

JANUARY 1975

shackles & cringles

canadian albacore association



newsletter

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Canadian Albacore Association
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comment

As we enter a new year and many of you are pursuing your favourite winter sport, skiing, snowmobiling, skating, or just sitting in your favourite easy chair before the fire, your 1975 Executive is planning a challenging and fun-filled sailing season.

As a member of the CAA, you will appreciate the amount of effort and volunteer hours the Chairmen of the Association spend in an endeavour to make the Albacore class one of the best associations, both on a National and International basis and as a member, you can play your part in realizing these goals.

Keep up your membership from year to year, (you will receive a separate invoice in the near future for your 1975 dues); take an active interest in your Fleet, attend as many CAA regattas as possible. If you do not race, then do what you can to keep the spirit of the class going in your cottage area. Your Executive is striving toward a program to interest both competitive and pleasure sailors.

Great hopes and plans are in store for 1975 so let's unfurl the sails and set a few records to remember, by increasing membership, conducting top calibre regattas and join together in fellowship worthy of the Class.

For the past six years it has been my pleasure to have worked with members and Executive of the CAA, and I can assure you it has been a wonderful and rewarding experience. Some of the highlights, were the first World Championship held at the Royal Canadian Yacht Club, Toronto Harbour, in 1971, and the annual North American, the Canadian and Junior Championships. The work involved during these regattas was tremendous, sometimes hectic but always fun.

Due to other commitments at this time, I regret to advise that I no longer have the time to carry out the many jobs necessary, in the interest of the Association.

In conclusion, I wish to express my admiration of a most sincere and fine group of sportsmen. While I am retiring, I will continue to take an active interest in the CAA, as a boat owner and member, and look forward to seeing you at the coming championships. - Meantime - 'Happy Sailing'

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editor / olive erskine

commadore

Christmas and New Years has come and gone and we're into the skiing, curling, skating, hockey and snow shovelling season. At least we Canadians do have quite a bit of variety to our sport activity.

While now we can not be sailing at least we can be dreaming and planning. And planning is what your executive has been working on.

One of the first items we have tackled was membership. Unfortunately sailors are notorious for not continuing memberships in their class. Not just Albacores, but all classes. We compared notes with other Albacore Associations throughout the world and the result was the formation of a Committee (under Dennis Sherwood) to maintain our membership and to bring back many of our past members. No doubt you will have received our letter and invoice for your 1975 dues. At least this year if you desire sails, or a boat cover the savings you can make on these items will pay your annual dues for many years to come. We hope in future to add other items, other carrots, to enhance your membership.

Frankly, the C.A.A. needs money if it is to properly carry out its duties, so your membership is vital to the Association. When you are talking to your other sailing friends, be they a current member or a past member, button hole them to support the Association which supports the Albacore.

Every issue of Shackles has contained an addition to the Log, so the Log will become a more valuable item over the years. Many members who are going to contribute articles on safety, boat handling, self-bailing, transoms bailers and other items which are not just of interest to the racer but of interest to the pleasure sailor.

Those of you who have had a chance to visit the Toronto Boat Show will have seen the Albacore display. The composite boat produced by an amateur (a banker and member of your Executive) is quite a work of art. Fibreglass is wonderful, but when you see it combined with beautiful wood trimmings such as in this composite boat makes it a real joy to behold. When you see a boat like this you realize the Albacore is not just for racing. The composite boat is becoming very popular in the U.K.

Another C.A.A. committee has been working on Fleet Liasion. We plan two meetings this year in different parts of the country with the various District Captains and Fleet Captains. We wish to have more dialogue with all the fleets as well as increasing District Albacore Championships and Albacore Team Racing, which was started last year.

Fleet Development is recognized now as a separate activity of the C.A.A. and Ian Rogers, your 1st Vice-Commodore has agreed to accept this position. We need more fleets in other parts of our broad nation.

Tony Griffin is reporting to you elsewhere on the activities of the International Albacore Association so I will make no comments on it here. Kent Taylor, your Spec. Chairman though, is busy with his Committee endeavouring to fully co-ordinate the U.S.-U.K.-Canadian Specifications so we can maintain our restricted design class.

With the return of the World Albacore Championships to North America more people are interested in participating. With the limited number of places available our Canadian participants must be selected by some system. This of course has caused many people to write in their suggestions. Steve Cerny, your Regatta Chairman, is working on plans as to how best to do this. A similar problem has existed in past years (particularly in 1974) on the allocation of contestants in the various fleets of the Canadian Championships. Steve is very aware of the problems and will be presenting his solution to you.

The above report covers some of the activities of your Association. We hope it will lead to an interesting year for you.

Yours very truly,



F. J. Francis,
Commodore.

caa news

INTERNATIONAL ASSOCIATION - In the last issue of Shackles & Cringles a report was published setting out the aims for the proposed new International Albacore Association and the members of the CAA formally approved at the Annual Meeting, the formation of the new Association. Similar authority has been approved by the British and the U.S. Associations. Considerable headway has been made.

There have been altogether three meetings of a "Steering Committee" consisting of members, as available, of the Executives of the three Associations. The first of these was held in Chicago at the time of the North American Championships in August, the second was held in London in October which Tony Griffin attended, along with members of the British Executive and by invitation a representative of the Royal Yachting Association, (RYA) to which organization the copyright on the boat, formerly held by Fairey Marine, has been

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transferred. The third meeting was held in Washington in early November which was attended by representatives of the USAA and the CAA in the person of your Commodore, Fred Francis and the Assistant Secretary, Helen Kettle. A fourth is scheduled for London in January.

The result of the three meetings so far has been a consensus on the form the International Association should take with respect both to objectives and to the representation. The Steering Committee has, of course, no legal status and it is premature to report its full conclusions. But it has authorized the drafting of a constitution and a sub-committee consisting of Seymour Mogford, John Tinker, Ian Rogers and Tony Griffin is getting down to producing a draft. This will be submitted to the Executives of the three Associations and when it has been approved, a full report will appear in a subsequent edition of Shackles & Cringles.

Meanwhile the indications are that the headquarters of the 'IAA' will be in London and that the British Association will supply the Secretary/Treasurer. As already reported, Tony Griffin has been nominated as Commodore.

On the subject of international specifications, this also is making headway at the same time as the constitution is drafted. The chairmen of the Specifications Committees of the three National Associations are in the process of drafting separately, their own versions of a set of international specifications. When this has been done, the new Association, when legally formed, will then attempt to negotiate a compromise formula for international adoption.

ALBACORE BULK PURCHASE - On August 14, 1974, the Ontario Sailing Association wrote a letter to all Commodores and Youth-Co-ordinators regarding a proposed bulk purchase of Albacores for junior sailing programs within the clubs throughout Ontario.

The response was sufficient to work out a set of specifications for a basic Albacore and call an Albacore bulk purchase tender from Canadian Manufacturers throughout Ontario. This was done and the OSA Committee decided that Skene Boats Limited of Ottawa were the successful contractors, after receiving all bids.

Skene Boats Limited are prepared to supply on the bulk purchase proposed boats at a discount price, and terms will be \$1,000 down per boat when order is place and the balance on delivery, including any extras the individual clubs may choose to add. Any extras over the basic boat and equipment shown in the tender form, must be arranged directly between the manufacturer and the individual club.

The clubs indicating an interest have already been advised and this offer is now made to all other clubs who may wish to take advantage of this bulk purchase plan. Skene Boats are prepared to extend the quantity of the bulk purchase beyond the 40 boats indicated, but also are prepared to suspend orders should the quantity demand of order dictate. Skene Boats set a deadline of December 31, 1974, for the purchase of these 40 or more boats slated for bulk purchases by clubs, however, if you are interested it may not be too late - contact, Mr. Wally White, or Mr. George Carlyle, 19 Caesar Ave. OTTAWA, K2G 0A8.

