

NOVEMBER 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 29 1974
CANADA

RESULTS

J. J. Lunken
7800 Buckboard Court
BETHESDA, Maryland 20814
U.S.A.



shackles & cringles

1975 EXECUTIVE

COMMODORE	FRED FRANCIS c/o Metals & Alloys Co., 195 Wicksteed Ave. Toronto, Ont. M4G2C1	So. Muskoka S.C.
PAST COMMODORE	CHRISTOPHER PATERSON 238 Forest Hill Rd., Toronto, Ontario M5P2N5	Balsam L. S.C.
1ST VICE COMMODORE	IAN F. H. ROGERS 146 South Drive Toronto, Ont. M4W1S2	Pt. au Baril S.C.
2ND VICE COMMODORE	JOHN T. LEITCH 423 Cornell Drive Midland, Ont.	Midland Bay S.C.
REAR COMMODORE	RICHARD AUSTIN 38 Playter Blvd. Toronto, Ont. M4K2W2	Toronto Sailing &CC
SECRETARY TREASURER	ROSS A McCALLUM 8 King St. E. Ste.803 Toronto, Ont. M5C 1B9	Boulevard Club
REGATTA CHAIRMAN	STEVEN CERNY 365 Evans Ave Toronto, Ont. M8Z 1K2	Toronto Sailing &CC
SPECIFICATIONS CHAIRMAN	KENT D. TAYLOR 2 Hartfield Court, Islington, Ont.M9A3E3	Toronto Sailing &CC
FLEET LIAISON & MEMBERSHIP	DENNIS SHERWOOD 39 Danville Dr., Willowdale, Ont. M2P1J2	Royal Canadian Y.C.
EDITOR & PUBLICITY	OLIVE ERSKINE 820 Burnhamthorpe Rd.#1707 Etobicoke, Ont. M9C4W2	Bala S.C.
ASST. SECRETARY TREASURER	HELEN KETTLE 7 Killarney Rd. Toronto, Ontario M5P1L7	Toronto Sailing &CC Tel:(416) 842-3199

MEMBERSHIP MAILING ADDRESS: P.O. Box 1028 Stn. "Q"
TORONTO, Ont. M4T 2P2

SHACKLES & CRINGLES: P.O. Box 4,
Etobicoke, Ont. M9C 4V2
Tel: (416) 621-9685

shackles & cringles

canadian albacore association

volume XIII number 4

november 1974

comment

Another sailing season has come to a close for Canadian sailors, leaving memories of the 14th Canadian Championship, the 6th Canadian Junior, the 8th North American, the U.S. Nationals, the 1st National Team Races, and **numerous Club competitions**. Your Executive sincerely trust that you had a wonderful and successful season.

Meet your new 1975 Executive on the opposite page. They are already working on plans for next season. Meetings have already been held with a newly formed Membership Committee, headed by Dennis Sherwood, assisted by Fraser Dewar. Dennis has plans for an all-out membership drive, at the individual and fleet levels. You will be hearing from Dennis in the near future, and if you have any suggestions meantime, drop Dennis a line he will be happy to hear from you.

Dates and locations have been set for 1975 and noted on page 19. Circle these dates on your calendar and make plans to compete in these Association regattas, - they are organized for you.

Plans for publication of Shackles & Cringles have been drawn up for 1975. Keep these deadline dates before you when sending material. If results are submitted, single spaced, typed and ready for printing, complete reports can be published.

November 30,	for January issue
January 31,	" March issue
March 31,	" May issue
May 31,	" July issue
September 30,	" November issue.

The photographs appearing in this issue were taken by Wilkinson Studios and proofs were supplied to us for publication. A large number of shots were taken and you may be there - if you attended, you will probably hear from Antony Marshall, regarding these pictures. Meantime, you can contact Mr. Marshall, at P.O. Box 240, Newmarket, Ontario. Phone (416)895-3918.

"Holiday Greetings to all - and best wishes for the coming Year."

P.O. Box 4,
ETOBICOKE, ONTARIO. M9C 4V2
PHONE: (416) 621-9685

editor / olive erskine

commodore

I have just been elected Commodore of your Association, an office which I am very pleased to fill. The election of officers, as you probably know, takes place during the Canadian Championships, at a time when the enthusiasm of our members shows forth so strongly.

The source of this strength is the two-fold nature of the Albacore, as a family pleasure sailing boat and as a competitive racing boat. This is the way it was planned and this is the way it is.

We have sailors of all ages sailing Albacores, from the youngest, barely able to swim, to at least one member of my Club who competes regularly, at the spry young age of 74 years.

The Class continues to grow each year at a greater pace than most other classes. Our builders report having received more orders than they could fill over the past year. We expect to license at least one new builder in Ontario and another in British Columbia, early in the new year.

If you or your friends are considering ordering a new Albacore, please bear in mind the difficulty of obtaining material such as resin, and place your orders early enough in the year so that builders can project their requirements and finance their year's production.

The U.S. Albacore Association, is licensing several more builders, all of which appear to have a backlog of orders, so the Class is growing rapidly in the U.S. The United Kingdom have recently licensed a large export-minded builder who is building all-fibreglass Albacores for export. This will lead to establishing new fleets in Australia, New Zealand, South Africa and many other countries throughout the world.

The foregoing illustrates the importance of the formation of the World Albacore Association by the National, United States and Canadian Associations, and eventually including other countries as fleets are formed.

