



Shackles & Gringles

CANADIAN ALBACORE ASSOCIATION NEWSLETTER

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May I ask all Fleet Captains and/or Fleet Secretaries to let the Association Executive have your 1971 proposed schedule of events as soon as possible. The earlier that potential conflicts of date are known, the easier they will be resolved.

NAVY JACK ALBACORE FLEET WEST VANCOUVER, B.C.

The fleet has enjoyed a very active summer racing season, participating in English Bay Events and our own Hollyburn Sailing Club Sunday and Evening Series. Five boats entered the Royal Vancouver Yacht Club Invitational Regatta in June with 3 races over 2 days. Good steady 15 to 20 knot winds made for enjoyable racing with John Elliott winning the silver.

There were 12 boats in the July Kitsilano Sea Festival Regatta, which was again blessed with good steady winds both days. One year ago, this was the first regatta ever in B.C. where *Albacores* mustered 5 boats to obtain a separate start. This year, competition was very close with John Elliott just managing to edge Doug Adkins from Kelowna on the Series.

The Cross-the-Bay Race in

early August saw a good turnout in variable winds. Brian Blann won the event but was closely challenged by Nigel Brown with his spinnaker. This is one of the major events on English Bay sponsored by the Hollyburn Sailing Club.

The H.S.C. Invitational Regatta was one of those unfortunate sailing events jinxed by mother nature. NO WIND.

Late September saw the fleet championships at Hollyburn. Eleven *Albacores* entered the two day event and sailed in variable light winds. John Elliott just managed to capture first, with Brian Blann second and Nigel Brown third.

Next comes the frostbiting in December, January and February. Sailing year 'round in "Beautiful British Columbia."

APPEALS

Reception to earlier articles on appeals and rule interpretations was very good, and as well as making interesting reading, articles on rules and appeals can only help to improve the enjoyment and quality of our racing.

Canadian Yachting Association, Appeal Case No. 2, International

14 KC-29 vs International 14 US-424, Rule 36 - Fundamental; Rule 34 - Limitations of Right-of-Way Yacht.

Facts and Decision of the Protest Committee:

The incident occurred in the fifth and final race of the Currie Cup at Britannia Yacht Club on September 24, 1960. US-424 rounded the mark on to the final leg of the race and headed downwind on a port tack toward the finish line, some distance away. The wind was inclined to be shifty and most yachts sailed the last leg on starboard tack. US-424 was ahead of KC-29 when she rounded the mark but KC-29 set a spinnaker on starboard tack and began to overhaul US-424 rapidly. As KC-29 neared US-424, the latter was broad reaching on port and heading toward a point to the south of the south end of the finish line. KC-29 on starboard was sailing more toward the north end of the finish line. The courses sailed by the two yachts were converging. As KC-29 established a substantial overlap, the yachts were well clear of each other, but then KC-29 began a steady but slow rounding-up, increasing the angle of convergence. US-424

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continued on her previous course and KC-29 continued to round-up slowly until she reached a point where the skipper of KC-29 said collision was inevitable. He then touched the gunwale of US-424 with two fingers, his thumb resting on his own gunwale, and said to the skipper of US-424 'you're out of the race', or words to that effect. KC-29's protest was based on this contact, as a violation of the port and starboard rule. US-424 contended that KC-29, as right-of-way yacht, had no right to make any alteration of course within risk of collision and had violated Rule 34.

The protest committee found that:

1. KC-29 was at all times on starboard tack;
2. Any alteration of course by KC-29 was slow and steady, and was not made in such a way as to prevent US-424 from keeping clear;
3. Had the skipper of KC-29's evidence been that (a) there had been a collision, or (b) he had had to alter course to avoid a collision, or (c) he had reached out to fend off the other yacht thus averting damage, then the protest committee would have immediately disqualified US-424;
4. The skippers of both yachts made it clear that the contact was a mere touching of the gunwale with two fingers and the protest committee did not feel such a contact could justify a disqualification; the contact was deliberate and voluntary; it was not of a nature that might be anticipated by US-424; and

5. It considered there was no breach of Rule 36 on the part of US-424, but did consider that Rule 34 might well be applied to KC-29; (if KC-29's protest was upheld, they could see no difference between this situation and one in which windward and leeward yachts were sailed a few feet apart in a moderate breeze and a member of the crew of the leeward yacht deliberately reached out as far as possible and managed to touch the shrouds of the windward yacht or some other part of it.) The protest committee therefore dismissed the protest. KC-29 has appealed the decision of the Britannia Yacht Club protest committee

with their consent.

Decision of the Appeals Committee:

We feel that many of the circumstances surrounding this appeal, namely that:

1. Protests in this race were allowed to be made verbally and did not have to be put in writing, and therefore there was no opportunity of knowing what the grounds of the protest were as stated *at the time*;
2. It is not clearly stated whether US-424 also protested. We assume she did not and that the reference in the facts to US-424 having contended that KC-29 had violated Rule 34 was made in defence against KC-29's protest;
3. The written findings and decision of the protest committee were presumably prepared at some considerable time after the actual hearing; and



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4. Only the skipper of KC-29 submitted observations on the findings of the protest committee; Do not give us a real or proper opportunity to do justice either to the contestants or to function properly as an appeals committee. It is essential that protests should be made in writing and that the findings of protest committees should be put in writing at the time of the hearing.

