

July 1970.

A Shackles & Cringles

CANADIAN ALBACORE ASSOCIATION NEWSLETTER

Editor: Dan Owen, 1491 Yonge Street, Toronto 7, Ont., Phone 488-5151.

To the 1,000 members of the Canadian Albacore Association, let us introduce the new *Shackles & Cringles*, to be published each month in *Better Boating*.

To readers of *Better Boating* who aren't members of the Association, let us say we hope you find our *Albacore* news interesting to read each month; we hope we can persuade you to buy an *Albacore* and become sailors of one of the most successful and fastest growing boats in the world.

The *Albacore* is a 15-foot boat with a mainsail and jib totalling 120 square feet in area. It was designed by the brilliant British designer, Uffa Fox, and it is built in Canada in fibreglass by a number of builders. Part of its tremendous success as a family racing boat lies in its maintenance-free construction in fibreglass, unsinkable through the use of moulded air tanks and positive styrofoam buoyancy, ease of rigging and sailing, and low price. *Albacores* are raced by the hundreds every weekend and many evenings during the summer months in Canada, and there are over seventy sailing clubs whose main fleet consists of *Albacores*.

For boat racing sailors and family day sailors, an advantage of the *Albacore* is that it can be capsized, righted, and sailed dry all in a matter of a few minutes. The boat will comfortably carry a family of two or three adults and two or three children, and with the low hull weight of 240 lbs., allied with a simple rigging, one man can trail the boat, launch it, rig it and reverse the procedure at the end of a fine day's sailing. If you are a cottage owner, or live near any of the large bodies of water, you are almost sure to find a fleet of *Albacores* in the neighbourhood. Do drop me a line and let me know where you are and I will put you in touch with the nearest fleet.

COMMODORE'S MESSAGE

Lately, many of the sailing classes have made arrangements to have their newsletter published in various boating magazines. Among these are the *International 14*, the *Fireball* and the *Enterprise*, boats similar in size to the *Albacore*. The advantages are several. The newsletter is published on glossy paper and the printing and pictures are sharper. More pictures are included. Considerable additional material is provided in the magazine.

The *Albacore* was introduced into Canada in 1958. The Canadian Albacore Association was formed shortly thereafter and succeeding executives have all believed strongly in the many advantages of the *Albacore*. They have used various means of publicizing it and have been most successful. The *Albacore* now numbers over 3,000 in Canada and barring the *Sunfish*, is probably the most extensively used sailboat in this country. In keeping with this expansive line of thinking, the present executive has reached agreement with *Better Boating*, circulation about 25,000, to publish our newsletter, *Shackles & Cringles*, in each edition. Through this wide publicity, the number of *Albacore* owners may be further increased, especially in areas in Canada where our class is little known.

Better Boating was started in 1964 by Jim Punfield, Editor, and has acquired the largest circulation of any boating magazine in Canada. *Better Boating* is published monthly rather than about seven times a year, as are most other boating magazines. This will mean more work for the editor and writers of our newsletter. Your contributions of interesting material will be welcomed by our hard working editor, Dan Owen. Full credit will be given to you for any material used.

The cost to the Canadian Albacore Association of having the newsletter published in *Better Boating* is practically

identical to the cost of printing and mailing it ourselves. In addition, we have twelve issues of our newsletter rather than the half dozen we have been in the practice of publishing. Occasionally, a supplementary newsletter, mimeographed and mailed by our own organization, may be necessary.

Better Boating usually includes an article on sailing which will be of interest to us as sailors. Material on other types of boats will likely be of interest to cottage owners in our association. Your executive hopes the change will please most of you and will incidentally advance the popularity of our class.

Alex Macnaughton, Commodore

OWEN SOUND REGATTA

An *Albacore* regatta will be held in Owen Sound on Sunday, August 9th, 1970.

For further information, contact: Mac McGruer, Box 504, Owen Sound, Ontario.

TROPHIES

The new *Albacore* moulded trophy figure has been developed and is now available to Canadian Albacore Association members for retro-fitting to existing trophies at a price of \$2.50 from East York Trophies, 1007 Pape Avenue, Toronto, Ont., telephone 425-9066.

If you are designing or making trophies for your own club regatta, you might care to purchase these items separately from East York Trophies, or they will be happy to sell you one of their trophies with the *Albacore* figure already mounted.

