

shackles & cringles

canadian albacore association

newsletter

canadian albacore association
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comment

Following several different formats, a long lapse and some recent aggravating delays, Shackles and Cringles is reappearing as a regular publication of the Canadian Albacore Association.

It is hoped to bring out issues six times a year at the end of January, March, May, July, September, and November. A new format will allow an expanded coverage of class news and events and will also provide a greater opportunity for Association members to be involved in having news and opinions reported.

The aims of each section of the newsletter have been stated at the head of the section in this issue and it is possible that new categories may be added if a demand arises. For example, a section specifically devoted to district and fleet news could develop if fleets respond to the opportunity of reporting their activities on a regular basis.

The purpose of this opening section, to be called "comment" is to provide a space for editorial comment on any subject currently under discussion within the Association or in the wider field of sailing in general. It is not intended that such comment would be controversial but rather that it would highlight any issues or developments which would normally be of interest to members of the Association.

We hope you enjoy the new Shackles and Cringles and we, too, hope to enjoy your participation in its pages.

commadore

The year 1972 will prove to the Association to be an interesting one requiring a greater intensity of development in fleet formations, Association memberships and measurement of boats. The present record with Association members representing less than one-third of those owning Albacores in Canada is something that will have to be corrected. It is proposed by your Executive to look into ways and means of improving our

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percentages and to bring the Association membership up to a higher level.

This newsletter is a new format by the editor, Colin Vaughan, and it is hoped that the information and the messages in the Shackles and Cringles of this form will be more useful to you and receive your support. The use of Better Boating as a vehicle for class news was tried. After due consideration, it was dropped and we returned to the original Shackles and Cringles format. The use of Better Boating proved to be interesting in the outreach to many would-be sailors and this was shown from the correspondence and the enquiries received by the Association.

The sailing season is coming in fast with the Boat Show in Toronto in February, the Tampa Mid-Winters in March and the first races in May and June. To copy another spent slogan, think sailing.

Robert A. Goodings
Commodore

cad news

. . . .this section will be devoted to items of general interest and information with the recognition that the Albacore is sailed both nationally and internationally. For the time being the section will be used for reporting fleet and district activities - if a demand arises, these could become a future separate section of the newsletter.

. . . .members should note that Olive Erskine, the permanent Assistant Secretary of the Association has a new address and telephone number. She now can be reached at 193 High Park Avenue, Toronto 9, Ontario - telephone Area Code 416/762-7748.

. . . .unless you are an iceboat fanatic as well as an Albacore enthusiast, the only spirited sailing available in the long grey period before summer finally arrives will be at the 6th annual North American mid-winter Albacore championship scheduled for March 23, 24, and 25, 1972 at the Tampa Yacht & Country Club in Florida. There will be two races each day with awards at the Club's annual banquet on Saturday after the sixth race. Races and trophies will be for both A and B classes and registration and a \$10 entry fee should be sent to the Tampa Yacht and Country Club, Albacore Championship, 5320 Interbay Boulevard, Tampa, Florida 33611, no later than March 22. Tampa's major motel area is Dale Mabry Highway, a few miles from the Club. Closer to the Club is Howard Johnson's at 3688 Gandy Boulevard or, if you prefer to stay in downtown Tampa, at the Manger Motor Inn at 200 Ashley Drive. We hear that Alex McGruer intends to send his 10 boat trailer to Tampa and if there is still space left, arrangements can be made with him directly in Owen Sound.

. . . .for those whose sailing must wait for summer, there is an opportunity to whet the appetite and to at least do a little dreaming at the Boat Show at the CNE in Toronto between February 4 and 13. Representatives of the Canadian Albacore Association will again attend this year to back up the manufacturers and to lure prospective sailors to the class.

. . . .the Canadian Yachting Association meets in Quebec City from February 11 to 13 and the CAA and the class will be represented through its membership in the Ontario Sailing Association. One item which will be discussed at this meeting will be the need for a more concerted promotion of the non-Olympic centreboard classes on a national scale by the CYA. With these classes as the backbone of dinghy sailing in Canada and their importance as the training ground for junior sailors, such a move by the CYA can only prove to be to the benefit of sailing as a whole.

. . . .one of the British contingent to the championships held in Toronto last summer was Don Young from the Isle of Wight. Not only is Don known as an accomplished helmsman, he also has a well-earned reputation as the builder of those superb wooden Albacores which are often seen at the head of the fleet at the first windward mark. On leaving to return home, he left a few brochures behind and we hear that some of the more ambitious helmsmen have ordered new boats for the coming season in the hope of bettering their past performances - but they should not be too quick to count their trophies, as world champion Jack Langmaid is also expecting delivery of a new Isle of Wight boat with sail number 5000. We also understand that Jack's crusty and distinguished old #618 will not go on the auction block until he is fully satisfied that the new boat is a fast one - it is difficult to imagine any boat which could be faster than "Jancy." It has also been rumoured that a number of the new owners of shiny, varnished freeboard have developed a disturbing and nervous habit of wheeling left and fast disappearing out of sight in the wrong direction if they so much as hear the word "starboard" close by.

