Shackles & Gringles

CANADIAN ALBACORE ASSOCIATION NEWSLETTER

Editor: **Dan Owen, 1491 Yonge Street, Toronto 7, Ontario, phone (416) 488-5151**

REVIEW OF THE 1970 CANADIAN NATIONAL ALBACORE CHAMPIONSHIPS

Your new executive had its first regular meeting of the winter season Monday, October 19th, and one of the major topics discussed was that of the quality and defects of our regatta organization.

Prior to the meeting, Commodore Seymour Mogford had solicited comments from the various fleets and a lively discussion took place leading to certain resolutions concerning the 1971 Championships. Some of these are outlined below:

1. There will be six races with two on the Friday afternoon commencing at about 1 p.m.
2. If any races are missed because of wind conditions, an attempt will be made to get in two short races on the Sunday morning.
3. Saturday and Sunday races will start at 9:30 a.m.
4. There will be separate teams of two each to do the scoring for each of the four classes, with an overall scoring chairman.
5. The "Junior" class will be eliminated in favour of "A", "B", "C" and "Senior" classes.
6. A firm cut-off for registrations should be made one week before the regatta.

The organization of protest hearings and scoring will become highly formalized to ensure timely and accurate results being available to competitors. Similarly, in an effort to eliminate boats being assigned sometimes to more than one class, through the confusion of last minute registration, your executive has taken the decision that the final date for regatta registration will be one week before the regatta. This particular point is worth noting right now and might I commend to you that you insert in your 1971 diaries a date around mid-August for mailing your registration form and cheque to the regatta committee.

Naturally, in order to smooth the registration procedure, we will mail regatta invitations to members earlier in 1971.

FLASH REPORT U.S. NATIONAL ALBACORE CHAMPIONSHIP

Flash news has it that Hair's Breadth Langmaid (with crew, Stan Knowles) pulled off his third consecutive win in a closely fought series of races at Fishing Bay, Virginia, on October 9-11th.

U.S. helmsman Harry Sindell won the first race of the series with Jack Langmaid taking the honours in Race No. 2. Geoff Revett, in a new boat, swept the Saturday series with three firsts, leaving the seventh and final race a 3-way duel to the finish. Going into the last race, the positions for Langmaid, Revett and Sindell were 2, 1, 3, 3, 2, 1 7, 2, 1, 1, 1, 2 and 1, 4, 2, 2, 3, 3 and thus with one throw-out available, one had the situation whereby Langmaid had to beat Revett by two boats or better, or Revett had to place worse than 5th for Langmaid to win the title, provided that Sindell did not win the last race for this would have tied him with Jack. The weather was a little light and flukey and Jack worked hard to cover both Revett and Sindell by which time Tony Griffin was racing ahead to win.

Sindell finished 4th, Revett finished 7th and Langmaid was perfectly satisfied to finish 11th.

FLASH REPORT PROPOSED FIRST WORLD ALBACORE CHAMPIONSHIP

Tony Griffin, on a very recent trip to Britain, contacted the U.K. *Albacore* executive officers on behalf of the Canadian *Albacore* Association to discuss the holding of a World Championship in or near Toronto sometime during 1971.

The response was enthusiastic, and your executive is now working actively with the U.S. and U.K. groups to organize the Championship. Other strong fleets are in Uganda, Malta and Cyprus, thus we might have a mixed bag of tricks for the regatta.

I wonder if Bill Gooderham knows how to call for buoy room in Ugandese?

HEELING

It would appear to be obvious that heeling is beneficial in very light winds in order that the sails will take the necessary shape to make an airfoil. Experts however, disagree on whether heeling can be beneficial at other times. First we will give some quotations to show that heeling is unsound.

Ted Wells, an engineer with Beach Aircraft Corporation in the United States, has written an excellent book on sailing called *Scientific Sailboat Racing*, (Dodd, Mead & Company, New York, Publisher, 1958). Ted Wells is known for being one of the best *Snipe* helmsmen. The *Snipe* is a boat similar in size to the *Albacore*. At Page 55, Ted Wells has this to say about heeling:

"The most important thing about handling the boat is to hold it as flat as possible. This, of course, does not apply to the inland-lake scow, or similar boats which are designed to sail on their ear, but with any other type of small boat you won't go anywhere if you let the boat heel.

