

# shackles & cringles

canadian albacore association

## newsletter

canadian albacore association  
193 high park avenue, toronto 9

Mr. John O. Duncan  
4515 Saul Rd.  
Kensington, Maryland 20795



427  
299  
4



# shackles & cringles

## canadian albacore association

volume xi number 2

march 1972

### comment

For the feature article in this issue, there is published a description of a method of starting races which is often used with large fleets in Britain and Europe but which is virtually unknown in North America.

The method is variously known as a "gate" or "rabbit" start and its purpose is to give the greatest opportunity for all boats to be equally favored on the line, by starting on starboard behind a single boat on port acting as a "pathfinder" in setting the line.

Many Albacore sailors first heard this method described by overseas competitors at last year's World and North American Championships and the description fell on many receptive ears after the experience of starting lines crowded with close to one hundred boats.

Opinion on the use of the gate start for large fleets is not necessarily unanimous - there are two distinct and valid views both for and against the method.

In support is the argument that with many boats on a normal starting line, the opportunity for a perfect or even good start is restricted to relatively few competitors and that once free, these few will tend to dominate the remainder of the race. As well, with only one or two "favoured" starting positions on a line, many competitors will crowd these positions, further restricting the number gaining a good start and increasing the chance of interference, protest and possibly damage. Theoretically, the gate start avoids all of these problems by making all points along the line equally "favoured."

The argument against the gate start is that starting is a skill which is very much part of the art of racing a sailboat - to remove this challenge would remove the advantages which can be gained by an accomplished skipper in one of the most interesting tests of technique and tactics in racing.

editor / colin vaughan 12 wychwood park toronto 4 / 534 9978  
asst sec / olive erskine 193 high park ave toronto 9 / 762 7748

Whichever starting method is used, it will still be the superior skippers who will lead at the first mark - therefore, why sacrifice one of the essential and most exciting ingredients of racing?

Both of these points of view can be refined in detail but whatever your opinion and whichever side you might take, there is one very good reason why Canadian Albacore fleets should be thinking of experimenting with the gate start and using it in some regattas this year.

The gate start has its widest use in Britain, is used for starting the National Championships there and almost certainly will be in use at the World Championships in Plymouth in 1973.

If Canadian sailors hope to be competitive and to be ready for these championships, it is essential that some opportunities for practice of the starting method are provided in club races and open regattas before the season is over.

## feature

Reprinted here is an article by Tony Griffin which describes the gate start method. This article was first published in the 1971 Yearbook of the CAA, and we have added a diagram to further illustrate technique.

The "Gate," or "Rabbit" Start as it is sometimes described, is often used in England in the Albacore and other classes although it is hardly known in Canada. It was used briefly some years ago in the 14' International Class with mixed reactions from the participants. Here is the way it works.

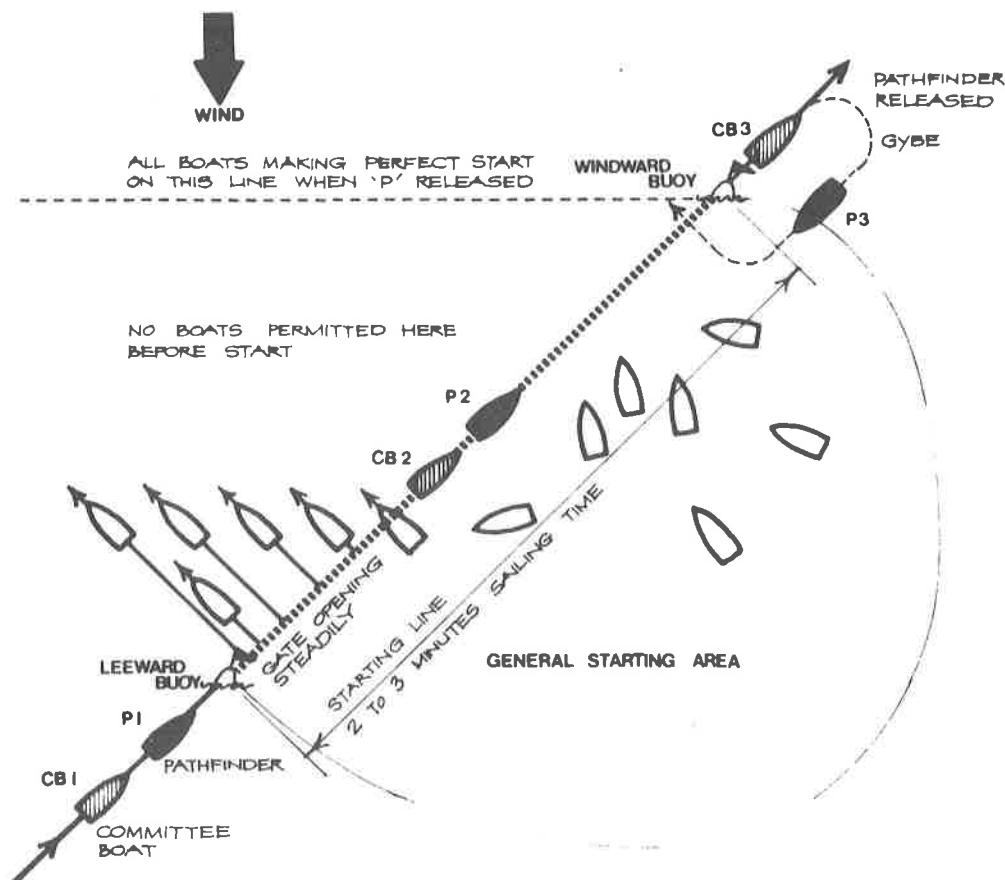
One boat is chosen at the "Rabbit" or "Pathfinder". For the first race the choice is by lot and for succeeding races the tenth boat to finish the preceding race is, for some odd reason, automatically selected.

In the general starting area the Rabbit sets off on the port tack with "rights" over all other boats. The Committee Boat swings in close astern, following the Rabbit, fires a gun and simultaneously drops a clearly visible floating mark.