ONTARIO SAILING ASSOCIATION - CHAIRMAN'S REPORT - The following excerpts from the 1974 annual report by Sicotte Hamilton, Chairman of the Ontario Sailing Association. Many Albacore sailors are mentioned in the report also, Albacores were primarily used at the 1974 Sailing School & Instructor Development Program:

Race Management Clinic

Malcolm Boyd again ran a very productive race management clinic with lectures and classroom work on Friday and Saturday, May 18 and 19 at Trent University and practical on-the-water training on Sunday at Lakefield College School.

Over 30 race officials and resource people were involved in the program. Our thanks to Doug James and Lakefield for their help during the on-the-water training.

Library Lecture Series

For some years we have been associated with a library lecture series which has been conducted by Don Giffin. This work continues and will be furthered next year with the help of Alex MacNaughton.

Sailing School & Instructor Development Program

The Association continues to be indebted to Georgian College and people like Bill Leslie, Marilyn Hamilton, Adam Dimitrick, John Leitch, Bill Cheek, Doug Keary and many others who make our annual sailing school and instructor development program happen.

This year, we conducted our school at Cleveland's House on Lake Rosseau whose facilities turned out to be most adequate. The school was attended by 203 sailing students and 118 instructors in the development program. Breaking down the number of instructors into 3 categories, we had 11 seniors, all of whom passed, 35 sailing instructor candidates, 22 of whom became fully certified instructors and 72 assistant instructor candidates, 61 of whom became fully certified. Five instructor candidates were given advisor status.

It is interesting to note that even though the cost of the instructor program was increased to \$115.00 and we insisted on each assistant sailing instructor candidate having a bronze medallion that the course was filled to capacity. 1975 will be a sell-out, so apply now !

I think the success of the 1974 program was due to Doug Keary's concept and our creation of the instructor coach. In planning the 1974 program, we realized that we had to come up with an opportunity for the candidates to improve their weak points and an evaluation system that would be fair and equitable. The solution was the instructor coach who would relate to about 10 candidates, would be responsible for evaluation, would determine the weak points, would retain and would re-evaluate and then certify.

We selected 6 recently certified senior instructors as instructor coaches for the assistant sailing instructor candidates and 5 well-known individuals in sailing circles as instructor coaches for the sailing, and senior sailing instructor candidates.

In early March, we, with Georgian College, conducted a week-end instructor clinic at Geneva Park to prepare the instructor coaches and other members of the staff. The

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clinic proved to be most worthwhile and, infact, was repeated a month later by the National Learn-to-Sail Committee to develop instructor coaches from other provinces.

Class Associations Committee

Dave Johnson, John Tinker and Phil Tillman are all members of the National Class Associations Committee and so we are well represented at that level.

Dave Johnson is the member of our executive representing classes based in Ontario. To date classes have had little interest in other organizations and, in fact, many have had little interest in themselves. I feel that as sailing grows, the various class associations will grow and become more sophisticated. If we can be of help either through guidance or financial assistance then you should contact Dave. I have already mentioned that we received a grant to cover special class association requirements. More monies are available for this area provided the classes submit their proposals describing their requirements. The Class Associations Committee function is to serve the needs of the classes.

Ontario Women's Sailing Championship

The second annual Ontario Women's Sailing Championship was held August 22 and 23, at the Royal Canadian Yacht Club to select two crews to represent Ontario in the Canadian finals. Twelve crews sailed in the competition and Bill Gooderham acted as race committee chairman."



OFFICIAL RESULTS

1974 CANADIAN JUNIOR CHAMPIONSHIPS

SOUTH MUSKOKA SAILING CLUB

<u>Sail No.</u>	<u>Skipper & Crew</u>	<u>Club</u>	<u>Points</u>	<u>Place Overall</u>	<u>16 & Under</u>
4815	Jas. Richardson David Hull	KYC	13	1	
4241	Mike Glew Richard Glew	SCC	18.7	2	
4808	Malcolm McRae Cathy McRae	ChYC	20	3	
4824	Ted Goddard Don Sharpe	PSC	26	4	
3401	David Strutt Dean Smith	GRYC	30.4	5	
4633	Bryan Gooderham Eric Morch	RCYC	34.7	6	
4888	Gary Newton Don Loken	FBYC	36.7	7	
652	Gerry Giffin Nancy Barr	SLSC	39.7	8	
4814	Rob Payne Nancy Payne	SMSC	41	9	
5514	David Francis Michael Cossar	SMSC	41	9	
3241	Mark Ewen Bruce Ewen	SLSC	48	11	
4148	Dianne Groome Tracy Philpot	ChYC	48.7	12	
5344	Jim Ryan Michael Evans	BC	58	13	
4240	Andrew Cumming Scott Baker	NYC	61	14	1
5505	Bob Leonidas Tom Russell	RCYC	65	15	
471	Dan Grant Geoff Zimmerman	MLSC	65	15	
711	Steve Jarrett Nrian Jarrett	KSC	66	17	
4004	Steve Wimmer Tom Schneider	TSCC	71	18	2
5005	Doug Moody D Hanny/A Ruscica	SMSC	71	18	2
5348	Raines Koby Betsy Higgins	RCTC	72	20	4
5600	Leslie Hamilton Kelly Page	HYC	72	20	4
4849	Richard Treumner Mary Truemner	SMSC	72	20	
716	Paul McLaughlin David Niblett	MLSC	73.5	23	
3766	Marc Knowles David Knowles	LBSC	75	24	
3451	Kathy Blx Lou Ann Mailling	SMSC	75	24	
3453	Michael Hart Mark Fletcher	SMSC	76	26	6

Canadian Junior Results Continued -

<u>Sail No.</u>	<u>Skipper & Crew</u>	<u>Club</u>	<u>Points</u>	<u>Place Overall</u>	<u>16& Under</u>	<u>13& Under</u>
4254	Doug Mailling Bill Mailling	SMSC	81	27	7	
4573	Robert Baarbe Gail Jennings	FYC	88	28		
4650	Tom Cumming Arne Maki	NYC	88	28	8	
472	Nicky Dixon Maureen Clark	ChYC	89	30	9	
1296	Jim Langford Greg Yaneff	LBSC	91	31		1
4813	Brian Reeve Mark Reeve	SMSC	92	32		
4577	William Pol Gavin Stuart	FYC	93	33	10	
1177	Bill Frenke Geoff Brock	FBYC	103	34		
4827	Jennifer Leitch Gail Meech	MBSC	105	35	11	
4666	Alan Redfern John Lipton	LCSS	107	36	12	
4811	Andy Wright J Moody/J Hart	SMSC	110	37		2
4618	Laurie Jones Sara Jones	ABYC	110	37		
2835	Wendy Romano David Smith	BHYC	115	39		
4276	Karen Wright Tim Wright	SMSC	116	40	13	
1805	John Paddon A Floam/J Bailey	KSC	116	40		3
4812	Cathy Scheiner Margaret McNabb	SMSC	122	42		
4801	Fiona Kidd Nancy Shield	RCYC	135	43	14	
4578	Chris Wells Stephen Wells	NSC	136	44		
4244	Liz Mitchell B Cossar/K Cossar	SMSC	146	45		4
4508	Tom Vien Christian Bennett	R STLYC	151	46	15	
4862	All Meller Jeff Erskine	SMSC	159	47	16	

BALSAM LAKE INVITATION ALBACORE REGATTA - 1974.Official Results.

