caledon East, Ont.,

Vol. IX No. 4

NEWSLETTER

May, 1970

HOORAY! HOORAY! NOW ITS MAY.....OUTDOOR SAILING STARTS TODAY!

(Copyright - R.V. Staples, RCYC Albacore Fleet Newsletter)

This new 1970 season, although welcoming us with rain and scudding clouds is nevertheless telling us it is time to bring out the boats, bend on the sails and head for the starting line. Last night (May 14) as I watched the RCYC fleet drifting around the Toronto Bay in a light drizzle with sad, wan faces peeping from masses of heavy weather thermal gear, I thought its the early bird that catches a cold.....

There has been considerable debate among members of the executive regarding the most suitable presentation and publication of Shackles & Cringles. It now seems probable that we will produce a Shackles & Cringles each month with the vehicle being a wellknown and widely distributed boating magazine, called Better Boating. Thus, with each publication of the magazine, Shackles & Cringles would appear using almost the same pages.

The advantages of taking this step are as follows:

- a. Shackles & Cringles will be produced on a regular basis and members will know when to expect their copy.
- b. The quality of print and reproduction will be such that for the first time we will be able to reproduce photographs or other graphic illustrations in a first-class manner.
- c. Layout, typing and printing, and mailing will be eliminated from the CAA secretariat tasks, and with almost 1,000 members now you will appreciate that this is no small relief.
- d. For an overall annual cost of approximately the same as the present method, we will be able to give all members more issues of Shackles & Cringles, and accompanying the Shackles & Cringles of course, will be all the contents of the boating magazine.
- e. The Shackles & Cringles readership will take an immediate jump from 1,000 to somewhere between 20,000 and 25,000, and this cannot fail to attract more and more people to the Albacore as a family racing boat thus further strengthening our class and protecting your investment in your boat.

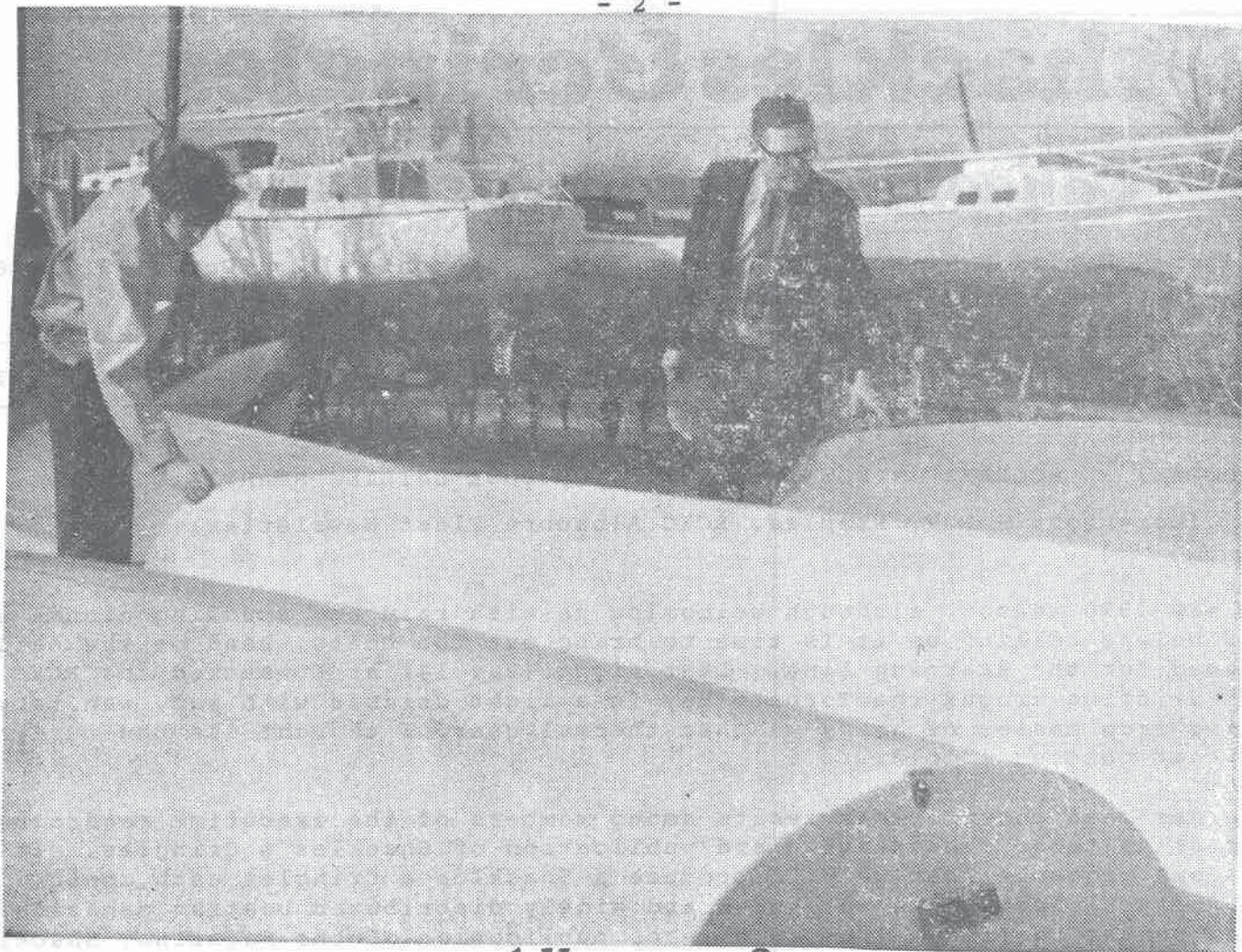
We would be very grateful to have short articles relating to the founding, growth and current plans of various Albacore fleets across the country. It is our intention to produce some thumbnail sketches of clubs, as well as making members aware of the location and facilities of Albacore clubs it will bring to the attention of non-Albacore owners of the proximity of fleets that they may care to join. If any contribution can be accompanied by a photograph or two, so much the better.

CHANGE OF ADDRESS

Please take note that Dudley and Dorothy Barnes are moving to a new home as of June 8, 1970, and therefore the new address of the CAA secretariate will be: Mrs. D. Barnes, Assistant Secretary CAA, R.R.#1, Caledon East, Ontario. This address will be of immediate interest to those members who have still to remit their CAA ANNUAL DUES.

The 1970 Yearbook is almost ready for mailing, and it is imperative that membership dues be received before dispatching the Yearbook.

Protect that credit rating.....Mail a cheque now!!!



Albacores?