From the firing of the gun the Rabbit has begun racing. All the other boats may cut the transom of the Committee Boat on the starboard tack and similarly begin racing. They may choose the point at which they elect to cross the stern of the Committee Boat; that is, they are free, as in a normal start, to choose the port or starboard end of the line or anywhere along it.

After all boats have passed between the buoy and the

Committee Boat or after a designated period depending on the size of the fleet (rarely exceeding two to three minutes) whichever is first, a second gun is fired. At this point the Committee Boat continues on the same course but the Rabbit gybes and cuts in close under its stern on starboard tack, simultaneously losing his special rights. The Committee Boat drops a second mark. All boats must, of course, pass between the two marks in order to start.



The main advantage of this start is that it is self-disciplining and eliminates the general recall. Very little supervision is consequently involved. The main disadvantage is that all the exciting pre-start tactical work is also eliminated, including the exercise of vocal cords and picturesque language. And since the Gate Start is not widely used in international competition, it would no doubt reduce the effectiveness in "normal" starting of fleets who were to use it exclusively.

Another disadvantage is that the Rabbit, by starting on the port tack and holding it along the full length of what is, in effect, the line, becomes committed to the starboard end notwithstanding that conditions may favour a port end start and working up the port side of the windward leg. All other boats are, of course, unaffected by this factor.

As far as the bane of all starting - the windshift - is concerned, this is probably a shade more chaotic in its effect for the Gate than for the normal start. Steady nerves are needed on the Committee Boat, especially in heavy winds, since there is a premium on cutting close; therefore, if boats are concentrated at the starboard end and the wind veers, screaming planes and eyelash transom-cutting are in order.

The main value of the Gate Start, however, - and especially perhaps for the Albacore class - is that it can easily be adapted to informal racing, the friendly get-together of half a dozen boats meeting by chance out in the lake and deciding to race around whatever marks are available. Simply start the Rabbit off from a mark on port tack, cut his transom on starboard tack and away you go. No lining up, no synchronizing of watches, no sneaking ahead. Try it on your lake."

Descriptions of this starting method are not common, but if you wish to obtain some further information refer to Schults "Tactics and Strategy in Yacht Racing" where the gate start is discussed on Pages 71 to 73.

## caa news

. . . .a reminder to slow starters - included again on the last page of this issue is the application form for membership in the Association for 1972. The official-unofficial deadline for membership is May 1; and although it is recognized that this is taxation month and your dues are not deductible, it is important for both the Association and yourself that you renew as soon as possible. In forwarding your \$7.00 now you can be certain of a year book and will be ready for those regattas where membership is obligatory.

. . . .we were delighted at the response to the suggestion that you, the members of the Association, should participate by contributing to the pages of "Shackles & Cringles." The fleets in Ontario have provided a great deal of material, but we were disappointed at not hearing from the West or Quebec. Knowing how long it takes to get a letter from Toronto to Ottawa, it is certain that mail from outside Ontario is on the way and should be here for the next issue.

. . . .the "scoop" on the 1972 Midwinter Championships in Tampa, Florida under "Results," published just one week after the conclusion of the regatta, is by courtesy of Ken Lawrie, father of Malcolm in KC3286 who sailed as top Canadian in the A fleet. Ken kindly agreed to cover the event for "Shackles & Cringles" and the excellent and prompt report is most appreciated.

. . . .the Ontario Sailing Association, in co-operation with Georgian College, will hold its fourth annual Sailing School and Instructors' Seminar at Camp Wahanwowin, near Orillia, between June 21 and June 28, 1972. The course is designed to provide an opportunity for intensive instruction by qualified instructors, on the water, and in a "total sailing environment." The course is available in several sections - the Sailing School takes place between June 23 and 28 and includes separate instruction for those learning to sail, those who wish to improve their sailing and an advanced course for developing special skills. The CYA Instructors' Seminar is between June 21 and 28 for instruction for "red, blue and green" categories. If there is sufficient interest shown there will also be a Race Officiating Course including regatta management and race committee organization. Information on registration, fees and accommodation can be obtained by contacting Adam Fisher, Executive Director of the Ontario Sailing Association, 559 Jarvis Street, Toronto 5, Ontario - telephone 416/964-8655.

. . . .the dates for the Lake Ontario Invitational reported in the last issue have been changed to June 17 and 18. There will be two races Saturday and one on Sunday and in addition to Albacores, there will be starts for Mayfarer, Fireball, and Y-Flyers. This event will be held at Bronte Harbour Yacht Club and details can be had by contacting Don Douglas, 593 Turner Drive, Durlington, Ontario.

. . . .Bill Sellens of the RCYC and Secretary of District 4 reports that the Albacore fleet in the Toronto area will again be divided into "A" and "B" fleets for MYRC competition in 1972, again with separate starts and finishes for both divisions in each regatta.

. . . .the number of boats which turned out for the 1971 "A" fleet races was less than the "B" fleet and in order to equalize the number of starters in each fleet, the officers of the Toronto District have reviewed the 1971 results and selected nine sailors from the "B" fleet for promotion to "A". Those sailors who were in the "A" fleet in 1971 will continue in "A" fleet in 1972.

The new "A" fleet sailors are:

W. P. Bobbs	ABYC	4270
R. Bryant	NTSC	4518
K. F. Bull	TS&CC	4151
J. Flynn	WWSC	4543
R. Jarman	ABYC	81
M. Lawrie	BC	3286
A. Marshall	NTSC	4519
C. Marshall	SJSC	4084
H. D. Williams	RCYC	4293

The "A" fleet will be identified by a 6" x 8" yellow pennant attached to the leech of the mainsail. The 6" side will be attached to the sail, with the upper edge just below the top batten. Toronto Albacore sailors should indicate their fleet classification on the MYRC entry forms as either Albacore "A" or Albacore "B", and remember that they require a valid measurement certificate, particularly a current endorsement for the bouyancy test.