Years ago, many sailors acquired their first Albacore by assembling an all wood Fairey Marine kit. In Canada, we pioneered the production of fibreglass boats, resulting in mass production. Perhaps we have gone the full cycle, for now there are many composite boats being made as family projects. The hull being a mass produced fibreglass hull with deck seating etc., being home crafted in wood. The appearance of these boats is most commendable and reminds one of the warm feeling a sailor has for a well finished wood yacht.

Because of the basic characteristics of the Albacore, it has been used by many sailing schools. A survey is now underway on replacing and up-dating boats used by schools and the Albacore is number one under consideration.

Your Albacore is worth more this year than last. If you had the equivalent in money invested in stocks, they would not be worth as much today - so - protect your investment by supporting the Albacore Association and invite your Albacore friends to join with you in making the Albacore tops in its class.

My best to you for the coming year.

F. J. Francis,
Commodore.

CAD NEWS

INTERNATIONAL ASSOCIATION - The possibility of forming an 'International Albacore Association' has been under consideration for the past few years, actually since the first World Championship, in 1971, and articles covering this possibility have appeared in past issues. 'The Big Three' - National Albacore; United States Albacore; and Canadian Albacore Associations, are happy to report that this 'dream' is now becoming a 'reality'.

The following report was given by A. G. S. (Tony) Griffin, Past Commodore of the C.A.A., to the 1974 Annual General Meeting, September 20th.

"Up to the time of the first World Championships in 1971, there had been little or no cooperation between the three main Associations, that is, British, Canadian and U.S., or integration of Class objectives. The World Championships brought top sailors in the three countries together for the first time as well as several members of the Executives of the three Associations.

It was a natural outcome of this meeting and racing together that we should all try to integrate our activities, to promote the Class on an international basis, to integrate the Class rules and specifications and to harmonize the details of important international regattas in particular, World Championships, which are held every two years in rotation by country.

4 shackles & cringles

Promotion of the Class - As members know, the Class is generally confined to the United Kingdom, Canada and the United States. There are approximately 2200 Albacores in the U.K. with a paid membership of close to 600; Canadian boats probably exceed 3300, with a membership of 650; there are approximately 1200 boats in the U.S. with membership close to 300 sailors. There are fairly respectable fleets in Malta, Cyprus and Gibraltar but these, while significant as fleets, have, of course, nothing like the number of boats as Canada, the U.S. and Britain. Moreover they are almost completely confined to the Armed Services and are not really within the mainstream of Class organization and their specifications are badly controlled if at all.

Recently a company in England called Rondar Boats is getting into production in Albacores. This company has a big reputation in marketing and it proposes exporting boats to Holland, Denmark, South Africa and the Far East. It will, of course, take time to build up fleets in these countries but the point is that the marketing and promotional effort is beginning.

Integration of Class Rules & Specifications - It is essential that if the Class is to become internationally orientated, the Class rules and specifications should be integrated as far as possible. The ultimate objective is, of course, specifications which are identical throughout the world but we shall have to work towards this rather than trying to accomplish the objective overnight, since the individual Associations may not easily give up certain cherished items which have been built into National rules. It will, I expect, be rather like the negotiations in GATT where the first instance trade-offs will have to be arranged. Nevertheless, it is to be hoped that we can arrive at the final objective of identical rules before too long. There is nothing more important to the development of the Class than one set of international specifications.

International Regattas - It will be desirable to harmonize the arrangements for these regattas. Up to now the responsibility for organizing the two World Championships as well as the North Americans has been solely that of the host country. It may be considered desirable to conduct these regattas in such a way that the host country provides mainly the facilities whereas the details of racing will be subject to international agreement if not supervision.

In conclusion, it ought to be stated, that just because the Class is now bigger than ever and appears to be expanding internationally, there must be no question of changing in any way, its fundamental character. I am sure it will be the objective of everyone connected with this new international organization to maintain the Albacore as a 'family one-design boat' with Class rules firmly controlled but flexibly administered."

Following the above report by Tony Griffin, a motion was put before the Meeting and unanimously carried; 'that the Canadian Albacore Association approves the formation of the International Albacore Association, to forward the objectives of the Albacore Class on an international plane; to authorize its Executive to nominate representatives to the International Association as may be required; Whereas the National and United States Albacore Associations have already agreed to the

formation of an International Albacore Association, and further moved and carried; that A. G. S. Griffin, be appointed as the first World Commodore.

BOAT BUILDERS - Despite the high costs of materials and the short supply of resin, 237 Albacores were built this season. Demand far exceeded supply, which speaks for itself, the Albacore at the top of its Class. To help meet the demand, at least two new Builders are now being considered, one in Ontario and one in British Columbia.

NATIONAL BOAT SHOW - JANUARY 10 - 19, 1975, EXHIBITION PARK-

Next year's Boat Show is expanding into the Colliseum and will be held a month earlier. People will be needed to staff Albacore Association displays on weeknights and during the day on weekends. This is always a very important show as it gives the Albacore and the Association great public exposure.

