

APRIL 1974

# shackles & cringles

canadian albacore association

## newsletter

RETURN POSTAGE WILL BE PAID BY  
Canadian Albacore Association  
P.O. Box 4,  
Etobicoke, Ontario M9C 4V2

APR 27 1974  
10 27 1974



J. O. Duncan  
7800 Buckboard Court  
FOTOMAG, Maryland 20854  
U.S.A.

FIRST CLASS MAIL



APPLICATION FOR NEW MEMBERSHIP

To: Canadian Albacore Association  
P.O. Box 4,  
Etobicoke, Ontario. M9C 4V2

DATE.....19....

.....  
(Name)

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

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

..... 5 Boats & Under \$7.00  
(Club Affiliations, if any) Fleet Membership: 6 Boats & Over \$10.00  
MEMBERSHIP FEE \$7.00 - Please enclose cheque payable to the Canadian Albacore  
ASSOCIATE MEMBERSHIP \$3.50 (Non Boat Owner) Association

MEMBERSHIP RENEWAL FORM

Memberships are now due for the 1974 season.

To: Canadian Albacore Association  
P.O. Box 4,  
Etobicoke, Ontario M9C 4V2

Date.....19....

.....  
(Name)

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

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

..... 5 Boats & Under \$7.00  
(Club Affiliations, if any) Fleet Membership: 6 Boats & Over \$10.00  
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ASSOCIATE MEMBERSHIP \$3.50 Association

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volume XIII number I

april 1974

MAILING ADDRESS:

P.O. Box 4,  
ETOBICOKE, ONTARIO, M9C 4V2

PHONE: (416) 621-9685

## comment

SPRING IS 'OFFICIALLY' HERE: 'TIS TIME TO UNFURL THE SAILS, SWAB THE DECKS AND HEAD FOR OPEN WATERS.

GREAT PLANS ARE UNDERWAY FOR ALL ALBACORE SAILORS, WHETHER YOU ARE A DAY SAILOR, FAMILY SAILOR, OR COMPETITIVE SAILOR - THE CANADIAN ALBACORE ASSOCIATION, HAS A PROGRAMME FOR YOU.

THERE WILL BE SEMINARS, SAILING SCHOOLS, CAPTAINS' MEETINGS, AND MANY FUN-FILLED REGATTAS FOR YOUR SAILING PLEASURE THIS SEASON.

MANY HELPFUL AND WORTHWILE ARTICLES WILL APPEAR IN FUTURE ISSUES OF SHACKLES & CRINGLES, WHICH WILL PROVE OF INTEREST TO THE NOVICE OR SEASONED SAILOR.

A 'NEW LOOK' WILL BE FEATURED THIS YEAR, IN THE FORM OF A MOST INTERESTING AND ATTRACTIVE 'SAILORS KIT' WHICH WILL INCLUDE, EVERYTHING YOU EVER WANTED TO KNOW ABOUT SAILING, BUT WERE AFRAID TO ASK. IF YOU ARE A PAID-UP MEMBER FOR 1974, YOUR KIT WILL BE MAILED TO YOU SOMETIME IN MAY.

SINCERE WISHES FOR A HAPPY AND SUCCESSFUL SAILING SEASON.

# commodore

Winter weather is moving along and skiers (those who are dependent on natural snow) have already hung up their skis. Very soon the ice will be off the lakes and the waterfronts will become active again.

The CAA Executive is continuing its effort to provide a good season of sailing in 1974 and to provide something for everyone who is an Albacore owner. We are working on a year book in a new form of loose-leaf binder with various tab sections containing all relevant material such as, specifications, constitution and by-laws, race results, articles of interest etc. The information in the binder can be constantly updated through new material issued in future Shackles & Cringles.

Plans for an International Team race to be held in Chicago, probably on August 17th and 18th, are well underway. We understand that the British expect to be sending a team for this event. In addition, Dennis Sherwood has kindly offered to organize a Canadian Albacore Team Championship, open to club teams, to be held at the Royal Canadian Yacht Club, August 10th and 11th, 1974. This event should prove of real interest to many of our sailors and will provide something new and different for those competing. Bill Gooderham, Technical Director, for O.S.A., assures me that 'team racing' is most interesting and enjoyable.

While we have no definite announcement to make about new builders, we are making some small progress in the British Columbia area and hope to be able to announce something later this year. The shortage of available boats in the Eastern area also is of considerable concern to us and we are taking steps to improve this situation. It would appear, however, that there is little that can be done in this regard before the summer sailing season.

I hope you enjoyed the National Boat Show, (those of you who were able to make it), and the new Albacore brochures which were produced by Ric Austin. Ric is now hard at work in connection with our display for the Yorkdale Show, and others coming up in the Ontario area, within the next month or two.

Ian Rogers, is currently organizing our Annual Fleet Captains' meeting, to be held on May 10th, at the Boulevard Club. I very much hope that all the clubs will have one or two representatives at this meeting. I would urge those of you who are involved to please make a note of this date, and look for further information in the mail within the next ten days.

Wishing you a happy sailing season.

C. B. Paterson  
Commodore

# caa news

**NEW LOOK FOR YEAR BOOK** - This year the Association will be changing the format of the Yearbook in an effort to provide the membership with a truly active handbook that will encompass all the information that has previously been provided through the medium of the yearbook, owners manual, and through Shackles & Cringles. The proposal, which was approved at the last Executive meeting, is to issue a three-ring binder to each member of the CAA and to continually up-date the contents of the binder through future issues of Shackles & Cringles.

Articles on sailing, safety, tuning and rigging technique, and other sailing information, will appear in future issues, on pre-punched paper, which will fit easily into the binders. Also, regatta results, schedules, membership lists, Measurers' and Fleet news, will all be as up-to-date as the next issue of Shackles & Cringles.

This format will be followed for approximately three years on a test basis in anticipation that it will become a more meaningful and useful sailing manual for all Albacore owners.

We hope to have our Advertising friends still with us, and advertisements will appear on the permanent dividers of the binders.

We hope you will enjoy using the new 'Members Manuals', which are now in work and will be reaching paid-up members for 1974, in the near future.

**BOAT BUILDERS** - The year 1974 is proving a most difficult one in terms of the boat building industry in Canada, and Kent Taylor, CAA Specification Chairman explains the situation as follows - With few exceptions, all manufacturers of fiberglass boats have experienced major cut-backs in the supply of resin. In most cases, resin supplies have been related to a percentage of last year's production. While we all hope the supply of resin (which is another by-product of the petroleum industry) is short-lived, the result for 1974 will be fewer boats manufactured than in past years. For your guidance, Skene Boats Limited, as of last week, indicated July/August delivery for anyone ordering at this time. McGruer & Clark, will build a few Albacores this year but unfortunately are not in a position to accept orders for Spring or early Summer delivery. Allen Boat Company has indicated delivery for early Summer, and as in the case of the other Builders, has suggested you should not delay in contacting them in order to discuss delivery dates.