			<u>1st Race</u>	<u>2nd Race</u>	<u>Overall</u>
5502	Foster	LBSC	4	1	1
4633	Gooderham	Collingwood SC	1	8	2
4808	McRae	Champlain	2	10	3
5000	Langmaid	SLSC	10	2	4
5600	Griffin	BLSC	3	9	5
4420	East	Britannia	12	3	6
3731	Poyntz	LBSC	7	6	7
652	Giffin	SLSC	11	4	8
4877	van Kleef	Boulevard	13	5	9
4548	Cockburn	TS & CC	8	13	10
4805	Malby	Boulevard	19	12	11
510	Willson	BLSC	16	15	11
4644	Medhurst	TS & CC	17	14	11
4789	Cerny	MBSC	9	25	14
4864	Spirk	Peterboro'	23	11	14
4597	Polhill	Sibbald Pt.S.C.	15	21	16
618	Austin	TS & CC	20	20	17
4527	Murdock	TS & CC	24	17	18
4824	Goddard	Peterboro'	25	19	19
4266	Sonley	BLSC	27	18	20
4550	Gordon	RCYC	18	29	21
5470	Hancock	TS & CC	40	7	21
5008	Goodings	TS & CC	22	24	21
No No.	No name	--	5	48	21
4538	Wood	Gatineau	32	16	25
4422	Hamilton	Hawkestone	6	DNF	26
3221	Paterson	BLSC	26	26	27
4148	Groome	Champlain	28	27	28
5004	Davis	LBSC/ABYC	14	DNF	29
5649	McCallum	BCSC	29	30	30
2062	Barnes	BLSC	37	22	30
2290	Gilmour	SLSC	39	23	32
4151	Bull	TS & CC	21	42	33
2501	John Grieve	BLSC	36	31	34
2783	Schofield	BLSC	34	33	34
3725	Jim Grieve	BLSC	33	34	34
4673	Crawford	BLSC	35	35	37
2702	Reed	BLSC	42	28	37
4262	Kennedy	SLSC	30	43	39
4029	Warren	BLSC	41	32	40
117	Shaw	BLSC	31	42	40
4613	Barrrens	BLSC	38	38	42
4187	Curtis	no club	44	36	43
3175	Kitchen	BLSC	43	37	43
721	Crossingham	BLSC	45	DNF	45
3609	Davies	Boulevard	46	DNF	46
505	Warboy	--	47	DNF	47

BALSAM LAKE SAILING CLUB

1974 RACE RESULTS

	<u>July Series</u>		<u>August Series</u>		<u>Season</u>	
	<u>%</u>	<u>Place</u>	<u>%</u>	<u>Place</u>	<u>%</u>	<u>Place</u>
Albacore:						
A Class -						
Griffin	1.0000	1	.9386	1	.9836	1
Willson	.9165	2	.9382	2	.9266	2
Paterson	.7754	7	.9232	3	.8791	3
Shaw	-		.8250	4	.8388	4
Barnes	.8360	3	.8241	5	.8287	5
Schofield	.7797	6	.8100	6	.7965	6
Jim Grieve	.8088	4	.7715	7	.7870	7
Reed	.7885	5	.7706	8	.7795	8
B Class -						
Crawford	.7553	1	.7944	1	.7735	1
Warren	.7323	2	.7136	3	.7301	2
John Grieve	.6668	5	.7240	2	.7045	3
Helson	.6818	4	-		.6811	4
Halliday	.7039	3	.6601	4	.6796	5
Kitchen	.6590	6	-		.6618	6

THE 1974 RESULTS OF THE SATURDAY SAILING RACES AT POINTE-AU-BARIL

<u>July Series</u>	-	<u>Position</u>	<u>Skipper</u>	<u>Points</u>
		1	David Gray	
		2	John Michell	
		3	Gail Regan	
<u>August Series</u>	-	1	Ian Rogers	8 3/4
		2	John Michell, Tom Warrington	10 3/4
		4	Gail Regan, Warren Wilkins	14

Overall (score based on participation in a maximum of 8 races and a minimum of 6)

1	Ian Rogers	21 1/2
2	John Michell	23 3/4
3	Gail Regan	27
4	Warren Wilkins	30 3/4
5	David Gray	33
6.	John Leisham	37
8.	George Hobart	51 3/4
9.	Bill Phippen	71
10.	John Evans	83

1974 RESULTS - SOUTH MUSKOKA SAILING CLUB

EARLY BIRD:

1. R. Moody, Doug Moody, Jeff Moody
2. Mike Hart, Kathy Moody
3. Peggy Francis, Dave Sturch

LONG DISTANCE:

1. Mike Hart, Kathy Moody, Jackie Hart
2. Ron Moody, Doug Moody, Jeff Moody
3. Peggy Francis, Dave Sturch

POWDER PUFF:

1. Rita Payne, Nancy Payne, Carol Sturch
2. Joan Wright, Karen Wright, Janice Wright
3. Dolly Francis, Peggy Francis, Wendy Hardil

CLUB CHAMPIONSHIP:

1. Rob Payne, Nancy Payne
2. John Francis, Fred Francis
3. Ron, Doug, Jeff Moody

SERIES RACES:

TRAVELLERS:

1. Doug Sturch, Joan Moore
2. Don Wright, Andy Wright
3. Bob Wright, Janice Wright

SWINGERS:

1. Rob Payne, Nancy Payne,
2. John Francis, Fred Francis
3. Peggy Francis, David Sturch

DIE HARDS:

1. Ron, Doug, Jeff Moody
2. Jim Kappelle, Barbara Kappelle
3. Mike Hart, Kathy Moody, Jackie Hart

SEPTEMBER TROPHY:

1. Rob Payne, Nancy Payne
2. Jim Kappelle, Barbara Kappelle
3. Don, Andy, Jane Wright

- 2 -

South Muskoka Sailing Club

CHALLENGER TROPHY:

1. Jim Kappelle, Barbara Kappelle
2. Don, Andy, Jane Wright
3. Tom Box, Rod Box

JUNIORS - JULY:

1. Mike Hart, Jackie Hart, Mary Martha Ruscica
2. Doug Moody, Annie Ruscica
3. Doug Mailing, Jim Mailing, Joan Bush

JUNIORS - AUGUST:

1. Mike Hart, Jackie Hart, Mary Martha Ruscica
2. Doug Moody, Annie Ruscica, Steve Beatty
3. Mike Cossar, Jeff Moody

LASER CLUB CHAMPIONSHIP:

1. Rob Payne
2. Doug Sturch
3. Doug Moody

1974 Results for the R.H.Y.C. Albacore Fleet

R.H.Y.C. Open Albacore Regatta, July 6.
(29 boats competed)

<u>Position</u>	<u>Points</u>	<u>Boat No.</u>	<u>Skipper</u>	<u>Club.</u>
1.	8 3/4	4545	R. Scott	R.H.Y.C.
2.	11	4825	M. Skafel	R.H.Y.C.
3.	11	3196	D. Douglas	B.H.Y.C.
4.	13 3/4	4272	W. Hunter	O.Y.S.
5.	14	5650	F. Magnini	G.Y.C.
6.	14 3/4	4535	P. Mills	R.H.Y.C.

Club Series - Overall June, July, August

Tuesday Series
(Best 9 of 13 Races)

1.	16	4535	P. Mills
2.	16 3/4	4545	R. Scott
3.	29	2617	J. Hynd

Thursday Series
(Best 8 of 12 Races)

1.	15 1/4	2617	J. Hynd
2.	17 1/4	4825	M. Skafel
3.	20 1/4	4535	P. Mills

Club Series - Round the Bay

1.	7 3/4	4227	J. Murphy
2.	8 1/2	4535	K. Mills
3.	9 3/4	2617	J. Hynd

regattas

REGATTA CHAIRMAN, STEVEN CERNY, HAS BEEN BUSY LAYING THE GROUNDWORK FOR THE 1975 CHAMPIONSHIPS. SOME INTERESTING PLANS ARE ON THE PLANNING BOARD, INCLUDING A METHOD OF SELECTION TO COMPETE IN THE WORLD CHAMPIONSHIP.

DETAILS COVERING ALL CAA CHAMPIONSHIPS WILL APPEAR IN THE MARCH ISSUE.