Belleville Yacht Club president Dick Bird and boating enthusiast Tom Churchill inspect small craft similar to the type that will be featured in the North American Albacore championship in

June. About 60 boats from all over the continent will converge on the Bay of Quinte for the races, which yacht club members hope will trigger more local interest in sailing.

Albacore Regatta Committee Hope City Sailors Stimulated

By ERIC EMERSON
Staff Sportswriter

As the countdown to the North American Albacore Championship continues to tick off the remaining 65 days until "sail-off" city residents have managed to work themselves into a frenzy of excitement that's generally reserved for the home-made jam contest at the Quinte exhibition.

In other words, not very much.

Ask the man on the street, "What's an albacore?" and he'll probably tell you it's the part of the apple you don't eat and then advise you to consult a speech therapist.

For the benefit of those landlubbers, who can't tell port from left, the albacore is a 16-foot sailing dinghy, manned by a crew of two. About 60 of the vessels will be trying to put some wind in their sails on the Bay of Quinte waters from June 19-21 in the North American Championship races.

Arrangements for the three days of racing will be handled by the Bay of Quinte Yacht Club and perhaps the single greatest achievement they hope to accomplish is to interest newcomers in competitive racing and sailing in general. "Financially we'll do well to break even," says

Dick Bird who heads up the race committee, "what we really want to do is show people that you don't have to be independently wealthy to enjoy sailing."

The Bay of Quinte Yacht Club, whose last big regatta was 1961, is at present confined to big boat racing with a flotilla of 20 of the larger craft. "The big boat owners are in good shape right now," says Club President Bird. "We're hoping to show that the average guy can get into sailing for a fairly small amount of money."

The club is hoping that the regatta will interest enough people to form a small boat racing fleet.

Landing the event was a definite coup for Belleville, with the 60 boats and over 200 people involved hailing from as far away as Florida. Competitors for the invitational meet qualify by finishing in the top three positions in the 20 North American albacore districts. The United States is expected to enter 20 of the fibreglass craft with double that number of Canadian racers.

Bay of Quinte was chosen for the site because of its central location and the fact that the steady thermal winds from Prince Edward County mean a lack of high waves. Already the excellent sail-

ing conditions in the area have drawn the interest of another group with the Canadian Fireball Association inquiring into the possibility of holding the Canadian championships here.

The North American champion will be decided on the basis of seven races during the three days over an Olympic triangular course off the Government Dock at Belleville.

While landing the races is a feather in the cap of the local yachting club, it also will require some hard work. Among the facilities that have to be made ready is the construction of dry sailing ramps since top competitors refuse to leave their boats in the water overnight.

Already the event has met with excellent co-operation

from local motels, hotels, industries and the Belleville Chamber of Commerce. Still needed are patrol and starting boats to aid the work of the local Power Squadron in supervising the competition.

Other Yacht Club members besides Bird who have been active on the racing committee are Peter Blacklock and Peter Cox, who have planned an evening of dining and dancing the Saturday of the competition.

Local sailmaker Charlie Keeble has donated a trophy to be presented to the highest standing husband and wife team in the competition.

Officials are hoping that the taste of top-flight racing will generate enough enthusiasm for more races such as Kingston's annual 400 - boat Canadian Olympic Regatta.

This is an article regarding the North American Championship which appeared in the Belleville "The Intelligencer" - April 15/70.

PARTICIPANTS IN THE NORTH AMERICAN CHAMPIONSHIP - BELLEVILLE, ONTARIO

PLEASE NOTE there has been an ambiguity in instructions regarding buoyancy. That is to say, the remarks on the Preliminary Data Sheet were not quite the same as those on the Application Form itself.

The definitive requirements regarding buoyancy are as follows:

At registration, together with one's Boat Measurement Certificate, one must present a 1969 or 1970 Floatation Test Certificate, together with evidence of positive buoyancy (if a fibreglass boat) as called for in the 1970 rules.

TORONTO DISTRICT ALBACORES

At a meeting of the Toronto District Albacore group, a resolution was approved as follows:

1. That the Toronto District championship for 1970 will be decided on the basis of the best 5 finishes in M.Y.R.C. regattas and the overall result of the L.S.S.A. series. In case of a tie, the results of additional races shall decide.

.... G. B. Crawford,
Secretary, Toronto District CAA

1970 RACING SCHEDULE

JUNE

6, 7 Gatineau River Yacht Club Albacore Open Regatta
6, 7 Conestoga Sailing Club Open Regatta
7 Peterborough Sailing Club Examiner Trophy Regatta
13 National Yacht Club Regatta (MYRC)
13, 14 Upper Canada Regatta, Stormont Yacht Club, Cornwall, Ontario
13, 14 Niagara Frontier Invitational Regatta, Buffalo Canoe Club

19, 20, 21 North American Albacore Championship, Belleville Yacht Club
20 RCYC Regatta (MYRC)
21 #1 District Championship, Oxford Sailing Club
27 RHYC Open Regatta
27, 28 LSSA Regatta, Toronto Sailing & Canoe Club

JULY

4 Port Credit Yacht Club Regatta (MYRC)
4, 5 Gatineau River Yacht Club Invitational Regatta
5 Peterborough Sailing Club Centennial Trophy Regatta
11 Island Yacht Club Regatta (MYRC)
11, 12 #3 District Championship, Bronte Harbour Yacht Club
11, 12 Parkway Sailing Club Regatta

18 Boulevard Club Regatta (MYRC)
18 Lake of Bays Sailing Club Invitational Regatta
18, 19 Wilson Yacht Club Invitational
18, 19 National Capital Regatta, Britannia Yacht Club
18, 19 Midwest Albacore Regatta, Burnham Park Yacht Club,
Chicago, Illinois
25 #7 District (Muskoka) Championship and Aitken Trophy,
Windermere

....continued

1970 RACING SCHEDULE - Continued

JULY - continued

25 #6 District (Lake Simcoe-Huronian) Championship,
Shanty Bay Sailing Club
25 Toronto Sailing & Canoe Club Regatta (MYRC)
25, 26 Niagara Sailing Club Regatta
25, 26 Oakville Yacht Squadron Invitational Regatta
25, 26 Little Egg Harbour Yacht Club Regatta, Beach Haven,
New Jersey

AUGUST

1 Upper Stoney Lake Association Regatta
1, 2 #2 (Niagara) District Championship, Niagara Sailing Club
2 Balsam Lake Sailing Club Invitational Regatta
8 Ashbridges Bay Yacht Club Regatta (MYRC)
8, 9 Youngstown Yacht Club Regatta
15 #8 District (Kawartha) Championship Regatta,
Sturgeon Lake Sailing Club

15 Etobicoke Power & Sail Club Regatta (MYRC) at TSCC
15 Muskoka Lakes Sailing Club Inter-club Invitational Regatta
16 Shadow Lake Invitational Regatta
22 Bronte Harbour Yacht Club Open Regatta
22 Frenchmen's Bay Yacht Club Open Regatta
22, 23 Mark Benzow Albacore Trophy, Buffalo Yacht Club

22, 23 Lake Front Festival Regatta, Burnham Park Yacht Club,
Chicago, Illinois
22, 23 4th Annual Albacore Invitational Regatta, Oquaga Lake
Sailing Club, New York
29 MYRC Open Regatta

SEPTEMBER

5 Big Cedar Point Yacht Club Closing Regatta
6 #10 District (Ottawa and St. Lawrence Valley) Championship
and Thompson Trophy, Gatineau River Yacht Club
12 Morgan's Point Sailing Club Invitational
12 Whitby Yacht Club Open Regatta
12, 13 Walter Collier Regatta, National Yacht Club,
Washington, D.C.