"It may be lots of fun to sail around with your lee under, but your smarter racing competitor will be very happy to see you do so. The boat should never be allowed to heel more than 10 or 15 degrees, even momentarily. In

a very light wind it is helpful to force the boat to heel about this much by sitting on the low side; this will enable gravity to help what little wind there is to fill the sails properly. At all other times, hold the boat as flat as possible. In very high winds this will be made much easier by using flat sails and by carrying the boom down as low as possible without causing too much inconvenience in moving about in the boat."

Dr. Stuart H. Walker edited an unusual book in 1960 called *The Techniques of Small Boat Racing* Canadian Publisher, George McLeod Limited, Toronto. It was unusual in that each of the chapters was written by a different expert in the *International 14* Class. Two Canadians contributed chapters, George Whittaker of Toronto and William Robinson of Montreal. George Whittaker wrote the chapter on *Beating in Moderate Air* and had this to say about heeling at Page 154:

"... Small boats are designed to be sailed upright and this requirement must be followed even at the expense of luffing a portion of your main ..."

Dr. Walker teamed up with E. Colin Ratsey, a well known sailmaker to write the chapter on *Sails*. At Page 35 in *The Techniques of Small Boat Racing*, they write as follows:

"When a sailboat heels, there is a downward component of the aerodynamic force which reduces the thrust and the side force and decreases stability. As the righting force acts vertically through the keel, the greater the angle of heel the greater the disparity of alignment of the righting couple and the greater the instability or readiness to heel.

"The effective angle of inclination of the airfoil to the wind is increased by heeling although this is partially compensated for by the shifting of the apparent wind aft as the true wind velocity increases. At any given wind velocity, however, the greater the heeling the greater the heading effect, i.e., the more vertical the boat is kept, the higher she can point."

E. Colin Ratsey and Dr. Walker included at the end of their chapter, a summary of the material included. On the subject of heeling, the summary is as follows:

"4. Heeling: The following harmful effects are consequent to heeling:

(a) Reduced thrust because of decreased effective aspect ratio and loss of the velocity-gradient advantage.

(b) Reduced thrust because of the production of a downward component of the aerodynamic force.

(c) Reduced thrust to windward because of the increased sweepback of the aerodynamic slope of the jib and of the main, if heeling is greater than 10 to 15 degrees.

(d) Increased forward resistance due to increased displacement (downward component of aerodynamic force) and increased wetted surface.

(e) Increased forward resistance due to increased weather turning moment (centre of effort further outboard and convex lee bow surface in the water) with increased drag and increased weather helm.

(f) Decreased pointing ability due to lessened angle of inclination.

(g) Tendency to a progressive and disproportionate increase in heeling and its harmful effects due to increased instability, increasing effect of weight aloft, and the shifting of bilge water."

In 1969, Dr. Walker produced another book called *Performance Advances in Small Boat Racing*, Canadian Publisher, George McLeod Limited, Toronto. The chapters in the first half of the book are contributed, as in his first book, by top sailors in many of the popular classes in the United States. One of the chapters is headed *Developments in the Snipe Class* and is by Ted Wells, whom we quoted above. The second half of the book is written by Dr. Walker himself. In view of the fact that the book is allocated to *Performance Advances*, little is said in the first half, or in the second half, on the subject of heeling. Dr. Walker does, however, at Page 403, write as follows:

"Whatever righting moment is available should be fully applied and continuously applied to prevent any heeling whatsoever in most centreboard boats and to limit heeling to the optimum degree in keel boats ..."

