

SPECIAL ISSUE  
CANADIAN CHAMPIONSHIPS

# shackles & cringles

canadian albacore association

newsletter

canadian albacore association  
193 high park avenue, toronto m6p 2s3

SEP 27 1999  
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SPECIAL ISSUE RE  
CANADIAN CHAMPIONSHIPS

J. O. Duncen  
7800 Buckboard Court  
POTOMAC, Maryland 20854  
U.S.A.



APPLICATION FOR NEW MEMBERSHIP

To: Canadian Albacore Association  
193 High Park Avenue  
Toronto, M6P 2S3, Ontario.

DATE.....19....

..... 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  
ASSOCIATE MEMBERSHIP \$3.50 (Non Boat Owner)

MEMBERSHIP RENEWAL FORM

Memberships are now due for the 1973 season.

To: Canadian Albacore Association  
193 High Park Avenue  
Toronto, m6p 2s3, Ont.

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

..... Sail No. ....  
(Home Residence) (Please advise change of address)

..... 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  
ASSOCIATE MEMBERSHIP \$3.50

# shackles & cringles

canadian albacore association

volume XII number 3

august 1973

## comment

This issue of Shackles & Cringles deals primarily with the coming Canadian Championships and results of the recent Junior and World Championships. However, there is in this issue, and excellent article by Alex Macnaughton on "Light Air Racing".

We are now halfway through the sailing season with three of the C.A.A. Championships behind us, the North American, Canadian Junior and the 2nd World Championship and we are now looking forward to the 13th Canadian Championships. A great deal of effort and consideration has gone into this event to ensure all contestants and their families, a happy and fun-filled weekend, and we look forward to seeing you there.

The Junior Championship, from all reports, was a great success. Here again, a great deal of effort and planning went into the organizing of this event. May I, on behalf of the C.A.A. Executive, and Members, express my sincere appreciation to Members of South Muskoka Sailing Club, who gave up their sailing and gave so freely of their time in making the regatta one of the best ever. It was my pleasure to meet many of the members of the various committees and can tell you, it's a lot of plain hard work, billeting some seventy-five juniors, making up over 500 lunches, and all the many tasks which go into the making of a first-class event, which indeed this was.

The 2nd World Championship - Race 1 and 2, were sailed in heavy weather - 35MPH with higher gusts to 40. The remainder were light to medium winds all but one race inside the Plymouth Sound. Tides, starting, winds, naval craft, freighters and tough English competition, all contributed to interesting but not particularly productive results from the Canadian competitors. There were 150 entries with most out during the lighter wind sessions and about 110 or so out in the very heavy blows. The winners of both series were very consistent showing a high class of sailing ability and well deserved their trophies. The graciousness of our hosts and the interesting area both on land and at sea were sufficient to make the entire regatta a most memorable occasion. (World report obtained from Bob Goodings, Past Commodore, who was one of our Canadian contestants).

Wishing you safe and happy sailing for the rest of the season!



SPECIAL NOTICE TO ALL CONTESTANTS1973 CANADIAN ALBACORE CHAMPIONSHIPSSEPTEMBER 21 to 23, 1973

In the "Notice of Race" paragraph 4 Elegibility the helmsman must meet both requirements, not just one as originally published.

All resorts provide towels for normal residents. As sailors are notoriously wet we suggest you bring a few extra beach towels.

We have cautioned you twice already - meals are by presold tickets only so send in your form promptly.

NOTE: Total costs at Fern Resort. Fern is a high quality family type resort with some rooms and cottages accomodating eight people with economies accordingly. See items 15 and 16 in "Notice of race".

(2nd) NOTICE OF RACE1. Date and Location

September 21st to 23rd, 1973, Fern Resort, Orillia, Ontario

2. Entries

The entry fee for applications postmarked on or before September 8th will be \$19.00. Entries will be accepted after that date up to Midnight, Monday, September 17, at an entry fee of \$22.00.

Note: Entry fee includes two box lunches, Saturday, September 22nd.