On the facts found by the protest committee, and we cannot take into account the later assertions of KC-29 in his observations on the protest, no matter how reasonable they may sound or how true they may be, it does

not appear that KC-29 had to alter course to avoid collision with US-424 and therefore there is no ground for maintaining that Rule 36 should be invoked on this score. There remains the fact that the skipper of KC-29 voluntarily touched the hull of US-424 with his fingers. We agree with the protest committee that a voluntary and unnecessary act of this kind cannot be said to have been a collision or contact by US-424. Therefore the fact of this contact cannot be used by KC-29 to invoke the effects of Rule 36. Had the skipper of KC-29 left well enough alone, and not taken the law into his own hands, it is probable that the issues would not have been confused and that a simple protest under Rule 36, that he had been forced to alter course to avoid a collision, might well have been upheld. The appeal is dismissed.

1971 CAPE TOWN TO RIO DE JANEIRO OCEAN RACE

For those *Albacore* sailors with a slightly expanded budget for 1971, I commend to you the First Trans-South Atlantic Race. One doesn't have to worry about missing the buoys - it's just 3,500 miles in a straight line. Your boat can be shipped free from a U.S.A. East Coast port and air fares for competitors will be subsidized. For further details please get in touch with me and please may I be your crew.

TRAILERING AN ALBACORE

Safe, successful and convenient trailering, if you travel around to open regattas, requires a fair number of considerations. There are an infinite number of ways of modifying a standard trailer or building a special one but the essentials are these for proper support and convenience of loading and fastening.

1. A winch with 3/16 wire or 1/4 dacron and a strong hook to put a bow plate fitting properly bolted to the hull.
2. A padded or rubber Vee fitting to locate the bow is usually part of the winch post. The main

weight must be on the keel under the centreboard trunk resting on a roller and located just ahead of the trailer wheels to give a slight weight on the trailer hitch of the car. The side support should be spread apart and located at the curved section and never under the flats of the floor. These should be padded with carpet and cover a wide enough area to avoid flexing of the hull.

The main causes of damage to a boat in trailering are (1) shifting sideways causing improper support; (2) flexing of the hull causing cracks or crazing of the gel coat; (3) pounding causing leaks in tanks.

The main damage in loading and unloading is caused by sliding over sharp or hard objects on the trailer as the boat twists off the centre rollers. To avoid this, a set of loading rollers sometimes made from washing machine rollers at the rear of the trailer can be used so that loading can be done even single-handed without damage.

Large transom scuppers are most useful for fast water removal. The weight of water in a boat can cause severe strains or even keel cracks if not removed before loading. Suction bailers are handy to remove rain water but you must have them closed or damage will likely occur when unloading.

The best plan with any trailer is to first see that loading is easy and damage free. You can even load off the grass if you use either a tilting type trailer or tilt the rear down and support the boat on an air roller while someone winches the boat.

It is also good to see that the boat is well supported because if you rig your mast and gear while on the trailer you may have to get in the boat. If you do, avoid standing on the flat sections which will flex and eventually cause crazing of the outer surface.

Now the last main item is the convenience of derigging, stowing gear for safe travelling and quickly tying everything, including the boat, down without infinite ropes and knots. This is best accomplished by taking time to note all the problems you

have had in fastening the boat to the trailer so that it won't shift and by fastening the mast and boom so that they do not cause damage. Each side of the boat should be tied by a convenient strap to the side of the trailer. Most people use a padded bar across the boat which proves very convenient. If a single strap or rope is used across the deck, the stern of the boat will likely shift sideways. Straps and ropes have a habit of marking the boat surface, while travelling so give some thought to pieces of foam, rubber, or carpet free of sand for padding. Each type of trailer presents different problems so it is a good idea to look at the variety of ideas that can be seen at regattas.

The most difficult problem, the mast and boom, can be solved by making a cradle to fit in the mast step and gate to support the mast on top and the boom on one side of it. A 2 x 4 can be used and cut to fit. Another fitting padded to take the end of the mast at the stern can be made to fit in the tiller port and rudder gudgeons. Shock cord with a loop on the end can be very handy for quickly fastening spars in their cradles.

The final problems are trailer lights, safety chains, hitches and wheels. This is the area where maintenance is most important. Two tail lights each, with stop and direction signals, is recommended and you must light the license plate. It may be necessary to get a heavier flasher unit to make both car and trailer signals work at once. Dual purpose flashers are available. Immersing the lights when unloading requires more attention and yearly overhaul or checking of contacts.

You are required to have a safety chain. One each side will be more effective if your hitch fails and the trailer starts to swing to one side.

Finally, wheel bearings must be checked each year because immersion sometimes causes problems depending on the type of bearings and grease. Immersion of the wheels and axle if they are warm from travelling can draw water into the bearings and be the cause of a failure.