With all the above material, one would think that the last word on heeling had been spoken. Not so. Paul Elvstrom has probably won more gold medals racing in the Olympics than any other person. He has written an excellent book called *Expert Dinghy and Keelboat Racing*, originally published in Danish, now published in English by Quadrangle Books, apparently an offshoot of the well known American magazine for racing sailors, *One Design and Offshore Yachtsman*. At Page 36, Paul Elvstrom has this to say under a heading *Going to Windward in Smooth Water:*

"The resistance of the water depends on the wetted surface of the hull, that is to say that part of the dinghy which, when sailing, is under water. Therefore, this has to be reduced as much as possible by giving the dinghy a small angle of heel to leeward. By this means the lee side of the dinghy will go deeper in the water, but the increased area will be small compared with that on the weather side which you have lifted out ..."

Under the heading *Going to Windward in Waves*, he states:

"When sailing in waves the reduction of wetted surface area is not so important because it is impossible to control this accurately in a dinghy ..."

Robert N. Bavier, Jr. wrote *Sailing to Win* in 1962, published by Dodd, Mead & Company, New York. For many years he has been on the staff of *Yachting* and is at present, Executive Vice-President. On Page 82, under the heading *Keep the Boat Heeling Only Slightly*, he writes:

"... Even at the risk of repetition, however, it seems wise to point out here that the boat should be heeling a bit while going to windward. In light air, place some of the crew weight to leeward, so gravity can help

keep the sail full. In a breeze, put the weight as far to weather as possible, to keep the boat more nearly upright. The more common and more serious fault is to heel too much rather than too little."

An interesting article appeared in the July, 1964 issue of *One Design and Offshore Yachtsman*. It was written by Gordon K. Douglass. There is no indication in the article or in the magazine as to what credentials Gordon K. Douglass has to express forceful opinions on sailing. He has the audacity to severely take to task Dr. Walker in several places in his article. The article had the rather eyecatching title *Your Boat Has Its OAoH!*. Gordon Douglass defines this as optimum angle of heel. We quote:

"We often hear expressed the theory that a boat should be sailed flat to windward. I agree that a boat should not be heeled excessively, but I do not agree that there should be no angle at all. I cannot think of a boat which will not profit by being heeled just a little, when going to windward, under any and all wind conditions, and the reasons for this are several.

"One of these is hull form and its wave-making action. If the hull is dead flat in the water the bow waves on windward and leeward sides are equal and opposite, and there is no force to counteract the pressure of the wind and the wind waves, with the result that the boat will be forced below her course. On the other hand, at a slight angle of heel, which for most boats, will be with the mast in the region of ten to twenty degrees from vertical, the immersed part of the hull becomes asymmetrical, the weather side assuming a straighter form and the leeward side a fuller form. This change in shape makes the leeward bow wave larger than the windward one, and this causes the boat to want to go windward, helping to balance the wind pressure. In the case of a chine boat the leeward chine bites into the water. It has been demonstrated that boats of the type of the *International 14* and *Thistle* at times will go higher than they point, actually working themselves up above their course.

"Another result of the slight angle of heel is that the wetted area of the hull is reduced by the fact that the weather side lifts to a greater extent than the leeward side buries. Heeling is more beneficial to a boat of the type of the *Flying Scot* than to one with a rounder hull form but it is effective in all cases, and is especially important in light weather when skin friction, the drag of wetted area, is the greatest resistance. This may not be true in the case of some keel boats which tend to acquire greater wetted area when they heel.

"Thirdly, the hull acquires greater power to carry sail because of the shift of the Center of Buoyancy to leeward. When a boat is level the Center of Buoyancy (CB) and the Center of Gravity (CG) both are at the centerline and the boat is in complete equilibrium. As the boat heels the Center of Buoyancy moves to leeward but the Center of Gravity stays put. The windward side of the hull lifts and the leeward side sinks. This is an unnatural state of affairs and the boat wants to come back to normal. This tendency is known as stability.

"A beamy, flat type of hull with hard bilges will have a greater shift of the CB than will a narrow, slack-bilge type and consequently will show greater stability or power to carry sail, but it must happen with all forms. If it did not, the boat would capsize. A heavy boat will require greater force to make it heel than will a light boat of the same form and will be said to be more stable.