19 Queen City Yacht Club Regatta (MYRC)
19, 20 President's Cup Regatta, Potomac River Sailing
Association, Washington, D.C.
26, 27 Sandy Beach Yacht Club Haulout Regatta, Grand Island, N.Y.
26, 27, 28 Canadian Albacore Championship, Lake Rosseau

OCTOBER

3, 4 Bronte Harbour Yacht Club One-of-a-Kind Invitational
9, 10, 11 United States Albacore Championship Regatta,
Fishing Bay Yacht Club, near Deltaville, Virginia

CYA ONTARIO SAILING ASSOCIATION INSTRUCTORS SCHOOL AND SAILING SCHOOL

TO BE HELD AT

ONTARIO ATHLETIC LEADERSHIP CAMP - LAKE SOUCHICHING - JUNE 20 - 24th 1970

CYA Ontario Sailing Association (Attn: Bob Wilkinson - Registrar) c/o Room 305 - 91 Yonge Street Ont.

RULES

In the 1970 Yearbook, now at the printing stage, are the new measurement and specifications rules for the Albacore as agreed by the membership in 1969. Intense debate took place through the winter of 1968/1969 and well into the summer of 1969, and with the help of Bob Goodings and his hard-working Specifications Committee, there emerged from this crucible the new rules.

Whilst no work in this field is ever complete and unchanging, at this point in time we have one of the best set of class rules and specifications striking a neat compromise between an inexpensive family racing boat and a racing boat sufficiently advanced to employ construction and rigging techniques found in the very fastest dinghies.

In this issue of Shackles & Cringles we are printing the Specifications Committee's report on rule changes, together with a letter from our Chief Measurer, Fraser Dewar.

SPECIFICATIONS COMMITTEE REPORT ON RULE CHANGES
EFFECTIVE JANUARY 1, 1970

Chairman - Bob Goodings

RULES

The new rules accepted by the Association at the General Meeting in September are now printed and will be incorporated into the 1970 Yearbook which is due early in June of this year. For those who did not attend that meeting, the few changes are outlined in this bulletin.

BRIEF REVIEW

The rule changes were discussed in several issues of Shackles & Cringles in 1969 and were presented in a rough draft form in the April 14, 1969 issue. The meeting that followed in April and the General Meeting in September ratified the major changes. One of the important aspects of the rule changes are the items that were not ruled against. Here are the main items under these two categories:

Rule Changes Agreed On

Items that are Allowed

- Shroud levers - Not allowed
- Mast base fixed while under way
- Zippers, etc. to change sail shape - Not allowed
- Gybing boards - Not allowed
- Trim tabs - Not allowed
- Transom scuppers - 100 sq.in.
- Mast gates - required
- Buoyancy - 6 cu.ft.of permanent required
- Inspection plugs on air tanks required
- One centre board per regatta
- One mast per regatta
- One boom allowed per regatta
- Centre board slot located fore and aft
- New fibreglass boats in 1970 to have 3 separate buoyancy tanks plus positive buoyancy

- Bendy mast - OK but with minimum weight
- Tapered mast - OK above forestay attach.
- Rotating mast - OK with boom fixed rigidly to mast to prevent over rotation
- Bendy boom - OK but with minimum weight
- Mid boom travellers - OK
- Wooden shaped boards - OK
- Sails: deck sweepers - OK
- Cunningham holes - OK
- Stretchy luff - OK

to be gybed by mechanical devices.

NEW RULES PRINTED

The new rules now printed have been re-arranged to have the sections more logically located. The changes in rules and working have been marked for easy reference.

BUOYANCY

In dealing with the matter of buoyancy and suggestions for owners, I have considered it more expedient to include in this bulletin the "Chief Measurer's" newsletter to his measurers dated March 15, 1970. Fraser Dewar, our "Chief" writes these informative and newsy letters to his men often giving good advice as well as a bit of his own brand of humour.

By having this letter in your hands, you will know what the Area Measurers have in mind when it comes to seeing to the immediate rule changes respecting buoyancy and mast gates for the coming year.

Before plunging into the preambles of Fraser's newsletter you should know that he has a very patient wife and three lively and interesting children. You should also know that Dick Gallant is now on the Specifications Committee helping Fraser as well as measuring boats in the Toronto Area.

Measurer's Newsletter I/70

To: The Canadian Albacore Association

March 15, 1970

Some early bird has hung out the sap buckets at Inglewood; people are sailing in Tampa, plaintive voices on the phone are asking about measurers, and my wife is suspicious about talk; sails! Oh-hoh! Let her. I am figuring a new boat.

You know we've finally beaten the seasons. I spent the afternoon Saturday with the water rats (Bud Roulstone is the weasle), and Sunday watching ice boats. My kids think this is great, fall in on Saturday, walk on water on Sunday.

Soon now you'll have the New Rules - edited from start to finish. May I suggest you read them from start to finish, taking note of Para. 2 - Spirit of the Rules. Should you find a questionable fitting, a new gambit, some such thing, check the rules. Para.2's purpose is to give authority to the Measurer so that he can deal with the problem on the spot. Should there be a row, write for a ruling. You'll get one in the return mail, quickly anyway. No doubt some will have merit, we'd like to know about those too. Kindly don't let things go by, sooner or later you'll have to deal with the problem.

Dick Gallant and I are revising the measurement form. There will be more items to check, but with a logical sequence there will be less tape movement. Buy carbon paper, it will be a duplicate.

Here it comes, folks, floatation. This subject has had considerable thought this last winter.

