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A Shackles & Gringles

CANADIAN ALBACORE ASSOCIATION NEWSLETTER

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MEMBERSHIP FEES

Second and antepenultimate call for your *Albacore* Association Membership Fees!

If you have already remitted the sum, thanks very much. If you haven't, please put pen to paper and mail it now.

PAUL POLLACK

Below is reprinted a letter from Paul Pollack, explorer extraordinaire. Welcome back Paul, and may your *Albacores* in Port Elgin multiply.

"I am now back in Port Elgin after a year's stay on Cape Breton Island. My *Albacore* went with me, and as far as I could ascertain, it was the only one on the East Coast. It aroused great interest wherever I sailed it.

"We sailed some very beautiful areas, mainly in the Strait of Canso, but the Bras d'Or Lakes took the top prize.

"The big news from Port Elgin is that we are now finally getting an *Albacore* fleet started. After years of sailing a lone *Albacore* on this part of Lake Huron, three new Grampian *Albacores* have just been purchased. The prospect of a fourth *Albacore* is good, so that by next spring you may see a fleet of five *Albacores* sailing out of Port Elgin."

NORTH AMERICAN MID-WINTER REGATTA

We are awaiting data on the *Albacore* North American Mid-Winter Regatta to be held in Tampa, Florida sometime in March. At the time of going to press we still don't have all the information but please feel free to call me at (416) 920-0930 should you have an interest in participating.

Having competed in the 1969 and 1970 Tampa regatta I can personally vouch for it being a

really first class event, with wonderful hospitality and generally better winds than one bargains for.

1971 EVENTS

For the keen early-start-to-the-season sailors, one might note that the Champlain Yacht Club, Orillia, is planning a 1-day regatta on the Sunday of May 24th weekend involving two or three races. As well as trying to bring in the new season with a bang, the Club is keen to prolong it as long as possible and a similar regatta on the Sunday of the Thanksgiving weekend is also planned. A major regatta involving a number of classes is expected to be held on the July 1st weekend with the winner to go on to the Ontario Championships at Ontario Place on the August 1st weekend, but there will be more details of this in the Schedule of Events for 1971 which will be published later.

NEWS FLASH

The Canadian Junior *Albacore* Championships, sponsored by the Champlain Yacht Club, will be held August 1st and 2nd at Orillia, Ontario. More information on this later.

NEW BOAT ORDERING

With no disrespect to boat builders intended, may I commend to you the practice of ordering your new boat and accessory gear for early rather than late delivery in the season. Despite good intentions, New Year's Resolutions, et al, the fact is that new boat purchasers seem so often to run into delivery delays and snags. Better perhaps to have to store the new boat yourself in the garage for an extra three or four weeks rather than take delivery halfway through the sailing season.

TO SUIT ALL TASTES

Below is a partial reprint of an article from the British *Albacore* magazine *Alive*. The article is a commentary by an obviously very competent sailor on the virtues of the *Albacore* as a family or single-handed cruising boat.

"I believe it was Uffa Fox who remarked that the *Albacore* was an excellent boat for the more elderly dinghy-sailors. On being asked to elucidate on this, he replied - "Oh, anyone up to thirty years of age".

"Well, I am an ancient mariner of well past double this age. My boat is the 12 year old Mk.1 AL 363, *Linnet*, and I spend most of my time pottering about single-handed, though we still race the club races with reasonable success when I can find a crew.

Her original owner, M.G.Bowyer, seldom raced her and preferred pottering about alone. One day in June 1959 he sailed from Weymouth single-handed and spent the night on the beach in Worbarrow Bay. At crack of dawn next day he left there alone and sailed to Cherbourg. He arrived there late that night, and had some bother with the Customs people - no passport, or something - so he got them to date-stamp a paper to prove he had been there, and sailed straight back to Weymouth, arriving late the same evening.

"I bought *Linnet* from him in June 1962. I have NOT attempted anything like his Cherbourg trip; but I won the club's single-handed handicap race in *Linnet* the very first time I sailed the good little boat.

"She is an early Fairey Mk.1 *Albacore* with buoyancy bags, an after-deck, and a heavy steel centreboard. But Bowyer built her up for solo long-distance sailing, with a fine C.B. winch,

a shelf - for charts, etc! - under the after deck, and a locker for gear under the fore deck. She has a Smith's 0-10 knots dinghy speedometer that fits in the after end of the C.B. case when you want it. (Incidentally, it is fascinating to watch the increase in speed when correctly trimming sheets on a reach!) Her little *Sestrel* compass is quite first class; even our faster boats seem to slow down to follow me in races on foggy days! To my mind Bowyer's brightest idea of all was to fit her jib sheet cam-jam cleats in reverse - i.e. the sheet runs from the (lee) fairlead across the boat, and jams to windward, right under the helmsman's free "non-tiller" hand, which is invaluable when sailing alone.

"Obviously, the main problem in sailing a two-man planing dinghy alone is lack of weight to sit the boat out as the wind freshens. I have kept the original aft main-sheeting, so it is possible to reef the main by rolling the boom. This cannot be done with the proper kicking strap, so I have a

long piece of terylene with a turk's head knot at one end. The knot hooks in the kicker slot on the boom, so the rope rolls round the boom with the sail, so you still have a rather dubious single-part kicking strap. But the whole process is so clumsy that I now take out my *Firefly* main and jib as well as my *Albacore* sails if the wind looks like freshening, and simply change my suits of sails if it does. If the wind gets up to force 4, and one is alone, a *Firefly* main is much easier than having to spill most of the wind out of an *Albacore* main.

"In light winds, I amuse myself with my *Flying Fifteen* spinnaker, a relic of my previous boat. The mast is the original stiff "swivelling" spar with a wooden top - and I dislike the many complications entailed by this mast more and more!

"I keep *Linnet* on moorings, as an *Albacore* is a bit too heavy to launch myself. She lies there happily in the worst of gales; but there are very few other classes of planing dinghies that wouldn't blow over at moorings

in bad weather.

"I am convinced that the *Albacore* is the only two-man planing dinghy in which a decrepit old sailor like myself could safely potter about in single-handed. Further - touching wood and keeping my fingers crossed - I have not yet capsized my *Albacore* in the last eight seasons of fairly hard racing and single-handed sailing.

"We all know that the National *Albacore* is a superb and very fast racing dinghy; perhaps the above account may show that she is also a very safe and stable boat."

WANTED

Anyone willing to do a quality refinishing job on an *Albacore* rudder please contact Dwan Basdeka at 421-1819 evenings or 964-7331 office.

ALBACORE WANTED

Wish to purchase used *Albacore*. Must be fibreglass.

Contact: ROBERTS, 129 Claremont Avenue, Winnipeg 6, Manitoba.

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