"A second benefit from the shift of the CB when the boat heels slightly is that the weight of the crew becomes more effective as ballast because the CB is the fulcrum around which the boat balances and the farther to leeward it moves, the longer the lever arm between it and the center of gravity of the crew.

"It is obvious, too, that in drifting conditions the sails will take their shape better when the boat is made to heel to leeward.

"However, it must be remembered that in heeling beyond the aforementioned ten to twenty degrees more is lost than gained in just about every way, and that can be a subject for another article.

"From the above we can see that it is desirable to let or to make your boat heel slightly when you are sailing to windward. Once you ease your sheets and sail free this may or may not apply. Off the wind most boats should be sailed as flat as possible."

It would appear that top experts do disagree on the question of whether heeling can be beneficial. Possibly both are right with relation to particular boats. We thought it advisable to ask one of the top experts at sailing an *Albacore* his view on

the subject. Bill Gooderham has sailed most of his life and sailed *International 14's* before joining the *Albacore* Class. It was on his recommendation that the original group of *Albacores* in Canada were brought over from England for the Royal Canadian Yacht Club Junior Fleet. He is often guest skipper on large boats and would have been the helmsman representing Canada on Alan Taylor's *Bagatelle* if *Bagatelle* had been chosen to race against the United States entry in the Canada's Cup Competition in 1969. Bill went south with "Mac" McGruer of Owen Sound to race in the mid-winter *Albacore* Championship at Tampa, Florida recently and won the event quite handily. In the Canadian Championships held in Muskoka each year, he was the winner in 1966 and 1968. He was unable to race last year. Other years he has been well up. It appears that Bill regularly wins the *Albacore* Championships at The Royal Canadian Yacht Club. We posed the question as to whether an *Albacore* should ever be heeled, other than in very light winds, to Bill. His answer was that he tried to sail his *Albacore* as flat as possible, i.e. he did not believe heeling was advantageous.

We should mention one further quotation before closing. This quotation comes from Dr. Walker's book *Performance Advances in Small Boat Racing* at Page 320 and it has to do with running. The quotation is as follows:

"... However, on a light-to-moderate-air run, heeling to windward frees the weather helm consequent to the eased boom and permits desirable elevation of the sail plan ..."

QUESTIONS ANSWERED

Q. *I have a light 15-foot boat with a 20 h.p. motor on a trailer. Is it worthwhile taking it to Florida for a winter vacation?*

A. You will never regret it. The boat will open up to you vast new areas and experiences in Florida that you never knew existed by merely travelling there by car or plane. See you there.

Q. *Should I leave my boat's battery at the summer cottage for the winter?*

A. It's not advisable, unless you plan to visit the cottage and charge the battery a few times during the winter. The battery should be put on charge at least once a month during the lay-up.

Q. *Will the winter hurt the hardware on the boat?*

A. Deck hardware made of brass, bronze or stainless steel can't be harmed even by a Canadian winter. But such things as wheels, steering cables and pulleys made of metals which might corrode are best taken off and stored in a dry basement at home.

Q. *I've heard arguments recently that the old adage "stay with the boat" may not always be the best thing. Is this so?*

A. Safety people revised their thinking on this old saying after a youth hung on to a boat close to shore and later died of exposure. The water was very cold. He could swim fairly well and might very easily have made the shore. But he followed the old advice blindly. When to swim, and not to swim, is a decision everyone caught in the predicament must make for himself after weighing all the chances.

Q. *What's a Quadralift hull?*

A. This is the trade name used by Winner Boats to describe their particular design. It's a tri-hull shape with a deep-V. Other manufacturers have similar shapes called by different names.

Q. *If boating is such fun, why are so many used boats for sale?*

A. This, of course, is a matter of opinion. But the consensus is that boaters are such fickle-minded and insincere creatures that even though a man is madly in love with his present boat, he secretly has his eye on one three feet longer, and twice as expensive.