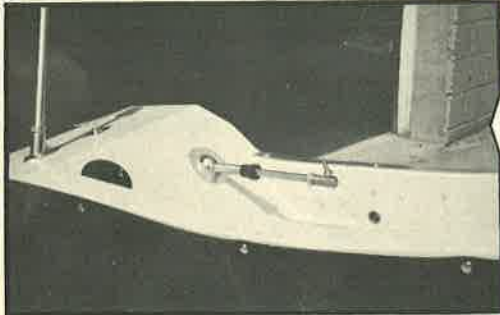
LETTERS FROM THE FLEETS

Report from the Navy Jack *Albacore* Fleet, West Vancouver, B.C. - May 27, 1970.

Our Sailpast was again a colourful event. As expected, the Navy Jack *Albacore* Fleet participated this year with twice as many boats as last year with a count of thirteen *Albacores* in all. We expect another shipment

Buy
Canadian

10 MODELS TO CHOOSE FROM - 12' TO 18' - I/O AND OUTBOARDS



This Rowley attachment is available to any and all boat manufacturers or dealers using mechanical steering.



The
Boats
with the



See This Boat Before You Buy

Capri has the following boat of the future features - Under deck flotation, the patent applied for Rowley swamp proof steering connection plus every feature possible to put on an 18' runabout. Length, 18'; Depth, 42"; Weight, 1,000 lbs.; Load Capacity, 3,000 lbs.; H.P. Rating, 135+.

▶ **THREE YEAR HULL WARRANTY** ◀

Humber Boat Ltd.

131 WENDELL AVENUE

▶ WESTON, ONTARIO

▶ PHONE (416) 241-7670

MARINAS IN THE THOUSAND ISLANDS AREA

On the Canadian Side:

Kingston: Kingston Marina, Knapps Boats, Rideau Marina, Kingston Yacht Club, City of Kingston Public Docks.

Wolfe Island: General Wolfe Marina.

Gananoque: Beaubian Marina, Cuttle Marine, Ed Clark Marina, Les Bishop's Marina, Ray's Marina.

Lansdowne: Bud's Marina, Holiday's Afloat Marina, Peck's Marina, William's Marine Service.

Rockport: Andress & Sons Marina, Howard's Marine, Ed Huck Marina Limited.

Mallorytown Landing: Bill's Boat Livery.

Brockville: Gilbert Marine Sales & Service, Long Beach Motel, St. Lawrence Marina.

On the U.S. Side:

Cape Vincent Harbour: Cape Vincent Boat Works, Garlock's Marina, Finucane's Marina, Aubrey's Grocery, Anchor Marina, Millens Bay Marina.

Clayton: French Creek Marina, Mercier Downtown Marine, Thousand Islands Marina, George W. Mercier Inc., Rice's Marine Dock, Clayton Marina, Calumet Island Marina, Cantwell Pier 65, Hoosen's Spicer Marine Basin, Spicer Bay Marina, H. Chalk & Sons, Reed's Marina, Bill & Jack's Marina.

Thousand Islands International Bridge: Swan's Bay Boat Launching.

Alexandria Bay: Grime's Marina, Maple Crest Motel, Hutchinson's Boat Works, Glenn E. Furness, Roger's Texaco Marina, Village Dock, Van's Motor Marine, Charley's Marina, O'Brien's Boats, Mance Marine Basin.

Goose Bay: Schaff's Goose Bay Grocery & Boat Livery, Kring's Trailer Park, Schermerhorn Boat Sales.

Chippewa Bay: Denner's Marina, Boothe's Marina, Blind Bay Marina.

Morristown: Blair's Marina, Wright's Marina, Morristown Marina.

rocks and islands in bewildering profusion. Just opposite Alexandria Bay, close to Wellesley Island, is the famous Heart Island and Boldt Castle. A visit here is a must. It's a medieval-looking castle that was built about 70 years ago by George C. Boldt when he was chairman of the board of the Waldorf Astoria Hotel in New York City. He was building the castle for his wife, but she died before it was finished -- and it never was.

GRENADIER ISLAND

There's muskie territory around this quite large island. There are also shallows and shoals, and to the north, weed beds. But that's why the fish are there.

