

Shackles & Gringles

CANADIAN ALBACORE ASSOCIATION NEWSLETTER

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OCTOBER REGATTA ASHBRIDGES BAY YACHT CLUB

Ken Dinsmore, the Fleet Captain at ABYC, has written informing me of the plans to hold an invitational frost bite regatta for *Albacores* and *Wayfarers* on Saturday, October 3, 1970.

Details are not yet finalized. However, there will be a series of 2 or 3 races, the first at 10:30 a.m. and the registration fee will be \$2.00 per boat. Lots of prizes with a corn roast supper and an evening dance.

Plan to attend! A good attendance is likely to ensure that this becomes an annual event.

SUMMER REGATTA RESULTS

I would appreciate Fleet Captains and Secretaries letting me have results of the summer racing as soon as possible for this newsletter.

TELLTALES

Some sailors seem to have the knack of sensing when their sails are drawing or driving best. Others, among whom I am one, either lack the co-ordination or the experience, or both, to optimize the sheeting of their sails by the senses of touch and hearing alone and have need of some visual aids.

My first visual aids were bits of ribbon tied on the 2 side stays about half way up. Then followed the masthead fly and later this was allied with a pair of telltales near the luff of the jib about half way up the forestay.

This latter device seemed to have great merit in enabling the crew to accurately sheet the jib in order that both windward and leeward telltales were lying flat along the jib, thus indicating smooth air flow on both sides of the sail.

In reading books on sail design and sailing rig per-

formance, I see that testing is either performed using instruments for taking pressure readings at points all over the sail, or a great number of telltales are sewn through the jib and mainsail to enable the designers or experimenters to observe the air flow over all parts of the sail. If one is to achieve the best sail design or sail trim by the use of such a number of telltales, why not use these telltales all the time on the race course? On both our *Albacore* and *International 14* dinghy we have sewn fine red thread about 3" long on each side of the mainsail and jib in perhaps 30 or 40 positions. The benefits are enormous, for one can see at a glance which part or parts of either mainsail or jib is not drawing. Correction of a poor air flow may require modifying one's sheeting arrangements, or it might even require relocating the jib leads or mast position, or even recutting the sail.

One minor drawback of the system is that the leeward telltales, which are by far the most important (particularly on the mainsail), are sometimes difficult to see insofar as one must view them through the sail cloth. For this reason, it is better to separate leeward and windward telltales by 2 or 3 inches vertically. Jib telltales should be no closer than 3 inches to the luff, in order to avoid forestay turbulence, and mainsail telltales should be not closer than 18 inches to the mast to avoid, or at least minimize, mast turbulence.

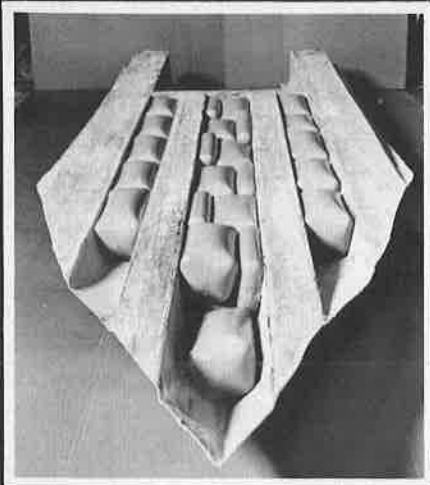
In conclusion, I recommend using these telltales in conjunction with a masthead fly, itself an invaluable device for showing the apparent wind undisturbed by sails and rigging.

U.S. NATIONAL CHAMPIONSHIP REGATTA GWYNN ISLAND, VIRGINIA OCTOBER 9-11, 1970

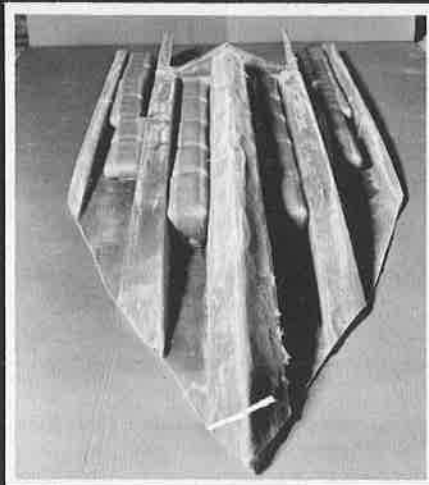
Plans are moving ahead at a rapid pace for the 1970 Nationals, October 9-11. President Dave Wallerstein and Secretary Jay Sanders visited the headquarter site over the July 4 weekend on their way to the Hampton Regatta. Their report is that the *Islander* is a first-class operation. The food is delicious and the accommodations are great. Each room has two double beds, a color TV set (to watch the race results on local television?), full carpeting, tile bath, and individually-controlled air conditioning. In addition, there is a swimming pool, tennis courts, and a laundromat. We will have private rooms for meal functions and meetings. Launching will be from an endless sand beach facing on the race course. Ed Beverly is our congenial host and has promised outstanding meals to keep our strength up.