. . . .planning for major regattas of the new season is well under way with the North American championship scheduled for August 18th to 20th at the Buffalo Canoe Club. Muskoka Sands will again be the location of the Canadian Championships on September 22nd, 23rd, and 24th, following a favourable response to a questionnaire answered by those attending last year's event. The number of races to be held each day was also dealt with in the questionnaire and there was sufficient opinion expressed to guide the race committee in planning for this year's schedule. There will also be a new regatta to be held early in the season on the weekend of June 3rd. This series will be known as the Lake Ontario Invitational, and it is expected that Bronte Yacht Club will be the host club.

. . . .a new partner has joined Iain Smith at Western Sailcraft in Winnipeg and the promotion of new Albacore fleets in the West is an important objective of the new partnership. The Albacore has proven to be superior to a number of other designs in its ability to handle the peculiar wave action and weather conditions on Lake Winnipeg and is growing in popularity for both racing and recreation there.

. . . .we thought that you might be interested in some excerpts and impressions from a long article which appeared in "The Lion," the British Services Cyprus

Weekly. The author was Jack Cullum, who along with John Garvin, represented Cyprus in the North American and World's Championships on Lake Ontario last June.

". . . We arrived at Montreal on Friday 18th June. We were surprised by two things; one was the heat and the other was the predominance of the French language. The former was unexpected as we were dressed still for UK type weather. The latter presented us with a slight language difficulty. We caught a taxi across to the East side of Montreal to the "Voyager" Coach Station. There we had a beer and recoiled at the price of 60 cents (5 shillings) for a small bottle. . . . We travelled through English type countryside admittedly, but there were hundreds of miles of it - a wilderness in effect. The road was one of these super expressways and the coach was one of those silved-sided, air-conditioned, power-controlled behemoths that one sees only on films. We stopped halfway and sampled the wares of a roadside cafe. We had a "banquet burger," which frankly we didn't quite know how to attack. By watching the locals we realized it was two halves together complete with massive filling and just start at the edge and work in! . . . What did happen however was something we neither expected, we became sunburnt. Although the sun was not strong we were out in it for some eight hours. . . . So far we had mastered the art of starting, my sailing readers will realize the difficulties of a hundred boats on a fixed line start. The line itself was long - sometimes too long, but even so nearly everyone wanted to start on a Starboard tack close to the Committee boat. To become caught in the middle of this press was fatal, and it needed a fair bit of nerve and precise timing to start clean and correct. . . . Friday was a riot. Three thunderstorms passed quickly through the area during the time the first race should have taken place. Only 20 odd boats ventured out into the Lake to accompany the Committee boat. Absolutely all the UK contingent, including ourselves, were amongst them. We were itching to have a go in the first decent bit of rough weather we had seen. Perhaps wisely the race was abandoned, although it was galling when Saturday dawned once more with light and fickle winds. . . . We were all towed back to the RCYC in six duck and duckling-like strings. . . . The social calendar for the week in Canada included many things, but none the least was the sheer hospitality of our hosts. . . . The type of houses, the way of life there, the different ideas of food were all impressive. Nothing was spared to make us all feel at home, which to their standards made us feel like kings. . . . On Monday we were all guests on a "Bluenose" schooner, a lone remaining Nova Scotian fishing schooner, which carried us East along the Waterfront to "Ontario Place". This is Toronto's answer to "Expo", being a futuristic collection of pavilions, spherical cinema, glass causeways, vertical fountains, all spread over a group of well-manicured islands. . . . Notable events of the trip are remembered as the coach ride from Montreal to Toronto, the seven general recalls of the first race on Thursday, the hospitality of our hosts, the noisy flog across the Atlantic in a Hercules and finally the pleasure of being back home."

. . . Ken Ayrton of the National Albacore Association in Great Britain has confirmed that plans for the World Championship in 1973 are taking form. The regatta will be held at the Royal Plymouth Corinthian Yacht Club August 1st to 7th inclusive, with one race each day. It is proposed that the regatta will combine both the World and British National Championships, with the Nationals decided on the first five races and the Worlds being scored on all eight races of the series. The entry will be limited to 150 boats.

It is intended to lease boats from the local region for the use of overseas competitors. If possible, arrangements may be made to provide accommodation with local sailors as was done in Toronto last year. There are also excellent motels and hotels in the area. If you are planning to attend this event it is recommended that you begin to consider your arrangements now. Further details will be provided as they become available.

. . . Dan Thomas, Fleet Captain, and Trevor Dossett, Secretary-Treasurer, have been elected officers of the new Albacore fleet at the Kingston Yacht Club in Kingston, Ontario. They have a good start of about 15 boats with prospects for even more. The Kingston Yacht Club has a long and distinguished record in sailing in Canada and the Association is quite pleased to see a strong Albacore fleet developing in the Club.