## 6 shackles & cringles

. . . .the following excerpts from the records of the Official Crew Union inaugural meeting were published in a recent issue of the Toronto Sailing & Canoe Club magazine, "Sail & Paddle." The Union, apparently, is dedicated to "that unselfish, hardworking, gentle person who does practically all the work preparing the boat for the new season, takes all the abuse and is rewarded with vague promises . . . the crew."

. . . .this Union was formed recently at a championship regatta in Ireland. Convened at a secret venue, 14 barrels were consumed as an aside to the more important issues at hand. The meeting was terminated after 4 days by the Constabulary, the Statutory Instruments having been completed 48 hours previously.

. . . .RIGGING THE BOAT: Only the helmsman and/or owner shall rig the boat. This is the last opportunity for a dry fag and a brew. It is also a safeguard against blame if the main falls down when you are in the lead.

. . . .GETTING AFLOAT: A crew shall not get wet above the ankles. This is to ban the sacrilegious act of having the crew suspended from the bow in six feet of water, shile the idiot at the blunt end, who manipulates the mainsheet and tiller, fumbles with the rudder. In extenuating circumstances where it is necessary in his own interests for a crew to get wet above the ankles, sub-section 2a provides that a dry towel shall always be placed in the foretank.

. . . .BEFORE THE START: A crew shall not perform any strenuous manoeuvres, e.g. trapezing, prior to the start, so that his ability to win the race will not be impaired due to fatigue, and may also involve getting unnecessarily wet. After the start, anything goes.

. . . .TRAPEZING: There are 47 rules set aside for the well-being of the crew while performing this precarious art. Examples: If you get tired on one tack, fire your bubble gum into skippers leeward ear, swinging your sternmost foot (using the other can be catastrophic) into his - - - -. This obviously signifies "lee-oh", and a quick tack should follow. In the event he dumps you in the drink to windward, strike out violently and invent words for the occasion: the spinnaker pole provides a ready weapon, especially if he has sodden your fags.

. . . .DOWNWIND: Crews may smoke on the downwind legs - despite the spinnaker, you may smoke - this is a tea break.

. . . .LIGHT WEATHER: A minimum of 50 cigarettes must be supplied for crew use and 25¢ donated to Cancer Research, just in case.

. . . .HEAVY WEATHER: A minimum half-bottle of brandy must be supplied, subsistence allowance. Much more is required after the race.

. . . .CAPSIZES: In the event the helmsman should be so careless as to capsize the boat, try to drown him. If the water temperature is above 70 degrees, only push him under twice, making sure you threaten to finish him off if he does it again.

. . . .THE GOLDEN RULE: Helmsmen are inhuman so treat them inhumanly.

. . . .SHOUTING - BY CREW: Crews may shout at skippers at any time and under any pretext.

. . . .SHOUTING - BY HELMSMAN: No helmsman shall ever shout at the crew. Remedy - strike. (This means let everything go and ignore him). If he should persist, hail any other crews in the area and they will come out in sympathy, stopping the race. You're perfectly safe as the spinnaker pole is twice as long as the tiller.



. . . .POST RACE: On getting ashore any breach of the Statutory Instruments by the skipper should be reported to the slip steward, who will take it up with an "independent" tribunal of Crew Union members. After hearing the case, the fines are put into the Destitute Crew Rehab Fund or the Crew's After Hours Drinking Fund (the latter being preferable). In the unlikely event of a win - skipper buys the drinks. In the more likely event of not winning, he buys more drinks.

. . . .young Albacore sailors of proven sailing ability and competitive experience could qualify to compete overseas in an international IYRU event later this year. There will be two events - a Youth Championship and an Olympic Youth Camp. It is probably too late to apply for the Youth Championship for which twenty selected crews would compete for two positions - the deadline was April 1st. However, fifteen young sailors will be selected to attend the Youth Camp to be held in Munich and Kiel from August 15 to September 15, 1972. Selection is open to either sex, ages 17 to 20 and the deadline for applications is May 15 - details can be had from the Provincial Youth Co-ordinator (name your Province) c/o Executive Director, Canadian Yachting Association, 333 River Road, Ottawa K1L 8B9, Ontario.

. . . .listed under "regattas" is an event labelled "24-hour race" to be held at the Stormont Yacht Club, Cornwall, Ontario, August 19 - 20. The invitation asks any other club to send six or more sailors and one boat to take part in a 24-hour endurance race . . . something like the Le Mans of the sailing world. The Club informs us that in the 1971 event an Albacore sailed 135 miles, a GP14 sailed 136 miles and a 5-0-5 sailed 150 miles, with the GP14 winning on handicap. Knowing the difficulty some crews have in seeing the mark in broad daylight, one wonders at the confusion which must result at midnight on a moonless night.

. . . .the Boat Show held in Toronto in February was its usual crowded self, with the Albacore displays prominent and crowded with old and new sailors. Indications were strong that the class will be larger

**ALBACORE**  
FOR PLEASURE AND RACING

• We emphasize quality  
performance & appearance

PROCTOR SPARS & HPL CENTREBOARDS  
ARE STANDARD EQUIPMENT



**SKENE BOATS LIMITED**  
19 Caesar Avenue, Ottawa, 12, Ontario.

**GO FAST**

Specify HPL Airfoil Centreboards & Rudders  
Standard Equipment in Skene Boats



BRAND

Builders Enquiries Invited  
Quality Boat Parts in Wood

**HOVERPRODUCTS LTD**  
49 Cleopatra Drive, Ottawa, Ontario K7G 0B6  
(613) 825-3758 825-5001

again this year with all makers reporting sales to new owners . . . . experienced owners once again had to be frustrated with all the attractive new detailing and fittings appearing on this year's new models from the makers . . . . a great deal of conversation at the show centred about the stiffness or otherwise of spars . . . . one impression from the Show this year was more and more sail and less prominence for the power variety.

. . . .the CBC has asked that a colour transparency of an Albacore be made available and would be used for screening when they report results on sports news broadcasts. If you have a particularly good colour slide of your boat, forward it to the Editor, who will make a choice using quite arbitrary selection criteria. One of the reasons given for needing the slide was that the CBC doesn't want to show a four-masted schooner when it should be an Albacore. Why not?

