

APRIL 1975

# shackles & cringles

canadian albacore association

newsletter

RETURN POSTAGE WILL BE PAID BY  
Canadian Albacore Association  
P. O. Box 1028  
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APR 14 1975  
TORONTO  
CANADA



DUNCAN JOHN 342  
7800 BUCKBOARD CT.,  
POTOMAC, MARYLAND  
20854, U.S.A.





## shackles &amp; cringles

## 1975 SCHEDULE

M A Y

Sun, May 18th	Champlain YC Opening Regatta	Orillia
Sat/Sun, May 31, June 1	TS & CC Albacore Regatta (1st qualifying event for worlds)	Toronto

J U N E

Sat/Sun, June 7 & 8	Conestoga Open Regatta	Lake Conestoga
Sat, June 21	RCYC Open Albacore Regatta	Toronto

J U L Y

Sat/Sun, July 5/6	ARK (2nd qualifying event for worlds)	Kingston
Sat, July 12	Lake of Bays SC Invitational Regatta & District Championship	Lake of Bays
Sun/Tue, July 20/22	North American Albacore Championships (3rd qualifying event for worlds)	Association Island, N.Y.
Wed, July 23	Albacore International Team Races	"
Thur/Sat, July 24/26	Albacore World Championships	"

A U G U S T

Sun, August 3	Balsam Lake Invitational	Balsam Lake
Sat, August 9	North Toronto SC Open Albacore Regatta	Toronto
Sat/Sun, August 9/10	Canadian Junior Albacore Championship	Midland
Sat, August 16	Westwood SC Open Albacore and 505 Regatta	Toronto
Sat/Sun, August 24	CAA District 4 Area Team Championship	Toronto
Sat/Sun, August 30/31	St. James Town SC Albacore Regatta	Toronto

S E P T E M B E R

Sat/Sun, Sept 6/7	National Club Team Championship Finals	Toronto
Fri/Sun, Sept 19/21	CAA Open Championships	Fern Resort Orillia

# shackles & cringles

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canadian albacore association

volume XIV number 3

A P R I L 1 9 7 5

## commodore

With the sailing season rapidly approaching (and the skiing season fading with the snow) your Association Committee has been hard at work in many, many directions getting ready for the coming season. Your issues of Shackles & Cringles will carry many announcements bearing this out.

The Albacore, which for many years was the largest single fleet in Canada, has at last received recognized "National Class" status at the 1975 C.Y.A. Annual Meeting. In the past our activities were concentrated too heavily in Ontario. We are growing throughout the Prairie regions and British Columbia and the result is that this has brought about our recognition as a National Class. Not only is this a matter of status but in the long run we will have more funds available to knit together the very widely spread Albacore fleets.

Recognition should be given to a new builder - in British Columbia. The S & D Boat Works Limited operated by George Doutre and Brian Short were granted the license by your Builder Liaison, Kent Taylor. George Doutre has been well known on the West Coast for his promotion of the Enterprise Class and the Lazy E. He is an active, progressive man encouraging fleets and Regattas and other sailing activities. It is my firm belief that S & D will prove to be a tremendous asset to the Association.

Steve Cerny reports that he has all Regatta organization underway. All members should have noted the selection process for the Worlds which Steve has worked out in conjunction with other Committee members. The opportunity to get into the Worlds Regatta especially when it is on Lake Ontario is to be highly valued and therefore it was felt necessary to have as fair a system of selection as possible.

Members should note that the requirement for participation in qualifying Regattas - that you are a fully paid up C.A.A. member.

The Membership Committee has been achieving commendable results. Membership this year versus last year is well ahead of any previous year although we have yet to achieve the total of last year. Unfortunately, too many people leave it to the last minute, usually the Canadians in September, to pay their membership. Those who register so late, even though they pay out the same amount of money, will not be receiving Shackles & Cringles this summer.

156 Glenview Avenue  
Toronto, Ontario  
M4R 1R3

editor / keith bull

## shackles & cringles

It is one of the basic duties of all members of any Association to help to support that Association and thus maintain its strength and its activities. All members should encourage their friends to maintain the C.A.A. by joining - it's a real bargain !

Procedures for the formation of the International Albacore Association are proceeding along the road. It might be a little bumpy periodically but the bumps are being ridden over.

Your Association has two new members on its Committee. With the resignation of Olive Erskine (who is now enjoying an opportunity to relax) Keith Bull has taken over Shackles & Cringles. I have had many people comment to me on the quality of his first issue. Keep it up Keith !

The other new member is Nick Hancock who has taken over the very onerous duties of Specifications. Along with Builder Liaison this became too much a responsibility for one individual. Thus, it has been split, with Kent Taylor carrying on as Builder Liaison. Nick being the builder of one of our few composite Albacores is thoroughly acquainted with the specifications and is attacking the job aggressively.

In the last issue you will note that we are trying something new - again. The C.A.C. party at Harbour Square shows promise of being a tremendous success. We're disappointed that we have to limit it to 300 people but that is the legal limit for attendance in the room. Get in your application now. It's going to be a good affair and there are going to be some worthwhile prizes.

Looking around the sailing fraternity in Canada one cannot help but be most impressed with our members. The newly elected President of the C.Y.A. is Sicotte Hamilton, an Albacore sailor. Congratulations, Sicotte ! Don Grant, a Past Commodore of the C.A.A. was recently elected head of the O.S.A. In Manitoba, Don Freudenberg, our local Albacore representative is head of the Manitoba Sailing Association.

Carry on all you Albacore Sailors !

Your Commodore,

  
Fred Francis.

## shackles &amp; cringles

NOTES FROM THE SPECIFICATIONS CHAIRMAN

Earlier this year I took over as specifications chairman from Kent Taylor who is now responsible for new builder liaison.

Reading through the mass of files which you inherit with this job I soon realized how much hard work has been put into it by my predecessors and their committees.

After more than 15 years the Albacore is still the most popular two-man family sailing dinghy in Canada and the class is stronger now than ever before. Part of the reason, I think, is that the executive has managed to maintain a reasonably good compromise between modern developments in sailing technology without making our older boats obsolete.

As you know at the annual meeting last Fall CAA members formally approved the establishment of a proposed new International Albacore Association.

One of my major projects is to continue work on an international specification for the class. Progress is quite good and we hope to have a draft completed soon. Our colleagues in the United States and the United Kingdom are doing the same.

Meanwhile all three associations have agreed to 'freeze' their specifications on performance items until the international specification is completed.

Our intention is not to alter the current CAA specifications but to re-organize them with those of the U.K. and U.S. so they are identical for all three countries.

The national association in the U.K. has recently rearranged its specifications to conform with the Royal Yachting Association's standards and convert to the metric system of measurements. However there is no change in the intent from its former specifications.