The schedule, barring any last minute adjustments, calls for registration Thursday evening and Friday morning. We will have a box lunch Friday combined with a skippers' meeting. The first race will begin about 2 p.m. and will be followed by the second race at the end of the B Division race. Friday evening will be the annual business sessions and, unless there are some surprises, should be SHORT. Saturday morning we will have one race followed by lunch back at the *Islander*. Two back-to-back races are planned for Saturday afternoon. The annual banquet and awards will be the Saturday night feature. We will get an early start Sunday morning for the concluding two races. The final awards ceremony should be about 1 p.m., giving participants a chance for an early start home.

The Anatomy of a Winner



Your Winner boat goes significantly faster, and lasts much longer than ordinary boats -- all because of this funny looking 'gidwidget'. We call it a "grillage". It is all-fiberglass so there is nothing to rot, warp or lose shape in a Winner boat -- ever.



Winner's exclusive all-fiberglass "grillage" turned upside down so that the broad, wide hull support areas are clearly visible. These provide up to 80% more surface reinforcement than is found in ordinary boats. So your hull is tougher, flexes less and can't twist out of shape -- ever.



Winner hulls easily out-perform and outlast ordinary boats. That's because every hull has this all-fiberglass support "grillage" installed before it ever leaves the mold. So each boat is just like the one before it, and it's virtually impossible for there to be any variation in the hull's planing surface from what Winner's engineers originally intended -- ever.



The bottom of your Winner boat is many times tougher and more durable than ordinary boats. That's because the plywood cockpit deck is installed chine-to-chine, and completely encased in protective sealants. On the underside with resin plastic and on top by a thick layer of fiberglass and resin plastic. Thus the planing surface, "grillage" reinforcement and cockpit deck all become one unitized structure - like the frame and body of expensive automobiles.

Many ordinary boats use longitudinal plywood stringers, set on edge, to support the hull's planing surface.

With this type of reinforcement, the planing surfaces between the stringers are not supported at all. This can cause "hard spots" underneath the stringers, and even hull failure at the stringers, as the fiberglass flexes in between stiffeners.



this is why a Winner is your best boat buy

Have trouble distinguishing one fiberglass boat from another? They all look alike. Flashy paint. Fancy seats. Bright chrome.

But that's not what really counts. How tough is the hull? How long will she last? Is she completely safe for your family?

Wouldn't you like these answers before you buy your next boat?

WINNER BOATS

POST OFFICE BOX 159 — MILVERTON, ONTARIO

The Islander is just a little over a year old, and an expansion is planned in the near future. However, at the moment we are limited to thirty-seven rooms. Demand for rooms at the Islander will certainly exceed supply.

The invitation and race circular with more complete information will be in the mail during the first week in September. If you have any questions or special needs, contact USAA headquarters so the Nationals Committee can help.

DUMPING AND IMMERSION

The short article below is relevant for a late fall and early winter regatta. More and more sailors I know are using short forms of wet suits or warm suits, even for summer sailing, and where you plan to attend a regatta where high seas and rough weather, or a large expanse of water might be expected, then

a warm suit becomes a good investment.

David S. Reid Ltd., of Toronto, produces a warm suit with some degree of positive flotation and rather more comfort than the traditional black neoprene divers wet suit. Presumably near the end of the sailing season some of this wet suit gear is placed on sale and October and November might be the months to pick up good bargains.

With the ever increasing popularity of Frostbiting and early spring and late fall sailing, the question of exposure becomes ever more vital. Even young and healthy individuals have been known to expire in instants with the shock of falling into frigid waters.

If the normal temperature of 98.6 degrees is reduced by 20 degrees, any human being will almost certainly die. Unconsciousness will occur in less than half

an hour and death in about an hour. Even in 50 degree or 60 degree water the human cannot remain conscious for much more than an hour.

For many years divers have overcome some of the dangers of cold water with exposure suits and in the last few years sailors also have turned to these. Usually referred to as Wet Suits, these articles of clothing are now available in various cuts and with short or long sleeves and legs and in lighter weights for spring and fall use.

These suits are made of 1/4 inch thick neoprene which, when wet, traps a layer of water against the skin. This the body warms to a temperature near its own and it provides insulation against the cold.

Prices range from approximately \$30 a suit - cheap insurance for anyone hiking out above water which can be mighty deadly.

WATER SKIING *with Clint Ward*

ANOTHER SEASON is just about over but the right time to repair your water ski equipment is **NOW**. Many skiers I know just throw their skis in a corner at the end of the season and then forget about them for the winter. In the spring they retrieve them at the last minute, only to realize that there are some time consuming repairs to think about.