As you know, Albacores built prior to January 1, 1970, shall have at least 6 cubic feet of permanent buoyancy. The concept of the rules' safety - the boat won't sink. By rule, the required total buoyancy is 600 pounds buoyancy. Each co.ft. foam has 60 lbs. buoyancy; 6 x 60 = 360 lbs., leaving air tanks to support the remaining 240 lbs. Thus, air tanks are still important.

So, floatation tests are still with us. See 1970 Rule 12.1.

Another consideration is stability. So the placement of the permanent buoyancy is important. Should a tank be ruptured, the boat should be self-rescuing, that is stable. This is detailed later.

We use the word permanent repeatedly. The inside of the tanks are quite rough. So Canadian Tire beach balls wouldn't be acceptable. Some air cell with sturdy walls would be acceptable. For instance, you could use old paint cans, ping pong balls, tightly stoppered Javex bottles, collapsible water containers - numerous small tough air cells. Your job as measurer is to decide if that air cell is tough enough to remain an air cell.

The best would be:

(1) Closed Cell Styrene Based Foams

- a. Styrofoam, Styrospan - Density 2 lb./cu.ft. 60 lb.cu.ft./floatation - from roofers in 2" x 48" x 96" slabs.
- b. Dow beadboard 1.5 lb./cu.ft., 60 lb./cu.ft. floatation - from builders supply houses.

Note: I recommend foam be wrapped in plastic although absorption is small, you are increasing surface area by cutting it in strips.

If in doubt, write for a ruling.

(2) Placement of Permanent Buoyancy

Ideally, buoyancy should be distributed in three areas, or at least two.

- a. Two-thirds (2/3) securely fastened in the bow, preferably down low, one-third (1/3) split in equal parts and installed in the tanks aft of the thwart. I must point out again, by rule, securely fastened. Immersed that's 240 lb. buoyancy trying to surface.
- b. Three cubic feet in each tank at the fore and aft balance point.
- c. Three cubic feet in each tank aft of the thwart and bow bag.

I have been asked if bow bags are legal. Certainly, bow and stern if you wish, as long as there is 6 cu.ft. permanent buoyancy.

Policing this rule is tough. The owner has no option but to convince you that there is 6 cu.ft. in the boat. Wood boats with air bags are O.K.

Grampian, since 1964, have been installing 8-10 cu.ft. styrofoam in each boat. I can only suggest a penlight or wire to determine that there is foam in each boat. Tanks have leaked, all foam is absorbent to some degree, so inspection ports wouldn't be a bad modification - to air the tanks.

About inspection ports. A sabre saw will not swing in the space available. The job requires a 1/2" drill and 1/2" drill bit, an oval rasp, a scribe, and bedding material (monolastomeric, silicone sealant, G.E. bath tub caulk, some non-hardening sealant). Scribe the circle, drill out the centre with a series of holes, and file to the scribed line. It takes maybe 30 minutes a port.

While you're at it, cut transom scuppers - see sketch.

Now another problem, or rather two, foresails. Elvstrom have developed a new shape with the cringle on the deck.

Our rule defines area, so this sail is legal. To achieve the shape, the luff has been shortened to 12'3" or so. This foresail is designed to be sheeted at a 7° angle, so on a beat the sheets will be inside the stays and fairleads must be installed on the tank tops.

For other points of sailing, a second set of sheets pass outside the stays.

One thing bothers me, the fairleads on the tank. Fibreglass doesn't like movement or mechanical fastenings; that and the forces (tension) imposed on the tank could lead to a rupture of the tank. Needless to say, any fitting of fastening through the tanks requires bedding with sealant.

The measurer should assure himself that the air tank is reinforced in such fashion that the tension forces are distributed over as large an area as possible.

The specification committee has considered the possibility of an extreme foresail shape, such as a low aspect Genoa, and have asked for a chief measurer's ruling to combat this problem.

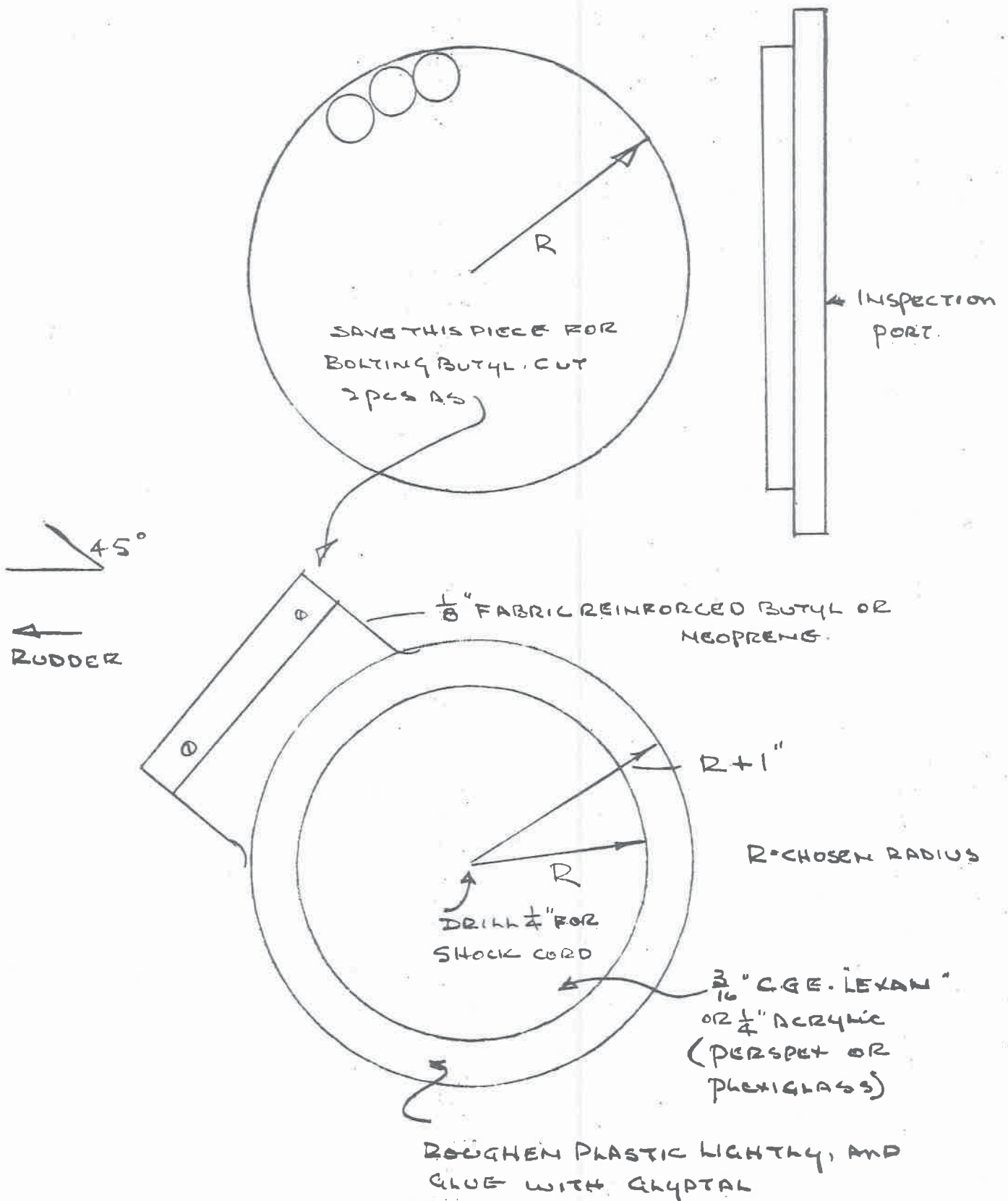
Effective this date and henceforth, the foresail luff measured according to class rules shall not exceed 12'-6" maximum and will be greater than 12'-0" (12'-6", plus 0" minus 6").