Both the U.S. and ourselves have retained the specifications which were updated in 1973.

At this time I can tell you there are some differences. The main ones are that the U.K. allows a longer mast slot (and shroud levers); it has a freer rudder profile; and for the past year its sails have been measured according to the IYRU procedures. Other than that the differences are negligible and in many cases an improvement.

To show how close the separate specifications are it should be noted that a number of wooden and fiberglass boats from U.K. builders are being sailed in Canada without any major problems over measurement.

# shackles & cringles

## NOTES (cont'd)

For our part the Canadian committee will be seeking to improve both the amount and location of buoyancy in the Albacore to make it easier to self-right.

I hope to make this column a regular feature in Shackles & Cringles so all members can be kept up to date with developments. Meanwhile if you have any input for the committee please feel free to write or call any one of us.

Nick Hancock,  
Specifications Chairman.

## ONE DESIGN PRESENTS:

BOAT COVERS FOR ALBACORE OWNERS WHO KNOW WHAT THEY WANT !

The Top cover for stationary use, made of finest marine canvas (VIVATEX). Line and shockcord in them for a good fit; 8" to 10" overhang.

"The Bottom Half": During travels to regattas, protect your hull from dirt and tar spots or use as a winter cover. Made of Herculite, the plasticated nylon. Extremely durable material !

H. GOTTSCHLING, 1655 CORAM CRES., MISSISSAUGA,  
ONTARIO, L4X 1L1 phone: (416) 277-3306

# caa news

shackles & cringles

## OSA HELP FOR CAA CHAMPIONSHIPS TRAVELLING EXPENSES . . .

Last year grants were made available to help defray sailors' travelling expenses to attend championship regattas. The Canadian Albacore Association would like to express its gratitude to the Department of Sport & Recreation of the Government of Ontario for the receipt of a grant in the amount of \$865.00 towards the costs of competitors to the 1974 U.S. Nationals and North American Championships. The grant was provided through the Class Associations Committee of Ontario Sailing Association and was distributed to certain competitors with the most successful finishing records in those events.

This year we have again been allocated funds to bring in people from outside areas to the Canadian Albacore Championships. Last year we received \$1,000 for this purpose. These grants are greatly appreciated as a means of encouraging wider participation in our championship regattas.

## ASSOCIATION LICENCES NEW BUILDER ON WEST COAST . . .

S & D Boat Works Ltd. are now licensed as a builder. They are located at 19982 Wharf St., Port Hammond, B.C., V2X 1A1. George Doutre and Brian Short say they expect to be in production very shortly and to have boats available for the start of the sailing season. George specializes in the building of class dinghies and is well known in B.C. and Alberta in dingy circles as an enthusiastic promotor of racing. If his work with the Enterprise class out there is any indication, the Albacore should get a significant boost on the coast.

## COLLECT OLD YEAR BOOKS ?

The Association has spare copies for most years dating back to 1968. Write to the Editor stating the years you would like. First come, first served.

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## TORONTO DISTRICT ORGANIZES WEEKEND RACE PROGRAMME . . .

Representatives of each of the active clubs in the Toronto area met early this year with the idea of designing a schedule to provide racing all weekend every weekend in the Toronto area (in answer to the complaints of those who said that they were not satisfied with the single (MYRC) race each weekend.

Each of the clubs has agreed to host its share of events and as you can see from the schedule there are 5 two-day regattas, 2 invitational events and a Harbourmaster Series of 8 Sundays (2 races per day) at 1:30 p.m. in the Toronto Harbour. We hope that every event will be followed by a party with food, booze and prizes and that the emphasis will be on having good fun out of the racing program.

So if you would like to plan on racing with us in the Toronto area in one or more events - you'll be more than welcome. You will need to be a CAA member and have proof of proper buoyancy and measurement but you should already have these for your own convenience.



## shackles &amp; cringles

TORONTO DISTRICT WEEKEND RACE SCHEDULE

		<u>Course</u>	<u>Start Time</u>
<u>M A Y</u>			
Sun, 25th	Harbour Masters Races 1 & 2	Bay	1:30
Sat, 31st & Sun, June 1	* TS & CC Albacore Regatta (1st qualifying event for worlds)	Lake	
<u>J U N E</u>			
Sat, 7th	National Yacht Club MYRC	Lake	
Sun, 8th	Harbour Masters Races 3 & 4	Bay	1:30
Sat, 14th	RCYC, MYRC	Lake	
Sun, 21st	ABYC, MYRC	Lake	
Sat, 21st	* RCYC Open Albacore Regatta	Bay	11:00
Sat, 28th & Sun, 29th	* LSSA (BC) Harbour Masters Races 5 & 6	Lake Bay	 1:30
<u>J U L Y</u>			
Sat, 5th	Port Credit YC, MYRC	Lake	
Sun, 6th	Harbour Masters Races 7 & 8	Bay	1:30
Sat, 12th	IYC Open	Lake	
Sun, 13th	Harbour Masters Races 9 & 10	Bay	1:30
Sat, 19th	BC, MYRC	Lake	
Sat, 26th	Toronto S & CC, MYRC	Lake	
Sun, 27th	Harbour Masters 11 & 12	Bay	1:30
<u>A U G U S T</u>			
Sat, 9th & Sun, 10th	* North Toronto SC Albacore Regatta Harbour Masters Races 13 & 14 (together will comprise Toronto Mixed Doubles Championship)	Bay Bay	 1:30
Sat, 16th & Sun, 17th	* Westwood SC Albacore Regatta Harbour Masters 15 & 16	Bay Bay	 1:30
Sat, 23rd & Sun, 24th	CAA District No 4 Area Team Championship	Toronto	
Sat, 30th & Sun, 31st	* St. James Town SC Albacore Regatta	Outer Harbour	
<u>S E P T E M B E R</u>			
Sat, 6th & Sun, 7th	Albacore Class - Canadian Team Championship Finals	Bay	
Sat, 13th	QCYC, MYRC	Lake	
Sun, 14th	* BC Humphrey Invitational	Lake	

\* These seven events will be used to compute the Toronto district championship.

# over the transom

## ALBACORE GOURMET CLUB

Cell Number One of this latest extension of Albacore activities has wined and dined together this winter. An admirable way to pass the winter waiting for the next season. Brainchild of Fraser Dewar and Jerry Selwyn, Cell Number One has four couples in it. They met in turn at each other's homes during the winter. With the first winter nearly over, plans are afoot to continue when the snows return. While Cell Number One feels eight are enough in one gourmet cell, they would like to hear from other cells. Planning a midwinter gourmet fest, Fraser ?