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) |

"COMPLETE 1975 RACING CALENDAR WILL APPEAR IN THE MARCH ISSUE."

fleets

In past years the perennial complaint from the Fleets was the 'lack of communication between the fleets and the executive'. This problem has improved over the past two or three years, however there is still a great deal of organizing to be done to bring the fleets to a level of full membership, management and closer liaison with the Fleet Chairmen.

In an effort to accomplish these goals, two members of the Executive have been appointed, one member to concentrate on Fleet Liaison and another for Fleet Development. Dennis Sherwood has taken on the task of Fleet Liaison Chairman, and has organized a sub-committee, who have already had a number of meetings. You will have received correspondence from Dennis and we ask that you do your part in co-operating with detailed replies. You will recall that Dennis organized the first National CAA Team races, last August at the RCYC, and gave a most exciting account of the results, which appeared in the last issue. (Several compliments on the article have been received - thanks Dennis).

Ian Rogers, has taken on the task of Fleet Development. Many of the Fleet Captains met Ian, at the Fleet Captains and Measurers meeting held at the Boulevard Club last Spring. Ian did a great deal last year to improve the fleet situation, and we know you will support his efforts on your behalf, again this year.

NOTE: - 1975 MEMBERS LOG - A one page Questionnaire was mailed to all District and Fleet Captains, to be returned to Olive Erskine, Box 4, Etobicoke, Ont. M9C 4V2. If you wish your club results, 1975 racing schedule and the name and address of your Fleet Captain to appear in the Log, PLEASE return the questionnaire no later than February 15th.

We ask your co-operation in sending the necessary information for the Log and that we will not find it necessary to send second and third notices, and to make several local and long distance phonecalls, which are time consuming and costly. If you have any questions or wish help with the questionnaire don't hesitate to write or call, we will be glad to help if possible.

Meanwhile our sincere best wishes to all District and Fleet Captains for a very successful racing season.

technique

SAILING TIPS

By ALEX MACNAUGHTON

BEATING IN HEAVY WEATHER — Part 2

A BOAT should be sailed flat and not heeled in all types of weather, generally speaking. Two issues ago, various methods enabling the crew to avoid heeling in heavy weather were considered. There are a number of ways to improve one's boat in order to be able to keep it level in heavy weather. The "bendy mast" will be the subject of a separate article. Other possible changes are as follows:

1. A Cunningham hole is a grommet hole about one-third of an inch in diameter in the hem of the fore edge of the mainsail about 8" above its tack (bottom front corner). A line, attached to the mast at or below the gooseneck (spike or other apparatus on the mast to hold the boom), is run up the side of the sail to the grommet hole, through it, and down the other side to a cleat on the mast, usually just below the boom. In heavy winds on a beat, the crew will tighten the line and cleat it, thus causing a somewhat unsightly gathering of sailcloth above the gooseneck. However, this reduces the draft (curve) in the sail, and therefore the hiking power needed to keep the boat level. Lately the Cunningham hole has become almost standard equipment on new mainsails. See pictures.

2. In the last few years, it has become evident that the jib and also the mainsail should be close to the deck. This is to avoid spillage of air under the foot (lower edge) of the jib and also under the boom. In aero-

nautics it is called "wing tip loss" and some airplanes now have a downward hook in the outside 12" of their wings to avoid this, e.g. *Cessna*. If class rules allow, sailmakers now make jibs to "sweep" the deck when beating and close reaching. It is more important to avoid loss of wind under the sails in light or medium winds. However, in heavy winds, especially when beating, there is another reason for having the jib sweep the deck (and the boom slant downwards towards the transom). It is to drop the sail area as low as possible, reducing the leverage of the wind and so help the crew in their attempt to keep the boat flat.

3. Most centreboard classes prohibit any aids to hiking "extending outboard", other than muscle. The words in quotation marks are used in the *Albacore* Class Rules. The *Albacore* Class Rules allow the edge of the gunwale to extend outboard from the hull up to 3", and for heavy weather to increase hiking ability the gunwale should be as wide as legally possible. If you or your crew are short legged, it is probably quite legal in your class to extend the width of the centreboard housing one or several inches if you support your feet against it under hiking straps.

4. Hiking handles to help helmsman and crew hike out for long periods are legal in almost all classes. A hiking handle is usually wood, such as the top

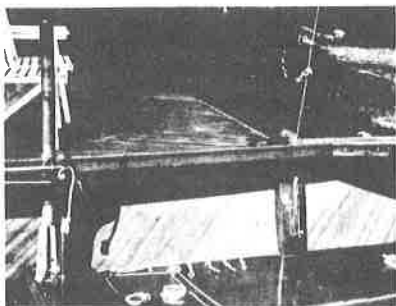
18" of a broom handle. There are several ways of installing them. One is to have the handle extend perpendicularly from the thwart (cross seat), immediately inside the hull, through the gunwale, to a point about 10" above the gunwale. The helmsman and crew hold on to it as they hike. The hiking handles should never angle outwards as they rise and extend outboard unless class rules allow them to do so. Hiking handles should be firmly attached but should be easily removable so that their weight will not be a liability in light and medium airs.

5. Another aid to hiking is suitcase handles attached to each of the shrouds by shackles. The bottom shackle in each case is held 8" to 10" up the stay by a metal stop clamped to the stay. A nut and a short bolt with slightly bent washers might be a simple but effective stop. Replacement suitcase handles may be purchased in hardware stores. Plastic ones withstand the weather better than leather. The handles should never "extend outboard" unless class rules allow. The windward stay tightens so much in a blow that a heavy pull on the handle pulls the stay out of line very little. But a ½" allowance or so should be left to guard against the possibility of contravening the rules. See picture.

6. Some of you may have an old mainsail or may know how to acquire one. This may be given to your sailmaker to reduce its

16 shackles & cringles

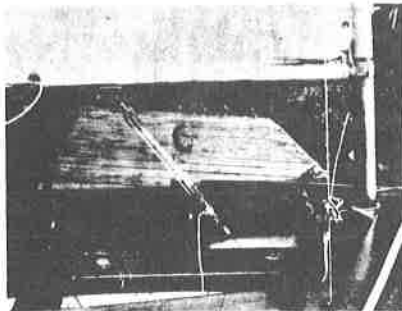
size or to delete some of its draft, or both. Sailing should be an enjoyable sport at all times. Some of us may not have either the experience, the physical stamina, or the weight to enjoy sailing in winds of 15 or 20 miles per hour or more. Capsizing is never enjoyable. Sometimes you can lose a good crew, either temporarily or permanently because of his or her worry about capsizing. Most of us will beat into the wind faster with a smaller main in strong winds. True, we may sail slightly slower on reaches and runs but for many the whole race will be faster and more enjoyable. For about \$40.00 a sailmaker will change an old mainsail into a sail individually tailored to your requirements.



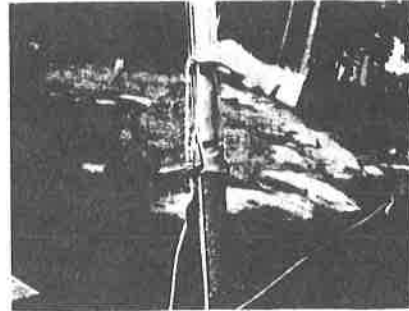
Two types of hiking handles are depicted. The broomstick handle may be pulled up and removed for light weather sailing. The metal piece holding it against the plywood skin and the gunwale support of the Albacore is a 90° metal angle purchasable in hardware stores, usually used for installing shelves on a wall, with the ends cut off. The plastic replacement suitcase handle, attached to the stay by shackles, may be purchased in many hardware stores also. Most class rules allow them if they do not "extend out-board" of the plywood or fibreglass skin of the boat.

THERE ARE a number of suggestions which may be made to increase the speed of the sailboat in heavy winds, as distinct from aids to hiking ability.