Q. *I just got a 30-foot second-hand inboard cruiser. I overhauled the engine to restore its original power and now the boat runs with the stern well down in the water. Why?*

A. This condition, called squatting, is probably due to the boat being equipped with the wrong propeller -- likely one with a pitch or diameter not designed for the boat. Maybe you didn't notice it before, because the engine wasn't delivering full power and its rated rpm. Squatting is the product of cavitation caused by the improper prop. The "cavity" in cavitation is an area of low pressure which pulls the stern down. See a marine dealer for a new prop before you do anything else.

Q. *I tied my boat up to a marker which my neighbour at the summer cottage had installed to mark his channel. He told me to move off, said it was against the law to tie up to a marker. Is it?*

A. It's certainly illegal to tie up to a marker which is a government navigation aid. But your friend's marker was a private buoy and we've searched the Private Buoy Regulations and can find no reference to the situation you describe. Maybe you should get a copy of the Private Buoy Regulations from the Queen's Printer and show it to him.

Q. *Just what is the definition of a dock?*

A. Originally it was the water space between two piers or wharves where a boat is berthed. It is also called a slip. However, nowadays almost any place where you can park a boat, or anything, or structure, to which you can tie it up, is called a dock.

CANADIAN ALBACORE CHAMPIONSHIP REGATTA

TO: Mrs. Dorothy Barnes
Assistant Secretary
Canadian Albacore Association
R. R. #1
Caledon East, Ontario

APPLICATION FORM

(Please print all answers)

Boat Owner: .....

Address: .....

Club, if any: ..... Sail No. .....

Helmsman or Helmsmen: .....

Crew's Name(s) (if known at this time) .....

.....

I agree to be bound by rules of the International Yacht Racing Union as adopted by the Canadian Yachting Association and the sailing instructions for this Regatta. I am a paid up member of the Canadian Albacore Association ....., United States Albacore Association .....
I will bring my measurement certificate with me and produce it for inspection upon registration. It will include any new sails and a 1970 buoyancy test. If my boat is fibreglass, it will have 6 cubic feet of positive buoyancy in it, e.g. Styrofoam.

I enclose my cheque or money order for $12.00 for "A", "B" or "Senior" Class or $5.00 for "Junior" Class, payable to the Canadian Albacore Association. Penalty for late filing after September 18th - $2.00.

I realize the Race Committee will make the final allocation of each boat to a Class. I would prefer to race in Class .....
(Insert A, B, Senior, Junior)

If applying for A or B Class, please list your racing record for 1970.

.....

.....

.....

If Jr. Date of Birth: .....

Date: .....

Signature of boat owner or helmsman: .....

Address of helmsman if not given above as "Boat Owner" .....

.....

Telephone Number: .....