## OSA SAILING SCHOOL AT CLEVELANDS HOUSE IN JUNE

In conjunction with Georgian College, OSA are again running their week-long sailing school from June 15th - 21st. Sailing is taught from the beginner level up to advanced racing. We went last year and were impressed by the standard of instruction and the dedication. Graded to suit all levels of skill there is something for everyone. The hotel catered to sailors' appetites. An opportunity for the casual sailor and the racer to sharpen their skills and its tax deductible too. Call Alfred Jenkins at OSA, 416 - 964-8655, for more details.

## CANADIAN PROMOTES THE ALBACORE IN RURAL GEORGIA ?

Reports emanating from south of the border tell of a mud-bespattered Canadian Albacore being seen in rural Georgia following the Midwinter Championship. Eyewitnesses say it had police protection and was on display at a local jail for some hours.

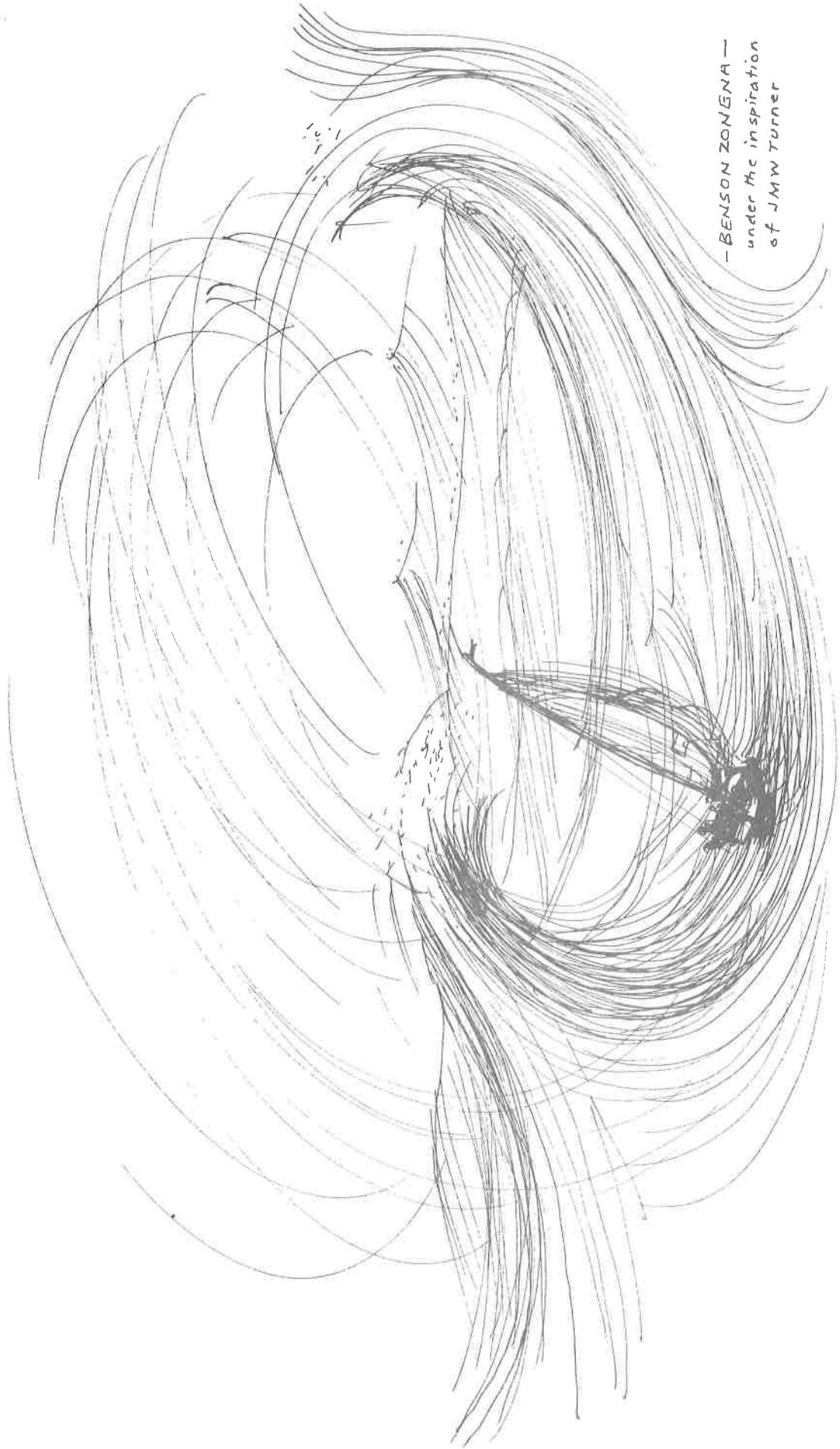


## FINAL CALL TO RENEW MEMBERSHIP

This year, invoices were mailed in January to all members, asking for their dues for 1975. There was a great response, and as of March 21st we have a membership of approximately 600. This is close to the 620 membership at the end of our sailing season last year, so you can see we are off to a great start.

Shackles & Cringles will not be mailed to any unpaid 1975 members after this issue. If you have not sent your cheque in to Helen Kettle, please do so now. Membership cards and 1975 decals will be in the mail shortly.

There will be a list of 1975 members published in the June issue of the Shackles. Please let Helen know if you have bought a new boat, or sold a boat. This will help us make the list as accurate as possible.



— BENSON ZONÉNA —  
under the inspiration  
of JMW Turner

## Tacking to Nantucket

by a

Cautious Crew and a Courageous Captain \*

### Part 1

An Albacore is more than a day sailer or a competitive racing craft. In fact it is capable of handling the salty Atlantic. This article is intended to introduce you to this new dimension.

In July, 1974, a cautious crew and a courageous captain embarked. The original intention was to cruise the Cape Cod waters of Massachusetts and to sail to the island of Nantucket. The objective of Nantucket was not achieved but a most enjoyable trip was experienced and what follows is an account of it.

Before the voyage, rational planning was attempted by soliciting the advice of more seasoned sailors. (Both captain and crew had sailed before but never on a sea, and neither had navigational skills). Some larger boat owners, when approached for advice, scoffed at the idea of an Albacore making this trip, the waters of which had hitherto been reserved for more palatial craft. One sympathetic large craft owner loaned his charts and did provide some encouragement by suggesting that the success or failure of such a trip was as much dependant on spirit as on anything else.

\* Peter Gordon

Up-to-date charts were not acquired until arrival at the Cape; they would have been useful prior to this time.<sup>1</sup>

The testing ground for this trip was a charming guest house on Megansett Harbour in Buzzards Bay. KC 4550 had been sailed earlier this year, but this was once across Toronto harbour bay, and the usual spring tinkering and adjusting was needed. Reefing claws had been rigged into the main sheets so that a roller reef would be effected. This was available during the trip although never required. I believe two or three lines of grommets and the reefing cord may be a more effective way to reef an Albacore sail - this is what I would try if a similar trip were to be undertaken.