All Builders suggest that in future, particularly during this period of shortages, sailors planning on ordering new boats should order in the Summer or Fall for guaranteed delivery for next Spring.

**ANYONE FOR TEAM RACING?** - The Royal Canadian Yacht Club, in conjunction with CAA is to promote an Albacore Class Team Racing Championship, during the week-end of August 10 and 11, 1974. Full details will be sent to Fleet Captains shortly. Suffice to say, the Championship will be decided by a number of individual races, (two teams per race). Entries will be accepted from any club affiliated to CAA on a basis of one team per club, three boats per team, each club to provide its own boats, helmsmen and crews.

It has been said that team events are best sailed in one design dinghies of between 13' and 15' in length so what better boat could there be than our own Albacore. Mark the dates in your diary and let us all get together for a fun weekend.

You may ask "what is team racing, what does it offer over individual competition, is it for me?". Although the term 'team racing' has been widely used since 1921, when a British team first met an American team (in 6 metres) I feel 'sailboat game' a more descriptive title of what is in fact, a game played in boats, around a buoyed course by two directly opposed sides. Success is not necessarily achieved by racing flat out from start to finish. This is a game of tactical skill which can often be won, not by sheer speed, but by slowing down and manoeuvring against opponents to let team mates through into winning combinations. A game played between two evenly matched and skillful teams is comparable to a game of chess, move and counter-move, providing interest for competitors and spectators alike.

As with all games there are rules - the I.Y.R.U rules very slightly amended - but unlike most games there is no referee or umpire on the spot to control play. Rules, therefore, must be used but not abused. One cannot play tennis without an opponent similarly it is impossible to team race without an opposing team. The object then is to fully utilize the rules to slow the progress of opponents but not to use them ruthlessly to force disqualification. This to my mind is of paramount importance as team contests should promote good fellowship and it is jolly difficult to feel warmly towards someone you think has unfairly put you out.

So from one who has sailed in many team races, in different types of boats, on small ponds and on open sea (also a survivor of an equal number of après-race parties) I say "try it, I think you'll like it".

"Dennis Sherwood"

**Editor's note** - Dennis is a member 'in great standing' of the CAA and sails out of the R.C.Y.C. A few months ago, Dennis approached the CAA Executive with the idea of organizing team races which would be known as the Canadian Albacore Association, National Team Racing Championships, and the first of it's kind, would be hosted by the Royal Canadian Yacht Club, the event to take place as stated above, August 10/11. This is a great breakthrough for Albacore sailors and we hope that as many fleets as possible will plan to enter these team races in August. Watch for further detail in the next issue.

THE IMPLICATIONS OF AN INTERNATIONAL ASSOCIATION - By Bob Toler, and taken from the Winter 1973 edition of "Alive" the National Albacore Class Magazine.

Why International? To the many of us that sail out of our own clubs on rivers and lakes throughout the U.S. and Canada, the occasional talk of establishing an International Albacore Association seems remote to our needs and inconsequential to our sailing life. Just the opposite is true. The proliferation of Albacore popularity has a tremendous impact on the health and strength of your own club fleet.

Let's take an example on a smaller scale. If your fleet were the only Albacore fleet, its life expectancy would be very short even with an excellent organization and active racing. You would soon lose builders; your best sailors would be lured away by dissatisfaction with the competition or the feeling that they are lacking the exposure and wider interest offered by other classes. The same effects hold if the Class were confined to a single state, region or even country. All Albacore growth affects your growth. People sense a growing, vibrant situation and are drawn to it in expectation of the increased activity inherent in a growth organization. Growth seems to beget growth, and with the growth comes new influences to help to make us the kind of supple, responsive class we strive to be.

Why the Albacore Holds International Promise. The Albacore is satisfying a basic sailing need in the U.S., Canada and England that other classes have not answered. The combination of a closely controlled (with our new plug) one-design hull and a restricted rig offers certain advantages not found in pure one-design classes. The class rules have built-in flexibility for slow changes and advancements that neither outmode existing boats, allow superboats, nor restrict the gradual updating of the Class as sailing Technology advances. If we maintain our current philosophy, we will have just as much to offer to new boat buyers twenty years from now as we do today.

We have also styled the Class towards the family racing dinghy and away from high-performance trends partly in recognition of our strengths and weaknesses, but mostly because of the average sailor which the Albacore attracts. Regardless of the root of the attraction for the family sailor, it is very fortunate for us, for this trend has been the major factor in our growth. In the U.S., Canada and Great Britain, we seem to be answering the need for a family racing dinghy better than most other classes. It is on this basis that we can spread the Albacore to new countries.

Present Plans During the recent Albacore World Championship in Plymouth, a committee was organized to develop a uniform set of rules for all countries. Each country will attach an addendum sheet to the basic rules to form its full rules. The addendum sheet will cover specific aspects that, while not in conflict with the basic rules, place minor restrictions on their application within that country. Examples would include shroud levers, mast rams, and possibly even unlimited rudder shape. In other words, the addendum would cover aspects that do not materially affect the character of the boat, and can be deactivated to allow international competition on an equitable basis.

Under this concept, no country may change the basic rules without ratification by all other countries. Countries making minor changes for clarification or for new items in their rules addendum would be required to notify each other country 90 days prior to presenting the change to their membership. Each country would be required to submit semi-annual reports to the international group. They would cover such subjects as growth, activity, builders, trends of membership, specification problems, and other items of common interest.

It is not planned to operate under the IYRU or through NAYRU. We wish to form a different kind of international association than these organizations envision. Hopefully, the Royal Yachting Association of Great Britain, that currently acts as the "overseer" of the National (British) Albacore Association, will act as our "godfather" and administrator. (This relationship has not yet been established, but a number of interesting trends point to the distinct possibility of such an arrangement).

A committee consisting of Chairman Ken Ayrton of England, Bob Goodings of Canada and Bob Toler of the U.S. was appointed to begin work on unifying the rules, and to present the plan to their home associations for ratification. The plan has been presented to the British membership and has received unanimous support. The Canadians will vote on the plan in their September meeting, and a similar response is expected. The U.S. membership will be asked to comment on and ratify the proposal during our coming annual meeting, to be held concurrent with the U.S. Championship Regatta.

Future Plans. An international association will bring a new set of activities to the scene that, hopefully, will improve the sailing quality and interest within the Class. The first activity envisioned will be the organization of international team races to be held on the odd years between world championships. Each country would be invited to enter four boats in the event. We hope this will spread down to the inter-club level, sparking a new sort of interest and activity.