Items from all over. . . . Peter Baggaley, #1819 of the British contingent last year now lives in Toronto and may crew for Jim Temple in his new 14. Jim is not leaving Albacores but hopes to double his pleasure this year. . . new boat listings show an Albacore #4916 going to Robert J. Allison, Jr., Port of Spain, Trinidad. With this welcome addition to our growing international network, perhaps a winter racing circuit is not too far away. . . it has been reported that Rothman's are planning a series of major regattas across Canada this year, with one definitely slated for Ottawa. . . Tony Griffin visited with Ken Ayrton of the British Association early in January. We don't know if Tony cast his experienced eye over some of the boats which may be available in 1973 but we do know that arrangements for the co-ordination of the World Championship were discussed. . . in response to a number of requests, both Skene in Ottawa and Grampian at Oakville are now offering bare, numbered hulls for those who prefer to rig and finish their own boat rather than having to rebuild an already finished complete outfit. . . a new builder is reported from the U. S. at Gloucester, Virginia with the prospect of another in New Orleans. . . we have heard that Nick Hancock of the Toronto Sailing & Canoe Club may be leaving the Finn class and returning to Albacores. All racing sailors will need to correct their expectations one place down in the standings. . . Dave Wallerstein was elected President of the U. S. Association for a third term. Gerry Knaffenberger is Vice President, Jay Sanders Secretary and Ernie Schustick of the Wilson Yacht Club at Niagara is Treasurer.

regattas

This section will be a regular reporting of major invitational races and regattas in Canada and the United States. Events will be recorded in a calendar form and while every attempt will be made to make the listings complete and kept up to date, this will depend to a large extent on the information being made available by race committees and regatta organizers. At this time of the year the number of listings is few as many committees meet now in planning the summer schedule - as soon as your dates are set, forward them for publication.

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MARCH

North American Midwinter Championship	March 23, 24, 25	Tampa, Florida	Classes A & B 2 races each day	Tampa Yacht & Country Club, Albacore Champion- ship, 5320 Interbay Blvd., Tampa, Florida 33611
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JUNE

Lake Ontario Invitational	June 3, 4	Bronte Yacht Club Bronte, Ont.	Details to follow
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AUGUST

North American Championships	August 18, 20	Buffalo Canoe Club, Buffalo, N.Y.	Details to follow
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SEPTEMBER

Canadian Championships	September 22, 23, 24	Muskoka Sands, Lake Muskoka, Ontario.	Details to follow
ABYC Frostbite Regatta	September 30	Ashbridges Bay Yacht Club Toronto, Ont.	3 races ABYC, Box 64 Station H, Toronto or Don Sutherland 694-6697

results

Results of regattas will be published here and we are interested in both the order of finish and any comments there might be about the race. Photographs are definitely welcome either as a negative or a print which should be the size of an ordinary black and white snapshot. Reports of some late results from last season follow.

. . . 1971 Canadian Championships the complete results of the Canadian Championships held at Lake Muskoka last September are attached to this issue of Shackles and Cringles. Sailing conditions were excellent and although there was a cancellation on Saturday all of the five races completed were in a range of winds in which all sailing skills were tested. Winds on Friday morning were strong and although they moderated by afternoon, there was still enough breeze to cause a number of capsizes, particularly in the heavy traffic at the starts and marks. The greatest problem with the wind seemed to be at the beach. With a long shallow launching area and the strong onshore wind there was some spectacular

reaching done close to land before centreboards could be put down in deeper water. The larger lake was welcomed by most competitors and although the wind bent and shifted as always, the legs were longer and allowed crews to settle down and at least contemplate the interesting racing ahead - and behind. One spill on Friday featured a father and son team doing several flip-flops at a mark, having unsuccessfully attempted an approach on port. One memory of this was father and son standing bolt upright in the back of their boat as it disappeared by the stern - shades of the Titanic. It is rumoured that George Crawford, Jr. received the "Jib Tenders Award" for his participation in this incident and for his unswerving loyalty and devotion to the boat even though the skipper had lost his trousers. Another traditional award, "The Golden Shackle," was presented in perpetuity to the race committee for their imagination in placing the leeward mark in the second race. The mark drifted downwind and the third leg grew increasingly longer for those further back in the fleets. It is the only time that the distance to the mark seemed to grow longer as one planed up to it. . . After the racing was over, John Tinker backed his station wagon and trailer, hit a post with his mast, which slid forward and punctured his rear window. John's only concern was for the mast, although we understand that his insurance agent did question "collision with a sailboat" in the accident report. . . . The introduction of the 720 was generally well received and did reduce the need for protest meetings long into the night. An assessment of the effect of the rule will be included in a later issue. . . . Al Price of the U. S. contingent sent a letter to the Commodore after the championship and commented that the weekend was "the most efficient and well run regatta" he had ever attended. All who attended will join in these congratulations to the committee for an excellent weekena and for their untiring work in making it a memorable championship. . . . A fleet: Sailmaker Keith Musto once again visited from Great Britain and with Norman Berzins as crew, dominated the A fleet. Most sailors will remember Keith passing by in the 4th race - after a 720 at the start he pulled up from the rear of the fleet to finish 13th and the ease with which his boat slid by was both illuminating and embarrassing. U. S. sailors showed well with Bill Shore of the Buffalo Canoe Club placing second and the ever present Geoff Revett from Niagara Sailing Club sailing third. . . . B fleet: Northern sailors dominated the B fleet, with David Sturch of South Muskoka Sailing Club leading the fleet, even though he suffered a DSQ in the second race. Malcolm McRae from Champlain Yacht Club was second and although he finished well back in the heavier winds on the first day, his wins in the next three races show that he is a formidable sailor in lighter conditions. Dave Taplin of Conestoga Sailing Club in Kitchener was third. Two comments by B fleet sailors were that the 720 rule was ignored by a number of competitors and that the A and Senior fleets could learn from the B fleet - they had no recalls but suffered long delays because of false starts in the other divisions. . . . Senior fleet: Alex Macnaughton, with Phyllis as crew, won the senior trophy for the third successive year. Alex's only concession to the wind on Friday was to lie second and third in contrast to his straight wins in the remaining races. Perhaps the only way to bring Alex under control will be to have him go back to Junior sailing and insist that he makes his way back through all the fleets before he can sail in the Seniors again. Dr. H. P. Higgins of the RCYC was second, beating Alex and for first place in the first two races and A. E. Wadhorn of Lake of Bays Sailing Club was third. . . . first five standings in each fleet were:

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A Fleet

1	K. Musto	4557		2	1	3	13	3	14.4
2	W. Shore	3583	BCC	3	4	4	2	9	24.7
3	G. Revett	3584	NSC	4	2	21	8	1	25
4	D. Giffin	652	SLSC	20	11	1	1	6	28.7
5	B. Gooderham	4277	RCYC	1	6	2	11	25	31.7

B Fleet

1	D. Sturch	4254	SMLSC	6		8	2	2	34
2	M. McRae	4158	CYYC	30	31	1	1	1	36
3	P. Taplin	3417	CSC	1	3	22	7	16	40.7
4	P. Walsh	4008	KBSA	11	21	5	4	4	43
5	D. Butt	4246	BSC	2	5	34	14	5	43

Senior

1	A. Macnaughton	479	MLSC	2	3	1	1	1	3
2	H. Higgins	3298	RCYC	1	1	7	5	17	23
3	A. Wadham	4297	LBSC	5	13	5	4	5	38
4	C. Paterson	3221	BLSC	3	5	22	6	8	41.4
5	J. Walter	4249	SMLSC	7	6	33	8	2	41.7

. . . .1971 U. S. National Championships the results of the A and B divisions of the 1971 U. S. Championships held at Podikory Point, Annapolis, showed that eight of the first ten places in the A fleet went to Canadian sailors and one of the ten in B division. The U. S. Albacore newsletter "Albacourier" reports that the winds missing at the earlier Mid-Winter, North American and World Championships finally showed at Annapolis and for three days 70 boats zipped seven miles around port and starboard triangles in 12 to 25 m.p.h. breezes. Results were:

A Division

1	Revett	3584	NSC	1	2	0	1	1	1
2	Kidd	KC506	RCYC	2	1	1	0	2	2
3	Poyntz	KC3731	LBSC	0	4	3	2	3	3
4	Langmaid	KC618	SLSC	3	5	5	4	0	7
5	Magnini	KC3912	GSC	5	12	4	3	0	6
6	Griffin	KC3731	BLSC	7	8	9	6	5	0
7	Gooderham	KC4277	RCYC	10	9	0	8	6	9
8	Jones	3580	NSC	4	3	17	0	9	10
9	Thompson	KC3401	CSC	12	14	6	5	13	0
10	East	KC3420	BYC	14	6	8	0	4	19

B Division

1	Geist	4717	HSC	2	2	1	3	1	0
2	Webb	2688	PRSA	3	7	2	2	3	6
3	Tutelman	3544	MBC	0	5	5	5	2	2
4	Sargeant	KC4547	MBSC	1	1	0	1	DSQ	1
5	Lucas	4290	PRSA	4	0	11	4	7	3
6	Stultz	3562	HYC	10	4	0	10	6	4
7	Burch	3586	LYC	15	3	3	0	4	10
8	Parrent	3394	BBSA	0	8	9	6	5	7
9	Skorupski	3622	PRSA	8	6	6	0	9	8
10	Bugbee	3543	MBC	6	12	7	0	11	11

. . . . Balsam Lake Albacore Championship. Over 200 attended the 8th annual Balsam Lake Championship held on Indian Point, Coboconk, on August 1st last. 54 boats competed in beautiful weather and excellent winds. Don Warren of the Regatta Committee reports that with these ingredients the day couldn't miss and was a great success. Barry Poyntz sailing with Gary Switzer as crew came down from Lake of Bays to beat out Jack Langmaid for the trophy by winning both races for a perfect score. Top Balsam Lake boat was the Patterson's #3221 sailing into 7th place.