Please - could you give us a couple of hours of your time in exchange for a ticket to the show. All you have to do is stand there, hand out literature and talk about your favourite subjects - 'sailing and Albacores'. If you can, please drop a card to, or telephone Ric Austin, before DECEMBER 15, so he can have the tickets and information in the mail before Christmas. This is your chance to help promote the Class and at the same time enjoy a pleasant few hours with your fellow sailors:-

CONTACT: Ric AUSTIN RES: 416-463-6810
 38 PLAYTER BLVD. OFF: " 928-2568
 TORONTO, M4K 2W2

ALBACORE PHOTOGRAPHS NEEDED - If you have any action or interesting photos, any angle, or attitude, black & white or colour, we would like to publish these in Shackles & Cringles, use them for publicity and boat shows. We will of course give credit to each photo used. Photos will be returned if required. Contact Ric Austin, as above, or mail to the Association, Box 4, Etobicoke, Ontario, M9C 4V2. (Pictures of prize presentations or fleet meetings welcome).

CYA - CLASS MEETING - SATURDAY, OCTOBER 5, 1974, OTTAWA - Connla T. Wood, of District 10, Ottawa, represented the Albacore Class at the CYA Class Meeting. Connla reported on the CAA regattas, the new Members Log, decals for membership and buoyancy etc. Management, locations and costs of national regattas were a few of the many interesting items covered on the agenda. Many thanks to Connla Wood for attending the meeting on behalf of the C.A.A. We will report further interesting developments on receipt of the CYA minutes.

6 shackles & cringles

regattas

—THE GLOBE AND MAIL,
SATURDAY, SEPTEMBER 21,

2 U.S. sailors
tie for first
in Albacores

—THE GLOBE AND MAIL,
MONDAY, SEPTEMBER 23,

Buffalo entry sails
to win in Albacores

Ottawa Daily Packet and Times, Monday, Sept. 23, 1974

Americans Win
Albacore Title

Ottawa Daily Packet and Times,

SATURDAY, SEPTEMBER 21,

MacNaughton Is Only Sailor To Collect Double Victory

THE TORONTO STAR,
Mon., Sept. 23, 1974

Canadians
again lose
in sailing

U.S. sailors leading
albacore yacht series

REPORT ON THE 1974 CANADIAN ALBACORE CHAMPIONSHIPS -

The 1974 Canadian Albacore Championship, was held again this year at Fern Resort on Lake Couchiching. Approximately 170 boats participated in the three classes, 'A' Fleet on Lake Simcoe and 'B' and Senior Fleets on Lake Couchiching.

We were favoured with three days of good steady, strong winds that allowed us to complete six races, for a complete series. We were assisted again this year by the Twin Lakes Communication Club of Orillia, who provided course boats and all the communications equipment, necessary to run a large regatta, particularly when there are two courses on different lakes.

The Saturday evening talk by Mike McNamara from England, was attended by a large group of Albacore sailors and was a great success.

My sincere thanks to all the people who worked on the Regatta with me, Sicotte Hamilton, Bud Kinzer, Stewart Green, John Wilson, Doug Mann, (Radio Club), Bill Leslie, Fred Francis, Alex Macnaughton, Olive Erskine, Helen Kettle, Liz Goodings, Kitty Griffin, Joyce Safrata, the Radio Club people, Chief Measurer Bob Malby and others.

My appreciation on behalf of the Canadian Albacore Association to the following Companies for their donations and interest shown in the Championships:

Charlie Smith Sails, Toronto
Tom Taylor Sails, Toronto
Elvstrom Sails Canada Limited, Toronto
Rothman's of Pall Mall Ltd. Downsview

Your Chairman in 1975 is Steven Cerny, who from personal experience will do a good job for us next year.

It was an enjoyable experience for me to be your Regatta Chairman this year and I hope everyone who participated enjoyed the weekend.

John Leitch
1974 Regatta Chairman

REGISTRATION & REGATTA OFFICE - I wish to take this opportunity, to thank the gals who helped prepare the contestants kits and gave a hand at the desk and Regatta Office, Marilyn Hamilton, Kay Kinzer, Dolly Francis, Liz Goodings, Kitty Griffin, and two other young ladies who helped me "do the walking" Judith Kettle & Sheila Pond. Helen Kettle joins me in thanking you all, it was much appreciated.

I also wish to thank the staff of Fern Resort who did everything possible to make the weekend a pleasant and happy occasion, for those sailing or working at the 1974 Championships.

Olive Erskine. Editor.

8 shackles & cringles

1974 U.S. NATIONALS & NORTH AMERICAN CHAMPIONSHIPS, - AUGUST 19 TO 24, CHICAGO - Both the U. S. Nationals and the North American were dominated by two well known U.S. sailors, Bill Shore and Tom Allen. Bill's crew was his wife, Bonnie and Tom had his 15 year old daughter, Bonnie, crewing for him. In the Nationals, Bill and Bonnie had three wins and one second place finish for a minimal point total of $4\frac{1}{2}$ points. The Allens were not far behind with $8\frac{3}{4}$ points.

Barry and Gary Poyntz of Willowdale, Ont., from Lake of Bays S.C., sailed very well for Canada by placing third in this series. After getting off to a hard-luck start with a sail that failed to measure in, a new centreboard that didn't fit and some unwanted new scratches, they pulled themselves together and turned their bad fortune into good. They accumulated 20 points, 3 ahead of another U.S. competitor, Carroll, of Chicago. The next six places were taken by:- Luard, (U.S.) 28 pts; Green, (Canada) 32 pts; Langmaid (Canada) $32\frac{3}{4}$ pts; Medhurst (Canada) 35 pts; Hamilton (Canada) 40 pts.