JACQUES CARTIER STATE PARK

This is on the U.S. side of the river just where the islands are beginning to peter out. It's a great bass fishing area and it has tent and trailer sites, showers, a good dock, refreshment stand, and a good bathing beach. There are no marine facilities.

BROCKVILLE

This is where the Thousand Islands come to an end and the river is clear between Brockville and Prescott, a 12-mile stretch. Last islands on the Canadian side are McNair and Murray. A few feet away, on the U.S. side of that international line, is Bogardus, a mere sliver of rock. Brockville is a good place to taper off from a cruise of the islands and restock the ship's larder and feed its mechanical needs. It's also a good place to head for if one cruises to islands along the Canadian shore on the way down and the U.S. shore on the way back. Anyway, Brockville is a big city and has everything a boater could need. The main street is just a few minutes walk from the waterfront.

HISTORICAL FACTS

The Indians called the islands *Manitonna* (garden of the Great Spirit). The name is commemorated by the Manitonna Hotel in Brockville.

An early French explorer, about the year 1616, looked out on the stretch of river above what is now Brockville and is said to have exclaimed, "Les Milles Iles!" and the name Thousand Islands stuck. Actually, there are more than 1,000.

of boats from the East in the next few days and it certainly appears the *Albacore* is becoming a familiar sight in our area.

At a recent long distance race from Kitsilano Yacht Club to Passage Island, eight *Albacores* participated and made a good showing, especially when the winds picked up and the waters got rough. An *Albacore* sailor from the East, John Elliott (moved from Toronto to Vancouver) took the honours and left the other seven competitors behind him. It appears the *Albacore* sailors in the Vancouver area can look forward to a very busy and competitive season!

We welcome all *Albacore* sailors who visit our area during the year to join us in our sailing programme and races. By the way, we intend to hold the British Columbia *Albacore* Fleet Championship on September 19 and 20 at Hollyburn Sailing Club.

Trudi Jackisch, Secretary

TWIST WHEN BEATING

Twist is the curve to leeward of the leech of the mainsail from bottom to top. It is not, of course, the curve of the mainsail from fore to aft (draft) or the curve of the leech away from the mast legally adding additional sailcloth to the sail (roach).

There is twist in every mainsail because the boom cannot hold the sailcloth at the top at the same angle as it holds the cloth at the bottom. A certain amount of twist may be good. The "apparent wind" moves forward as a motor car, motor boat or to a lesser extent, a sailboat, moves forward. It has been presumed that the wind near the water is slowed by the waves and water. A certain amount of twist would appear to be desirable so that the sail will be at the same angle to the wind from top to bottom. Another point to be considered is that the jib deflects the air for the lower part of the mainsail.

Lowell North is the owner and operator of one of the largest racing sail lofts in the U.S.A. at San Diego, California and is himself, the holder of at least one gold medal in Olympics. Following are excerpts from an article by him in *Yachting* in April, 1963. He states his remarks are with relation to a sloop, 20

to 30 feet long, with a jib extending 7/8 of the way up the mast. The *Albacore* jib extends 3/5 of the way up the mast.

"..... This (twist) should be approximately one foot for every 15 feet of leech. If the leech is 30 feet, it should curve about two feet. It is hard to judge this precisely from the cockpit, but a rough approximation is good enough for a starting point."

(The Albacore leech measured as he measures leech, from the end of the boom to the head of the mast, is 20'0" which would give a proportionate twist of 16 inches.)

"..... Ideally the main should luff evenly all the way from top to bottom when sailing a little too high. If the main luffs at the top before it luffs at the middle, it should be sheeted harder and the traveller should be eased outboard."

"..... Near the bottom of the sail the leech should be approximately parallel to the centre line of the boat."

"..... However, since there is considerable stretch in the sail, sheets and rig, we do have to change the mainsheet for each wind velocity to keep the main the same shape. A good way of checking is to keep the same sag or curve in the leech. If a two-foot sag in the leech is correct for 12 m.p.h., then it is probable that a two-foot sag is also correct for three m.p.h., five m.p.h., and 20 m.p.h. When the wind increases sufficiently so that the boat is overpowered, you should ease the traveller and flatten the main by the methods previously mentioned."

"If the rig is masthead instead of 7/8, the leech should be trimmed with less curve...."