1	Poyntz	3731	LBSC	1	1	0
2	Langmaid	618	SLSC	2	4	6
3	Thompson	3401	GRYC	5	3	8
4	Cowan	1297	CSC	7	2	9
5	Spirk	3669	CL	4	6	10

. . . . 1971 District 10 Standings. The Championship of the Ottawa region was decided on the basis of six regattas and two new trophies were added last season - an engraved mug was presented to Phil Thompson for the best standing in any three regattas and the Traveller's Trophy was presented by the Starmount Yacht Club for annual competition based on all regattas and was won by Ian Parker. The results of each regatta and overall standings were:

		SYC	ONEC	GRYC	BYC	CSC	LDSC	Area	
		Upper		Gatineau	Nat'l	Mada-	Desc-	Stand-	Travellers
		Canada	Ottawa	River	Cap	waska	henes	ing	Trophy
				Open					
P. Thompson	3401	2	-	-	1	2	-	1	6
J. Parker	4127	3	3	8	2	1	3	2	1
P. East	3420	1	4	5	7	3	2	3	2
C. Wood	4538	5	1	3	7	3	5	4	3
I. Meller	4123	-	4	4	13	6	1	5	4
W. White	4130	-	-	2	6	3	-	6	7
J. Kentell	3408	3	8	-	-	-	6	7	8
C. Parker	3897	7	4	13	-	7	7	8	5
A. Harley	3461	9	-	5	4	-	-	9	9
Rempley-Smith	3400	-	2	5	12	-	-	10	10
J. Earle	3979	-	12	0	14	10	-	11	11
D. Wilson	3421	-	-	1	5	-	-	-	-
D. Mahoney	3488	11	-	-	-	-	3	-	-

. . . .1971 MYRC Standings, Toronto. Sailors from Ashbridges Bay Yacht Club took both divisions of the MYRC Standings based on overall performance in all regattas in the Toronto season. Don Sutherland with his distinctive white hull with red line stood at the top of the A fleet and R. Jarman in boat #81 took B fleet honours. The first five places in A fleet were shared between sailors from both ABYC and the Toronto Sailing and Canoe Club. Final standings were:

A Fleet

1	D. Sutherland	4276	ABYC
2	L. Maarse	3275	TSCC
3	H. Baker	4503	ABYC
4	A. Boie	4239	TSCC
5	K. Taylor	3722	TSCC

B Fleet

1	R. Jarman	81	ABYC
2	W. Bobs	4270	ABYC
3	C. Marshall	4084	SJSC
4	R. Bryant	4578	NYSC
5	A. Marshall	4519	NYSC

technique

This section will be devoted to the technical aspects of owning an Albacore. Articles on racing tactics and techniques will be featured along with information on maintenance and care of boat, fittings and rigging. It is hoped to interest both those who race and those who sail for recreation. The following article by U. S. National Champion Geoff Revett on starting tactics is reprinted from the U. S. magazine, "Albacourier."

"The number of contestants increases with the years and the importance of "good" starts becomes increasingly critical. I consider a "good" start to be one where you have reasonably clear air and can tack more or less when you want to within a couple of minutes after the starting gun. (Of course, you can do this if you cross the line last!) For years I have had success starting well down the line - 2/3rd's (often more). With so many boats to windward I try to go as fast as possible; easing the sheets an inch or two; forgetting about pointing high; and trying to pull clear of boats to starboard. Ease a bit, stay flat and go like hell!! While a planned start is probably advisable, remain alert to changing conditions - and be flexible enough to make a change in your plan.

Start planning your port tack within 2 or 3 minutes. If you keep looking back anxiously at the crew of the boat on your weather quarter who is preventing you from tacking, quite often he will be "psyched" into tacking, thus letting you do the same. Once on port I may give way to one or two boats on starboard if I feel the need to get up towards the lay line. But I usually tack and lee bow - then tack back later. I tend to tack up the middle, watching for windshifts on either side; decreasing the length of tacks as we get nearer the windward mark. I seldom go up to what appears to be the lay line. Sometimes you get caught below the turning mark, but usually you will gain a place or two below the lay line. I reckon one needs to be in the first five rounding the windward mark to win and in the first 8 to 10 to be second or third. Barring flukes you won't catch the leaders!

opinion

The views of all Albacore owners, crews and others interested in any aspect of sailing will be published under "opinion" in forthcoming issues. We know that many views and opinions are held by sailors on how they could do most things more effectively, if only

Instead of collaring the Commodore or members of the executive at the next regatta, use "Shackles and Cringles" to let us all know. We would be most interested in having views on your experience and opinions of the 720 rule used at the last Canadian Championshipor any other subject you feel needs a wider audience and discussion.

classified

For the first time, "Shackles and Cringles" will include a regular section for classified advertisements. This will be freely open to members of the Canadian Albacore Association and may be used for items for sale, wanted, crew positions or any other matters to do with sailing and which would normally fit a classified advertising section.

In addition, our pages can be used for commercial advertising, although we do not intend to actively seek out customers or to sell space. If you are interested, space is available at nominal rates and can be arranged by contacting the editor. As a matter of interest to those competitively inclined, we have already received our first request for placing such an advertisement in our next issue.

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1972 ASSOCIATION MEMBERSHIP

Memberships are now due for the 1972 season. Failure to send in your dues by May 1, may mean that you will miss the Year Book and copies of Shackles & Cringles after that date.

To: Canadian Albacore Association
193 High Park Avenue
Toronto, Ontario

..... To be completed by all owners
(Name)

..... Sail No.
(Home Residence)

..... Boat Manufacturer
(Summer Residence and Lake) and Model Year

.....
(Club Affiliations, if any)

MEMBERSHIP FEE \$7.00 - Please enclose cheque payable to the Canadian Albacore Association.