3. Classes

There will be three classes, as follows:

- |              |   |
|--------------|---|
| A Class      | - the best helmsmen   |
| B Class      | - the average helmsmen  |
| Senior Class | - helmsmen 40 years of age or over. Their crews may be any age. |

The Regatta Committee will determine the allocation of helmsmen to each class. Juniors are welcome to enter this regatta.

4. Eligibility

The intention of this regulation is to limit entry to this regatta to active Albacore sailors who have a continuing interest in the Class. The named helmsman must meet both of the following classifications:

- I Be a member or an associate member of a national Albacore Association
- II a) own an Albacore or be a member of the immediate family of an Albacore owner and satisfy the Regatta Committee that he has an active and continuing sailing interest in the Class; Or
- b) have been an active sailing member for at least one season of a club or association (such as the YMCA) which owns Albacores that are regularly used and raced by its members;
- c) be specially sponsored by the C.A.A. to create interest in the Class in areas where the Albacore is not well known or for reasons considered by the C.A.A. to be of benefit to the Class.

Active membership in a recognized Albacore fleet for at least one season or frequent cottage or non-competitive sailing of an Albacore will normally qualify an entrant under II a). Entrants are requested to state their sailing experience in Albacores on the application form herewith.

#### 5. Helmsman and Crew Changes

A helmsman may not be changed during a race except for very brief periods in an emergency. However, the helmsman may be changed from race to race provided the substitute helmsman:

- a) is eligible under para 4) as aforementioned;
- b) if in the Senior Class, is 40 years of age or over;
- c) if in B Class, is not in the opinion of the Race Committee of A Class calibre;
- d) is accompanied in the boat by the helmsman named in the application.

Crew change will be allowed if application is made to the Race Committee before the start of the series and the name and weight of the crews concerned and the races in which they are to sail is stated. No crew changes will be permitted subsequently unless the Race Committee is satisfied that the weight of the substitute crew will not give the applicant an advantage considering the forecast winds.

#### 6. Races

A fleet off Mara Provincial Park, Lake Simcoe, launching off the beach

B and Senior fleet off Couchiching Municipal Park, Orillia

There will be six races, weather permitting, as follows:

NOTE: No skippers' Meeting will be held. All changes will be posted on boards at Fern, Mara Park & Couchiching.

Friday	2:00 p.m.	1st and 2nd Races
Saturday	9:30 a.m.	3rd Race
	2:00 p.m.	4th and 5th Races
Sunday	9.30 a.m.	6th Race

If any race scheduled for Friday or Saturday is cancelled, the Race Committee may schedule a second race on Sunday morning. No races will be started on Sunday after 12 noon.

If six races are sailed, the best five will count.  
 If five races only are sailed, the best four will count.  
 If four races or less are sailed, all will count.

For skippers in B and Senior Classes only who are unable to race on Friday, the following rules will be used to compute their overall scores. This arrangement will not apply to A Class.

- a) Two races must have been run and completed by the Race Committee on Friday.
- b) One of the Friday races missed will constitute the one throw-away race.
- c) The score for the other missed race will be calculated as follows:

$$\text{Score} = 5 + \frac{\text{Total score of all races sailed}}{\text{Number of races sailed}}$$

(Fractions to nearest whole point higher.)

- d) if 4 races or less are run and completed by the Race Committee, the score for one of the missed Friday races will be as calculated in c), and the score for the other will be as D.N.S.

## 7. Scoring

The Olympic system of scoring will be used.

## 8. Awards

A Class (Canadian Champion) - John Geikie Trophy  
 Senior Class (overall winner) - Boat Builders Trophy

Presented by: Grampian Marine Ltd.  
 McGruer and Clark Ltd  
 Whitby Boat Works Ltd.

B Class overall - Hiram Walker Trophy

Keeper trophies will be presented for the first five overall places in each class.

A prize will be presented to one sailing family in each class, not included in the first five overall finishers.

Ribbons will be presented for the first five places in each race in each class.

### 9. Courses

The courses will be triangular with each leg approximately one mile long. At the discretion of the Race Committee and depending on the weather, each race will be sailed twice round the course with an additional windward leg.