The International Association could be the vehicle for introducing the Albacore to other countries by establishing builders and aiding in setting up new class organizations.

Plans are under investigation that may produce a new source of income to support the International Association and to minimize the contributions required from each national association.

Summary The concept of an International Association is our insurance policy for progress, longevity and sailing enjoyment. Talk it up - think it up - help us with your ideas and support to transform these rudimentary plans into a useful, progressive organization.

*Bob Toler*

Editor's note; Bob Toler is Specifications Chairman for the United States Albacore Association and you will note mention of International Team Races in his article. We will be glad to hear from you on the concept of an International Association, and will publish your remarks, in the next issue.



**BOAT SHOWS** - By Richard Austin - The 1974 Toronto International Boat Show was a mixed success, at least from the point of view of the Albacore class.

Thanks to the new promotional leaflet and the efforts of about fifty Albacore owners and community club sailors, we succeeded in communicating with a record number of sailors or would-be sailors, resulting in the addition of several new Albacore members for 1974.

Interest in the class, according to one Builder, is very high. The Albacore was well displayed and proved to be a favourite as a good sporting dinghy. Some part of its popularity may be attributed to the efforts of a strong class association and to those who turned out and manned the displays.

The 1975 International Show will be held in the Coliseum allowing for far more display space, and the CAA hope to negotiate for a bigger and better display area. Dates will be January 10-19th.

The next Association exhibit will be at the Yorkdale Shopping Plaza, from April 7th to 14th. McGregor Marine will arrange to put an Albacore on display for the Association. Charlie McGregor of Orillia, Ontario, is an agent for Skene Boats Ltd.

Other shows are taking place shortly in Peterborough, Kitchener, Thunder Bay, areas, watch your local papers for announcement and dates. Meantime, brochures are available for regional boat shows in your area - contact Ric Austin, 38 Playter Blvd. Toronto, Ont.

**SAILING IN MANITOBA** - Your editor reads, with interest, each publication of 'PORTHOLE' the Manitoba Sailing Association's newsletter published and edited by Chuck Page, and the word 'Albacore' is no stranger to this magazine. Don Freudenberg of Gimli Yacht Club, and an Albacore sailor, was elected Vice President of the MSA and is in charge of Junior Sailing for 1974. Don is also Liaison Officer between the CAA and its member fleets in Manitoba.

The CAA Executive have made and are making, a special effort to bring about closer relationships with Manitoba Albacore sailors, also those in British Columbia and Quebec provinces. Serious consideration is being given to 'how the CAA can bring in sailors from these provinces, to meetings, and the National Championships!'. We can only assure you that plans are underway and a further report will appear in the next newsletter.

Meantime, if you are thinking of driving West instead of South, this summer, there are many regattas taking place in Manitoba and for further information please contact this office, or write direct to C. Page, Editor of Porthole, Clandeboye, Man. For Junior programs write, Don Freudenberg, 41 Baffin Cresc. Winnipeg, R3J 0X1, Man.

Gimli Yacht Club conducts a very popular Sailing School, and this year they will be hosting among many other events, a visiting sailing team from Curacao. (If they can make it from Curacao, surely we can look forward to 'Inter-Provincial Teams' in the very near future

An interesting article on Inter-Club Team Racing, appeared in the last issue of Porthole, written by Graeme Strathdee. Following is a quote: ' Generally, team races involve two, three-boat teams. The six dinghies are preferably identical one-design, two-man boats that are sailed without spinnakers. The fundamental intention is that the equipment be as similar as possible so there are not great differences in speed. In Manitoba, the Albacore may be the best choice'.

There is a lot of enthusiasm across Canada and the U.S. for Team Races - think about it !

**CANADIAN YACHTING ASSOCIATION** - We trust that many of you have subscribed to the CYA magazine "Sailing Forum" there is a wealth of information both interesting and beneficial to the Albacore sailor.

High on the priority list for this season and featured in the February issue, is the CYA programs for, National Education Programs, Instructor Programs and Youth Sailing Competitions. These programs are organized for your benefit, if you wish to take advantage of them, contact your Provincial Sailing Association for full details, address as follows:-

British Columbia S. Assoc.	F. Brodie, 6149 Elm St. Vancouver, B.C.
Alberta S. Assoc.	V. Forsyth, 135 Hillgrove Cr. S.W. Calgary, Alta.
Saskatchewan S. Assoc.	J. Hall, 1306 Elliott St. Saskatoon.
Manitoba S. Assoc.	C. M. Fleming, 1855 Sargent Ave. Winnipeg.
Ontario Sailing Assoc.	Bill Gooderham, 559 Jarvis St. Toronto
Fed. De Voile Du Quebec	S. Marshall, 881 Est, boul de Maisonneuve, Montreal
New Brunswick S. Assoc.	B. Spurway, 304 Albert St. Fredericton
Nova Scotia S. Assoc.	A. Josenhans, P.O. Box 2432, Halifax
P.E.I. Sailing Assoc.	J. Rankin, 84 Greenfield Ave. Charlottetown
Newfoundland S. Assoc.	J. Kenny, 6 Florizel Place, St. John's

Stephen Tupper, who along with Dave Miller, both from Vancouver, won the Albacore North American Championship last year, in Ottawa, was recently named as National Sailing Coach - Canadian Yachting Association - Sail Canada. The announcement was made in the February issue of Sailing Forum, by Michael Clifford, Chairman, CYA/Sail Canada Committee, as follows: ' Racing sailors will be encouraged to hear that the O'Keefe Foundation has approved the CYA/Sail Canada application to support a National Sailing Coach and that Stephen Tupper has been selected to act in that capacity for the 1974 season.

Stephen will live in Vancouver but will spend more than 60% of his time in the field. Preliminary plans have been drafted which include seminars in each of the five sailing regions of Canada, in the late spring. It is, however, recognized that groups across Canada will be interested in the involvement of the National Sailing Coach in their programs and such request must be made to "The Chairman", CYA/Sail Canada Committee, c/o the CYA Office, at 333 River Road, Ottawa.'