The series was sailed primarily in light to medium winds which were both shifty and tricky. The sea was often sloppy and difficult to cope with for those accustomed to smaller lakes.

In the North Americans, similar weather conditions and similar results prevailed. However, the Allens were a little closer to the Shores with only $\frac{3}{4}$ of a point separating the two crews. A visiting crew from England, Tessa and David Pearce made a strong showing in a borrowed boat. The final results for the first ten boats are: Shore (U.S.) $9\frac{1}{2}$ pts; Allen (U.S.) $10\frac{3}{4}$ pts; Ewing (U.S.) $14\frac{3}{4}$ pts; Pearce (U.K.) $23\frac{3}{4}$ pts; Luard (U.S.) 24 pts; Green (Canada) 26 pts; Hamilton (Canada) 31 pts; Foster (Canada) 37 pts; Poyntz (Canada) 40 pts; Medhurst (Canada) 41 pts.

The Chicago Corinthian Yacht Club hosted both these events and provided a great deal of hospitality and fun for the visiting sailors. The Race Committee had their normal share of problems and mishaps but managed to cope well, with the advice and suggestions of the competitors. Approximately 42 boats took part in both events with a strong Canadian contingent sailing.

Report by Marilyn Hamilton,
Hawkestone Yacht Club.

1974 CANADIAN JUNIOR CHAMPIONSHIPS - JULY 27-28, SOUTH MUSKOKA SAILING CLUB, WALKER'S PT. - The members of the South Muskoka S.C. were kind enough to host the 1974 Juniors for the second year in a row, and the same competent committees conducted a very successful event. 47 boats entered the regatta, some with skipper and two crew, totalling over 100 contestants in three age groups, 13 & Under, 16 & Under and 19 & Under. This is a large size job, looking after billeting, meals, entertainment, safety, and generally being responsible for the success of the whole weekend.

A sincere vote of thanks go to members of the S.M.S.C. for a tremendous job in making the 1974 Juniors a happy and memorable event.

Space does not permit, mention of all persons involved, those who so kindly billeted the contestants, loaned boats and equipment, gave of their time, however, just to name a few, C. J. (Chuck) Davidson, Regatta Chairman, Lillian Hart, Registration Chairman, Kathy Moody, Lois Mailling Marion Box, and Fred & Dolly Francis, who again gave the Saturday night barbecue, (try cooking hamburgers and hot dogs for 100 hungry, eager sailors, particularly after spending the day in crash boats). The organization of the whole affair was -- well-- just beautiful, including the course, weather and sailing.

We hope to have the full results before we go to press, but just in case, the following took the top three places in each age group:-

<u>19 & Under</u>				<u>Over All Winner</u>
1.	James Richardson David Hill	KYC	13 pts.	James Richardson David Hill
2.	Mike Glew Richard Glew	SCC	18.7 Pts.	
3.	Malcolm McRae Cathy McRae	ChYC	20 pts.	

<u>16 & Under</u>				<u>13 & Under</u>	
1.	Andy Cummings Scott Baker	NYC	61 pts.	1.	Jim Langford LBSC Greg Yaneff
2.	Doug Moody Anne Ruscica Duncan Hanney	SMSC	71 pts.	2.	Andrew Wright SMSC Jeff Moody Jackie Hart
3.	Steve Wimmer Tom Schneider			3.	John Paddon KSC Andrew Sloan Jeff Bailey

1974 - (FIRST) ALBACORE NATIONAL TEAMS CHAMPIONSHIPS - HELD AT THE ROYAL CANADIAN YACHT CLUB, TORONTO, AUGUST 10/11. Feature report by DENNIS SHERWOOD, TEAMS CHAIRMAN:

Ideal conditions greeted the competitors when they gathered at the R.C.Y.C. to contest the first C.A.A. Team Championship. A steady 10 knot easterly breeze blew out of a cloudless sky, conditions which were to last well into the second day of the competition, permitting the fifteen race schedule to be completed on time.

Six, three-boat, teams entered, but Toronto Sailing & CC. dropped out at the last moment, leaving each of the five remaining teams with a 'sail-over' somewhere in the carefully arranged programme.

The opening match between North Toronto S.C. and R.C.Y.C. saw close covering from the warning signal culminating in Neil Gunn of the home club being forced over early. This covering continued up the first leg of the rectangular course and then, after a routine rounding of the windward mark, R.C.Y.C. used slowing tactics to enable Neil to rejoin the pack. Derek French, however, became too engrossed with his task, was caught unawares by a sudden North Toronto luff and retired promptly. (No 720's in team racing - tardy retirements or disqualifications

attract extra penalty points) R.C.Y.C.'s troubles knew no end for at the second leeward mark, Bryan Gooderham deserted his ship and Sue, the crew, capsized with aplomb. Ron Taylor subsequently survived Bryan's 'buoy room' protest and North Toronto won despite themselves having a retirement. NTSC 9 3/4 pts, RCYC 14. Meanwhile Boulevard C. was also suffering from a premature starter, but Bert Van Kleef was equal to the challenge, working through the fleet despite the contrary efforts of Westwood SC. Westwood's cause was not aided by a retirement and Bob Malby and his merry men crossed one, two, three, 5 3/4 pts. to Westwood's 16.