If your skis have had a hard season and some of the finish is worn off, then it is best to completely refinish them before storage. Take all of the binding parts off and then allow a week or two for the skis to dry out. Strip or sandpaper the finish off and then fill all deep scratches or holes. A good filler is epoxy glue. After the skis have been sanded with a fine sandpaper, apply the new finish. Make sure you use a good quality marine varnish or paint. Several coats will be needed, sanding between each.

Binding parts should be checked and orders for replacements made in the fall **NOT** the spring as this will mean a long delay. Look for cracks in the rubber parts, a sure sign of age and too much exposure to the sun. Binding parts are relatively inexpensive and it is always a good idea to have spare parts on hand.

After the skis have been refinished, put the binding parts back on and store them upright in a dry place. If you are a real stickler for detail, you might clamp them together back to back.

Wet suits will require attention as they have likely been neglected over the season. Examine them closely for any rips or separation at the seams. These can be repaired using wet suit glue and then the suit should be hung up on a wooden hanger for the winter.

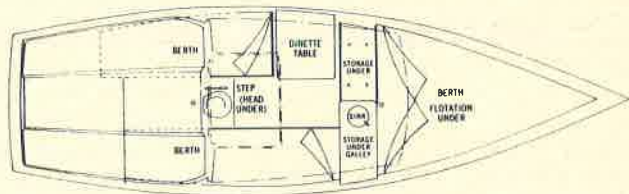
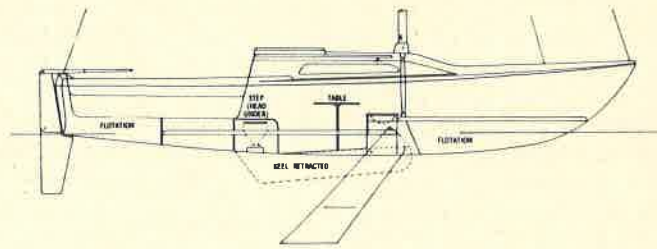
Tow-lines should also come in for minute inspection. There will probably be worn places in your lines and these can be repaired by splicing in new pieces of line. Worn or bent handles can be replaced at this time and spares purchased for next season. Your trick handle should be checked over and if there are any leather parts, make sure you don't store the handle in a place where the leather will become dry and brittle.

Life jackets and belts should be cleaned and checked before storage. Repairs of these items are not simple. If you have major tears in your life jacket it is wise to order a new one. Again, if you wait until spring you may risk a long delay.

If you use ski bags, and you should if your skis travel at all, now is the time to send them out for repairs. A ski bag will last many seasons if properly maintained.

If you give the proper thought and time to the repair and refurbishing of your equipment in the fall, it will pay dividends in the spring when you are the first out **AND** with good equipment.

CLASS BOAT OF THE MONTH



WITH THE VAST increase in the popularity of sailing we have witnessed in recent years, manufacturers have come to realize that what the boating public wants are boats which not only look good and sail well, but which are comfortable and convenient down below, and are simple to move from point-to-point and launch, simple to store, and easy to maintain.

The VENTURE 21 is a sailboat designed with all these needs in mind. This racy little family yacht's main feature is its retracting lead-ballasted keel. This compromise gives the safety and stability of a keelboat, while permitting easy trailing and ramp launching. Designed in the modern manner, the VENTURE 21 has easy lines, an all fibreglass hull, and with her aluminum spars, stainless rigging, and Dacron sails she is right up to the minute as far as convenience of operation and maintenance is concerned.

The interior is particularly attractive, with sitting headroom in the saloon, a double and two single berths, toilet, galley and dinette. All upholstery is vinyl and the interior furniture has an attractive wood-grained arborite type finish.

Sufficient flotation is built in under the aft cockpit floor and under the forward bunk to ensure that this little boat will never sink, while the pleasing sheerline, self bailing cockpit and

cockpit coaming make her a dry sailer. For the man who likes to sail with his family in different waters each weekend, and trail his boat to distant waters for his vacation, and yet be able to store her in his own garage or driveway, this boat has instant appeal.

Though built in the U.S.A., the VENTURE 21 is marketed in Canada by a well known southern Ontario company and sells at a very reasonable price. She is highly recommended for both family cruising and racing.

L.O.A.	21'
L.W.L.	18'6"
Beam	6'10"
Draft	1'6" to 5'6"
Sail Area Mn.	110 sq.ft.
Jib	65 sq.ft.
Genoa	140 sq.ft.
Spinnaker	220 sq.ft.
Hull	Fibreglass
Displacement	1200 lbs.
Ballast	300 lbs.
Material	Lead
Headroom	4'
Berths	4
Auxiliary	Outboard
Water Cap.	2½ gals.
CCA Rating	25.1