1970 NORTH AMERICAN REGATTA RESULTS

Name	Club	Races 1	2	3	4	5	6	7	Total	Standing
Donald Barnes	R.H.Y.C.	3	1	2	1	1	8	7	14¼	1
Tony Griffin	B.L.S.C.	18	3	10	3	2	2	4	24	2
Dick McLaughlin	M.L.S.C.	5	4	9	16	3	3	1	24¾	3
G. Revett	P.R.S.A.	2	2	1	dnf	7	6	9	26¾	4
Jack Langmaid	S.L.S.C.	1	dsq	7	2	9	5	13	36¾	5
Nick Hancock	T.S.C.C.	4	dnf	3	5	11	4	12	39	6
Donald Long	O.Y.S.	15	8	11	12	4	12	6	53	7
Dan Owen	R.C.Y.C.	9	9	4	9	17	11	18	59	8
J. Progelhof	W.Y.C.	11	6	23	19	dnf	1	3	62¾	9
P. Schelling	P.S.C.	7	12	14	13	20	10	23	76	10
E. McGrath	M.B.S.C.	12	15	8	15	6	36	21	77	11
D. Taylor	T.Y.C.	14	7	34	18	14	7	20	80	12
P. Cowan	C.S.C.	8	dnf	dsq	4	5	21	8	86	13
David Wallerstein	P.R.S.A.	31	5	dsq	11	16	22	2	87	14
Dr. Railton & C. Minor	M.P.S.C.	6	23	15	dnf	10	24	19	97	15
Mike Thompson	O.Y.S.	20	20	27	21	21	10	11	103	16
E. McGruer	O.S.S.C.	19	11	17	25	23	17	14	104	17
B. Penistan	O.S.C.	21	17	19	8	15	33	25	105	18
P. East	B.Y.C.	26	14	16	14	12	28	27	109	19
Chris Paterson	B.L.S.C.	23	19	13	20	30	18	16	109	20
Donald Giffin	S.L.S.C.	17	dnf	12	dnf	19	23	5	116	21
Bob Goodings	T.S.C.C.	13	13	25	24	18	25	39	118	22
T. A. Jones	W.Y.C.	24	26	28	dnf	22	9	10	119	23
Dick Gallant	B.C.	10	25	22	7	dnf	32	26	122	24
H. Doherty	M.L.S.C.	25	dns	5	dnf	8	26	24	130	25
P. Magnini	G.S.C.	dsq	16	26	6	13	41	38	140	26
Gordon Baker	R.H.Y.C.	22	dnf	6	17	dnf	27	30	142	27
O. Ramsay	O.S.C.	27	dnf	20	23	25	35	31	161	28
D. Macfarlane	B.C.C.	38	24	29	26	28	19	36	162	29
Angus MacMillan	R.H.Y.C.	16	10	dsq	31	27	39	40	163	30
E. Capstick	P.S.C.	37	22	31	28	31	15	41	164	31
M. McConachie	O.S.C.C.	36	18	dsq	10	dnf	29	29	164	32
M. Bryant	B.C.C.	30	dnf	33	27	24	38	15	167	33
B. Snyders	M.B.S.C.	28	21	21	29	dsq	37	33	169	34
S. Knowles	L.B.S.C.	dsq	dnf	34	30	dnf	16	17	179	35
Phil Thompson	G.R.Y.C.	34	dnf	35	dnf	26	14	35	186	36
Alex Macnaughton	M.L.S.C.	dnf	dns	24	dns	29	20	28	187	37
R. Staples	R.C.Y.C.	35	dnf	37	dnf	dns	13	22	189	38
N. Berzins	T.S.C.C.	29	dnf	30	22	dsq	40	34	195	39
R. Lewis	T.Y.C.	32	dnf	36	dnf	32	31	32	203	40
Marilyn Sonley	B.L.S.C.	dnf	dns	40	33	33	30	42	222	41
S. Cerny	M.B.S.C.	dnf	dns	38	32	dnf	34	37	225	42
David Humphrey	B.C.	dnf	dns	18	dns	dns	dns	dns	236	43
J. Anderson	S.L.S.C.	33	dns	39	dns	dns	dns	dns	243	44

Dave Wallerstein, President of the U.S. Albacore Association, who had trailed his boat all the way from Washington, was crewed by Larry Anderson. Equipment problems haunted Dave early in the series as they have had in previous series. His tiller broke in Friday's second race, but the problem seemed to disappear for the Saturday and Sunday and Dave notched a very good 2nd in the final race of the series.

For this year's regatta, Nick Hancock had grown a mustache and it certainly seemed to help him, both on and off the wind. He and his wife Leslie started off on the right foot with a good 4th in the first race, after being in the lead for part of the race. This husband and wife team placed in four of the seven races and with slightly less punishing winds might have been able to finish among the overall winners.

Jack Progelhof and his very young crew, who has managed to add about 30 lbs. in weight since last year's North American, had some difficulty in holding their boat flat in the Friday and Saturday conditions, and this might be expected save for the odd fact that in even heavier conditions at last year's North American Championship, Jack managed to finish second overall. Perhaps he is not quite in condition for the heavy stuff yet this year, but he certainly made amends in the light and variable Sunday morning conditions during which he picked up a 1st and a 3rd in the final two races.

The secret for success next year., based on this year's events, seems to be to fill the boat with members of one's family (a la Barnes), fasten on to a supply of the secret Tony Griffin cereal and grow a mustache!