Don't forget mastgates for everyone. The afterside of the mast is to be restricted so that it is no less than 10'4-1/2" from the aft side or the transom, and is not to move forward beyond 10'5-3/4" from aft of mast to aft of transom.

Dick Gallant has a point. Some people have a set of red bands 4" below the black bands. The rule details black bands. The tolerance in the stem height will cause a tolerance in the sheerline which is finally absorbed in that 1'-8" to 2'-0" tolerance of the lower black band above the sheerline. The specs committee agreed, no red bands.

Don't forget the spirit of the rules, write for a ruling if you wish. I've thought of a gambit, I don't know how to answer me yet. That's it, have a good Spring.

Fraser



CHIEF MEASURER'S RULINGS

In the last of the newsletter, Fraser has made reference to several "Chief Measurer's Rulings" that will be considered as part of the rules until accepted or rejected by the membership at the Annual Meeting. These are as follows:

1. Rule 8.8 - Foresail:
 "The luff measurement of the large foresail measured in accordance with paragraph 8.9 shall be 12'-0" maximum and 12'-0" minimum." The small jib of 27 sq. feet area shall have a luff of similar proportions which is approximately 9'-3" and 9'-8". The small jib is of little concern to us in controlling odd-shaped jibs.
2. Rule 8 - Sail Plan and Measurement Paragraph 8.1:
 "The mast shall bear only one set of black bands marking the location of the limits of the sail heights as set out in this rule." Other bands marking the lower or upper limits of the tolerances of the sail position shall not be allowed.

STANDARD HULL SHAPE

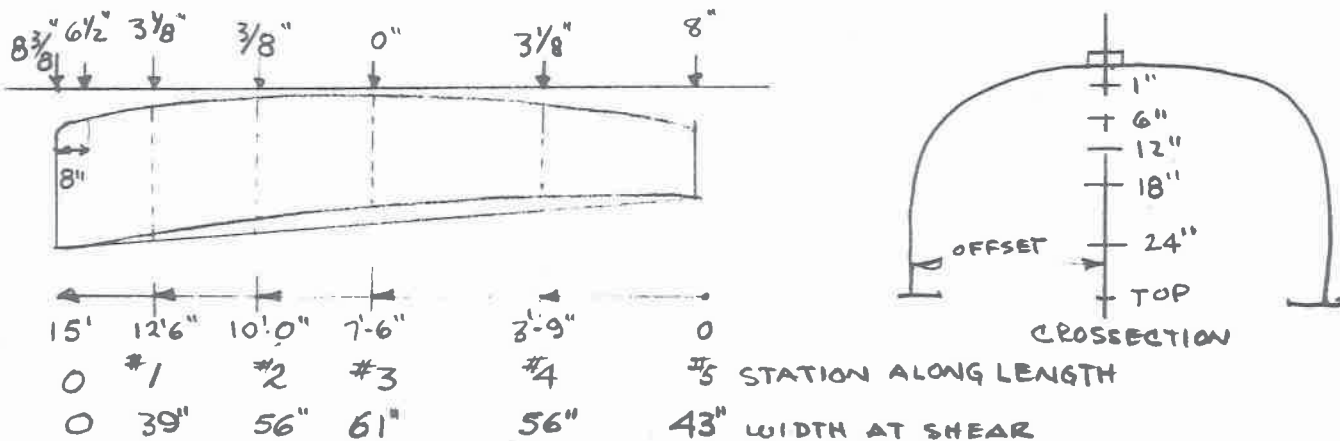
Your Association has negotiated with Fairey Marine in England along with the blessing of the U.S. Association for a standard hull to serve as a master shape for all Albacores in North America. We are pleased to report that we now have this hull which we call a "Master Plug". Its shape will be used for making all new moulds for fibreglass boats made in North America

The plug will be used by the U.S. who will make a "Master Plug" of their own for their own control. The Albacore executives have passed a motion making it mandatory for builders to use this master for new moulds. All costs will be recovered from the users of the plug.

The plug was made of wood by Fairey Marine from their own forming moulds that is used in the manufacture of the moulded plywood hulls. The shape is as close to the original design shape as is possible. The shape has been checked and it agrees favourably with the hulls now made in Canada by the authorized builders. This step should preserve the "one design" aspect of the class for all time.

SCALE MODELS

I am asked from time to time for some dimensions or details of the Albacore hull shape by persons wanting to make scale models. On the sketches below, I have shown some pertinent dimensions that can be used. These dimensions are not given in the accuracy for making your own full size Albacore so beware, those who want to make an "approved hull".



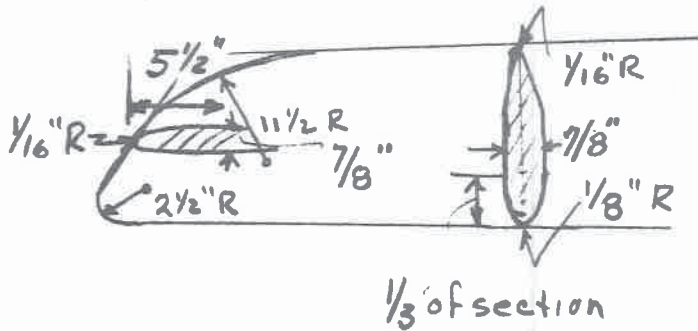
OFFSET ON CROSSSECTION

| | | | | | |
|---------|---------|---------|---------|---------|-----------------|
| 1/4" | - | - | - | - | 1" |
| 9 3/4" | 18" | 24" | 25 1/4" | 20" | 6" |
| 15 1/4" | 24 3/4" | 27 1/4" | 28" | 21 1/2" | 12" |
| 18 1/4" | 27 1/4" | 30 1/4" | 28 1/4" | - | 18" |
| 19 1/4" | 28 1/8" | 30 1/2" | 28 1/4" | - | 24" |
| 20" | - | - | - | 21 1/2" | SHEAR |
| 24 1/6" | 27 1/2" | - | - | 14 1/4" | HEIGHT OF SHEAR |
| 20 1/2" | - | - | - | MIN. | |

NOTE: SEE RULES FOR OTHER CONTROL DIMENSIONS
: ALL DIMENSIONS APPROXIMATE AND NOT TO BE USED AS RULE CONTROL

WOODEN CENTRE BOARD SHAPE

Many owners ask about the shape of a wooden centre board. The rules allow most cross-sections providing it meets the standard template. The sketch following shows the details from the Fairey Marine kit.