The CYA Annual Meeting was held in Vancouver, February 15 to 17th. Sicotte Hamilton, Sr. Vice-President of CYA and Chairman of

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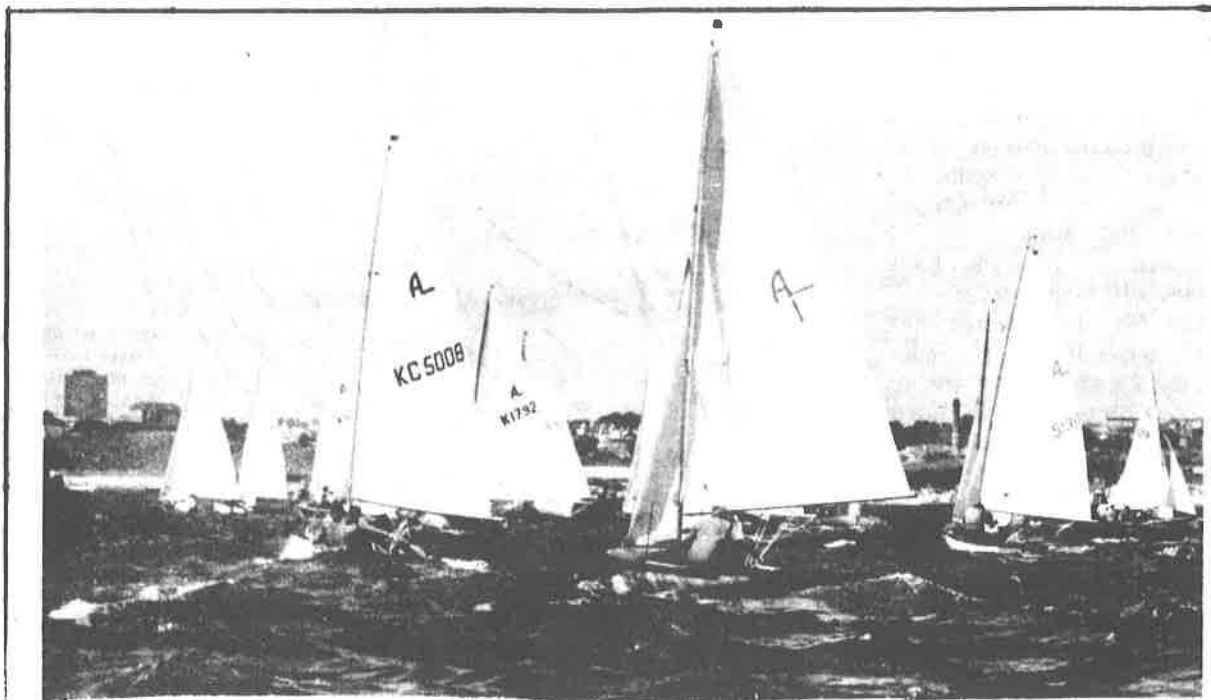
the Ontario Sailing Association, and Commodore C. B. Paterson, who is also Secretary-Treasurer of the Ontario Sailing Association, represented the Albacore class at the meeting. Reports will be available on request.

One of the main points discussed regarding the Albacore class, is the question of becoming a Nationally recognized class. The CAA Executive is striving hard to attain this status, but further organizational work is needed in the Western and Eastern Provinces in building **more** fleets. The 'Navy Jack' Fleet at Hollyburn, is about twenty strong, and Gimli Fleet in Manitoba is a dozen strong or more, but one or two additional fleets are required in these regions before National recognition can be attained. We are working on it! Have you any suggestions?

Note: CHANGES TO YACHT RACING RULES - Those of you who have the Yacht Racing Rules of the International Yacht Racing Union, the following changes are effective for 1974:

1. Rule 25.1 (e). Width: change 70% to 66%
2. Rule 34, first paragraph: delete 'so as to increase any alteration of course required of the other yacht in order to keep clear'.

The IYRU Rule Book is available at \$2.00 per copy, from this office, or from the CYA office, 333 River Street, Ottawa. Mail cheque or money order.



"TAKE A LOOK AT THE BOAT IN THE FOREGROUND APPROACHING THE JIBE MARK AT THE WORLDS' IN PLYMOUTH LAST YEAR. THE FIRST ALBACORE TO BE BUILT IN THE WORLD. HOW DOES THAT GRAB YOUR SAILS?"

technique

**SAILING TIPS**

By ALEX MACNAUGHTON

**HOW TO OVERTAKE A BOAT**

DR. MANFRED CURRIE in *Yacht Racing*, a sailing classic (5th Edition, 1948, Charles Scribner's Sons, New York, Publishers), has coined a phrase used by other writers. It is *the hopeless position*. Boat No. 2 in the accompanying diagram is in *the hopeless position*. Plan your come-abouts so that you will be to one side or the other but not directly behind any other boat.

You will note that the solid lines representing the wind have been deflected for about 2 mast lengths behind and to windward of the lead boat. If Boat No. 2 enters this zone it will be struggling in wind at a poor angle for beating and because of this, will have a tendency to sail to leeward. Notice also the wind shadow to leeward of Boat No. 1. It is about 3 mast lengths. In stiff breezes the divergence of the wind and also the wind shadow will be less. In light winds they will be greater.

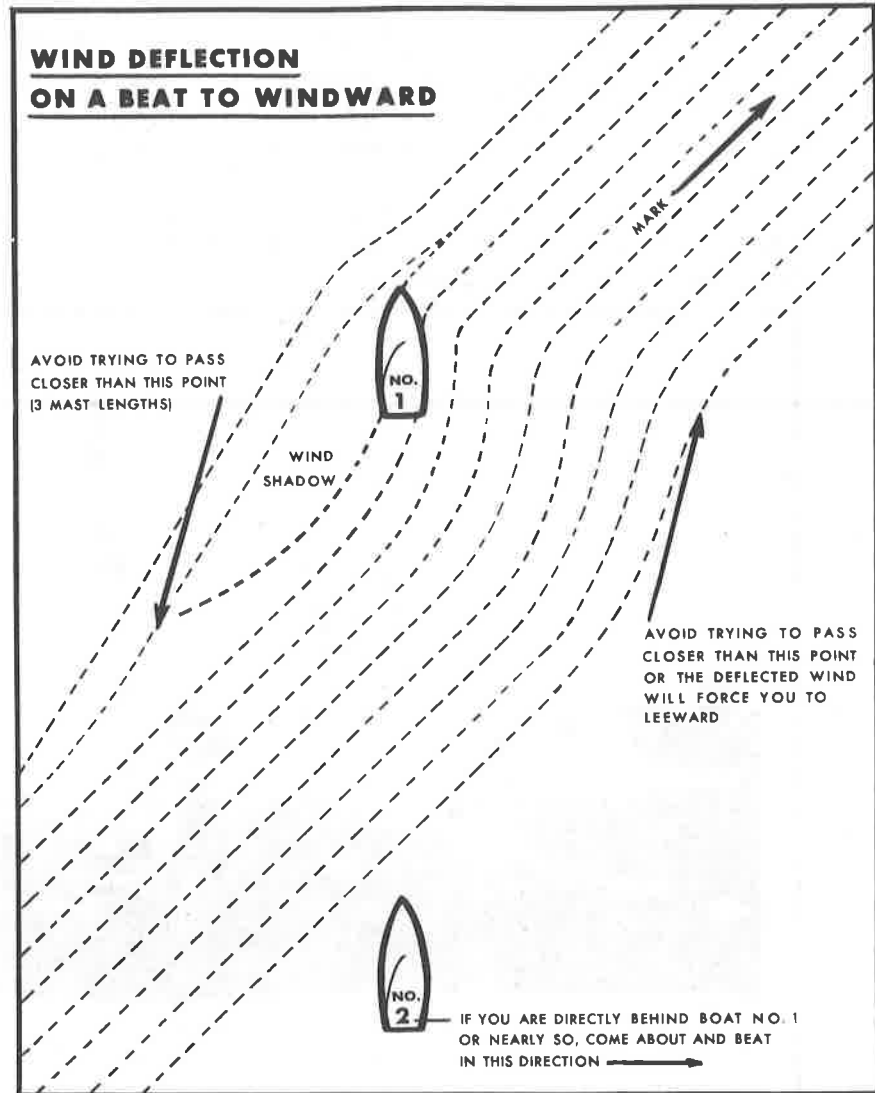
If Boat No. 2 is faster, her preferred course is to come about immediately and not to try to fight *the hopeless position*. Each time a centreboard sailboat comes about, there is a loss of approximately 30 feet which should be considered. Usually, however, the answer is to come about.

