

Shackles & Gringles

CANADIAN ALBACORE ASSOCIATION NEWSLETTER

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

GREETINGS

A Happy New Year to all -- strong winds, warm waters, square starting lines, and good race committees.

It's time to dust off the hiking benches and pull from the library the sailing tomes from which to glean the gems of technique and tactics that ensure that elusive string of firsts.

We are planning a break from the vigorous pre-season training schedule on the night of Saturday, February 6, 1971, at the Toronto Sailing & Canoe Club. This social evening coincides with the opening day of the Boat Show and provides a great opportunity to buy your new boat, or incidental apparatus, and renew relationships with sailing friends/competitors. For more details see the separate announcement.

IT'S DUES TIME

With Christmas and related expenditures having passed, would you be kind enough to dip into the presumably replenishing coffers and mail your annual Canadian Albacore Association Membership dues to our Secretary together with the attached completed form. Please be sure to amend the appropriate data but above all, please send your

cheque! Never has so much been offered to so many for so little ... mail it now.

WANTED

Late model *Albacore* - must be competitive. Contact: W.J. Hunter, 507 Balmoral Drive, Apt. 305, Bramalea, Ontario. Telephone 459-8924.

Annual Sailors' Evening Albacore Owners, Wives, & Crews Saturday, February 6, 1971

at
Toronto Sailing & Canoe Club
(South side of Lakeshore Blvd.,
400 yards west of western end
of C.N.E.

7:30 p.m. - Meet friends and make new ones. Bar will be open.

8:30 p.m. - Peter Van Buskirk, Sailing Director, R.C.Y.C., and an entertaining lecturer on sailing for the past five years to the Power Squadron, will talk on "Common Faults of Average Sailors".

9:30 p.m. - Dr. Douglas Y. Caldwell will show slides of his trip with his family in his 28' sailboat from Toronto to and around the Bahamas, seven months of pleasure hard to beat.

10:30 p.m. - Cheese & crackers, tea & coffee.

Admission \$2.00.

Our Sailors' Evening has been arranged for the first Saturday of the Boat Show, February 6, 1971. The Boat Show, as in previous years, will be held in the Automotive Building of the C.N.E. Last year many attended the Boat Show, had dinner in the cafeteria on the mezzanine floor and then joined us for the party.

We hope to see you. Tear out this sheet and place it where it will be a reminder.

NOTICE

As you know, Mrs. Dorothy Barnes recently resigned from the Association. Mrs. Olive (Robt.) Erskine is now Assistant Secretary-Treasurer. Please note new address - 45 Balliol Street, Suite 1204, Toronto 7, Ontario. Telephone (416) 489-6014.

APPEALS

Canadian Yachting Association, Appeal Case No. 3, Firefly F-2420 vs Firefly F-1640; Firefly F-1640 vs Firefly F-2420. Rule 36 - Fundamental; Rule 49 - Fair Sailing.

Facts and Decision of the Protest Committee:

In the fourth race of the Canadian Firefly Championships at Royal Canadian Yacht Club on August 6, 1961, F-1640 was on port tack preparatory to tacking to lay the second mark of a triangular course which was to be rounded to starboard, with F-2420 also on port tack and to leeward. Both F-1640 and F-2420 then tacked on to starboard and headed towards the mark. It was agreed by both yachts that F-2420 was astern of F-1640 at all times until the latter rounded the mark, F-1640 maintaining by two and one-half lengths. F-1640 claimed that immediately she tacked on to starboard she laid the mark close-hauled, whereas F-2420 overstood considerably while



CANADIAN ALBACORE ASSOCIATION

1971 MEMBERSHIP FORM

TO: Canadian Albacore Association
45 Balliol Street, Suite 1204
Toronto 7, Ontario

Name (To be completed by all owners)

Address

Sail Number Boat Manufacturer Model Year

Summer Residence & Lake Club Affiliation, if any

Membership Fee \$7.00 - Please enclose cheque payable to Canadian Albacore Association

*sent 2/28/71
C 9700*

18N 1971

still on port tack before tacking. In the protest F-1640 stated "F-2420, instead of sailing her normal course to round that mark, hardened up to a course that took her well above the mark". On arriving at the mark F-1640 tacked round it and immediately headed on port tack for the next mark. Almost simultaneously F-2420 passed the mark to windward, still on starboard tack, hailed F-1640 to respect her starboard tack right-of-way and was obliged to bear off to avoid colliding with F-1640. F-2420 protested F-1640 under Rule 36 while F-1640 counterprotested F-2420 under Rule 49.