### 10. Registration

All entrants must register at the registration desk in the Friar's Heel on arrival. The registration desk will be open from 9: a.m. through Friday, September 21st and from 8:00 to 9:00 a.m. Saturday 22nd

### 11. Measurement and Buoyancy

Every boat must have a valid measurement certificate, with a buoyancy endorsement not more than 12 months old. The certificate must be shown at registration.

It is impossible for the C.A.A. to process measurement certificates in time for the regatta for boats measured after September 8th, 1973. (See the 1973 Year Book for the rules and a list of qualified measurers.)

### 12. Sailing Instructions

Sailing instructions and a detailed program will be given to each entrant at registration.

Races will be sailed under the 1973 C.Y.A. Racing Rules as amended by the Sailing Instructions.

### 13. Program

#### Friday, September 21st

12:00 noon - 1:00 p.m.	- Lunch (by cash) buffett
5:30 p.m - 7:30 p.m.	- Cash Bar
7:00 p.m. - 9:00 p.m.	- Hot and Cold Buffet (by ticket)
9:30 p.m	- C.A.A. Annual General Meeting - Friar's Heel

#### Saturday, September 22nd

7:00 a.m. - 8:30 A.M.	- Breakfast (by ticket)
12.00 noon (approx.)	- Box Lunch (by ticket)
6:00 p.m. - 7:30 p.m.	- Commodore's Reception (Cash Bar) Friar's Heel
7:30 p.m. - 9:00 p.m.	- Dinner (by ticket) Spanish Rose Mistala courtesy of Hiram Walker. "à discrétion au tonneau"
9:00 p.m. - 11.30 p.m.	- Dancing (Dining Room)
9.30 p.m	- Film - Friar's Heel



Sunday, September 23rd

7:00 a.m. - 8:30 a.m.	- Breakfast (by ticket)
1:00 p.m.	- Lunch (by ticket)
3:00 p.m.	- Presentation of trophies

14. Launching and Parking

Assistance will be available at the launching areas. Parking for cars will be at the hotel and launching sites.

15. Accommodation

Entrants may apply for accommodation in the Fern Resort who when full may assign you to other accommodations. The latter are all within easy reach of Fern Resort. Final confirmation of reservations with Fern Resort or with another motel is the responsibility of the entrant and must be made directly with the hotel or motel concerned. Applications will be administered by Fern resort and should be sent to:

Reservations Manager,  
Fern Resort,  
R.R. #5  
Orillia, Ontario.

A deposit of \$20.00 must accompany the application for accommodation. Refunds on deposit less 10% will be given if received prior to September 14th, 1973.

16. ARRANGEMENTS WITH FERN ARE:  
WEEK-END PACKAGE

Accommodation Friday and Saturday Nights  
Hot and cold buffet Friday Night  
Breakfast Saturday Morning  
Travel Box Lunch for Sat. (included in Entry Fee for two sailors only)  
Extra for others

Banquet Saturday Night  
Breakfast Sunday Morning  
Buffet Sunday afternoon

This package does not include lunch on Friday. A luncheon buffet will be available for \$2.50 per person.

The MAIN INN \$43.70 per person (38.00 plus 10% Grat. \$3.80 plus \$1.90 Tax.)

COTTAGE ACCOMMODATION \$41.40 per person (\$36.00 plus \$3.60 Grat. \$1.80 Tax)

MAIPOSA INN \$39.10 per person (34.00 plus \$3.40 Grat. plus \$1.70 Tax.)

\*  
Rates quoted are on the basis of two persons in each room. If more than two person wish to occupy a room the number above two will be charged \$34.50 (\$30.00 plus 3.00 Grat. plus 1.50 tax)

NOTE: The week-end package is reduced according to the following:

Under 6 25% of adult rate according to accomodation occupied  
 7-12 50% of adult rate according to accomodation occupied  
 13-17 75% of adult rate according to accomodation occupied

When Fern Resort is filled they will make reservations at other motels. Lakeside Motel, Orchard Point Marina, Birchmere, and Champlain Hotel.

THE WEEK-END PACKAGE FOR THESE ACCOMODATIONS ARE \$37.95 (\$33.00 plus \$3.30 Grat. plus \$1.65 tax.) Should this group for their own convenience wish to obtain their breakfast closer to their accomodations THE PACKAGE WOULD BE \$33.93.