Sometimes it is not practical to come about. If no change of beat will be required all the way to the next buoy, it will be necessary to decide to pass to windward or to leeward. If you are directly behind or slightly to leeward, it will probably be

preferable to take the leeward course. If you pinch up to windward, you will likely not pass at all. If you close reach or foot down under Boat No. 2 to leeward, you will lose some distance with relation to the

weather mark but you will travel faster.

**THERE IS LESS** wind disturbance to windward than to leeward when reaching, so, in theory, it would appear to be easier to pass to windward. On a



reach when the wind is coming over the side of a boat, the wind shadow (see diagram) is closer to being at a right angle to the centreline of the boat. For this reason, many good sailors avoid the direct route to the next buoy on a reach. They will go either high, or low, but not down the centre. Down the centre, the wind is disturbed by the many boats which will go high on the wind. Generally speaking, too many sailors go high on the wind and not enough sailors take the curve low on the wind when reaching.

The procedure of passing on a reach should be accomplished speedily. A boat will go its fastest at about  $22\frac{1}{2}^{\circ}$  ( $1/2$  of a  $45^{\circ}$  angle), off a beat into the wind. One should therefore attempt to pass on the side of the boat ahead which will require you to sail nearer to a close reach of  $22\frac{1}{2}^{\circ}$  off a beat.

Rule 39 of the International Yacht Racing Union is as follows: "A yacht which is on a free leg of the course shall not sail below her proper course when she is clearly within three of her overall lengths of either a leeward yacht or yacht clear astern which is steering a course to leeward."

This rule indicates that a boat cannot balk you if you are attempting to pass on the leeward side. Such is not the case, however, if you wish to pass on the more favoured side, the windward side.

**WHEN RUNNING**, the wind is behind you and, generally speaking, your sails are spread out to represent as large an obstruction to the wind as possible. Their effect as airfoils is minor. The wind shadow created by a boat running with its jib winged out to windward and its main out as far as possible to leeward, is much greater than when a boat is beating into the wind. A boat beating has a wind shadow of three times the length of its mast. Such might be tripled in order to represent the wind shadow of a boat running.

The Sunday afternoon Victorian game of croquet has a surprisingly vicious tactic. The unwary may be *roqueted* into the bushes at the far end of the garden. Sailing has its times for attack also. One of them is when running. You do your best to place the sails of the boat ahead of you in your wind shadow. If this is done correctly, it will certainly slow it and you will pass to windward. A tell-tale on the top of the mast is desirable to show the exact wind direction.

You should have your tell-tale aiming at a point in front of the boat you are attacking. The weakened wind of your wind shadow will take a few seconds to cross the water to reach your opponent. If you point your tell-tale directly at him, your wind shadow may pass harmlessly behind. A football player uses the same principle when he throws the ball to a runner.

A word of warning. Many sailors who have been slowed exasperatingly by the wind shadow of an opposing boat and who find themselves behind the opposing boat, take delight in playing the same trick. Sail further over to windward than necessary in order to discourage a repeat performance.

**Editor's note:**

Shackles & Cringles will publish a series of articles by Alex Macnaughton, republished by permission, from Better Boating Magazine. Alex as many of you know, is Past Commodore of CAA and a longtime experienced and skilled Albacore sailor.

## So you want to win

So you want to win in your Albacore! How - when you always seem to be last in the bar, have you any chance?

Let's start with your boat. Probably yours is an average Alb, about six years old. This is fine, for you have as much chance of winning as a new boat. Keep the boat light and don't get involved with all the modern 'got fast' gear. Mast rams, movable mast steps, barbar haulers, etcetera - throw them out! All the Alb needs is a comfortable gunwale for sitting out, adjustable traveller for the centre main (or transom main, if you prefer), Cunningham hole for the main, clew outhaul, and above all - the best sails money can buy. Forget the winter ski-ing holiday, or buying your fiancee an engagement ring, spend your hard earned cash on good sails. Most top helms buy every year (some, dare we say it, even more!) Invest 2p and give Mac a ring.

Don't put pots of paint and varnish on every winter. Make sure the hull is smooth with filler and when dry give one coat. Then a trip to the nearest car dealer and a tube of car-cutting compound and rub it all off again. The rudder and centre-board should have long attention, making sure both are straight and smooth - forget these modern long rudders - your old-fashioned shape is still the best!

A fit crew is a valuable asset (giving away about 10½ to 11 stone). If your crew is an overweight 14 stone, give him the sack and get a 'Paul Withers'. Nothing should come between you and your racing. If the job or the girl gets in the way then give them both up. If the wife keeps on about giving her and the kids a weekend in the country - divorce her. The Alb must come first. Send her out to work to help pay for those open meetings.

One of the most important parts of racing is the start. Get out early. If you are normally last out in your Club race you are most probably last on the start line. Look at the winner - for certain he will be on the line at least half an hour before the gun.

One hears so often - "I had a fabulous start, just behind old so-and-so". This is in fact the worse start you can make. If you get behind anyone you get dirty wind and drop back even more. Watch the class ahead of you and then start where their top helm started. So go for clear air and remember you are the best and nobody is going to beat you.