Buzzards Bay provided the waters to test the new equipment for the season. This area also allowed the cautious crew to become psychologically adjusted to the reality of the trip (and, by the way, to elicit a promise from the courageous captain that the objective of Nantucket would not be blindly attempted). The captain welcomed the little jaunts into Buzzards Bay; his main sheet pulling arm had been in a cast a week earlier, and he was most disappointed to discover that the wind sometimes got the better over the lack of strength in the arm.

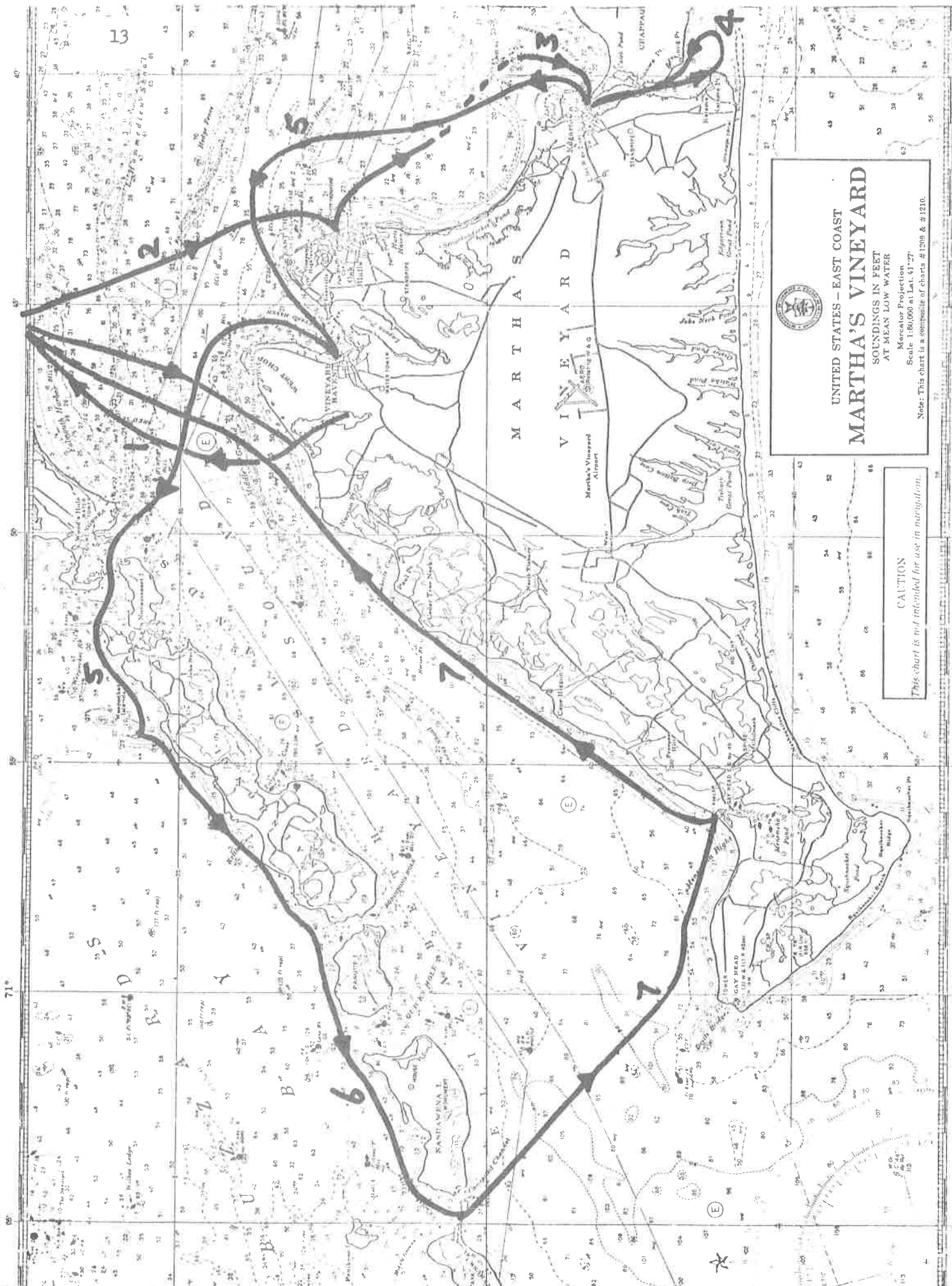
<sup>1</sup>. I recommend the Marine Atlas Series, by William B. Matthews, Jr., published by National Book Corporation, P.O. Box 81, Andover, Ma.01810. The New England booklet covered the area we needed; it has charts and a short summary of different ports including the idiosyncrasies of certain Harbour Masters - very useful.


A buoyancy test was carried out. After three days amid the relatively affluent surroundings of the Buzzards Bay area, headquarters were moved to an equally enchanting, but more spartan location not far from Falmouth.

The "Old Cape Cod Camp Site" is just as precious as its proprietor. It nestles amongst high cedars; individual camp sites are well-spaced in that there are 50 acres available; there is a fresh water lake and sandy beach with gentle grade - ideal for children. "Flush toilets" were touted a major attraction by the proprietor. The latter, with his enduring wife, is a retired carpenter, right at home amongst his forest. When we arrived, he jumped on his Honda and in sporting fashion hailed "Follow me", and led us to our camp site. He proceeded to show us the other facilities in a most hospitable manner. He was dubbed our "Cape host".

The actual trip can best be recorded on a daily basis from this point as follows:

July 22, 1974: Having ventured into Buzzards Bay, it was time for something more challenging, and the crew suggested a trip across Vineyard Sound, to which the captain acceded. KC 4550 was launched at Falmouth at the head of the Inner Harbour. The launching ramp is a little tricky with a very steep incline, and launching at low tide should be avoided if at all possible, especially as the lower part of the ramp becomes very slippery. At one point the trailer laden



  
 UNITED STATES - EAST COAST  
**MARTHA'S VINEYARD**  
 SOUNDINGS IN FEET  
 AT MEAN LOW WATER  
 Mercator Projection  
 Scale 1:80,000 at Lat. 41° 07'  
 Note: This chart is a composite of charts # 1209 & # 1210.