A. Above it is suggested that a Cunningham hole should be used to flatten the sail to reduce the draft and the power of the sail in order to help the crew to keep the boat flat. There is a more important reason for the Cunningham hole. In strong winds, its use pulls the draft (curve) forward. In such weather, the draft in a mainsail tends to move aft and especially is this so if the upper



Left picture shows a Cunningham grommet hole in the hem of the fore edge of the sail, pulled down by a line in order to pull the draft (curve) of the sail forward and also to reduce the draft. The right picture shows the route of the line and its cleat



part of the mast bends backwards. It has been shown that the draft in a mainsail should be approximately 50% aft in moderate airs and about 40% in heavy winds, and so the draft moves in the wrong direction. The Cunningham hole should be used to move the draft forward. This allows the heavy flow of air from the jib to pass the leeward side of the mainsail correctly, producing the most forward pull and reducing the tendency for the mainsail to luff in such conditions.

B. Your boat should not have a weather helm or a lee helm in strong winds. In spite of one's best efforts, quite often in heavy winds one's boat will be sailed on a beat at a slight angle of heel. Heeling causes a weather helm, a tendency for the boat to round up into the wind because of the configuration of the bow. So does the fact that draft often moves aft in the mainsail in heavy winds, despite the use of the Cunningham hole. Using the rudder to counteract a weather helm is like applying a brake. Instead, one should move the centreboard blade backwards until there is only a very small weather helm. In theory, one should hold the tiller so the rudder blade is at an angle of 4° in the water in order to obtain some lift upwind from it. A greater angle will cause the water to flow unevenly past the rudder blade, thus increasing considerably underwater resistance. The bottom of the centreboard may be moved aft a foot or more without materially housing it, to balance the boat. In strong winds, the physical exertion necessary to keep the

boat level tend to obscure the speed-robbing effect of a strong weather helm.

C. In heavy winds, the winds have increased considerably but the speed of the boat has not. The result is that windage is more important in heavy weather than in moderate weather. The helmsman and crew should work in unison and sit close together when hiking to reduce the windage. They should not wear bulky clothes and hoods of wetsuits should be tucked inside rather than left to hang loosely to produce windage.

D. Waves retard a boat beating into the wind. One should seek out places where the water is quieter in the event that this is possible. If the waves are large, both helmsman and crew should sit slightly aft of their usual position to allow the boat to ride over the waves better. Sitting aft a little will help to defeat a weather helm.

Editor's Note: Part I of this article was printed in the November issue and published with the consent of Better Boating Magazine. We wish to thank Alex Macnaughton, a Past Commodore of the CAA for supplying us with these interesting tips on sailing and we look forward to future articles from Alex.

FIBER GLASS REINFORCED PLASTICS - By FRASER DEWAR

Some years ago, my son wrote a composition on "Fibber" glass. Thinking back I conclude he was right, I've heard more myths and old wives tales about plastics than can be believed. To right the wrong, I'll do my best to briefly describe F.R.P. and take the magic out of boat moulding.

In 1862, an Englishman, Alexander Parkes, produced the first plastic who's refinement became celluloid. Collars of this material laid the ground work for the misconceptions about the plastic that are still entertained by building departments, however celluloid was the first man-made material that could be made into useful articles.

All plastics have one common property, large chain like macromolecules; simple repeating chains. Some of these made nylon, some cloth (dacron), some tool handles and some ice cream. There are two main families of plastics. Thermo-plastics (vinyl, acrylic) are softened by heat and set again on cooling. This process is reversible, scrap can become hula hoops.

Thermosets (or thermosetting resins) become increasingly infusible on curing (hardening), undergoing a chemical change which is not reversible. Think of a hard boiled egg, you can't unboil it. F.R.P. is in this family.

Boat building (polyester) resins have low impact strength, so are reinforced by short chopped strands of glass, which is extremely strong when in tension. Each strand is a bundle of 70 to 80 fine strands, it's said that in earlier processes, a one inch diameter glass ball gave 90 miles of this fine glass filament.

Now to the polyester resin. You'll recall high school chemistry, hydrochloric acid + caustics soda = salt & water. In polyesters, dibasic organic acids and glycol and special alcohols = 'esters' and water (or 'poly' (many) esters and water). The long chains of molecules will not group together, so a monomer, styrene, is used to cross link the chains into a three dimensional network called polyester resins.

This viscous straw coloured liquid is unstable, and if left alone will slowly harden. To start a faster cure, organic peroxides are added as are ammonium compounds, which control the cure. The peroxides decompose during cure producing heat (exothermic reaction) thus the name, thermosetting resins. Care must be taken with the cure, a too rapid and hot cure will result in excess shrinkage as the heat will cause the volitiles to boil off, and produce a more brittle plastic.

Boat builders use a cold cure, ie; the cure is started with room temperature resins, probably by using M.E.K. (methylethyl ketone) and cobalt. If you buy resins from say, Canadian Tire there's no hazard as you simply add the required M.E.K. but if M.E.K. and cobalt are packaged separately DON'T mix them, there'll be a bang and a fire.

The builders time the cure so that there is time to wet out the successive layers of glass and resin, fast enough to get an Albacore hull out of the mold each day. Wetting out is extremely important. The resin should surround and thoroughly saturate those bundles of glass filaments, if this is not accomplished, the glass is useless as reinforcement.

Once the hull is laid up, the resin progress through the stages of cure, liquid, gelitanous, a frangible (rubbery) solid, then a fully cured solid.

Polyester resins are expensive as is glass fiber. However a builder can use relatively unskilled labour to lay up a one piece hull, an economical process at a production rate impossible with natural materials.

F.R.P. has good resistance to heat, operating between 65° F. and 85° F. F.R.P. becomes stronger as the temperature drops. It's resistant to most acids or alkalies, has good impact resistance, but doesn't like abrasion. If the glass has poor wet out, and is exposed to water, the strands may wick in water, and in winter - !

To resolve this, the hull is protected by a gel coat, a coloured syrup of resin thinly coating the exterior of the hull. As this is thin and unreinforced flexing may cause fine fractures. The glass in the main laminate will prevent the fractures from continuing inside, but its best to fill these, when dry, with a good quality of wax containing a U.V. absorber. In fact, protect the gel coat from U.V. and prevent a slight but continual surface degradation (chalking).

One last thought, point loading will cause flow, or creep, in F.R.P. which will cause deformation that's about impossible to repair. So if the boat's on a trailer and supported on one or two points, you are headed for troubles. F.R.P. is a tough, durable material, if you understand it.

Now you are a plastic expert, like everyone's brother-in-law.

opinion

SOME OBSERVATIONS ON THE 720° RULE - By Tony Griffin

Capital punishment is rather drastic penalty for a parking offence. This, of course, is the philosophy which gave rise to the working out of some lesser penalty than disqualification for rule infractions on the race course. Besides which there was the natural longing of Regatta Committees to cut down, if not eliminate, that bane of all regattas, the protest hearings.

The trouble is that what seems like a very reasonable modification of the ultimate penalty has raised other problems. The first and most important is the question of enforcement. Before 720° became an optional penalty, there was a simple procedure which everybody understood and obeyed. You hailed "protest" to the offending boat and you hoisted the flag. The protestee withdrew at once if the offence was clear-cut such as one involving collision (very often the boat at fault was the first to hail "I am withdrawing"). If there was doubt, he sailed on, retaining full rights; but he knew he would have to defend his position in the protest committee. It was a tough deal - especially in cases where a DSQ or DNF (withdrawal) meant the blowing of a whole series which was what happened where the regatta instructions didn't provide for a throwout.

What have we got now instead? First, the 720° rule isn't very severe (a fair average, except in the case of a "bunched" fleet, would be the loss of three or four boats which loss can, except on the final leg, be recovered). Therefore, there is a greater tendency to protest on marginal fouls. But second, and far more important, there is a noticeable failure on the part of protestees to carry out their turns. There were at least four examples of this in the "A" Class Canadian Championships last September, all involving actual collision and flagrant fouls. Under the old rule these boats would have withdrawn immediately knowing they didn't have a chance in the protest committee.