Finally, get all the practice you can - at least three races a week and twenty hours or more on the water and before long (after your divorce) you'll be the top Alb helm in your Club.

John Herbert

Editor's Note: The foregoing is taken from the 1973 Winter edition of "ALIVE" the National Albacore Class magazine. For subscription information, write to: R. D. Buckle, 12 Lauderdale House, Gresham Rd. Staines, Middlesex TW18 2AQ, England. - Its worth it.

# fleets - THE FLEET WILL BE IN - MAY 10, 1974

A FLEET CAPTAINS' AND MEASURERS' MEETING WILL BE HELD ON FRIDAY, MAY 10, 1974, AT THE BOULEVARD CLUB, TORONTO, COMMENCING AT 6:00 P.M.

FLEET CAPTAINS AND MEASURERS HAVE BEEN NOTIFIED. WE HOPE YOUR CLUB WILL BE REPRESENTED BY YOUR FLEET CAPTAIN OR COMMODORE OR OTHER APPOINTED DELEGATE.

AN INTERESTING AGENDA IS PLANNED. LET'S MAKE IT A RECORD ATTENDANCE.

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HAWKESTONE YACHT CLUB - This club was started last Winter by a group of people from Barrie, who felt that the area needed more facilities for mooring boats. After a strenuous campaign to sell shares, they managed to get sufficient funds to purchase the marina at Hawkestone, Ontario, on which this group had taken an option.

This past Winter, a steering committee was elected, and they have recently undertaken a major project by having the harbour enlarged from 30 boat capacity to 100. Included in the plans is a new launching ramp.

The property is beautifully situated in a quiet area on Lake Simcoe. It is wooded, has a stream running thru which should help keep the harbour clean and has 8½ acres of hilly terrain with approximately 300 feet of shoreline.

The membership now totals about 105, with a maximum of 150 set as full. They include people from Barrie, Orillia and Toronto. Five Albacore owners are known to be members, but more may show up when the Club gets into its first season of sailing.

A number of cruising boats will be at the club as well as a wide variety of small boats.

Marilyn Hamilton  
CAA Publicity Chairman

Editor's Note: Five Albacores are enough to form a fleet, welcome to the Club.

THE ST. JAMES TOWN SAILING CLUB - was organized as a community club to provide a style of sailing tailored to the needs of the active mobile population of a large apartment complex in Toronto. The club was established in the Fall of 1967 by the residents and the Y.M.C.A., and has operated as a highly successful affiliate to the "Y" since then.

The club maintains a fleet of 10 Albacores at the Toronto Outer Harbour Sailing Federation. The boats are managed co-operatively by a membership of 130. An eight-week Spring training program is composed of classroom instruction and a weekend at the sailing facilities of Seneca College.

The club is seeking to become more involved in sailing activities in the Metro area. 1971 saw the initiation of an annual invitational Albacore regatta and was a resounding success drawing sailors from Orillia, Grimsby, Oshawa etc. The club has maintained a membership in the CYA and OSA and the LSSA and has helped to staff a number of OSA projects. Top sailors in the club are further encouraged to compete in MYRC races and the Canadian Albacore Championships. The club has also introduced underprivileged children in the community to the excitement of sailing.

A person who becomes a member of the St. James Town Sailing Club usually would not otherwise have joined an established yacht club because of cost or lack of information. The organized teaching and sailing program has produced many enthusiastic and competent sailors who have purchased their own boats and joined one of the yacht clubs. Privately owned boats are not permitted in the St.J.T.S.C. The club satisfies a need not filled by the established yacht clubs which appears justified by the large annual demand for membership.

**OUTER HARBOUR CENTREBOARD CLUB** - The club is located in the Toronto Outer Harbour, next to the Water Rats. Organization of the club started last year with about 40 members. The purpose of the club is to promote sailing, hold races and regattas and of course, have a good time sailing. Initiation fee is \$40., Club fee \$40., Summer Dry Sail \$40., Winter storage \$15.00.

More land has been received from the Harbour Commission and the club will be expanding to about 150 members. There are about 10 Albacores in the club and they are looking for at least 30. This club is ideally suited to many Albacore sailors in the Toronto area and those interested may contact: Frank Healey, Vice Commodore, Toronto Outer Harbour Centreboard Club, 36 Aspendale Drive, Scarborough, Toronto.

**MUSKOKA SAILING SCHOOL:** For those of you who sail in the Muskoka Lakes, you will no doubt have heard of this highly efficient and well organized school for sailors from novice to expert. For information contact, D. Sturch, 7 Jubilee Dr. St. Catharines, Ont., or Peggy Francis, 25 Tudor Gate, Willowdale, Ont.

**RECREATION ASSOCIATION YACHT CLUB** - A new Fleet was formed at Dow's Lake in Ottawa. A total of 14 Albacores are active in this fleet and we wish you a most successful sailing season.

**MEASUREMENTS & BUOYANCY** - Now is the time to have your boat measured and your buoyancy test, if you plan to enter the CAA events this year, not two days before the race. Contact the Measure in your District, listed in the 1973 Year Book, if you are in doubt, contact the CAA office or CHIEF MEASURER - BOB MALBY, 511 The West Mall, Apt. 1205, Etobicoke, Ontario.



# regattas - 1974 RACING CALENDAR

<u>DATE</u>	<u>EVENT</u>	<u>CLUB</u>
<u>MAY</u>		
14	Happy Return Trophy	Lakefield College School Peterboro
18-19	Frostbite Regatta	Brockville Y.C. Ont.
19	Annual Spring Open	Champlain Y.C. Orillia Ont
18-19-20	Commodore Cup Regatta	Fanshawe Y. C. London Ont
22	Doherty Cup Regatta	Muskoka Lakes S.C. Ont
22-23	Spring Closed Regatta	Ottawa New Edinburgh C.
24	Happy Return Trophy	Lakefield C. S. Peterboro
25	Independent School Dinghy Regatta	Peterborough
28	Lash Trophy, 1st race	Muskoka S. C. Ont
<u>June</u>		
1	Annual Warm Water Regatta	Conestoga S. C. Ont.
8-9	Upper Canada Regatta	Stormont Y.C. Ottawa
8-9	June Bug & District 1 Champ.	Fanshawe Y. C. London
9	Examiner Open Regatta	Peterborough S. C.
22	Club Regatta	Royal Hamilton Y.C.
23	Round Robin Match Races	Lakehead S. C. Thunder Bay
30	Centennial Open	Peterborough S. C.
30	Practice Race	Lake Joseph S.C. Muskoka
30-July 1	Invitational	Oxford S. C. London
<u>July</u>		
6	Temple Reef Trophy	Lakehead S. C. Thunder Bay
6	Lash Trophy 2nd race	Muskoka S. C. Ont
6	Annual Open Regatta	Royal Hamilton Y. C.
6-7	Club Regatta	Gatineau River Y. C. Ottawa
6-7	Open Regatta	Parkway S. C. Ft., Erie
7	Club Races	Lake Joseph S. C. Muskoka
7	Crystal Beach Trophy	Lakehead S. C. Thunder Bay
13	District 7 Championships	Muskoka Lakes S. C.
13-14	Club Regatta	Parkway S. C. Ft. Erie
13	Muskoka Lakes Inter Club Races	Lake Joseph S. C.
13-14	Club Regatta	Britannia Y. C. Ottawa
14	Club Races	Lake Joseph S. C.