Guests Camping, Commuting or making their own arrangements, the meal rate are: ( Order direct - to Fern Resort on enclosed form).

Friday Luncheon	\$2.50	per person	(includes Grat.)
Friday night buffet	\$6.60	"	(includes tax " )
Breakfast	\$2.20	"	(includes .20¢ grat.)
Extra Sat. Box Lunches	\$2.00	"	
Banquet & Dance Sat. night	\$6.60	"	( tax & Grat.
Buffet Sunday	\$4.12	"	included)

Note: The Banquet Saturday night includes Spanish Rose Mistala courtesy of Hiram Walker "à discrétion au tonneau"

Extra wine may be purchased from the hotel.

#### 17. Camping

Camping is available at Tudhope Park, Orillia. - contact Orillia Parks Department:

Mr. Shaver, 30 Peter St. South, Orillia, Ontario

Camping is not available at Mara Park. It is officially closed except for our regatta.

#### 18. Boats needed

It is likely this year that competitors from B.C., Manitoba and possibly Quebec and the Maritimes will attend. If you can lend a reasonably competitive boat to us with or without sails it would be most appreciated. Towing and help could be found if necessary. Please let Fred Francis, 416 -421 - 5771, Toronto, know as soon as possible. Those who may be attending out of the area regattas will certainly appreciate the problem. This matter is urgent and important to the entire Canadian Albacore Association.

#### 19. Scoring

Will be handled by Dr. John Wilson on a computer by telephone hook-up.

Everything was done by 3 p.m. last year so the prize giving was on time and short.

NOTE - We are still looking for an assistant for Dr. Wilson.

# technique

## LIGHT AIR RACING

A sailboat does not perform efficiently in a very light air. It needs some speed to reduce leeway. In very light air, especially when beating to windward, the centreboard, rudder and keel of the Albacore are not sufficient to reduce leeway to an acceptable angle of  $7^{\circ}$  or preferably less. The boat progresses with considerable underwater disturbance and its speed is reduced.

It is when beating that leeway of  $7^{\circ}$  or more may occur with its slowing effect. There are three ways to reduce leeway to an acceptable minimum when the wind is very light and when one is beating, the first one being major.

1. One should sail off the wind a few degrees or "foot". Sailing off the wind a few degrees will increase speed and therefore increase considerably the power of the centreboard, rudder and keel to keep leeway to an acceptable angle. You will reach the weather mark faster.

2. A sail works most efficiently if the chord of the sail, i.e., the straight line drawn from the edge of the luff (front edge) of the sail to the edge of the leech (aft edge) is at an angle of  $24^{\circ}$  to  $27^{\circ}$  to the apparent wind coming across the boat as you are sailing. The necessity of beating close to the wind to reach the weather mark quickly requires most beating, as distinct from reaching, to be done with sails at about  $22^{\circ}$  to the wind. Sails do not actually luff until their angle to the wind is about  $18^{\circ}$ . A sail will have almost as much power at  $18^{\circ}$  to the wind when it starts to luff as at  $22^{\circ}$ , the preferred angle for beating. However, in very light airs, to reduce leeway, it is important to have as much as possible of the pushing (windward side) and suction (leeward side) power of the sail operating forwards and as little as possible operating sideways. The power of the wind pushing and sucking the sail sideways is, of course what is causing the excessive leeway. The result is that when beating in very light airs, one should let one's sails out until they are on the verge of luffing so that as much as possible of the force of the sails is forwards and as little as possible sideways.

3. Another method of making it possible to have more of the sails' power pushing and sucking the boat forward and less sideways, is to flatten the sails. A sail will work most efficiently with a draft (camber) of 1 to 7, i.e., the depth of the draft should be reduced to 1 to 10 and in very light air, the draft should be reduced to 1 to 15. When the draft is so reduced, the sail can be let out further before it will luff, with the result that more of the power is directed forward and less is directed sideways.

In very light air when beating, a very flat sail, let out as far as possible, will produce considerably less leeway and you will reach the windward mark quicker.