An example, on the other hand, of what should happen occurred in the Balsam Lake Invitation regatta last summer where one helmsman, who is obviously not only aware of the rules but of the spirit of them and who was the burdened boat in a rather bad collision, elected to withdraw rather than to exonerate himself under the 720° rule. But this conduct is all too rare. In short, helmsmen are too often ignoring their 720° obligations and the result will certainly be a deterioration in the spirit of racing out on the course.

What can be done about it? The main corrective lies in the strict and literal adherence to the rule itself. Race Committees, as well as contestants, must brush up on the provisions as set out in the IYRU instructions.

For instance (and the following is not complete):

- 1) The protestor must hail and must show a protest flag.
- 2) The protestee must immediately get clear of other boats and then make the turns (no rights while so doing). Contrary to general belief, he can't choose his position anywhere on the leg.
- 3) The turns must be done as in 2) above while on the same leg of the course except where the infringement takes place within two boat lengths of the next mark, in which case they may be done after rounding. That is, for the purpose of the rule, the leg is deemed to commence at two boat lengths before the next mark and to end two lengths before the one after.
- 4) You technically begin racing as soon as the Preparatory is hoisted and if you are involved in an infringement between then and the start, you must do your turns after the starting signal and before crossing the starting line.
- 5) You are required under the Rule to report to the Race Committee your infringement and your discharge of it by making your turns. Failure to do so results in disqualification.

The last of these above-mentioned provisions probably contains the key to an improvement of the situation. Obviously at present almost no helmsmen are conforming to this requirement and Race Committees should begin enforcing it. The Sailing Instructions should likewise require the protestor to register his protest with the Committee Boat. This double requirement would quickly bring the rule-beaters into line.

Apart from this, there is, after all, the old Corinthian spirit. You can't go crashing around into other boats and then sail on as if nothing happened just because the innocent boat was too stunned to protest or to show a flag. At least you should hail your intention to do your turn and in really serious cases consider withdrawal. Where there is doubt - such as in a port/starboard cliff-hanger - fine, wait for the protest and if it doesn't come, then assume you hav'nt transgressed.

Also, light "touchings" on a crowded starting line justify waiting for the hail - which should, incidentally, be sparingly handed out, especially in light air.

The 720° Rule calls for a higher than ever consciousness of the spirit of the racing rules. It's a good rule and it can easily be killed if we don't rigorously defend it.

.....

THE 1975 OSA AND GEORGIAN COLLEGE SAILING SHCOOL WILL BE
HELD THE WEEK OF JUNE 15 TO 21 - SEE BROCHURE ENCLOSED, AND
SIGN UP EARLY TO ENSURE RESERVATIONS.

.....

OPINION - By DWAN P. BASDEKA

First of all, I would like to compliment those responsible for the fine new Members' Log. It will make a worthwhile contribution to the future development of the CAA. Secondly, I wish to respond to the Editor's request for opinions. An apathetic membership will get the association (and boat) it deserves.

While I have been necessarily inactive as a sailor for the past three years, this past summer found me doing a little bit of racing again. After my absence from the Albacore sailing scene, I found that a lot of things have happened. New boats are much faster due to further class rule changes - a larger number of older boats have become hopelessly obsolete - prices of new boats have escalated enormously - fewer builders are producing Albacores - growth of the class has slowed considerably and the percentage of Association members to total number of boat owners has apparently dwindled further.

For the purpose of contrast, it is interesting to examine some facts pertaining to the new and vital Laser class (no, I do not own one). I personally do not believe that its phenomenal success has had much to do with its being a single-hander. In my opinion, it is due to relatively low initial cost, tight one-design class rules which were drafted to keep out the "rule beaters", quality of construction, emphasis on skill in racing rather than individual boat superiority, international class recognition and control, security of investment, and overall excellent atmosphere of just plain fun in their rapidly proliferating racing events.

This could have been the fate of the Albacore. What the world needs now is a two/three person Laser! When it comes along, there will be further attrition in the Albacore class. Is it too late to salvage the Albacore? I do not know; however, it would seem to be an appropriate time for the CAA Executive to do a lot of soul searching.

Many, many Albacore owners have been badly let down. Literally hundreds of Albacores cannot be made competitive due to excess weight and narrow width of centreboard slot. Every manipulation of the class rules has cost the CAA more potential racing skippers. Many of the people that were attracted to the class originally cannot afford a new boat every three or four years. For these sailors, the fun of racing has been replaced by frustration. The officers of the CAA did not seem to think much about this problem when they decreed reduction in hull weight, gave tacit approval to mid-cockpit travellers, allowed jib luff dimensions to be changed, took no action to prevent inboard sheeting, and did little to demand quality of construction from builders. So what have Albacore owners got now? The answer is a hull with a rig on it that it was never designed to accommodate, plus a class with too many "dog" boats in it. They also have a boat in a class where it takes more and more money to buy boat speed. What a sorry state of affairs, particularly in a period of runaway inflation.

With the prospect of an international class rules committee on the horizon, it is absolutely essential that the mistakes of the past are recognized and prevented from happening again. Further changes must not be allowed, if they will result in more expense or further obsolescence to existing owners. Serious thought should be given to finding ways to make older boats competitive again, and not just write them off as only suitable for sale to cottagers. I think that the class could really be revitalized by increasing overall "all up" weight. This would at least make many of the early vintage boats salvageable. Then, if an additional weight penalty was added for wood centreboards, boats with metal boards would not have to be converted in order to be competitive. This idea, of course, could be carried even further. Weight penalties could be worked out as offsets to long luff jibs, inboard sheeting etc. This process of making faster boats slower, rather than slower boats faster, by adding weight to faster boats would give everyone a "fighting chance" on an equitable basis.

Finally, there is the omnipresent question of safety. Here is an area where the Specifications Committee has done a very good job; however, floatation requirements should have been forced on the builders, with owners only being required to maintain them. The purchaser of a new boat is entitled to a safe boat in the same way he is entitled to a safe new car. The age of the consumer is here and now - just ask Ralph Nader. GM does not like him very much, but he has probably saved many lives. In addition, boat handling and transporting safety should also be considered. The now illegal bow ring should be made a mandatory fitting, rather than prohibited. Keeping boats on trailers at 60 m.p.h. and preventing hernias at launching sites are far more important than worrying about the rare instances of minor hull damage that have occurred on the water in collisions caused by reckless, "win at any cost" skippers. It is hard to believe that Yacht racing used to be a gentleman's sport.

In the last analysis, the CAA Executive has a moral obligation and responsibility to everyone in the Association, regardless of the age of their boat. It was primarily the Association that promoted the Albacore as a family/racing boat and talked it up as a stable investment. These objectives must, and still can be fulfilled with some imagination. Builders must be rigidly supervised and further "expensive" type of class rule changes prohibited. A demonstrated concern for all Albacore owners would close the present credibility gap that now exists between members and the Executive. I believe that a change in approach would work wonders towards getting more owners into the Association and participating in racing events. Perhaps the Albacore can be a crew of two Laser and start back on the path to healthy growth again. A happy Albacore owner is also a pretty worthwhile objective in itself.

In closing, I would like to draw attention to an excellent example of a very stable class association on an international basis, which is the Lightning organization. They experimented for three years before permitting the adoption of aluminum masts. When they finally were approved, all owners had complete

assurance that the authorized metal spars would in no way be superior to wood from a performance standpoint. This kind of care creates a very loyal membership, needless to say. The Albacore Association is badly in need of broader based loyalty. Would it not be great to have the majority of owners say "I own an Albacore because the Officers of the Association really care about the welfare of every member"?

How say you, Executive?

.....

Dear Mr. Basdeka:

Your letter of November 13th, 1974, regarding the many problems of the Albacore Association, but more particularly the changes in specifications for the Albacore, was timely and I hope will not be the last letter we will receive from the membership at large on this subject.