SPIRIT OF THE RULES

The rules and control of the class are important in the maintenance of this One Design Class. We have put into the Canadian Rules, the Clause "Spirit of the Rules". Your measurers and executives have committed themselves to this and need your assistance and support.

This clause is reprinted below in full. It is in the new printing but you may want to see it before the Yearbook is sent out.

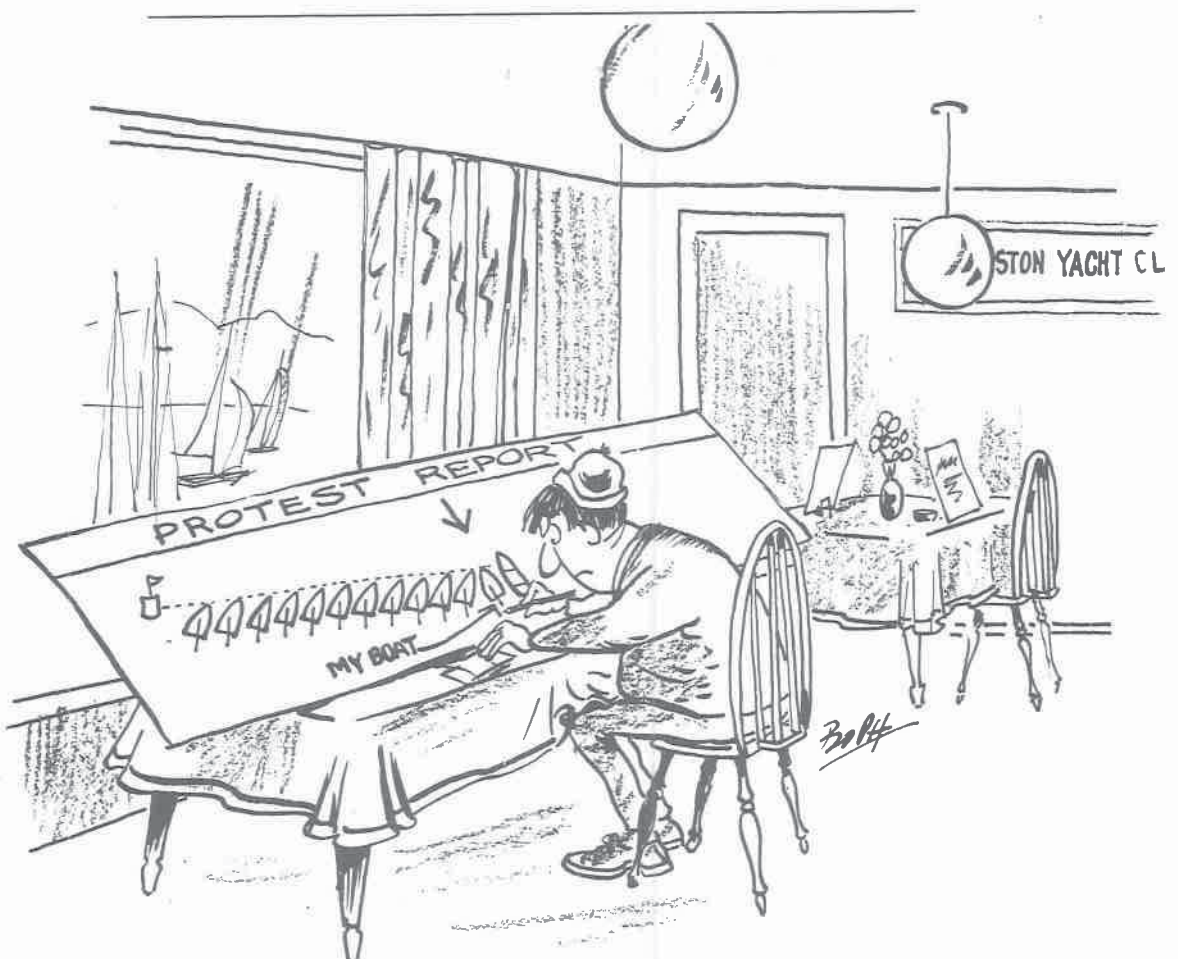
Clause No.2 of the Rules of the Canadian Albacore Class (Authoritative from January 1, 1970) Spirit of the Rules.

Any changes made to the hull, sails, standing and running rigging not on the boat when the measurement certificate was issued and is not expressly permitted by the rules shall be brought to the attention of the Specifications Committee and/or the Chief Measurer in writing for a ruling to ensure that such changes are within the Spirit of the Rules. The onus of establishing that the change is expressly permitted by the rules is on the owner.

Changes made without a ruling shall be made at the owner's risk and shall not obligate the Specifications Committee and Chief Measurer to accept such changes.

Measurers shall report such matters to the Specifications Committee.

Any boat having features, not expressly covered by the specific rules of the Class, that are not consistent with the spirit of the rules as interpreted by the Executive Committee or the Specifications Committee shall not be approved and cannot race even though there is no specific restriction preventing the item in question. Such boat is liable to have its measurement certificate revoked until the violation of the rules is rectified.



Many time Canadian Albacore champion, Bill Gooderham, dominated this year's Tampa regatta. Bill and crew Mac McGruer won four of the six races. Harry Sindle, son Rob, and nephew Scot Woolfenden came back strong after finishing eighth in the first race to finish in the number two spot. Don Barnes, representing the Royal Hamilton Yacht Club and crew Bob Long used their weight to advantage to win two races and came in a close third. Dick McLaughlin from Muskoka Lakes in Ontario, the 1967 winner, and daughter Wendy were fourth.