. . . .the Conestoga Sailing Club event, reported under "Regattas" in this issue, to be held June 3 - 4 near Kitchener, is advertised as a "warm water regatta" with water temperatures in excess of 60°F. This Club sails on Conestoga Dam, 23 miles northwest of Kitchener - Waterloo. The organizers say that the water temperature makes the event a comfortable and pleasant way of starting the season. For registration and baby-sitting information, contact Mrs. Shirley Moss, 84 Homewood, Kitchener (519/576-7865) before May 17.

Items from all over. . . . Ontario District #6 Fleet Captain for 1972 is Michael Dixon of Orillia. District #6 takes in all of Lake Simcoe and includes Barrie, Orillia, Beaverton, Midland and Penetanguishine . . . . it has been reported that well-known competitor Phil East from Britannia Yacht Club, Ottawa, will appear in a new red boat this year. To make a very, very weak pun, we wonder if this is the origin of the much publicized song, "East is Red". . . . a clipping from an English newspaper sent to us is headed "I sailed Atlantic in the Nude, says Nicky." Nicky goes on to say "when I was on deck it was a choice between putting on oilskins and becoming waterproof or taking everything off and being waterproof - I took everything off." Now, there is an interesting idea on crew and equipment . . . . North American champion and intrepid sailor, Bill Gooderham, has had a hand in designing a two-seater iceboat known as an SR-2. It has also been reported that Bill will once again be active in Canada's Cup competition this year . . . . Lloyd Feaver of Hamilton arranged for CAA representation at the Toronto Boat Show. Hamilton and Bronte sailors were present at the Albacore booths, and it is reported they enjoyed the experience immensely . . . . Sicotte Hamilton was in a fairly serious car accident in Montreal in December and was hospitalized with a broken hip. He is recovering well and is back in action, although taking things quietly for the present . . . . Commodore Bob Goodings attended the CYA meeting in Quebec City in February and has promised a full report on happenings there for publication in the next newsletter.

## regattas

## MAY

Spring Open Regatta	May 21	Champlain Yacht Club Orillia, Ont.	2 races	G. S. Hamilton, P. O. Box 32, Orillia, Ont. (telephone Toronto 363-8781)
------------------------	--------	--	---------	--

---

## JUNE

Conestoga Open Regatta	June 3-4	Conestoga Sailing Club, Kitchener, Ont.	5 races	Shirley Moss, 84 Homewood, Kitchener, Ont. (519/576-7865)
MYRC Toronto	June 10	National Yacht Club Toronto, Ont.	A & B classes	MYRC registration c/o Graham Dodd, Apt. 910, 125 Parkway Forest Dr. Willowdale 426, Ont.
Lake Ontario Invitational	June 17-18	Bronte Harbour Yacht Club, Bronte, Ont.	2 races-Sat. 1 race -Sun.	
Open Regatta	June 17	Midland Bay Sailing Club, Midland, Ont.		Steven F. Cerny, P. O. Box 152, Midland, Ont.
MYRC Toronto	June 17	Royal Canadian Yacht Club, Toronto, Ont.	A & B classes	MYRC registration See June 10

---

## JULY

Open Regatta	July 1-2	Barrie Yacht Club, Barrie, Ontario	Albacore start	
MYRC Toronto	July 8	Port Credit Yacht Club	A & B classes	MYRC registration See June 10
MYRC Toronto	July 15	Island Yacht Club, Toronto Ontario	A & B classes	MYRC registration See June 10
District 6 Championship	July 22	Champlain Yacht Club, Orillia, Ont.	2 races	Michael Dixon, c/o Door, Olive, Long, 174 West St. S Orillia, Ontario.

10 shackles & cringles

MYRC Toronto	July 22	Boulevard Club, Toronto, Ont.	A & B classes	MYRC registration See June 10
Annual Open Long Distance Race	July 23	Champlain Yacht Club, Orillia, Ont.		G. S. Hamilton, P. O. Box 32, Orillia, Ont. (telephone Toronto 363-8781
Canadian Junior Championship	July 29-30	Champlain Yacht Club, Orillia, Ont.	5 races	Details to follow
MYRC Toronto	July 29	Toronto Sailing & Canoe Club, Toronto, Ont.	A & B classes	MYRC Registration See June 10

AUGUST

North American Championships	August 18,20	Buffalo Canoe Club, Buffalo, N.Y.		Details to follow
MYRC Toronto	August 19	Etobicoke Power & Sailing Club Toronto, Ont.	A & B classes	MYRC Registration See June 10
24-hour Race	August 19,20	Stormont Yacht Club, Cornwall, Ontario.		John Mahoney, Stormont Yacht Club Box 1321, Cornwall, Ontario.
MYRC Toronto	August 26	Ashbridges Bay Yacht Club	A & B classes	MYRC Registration See June 10

SEPTEMBER

MYRC Toronto	September 16	Queen City Yacht Club Toronto	A & B classes	MYRC Registration See June 10
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.

OCTOBER

Thanksgiving Open Regatta	October 8	Champlain Yacht Club, Orillia, Ont.	2 races	G. S. Hamilton, P. O. Box 32, Orillia, Ont.
------------------------------	-----------	---	---------	---

# results

. . . 1972 North American Midwinter Championships. The 6th Annual Midwinters were held on March 23 - 25, 1972 and were attended by thirty-four boats and crews representing fleets from Maryland, Illinois, New York, Virginia, Ontario, and naturally Florida. In the main, this was a family regatta, - Easter holidays and Canadians escaping the last burst of winter, and the Club facilities making it more than just a sailing event. Six races were scheduled in three days, in keeping with the leisurely pace of the Club and the ever present congenial hospitality of our hosts. However, this onshore hospitality did not continue on the water, as the final results indicate. The Tampa sailors finding no Bill Gooderham, were quietly confident that this was their year and were only stopped in taking all the silver by a new fellow, Bill Shore, from the Buffalo Canoe Club. Bill Shore did win convincingly, although in three races he was pressed hard . . . . the winds during the two days prior to the Regatta were steady at 10 - 12 and allowed tuning of boats and expectations of an excellent sailing regatta. It does not always happen that way!