July Cont'd

## 1974 Racing Calendar

17	OSA Zone 8 Youth Sail-offs	Lake Joseph S. C. Muskoka
20	Muskoka Inter-Club Team Races	Lake Joseph S. C.
26-27-28	CAA NATIONAL JUNIOR CHAMPIONSHIPS	South Muskoka S. C.
27	Lash Trophy 3rd race	Muskoka Lakes S. C.
27-28	ARK (Albacore Regatta Kingston)	Kingston Y. C.
28	Club Race	Lake Joseph S. C.
28-Aug 2	<b>BRITISH ALBACORE CHAMPIONSHIPS</b>	Cramond Y. C. Scotland
<u>Aug.</u>		
3-4	24 Hour Race	Stormont Y. C. Ottawa
4	Invitational Regatta	Balsam Lake S. C. Ont
4	Muskoka Lakes Assoc. Regatta	Lake Joseph S. C.
5	Grand Island Cruise Race	Balsam Lake S. C.
10	Cruise Race	Muskoka Lakes
10-11	CAA NATIONAL CLUB TEAM RACES	Royal Canadian Y.C. Toronto
11	Open Regatta	Lake Joseph S. C.
17	McLaughlin Trophy 1st & 2nd Race	Muskoka Lakes S. C.
17-18	Madawaska Punch Bowl	Calabogie S. C. Ottawa
18	Club Races	Lake Joseph S.C.
17-18	ALBACORE WORLD TEAM RACES	Chicago, Ill. U.S.A.
19-21	USAA CHAMPIONSHIPS	Chicago, Ill.
22-24	ALBACORE NORTH AMERICAN CHAMPS.	Chicago, Ill.
24	McLaughlin Trophy 3rd race	Muskoka Lakes S. C.
24-30	<b>C.O.R.K.</b>	<b>Kingston, Ontario</b>
31	Challenge Trophy	Muskoka Lakes S. C.
31-Sept.1	Club Championships	Oxford S. C. London
31-Sept.2	Club Championships	Fanshawe Y. C. London
31	<b>Club Races.</b>	Hudson S. C. Ottawa
<u>Sept.</u>		
1	Club Races	Lake Joseph S. C.
7-8	District 10 Championships	Ottawa New Edinburgh S. C.
8	Slalom Match Races	Lakehead S. C. Thunder Bay
8	Fleet Sail-offs	Royal Hamilton Y. C.
20-21-22	CAA NATIONAL CHAMPIONSHIPS	Fern Resort, Orillia Ont
21-22	Fall Closed Regatta	Ottawa New Edinburgh Club
21	Independent School Dinghy	Lakefield College S.C.
22	Team Races	Lakehead S. C. Thunder Bay

Sept. Cont'd

1974 Raing Calendar

29 Independent School Dinghy Ladies Lakefield C. S. Ont  
 29 Slalom Races " " "

Weekly Club Series, 1974

Bala S.C. Saturday Afternoons 2:00 P.M.  
 Balsam Lake S. C. July/August every Sunday  
 Boulevard C. Wednesday, Spring, Summer & Fall  
 Conestoga S. C. Wednesdays & Sundays  
 Fanshawe Y. C. Saturdays&Sundays, commencing end May  
 Grimsby S. C. Tuesday & Thursday Evenings May-Sept.  
 Hawkestone S. C. Saturdays & Sundays Lake Simcoe  
 Jacksons Point Y. C. Saturdays & Sundays  
 Kempenfeldt Bay S. A. Saturdays, June 22 to August 31.  
 Kingston Y. C. Tuesday & Thursday Evenings From Mid May  
 Lake Cameron Y. C. Saturdays 1:00 P.M. July/August  
 Lakehead S. C. Sundays 10:00 A.M. Wednesdays 7:00 P.M.  
 Midland Bay S. C. Sunday Afternoons  
 North Toronto S. C. Friday Evenings commencing May 31st  
 Ottawa New Edinburgh C 1st Series - June 1 - July 14  
 2nd Series - August 10 - Sept. 29  
 " " " Mini Series July 20-Aug. 4.  
 Oxford S. C. Wednesday Evenings, Saturday/Sunday afternoons  
 Parkway S.C. Sundays 2:00 P.M.  
 Peninsula Lake Y.C. Sunday Afternoon 2:00 P.M. July/Aug.  
 Royal Hamilton Y.C. Tuesday & Thursday Evenings  
 Sparrow Lak- S.C. July August Saturday Afternoons  
 Wood Lake Sailing C. Fun Fleet Racing each Saturday

M.Y.R.C. SERIES -

**For information Contact:**

June 8 National Y.C.  
 15' Royal Canadian Y.C.  
 22 Ashbridges Bay Y.C.  
 July 6 Port Credit Y.C.  
 13 Island Y.C.  
 20 Boulevard C.  
 27 Toronto S.C.C.  
 Sept. 7 MYRC Open  
 (After Sail - Pier 4)

M. J. Dyett  
 1356 Tyneburn Cr.,  
 Mississauga, Ontario.

When entering make sure you advise your Fleet, A or B. and fly the colour on your sail, (see MYRC sailing instructs.) Sail numbers must be clearly visible on your sails. You will be **disqualified** if these instructions are not followed.

ASSOCIATION CHAMPIONSHIPS

CANADIAN ALBACORE ASSOCIATION NATIONAL JUNIOR CHAMPIONSHIPS: The 1974 Juniors will be held the weekend of July 26, 27, 28th, at South Muskoka Sailing Club, Walkers Point, just north of Gravenhurst, Ontario. This is the second year the Championships have been held at S.M.S.C. Last year's event was a smashing success and plans are well underway for another fun-filled weekend for our Junior sailors. Watch for full particulars and application in the June issue of Shackles & Cringles.

THE FIRST ALBACORE ASSOCIATION CLUB TEAM RACES: The Royal Canadian Yacht Club will host the first Albacore Club Team Races, August 10 and 11, under the direction of Albacore Member, Dennis Sherwood. Again full particulars will appear in the next issue.