**CAUTION**  
*This chart is not intended for use in navigation.*

71°

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M A R T H A S V I N E Y A R D



with the Albacore almost towed the car into the water after it! The high point on the Citroen suspension system was crucial at this time. With a steady wind it was less than two hours across the sound to Lake Tashmoo where small boys were busy gathering clams. In return for a promise of a photograph (of themselves), they provided us with clams and suggestions as to how they should be cooked. The trip from Falmouth to Lake Tashmoo had been easy and, anticipating that the return would be equally so, the visit with the clam diggers was allowed to extend longer than it should have. The return trip took exactly twice as long as the trip to Lake Tashmoo. We have not totally determined why - it had more to do with the tidal current than the wind. This night was with our Cape host and the real trip began the next day.

July 23, 1974: The tent and headquarters at the Old Cape Cod camp site were dismantled, and the ten-minute drive to Falmouth was taken straight to the launching ramp. The mast was stepped quickly and high tide facilitated, permitting a far easier launch than the previous day. Curious on-lookers watched the food bags, tent and other equipment loaded aboard and began to wonder where we were going. Across Vineyard Sound was an easy trip to Oak Bluffs.

Oak Bluffs was the first stop on this, another fine sailing day with steady breezes. A restaurant proprietor had told us about the movie "Jaws", which was being filmed on Martha's Vineyard. The film crew were based at Oak Bluffs and, being curious about the



fabrication and actuation of a mechanical shark, we sailed to Oak Bluffs and spent some time examining what could be seen. Some of the larger homes at Oak Bluffs are ornate, rich and similar to the candy homes children may still dream about. This attraction was almost obliterated by the confusion of the tremendous influx of people associated with the film. (We were told that the proprietors at Martha Vineyard had grossed as much revenue prior to the regular summer season in 1974 as they had after the regular season in 1973 - hard to believe, but Hollywood film groups do things in an impressive way).

The total lack of public beaches or organized camp grounds makes finding a camp site a chancy business. Twilight seemed to be the best time to find a spot; at any rate, that was the plan settled on. On this occasion a few likely homes - likely suspects to land upon - were picked out along the shore, and then a particularly hospitable-looking dwelling was selected. (By the way, binoculars are a must). The family - all three generations of them - were interrupted at dinner by us requesting directions to the nearest camp site! Well, at 7:15 p.m. any self-respecting grandmother seated at dinner under the scrutiny of her grandchildren does not have much option but to extend the hospitality of her property! Under the solemn promise never to disclose this location to anyone (so we cannot tell you), we were shown to an area which had occasionally been used as a camp site, but which turned out to be festooned with poison ivy. We ignored this happenstance at the time and after a most hearty dinner, a walk, and a discussion about the stars, that day was gone.

( To be continued )

## shackles &amp; cringles

C. A. C. FUND RAISING PARTY

The following people have kindly donated prizes for the CAC Fund Raising Party. This will help make the 1975 and subsequent Albacore Championships even more successful than the past. The Canadian Albacore Association is most grateful.

This list is far from being complete, but it will give you an idea of some of the prizes which will be available that night. We hope to have at least 20 prizes by May 2nd. There will be a box in front of each prize. Tickets will be sold at 25¢ each. You can put as many tickets as you wish into each box increasing the chances of winning the prize you want.

STORER SAILS LTD.	BARRIE	JIB SAIL
ALLEN BOAT CO.	BUFFALO	JIB SAIL
COMMODORE FRANCIS	TORONTO	CASH DONATION
A. G. S. GRIFFIN	TORONTO	CASH DONATION
BAY MILLS LTD.	TORONTO	14FT FIBRE GLASS CANOE
RIGGING SHOP	TORONTO	TRAVELLER
PAUL'S MARINE	GRIMSBY	ALBACORE DOLLY
CENTRAL SPORTS	MIDLAND	FOUL WEATHER JACKETS
SKENE BOATS	OTTAWA	BOOM VANG
S. F. CERNY	TORONTO	CASH DONATION
MACGREGOR MARINE	ORILLIA	2 SAILING JACKETS *

Besides having the draw, there will be free Wine and Cheese from 7 p.m. to 8:30 p.m. The Cash Bar will be opened from 7 p.m. to 11 p.m. Music will be supplied for dancing.

Remember due to restricted space, admission tickets will be sold on a first come basis. Please complete the form on p.17 and return it to Box 1028, Station "Q", Toronto, with your cheque. I will then send you the admission ticket and instructions.

H. Kettle

\* STOP PRESS!

SEE PAGE 21 FOR 13 MORE PRIZES!!

## shackles &amp; cringles

## C.A.C. FUND RAISING PARTY

BOX 1028 STN."Q" TORONTO, ONTARIO

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

DATE \_\_\_\_\_

SAIL NO. \_\_\_\_\_

CHEQUE \_\_\_\_\_

1975WORLD CHAMPIONSHIP - JULY 24-26NORTH AMERICAN CHAMPIONSHIP - JULY 20-22LOCATION

Association Island, New York.

SELECTION PROCEDURE

To sail in one or both of these Regattas, you must be selected according to the procedure established. The procedure is similar for both events. The complete procedure for the Worlds is outlined in the March issue of Shackles & Cringles. If you did not receive a copy, please write the Assistant Secretary, Helen Kettle, P.O. Box 1028, Station "Q", Toronto, M9C 4V2.

ELIGIBILITY

- a) Limited to Canadian members of CAA who qualify under Article XIII Paragraph 3 of the CAA Constitution.
- b) Limited to those with measured boats and sails and current buoyancy.

QUALIFICATION CRITERIA AND EVENTS

- Group A - Any former World, North American or Canadian Champion in the Albacore Class.
- Group B - A Fleet, 1974 Canadian Championships.
- Group C - T.S.C.C. Regatta, May 30-June 1, 1975.
- Group D - ARK Regatta, July 5-6, 1975.
- Group E - B.C. Nominee
- Group F - Manitoba Nominee
- Group G - North American Championship, July 20-22, 1975.

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SELECTION CRITERIA, NORTH AMERICANS  
(Canadian Boats Limited to 50 Entries)

- Group A - If you are an eligible sailor as defined above, you qualify for selection.
- Group B - The first ten eligible sailors not already qualified in Group A.
- Group C - The first fifteen eligible sailors not already qualified in Groups A or B.
- Group D - The first fifteen eligible sailors not already qualified in Groups A or B or C.
- Group E - One nominee from B.C.
- Group F - One nominee from Manitoba.
- Make-up - If the above results in less than a full complement of 50 entries, additional positions will be offered to sailors who have sailed in either the T.S.C.C. or ARK Regattas, based on their results, by selecting the 16th T.S.C.C. sailor, then the 16th ARK sailor, then the 17th T.S.C.C. sailors, etc.