First Race: Winds were light and variable to the extreme, but Bill Shore, starting at the right end, took the lead and remained unchallenged. The balance of the fleet changed positions frequently. On the first two legs Bob Leonidas held second position but, due to unpredictable shifts, faded to twelfth. Local sailors clinched 2nd, 3rd and 4th.

Second Race: For the second race after lunch, the winds freshened to about 12 and, in contrast to the morning, the winds remained steadier. The fleet was closely packed in two groups with Malcolm Lawrie in the lead, but on the final reach Lawrie and Shore engaged in a downwind duel for the lead, allowing Sahlman to slip through and finish half



Top Canadian boat KC3286, with Malcolm Lawrie and John Dakin finishing 5th overall.

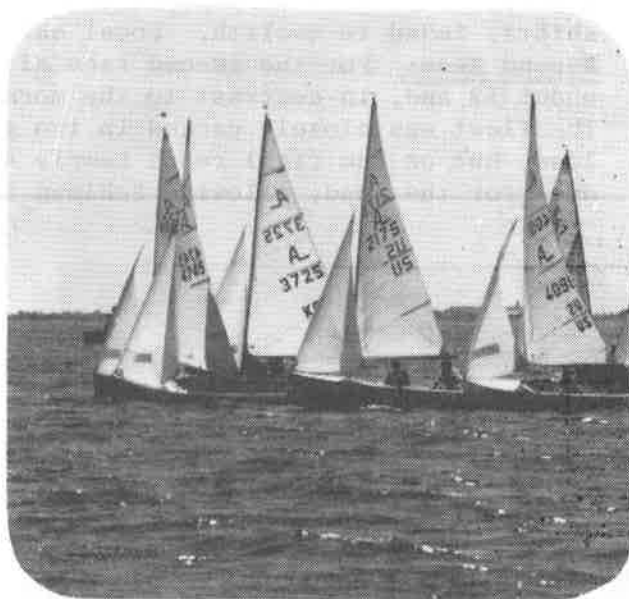


U. S. Skipper Buck's boat being righted minutes before Buck was rescued with a dislocated shoulder

a boat length of Lawrie and Shore. Third Race: Wind conditions a repeat of the first race, light and shifty, which resulted in frequent changes in position. Bill Shore again proving his unquestioned ability to stay out front. First place winner in the second race, Sahlman, was pushed back to thirteenth. Dr. Kettle from Midland was Canada's best, with a fourth. Wallerstein, U. S. Albacore President, had his best race, with a third. Fourth Race: Continuing light winds, shifts of 25° in seconds and local holes which left some sailors stranded and immobile, while others on a more inshore tack gave the appearance of screaming along. Bill Shore again proved to be in the right place at the right time. Gray, Sahlman and Howell from Tampa in 2nd, 4th, 5th, confirmed that local knowledge pays off. Fifth Race: At last some wind, 15 plus, steadier with predictable shifts. Mr. Lawson took over the helm from Mrs. Lawson and indicated that he could sail an Albacore in contrast to his usual position as a Soling crew. He won with a one hundred yard margin over Shore and Lawrie, only to find that they were D.S.Q. for changing skippers. Shore 1st, Lawrie 2nd, Sahlman 3rd. Sixth Race: Abandoned. The Race Committee in "its wisdom" called the last race as the winds increased to 22, gusting to 28. Just what Tony Griffin had ordered. In an effort to convince the Committee that these conditions were for Canadian sailors, Griffin, Leonidas and Lawrie screamed around the Bay in front of the Club, but to no avail . . . .



Tony & Peter Griffin readying KC3725 at the dockside prior to a day's racing.



Aggressive Tampa sailor successfully leading a closely packed fleet at the start.

Revenge was sweet for the Tampa sailors who in previous years had been swamped by Canadian and Northern U. S. sailors. Rudolph with crew Peter Griffin (Tony's brother) sailed consistently in B Class and ended the series with a commendable second. Dick Zimmerman improved with a new hull in the last three races to win sixth. In Class A, Malcolm Lawrie, with crew John Dakin, were the top Canadians,

ending up 5th. Tony Griffin's final frustration on lack of real wind and cancellation of the sixth race, were expressed at the Saturday evening banquet, "The sixth race was cancelled because the winds were too strong for the power boats." Detailed results were:

## CLASS A

1	Shore	US3583	BCC	1	3	1	1	1	0
2	Sahlman	US3569	TYCC	4	1	13	4	3	10.75
3	Howell	US2175	TYCC	2	6	2	5	4	12
4	Gray	US4764	TYCC	3	12	6	2	5	15.25
5	Lawrie	KC3286	RCYC	10	2	8	6	2	17
6	Wallerstein	US3737	PRSA	9	10	3	7	9	27.75
7	Wells	US4745	CYC	11	8	12	3	10	31.75
8	Duncan	US342	PRSA	8	4	9	12	14	33
9	Kettle	KC2888	MBSC	15	11	4	10	11	36
10	Allen	US4091	TYCC	6	9	15	15	7	37
11	Corbin	US4700	PRSA	16	7	7	11	12	37
12	Griffin	KC3725	BLSC	7	14	10	17	8	39
13	Lawson	US3232	ASA	5	5	14	13	DSQ	42
14	Leonidas	KC1812	RCYC	12	15	11	14	6	43
15	Sargeant	KC4547	MBSC	13	13	5	16	13	44
16	Bone	KC4282	TSCC	14	17	16	9	16	55
17	Cerny	KC4258	HBSC	17	16	DNF	8	15	56
18	Railton	KC3236	PSC	DNS	DNS	DNS	DNS	DNS	DNS

