

# Shackles & Gringles

CANADIAN ALBACORE ASSOCIATION NEWSLETTER

## ANNUAL REGATTA FRIDAY, SATURDAY, SUNDAY SEPTEMBER 25, 26, 27, 1970

Our tenth annual regatta will be held on Friday, Saturday and Sunday, September 25, 26 and 27, at Clevelands House, Minett, Lake Rosseau, Muskoka, Ontario. This event provides a most enjoyable weekend and good sailing in the five race series. All of us who have participated in the past look forward to seeing old friends and meeting new ones. This year, as last year, the sailors participating will be divided into four classes, as follows:

A - The best helmsmen.

B - Average helmsmen.

Senior - Helmsmen, 40 and over who signify they wish to participate in this class. Crew may be any age.

Junior - This is The Canadian Albacore Association Junior Championship. Both helmsmen and crew must be under the age of twenty-one as of September 15th, 1970.

Any sailor who qualifies to sail with A Class based on performance has the option to sail in A Class, although he may qualify also for either Senior or Junior Classes. In order to equalize the four classes, the Regatta Committee will make the final allocation. Last year the two new classes, the Junior Class and, to a lesser extent, the Senior Class, were not as full as they might have been. Possibly some clubs might consider sponsoring juniors to this championship event.

Each boat must have a measurement certificate of The Albacore Association under which it is registered or a measurement form approved by the Chief Measurer. Also, the rules now provide for six cubic feet of positive buoyancy in fibreglass boats, e.g. Styrofoam. Also, the Canadian rules and probably the U.S. rules require a mast gate.

A full program will be forwarded to each helmsman registering, as well as sailing instructions, signals, protest procedure and a map of the two courses.

An abbreviated program is as follows:

Thursday evening and Friday morning

Registration

Friday, 2:30 p.m.

Skipper's Meeting

Friday, 3:30 p.m.

First Race

Friday, 9:00 p.m.

C.A.A. Annual Meeting

Saturday, 10:00 a.m.

Second Race

Saturday, 2:00 p.m.

Third Race

Saturday, 3:30 p.m. (approx.)

Fourth Race

Saturday, 6:00 p.m.

Commodore's Reception (cost included in registration fee)

Saturday, 7:00 p.m.

Dinner and presentation of ribbons for 1st, 2nd, 3rd and 4th races

Sunday, 10:00 a.m.

Fifth Race

Sunday, 2:00 p.m.

Fun race in bay for all wishing to participate and not involved in scoring duties or protests

Sunday, 3:30 p.m.

Presentation of trophies on verandah

Any helmsman of any race must be a paid-up member of the C.A.A. or U.S.A.A., or a member of the immediate family of such a paid-up member, or an associate member. A helmsman may not be changed during the race. Subject to the helmsman being 40 years or over in the Senior Class, and in B Class, subject to the helmsman not being a probable A Class skipper if he had applied for such, there is no restriction on changing a helmsman during the regatta. However, the helmsman given on the application form must be in the boat during all races. If a boat starts the series with two persons, it must continue with two persons throughout the series. Similarly, if a boat starts with three persons, it must continue with three persons throughout the series.

Trophies will be presented for the first five overall positions in each class and ribbons will be presented for the first five

placings in each class, in each race.

There is always a rush to have boats and sails measured and buoyancy tested, so arrange for such now with the measurer in your district. The Official Measurer is Fraser Dewar, 28 Paper Birch Drive, Don Mills, telephone 447-4554 and he will advise of a measurer in your vicinity if you wish.

A cruise boat is being provided free of charge for those members of the family who may wish to watch the race.

Mail your application soon. We hope to see you there.

## REPORT ON THE 1970 NORTH AMERICAN ALBACORE CHAMPIONSHIP

The North American Albacore Championship held at the Bay of Quinte Yacht Club in Belleville, Ontario on June 19th, 20th and