SELECTION CRITERIA, WORLDS  
(Canadian Boats Limited to 25 Entries)

- Group B - The first 5 eligible sailors.
- Group C - The first 5 eligible sailors not already qualified in Group B.
- Group D - The first 5 eligible sailors not already qualified in Groups B & C.
- Group E - One nominee from B.C.
- Group F - One nominee from Manitoba.
- Group G - The first 8 eligible sailors not already qualified in Groups B, C, D, E & F.
- Make-up - If the above results in less than a full complement of 25 entries, additional positions will be offered to succeeding positions in Group G (North American) until the complement is filled.

FINAL APPLICATION DATE - MAY 16, 1975

Your application must reach us by then. If you do not apply, we will assume you are not able to sail in these two events. One you have applied, you will be automatically informed within a few days after the qualifying event, of your selection. At that time you will be asked for your entry fee. The purpose of the application is to help us to properly organize this formal selection procedure, which is being tried for the first time. Your application will help us determine your interest and limit the number of sailors we have to keep track of. A list of all applicants will be published in the next issue of Shackles & Cringles.

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SPECIAL REGATTA

A special regatta will be held at the same time as the World Championship. This regatta will be for those who have not qualified for the Worlds. Some sailors will compete in the North American and stay on for the Special Regatta. Others will come for only the Special Regatta. Pre-registration is not required, but please fill in the appropriate part of the application form.

SELECTION REGATTAS

The number of boats that can be handled by T.S.C.C. and ARK is unfortunately limited. Applications will be accepted until the number of places in these qualifying regattas are filled.

COST AT ASSOCIATION ISLAND  
(Subject to change)

Cabins	- \$6.00 per day for one
	- \$2.00 each additional person
Campsites	- \$3.00 per day
Meals	- \$7.00 per day per person (optional)
Boat Fee	- \$8.00 per day on race days.

## classified

FOR SALE : AL 545, FAIREY WOOD HULL, MINIMUM WEIGHT; BRAND NEW ELVSTROM SAILS, 4 YEARS OLD, MUSTO & HYDE SAILS; NEW CONDITION SMITH SPINNAKER & FITTINGS, TRANSOM TRAVELLER; COVER. \$1,250.00 phone - PETER THOMPSON, (416)489-3480

BOAT FOR SALE : INTERNATIONAL 470, KC2. 1974 VANGUARD HULL USED ONLY 6 MONTHS. YELLOW DECK, ALL NORTH SAILS, ELVSTROM MAST AND BOOM, ALL HARKEN BLOCKS AND ZEEPAR SPINNAKER POLE. HANDMADE WOOD CENTREBOARD AND RUDDER. COMPLETE TOP AND BOTTOM COVERS. CUSTOM TRAILER WITH CAPACITY TO CARRY TWO 470's. CALL OR WRITE:

BOB LEONIDAS  
62 Donwoods Drive  
Toronto, Ontario  
M4N 2G5  
(416) 481-2566

APPLICATIONFOR 1975NORTH AMERICAN AND WORLD CHAMPIONSHIPS

NAME .....

ADDRESS .....

PHONE BUSINESS ..... HOME .....

BOAT NUMBER ..... CLUB .....

PLEASE MARK THE APPROPRIATE BOXES BELOW

I am eligible to compete under Article XIII Paragraph 3  
of the CAA Constitution.

I am a paid up 1975 CAA  Full Member  Associate Member

North Americans I am qualified under Group A  Group B

Worlds I am qualified under Group B

PLEASE LET US KNOW YOUR SAILING INTENTIONS

I am planning to sail in the T.S.C.C. Regatta.

I am planning to sail in the ARK Regatta.

If selected, I plan to sail in the North American Championship.

If selected, I plan to sail in the World Championship.

If selected for the North Americans but not for the Worlds,  
I plan to sail in the Special Regatta.

I plan to sail in the Special Regatta only.

Mail this application form NOW to:

CANADIAN ALBACORE ASSOCIATION  
P.O. Box 1028, Station "Q"  
TORONTO, Ontario M9C 4V2

# STOP PRESS! SEE PAGE 16 FOR FULL DETAILS.

## C.A.C. FUND RAISING PARTY

The following people have given a prize or a cash donation for our Fund Raising Party. The money raised will be used to up-date the existing trophies, and buy new ones for the 1975 and subsequent Canadian Albacore Championships. The Canadian Albacore Association would like to thank them for their contributions.

Allen Boat Co. Commodore Francis MacGregor Marine Smith Sails	Allen Jib Cash Donation 2 Sailing Jackets Smith Jib
Genco Central Sports (E Macrath) Tony Griffin Mia Chemical Ltd.	Albacore Cover 2 Foul Weather Jackets Cash Donation 14 ft. Fibreglass Canoe
Paul's Marine (P Magnini) Raudaschl Saols (H Funck) Skene Boats Plain Sailing ( B Drinkwater)	Albacore Dolly Raudaschl Jib Boom Vang Sailing Gloves
Rigging Shoppe S Cerny Dr. J. Langmaid Storer Sails	Main Sheet Traveller Cash Donation Will be raffled off as a crew for one mid-week race in Toronto. Storer Jib
Robertson & Robertson Insurance (Skipper's Plan) Holland Marine Products Brydon Brass B Malby	Life Jacket Gift Certificates 1 Qt. Marine Paint 2 Sailing T-Shirts
J.J. Taylor Davidson Tom Taylor North Sails	
Marine Supply (Thornhill) John Leckie Ltd. Gam	4 Subscriptions ( Door Prizes)

## PAARL WINES

Wines are donated by Sainsbury International Agencies  
Agents for Paarl Wines & Brandy

Wines are:           889 Paarl Pale Dry Sherry  
                          1348 Paarl Cinsaut  
                          1320 Paarl Chenin Blanc

ARK '75



JULY 5-6

The Kingston Yacht Club Albacore fleet looks forward to your coming to the 3rd annual Albacore Regatta Kingston (ARK'75)

WEATHER

During July the average daytime temperature is 75°F (24°C) with a low of 62°F (18°C) usually in the early morning.

WINDS

The geographical and thermal factors provide unusually dependable prevailing winds from the SSW at 10 to 15 mph.

COURSE

Triangle, twice around.

WATER

The surface temperature is about 60-65°F (16-28°C). A brisk SW wind can give rise to waves of 3-4 feet. There is a small current of about 1/4 mph from West to East, but no tides.

MEASUREMENTS

All competitors must present the certificate showing that their boat has been measured, and has passed a 1975 buoyancy test.

FACILITIES

Facilities at KYC are available for maintenance and servicing. Social facilities at KYC include a bar and lounge. There are showers and changing rooms for competitors.

Registrations may have to be limited. Selection by date of receipt of entry.