With relation to twist in the jib, North has this to say:

"The correct fore and aft position for the jib leads, where the jib luffs evenly from top to bottom, must be found under sail."

"..... Since the flow of the wind off the jib affects the main, the trim of the jib is quite critical..... The leech of the bottom one-third of the jib should be parallel to the centre line of the boat. It should then twist off gradually so that it is five to ten degrees away from parallel near the top."

Dr. Stuart Walker is Chief of the Department of Pediatrics at

Mercy Hospital, Baltimore. He is possibly the most prolific writer of books and articles on sailing in English speaking countries today. Dr. Walker's first book, *The Techniques of Small Boat Racing*, appeared in 1960. It was written for the average sailor who wishes to take his racing seriously. His second book, *The Tactics of Small Boat Racing*, 1966, is excellent on the subject of tactics. Dr. Walker's third book, *Performance Advances in Small Boat Racing*, 1969, is the largest, 471 pages, and is the most erudite and to some, the most incomprehensible. One of the best *Albacore* skippers, from the point of view of racing performance, indicated that he had become bored reading the book and had given it up. A random excerpt from one of Dr. Walker's more technical chapters is as follows:

"Variations in wind strength at high wind speeds require variations in the angle of incidence, primarily because they result in variations in F_H . Little variation in V_S or in the strength or direction of the hydrodynamic force, R_T , occurs until very

•Albacores for Pleasure and Racing

•An All Fibreglass Boat

•Proctor Masts Standard

•Banks Sails Optional

•Go Fast's a Specialty



SKENE BOATS Limited

19 CAESAR AVENUE
OTTAWA 14, ONTARIO
PHONE 825-2662

(Under New Management)

high V_A is reached. However, both an increase in V_S and a resultant shift aft in the direction of R_T and an increase in F_H require further decrease in the angle of incidence by a further displacement of the sail plan from the centerline."

Such would be strictly mumbo jumbo if Dr. Walker did not include at the rear of his treatise, a Glossary of Symbols and Terms. Anyone reading this latest book might do well to have in front of him a copy of the Glossary to avoid having to go back and forth constantly in certain chapters.

Most of Dr. Walker's book is in English we can understand and does not require much, if any, reference to his Glossary. On the subject of twist generally, at Page 392, he has the following to say: (Note that Dr. Walker writing six years later than Lowell North differs considerably.)

"..... Mainsheet tension also controls the distribution of the camber of the sail, i.e., its twist. At wind speeds between 2 and 14 knots, approximately (depending upon the boat), the mainsail should have as little twist as possible. There is almost no difference in the velocity of the wind and therefore in the direction of the apparent wind at various heights on the sail plan of a small boat. It is impossible with the usual rig to reduce the twist sufficiently to match this minimal gradient in any case. Thus, mainsheet tension should attempt to eliminate the twist as completely as possible at wind speeds where near maximum F_T . (The Glossary defines this as the total aerodynamic force) is desired so that the entire sail has the same angle of incidence and a controlled appropriate camber. At very low wind speeds some twist may have to be permitted to prevent the leech from hooking. At high wind speeds reduction of the camber aloft through twist is essential."

"..... As the boat is making leeway (from 2 to 60), driving force F_R (The (damned) Glossary defines this as the driving force of the air) is directed not ahead along the centerline but along the course sailed; and sail trim must be established relative to the direction in which the boat moves through the apparent wind,

not relative to its centerline. The greatest reduction in the aerodynamic drag angle and the angle of incidence producing the greatest F_T (The (so & so) Glossary defines this a total aerodynamic force) to windward are achieved when the mainsail leech is parallel to the course sailed. This means that it should be set in a plan deviating at 2 to 60 toward the centerline - i.e., angled gradually to windward of a parallel to the centerline - to achieve this effect;"

Dr. Walker's theory to the effect that there should be no twist or as little twist as possible, seems to be put forward in order that the leech of the main from top to bottom will be parallel with the course made good. In his first book, *The Techniques of Small Boat Racing*, Page 34, he propounds a theory similar to that of Lowell North. His books may be purchased from the Canadian publisher, George McLeod Limited, 73 Bathurst Street, Toronto.

Two further quotations may be of interest.