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NEWS

Canadian Water Ski Association



HOW TO BE A GOOD WATER SKI TOURNAMENT DRIVER

The following is a continuation of an excerpt from a manual published by Dale St. John, Director of and Senior Driver for the American Water Ski Association. The first part of this article appeared in last month's issue of Better Boating.

"Being a tournament-appointed driver is a privilege; respect it. You have a vital part in the successful operation of a tournament, but you are not in the boat to show the world what an outstanding driver you are. Rather, you are there to give skier after skier the same ride over and over again.

"Be prompt. Prompt does not mean showing up a few minutes before your event. It means being early enough to check out the equipment, to time out the boat and to be ready to go at the scheduled time.

"Keep things moving. You are not a judge, but rather a part of the tournament machinery. You should not start an event until the Chief Judge says to start, but the experienced boat driver is always alert for ways to save time.

"Think safety. You are a key element, and very much in the public eye.

"Think of the skier. Every skier, no matter how humble, is there to do the best he can, and every skier deserves the best and fairest pull you can give him.

"Every good boat driver goes through a mental check-list before he drives an event. Here are some of the points to be checked:

"Check with the boat owner, Chief Boat Driver or other drivers on the individual characteristics of the tournament rig you are to drive.

"Check motor settings of twin rigs. Frequently motors set close to the transom are better for tricks, while for slalom and jumping they work best set out a notch or two.

"Check for safety devices such as a fire extinguisher and flotation device. Check your fuel before the event. Check oil in inboards before driving them. Check to see that necessary equipment for the event is aboard, such as flags, radio, and lines. (The right kind)

"Consult with the Tournament Chairman or Safety Director about obstacles and other hazards.

"Establish the best patterns and turns for all three events, preferably before the tournament begins.

"Look for any backwash problems and patterns. You may be able to reduce or eliminate a backwash

problem with a change in your boat driving.

"Know what happens to your own wake. A driver should always know where his wake is going to be when he is on a return pass in tricks, slalom, or jumping. Be particularly alert if you are forced to make a deviation from your normal pattern, such as after a pass in jumping. Don't let the skier land in your turn-around area on his next jump.

"Keep your eye on the pickup boats in all events. Ask yourself whether the pickup boat made a wake before you take out the next skier.

"If there is something wrong with the equipment, discuss the problem with the Tournament Chairman or Chief Boat Driver. Do not try and "make do" with faulty equipment. Not only is faulty equipment likely to be unfair to the skiers, but it can undeservedly ruin your reputation as a boat driver.

"In the case of equipment failure, avoid making wild claims about what happened. Quietly resolve the problem. No matter what you may think of your mechanical talents, check with the Tournament Chairman or Chief Boat Driver before attempting to correct the problem. The boat may well have a peculiar "gimmick".



Prissy Moore from Hamilton, Ohio and Linda Bocock of Saint Sauveur des Monts, Que., enjoy watching Lisa St. John of Fall River Mills, California receive congratulations from the Tournament Chairman, Mr. Cam Pickell.

"If the speedometer goes off before entering the course in any event, immediately stop the boat and inform the judge. If you have already entered the course don't stop, but constantly tell the judge "no speedometers".

"Currents, tides, wind and weeds will all drastically effect your driving performance. In currents and tides it is sometimes necessary to drive the boat at a considerable indicated speed variance to obtain speeds over the bottom. You may have to drive slalom at an indicated 36 m.p.h. in one direction to get 34 and then return at 34 to get 36. Tides and currents change and should be watched constantly to be sure they have not slowed, accelerated or reversed. In slalom you will have your timer to keep you informed, but in jumping you should insist on timing the boat through the slalom course (in the same direction you are driving, of course) with sufficient frequency to insure that your speeds are not too high or too low with respect to the ramp.

"Wind conditions can play havoc with the boat and the skier. You will have to "play" the wind to hold the boat in its proper position. When driving in weeds, moss or grass, take every opportunity to back the boat up gently to clear the pitot tubes (watch the tow line!)

"Be curious. Assume that every boat is different. You will not be far wrong.

"Test the boat before you drive an event. The speed check before the event may not be enough. Find out which way the boat turns best. Determine the response to power on and power off.

"Check out the speedometer. Some are not reliable as to indicated speeds, and the error is not always the same at all speeds. Check with the previous driver or the owner on speedometer behaviour. Be aware of the fact that speedometers can change slightly with humidity and temperature changes. Frequently check your RPM's for guidance in the case of speedometer failure.

"Try to follow the same pattern for all skiers as prescribed by the Chief Judge or Chief Boat Driver. This would include end turns for returns, stopping to shorten line, trick practice patterns and so on.

"More and more tournaments have a Chief Boat Driver. If one has been appointed, he is your contact for assignments and problems. If there is no Chief Boat Driver, check with the Tournament Chairman and Chief Judge to determine whom you should be reporting to in different circumstances.

"Don't "bug" the tournament officials. Their job is tough enough without added aggravation. Let them know you are available and willing to help.

"The boat judge is in the boat to watch speedometers, boat positions,