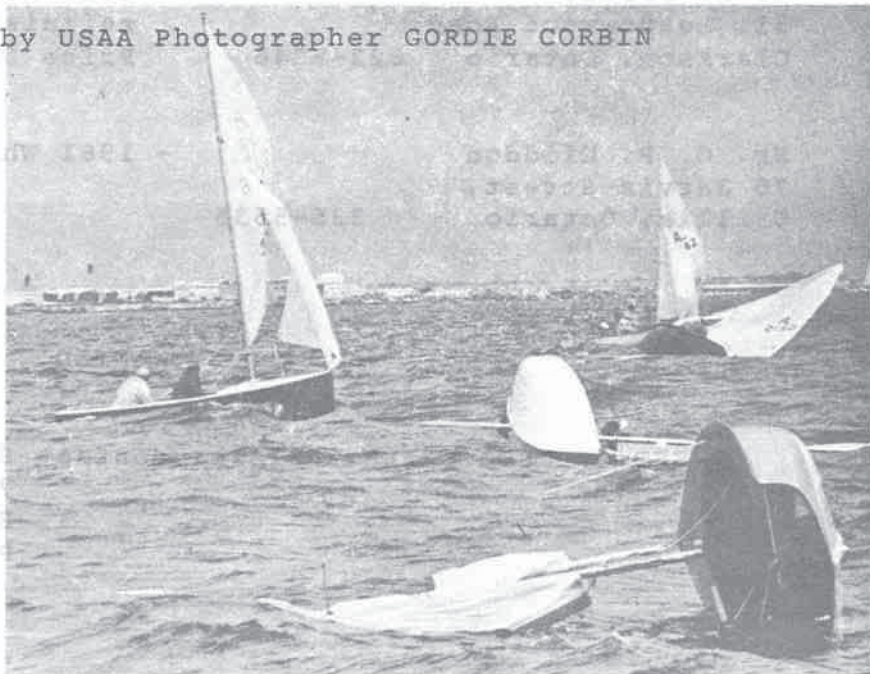
Sixteen boats started in the A Division Thursday, but by Saturday the ever-increasing winds had reduced that number to eight for the final race. The new B Division proved quite popular this year and fifteen boats competed. At the end of four races Jack Sahlman of Tampa and Fred Polk of Washington were tied with 5.5 points. Ron Golden of Toronto was close behind and it looked like a toss up for the final two races. However, when the winds picked up to and passed 25 m.p.h. on Saturday the Race Committee decided to cancel the final race for the B Division. The fifth race was finally sailed in the early afternoon and shortly after the start the winner was decided. Jack failed to keep clear of Fred who had managed a safe leeward position and was later disqualified. The final result after one throwout - Polk, Sahlman, and Golden.

MID-WINTER NORTH AMERICAN CHAMPIONSHIP

| DIVISION A | | | I | II | III | IV | V | VI | POINTS |
|------------|----------------|---|----|-----|-----|-----|-----|-----|--------|
| 1. | Gooderham | 4091 Owen Sound Sailing Assoc., Ont. | 1 | 1 | 2 | 1 | 1 | 4 | 1.5 |
| 2. | Sindle | 3517 York River Yacht Club, Va. | 8 | 2 | 3 | 2 | 2 | 3 | 10 |
| 3. | Barnes | 3266 Royal Hamilton Yacht Club, Ont. | 5 | 3 | 1 | DNF | 6 | 1 | 13.75 |
| 4. | McLaughlin, D. | 716 Muskoka Lakes Sailing Club, Ont. | 2 | 9 | 4 | 4 | 4 | 6 | 19.5 |
| 5. | Owen | 3101 Royal Canadian Yacht Club, Ont. | 3 | 6 | 11 | DNF | 3 | 2 | 24 |
| 6. | Griffin | 3725 Balsam Lake Sailing Club, Ont. | 6 | 5 | 7 | 6 | 5 | 5 | 27 |
| 7. | McLaughlin, P. | 3700 Muskoka Lakes Sailing Club, Ont. | 9 | 10 | 5 | 5 | 7 | 7 | 33 |
| 8. | Howell | 2175 Tampa Yacht and Country Club, Fla. | 10 | 7 | 6 | 3 | DNF | DNF | 41.75 |
| 9. | Railton | 3236 Morgan's Point Sailing Club, Ont. | 14 | 11 | 8 | 8 | 8 | 8 | 43 |
| 10. | Wallerstein | 3737 Potomac River Sailing Assoc., D.C. | 4 | 15 | 10 | 7 | 11 | DNF | 47 |
| 11. | Duncan | 342 Potomac River Sailing Assoc., D.C. | 12 | 4 | 13 | 10 | DNF | DNF | 55 |
| 12. | Gray | 1812 Tampa Yacht & Country Club, Fla. | 11 | 8 | 9 | DNF | DNF | DNF | 60 |
| 13. | Wells | 3535 Centerpoint Yacht Club, N.Y. | 7 | 13 | DNF | DNF | 9 | DNF | 61 |
| 14. | Lancor | 2542 Tampa Sailing Squadron, Fla. | 16 | 16 | DNF | 9 | 10 | DNF | 67 |
| 15. | Allen | 3215 Tampa Yacht and Country Club, Fla. | 13 | 14 | 12 | DNF | DNF | DNF | 71 |
| 16. | Price | 2361 Wilson Yacht Club, N.Y. | 15 | 12 | DNF | DNF | DNF | DNF | 75 |
| DIVISION B | | | | | | | | | |
| 1. | Polk | 3209 Potomac River Sailing Assoc., D.C. | | 3 | 3 | 1 | 1 | 1 | 2.75 |
| 2. | Sahlman | 2471 Tampa Yacht and Country Club, Fla. | | 1 | 1 | 4 | 2 | DSQ | 5.5 |
| 3. | Golden | 3249 Toronto Sailing and Canoe Club, Ont. | | 2 | 2 | 3 | DNF | 3 | 8.5 |
| 4. | Garrett | 3329 Port Credit, Ontario | | 10 | 8 | 8 | 3 | 4 | 22.75 |
| 5. | Bailey | 275 Niagara Sailing Club, N. Y. | | 5 | 6 | DNF | DNF | 2 | 27.5 |
| 6. | Mullen | 2180 Tampa Yacht and Country Club, Fla. | | 6 | 5 | 2 | DNF | DNF | 27.5 |
| 7. | Knappenberger | 3802 Chicago Corinthian, Ill. | | 4 | 7 | 5 | DNF | DNF | 31 |
| 8. | Sonley | 3719 Balsam Lake Y.C. Ont. | | 9 | 10 | 7 | DNF | 6 | 32 |
| 9. | Ruth | 1 Potomac River Sailing Assoc., D. C. | | 7 | 4 | DNF | DNF | DNF | 41 |
| 10. | Benzow | 2295 Buffalo Y.C., N.Y. | | 13 | 9 | DNF | DNF | 5 | 42 |
| 11. | Mellon | 2172 Tampa Yacht & Country Club, Fla. | | 11 | 12 | 6 | DNF | DNF | 44 |
| 12. | Speelman | 3821 Burnham Park Y.C., Ill. | | | | | | | |
| 13. | Nichols | 2019 Pleasantville Y.C., N.J. | | 12 | 11 | DNF | DNF | DNF | 53 |
| 14. | Sanchez | 2166 Plant City, Florida | | 14 | 13 | DNF | DNF | DNF | 57 |
| 15. | Corbin | 3208 Potomac River Sailing Assoc., D. C. | | DNF | DNF | DNF | DNF | DNF | 58 |