Ian Proctor, writing in *Yachting World* (English), the March issue, 1960, asserts:

"Excessive twist in the mainsail should be avoided as far as possible. There are many reasons for this, one of them being that it encourages the airstream to flow upwards over the sail, rather than straight across it, causing greater pressures towards the head of the sail, where the heeling leverage is greater, thus making the dinghy far harder to hold upright in a blow"

Ian Proctor has designed many boats and his Proctor masts are used throughout the world. Here is what a relatively unknown sailmaker, John Marshall, has to say on the subject in the December, 1969 issue of *One Design & Offshore Yachtsman*: "..... The best jibs today are designed to twist noticeably so that the leech near the head is freer and flatter than near the clew. This twist keeps the slot uniform, as the main is also twisting outwards as one gets higher.

"..... For these reasons the sail (mainsail) needs substantial twist towards the top to maintain a comparable angle of attack to the local apparent wind"

We hesitate to add anything to the pronouncements of the

experts. However, like many who race more or less regularly, we have a tell-tale on the top of our mast. Ours is a feather on a metal swivel. It is surprising how far forward the apparent wind at the top of the mast is when beating, according to the feather. Normally the feather seems to be close to the angle the boom makes with the centerline. For us this would appear to give credence to the theory of Dr. Walker that twist should be kept to a minimum. As to whether the leech should be at least parallel to the centerline as he says, we tried this by making adjustments to the traveller and sheet but draft in the upper part of our sail nearly disappeared, as might be expected. Write us if you have experience or suggestions on this point.

ALEX MACNAUGHTON

SPECIFICATIONS CORNER POSITIVE BUOYANCY FOR \$15.00

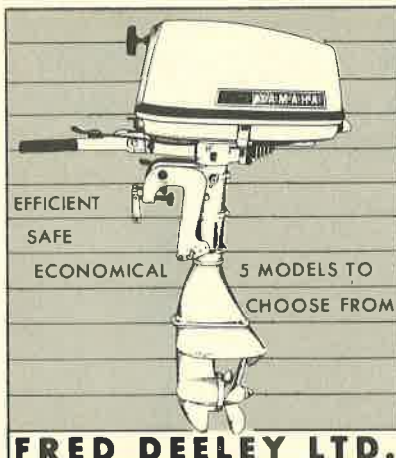
The changes in the specifications affecting many owners of *Albacores* include the installation of positive buoyancy in each fibreglass boat. Many of the *Albacore* hulls had buoyancy built in at the time of manufacture. This can be checked by examining the foam block at the drain plug.

For those who do not have this installed, steps should be taken, if it has not already been done, to install the six cubic feet either under the foredeck and reardeck or in the buoyancy tanks.

One way is to add it inside the two side tanks. The materials needed are:

- Two 4" ports with threaded covers.
- 36 pieces of close cell styro-foam 4'0" x 3" x 2".
- 180 lineal feet of polyethylene 4 mil thick tube 5" wide when flat.
- Estimated total cost is \$12.00 to \$15.00.

Holes should be cut for the ports in the side tanks near the centre of the boat. The polyethylene tube is pulled over the foam, cut to length, sealed with a medium-hot iron separated or protected by a piece of teflon fabric to prevent sticking. The foam is put into the tanks, stacked as much as possible to put 18 pieces in each side. It



YAMAHA OUTBOARD MOTORS

5 Models from 1.5 to 15 h.p.

- ✓ High performance and long-life two cycle engine proven in all Yamaha motorcycles
- ✓ Safety designed easy starting system even in cold weather
- ✓ Extra quiet operation with foam rubber mounted shroud
- ✓ Forward, neutral and reverse gearshift for convenient operation

See them at Your Dealer or Write to:

CANADA'S EXCLUSIVE YAMAHA DISTRIBUTOR
MOTORCYCLES, SNOWMOBILES, SKIS, OUTBOARD MOTORS

FRED DEELEY LTD. ▶ 854 WEST 6th AVE., VANCOUVER 9, B.C. Eastern Branch: 9 TORBARRIE RD., DOWNSVIEW, ONT.

may be a problem in putting in all the pieces so the volume not installed will be needed for installation under the deck. The ports should be installed after installation of the foam.

The foam is available from building suppliers and the ports can be purchased from most marine supply houses. The polyethylene tubing is not a normal retail article found in many hardware stores. It can be purchased in rolls of 15 to 20 pounds which will make tubing from 1,500 to 2,000 feet in length.