To put into effect paragraphs numbered 1, 2 and 3, it will be necessary to have the fairlead for your jib sheet fully adjustable. Moving it aft and sheeting a little harder will flatten the jib. To move it outwards (in effect) towards the outside edge of the gunwale your boat should be equipped with "Barber haulers". Such are blocks (pulleys) normally riding loosely on the jib sheet between the clew (bottom aft corner) of the jib and the fairlead, and attached to a line. By pulling the line towards the outside edge of the gunwale and cleating it, you pull the jib sheet and therefore the jib, outwards. Actually the line often goes down and under the outside edge of the gunwale through the hull and over to the windward side following a suitable path to its cleat.

When beating in light airs, the battens should point to leeward rather than in a direction parallel with the centreline, their normal position, or, improperly, to windward. To help achieve such, the traveller should be positioned to windward so that there is as little pull as possible on the boom from the mainsheet. Often the weight of the boomvang on the boom is a disadvantage in very light winds and it should be disconnected.

The draft (camber) of the mainsail should be as far forward as possible in light air. A cunningham hole is a grommet hole in the hem of the luff of a sail, about ten inches above the tack (front bottom corner). A line through a cunningham hole and cleated is used in heavy winds to pull down the luff of the mainsail or the jib. This pulling down of the luff causes a somewhat unsightly gathering of folds below the cunningham hole, but such is justified because the draft is both reduced and pulled forward. In light winds also, the draft of the mainsail can be reduced and pulled forward to advantage by the use of the cunningham line. However, in light winds a gentle pull only may be used in order to make certain that the luff of the mainsail does not develop vertical folds which will reduce its efficiency as an airfoil.

In light air racing, the amount of drag caused by the wetted surface of your Albacore is important. The less wetted surface, the less drag. In brisk winds, the amount of water being pushed aside by the hull is more important than the drag caused by wetted surface. The part of the Albacore hull normally under water may be considered two hulls. The forward part of it is designed to be used in light air and the aft part of it is designed to be used when planing. Most sailing is done using some of both hulls. But in all light air racing and also when beating in light to medium air, both members of the crew should sit forward in order to reduce the wetted surface. The relatively flat aft part of the hull will be mostly out of the water.

If the lightness of the wind will allow it, the skipper and crew should sit opposite each other. Such increases the stability of the boat when waves from motor boats will disturb the water and the sails will be disturbed less. The skipper and crew should sit still in light airs. Any movement may damage the airfoil shape of the sails.

In very light air, when beating and close reaching, you really need more area in the centreboard, rudder and keel than the designers

of the Albacore gave us. All well designed centreboard or dagger-board sailboats have this characteristic. But reduction of wetted surface when sailing in light airs is important. When reaching and running, hoist the centreboard as much as possible until leeway is noticeable and if your rudder is of the type that will lift, allow it to do so.

The sails must take an airfoil shape. The helmsman and crew should allow the boat to heel just enough in order that such will occur. The helmsman and crew should be on the alert for light zephyrs which will fill the sail without any heeling or with little heeling being required. Whenever such occurs, they should immediately reduce the angle of heel as much as possible. Apart from this principle, an Albacore should be sailed level. There are several reasons why a sail will not operate as efficiently when heeled as it will when perpendicular to the water. Boats of some other classes are meant to be sailed heeled because the amount of wetted surface is reduced when such a boat is heeled. In the Albacore, the reduction of wetted surface is obtained by moving forward and not by heeling the boat, a more efficient system.

The secret weapon for sailing in very light airs is a highly efficient telltale on the top of the mast. In light air the wind is often fluky. Whatever telltale you use, you should be confident of its sensitivity to the slightest change in the wind. Often you will find in light airs that you can sail to advantage much higher than competitors for a short period and conversely, that you should sail off the normal direction of the wind for a period.

For several minutes prior to the start, sail closer and closer to the starting line, with due regard to the rules. With many boats in the proximity of the starting line, sometimes the wind will drop to practically zero and it will be difficult to get to the line on time. Clear wind is more important in light airs when starting than at any other time. Start at a point on the line where you believe there will be the least starters.