One look at the results pretty well summarizes this year's Mid-Winters. Thirty-one entrants appeared at the beautiful Tampa Yacht and Country Club on Wednesday and were greeted by the Welcome Committee headed by Mrs. Jack Sahlman and 2.5 inches of rain.

Thursday morning was delightful as the storm front had moved inland leaving us with perfect conditions. The first race started promptly at 10:00 A.M. and for two laps around the square it was a tight race between Gooderham, McLaughlin and Wallerstein. The wind died down to a drifter and the front boats pulled out to a substantial lead. On the last beat Gooderham held his lead, while Wallerstein apparently picked up some kind of seaweed and was edged out at the finish by Dan and Airi Owen. During a leisurely lunch at the Club the sailors were given a sample of future conditions. Thick clouds moved in and the wind picked up to 20 m.p.h. However, by the 2:00 start the winds were in the 10-12 m.p.h. range. Bill Gooderham continued his winning ways and finished about 1/4 mile ahead of a close knot of the second to seventh place finishers. Reaches and runs were the key to success and John Duncan sailing his best race passed five boats on the last reach to finish fourth close behind Harry Sindle and Don Barnes.



Pictures by USAA Photographer GORDIE CORBIN

Canadian Rear Commodore Dan Owen and crew, past USAA President John Duncan, combined for an exciting second place finish in the sixth race.

FRIDAY THE 13TH! The obstacle course at the jibing mark during the fourth race. Don Barnes sailing by the remains of Jim...

The excitement of the first day was brought to a perfect finish at the excellent buffet dinner at the Yacht Club. Everyone was looking forward to Friday. Then it arrived! By the end of the day eighteen boats had capsized. The wind had moved to the Northwest and was blowing around 15 with gusts up to 25. The line for the third race heavily favored the port tacking boats and they moved into a commanding lead. At the first mark Dick McLaughlin had a slight lead over Barnes, Duncan, son Peter, Griffin and Owen. Then came a jibe after the first reaching leg. Rounding first Dick hit the mark, Duncan staked out his spot for capsizing and disappeared. Tony Griffin and Norman Ducharme followed soon after as did the Owens - and that was just the first lap. By this time, Don Barnes had taken over the lead. Gooderham and Sindle split tacks and Bill came out of the duel in second place.

By afternoon the north winds had moved into the 20 m.p.h. level. The result - John and Carol Duncan found their favorite spot at the second mark as did the Owens. Harry Sindle sailing with his "super" junior crew passed near-by on his way to a second and offered the thought that they "must be doing something wrong." About that time Tony and Norman added to the clutter. Then came the climax in the form of a port-starboard confrontation between Clewis Howell and Jimmie Gray. Clewis dodging through the obstacle course had his vision obscured as John Duncan righted his boat. The next thing he knew there was AL-1812. Jimmie never had a chance. The impact caused his transom to explode outward in one piece. "Good Grief!" was certainly aptly named. The rescue boats were greatly outnumbered so the race was cut short by one lap eliminating one more try at the jibing mark. It was a photographer's paradise and Gordie Corbin was busily clicking away. Perhaps you have seen her classic photo in the April 22 Sailboat Racing News.

The wounds were quickly healed by Harris and Mrs. Mullen at a most enjoyable reception at their lovely home. Somehow the estimates of the wind seemed to increase throughout the party, but they proved to be an accurate forecast for the final day. The eager racers began arriving at the Club around 7:30 for the morning oranges, doughnuts, and coffee. It looked like a great day was in store for all. The wind was moderate; the waves not even enough to worry a crew. However, the weather report was not good. The winds were to increase to 25 and hold there most of the day. Sure enough, by 9:30 the word went out that the morning race was cancelled. The crews looked greatly relieved. But not for long. An afternoon fifth race was set for the A & B divisions immediately following a sixth race for the A's.

Don Barnes was over early and could not recover to catch Gooderham. Harry, Robbie and Scot sailed another consistent race for second, followed closely by Dan Owen now aided by John Duncan as crew. The final race Barnes and Owen got a good jump when Bill Gooderham port tacked and didn't make it through. The windward leg ended with Barnes in front, followed by Sindle, Gooderham and Owen. The planing leg closed the gap between the front four, but positions held steady. On the final beat of the series Don held onto a starboard tack and Harry split to try his luck on a port. This opened up the center for Dan Owen who passed both Bill and Harry for a Barnes, Owen, Sindle, Gooderham finish.

The traditional final banquet turned into a major event this year as the TY and CC hosted the Association of Florida West Coast yacht clubs - the Council of Thirteen. Perhaps the weather could have been a bit more cooperative for many of the participants, but the hospitality and warmth of our hosts more than made up for the weatherman. Our special thanks to the TY & CC, Commodore Ham Miller, Race Committee Chairman Bruce Robbins, the Albacore Host Committee, and all the other good folks who made the 1970 regatta the biggest and best yet!

ALBACORES FOR SALE

| | | |
|--|--------------------------|---|
| R. D. Pilmer 1474 Elite Road, Clarkson, Ontario | H.822-2067 O.255-9114 | - 1961 Whitby Albacore Good Condition Price \$700 |
| E. McGrath #511, 270 Mohawk Road E., Hamilton, Ont. | 385-3878 | - 1968 Whitby Albacore and trailer Price \$1,000 |
| J. A. Price, 511 Meadowwood Road, Clarkson, Ontario | 822-9346 | - 1967 McGruer Albacore refinished Price \$1,000 |
| Mr. O. R. Gliddon 76 Jarvis Street, Orillia, Ontario | 325-5536 | - 1961 Whitby Albacore |

WANTED

SET OF USED SAILS - Please contact Stanley Holba
7 Littlewood Crescent
Etobicoke, Ontario
Phone: H.621-7806
O.366-6971