Attempts are being made to have the material available at some marine supply houses, if the demand is warranted. Any other details on this method can be obtained by writing to the Canadian Albacore Association, Toronto.

FLASH REPORT

A full description and blow-by-blow account of a most exciting North American Championship held at the Bay of Quinte Yacht Club in Belleville, Ontario on June 19, 20 and 21, will appear in the next issue of Shackles & Cringles, but the overall winners are as follows:

- 1st - Donald Barnes
- 2nd - Tony Griffin
- 3rd - Dick McLaughlin
- 4th - Geoff Revett
- 5th - Jack Langmaid

APPEALS

This appeal is taken from the book "So You Think You Know the Rules of Yacht Racing" by James Lipscomb, who has been kind enough to give permission to us to reprint certain articles. The publisher is W. W. Norton & Co. Inc., New York.

APPEAL NO. 12

You (L) are reaching for the

leeward mark, gaining on a competitor (W) to windward. As you reach the mark, you are just about even, but W is on the inside, and you are careful to give him room to round. The next leg is directly to windward and as soon as both you and W are clear of the mark, you start to round up to close-hauled.

But W, who is having trouble with his mainsheet, cannot get the sail in and consequently cannot head up to close-hauled. Meanwhile you are being held down, and competitors behind are able to round inside both you and W. It is bad enough for W; it is awful for you. What can you do besides complain bitterly? Should you luff W head to wind? Looking at it another way, if you were W, is there any time when you might use this maneuver as a tactic?

Yes, but . . .

In the actual case, L headed up to close-hauled and collided with W (gently, we assume). That was exactly what he should have done. The Appeals Committee held that a yacht (L) giving room at a mark need only give room during the act of rounding. Once the boats were clear of the mark, Rule 37-1 (windward yacht keeps clear) superseded Rule 42.1a (outside yacht gives room to inside yachts at reaching marks), and W was obligated to stay clear.

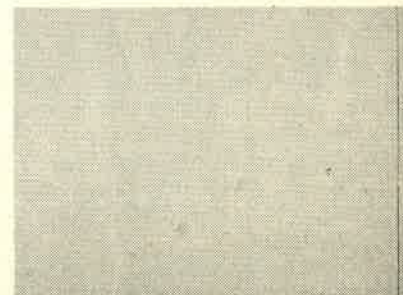
The NAYRU Appeals Committee suggests that W should have assumed her "proper course to the next mark with reasonable promptness." In some race situations - a match race, for instance - W might well want to assume a course slightly below close-hauled in order to reach across L and get him definitely in a backwind. Doing

so would be perfectly legal and, in fact, a good tactic as long as L is not prevented from heading up to close-hauled.

Once the boats have rounded the mark and headed up, W, if he starts his sheets slightly and keeps his boat moving, will probably be able to sail over L. As soon as L's sails collapse, W should head up tight, trim sails, and watch closely for L to act. By heading up, W will prolong the period of time that L is backwinded and prevent him from pinching up to get clear air. Finally, L will probably be forced to tack for clear air. W should tack immediately and is now in a position to pull the same maneuver again, giving continuing doses of bad air. W should pull out.

This tactic can be used very successfully to maintain a lead over a close competitor who is faster to windward, or in a match race, but it is dangerous when other competitors are nearby, because in keeping one boat down you may lose to several others.

Getting back to L, he cannot legally luff W above close-hauled since he has established his overlap from behind most line. He has rights, as leeward boat, to adopt his "normal" course, which is close-hauled, but he does not have luffing rights.



MARKET PLACE



FIBERGLASS SAILBOATS

Camper 15 (photo above) - 15' long, 137 sq. ft. sail, with 2 berths in cuddy. Safe and stable.

Flying Junior 13'2" with 100 sq. ft. sail (conventional and double bottom).

Explorer 15' with 137 sq. ft. sail - excellent family boat or racer.

On display at 25 Civic Rd., Scarborough, Ontario.

NORTH STAR ENTERPRISES, P.O. Box 441, Don Mills, Ontario, phone 447-5735.

HOLDING TANKS by PLASTITANKS

Utilize your present head - no odour, and pump out only 2 to 3 times per season in normal use. Priced complete from \$97.75 to \$115.00.