Your Executive is concerned about changes to the boat, participation, growth of the Association, resale value, safety, cost and other matters of general interest to the membership. You identified the Laser class as a good example of what we in the Albacore Association should strive to achieve. We agree that such control is a desirable objective, however, the terms of reference within **which we must achieve such a goal** are considerably different and more complex than those that face the Laser Association. The CAA in Canada has never had the advantage of a strong builder oriented base intimately involved and concerned with the development of the class, but quite the contrary a situation in which developer, licensee, builder, and Association, all had separately defined objectives with little cooperation among themselves.

The cost of the Albacore is certainly a major concern, and while I agree the increased cost has been influenced to some degree by changes over the years - i.e. weight, centreboard, etc. I believe the most recent changes have resulted in only marginal increases in cost. For example, it is not necessary to purchase a new boat in order to achieve inboard sheeting, mid boom traveller, etc. The major components of the boat are still the main reason for the increased costs. In fiberglass construction the weight of a boat and the hull design have considerable bearing on the actual cost of the boat, and in this respect the Albacore is no exception. In considering the cost, you must also recognize the advantages of designing a boat to be built of fiberglass construction. In the case of Albacore builders, the majority of them purchase their masts and sails from independent manufacturers who in turn are constantly improving on the quality of their product which must in the long run reflect in the overall cost to the final user. While the initial cost of Albacores has increased, you will find that resale value has moved very much in sympathy with the cost of new boats. A skipper who wishes to be truly competitive in the Albacore or any other fleet must also face up to the reality of purchasing new sails on a regular basis.

It is true that fewer builders are producing Albacores today, and your Executive is concerned about this development and is actively engaged at attempting to identify new builders who can, and will produce a quality Albacore at a competitive price, but, who will, at the same time, work together with the association towards common objectives.

While you have identified many reasons why you believe the new Albacores are faster than the old Albacores, I believe that you have overlooked one of the more important elements in competitive sailing and that is the quality of the skipper and crew. You cannot expect to come "off the beach" after three years and find yourself at the front of the fleet, particularly when you have competition in terms of skippers, that have developed in the Albacore fleet over the past three to five years. We have, as a class, promoted and developed some fine sailors and they will be at the front of the fleet because they have taken care to maintain their boats in top working order, and because they have sailed their boat in all conditions and against stiffer competition than those of us who often end up at the back of the fleet. Contrary to your suggestion the fun of racing has increased for those skippers who enjoy competition such as we now have in our fleet.

Your Association has worked hard to improve the overall quality of sailing and as a result has attracted many of the top names in Canadian sailing to compete in the Albacore at a number of our major regattas. In most cases these skippers have the simplest of boats but the greatest of skills.

The International Class Rules Committee is making every effort to standardize specifications for the U.K, U.S.A, and Canada. This procedure together with a continuing effort to improve the sailability and safety of the Albacore will necessitate further changes.

I would also like to focus on the dilemma that is suggested in your letter with regard to changes. Do we change all the old boats, or change all the new boats? Where is the dividing line between an "old" boat and a "new" boat. Are the changes designed to satisfy the Albacore owner who races the boat or who simply day sails? If you consider the Laser Association you will find a very small percentage of Laser owners actually race their boats, and yet, I am satisfied that all of us who are active racing sailors are left with the impression that the Laser Class is primarily a class of racers. Performance Sailcraft have assured me that the racer within the Laser Class represents a very small minority.

You can be assured that your Executive is sensitive to the many valid points you raise and is working to achieve a strong class association focusing on the enjoyment of the Albacore as a first class sailing boat whether for racing or day sailing. What we require from the membership is greater participation, greater input of ideas and greater dialogue both within our association and other associations who are confronted with the same problems and the same dilemmas as the CAA.

Kent D. Taylor,
Specifications Chairman.

classified

FOR SALE - ALBACORE - McGRUER 1967 - TRAILER AND TARP
PHONE ALAN GREGSON (416) 627-7448.

ALBACORE - KC5506 "BEETHOVEN" - 1973 ALLEN
ELVSTROM MAST & SAILS - GOOD RACING RECORD -
\$1700. - CONTACT - ROGER GREEN 128 PENETANG ST.,
BARRIE, ONTARIO.

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STATEMENT OF RECEIPTS AND DISBURSEMENTS
October 31, 1974

R e c e i p t s	Year to October 31	
	1 9 7 4	1 9 7 3
Membership dues	\$ 3,693	\$ 4,388
Royalties	785	2,122
Advertising	125	550
Bank interest	321	203
Handbook sales	2	36
Cdn. Champs (net)	387	407
N.A. Champs (net)		181
World Champs (net)		300
Donations	50	
	<u>5,363</u>	<u>8,187</u>
D i s b u r s e m e n t s		
Secretarial services	2,250	2,105
Year book (log '74)	3,719	2,211
Shackles & Cringles	368	882
Handbook		929
Measurements - net	(372)	55
Boat shows	674	384
Postage, tel. & supplies	1,045	927
Plug		50
Cdn. Jr. Champs	100	77
Meetings	129	238
Other	382	153
Decals	150	
Fleet captains meeting	465	
	<u>8,910</u>	<u>8,011</u>
	(3,547)	176
Add cash in bank at beginning of year less royalties payable	<u>7,919</u>	<u>7,743</u>
Cash in bank at end of year less royalties payable	<u>\$ 4,372</u>	<u>\$ 7,919</u>

SHACKLES & CRINGLES
ADVERTISING RATES

		1 issue	3 issues	6 issues
A	1:6 page	\$15	\$40	\$60
B	1:3 page	\$25	\$65	\$100
C	full page	\$60	\$155	\$240

- add 50% to all rates for back page location

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- payment for all advertisements must be made within 30 days of publication dates.
- cheques to be made payable to the Canadian Albacore Association and be sent to Canadian Albacore Association, Box 4, Etobicoke, Ontario. M9C 4V2
- copy should be photo ready for offset "paste-up" at selected size - any required or additional art work, photography, typography, reductions and/or readying shall be charged to advertiser on notification, at cost.
- location of all or any advertisement, except back page, shall be at the Editor's discretion.
- enquiries: **Olive Erskine**
Editor, Shackles & Cringles,
Box 4, Etobicoke,
Ontario - M9C 4V2
Phone: 416-621-9685

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D i s b u r s e m e n t s		
Secretarial services	2,250	2,105
Year book (log '74)	3,719	2,211
Shackles & Cringles	368	882
Handbook		929
Measurements - net	(372)	55
Boat shows	674	384
Postage, tel. & supplies	1,045	927
Plug		50
Cdn. Jr. Champs	100	77
Meetings	129	238
Other	382	153
Decals	150	
Fleet captains meeting	465	
	<u>8,910</u>	<u>8,011</u>
	(3,547)	176
Add cash in bank at beginning of year less royalties payable	<u>7,919</u>	<u>7,743</u>
Cash in bank at end of year less royalties payable	<u>\$ 4,372</u>	<u>\$ 7,919</u>

SHACKLES & CRINGLES
ADVERTISING RATES

		1 issue	3 issues	6 issues
A	1:6 page	\$15	\$40	\$60
B	1:3 page	\$25	\$65	\$100
C	full page	\$60	\$155	\$240

- add 50% to all rates for back page location

NOTES:

- deadlines for copy - January 31, March 31, May 31, July 31, September 30, November 30 for each issue.
- payment for all advertisements must be made within 30 days of publication dates.
- cheques to be made payable to the Canadian Albacore Association and be sent to Canadian Albacore Association, Box 4, Etobicoke, Ontario. M9C 4V2
- copy should be photo ready for offset "paste-up" at selected size - any required or additional art work, photography, typography, reductions and/or readying shall be charged to advertiser on notification, at cost.
- location of all or any advertisement, except back page, shall be at the Editor's discretion.
- enquiries: **Olive Erskine**
Editor, Shackles & Cringles,
Box 4, Etobicoke,
Ontario - M9C 4V2
Phone: 416-621-9685

7. *HOW TO SAIL - Carl Lane*
W.W. Norton, 1947 \$ 6.25
 Emphasizes the fundamentals of sailing, therefore
 a good book for the new sailor but rather quickly
 outgrown as a reference.
8. *SPORTS ILLUSTRATED BOOK OF SMALL BOAT SAILING, 1963*
J.B. Lippincott & Co. \$ 3.75
 A small but comprehensive book of basic rigging
 and sailing.
9. *BASIC SAILING - M.B. George, 1971*
Motor Boating & Sailing Books \$ 2.85
 A well illustrated basic book on sailing.
10. *SMALL BOAT SAILOR'S BIBLE - H.G. Smith, 1964*
Doubleday & Co. \$ 2.50
 A good basic book on the elements of sailing and
 racing.
11. *ABC's OF SMALL BOAT SAILING - Alice & Lincoln Clark, 1963*
Doubleday Dolphin \$ 1.60
 Book on basic sailing with illustrations and some
 sailing lore.