1971 CANADIAN ALBACORE NATIONAL CHAMPIONSHIPS
 "A" FLEET RESULTS

PLACE	NAME	SAIL NO.	CLUB	RACE NUMBER & POINTS					TOTAL POINTS
				1	2	3	4	5	
1	K. MUSTO	4557		2	1	3	13	3	14.4
2	W. SHORE	3583	BCC	3	4	4	2	9	24.7
3	G. REVETT	3584	NSC	4	2	21	8	1	25
4	D. GIFFIN	652	SLSC	20	11	1	1	6	28.7
5	B. GOODERHAM	4277	RCYC	1	6	2	11	25	31.7
6	J. KIDD	506	RCYC	5	5	5	10	8	44
7	J. LANGMAID	618	SLSC	6	3	6	15	10	45.1
8	P. COWAN	1297	CSC	11	16	9	31	2	57
9	J. SPIRK	3669	PSC	12	8	18	5	24	67
10	E. McLAUGHLIN	716	MLSC	9	13	14	9	15	69
11	D. McCUTCHEON	2791	OYS	16	15	8	24	11	73
12	T. GRIFFIN	3725	BLSC	10	9	26	25	7	75
13	S. KNOWLES	614	LBSC	14	42	13	7	19	77
14	A. CAMPBELL	4530	MLSC	7	18	30	3	32	78.7
15	D. SUTHERLAND	4267	ABYC	31	12	12	23	12	83
16	B. POYNTZ	3731	LBSC	18	17	17	19	28	95
17	D. DOUGLAS	3196	BHYC	15	22	29	22	17	100
18	G. WILLSON	510	BLSC	27	25	48	6	20	101.7
19	H. DOHERTY	590	MLSC	52	24	15	39	4	104
20	B. LEONIDAS	3263	RCYC	36	10	39	14	21	105
21	C. YANEFF	3766	LBSC	32	41	7	DSQ	5	108
22	A. PRICE	2361	WYC	45	20	25	17	33	119
23	R. MOODY	4248	SMSC	26	14	20	41	37	121
24	A. JONES	3580	NSC	19	43	35	16	30	124
25	L. McGRUER	4020	OSSA	25	27	53	26	22	124
26	E. McGRATH	4062	MBSC	8	7	47	58	40	126
27	A. BOIE	4239	TSCC	44	44	31	4	26	127
28	M. LAWRIE	3286	BC	57	DNS	19	18	13	131
29	R. JARMAN	81	ABYC	49	57	11	21	27	132
30	P. McLAUGHLIN	3101	MLSC	29	30	40	44	14	137
31	P. HOBDEN	2563	BHYC	21	29	38	28	44	140
32	F. BATSON	2500	PSC	35	31	49	27	23	140
33	D. FELL	1811	MLSC	DNS	23	37	29	29	142
34	D. GRANT	471	MLSC	42	28	27	35	31	145
35	B. HOLLAND	1527	BLSC	53	47	10	48	18	147
36	K. TAYLOR	3722	TSCC	28	19	41	37	46	149
37	J. WILSON	700	CSC	33	32	22	38	39	149
38	P. DALTON	194	ABYC	24	38	32	34	51	152
39	A. KERTESZ	4516	FYC	37	49	45	30	16	152
40	R. RAILTON	3236	PSC	17	50	33	43	35	152
41	C. VAUGHAN	4299	TSCC	50	40	28	20	43	155
42	F. WHITE	4130	BYC	30	33	42	47	41	170
43	A. DE WERTH	4113		13	DNS	60	12	DNS	173
44	W. SELLENS	2345		DNS	52	23	49	36	184
45	A. SARJEANT	4003	KBSA	40	26	44	51	56	185
46	J. McCALLUM	4152	CHYC	41	51	DNS	32	38	186
47	G. OPSAL	3301	CFSC	43	34	52	36	50	187
48	M. THOMPSON	3242	OYS	47	37	57	33	49	190
49	R. HADCOCK	4026	BLSC	38	46	36	46	54	190
50	D. GRANT	4541	MLSC	22	21	DNS	61	DNS	192
51	G. CRAWFORD	3260	TSCC	DNF	56	34	40	45	199
52	S. HAMILTON	4222	CHYC	DNS	DNS	24	54	34	200
53	S. CERNY	4258	MBSC	55	54	16	53	DNS	202
54	J. TINKER	835	RCYC	48	48	46	42	48	208
55	K ADAM	3733	BC	23	36	DNS	62	DNS	209
56	R. SCHOFIELD	2783	BLSC	39	45	55	50	57	213
57	T. FRANCE	4022	OSC	54	55	50	45	47	220
58	J. DAVIS	4187		46	39	51	59	DNS	220
59	L. DAVIS	715	SLSC	34	53	58	60	53	222
60	J. GRIEVE	4509	BLSC	51	35	59	57	55	222
61	L SAFRATA	4513	RCYC	56	DNF	43	55	52	230
62	G. ELLIOTT	3720	MLSC	DNF	DNF	56	52	42	233
63	J. TEMPLE	2666	BC	58	DNS	54	56	DNS	256