The protest committee found, by the testimony of F-1640, that 1) 'F-2420 had sailed consistent with overstanding the mark, and had maintained a course for some time which would have taken her above the mark', and 2) 'F-1640 had passed within one-half a boat width of the mark and that F-2420 was always to weather of her in her (F-1640) approach to the mark'. On this basis the protest committee, finding there was no clear-cut violation of Rule 49, Fair Sailing, by F-2420, dismissed the protest of F-1640 and upheld the protest of F-2420, disqualifying F-1640 for having failed to observe the starboard right-of-way of F-2420 under Rule 36. F-1640, with the permission of the Canadian Firefly Association, has filed an appeal against both decisions of the protest committee, alleging in addition to the original contention that Rule 49 had been violated, that F-2420 had altered course and had failed to observe Rule 35 'in that he did not hail before he changed course to one which could not be foreseen, nor during his change of course, but delayed his hail purposely until he was six feet from my aft starboard rail, leaving me no opportunity to keep clear'.

Decision of the Appeals Committee:

We can find no evidence to the effect that F-2420 altered course as alleged by F-1640. Not only was F-2420 entitled to the rights of a yacht on starboard tack as set forth by Rule 36, but in addition, Rule 41.1 provides that

a yacht which is tacking shall keep clear of a yacht on a tack. It appears from the evidence that F-1640 tacked round the windward mark at a time when she was unable to keep clear of F-2420 unless the latter had chosen to sail a particular course she was not under any obligation to sail.

We can find no evidence that the action of F-2420 constituted a clear-cut violation of Rule 49, Fair Sailing. Therefore the appeal of F-1640 is dismissed and the decisions of the protest committee upholding the protest of F-2420 and dismissing the protest of F-1640 are confirmed.

NOTES ON THE 1970 ANNUAL GENERAL MEETING

For those of you who didn't have the opportunity to attend the 1970 Annual General Meeting held at the same time and place as the Canadian National Championships, we should record the fact that two resolutions, affecting the by-laws of the Association, were passed. First, the annual membership fee was increased from \$5.00 to \$7.00, and secondly, the fiscal year was changed so that henceforth the fiscal year end will be October 31st instead of August 31st, thus permitting the current year's major regatta expenditures to be included in the annual statements.


1971 CANADIAN NATIONAL ALBACORE CHAMPIONSHIPS FRI.-SUN., SEPT. 24-26th

This year, for the first time, we are holding the championships in the very large open southern bay of Lake Muskoka, with the Muskoka Sands Hotel being the centre of activities and providing accommodation for a large number of the sailors.

Your executive visited Muskoka Sands and was very impressed with the facilities offered. Because no one hotel is large enough to provide all the sleeping accommodation we need, and because there is a variety of sailors' budgets to cater for, arrangements are being made to provide lists of nearby motels, with rates, to regatta participants.

Boat launching should be easier than in earlier years, and the hotel is so situated that it will be possible for spectators to view the racing right from the premises.

Above all, of keen interest to sailors will be the fact that the journey to the sailing area is short and direct, and the sailing area is large, unobstructed, and open to the prevailing wind. If there is any wind at all on the lakes, we should get it.

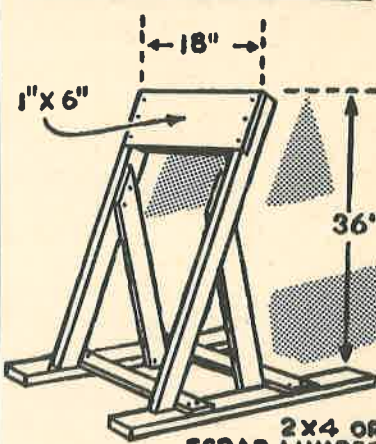


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