THE FIRST ALBACORE WORLD TEAM RACES: Plans are underway for the First Albacore International team Races, to be held prior to the U.S. National and North American Championships. Dates - August 17 and 18th, at Chicago Corinthian Yacht Club, Illinois. Three, two-man boats will make up the teams from each country. Entries are expected from Great Britain, United States and Canada.

NORTH AMERICAN CHAMPIONSHIP & U.S. NATIONALS - The United States A.A. is hosting the 1974 North American, Dates - August 22 to 24th, at the Chicago Corinthian Yacht Club, North Side Chicago, Lake Michigan, Illinois. The USSA Championship will be held the same week from August 19-21 at the same Club. This will make a terrific holiday week of sailing for those of you who are planning part of your vacation around these championships.

If you wish to make preliminary application, please see form attached, requesting particulars on your racing record, and return the information as soon as possible so that the Selection Committee will have time to consider your application. Please note the enclosed Preliminary Application does not ensure your entry in the North American.

CANADIAN ALBACORE NATIONAL CHAMPIONSHIPS: The 1974 National Championship will be held again at Fern Resort, Orillia, Ontario, September 20, 21, 22nd. We think you will agree, that the location is one of the best to date and we are looking forward to another wonderful weekend. Plans are well underway for the running of a well organized championship.

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Note: Champlain Yacht Club, Orillia, is holding their Annual Spring Open, Sunday May 19th - two races starting at 12:30 P.M. for information contact, Michael Dixon, 411 Sundial Dr. Orillia.Ont.

Conestoga Sailing Club, will host their "Annual Warm Water" Regatta, June 1st and 2nd. A number of well known Champions sail in this one. For information and map, contact - Barry Holtzkenner, 8 Meadowbrook Dr. Kitchener, Ont. 519-578-7621.

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**FOR SALE** - ALBACORE #2788 - McGruer & Clark - Good condition - equipped for racing - contact Ian Russell, 2 Larkin Avenue, Toronto, M6S 1L8, Ontario - Phone - Days (416) 368-6767 Ex. 28808 - Eves. 769-2630.

ALBACORE #3632 - Whitby - Fibreglass - Good condition - 2 suits of sails (Taylor & Musto) Wooden centreboard, Elvstrom bailers, vang, cover, crane, sling, motor bracket, measurement certificate - At the Boulevard Club, Toronto. Contact - Rolf W. Schmidte, 6 Edgevalley Drive, Islington, Ontario. Phone - days (416) 364-5141 Ext. 266 - Evenings 239-3715.

ALBACORE - #472 - Fairey Marine, Wooden - good condition equipped for racing - Also Holt Allen slim-line mast fully rigged - Contact Andy Campbell -67 Lawrence Cr., Toronto M4N 1N3, Ontario. Phone 614-488-4935.

ALBACORE - #3726 by Davis of England - Wooden - weighs 244 lbs - inside and outside sheeting Proctor Mast - two booms - two suits of sails by Murphy & Nye, and Musto & Hyde, a fast and beautiful boat - Contact - S. Dalton, 52 Water St. North, Cambridge, (Galt), Ont. Phone - 519-621-2460.

ALBACORE MASTS - One Elvstrom mast \$125. and one Holt Allen Slimline Mast \$90. both fully rigged. Contact Steven Cerny, 1111 Finch Ave. West, Downsview, Ontario - Phone 416-630-6174 days.

ALBACORE MAST - Holt Allen, 1970 - \$130. - BOOM - Holt Allen, 1970 - \$50.- SAILS - Main with window Elvstrom 1972 - \$100. - Jib - with window, Elvstrom, 1972, \$40. Jib - with window, Musto & Hyde, 1970 - \$25. Contact - Paul Walsh, R. R. #1, Shanty Bay, Ontario - Phone - 705-728-3229

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**WANTED** - Two or three used ALBACORES for Youth Camp - Contact John H. Wilkinson, Director of Keswick Youth Camp, 75 Glen Cameron Road, Thornhill, Ontario. Phone 416-889-8544.

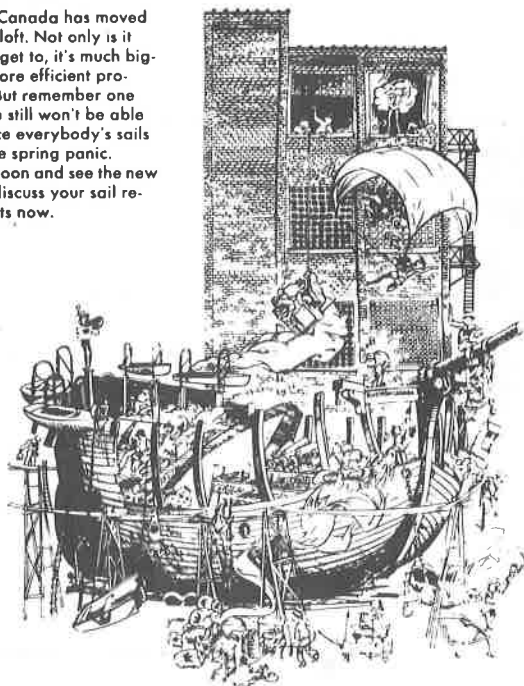
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	10¢ each

CANADIAN YACHTING ASSOCIATION  
333 River Road, 11th Floor, Ottawa K1L 8B9



"SAILING BENEATH THE SHELTERING PALMS" AT THE YORKDALE SHOPPING PLAZA BOAT SHOW, 1973.



1974 NORTH AMERICAN ALBACORE CHAMPIONSHIP

NOTICE OF RACE

The 1974 North American Championship will be held August 22, 23, 24, at the Chicago Corinthian Yacht Club, North Chicago, Lake Michigan, Illinois.

Invitations will be sent to several top Albacore sailors and invitations will also be sent to several top sailors outside the Class.

If you feel you are qualified and would like to be considered for the Championships, forward the following Preliminary Application, for selection by the C.A.A. Committee, on or before, June 1st, 1974, to:

Canadian Albacore Association,  
P.O. Box 4,  
Etobicoke, Ontario. M9C 4V2

.....  
APPLICATION FOR SELECTION - 1974 NORTH AMERICAN

(This application will not ensure entry to Championship)

Helmsman.....Sail No.....  
Last Name Christian name

Address.....  
No. Street City Prov. Postal Code

Crew (if known).....

Address.....

Boat Owner - Self.....Other.....

Address - Same as above.....Other.....

Helmsman's Phone No...Area Code....

.....  
Helmsman Signature

List below your racing record and any data which might help the Selection Committee. (Use reverse side if necessary).