See your dealer or write Box 252, Downsview, Ontario for literature.

BOAT KITS

Puffin, Puffin Pacer, Suffolk Skipper, Black Swan and several dozen more ... all in kit form.

Send \$1.00 for literature pack to MARINE ENTERPRISES, R. R. 3, Schomberg, Ontario.

FOR RENT

"Shark" cruising-racing sloop, sleeps 4. "Hughes 29" sloop, sleeps 6. Both completely equipped for cruising, life raft, motor, cooking equipment, life jackets.

Available May to September, Little Current, Manitoulin Island. \$225.00 per week and \$500.00 per week respectively.

Write: P.O. Box 415, Little Current, Manitoulin Island, Ontario.

CHRIS-CRAFT

33' Sedan Cruiser (registered). Large salon with chesterfield day-bed, polished mahogany folding table, double pilot and mate seats, etc. Galley is spacious and workable, 2 midship bunks, head forward with 26 gal. holding tank at rear. Twin 95 h.p. 6-cylinder Chris-Craft engines (by Hercules), bow rail, Danforth anchor, heavy lines and anchor rode, fenders, etc. Immaculate condition. \$8,500.00.

Will be shown by appointment only to responsible prospects.

Call Mr. Ross, Ottawa (613) 232-8902 or 722-2179.

TOILET (HEADS)

For less than \$70 -- a very plain, uncomplicated, simple, clean, odourless, trouble-free, sanitary, anti-septic, indestructible, good looking, compact, light-weight toilet. What more can we say? ... except it's made in England by the ELSAN people who are the pioneers in chemical sanitation and it complies with OWRC regulations.

Ask your dealer or send for a brochure.

ELSAN PRODUCTS (CANADA)

Box 471 - Weston, Ontario
Telephone (416) 248-1313

SEND FOR CANADIAN MULTIHULL SERVICES new illustrated catalogue, "50 Multihulls You Can Build" ... \$3.00. Evaluate designers claims, read "Developments in Trimaran Design" ... \$3.00 and "Modern Catamaran Design" ... \$3.00.

C.M.S., Suite 706, 43 Thorncliffe, Toronto 354, Ontario.

FIRST IN RESULTS

If it's quick, quick results you're looking for, place your ad in the Market Place. It will be read by 25,000 families from coast-to-coast and the cost is only \$10.00 per column inch. Send copy now for the next issue to BETTER BOATING, 120 Barbados Blvd., Scarborough, Ontario.

POWER FOR SALE

2 - 240 h.p. Interceptors, gasoline power, 2 to 1 reduction velvet drive, A-1 condition, opposite rotation. (Replaced for more power).

1 - Gray Marine Lugger Four 162, gasoline power, in good running condition.

May be seen at DON DAWSON BOATING CENTRE, Deseronto, Ontario, (613) 396-9917.



aqua cat

The world's most popular sailing catamaran. Now 7,500 owners. Complete with sail at only \$998.00. Some area dealerships still available.

For information, contact SHULEY INDUSTRIES LTD., P.O. Box 5070, Vancouver, B.C.

14' NORTHERN FIBREGLASS DINGHIES

NEW - complete with stainless steel rigging, dacron sails, aluminum centreboard and spars. Tremendous value at \$1095.00.

Phone (416) 282-2080 or write to 374 Fairall St., Ajax, Ontario.

RENT 1969-70 CHRIS-CRAFTS

25, 30 and 33-ft. Chris-Craft cruisers available to sleep 4 or 6. Boats located at Lefroy on Lake Simcoe and at Gananoque, Ontario.

Contact: SKIPPER RENT-A-YACHT, 12 Cheval Drive, Don Mills, Ontario. Phone 444-1846 or Lefroy 456-2640.

CHRYSLER CONVERTIBLE TOPS

Original equipment to fit 1968 thru 1970 models, Charger 118, 151, 183, Fury, Sports Fury and Valiant. Overstocked items must be cleared.

Also available for clearance: Dinette and bunk bed cushions for houseboats, campers, cottages, etc. Blue and white. Two sizes: 3' x 18" and 6' x 20". 4" foam rubber.

Contact: NEW TREND MFG. LTD., 346 Marf Ave., Port Credit, Ontario, (416) 278-5286.