The Ladies Auxiliary provided a wonderful buffet on Friday evening, and a cocktail party followed by the formal banquet was held on the Saturday evening. Trophies for the first five races were presented on Saturday evening, and the final presentations were made at the conclusion of races on the Sunday.

The Protest Committee was chaired by Peter Blacklock of the BQYC and the protest procedure, with the aid of protest expediter, Jim Temple, was run very well. The number of protests was not great, surprisingly, in view of the turbulent conditions on Friday and Saturday, and it is a tribute to the quality of the fleet that more collisions and protest incidents did not occur. Dick Bird, Commodore of the Bay of Quinte Yacht Club, and Regatta Chairman for the North American Albacore Championship, together with Peter Cox who chaired the racing committee, despite protestations that they were amateurs at the job, provided a wonderful example of how a major regatta should be run, and Alex Macnaughton, on behalf of the Canadian Albacore Association, presented two salvers as tokens of our appreciation for a job well done.

Nick and Leslie Hancock won the husband and wife trophy which was presented by Charlie Keeble, the local sailmaker, and the long distance trophies were presented to Dave Wallerstein and Mac McGruer for the U.S. and Canada, respectively.

Ten year old Fairey Marine Albacore. Please contact Dr. J. W. Babb, Suite 101, 311 Central Avenue, London 14, Ontario, phone (519) 439-4821 or cottage (705) 765-5252.

Nearly new Bruce Banks Albacore, sails and new trailer. Please contact Dan Owen, 250 Lytton Blvd., Toronto 12, Ontario, phone (416) 488-5151 or cottage (705) 762-5285.

CANADIAN ALBACORE ASSOCIATION CHAMPIONSHIP REGATTA

FRIDAY, SATURDAY and SUNDAY, SEPTEMBER 25, 26 and 27, 1970

Reservation for accommodation at
Clevelands House, Minett, Lake Rosseau, Muskoka, Ontario

Please make reservations at Clevelands House for the 1970 Albacore Regatta week-end for the following persons: .....

We will require ..... room(s). Our first preference is a room with one double bed .....; with two single beds .....; extra large family room with two double beds and/or one double bed plus two single beds .....

NOTE: All accommodations have private four piece bathrooms, heated with individual room thermostats, broadloom, etc.

We will be arriving on: Friday, Sept. 25 ..... (approx. time) .....
Saturday, Sept. 26 ..... (approx. time) .....
Sunday, Sept. 27 ..... (approx. time) .....

RATE

$34.00 per person for those arriving after lunch on Friday and staying until after noon lunch on Sunday, plus 10% service/gratuity charge. (This is at the rate of $17.00 per person per day for room and three meals.) Children under 2 years are welcome free of charge. Cribs will be provided by the hotel if advance notice given. Children 2-11 years having accommodation with parents will be charged half price.

SPECIAL

There are several large rooms available for four adults (i.e. parents (2) plus two adult children, or two couples) in the Main Hotel or the North Lodge. There will be a special rate of $14.00 per person if there are four adults sharing one large room (with private bathroom, etc. as described above). Please indicate if you would like one of these rooms and who the occupants of the room will be .....

MEALS ONLY

We will NOT require a room at Clevelands House, but would like to make a reservation for the following meals:

FRIDAY	- Lunch	$3.25 ..... persons	Dinner	$4.50 ..... persons
SATURDAY	- Lunch	$3.25 ..... persons	Dinner	$4.50 ..... persons
SUNDAY	- Banquet	$4.50 ..... persons		

I understand that tickets for meals should be picked up at Clevelands House Office.

SIGNED: .....

ADDRESS: .....

CITY/TOWN ..... TELEPHONE NUMBER .....

This reservation form should be completed as soon as possible and mailed to: CLEVELANDS HOUSE LIMITED, Minett P.O., Muskoka, Ontario, and should be accompanied by a deposit of $10.00 per person, unless reservation is for meals only. A receipt and confirmation of hotel reservation will be forwarded to you immediately upon receipt of this form. Clevelands House telephone number is (705) 765-3171 or a direct (no toll) line from Toronto to Hotel 364-3945.