Alex Macnaughton

Editor's note: Alex Macnaughton is known to a great many Albacore sailors for his sailing ability, and perennial firsts in past Albacore Championships. Alex served on the Executive for a number of years and is a Past Commodore of the Association. You will see articles written by Alex, in Better Boating, a Canadian publication, and he sails at Muskoka Lakes Sailing Club on Lake Rosseau and at the R.C.Y.C. Toronto.

## classified

FOR SALE: ALBACORE No. 3726, DAVIS of England, Wght. 244, inside and outside sheeting Proctor Mast, two booms, two suits of sails Murphy & Nye, and Musto & Hyde. A fast and beautiful boat. \$1900. Contact S. Dalton, 52 Water St. N. Cambridge (Galt) - 519-621-2460.

## results

1973  
CANADIAN JUNIOR ALBACORE CHAMPIONSHIPS  
SOUTH MUSKOKA SAILING CLUB - ONTARIO

JULY 28-29

AGE GROUP 13 AND UNDER

No.	Name	Race 1	Race 2	Race 3	Race 4	Age Group		Overall Final Placing
		Pos.	Pos.	Pos.	Pos.	Pts.	Placing	
4422	Hamilton, L.	29	28	10	9	65	1	17
4004	Wimmer, S.	30	35	36	DSQ	119	2	32
4152	Roth, B.	34	38	40	30	120	3	33
4811	Wright, K.	38	39	31	38	125	4	36
4248	Moody, D.	32	DSQ	42	39	131	5	38

AGE GROUP 14-16

471	Grant, D.	14	7	5	20	43	1	6
4577	Pol, W.	16	19	4	19	55	2	14
4514	Chittick, P.	20	25	7	14	59	3	15
711	Jarrett, S.	11	20	11	22	60	4	16
3443	Newton, G.	18	31	8	32	75	5	20
4276	Charlsworth, B.	23	DNF	19	16	76	6	21
3453	Hart, M.	24	18	32	18	78	7	22
4014	Tawastjerna, G.	22	26	22	36	88	8	23
4618	Jones, L.	27	24	26	24	92	9	25
3137	Baarbe, R.	37	23	39	17	95	10	27
4155	Sneyd, M.	21	32	24	35	95	10	27
4827	Leitch, J.	35	37	29	26	108	12	29
4849	Truemner, R.	33	DSQ	33	27	111	13	30
4832	Wright, T.	31	29	38	37	115	14	31
4650	Cumming, A.	DNF	40	23	40	121	15	34
4220	Dixon, N.	42	36	34	DSQ	130	16	37

AGE GROUP 17-19

4808	McRae, M.	7	2	2	3	11.7	1	1
4148	Groome, D.	1	16	6	4	19.7	2	2
4814	Payne, R.	10	3	13	1	21.7	3	3
1812	Leonidas, B.	2	4	12	11	28	4	4
4270	Young, C.	19	15	1	7	34	5	5
3241	Ewen, M.	5	11	20	10	43	6	6
3451	Box, K.	9	9	9	23	45	7	8
4609	Wilkinson, W.	3	30	27	6	50.4	8	9
4633	Gooderham, B.	17	10	15	8	51	9	10
4888	Frenke, B.	8	13	18	13	52	10	11
4813	Reeve, B.	12	12	25	12	54	11	12
4241	Glew, M.	6	21	16	15	54.7	12	13
4244	Francis, D.	26	5	17	28	65	13	17
4268	Rider, D.	39	8	21	25	72	14	19
4205	Raymond, J.	15	27	41	29	89	15	24
5505	Box, T.	28	14	35	33	93	16	26
4003	Sarjeant, D.	40	34	37	34	123	17	35
3960	Jackson, J.	41	33	43	41	133	18	39
4473	Gandy, J.	4	1	3	2	8.7	NG	
4508	Morrison, D.	13	17	28	5	52	NG	
4801	Boyd, G.	25	6	14	21	58.7	NG	
4815	St. Jacques, R.	36	22	30	31	101	NG	

The Ontario Sailing Association Junior Age Group 19 and under, zone sail-offs, to determine the winners who will enter the National Championships, were held during our Canadian Junior Championships. Results are shown as follows:-