C. BOOKS ON 'BOATSPEED' INCLUDING SAILS,
RIGGING AND TUNING

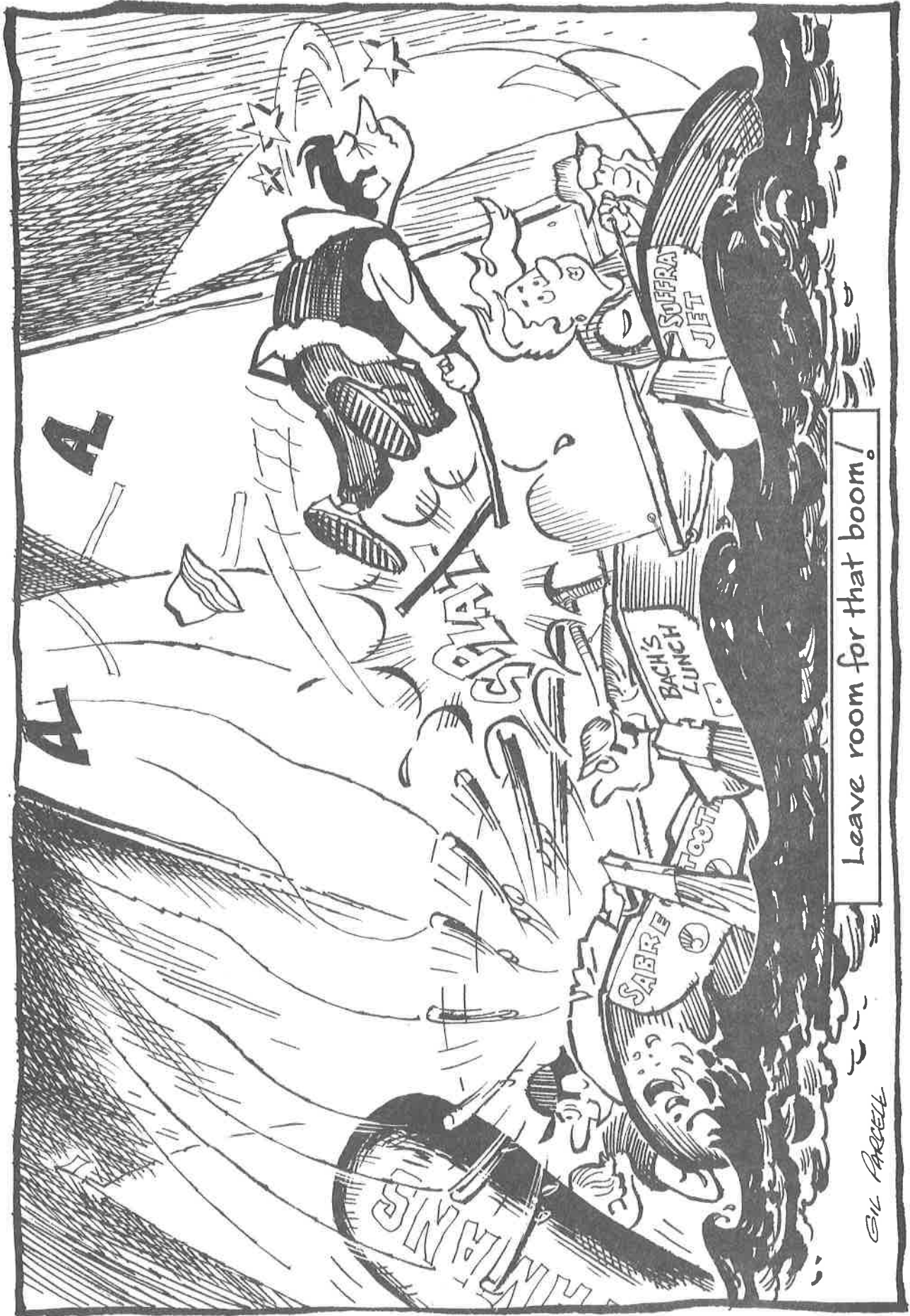
1. **SAILING THEORY & PRACTICE - C.A. Marchaj, 1964*
Dodd, Mead & Co. \$18.00
 Possibly the most complete and detailed book on
 sailing theory presented for the intelligent layman.
 Detailed text and diagrams based on experimental data.
2. **PERFORMANCE ADVANCES IN SMALL BOAT RACING -Stuart Walker*
W.W. Norton, 1969 \$18.75
 With chapters on developments in specific classes
 and generally, and specific turning advice.
 Stuart Walker has produced a manual for advanced
 performance techniques.
3. *WINNING - John D. Oakley, Adelard Coles, 1970* \$11.00
George C. Harrap & Co.
 Written by a World Flying Dutchman Champion, this
 book contains a wealth of detail on making a boat
 go fast.
4. *HOW SAILBOATS WIN OR LOSE RACES - W.A. Smith*
Van Nostrand \$ 8.95
 An interesting and unique book on measuring the
 factors that make a good boat go fast by actual
 comparison tests.

Divider VI

5. *YACHT SAILS - Ratsey & Fontaine
Norton, 1957 \$ 6.25
6. DINGHY OWNERSHIP - Geoff Nightingale
Adlard Coles \$ 5.50
A general book mainly for non-racers and mostly
on rigging and modifications to wooden boats.

D. BOOKS ON RACING RULES AND TACTICS

1. *PAUL ELVSTROM EXPLAINS - Elvstrom \$ 3.50
A pocket sized book on the rules with excellent
illustrated examples by the great Danish helmsman.
Vinyl cover and protest kit with model boats.
One of the best.
2. *NEW YACHT RACING RULES - R.N. Bavier, 1965
W.W. Norton \$ 8.50
One of the main books on the rules with examples
and a comprehensive section on racing and tactics
with good photographs.
3. *YACHT RACING RULES AND TACTICS - Gordon C. Aymer, 1970
Van Nostrand and Reinhold \$ 9.25
Another of the principal texts by a leading rules
expert on explaining the racing rules with clear
photographs and illustrations and a separate section
on tactics.
4. SAILING TO WIN - Robert N. Bavier, Jr., 1965
See section on tactics.
5. RACING RULES - Canadian Yachting Association \$.75
In waterproof case \$ 2.00
6. SAILING RACING RULES - Stephen Falk, 1972
St. Martins Press, N.Y. \$ 3.95
The racing rules discussed and illustrated in a
rational way. Complete text of International
racing rules.
7. YACHT RACING TACTICS - J. Schut, 1970
Dodd, Mead & Co. \$ 7.95
A very thorough and analytical treatment of tactics
giving the attacking and defending moves for the
tactical encounters of racing. Excellent.



Leave room for that boom!

GIL ARRELL



A. RYS & CREW FROM OTTAWA, AT THE 1974 CANADIANS