ARK REGISTRATION FORMREGISTRATION DEADLINE      JUNE 13

NAME \_\_\_\_\_

CLUB \_\_\_\_\_

ADDRESS \_\_\_\_\_

PHONE \_\_\_\_\_

CREW \_\_\_\_\_

SAIL # \_\_\_\_\_

REGISTRATION FEE	\$10.00 per boat	_____
BOX LUNCHESES	\$1.75 per person per day	_____
DINNER	\$3.75 each	_____

Cheques made payable to ARK'75.

TOTAL



ACCOMMODATION Competitors can make their own reservations at one of the many hotels or motels in the Kingston area.

Camping facilities are available at Lake Ontario Park (2 miles from KYC)

<u>PROGRAM</u>				
	Friday	8:00 - 10:00	Registration	
	Saturday	9:00 - 10:30	Registration	
		10:30	Skippers Meeting	
		11:00	Race #1	Lunch will be held between
			Race #2	races #1 and #2, or races #
			Race #3	and #3, depending on
				decision of RC.
		5:30	Punchbowl	
		7:00	Supper	
		9:00	COJO Presentation - talk by representatives	organizing the 1976
				sailing olympics.
	Sunday	9:00	Skippers Meeting	
		10:00	Race #4	Lunch time depends on
			Race #5	decision of RC.
		4:30	Presentations	

PRIZES

Skene Trophy - Overall Winner

Keeble Trophy - Winner of 4th Race  
on Sunday

Prizes for top 5 positions

Ribbons for top 5 each race

Kingston Yacht Club  
1 Maitland Street  
O.B. Morgan - Commodore  
J.D. Fee - Albacore Fleet Captain

ARK Chairman  
Peter R. Schell  
63 West Street #5 544-5098

ARK '75

Registrar

Mrs. Mary E. Schell  
63 West Street #5  
Kingston, Ontario

## PRESENTING..... T A R T S

A Canadian Albacore Association Sanctioned Event

- What: The first annual Toronto Albacore Regatta at  
Toronto Sailing and Canoe Club.
- Where: Humber Bay, sailed from T.S. & C.C., 1391 Lakeshore Blvd.W.,  
Toronto.
- When: May 31st and June 1st, 1975  
Registration at Club, Friday 30th, 8 - 11 p.m.,  
Saturday 31st, 8 - 9 a.m.
- Why: To, among other things, select Canadian representatives to  
compete in the **third** Albacore World Championship. See  
elsewhere in April Shackles and Cringles.
- Whom: To compete in TARTS all helmsmen/women must hold current  
membership in the Canadian Albacore Association. At  
registration, the helmsman/woman must present a membership  
card, a current measurement certificate and certification  
of buoyancy, tested in 1975.
- How: Mail Entry Immediately to:  
  
Ric Austin, Chairman, TARTS,                   Entry Form  
38 Playter Boulevard,                           **overleaf**  
Toronto, M4K 2W2
- A maximum of 75 entries will be accepted. No entry will be  
accepted if received after May 15, 1975. In the event of  
oversubscription, entries will be accepted in chronological  
order based on date of postmark.
- Program: Saturday, 1st Warning Gun 10 a.m., 3 races, lunch on the water  
Approx. 7 - 8 p.m. Dinner, Beef Fondue (included in  
entry fee)  
  
Sunday, 1st Warning Gun, 10 a.m., 2 races, lunch on the water  
if necessary
- Miscellaneous: Sailing instructions will be mailed out if time permits, or will  
be issued at registration. Limited overnight storage space  
will be available. If you have a light launching dolly please  
bring it.
- Cost: Entry fee, including dinner for two - \$20.00.  
Box lunch, if desired, must be ordered on the entry form and  
will cost approximately \$8.00 per boat for both days.
- Awards: Prizes for first five overall  
Ribbons for first five in each race

## TARTS

Entry Form

Sail Number

Helmsman/woman: \_\_\_\_\_ Club \_\_\_\_\_

Address: \_\_\_\_\_

Telephone, Residence: \_\_\_\_\_ Business: \_\_\_\_\_

Crew: \_\_\_\_\_

Address: \_\_\_\_\_

Entry Fee: \$20.00

Box Lunches, \_\_\_\_\_ days @ \$4.00/day/boat

Dinner for \_\_\_\_\_ non sailing guests @ \$6.00 \_\_\_\_\_

Total

Please forward cheque payable to TARTS with entry form

GREAT SAILING AT MID-WINTERS

by

Roger Thomas

Mid-winters at Bay Harbor Inn at Tampa was the finest mid-winters ever held by the U. S. Association. Motel accommodations were great, the beach fine, the race committee excellent and our host, Rich Reed of Bay Harbor a magnificent organizer. The pictures in the brochure were all true. The weather was 70° - 80° all week and those arriving early enjoyed a day sailing among the porpoises in 13 to 17 knot winds.

On the first day of the regatta, a front came through with 30 knot winds and lightning. After consultation with Harry Sindle's father who lives in St. Petersburg and is a fine sailor in his own right, we cancelled the first race until 1 p.m. The winds were great, about 17 to 20 knots for the two laps of a three mile triangle. Bill and Bonny Shore got off to their usual fast start but capsized on the middle of the first reaching leg. They got it up in no time but were last to the reaching mark. It was then that the back of the fleet witnessed Bill's skilful sailing, surfing and planing as he went from last to a third place finish. A truly great exhibition of sailing! Meanwhile, the heavy weights of Ed and Paul had won the race. The next of the back-to-back races was more of the same but without any capsizing.

Saturday saw 7 knot winds in the morning race and less in the afternoon race, which was shortened to one lap. Beer and coke was on hand on the beach at the end of each day's race sailing courtesy of the USAA. On Sunday morning, the fleet was dressed in foul weather suits and coverups like getting ready for a frostbite, but it was for protection from the sun, not the cold. The wind was building up from 7 knots at the beach to 13 knots at the start of the first race and 25 knots at the end. The second of the back-to-back races was started in 25 knot winds and ending at about 30 knots; two great races of surfing and sailing. It was about a mile and a half from the finish line to the hotel on a screaming, planing, surfing reach in what was described by all contestants as about the wildest ride of their life.

see next page for Mid-Winter Championships Results

ANNUAL OPENING REGATTA

Champlain Yacht Club, Orillia

Sunday, May 18th

2 Races, starting 1:30 p. m.

Skippers' Meeting 12:30 p. m.

## shackles &amp; cringles

ALBACORE MID-WINTER CHAMPIONSHIPS RESULTS

Bay Harbor Inn, Tampa, Fla.