Race 3, saw Royal Hamilton YC sail over the absent T.S.C.C. to the mornings programme concluded with Boulevard taking on the chastened RCYC team. All clear at the start, no rule infringements but considerable place changing were the hallmarks of this match. RCYC redeemed themselves pulling through on the last leg to finish 1, 2, 3, in this always closely contested race, accumulating 5 3/4 pts. to a slightly surprised BC, 15.

Lunch was taken with many conversations revolving around what to most, was a new form of water sport. Following lunch, Westwood had no bother in sailing over TSCC., whilst RHYC girded their loins for their first serious match against North Toronto, ending with RHYC's 1, 2, 5, placings, too good for NTSC 3, 4, 6.

Race 7 proved Westwood SC no match for the home club, RCYC 5 3/4 pts. WSC 15.

Next opponents to enter the arena were Boulevard making a third appearance jousting with RHYC. Not an entirely uneventful race, for Mike Skafel of RHYC retired promptly after a brief skirmish with the opposition and a protest by Bob Malby against Hamilton's Jim Hynd, was only withdrawn when it was clear B.C. nicely wrapped up finishing 1, 2, 5.

The last race on Saturday saw North Toronto sail over TSCC, and the scoreboard at this stage showed B.C. NTSC, RCYC, and RHYC, with two wins each and Westwood SC with a single victory.

The conclusion of Saturday's races, coincided with the RCYC Fleet Captain's reception and shortly after 6:P.M. Vice Commodore Clifford, extended a welcome to all the competitors who in turn, showed their appreciation by competing equally with club members in the free booze stakes, followed by pool-side buffet and dance. Very romantic if one could forget about the boat not pointing.

Sunday dawned bright and blue and with everyone now au fait with the drill, so Race Officer, Bob Bleasby got things going well on time. The first match of the morning proved the most entertaining race of the Championship.

BC and Nor. Toronto occupied themselves with the usual jockeying before the start and R. Taylor of NTSC was pushed over early at the gun but recovered well. The first two rounds, fairly routine, a little luffing, a little covering, some place changing, BC generally having the edge. During the penultimate leg, however, after B. Malby with a commanding lead had rounded the last mark with

his team mates in third and fifth positions (a winning combination), NT decided to initiate some real team tactics. Austin Marshall sailed back from his comfortable second position to combine with R. Taylor in an endeavour to slow down Bert VanKleef and Stan Cooper, to let John Thornton through - a lot of luffing a lot of covering but no place changes. Bob, being on another leg of the course could do nought but offer verbal advice which he did in his usual vigorous style. Although this first offensive did not achieve the desired result it did close the five boats right up and set the scene for more fun and games on the last leg. Having regained his composure, Bob on approaching the finishing line looked back, saw his team in an apparent winning combination, crossed to take the gun. Imagine his consternation when a few moments later he saw Bert being sailed away from the line by Ron T. to break the cover, Bert tacked and gybed to starboard, whilst Ron gybed in the opposite direction. When they met again, Ron was on starboard, Bert on port - a little clunk, protest flags and Nor. T. should have counted points, crossed the line home and dry bar the shouting. But no, the bully boys decided to set about Stan Cooper sailing his way serenely to the finish. In no time and almost adjacent to the line, boats suddenly started popping out of the bunch only to immediately go about and re-enter the affray. There were no collisions but more protest flags were hoisted. Eventual order of crossing was BC 1st, 2nd, 4th, NTSC 3rd 5th, 6th. NYSC won the Taylor/VanKleef altercation, but lost the Cooper/Taylor bout. Match result; 1st BC. 13 3/4 pts. 2nd, NTSC 16 pts.

After this demonstration the last few races had to be an anti-climax. RHYC and NTSC both beat W.S.C. by the maximum margin. BC and RCYC both sailed over TS&CC and RCYC beat Hamilton by 3 1/2 pts. after Neil Gunn had capsized in the now increasing wind.

Sail-offs were necessary following the last race - Final Results:

- | | | | |
|---------------------|-------------------|-------------------|----------------------|
| 1st - R.C.Y.C. | Gunn/Safrata | Gooderham/Bell | French/Marcus |
| 2nd - B.C. | Malby/Wilton | VanKleef/VanKleef | Cooper/Fonger |
| 3rd - N.T.S.C. | Marshall/Marshall | Taylor/Keezer | Thornton/
Collins |
| 4th - R.H.Y.C. | | | |
| 5th - Westwood S.C. | | | |

Vice Commodore Clifford thanked the competitors and organizers for making the event the success it was. Joyce Safrata, presented the unique trophy, designed and donated by husband Leon, and gilt, silver and bronze medals to the helmsmen and crew of the first three teams. Special thanks are due to Bob Bleasby for handling the racing, Joyce Safrata, results, Bill Sellens, Protest Chairman, Susie Gunn and Jan Stewart, who handled the information desk and of course the Royal Canadian Yacht Club for its hospitality and facilities.

results

THE FOLLOWING RESULTS APPEAR ON PRE-PUNCHED PAPER AND ARE TO BE PLACED IN THE 'LOG' FOR PERMANENT REFERENCE. FLEET RESULTS WILL BE PUBLISHED AS RECEIVED AND PLACED IN THE LOG.