### •Albacores for Pleasure and Racing

•An All Fibreglass Boat

•Proctor Masts  
Standard

•Banks Sails  
Optional

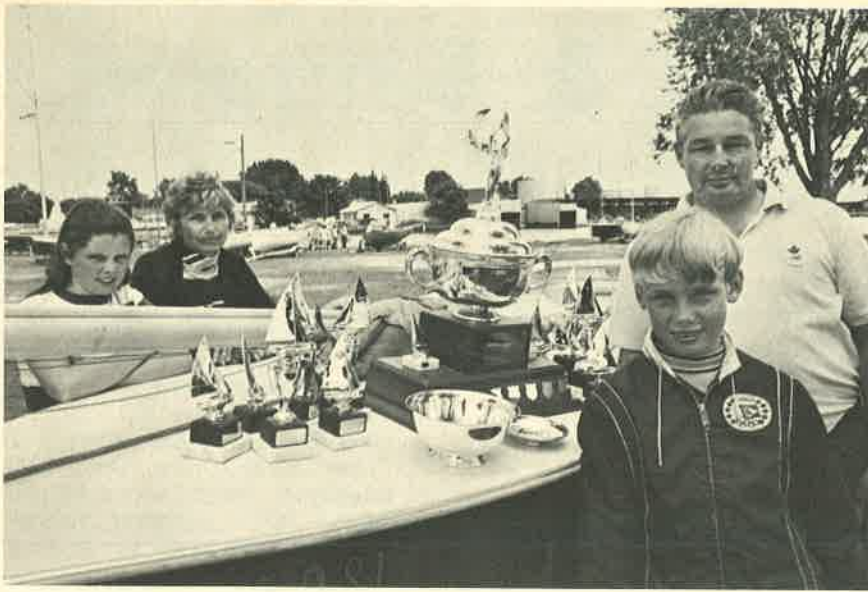
•Go Fasts a  
Specialty



## SKENE BOATS Limited

19 CAESAR AVENUE  
OTTAWA 14, ONTARIO  
PHONE 825-2662

(Under New Management)



1970 North American Champion Donald Barnes and the family crew.

21st was an outstanding success. The three days racing had all the ingredients of a successful major championship with superb racing organization, good starting lines, on time starts, roaring planing legs, heavy and light winds, and a tough competitive fleet.

Seven races were scheduled and the first two on Friday were held in an increasingly gusty and variable northwesterly. Jack Langmaid, current U.S. champion, sailing with his daughter Nancy, won the first race closely followed by Geoff Revett and Don Barnes. After lunch, the second race was started and on the planing leg Jack's hopes took a turn for the worse when he capsized. Dick Gallant and Jim Temple, roaring along close behind Jack, very nearly cleaved him in twain but in missing him, inadvertently chopped the rudder from the transom of *Jancy B*.

Don Barnes, crewed by young members of his family (combined weight of skipper and crew well over 400 lbs.) sailed a fine race to win, closely followed by Geoff Revett, 2nd and Tony Griffin, 3rd, with Dick McLaughlin and Dave Wallerstein placing 4th and 5th.

The third race for that day was postponed in the hope of holding it in more reasonable weather on the Sunday, and at the end of Friday, it seemed that Barnes and Revett would dominate the series. The second race on Friday produced a host of capsize including one dismasting, and a number of broken tillers.

However, rescue boats were everywhere and the water of the shallow bay was really very warm so everyone was fit and ready again for the onslaught of Saturday. Alex Macnaughton had some grief partly due to the heavy weather and partly due to some tinkering he had been doing on his mast whereby certain cord fixtures had replaced wire or steel. His old Fairey mast did not take kindly to the modifications and groaned in protest so much that Alex was forced to retire for re-rigging.

Saturday dawned very cold and windy and a shivering fleet battled through three very heavy races, with the afternoon pair being back-to-back. The strong challenge of Geoff Revett continued with a 1st in race number three, but started to fade a little with a disqualification and a 7th in the two following races. Don Barnes sailed brilliantly and consistently to place 2nd, 1st and 1st. Tony Griffin, crewed by Norman Ducharme, started to display a tremendous tenacity and consistency in getting up among the leaders with a 2nd and a 3rd. Tony is reputed to be fond of heavy weather and one could begin to see why. I had occasion to breakfast with Tony Griffin recently and he urged upon me a bowl of cereal the likes of which I have not seen before, but which he declares is the fount of his day's energy. With the sort of racing results he is turning in now, it seems that *Kelloggs* may be in danger.

Dick McLaughlin, crewed by daughter Rosie, was sailing very

well and bounced back with remarkable resilience after a couple of mildly dampening incidents. When running down towards the starting line for the second race on Saturday, he managed to pull off a capsize before the start but got the boat up and going in time for a good start. Not content with that particular treat, however, with the despairing cry of "Save me, Rosie!" he managed to misconnect with his hiking strap on one particular beat, and promptly fell overboard. This cost Dick a few positions to say the least and he and Rosie looked a bit cold and wan on their arrival back at the club house on the Saturday evening.

It was a pretty weary group of sailors who took to bed on Saturday night, and Belleville was filled with audible sighs of relief when the sun rose in a clear sky on a virtually windless Bay of Quinte. The first boats to leave the dock for the first race seemed to have trouble having any breeze at all, but the Bay of Quinte's reputation as a fine sailing area with good winds proved true and a light breeze sprang up for the 10:00 a.m. start. Although the course was shortened, the race was a cliff-hanger from start to finish with wind shifts making the windward leg very difficult to sail.

Jack Progelhof won convincingly, followed by Tony Griffin, who it appears can now make his boat go in both light and heavy airs. Dick McLaughlin placed 3rd. Barnes and Revett had difficulty staying near the leaders, but Nick Hancock, crewed by his wife Leslie, showed their adaptability to any airs in being right up near the front. Jack Langmaid threatened strongly at one time but a couple of wind shifts on the windward leg saw him go down the drain along with a lot of others.

The final race, in slightly fresher airs, found Tony Griffin up near the front again with Barnes and Revett watching each other and having difficulty in getting to the front. By the time the last race started in fact, Barnes had clinched the trophy, but battles were still being fought for succeeding positions. The results of the final race saw Dick McLaughlin first, followed by Dave Wallerstein, Jack Progelhof, Tony Griffin and Don Giffin.