Accommodation at Clevelands House is limited and in the case of overflow, Clevelands House will make arrangements for rooms at Lakeside Lodge which is nearby. We suggest you get your reservations in as quickly as possible to ensure that you obtain accommodation at Clevelands House. Rates at Lakeside will be $16.00 daily.

US VERSUS THEM

Have trouble distinguishing one fibreglass 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? Will she be completely safe for your family?

Wouldn't you like these answers before you buy your next boat? That's the reason for this straight-talk ad.

We cut up two brand new boats -- our 1970 15' Mako, and an expensive, same size 1970 model of a competitor. Both boats looked alike on the outside. That's as far as it went.

Them: Their hull was reinforced by a thin wooden stringer system -- one that had already begun to rot in the double bottom, even though the boat was only a month old and had only been left out in the rain.

Us: Our hulls are reinforced by a tough, all-fibreglass stringer complex, with wide support surfaces to stiffen the hull over a broad area of its planing surface. We call it a "grillage". It's molded in one piece and welded into the hull. It's all fibreglass so there is nothing to rot, warp or lose shape -- ever!

Them: Their cockpit/deck was untreated wood with no protection on either side against moisture and dry rot. It was stapled to the top of the thin wooden stringers, and set inside and away from the chines (the point where hull sides and bottom meet).

Us: Our cockpit/decks are fully encased on both sides by a thick coating of polyester plastic and are bonded (welded) to the top of the broad surface areas provided by our all-fibreglass "grillage" complex. Our cockpit/deck extends chine-to-chine so that it locks the hull planing surface in place like a bridge truss.

Them: Their fibreglass was sprayed on with the only assurance of proper hull and deck thicknesses being the care the operator takes with his job. (Supposing he fought with his wife the night before he built your boat?) It's difficult to detect with the eye a weak spot in a hull like this. You find them the hard way -- when they crack.

Us: Our fibreglass is carefully hand-layed up sheets of precut fibreglass material, engineered and tested in advance to the right thickness so that the necessary strengths are built into the laminate. Extra layers of fibreglass reinforcement are placed at the chines and keel for additional strength.

Them: Bits and pieces of loose styrofoam stuck in between the stringers was the sum and substance of their flotation -- and only on either side of the keel at that. (Styrofoam disintegrates when even in the vicinity of gas fumes, so really there was no permanent flotation).

Us: Our flotation consists of a combination of tough, completely inert, polyethylene capsules and polyurethane foam (impervious to gas or oil in any quantity -- submerge it in a pail of gasoline if you like -- it still retains its flotation strengths).

Our flotation is placed high in the hull and underneath the gunwales, as well as in the double bottom, to help keep your boat stable -- even on the unlikely chance that it should become full of water.

■ ■ ■

We could go on -- but it only gets worse. Get the full Winner story first hand. Visit your Winner Dealer (before he runs out of boats or time to order yours). He's listed to the right of this ad.

These are the Professionals who sell Winner Boats:

Arkell Road Marine
Arkell Road & #6 Highway
Guelph, Ontario

Campbell's Landing Marine
#69 Highway
Gravenhurst, Ontario

Edgewater Marine
7910 Riverside Dr. East
(at Lauzon)
Windsor 16, Ontario

Grand Valley Marine
#7 Highway
Kitchener, Ontario

Halmark Marine
and Rent-All Limited
#48 Highway North
Markham, Ontario

Hooton Sales & Service Ltd.
#5 Highway North
Brantford, Ontario

Don Hyde Marine
Hagersville, Ontario

Listowel Marine
#23 Highway
Listowel, Ontario

Marineland Sales
and Upholstery
#11 Highway
Oak Ridges, Ontario
Phone 773-5386

Rideau Marina
Off Highway #15
Kingston, Ontario

River Edge Marine
Keswick, Ontario

Strobridge Boat Works Ltd.
Port Dover, Ontario

Tommy & Lefebvre Ltd.
464 Bank Street
Ottawa, Ontario

WINNER BOATS
POST OFFICE BOX 159
MILVERTON, ONT.