PAST COMMODORE PATERSON, PRESENTING 'A' CLASS TROPHY TO WINNER, TOM ALLEN AND CREW OF BUFFALO CC. AT THE 1974 CANADIANS. (wilkinson studio)



PAST COMMODORE PATERSON PRESENTING 'B' CLASS TROPHY TO WINNER BERT VAN KLEEF AND WIFE OF BOULEVARD CANOE CLUB, AT THE 1974 CANADIANS. (wilkinson studio)

POINTE AU BARIL ALBACORE REGATTA
August 17, 1974 - Final Results

	<u>Club</u>	<u>Points</u>		<u>Club</u>	<u>Pts.</u>		
1.	Tom Warrington	Pa.BSC	2 1/2	13.	Gail Regan	Pa.BSC	36
2.	David Grey	"	11	13.	Harry Hall	"	36
3.	Leon Safrata	RCYC	22	15.	Bob Kilgour	"	46
4.	Ian Rogers	Pa.BSC	23	16.	Geo. Hobart	"	48
5.	A. B. Redfern	LSSC	25	17.	J. C. Keating	"	50
6.	Cliff Howard	RCYC	26	17.	James Keating	"	50
7.	Gordon McLarty	Pa.BSC	27	17.	Bill Phippen	"	50
8.	Brian Gooderham	RCYC	28	20.	Mary Ortved	"	53
8.	J. E. Leishman	Pa.BSC	28	20.	James Isbister	"	53
10.	John Michel	Pa.BSC	29	22.	Scott Sheard	"	61
10.	Bryce Christie	"	29	23.	Doug Williamson	TISS	65
12.	Warren Wilkins	"	31	24.	James Tait	Pa.BSC	71

LAKEFIELD COLLEGE - INDEPENDANT GIRLS DINGHY RACES - SEPTEMBER 29

The Independant Girls Dinghy Races were held using Albacores provided by the College. Five schools competed, St. Mildred's, Havergal, Strathallan, Branksome Hall and Bishop Strachan School. Only one race was held because of high winds which forced cancellation of further competition. The B.S.S. team of Debbie Bongard and Sue Corrigan, took a chance on a different side of the first leg of the Olympic course and were able to get home a half a leg ahead of the crowd. A good day was had by all and another meeting, will hopefully be held in the Spring.

1. Bishop Strachan School
2. Branksome Hall
3. Havergal College
4. St. Mildred's
5. Strathallan

PETERBOROUGH OPEN - EXAMINER TROPHY

- | | |
|-------------------|------|
| 1. Jiri Spirk | PSC |
| 2. Bert Van Kleef | RCYC |
| 3. G. I. Opsal | PSC |
| 4. Steve Cerny | TSCC |
| 5. Bob Malby | BC |

CONESTOGA -WARM WATER REGATTA

- | | |
|------------------|------|
| 1. Jack Langmaid | SLSC |
| 2. Ron Coulson | CSC |
| 3. Don Giffin | SLSC |
| 4. Bob Malby | BC |

Bala Sailing Club

1. Gordon Overend
 2. Bruce Overend
- 'B' Class Trophy - Les Vickers

1975 REGATTA DATES: - ALBACORE ASSOCIATION CHAMPIONSHIPS

- JULY 20-21-22 NORTH AMERICAN CHAMPIONSHIPS
ASSOCIATION ISLAND, NR. WATERTOWN, N.Y.
(LAKE ONTARIO)
- JULY 23 INTERNATIONAL TEAM RACES,
ASSOCIATION ISLAND, WATERTOWN, N.Y.
- JULY 24-25-26 3RD WORLD CHAMPIONSHIPS
ASSOCIATION ISLAND, WATERTOWN N.Y.
- AUGUST 9-10 CANADIAN JUNIOR CHAMPIONSHIPS
MIDLAND SAILING CLUB, ONTARIO
(GEORGIAN BAY)
- SEPTEMBER 13-14 NATIONAL TEAM RACES - FINALS
ROYAL CANADIAN YACHT CLUB, TORONTO HARBOUR
- SEPTEMBER 19-20-21 CANADIAN ALBACORE CHAMPIONSHIPS
FERN RESORT - ORILLIA - ONTARIO
(LAKES SIMCOE AND COUCHICHING)



PAST COMMODORE PATERSON PRESENTING SENIOR CLASS TROPHY
TO WINNERS BOB GOODINGS AND CREW TOWER FERGUSSON, OF
TORONTO SAILING & C.C. WITH JOHN LEITCH REGATTA CHAIR-
MAN SMILING IN BACKGROUND, AT THE 1974 CHAMPIONSHIPS
(wilkinson studio)

opinion

REGATTA BEHAVIOUR.

This short sermon is the result of observation at a number of regattas, mainly those held outside of Canada.

First let it be said that according to reports from host yacht clubs, Albacore sailors have a high standard of conduct compared to other classes and are generally regarded as pleasant, cooperative and uncritical. But the image does get tarnished on occasions and it's with a view to preserving it that these notes are written. Especially because that KC on the sails stamps us and always leads others to say not "that so-and-so sailor" but "that so-and-so Canadian sailor".

Here are a few do's and don'ts.