## CLASS B

1	Mullen	US2471	TYCC	2	1	1	1	3	1.5
2	Rudolph	KC4080	LJYL	3	5	2	5	2	10.75
3	Thomas	US4225	PRSA	4	3	11	3	6	15.50
4	Parrent	US3394	BBSA	1	4	6	8	6	16
5	Stultz	US3562	BBSA	11	2	4	7	4	16.5
6	Zimmerman	KC333	KSC	14	10	3	2	8	22.25
7	Maremont	US3812	STMBC	6	8	5	10	5	24
8	Heubaum	US2192	GPYC	5	13	9	4	9	27
9	Mellon	US2240	TYCC	7	6	8	6	DNF	27
10	Roth	US1	PRSA	10	7	12	13	10	39
11	Theodorff	US4520	MYC	8	9	15	11	12	40
12	Lollett	US4742	PRSA	9	12	7	14	13	41
13	Vale	US2178	TYCC	12	11	14	15	11	48
14	Clark	US2185	WSLC	DNS	DNS	10	9	DNF	51
15	Bates	US3839	CC	DNS	DNS	DNS	DNS	1	51
16	Thometz	US4743	CC	13	DNF	13	12	DNF	53
17	Buck	US3542	PRSA	DNF	DNF	DNS	DNS	DNS	62

. . . .1971 Canadian Junior Albacore Championships. The Junior Championships were held separately from the Canadian Championships for the first time in 1971, and took place in August at Orillia at the Champlain Yacht Club. The Orillia Rotary Club helped sponsor the event as part of the Rotary Civic Holiday Sports Programme . . . . The regatta drew 74 participants with 2 races on Sunday, one in the morning on Monday and two in the afternoon. Weather conditions were ideal with bright sunshine and moderate winds . . . . a barbecue

and party was held on Sunday evening at the home of Mr. and Mrs. R. H. McRae at which 125 competitors, parents and friends attended . . . both the contestants and the Champlain Club were well pleased with the success of the regatta - the Club notes that 18 local young sailors participated and that the event proved beneficial to sailing generally in the area . . . results in 3 age groups were:

## 17 &amp; UNDER

							Total	Over- all	Pos. in
							Points	Final	Age
								Pos.	Group
4277	Gooderham	2	2	2	1	2	9	1	1
3263	Leonidas	1	7	13	7	1	26	2	2
4297	Gibson	4	8	8	8	6	47.7	7	3
4505	Peden	8	5	10	5	11	50	8	4
1811	Fell	9	9	7	9	8	57	10	5
4547	McGruer	7	12	9	6	15	57.7	11	6
4003	Sarjeant	16	21	18	11	7	76	14	7
4148	Groome	14	15	15	10	17	78	15	8
626	Hare	15	14	14	13	DNS	80	16	9
2270	Young	13	18	11	DNF	16	82	17	10
3443	Frenk	DSQ	DNF	5	12	9	84	18	11
2794	Brock	DSQ	23	25	26	25	123	27	12
4218	Brown	29	28	30	27	28	136	33	13

## 15 &amp; UNDER

652	Giffin	3	4	3	DNF	4	27.4	3	1
3298	Higgins	DSQ	6	4	2	5	32.7	4	2
2880	Lucyk	5	11	DNF	4	3	40.7	5	3
3241	Ewen	6	10	6	3	13	45.1	6	4
4158	McRae	24	1	1	DNF	14	50	8	5
4535	Mills	10	3	16	15	21	64.7	12	6
2	Huffman	11	16	26	14	10	75	13	7
4079	Laidlaw	18	13	12	18	26	85	19	8
4154	Trites	21	19	20	19	12	94	21	9
2704	Hahn	23	20	19	17	18	98	22	10
4068	Forster	19	27	22	20	19	104	23	11
3490	Medley	17	DSQ	21	21	22	105	24	12
4008	Walsh	20	24	31	22	23	113	25	13
3339	Giles	22	26	24	28	24	120	26	14
3948	Wilkinson	26	30	28	23	27	128	29	15

## 13 &amp; UNDER

2273	Jones	12	22	17	16	20	89	20	1
4155	Sneyd	25	25	27	24	29	125	28	2
4152	Scott	28	29	23	29	31	133	31	3
4220	Dixon	27	32	29	25	30	135	32	4
2752	Heuer	DSQ	31	32	30	32	149	34	5
4157	Doner	30	DNF	33	DNF	33	149	34	5



. . . . 1971 Conestoga Sailing Club Results. The results of events held at the Conestoga Sailing Club in 1971 were:

Sunday Handicap Series

- 1 G. Plant
- 2 D. Weaver

Sunday Unhandicapped Series

- 8 races to count
- 1 P. Cowan
  - 2 R. Vandermay
  - 3 G. Plant
  - 4 D. Weaver
  - 5 V. Starchuk

Annual Albacore Regatta

- 1 D. Giffin
- 2 J. Langmaid
- 3 P. Cowan
- 4 R. Vandermay

Electrohome Trophy

- Total of 5 races
- 1 P. Cowan
  - 2 R. Vandermay
  - 3 D. Weaver
  - 4 G. Plant

. . . . 1971 Lake Simcoe - Huronia Championship. Big Cedar Yacht Club was the host for the 1971 Lake Simcoe-Huronia Championship which attracted a large entry for a two-race series on July 24, 1971. Forty-seven boats from seven clubs paddled out to the starting line in a dead calm to be greeted by a postponement gun. The large fleet and lack of wind created drifting conditions and many difficulties at the start but within five minutes just enough breeze came up to make a race of it. Boats that had kept to the shore stayed there but those standing out sailed "out of sight" in the words of one competitor. Jim Vogel was one who was out in the lake and he went on to win the first race. A steady breeze came up and Perry Connolly of "Red Jacket" and Canada's Cup fame outsailed all others to win the second race, however, the steadiness of Steve Cerny of Midland Bay Sailing Club took the regatta with a 3rd and 2nd in both races. The event concluded with a buffet held at Bruce Bone's cottage with 175 attending - and with the bar just nicely opened, the rains came and the celebration continued successfully under the trees. The standing of the leading boats was:

1	Cerny	MBSC	4258	3	2	5
2	Shepherd	BCYC	4280	2	5	7
3	A. Sarjeantt	KBSA	4003	7	4	11
4	Connolly	RPYC	4212	11	3/4	11 3/4
5	Vogel	RPYC	4078	3/4	13	13 3/4
6	Lumbers	RPYC	306	5	9	14
	Bone	BCYC	3100	8	6	14
8	Raikes	KBSA	4125	6	10	16
9	Carmichael	RPYC	4288	17	7	24
	Golden	RPYC	4500	9	15	24
	Millard	BCYC	1598	13	11	24

# technique

An interesting comment of the rules has been sent in by Phil East of Ottawa. To assist in following the decision and appeal, Rules 34, 37.1, and 41 read:

## 34 - Misleading or Baulking

1. When one yacht is required to keep clear of another, the right-of-way yacht shall not (except to the extent permitted by rule 38.1, Luffing after Starting), so alter course as to:
  - (a) prevent the other yacht from keeping clear; or
  - (b) mislead or baulk her while she is keeping clear.
2. A yacht is not misleading or baulking another if shee alters course by luffing or bearing away to conform to a change in the strength or direction of the wind.

## 37 - Fundamental Rules

1. A windward yacht shall keep clear of a leeward yacht.

## 41 - Tacking or Gybing

1. A yacht which is either tacking or gybing shall keep clear of a yacht on a tack.
2. A yacht shall neither tack nor gybe into a position which will give her right of way unless she does so far enough from a yacht on a tack to enable this yacht to keep clear without having to begin to alter her course until after the tack or gybe has been completed.
3. A yacht which tacks or gybes has the onus of satisfying the race committee that she completed her tack or gybe in accordance with rule 41.2.
4. When two yachts are both tacking or both gybing at the same time, the one on the other's port side shall keep clear.

Phil East's comments are that while reading through some decisions made by the CYA Appeals Committee, he was somewhat taken aback by Appeal Case No. 18; Star 5162 vs. Star 4396; Rule 34 - Limitations on the Right-of-Way Yacht to Alter Course.

The facts and decision of the Protest Committee were that S (Star 5162) on starboard tack and P (Star 4396) on port tack were on a collision course on a windward leg, S hailed "starboard" when some distance from P. P eased sheets and began to bear off to pass astern of S. S then tacked onto port. P hardened up, overtook S to windward and sailed parallel to S for four or five boatlengths before colliding with S who did not alter course after tacking onto port. P protested S under Rule 34 and S protested P

under Rule 37.1. The Protest Committee upheld both protests and disqualified P for not keeping clear of a leeward yacht and S for "baulking" P by tacking into her path after hailing "starboard" and did not violate Rule 41. S has appealed her disqualification.

The decision of the Appeals Committee was that the question for interpretation was whether the hail of "starboard" by S altered the respective right and obligation of S and P. The Committee held that it did not. It was not a hail required by the racing rules and can be construed as no more than a seamanlike warning to P of the presence of a right-of-way yacht. As such, it was not a declaration of intent and the hail by S in no way altered the obligations of P or the right of S to tack subject to Rule 41 with which S complied. The appeal of S is allowed and her disqualification by the Protest Committee of the of the Kitsilano YC was annulled. (CYA Appeals Committee January 15, 1972.)

Phil has underlined what he feels is the "meat" of the issue. Since he was under the impression that a hail of "starboard" imposed an obligation on the hailer, and it is obvious that the Protest Committee of the Kitsilano YC agrees with this impression.

It is also interesting because Phil says that he would have disqualified S under Rule 34. This opinion results from his use of "Paul Elvstrom explains . . . . The Yacht Racing Rules." He suggests that in order to avoid infringing Rules 34 and 41 S must not tack until she is past P's course. There may be some doubt as to the actual direction of this course and in this case the onus will be on S to show that P did not have to alter course whilst S's tack was in progress.

In the case quoted Star 4396 had to alter course as the result of Star 5162's tacking.

## opinion

"Shackles & Cringles . . . ."

We blush in acknowledging a number of complimentary letters received commenting on the new format of "Shackles and Cringles." It is hoped that the writers will forgive us for not publishing each of these letters but please accept our thanks for being so nice. . . . We can only hope that the newsletter will continue to interest members of the Association and will provide them with a useful forum and vehicle for their participation.

The Editors.

Championship Eligibility . . . .

As a member of both the Canadian and United States Albacore Association, I feel it is time both organizations set some easily understood and workable guidelines regarding entry into the Canadian, United States, North American and World Albacore Championships.

I have done a considerable amount of thinking on the subject and discussed it with members of both Associations. The suggestions offered below are given with the intent of provoking more of our members into giving thought to the matter.

As a preamble to my suggestions, it is appropriate for me to outline my assessment of the Albacore Class:

1. Enthusiastic membership and leadership.
2. Excellent basic design and quality boat building.
3. "Family" boat, or one that appeals to large numbers of beginners and sailors who do not want to get caught up in the "hot" or Olympic-type class.

I propose the following as a suggested method for determining eligibility in our events noted above. (It should be mentioned that the Mid-Winter Regatta departs from this in 1972 and I presume the results of this experiment will be commented upon elsewhere.)

1. Own an Albacore and be a member of a recognized national Albacore association for one year prior to the regatta; or
2. Own an Albacore and be a member of a recognized national Albacore association for six months prior to the regatta and participate in at least two regattas giving the Albacore a start at which five or more Albacore are in attendance; or
3. Own an Albacore and be a member of a recognized national Albacore association for one month prior to the regatta and not have participated in any Albacore regatta, but apply to the national association sponsoring the regatta for a special exception and permission to enter the regatta; it being the intent of this provision to make regatta entry available to any bona fide active Albacore sailor but to preclude entry by those who might, for one reason or another, wish to enter the regatta as an end to itself and with no obvious interest to continue to participate in and support the Albacore class.

