



Shackles & Gringles

CANADIAN ALBACORE ASSOCIATION NEWSLETTER

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MEMBERSHIP DUES!

Don't delay, it's nearly May!
It's time to pay the CAA
for all the hay
that comes your way.
..... anon. (and rightly so)

THANK YOU

The Canadian *Albacore* Association wishes to thank its many members who helped man the five booths of the four builders and the Ontario Sailing Association at the Boat Show, as volunteers. The purpose was to acquaint those showing interest in the strength of the *Albacore* Class and to encourage them to buy an *Albacore*. There were three shifts of three hours each on Saturdays, two shifts of two and a half hours each on Sundays, and one shift of three hours each weekday evening. About fifty of our members participated.

This particular endeavour by members really reaps very good rewards in helping people decide to buy an *Albacore* instead of some other form of boat. Next year we want to put on a first class show again, so please make a note in your 1972 diary to donate a few hours at the beginning of February.

UNITED STATES ALBACORE ASSOCIATION

The United States *Albacore* Association, at its Annual Meeting held recently, re-elected Dave Wallerstein as President. Congratulations Dave!

WORLD CHAMPIONSHIPS N.A. CHAMPIONSHIPS

Following considerable discussion with our U.S. and British counterparts, your Executive has decided to hold these Championships consecutively early this summer.

The following are the main conditions:

1. The overall dates are June 20th to 27th, both inclusive. The North American's will be held June 20th to 23rd; the World's, June 24th to 27th. The purpose of running them consecutively is to provide a full week of racing for those fully available and a choice of four days for those whose time is more limited.
2. The entry for each event will be restricted to 100 boats on the following formula: British and other overseas, no limit; U.S., 25; Canadian, remainder. The indicated overseas entry has already crept into double figures.
3. The R.C.Y.C. will manage the regattas which will be sailed over the Club's Olympic course.
4. His Excellency, the Governor-General, has graciously consented to award a trophy to be known as "The Governor-General's Trophy" for the winner of the World Championship.

We are notifying you of this event -- the most important ever held in the *Albacore* class -- at this early date for the purpose of ensuring that those who wish to compete and are selected to do so, may set aside the dates well ahead of time. Later on, approximately early May, further notification will be made and application forms will be provided.

The final selection of entries will be made by the Executives of the three National Associations. We realize that this is going to be a difficult task and that many applicants may be disappointed, but we encourage you to apply when the time comes since it is quite possible that some qualified entrants may not find time to compete in either or both of the series.

The overseas entrants will be provided with good boats on loan, billeting facilities, and in some

cases, crews. It is possible that you may be contacted on this subject by a member of the Regatta Committee.

CRUISING

Following the article in the last issue we have received brief details of the cruise taken by *Linnet* with her original owner, M. G. Bowyer. Mr. Bowyer writes:

"I was most interested in your article. The details you give of my trip to France are roughly correct - in fact, I left Castle Cove one afternoon, the 22nd June, 1959 at about 1500, was becalmed, and spent the night at Ringstead beach.

I left at 0530 next morning, the 23rd June, 1959 and had the *Shambles* L.V. abeam at 0710. The wind was about force 4, northeast. I looked at the chart I used and saw I estimated to be making 8 knots, and in fact did the distance of 56 miles direct in 7 hours 5 minutes, arriving in Cherbourg outer harbour at 1415, having stopped - heaved to - for





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

elevenes, and again for a gin before lunch!

The harbour looked so different from the days before the war when I was there with my brothers sailing that I went out again - up the coast to the west, to Omonville. I don't know what time I arrived but it was somewhere about 1800. A kind fishing boat let me tie up astern for the night. I went ashore for a meal and did not, in fact, find either customs or harbour master.

I left next morning at 1500, the 24th June, 1959 as the weather report - I had a transistor set - was not so good. I did quite well until 1400 when I reckoned to be 15 miles off St. Albans Head, and the wind backed and finally died to a calm. I see that at 2250

I got a fix between St. Catherines and Durlston Head, making me 11 miles south of the Needles.

Fortunately the wind increased again and was force 1 to 2 from the southeast. I was then in the shipping lane and the frequency of large vessels was almost like Oxford Street, so I went inshore and then up the coast back to Castle Cove, arriving at about 0900 on the 25th June, 1959. I didn't record all the times. My return journey took me some 28 hours! However, it was great fun."

CANADIAN ALBACORE ASSOC. TORONTO DISTRICT - NO. 4

For those sailors registering for

L.S.S.A. and M.Y.R.C. events, for the 1971 season, two *Albacore* starts will be provided in each regatta. Accordingly, your Toronto district executive is dividing the Toronto area sailors into A and B fleets for the purpose of having an approximate equal number of boats in each start. All district A sailors are being advised individually of A fleet designation.

Selection of A fleet is based on previous years' results in regattas in Toronto and elsewhere. It should be understood that A designation for the Toronto area races does not infer A rating in the Canadian *Albacore* Association.

Accordingly, sailors designated A fleet in the Toronto area, and sailors from other areas entering Toronto L.S.S.A. or M.Y.R.C. regattas, should do the following:

1. Designate A fleet on the M.Y.R.C. entry form.

2. Display a 6" x 8" yellow leech pennant, attached to the leech of the main sail with the top edge of the pennant opposite the bottom edge of the upper batten pocket. The 6-inch width is to be fixed to the leech.

Your Toronto district executive may review the situation after one or two M.Y.R.C. races and adjust the A designations where deemed advisable.

DON'T DROP THAT MOTOR

When you are planning your fishing trips for the coming summer remember that the best trip can be ruined for the darnedest reason.

One of the least common -- but most expensive reasons is -- dropping your motor into the water.

Motor dunking afflicts as many pros as it does novices, according to outboard servicemen, for it results from just plain carelessness.

Like most accidents, an overboard motor takes its dive at exactly the time its owner least expects it. And, without exception, the whole incident could have been prevented.

In cautioning anglers against such occurrences, the outboard people suggest these precautions:

1. Never take your motor for granted. Handle it with care all the time.
2. Many motors are baptised during transfer from

dock to boat, or vice versa. To prevent this, be sure the craft is secured tightly both fore and aft to the dock.

3. Most motors are lost during the attempt to place them or take them off the transom. To avoid a grappling job, bolt a short chain low on the transom. Lift the motor into the boat, set it on the bottom, snap on the chain, then hoist it into position.

Despite all words of caution, inevitably there will be a number of motors dumped overboard this summer.

If this should happen to you, get the motor to the nearest marine service centre as soon as possible. Take it in dripping wet!

You may lose a few hours of fishing time, but the consequences outweigh the inconvenience.