- 1) Don't bug the Race Committee. There was a sign in the bar during the Klondike gold rush: "Don't shoot the piano player; he's doing his level best". Race Committees, of course, can hardly ever be right; but if you've never served on one, you can't know the complexity of their problems and how much easier it all seems to you sailing up and down that bad line. So - no matter how obvious it is that the Committee boat should veer another 100 feet of rope or hoist a postponement or simply "get on with it", resist the temptation to offer gratuitous advice.
- 2) At the start of a race, sail past the Committee boat close aboard. This gives them a chance to record your sail number without difficulty - important for safety reasons quite apart from calculations of DNS, DSQ and DNF which are based on "yachts in the starting area".
- 3) Cut out the obscenities on the race course. The really top sailors - certainly in our class - are almost without exception well-mannered. The exercise of vocal cords is, of course, an old tradition which isn't to be discouraged; but it doesn't have to be accompanied by a statement - however obvious - of your opponents' four-legged parentage. Apart from the undesirability of foul language, there is after all Rule 74.3 which reads "After a gross breach of good manners or sportsmanship, the Race Committee may exclude a competitor from further participation in the series or take other disciplinary action".

4) It's a nice thing to do after the last race in the series to sail past the Committee boat and shout: "Thank you Committee". The chances are nobody will acknowledge it because the Committee are preoccupied with recording finishes. But they'll hear it and unquestionably feel rewarded.

5) Don't leave before the prize-giving just because you haven't won any prizes. Nothing takes the edge off a good regatta more than a prize-giving which looks like a collection of the last remaining people who still believe Mr. Nixon never knew. Even if home is a long drive, stay and cheer the winners. At a recent regatta in the U.S. almost the entire Canadian contingent shoved off early and one felt a faint sense of diplomatic affront to the hosts. But if your mother-in-law is ill or your business can't survive that extra hour without you, make your number beforehand with your hosts, tell them how grievous is your circumstance and ask to be excused. Do it early enough for you still to have a chance of making the first twenty-four.

This is hardly the age of elegance. And the Corinthian spirit has, in many classes, been largely driven underwater. But we have a great sport in a great class and it doesn't take much neglect or thoughtlessness to undermine it. Regattas are where we all meet and are seen as ambassadors - so let us come to them with a sense of individual obligation not only to our hosts but to our competitors.

TONY GRIFFIN.

CANADIAN CHAMPIONSHIPS - I would like to know why we hold our Canadian Championships so late in the year. Late September brings cold winds and rain which I find makes things very uncomfortable. I realize that as the cooler weather approaches, the winds pick up and I suppose this is the reason behind the late date. However, with these conditions I feel we decrease the enjoyment, and increase the risk of accidents. I think it was proven again this year, that to win, you have to be able to win in medium or heavy winds, so why not move our Championships ahead two weeks so that we might pick up some of the last warm days of summer.

If Provincial Parks are involved in future Regattas, I wonder if the Race Committee could contact the Government regarding the use of these parks Free of charge. It was very obvious that they (Provincial Parks Commission) were exploiting a previously unavailable goldmine as I'm sure they would not have had an employee at the gate under normal circumstances this late in the year. I realize we are using their facilities and they have every right to charge but I think that we would get a lot of support for a National Championship. As it is, now we will pay \$22.00 plus \$4.50 park fees, just to get to the first race. It is beginning to get rather expensive.

R. A. Malby

A NATIONAL ORGANIZATION -

While the association is to be congratulated on the organization of the World Championship this is a case of putting the cart before the horse and running before we walk -- whichever you wish. The Class has had great success in establishing itself in Southern Ontario but not much elsewhere. We are scarcely a National Class and this is reflected in our Canadian Championships where most of the entrants are from a radius of a hundred miles of Toronto.

Looking at the Association we have these strengths. First, a sound and interesting boat to sail. Secondly, excellent class rules to provide a racing boat which is not expensive to buy or maintain in racing trim. Thirdly, a boat which also lends itself to family and day-sailing (incidentally one of the Objects of the Class). Fourthly, a very sound foundation for future expansion in our Ontario membership. Fifthly, hard working and dedicated officers.

However, we do have these disadvantages. First, the previously mentioned concentration of membership in Ontario and little representation elsewhere in Canada. Secondly, a weak provincial and divisional organization in relation to the national organization. Thirdly, a tendency in past years for the executive to spend too much time on prestige racing events and too little time on organization and development. Fourthly, far too high a proportion of the officers from the Toronto area or its hinterland.

While I am sure there is more than one course of action open to develop a truly national class I put forward the following suggestions as a basis for further discussion:

1. Increased effort on the part of the Association to develop viable provincial or regional organizations with divisions and fleets organized within such a structure.
2. The broadening of the Executive to include officers from outside Southern Ontario, if necessary through amendment of the Constitution.
3. The holding of the Canadian Championships in different areas or regions each year.

The chance to become a real national class exists now. I fear to continue in our present mould will lead to ossification. The organizational talent that rests within our membership should surely enable us to become a class active coast to coast.

Keith Bull,
Toronto.

"ARK'74" - I am writing on behalf of the Kingston Yacht Club, Albacore Fleet, to express our thanks for your advertising our regatta, ARK. We had not expected it to be the successful event it turned out to be, and we can only attribute a major part of the impressive entry list to the commentary in Shackles & Cringles.

If you publish this letter, I would be obliged if you could include our sincere thanks to all our ARK guests. It was a great pleasure to host them at KYC and look forward to seeing them again in '75.

Don Cropp, KYC Albacore Fleet Captain.

classified

FOR SALE: ALBACORE T SHIRTS - NAVY - WHITE CREST IN UPPER LEFT CORNER

A ALBACORE
CANADA

SAIL NUMBER

ALL SIZES (INCLUDE SIZE WHEN ORDERING)

COST - CRESTED ONLY \$4.50
CRESTED WITH SAIL NO. 5.00

(TAX AND POSTAGE INCLUDED)

ORDER FROM: BOB MALBY
511 WEST MALL, APT 1205
ETOBICOKE ONT.