ONTARIO PROVINCIALAGE GROUP 19+

<u>No.</u>	<u>Name</u>	<u>Race 1</u>	<u>Race 2</u>	<u>Race 3</u>	<u>Race 4</u>	<u>Total Points</u>	<u>Overall Final</u>
		<u>Pos.</u>	<u>Pos.</u>	<u>Pos.</u>	<u>Pos.</u>		<u>Placing</u>
4473	Gandy, J. Nininger, J.	4	1	3	2	8.7	1
4808	McRae, M. McRae, K.	7	2.	2	3	11.7	2
1812	Leonidas, B. Russel, T.	2	4	12	11	28	3
3241	Ewen, M.	5	11	20	10	43	4
4508	Morrison, D. Rinney, K.	13	17	28	5	52	5
4241	Glew, M. Glew, R.	6	21	16	15	54.7	6
4801	Boyd, G. Richardson, J.	25	6	14	21	58.7	7
4815	St. Jacques, R. Holley, T.	36	22	30	31	101	8

WORLDS & BRITISH NATIONAL RESULTSPLYMOUTH, ENGLAND - AUG. 5-10/73

<u>Boat No.</u>	<u>Helmsman</u>	<u>Club</u>	<u>Race 1</u>	<u>Race 2</u>	<u>Race 4</u>	<u>Race 5</u>	<u>Race 6</u>	<u>Standing</u>	
			<u>1</u>	<u>2</u>	<u>4</u>	<u>5</u>	<u>6</u>	<u>World</u>	<u>Brit. Nat.</u>
1932	Herbert	Parkstone Y.C.	1	2	2	4	136	1	2
5175	McNamara	Grimsby Y.C. (Eng.)	2	DNF	1	1	9	2	1
5142	Crebbin	Cambridge C.C.	9	1	6	5	1	3	4
1467	Ellis	Parkstone Y.C.	6	4	5	2	5	4	3
2041	Bott	RAF - S.A.	7	13	3	3	15	5	5

13 CANADIAN ENTRIES

783	Brown	Port Credit Y.C.	DNF	26	48	42	12	25	42
3731	Poyntz	Lake of Bays S.C.	59	37	66	54	2	30	55
3765	Gibson	" " " "	56	DNF	52	55	45	55	60
4062	Kettle	Midland Bay S.C.	DNF	DNF	116	124	150	127	122
4244	Francis	S.Muskoka S.C.	20	DNF	34	28	52	27	25
4644	McGruer	Owen Sound	65	53	97	109	79	86	84
4675	Rogers	Pointe Au Baril	77	DNF	104	101	100	114	104
4789	Cerny	Midland Bay S.C.	64	DNF	43	23	54	45	46
4825	Magnini	Grimsby S.C.	16	27	18	37	74	20	21
5000	Langmaid	Shadow Lakes S.C.	68	DNF	70	70	32	66	80
5008	Goodings	Toronto S & C.C.	DNF	50	56	71	136	82	65
5009	Thompson	Calabogie S.C.	DNF	DNF	25	45	21	49	66
5600	Griffin	Balsam Lake S.C.	33	41	31	61	62	38	36

NOTICE OF MEETING  
CANADIAN ALBACORE ASSOCIATION

Notice is hereby given that the 1973 General Annual Meeting for the Canadian Albacore Association will be held at Fern Resort, Atherley, Ontario, on Friday, September 21, 1973, at 9:00 P.M., or as close to that time as possible.

The principal business to be transacted will include:

- Reports from Officers of the Executive
- Report on amendments to the Constitution and By-Law changes (See copy attached).
- Report of Nominating Committee
- Election of officers for the next fiscal year
- Any other business that shall properly come before the meeting in accordance with the By-laws of the Association.

Members may give their proxies to other members to vote for them at this general meeting of members.