1971 CANADIAN ALBACORE NATIONAL CHAMPIONSHIPS
"B" FLEET RESULTS

PLACE	NAME	SAIL NO.	CLUB	RACE NUMBER & POINTS					TOTAL POINTS
				1	2	3	4	5	
1	D. STURCH	4254	SMISC	6	DSQ	8	2	2	34
2	M. McRAE	4158	CH Y C	30	31	1	1	1	36
3	D. TAPLIN	3417	GSC	1	3	22	7	16	40.7
4	P. WALSH	4008	KBSA	11	21	5	4	4	43
5	D. BUTT	4246	BSC	2	5	34	14	5	43
6	J. FRANCIS	4244	SMISC	4	2	10	22	11	44
7	I. PARKER	4127	RBC	DNS	13	13	10	3	59.7
8	D. HORE	4539	RCYC	17	18	38	3	14	72.7
9	W. KETTLE	2888	MBSC	14	12	56	6	21	76.7
10	D. RIDER	4268	KSC	20	4	16	17	23	79
11	R. McLAUGHLIN	544	MLSC	3	DNS	30	13	13	79.7
12	D. WILLIAMS	4293	RCYC	23	DNS	18	8	7	80
13	P. MILLS	4535	RHYC	5	11	50	15	32	86.7
14	R. MARCH	4522	PSC	16	17	2	37	35	89
15	S. KILLING	2158	FYC	12	9	26	18	17	90
16	D. MEDHURST	2741	TSCC	19	27	9	11	39	90
17	P. FUDWELL	2660	PKSC	13	7	35	30	20	94
18	S. JARRETT	711	KSC	25	23	17	25	8	97
19	M. SHEPHERD	4280	BCYC	29	40	15	16	18	102
20	G. SONLEY	4266	TSCC	26	26	24	31	6	105
21	M. LESLIE	4543	WSC	9	6	23	52	DSQ	113.7
22	J. FORSTER	4296	KBSA	24	28	29	36	10	115
23	R. WORRALL	333	MYC	15	10	44	32	34	115
24	R. RAIKES	4125	KBSA	10	20	52	33	28	115
25	B. SARJEANT	4010	KBSA	54	30	19	12	31	116
26	T. BIGELOW	4536	KBSA	42	DNS	11	5	40	121
27	T. BOX	3451	SMLSC	34	32	12	19	64	121
28	T. PAYNE	2657	SMLSC	DNS	15	21	9	55	122
29	R. STAPLES	4230	RCYC	DNF	DSQ	7	28	19	135
30	R. SCOTT	4545	RHYC	43	41	6	34	33	137.7
31	A. O'NEILL	1805	LBSC	DNF	16	39	42	22	143
32	P. CRAGG	4508	BYC	37	DNS	20	41	24	146
33	M. HART	3453	SMSC	55	DNS	3	24	43	146.7
34	D. PEDEN	4505	LBSC	21	DNS	33	46	29	153
35	G. POWELL	4063	CHYC	7	8	74	63	57	153
36	W. McLAUGHLIN	3252	MLSC	31	DNS	31	53	15	154
37	D. McNAUGHTON	1537	WHYC	28	DNS	36	29	38	155
38	B. CHITTICK	4514	SLYC	39	35	45	61	12	155
39	I. RUSSELL	2788	TSCC	48	1	57	44	46	156
40	P. GORDON	4550	RCYC	DNS	DNS	4	20	30	156
41	B. FRENKE	3443	FBYC	DNF	19	41	DSQ	9	156
42	D. GORNALL	3213	BCPSC	44	36	58	27	26	157
43	B. ZIMMERMAN	2002	KSC	35	29	46	66	25	159
44	B. MAXWELL	4275	RCYC	45	38	40	23	36	161
45	W. TAYLOR	3728	KSC	38	14	48	43	47	166
46	N. RIDGLEY	1090	WYC	22	22	51	60	48	167
47	A. HARLEY	3461	GRYC	DNS	25	59	26	37	171
48	R. COOK	2782	MLSC	36	DNS	27	40	45	172
49	D. WARREN	4029	BLSC	27	42	25	59	56	174
50	A. CASSELMAN	4207	WSC	32	24	66	47	50	177
51	G. DERKSON	3750	PSC	41	43	28	48	44	180
52	T. CUTHBERT	4547	MBSC	18	DNF	47	57	42	182
53	W. PEERS	4512	WSC	DNS	33	43	35	51	186
54	W. McMULLEN	3107	LCYC	40	37	49	45	49	195
55	J. CRAWFORD	798	BLSC	33	39	55	50	54	200
56	T. DUNNE	3258	MLSC	47	DNS	DSQ	21	27	202
57	J. FRITCHARD	2344	PSC	DNS	DNS	14	51	41	210
58	A. PUSKAS	3693	RCYC	DNF	DNS	65	67	70	212
59	E. HARDY	3629	RCYC	46	34	68	56	63	220
60	A. FORS	2673	KBSC	52	44	60	49	53	222
61	K. MOLEN	1235	WYC	56	DNF	37	54	58	224
62	C. RENZONI	4160	CHYC	58	46	53	55	DNS	236
63	F. SPALDING-SMITH	4206	WSC	57	45	64	68	61	241
64	W. GIMBY	4150	SMSC	DNS	DSQ	42	38	DNS	241
65	R. LAWRENCE	4284	KSC	8	DNS	72	64	DNS	248
66	G. CONNELL	203	KBSA	DNS	DNS	32	65	60	261
67	J. BURGAR	3121	LBSC	DNF	DNS	54	72	52	265
68	A. CLIPSHAM	3237	KBSA	DNS	DNS	63	39	59	265
69	B. BURNS	2812		51	DNS	67	62	69	273
70	W. SOMMER	4018	WSC	49	DNS	70	69	65	277
71	T. SHONIKER	2898	CSC	DNS	DNS	62	58	62	286
72	B. MUIR	3036	WSC	50	DNS	73	DSQ	67	294
73	D. WATSON	3035	WSC	DNS	DNS	61	71	68	304
74	J. FORD	3032	WSC	DNS	DNS	71	70	66	311
75	R. McCALLUM	3098		53	DNS	DNS	DNS	DNS	317
76	J. WRIGHT	83	LJSC	DNS	DNS	69	DNS	DNS	333
77	G. WILSON	3729	MLSC	DNS	DNS	DNS	DNS	DNS	344
77	B. SUMMERS	4213	FBYC	DNS	DNS	DNS	DNS	DNS	344
77	T. DOSSETT	4391	KYC	DNS	DNS	DNS	DNS	DNS	344
77	J. PASCOE	4526	WYC	DNS	DNS	DNS	DNS	DNS	344