PLACE ORDER BEFORE DECEMBER 1ST, IN TIME FOR CHRISTMAS

FOR SALE: TRY OUR ALBACORE "POWER" RUDDER BLADE FOR MAXIMUM CONTROL. EXTRA THICK 1 1/4" AIRFOIL SECTION. FITS 7/8" HEADS. \$32. PLUS ONTARIO SALES TAX IF APPLICABLE. WRITE - HPL, 4 CAESAR, OTTAWA, K2G OB2.

FOR SALE: ALBACORE - MCGRUER - 2 YEARS OLD, TRAILER, \$1450. MR. MORLAND, 922-6557, or 864-9010. (Area code 416)

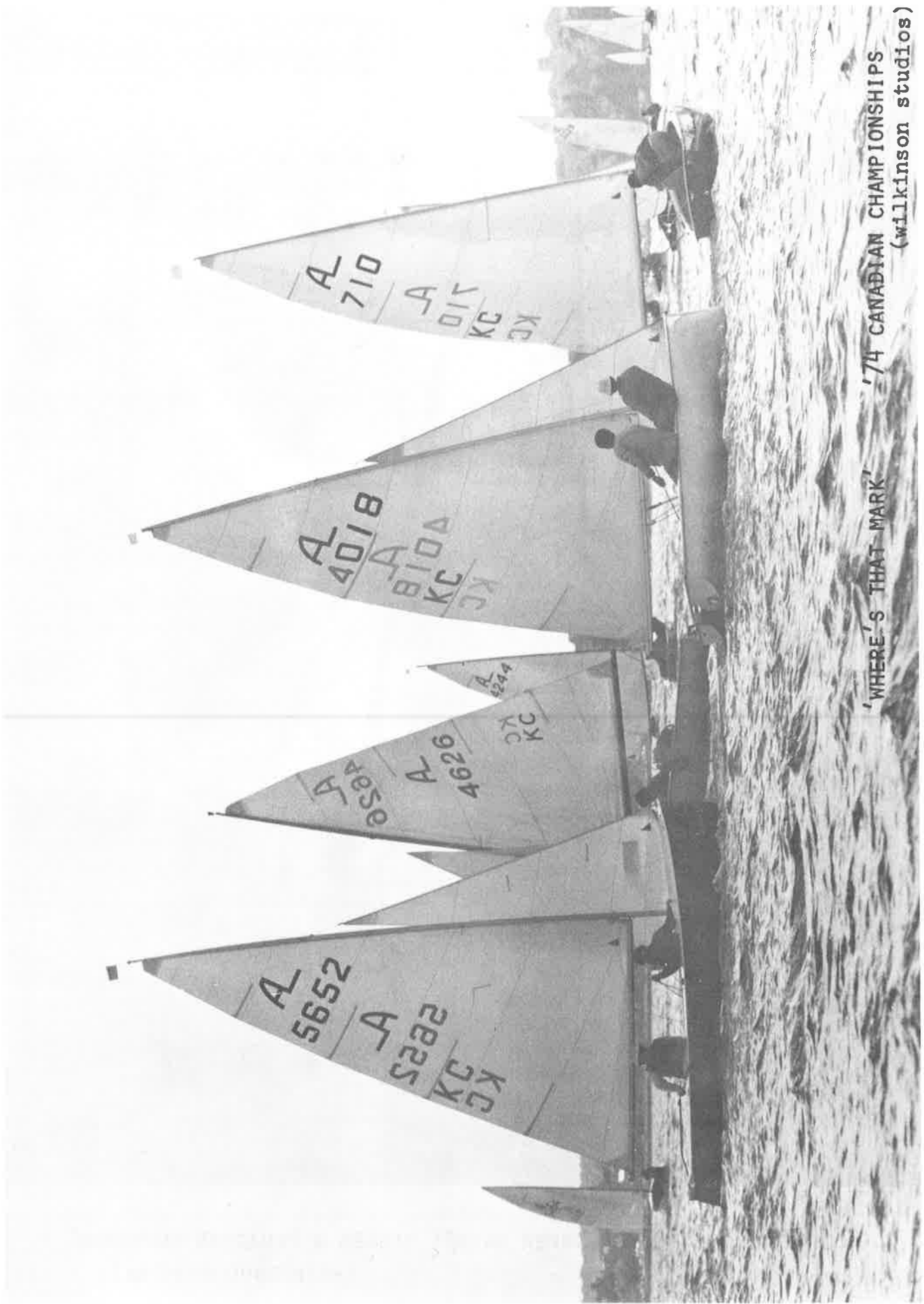
FOR SALE WHITBY ALBACORE - 1969 - COVER, DOLLY GOOD CONDITION - ERIC HARDY - DAYS 416-925-7733 - EVS. 485-1043



WINDING UP THE '74 CANADIANS WITH A VOTE OF THANKS AND HANDSHAKE BY CHRISTOPHER PATERSON, PAST COMMODORE, TO REGATTA CHAIRMAN, JOHN LEITCH FOR A JOB "WELL DONE"



"CLIFFORD & BARBARA PARKER HAVN'T MISSED A CANADIAN IN YEARS"
(wilkinson studios)



'WHERE'S THAT MARK'

'74 CANADIAN CHAMPIONSHIPS
(wilkinson studios)