Christopher B. Paterson  
Secretary-Treasurer

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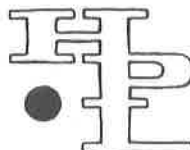
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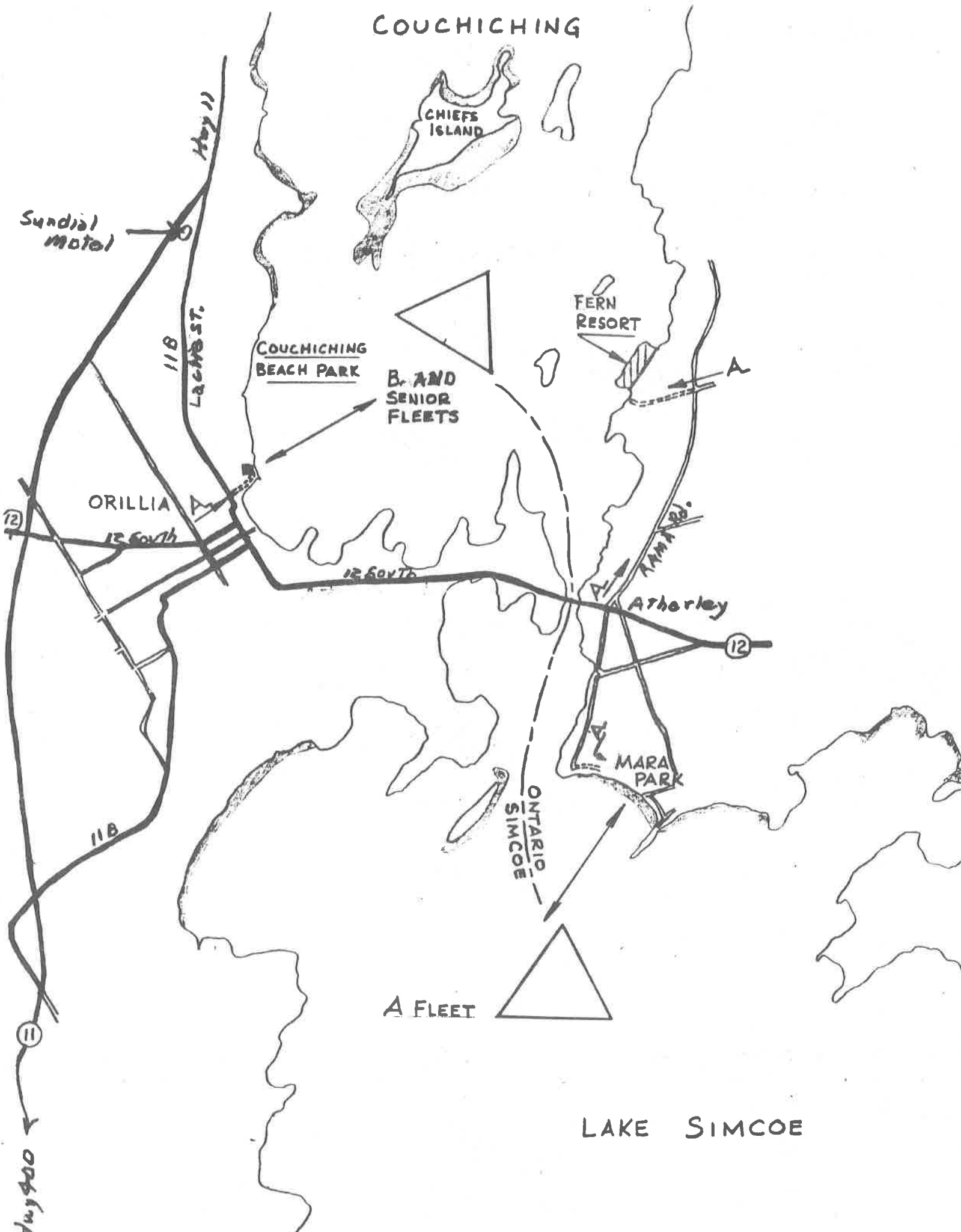








COUCHICHING



CHIEFS ISLAND

Sundial motel

May 11

11B

Lacka St.

COUCHICHING BEACH PARK

B. AND SENIOR FLEETS

FERN RESORT

A

ORILLIA

126 South

126 South

Arherley

12

MARA PARK

ONTARIO SIMCOE

A FLEET

LAKE SIMCOE

400

11B