1971 CANADIAN ALBACORE NATIONAL CHAMPIONSHIPS
SENIOR RESULTS

PLACE	NAME	SAIL NO.	CLUB	RACE NUMBER & POINTS					TOTAL POINTS
				1	2	3	4	5	
1	A. MACNAUGHTON	479	MLSC	2	3	1	1	1	3
2	H. HIGGINS	3298	RCYC	1	1	7	5	17	23
3	A. WADHAM	4297	LBSC	5	13	5	4	5	38
4	C. PATERSON	3221	BLSC	3	5	22	6	8	41.4
5	J. WALTER	4249	SMLSC	7	6	33	8	2	41.7
6	R. BOBBS	4270	ABYC	15	18	15	2	3	50.7
7	F. HARDY	3460	PBSC	9	2	28	7	22	59
8	K. WILDERSPIN	4510	RHYC	20	25	4	9	10	65
9	B. BONE	3100	TSCC	22	15	10	3	20	68.7
10	S. MOGFORD	3717	RHYC	10	7	29	26	4	69
11	D. MacFARLANE	3727	LBSC	12	9	9	24	16	70
12	I. ROGERS	4055	PBSC	17	10	14	13	29	78
13	G. BAKER	3712	RHYC	4	DNS	21	28	6	80.7
14	C. PARKER	3897	RBC	41	35	2	12	14	82
15	W. PRINCE	4501	OC	6	4	38	31	23	85.7
16	J. WILDER	2616	RHYC	27	DNF	12	11	12	86
17	R. GOODINGS	2485	TSCC	11	8	30	20	24	87
18	B. PEFRY	4257	PSYC	13	11	36	15	26	89
19	R. HELMBECKER	1119	KSC	23	22	13	27	7	89
20	A. MacMILLAN	4049	RHYC	8	19	31	32	9	91
21	F. FRANCIS SR.	4245	SMSC	16	14	23	19	37	96
22	R. PRIMEAU	2773	OYS	31	DNS	19	14	15	103
23	J. KENTELL	3408	ONEC	36	36	16	16	13	105
24	R. BEADON	1367	KSC	35	17	24	10	34	109
25	S. BAIN	3351	SLSC	37	27	6	25	28	109.7
26	B. WORTH	2765	BSC	14	24	26	22	30	110
27	W. TWELVETREES	4153	SPLSC	43	DNS	3	17	31	114.7
28	J. PRICE	4011	OYS	DNF	DNS	17	18	11	115
29	B. HAMILTON	2694	OYS	18	12	34	30	36	118
30	T. RAMSAY	3250	OSC	28	16	42	21	33	122
31	C. SPENCE	4804		21	29	32	34	18	124
32	J. RAYMOND	4205	KSC	44	20	11	33	38	126
33	W. LEGGOTT	3255	WYC	34	32	40	23	19	132
34	L. GROOME	4148	CLYC	32	31	25	39	25	137
35	R. SCOTT	2505	TSCC	30	DSQ	8	36	46	140
36	H. ZIMMERMAN	1221	KSC	25	34	18	43	40	141
37	J. FORSTER	4068	KBSA	24	26	41	29	39	142
38	M. MACNAUGHTON	4504	KBSA	DNS	DNS	20	40	21	152
39	C. MOXLEY	4216	OSC	29	30	43	37	35	155
40	W. STOREY	235	PSYC	19	23	DNF	45	45	156
41	J. PENISTAN	2589	FYC	DNS	DNS	27	35	27	160
42	V. STURRUP	3429	TSCC	33	21	44	41	41	160
43	J. HILL	4060	MLSC	26	DNS	37	42	32	161
44	R. BLACK	2388		38	28	35	44	43	168
45	S. DALTON	3726	MLSC	39	33	DNS	DNS	DNS	190
46	G. JAMES	2604	KBSA	40	DNS	DNS	38	42	191
47	D. MITCHELL	4240	SMSC	42	DNS	39	46	44	195