It would be my suggestion that requirements similar to those above be used for basic elibigility and that in those regattas which also require a certain level of competitive ability a performance requirement be added to these. I believe adoption of a policy such

as outlined would strengthen the class, enhance its growth and be fair to those now in the class as well as our future owners.

John O. Duncan,  
Kensington, Maryland.

(Editor's Note: John Duncan was President of the U. S. Association for several years and has been prominent in the development in the class in both Canada and the U. S.)

## classified

Wanted. . . .the National Yacht Club, Toronto is interested in obtaining a good Albacore for advanced training in sailing school. Must be completely equipped. Contact Ed Hearn, 506 Sammon Avenue, Toronto 6, Ontario, telephone 465-0745.

For Sale. . . .AKC 2700, Wood Albacore, 1967, J. W. Davis, England, refinished 1971, excellent condition, rigged for racing. Mid-boom traveller, bending and rigid boom, jib down-haul, Proctor mast, North & Jeckell sails, bailers halliard winches, etc. Trailer and cover optional. Contact John Anderson, 976 Mohawk Street, Oshawa, Ontario, telephone 416/725-5755.

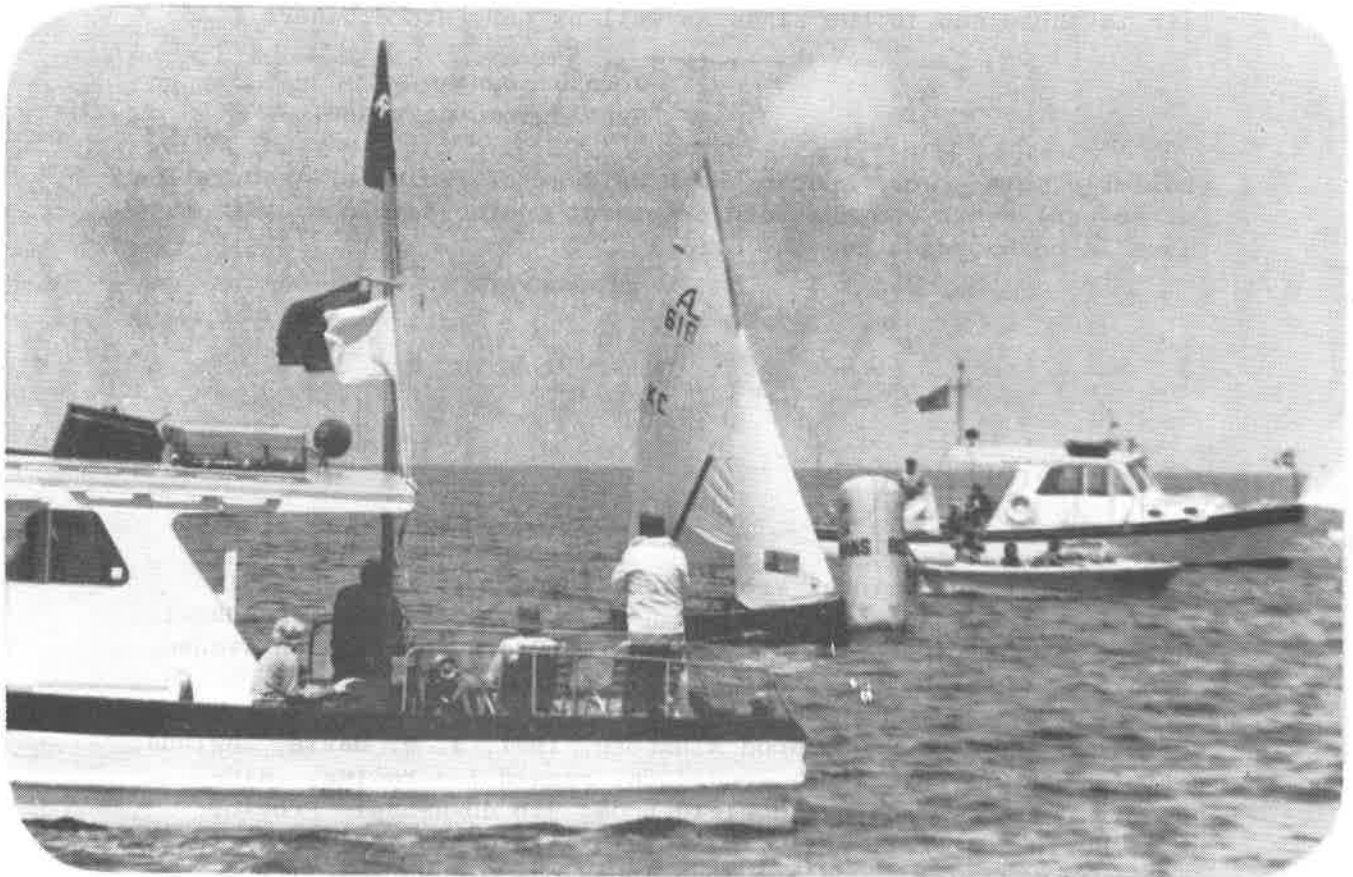
Help. . . .the Commodore, on instructions from his wife, is in dire need for a resting place for the official Albacore plug. The plug is insured, wrapped and on a trailer and needs a good home. Any volunteer with space within 50 miles of Toronto please contact Mrs. Goodings by telephoning 416/922-5738.

Wanted. . . .two Fibreglas Albacores, preferably Grampian, for instructional use at children's camp. Contact C. Labbett, 3 Pine Forest Road, Toronto 12, telephone 489-1032.

For Sale. . . .1968 Grampian #3137, fibreglas hull, white with blue deck, folding rudder, dacron sails, aluminum mast, boat cover, located at Port Carling, Ontario. \$998.00. Contact William McCance, 72 Larrentide Drive, Don Mills, Ontario, telephone 447-8387.

For Sale. . . .Albacore, Whitby, good condition \$790.00, H. Poultney, 112 Chatsworth Drive, Toronto, Ontario, telephone 488-7301.

# shackles & cringles



## 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.