March 14 - 15 - 16, 1975

1.	3582	Bill Shore - Bonnie Shore Newport, R.I.	3	1	2	1	1	1	5
2.	5943	Harry Sindle - Miles Booth Gloucester, Va.	2	3	1	2	4	2	9 $\frac{3}{4}$
3.	1 KC	Ed McGrath - Paul Magnini Midland, Ontario	1	2	7	10	3	4	16 $\frac{3}{4}$
4.	5504KC	Dick Railton - Kim Railton Welland, Ontario	5	5	3	7	2	3	18
5.	4548KC	Greg Cockburn - Alf Cockburn Don Mills, Ontario	4	7	5	6	7	13	29
6.	5953	James Maltmass - Chris Ogelvy Arlington Heights, Illinois	DNF	4	10	3	6	8	31
7.	5959	Drew Wallio - Lisa Bruer Hampton, Va.	12	6	4	9	5	9	33
8.	5600KC	Anthony Griffin - Helen Kettle Toronto, Ontario	9	8	9	4	8	5	34
9.	4675KC	Ian Rogers - Joan Rogers Toronto, Ontario	7	10	11	8	9	7	41
10.	5433	Brad Sindle Gloucester, Va.	6	9	6	12	11	10	42
11.	4757	Ann Swift - Rita Knight Washington, D. C.	11	15	8	5	12	15	51
12.	5	Roger and Cathy Thomas Washington, D. C.	8	11	12	11	14	11	53
13.	5919	Fred Kissler - Dave Dixon Washington, D. C.	10	12	14	14	10	14	60

S T O R E R   S A I L S

"Dinghy Sails by Dinghy Sailors"

SPECIALIZING IN SAILS FOR ALBACORE AND OTHER DINGHIES

10% Discount to all CAA Members



61 PATTERSON ROAD, BARRIE  
ONTARIO, CANADA L4M 3V9  
TELEPHONE 1-705-726-9631

## shackles &amp; cringles

1974 NORTH AMERICAN CHAMPIONSHIPS

	SKIPPER/CREW	SERIES					PTS	BOAT NO.
		1	2	3	4	5		
1.	Bill/Bonnie Shore	4	1	1	5	4	9 $\frac{1}{2}$	3582
2.	Tom/Brenda Allen	1	3	4	3	6	10 $\frac{1}{4}$	5938
3.	Bill Ewing/Dan Geist	3	9	11	1	2	14 $\frac{1}{4}$	4717
4.	Dave/Tess Pierce	16	5	NF	2	1	23 $\frac{1}{4}$	731
5.	John/Ann Luard	7	11	2	4	16	24	5239
6.	Roger/Jocelyn Green	8	2	9	7	NS	26	5506
7.	Sicotte/Marilyn Hamilton	14	8	3	8	12	31	4422
8.	Foster	36	6	6	15	10	37	5502
9.	Barry/Gary Poyntz	11	20	13	11	5	40	3731
10.	Medhurst	13	22	8	13	7	41	4644
11.	Tony Griffin	12	7	20	6	17	42	5600
12.	Paul Wheeler/Bob Starck	10	12	10	18	14	46	5241
13.	Paul Macnini/Bryce Larkin	19	4	7	17	NS	47	5650
14.	Bennett	25	10	5	15	18	48	5243
15.	Ian Meller	2	25	21	19	13	55	4862
16.	Dave Biddlecomb/Steve Adams	31	24	17	10	8	59	4788
17.	Railton	18	14	15	20	NF	67	5504
18.	Hunter	9	28	26	24	9	68	4272
19.	Ed McGrath/Ed Rushnik	15	18	16	21	NF	70	5501
20.	Charlie Stubbs/Dennis Kindsvater	32	23	12	14	22	71	4740
21.	Dave Wallerstein/Brenda Fox	NS	NF	25	9	3	74	3737
22.	Ron Taylor	21	15	19	23	20	75	5641
23.	Jack/Bruce Langmain	DQ	13	14	25	23	75	5000
24.	Al Price	22	29	24	12	19	77	5310
25.	Steve Cerny/Helen Kettle	5	19	22	NS	NS	86	4789
26.	Phil East/Pat Wallace	30	NS	18	27	15	90	4420
27.	Lou Gordon/Peter Koukos	28	NS	27	26	11	92	5244
28.	Eric Lardner	24	21	NS	28	25	98	1795
29.	Stan/Marc Knowles	6	16	NS	NS	NS	102	614
30.	Bob Drinkwater	17	26	23	NF	NS	102	3445
31.	Dave Tutelman/Ed Hauschild	27	30	29	30	21	107	5400
32.	Jim Carroll	20	17	DQ	DQ	NS	111	3581
33.	Dick Thometz	33	34	28	22	NS	117	4743
34.	Cathy/Roger Thomas	34	31	31	31	24	117	5258
35.	Jerry McElvain	35	27	DQ	29	DQ	118	4790
36.	Mark Anstey/Mark Hensley	26	33	30	NS	NS	129	4192
37.	Larry/Ann Kosiba	29	35	32	NF	NS	132	5401
38.	Jacker/Thayler	37	32	33	NF	NS	138	4204
39.	Andy Campbell/Paul McLaughlin	23	NS	NS	NS	NS	143	4530
40.	Tony Szafran/Sandy Banasiak	38	36	34	NS	NS	148	2432



FOR THE LOG ,

ALBACORE MEASURERS

<u>DISTRICT</u>	<u>NAME &amp; ADDRESS</u>	<u>CLUB</u>
<u>WESTERN ONTARIO</u>	David Weaver-14 Lonsdowne Rd. Cambridge Joe Pol - 203 King Edward St. London	CSC FYC
<u>NIAGARA</u>	Paul Pudwell- 235 High St. Fort Erie Michael Thompson - 133 Glenwood Ave. Pt Colborne Paul Magnini - 19 Oriole Cr. Grimsby Bob Drinkwater- 22 Woodlawn Dr. Grimsby	PSC GSC GSC
<u>HAMILTON</u>	Marvin Downs- 2360 Bonner Rd. 31805 Mississauga	RHYC
<u>TORONTO</u>	Bill Gooderham- 467 Chartwell Rd. Oakville Don Giffin - 1242 Albion Rd. Rexdale Les Peer - 245 Lakeshore Dr. #704 Toronto Bob Rudolf - 923 Avenue Rd. Toronto M5P 2K7 Nick Hancock - 58 Spire Hillway Willowdale Kent Taylor - 2 Hartfield Ct. Islington Neil Gunn - 313 Rosewell Ave. Toronto M4R 2B1 W.S. Storey - 24 Paul Markway Willowdale Bob Malby - 511 The West Mall 31205 Etobicoke Steve Allen - 64 Holyrood Ave. Oakville Dr. D.B. McConachie - 700 2nd.Ave.w. Owen Sound	RCYC SLSC TS&CC LJSC TS&CC TS&CC RCYC PSYC BC OYS OSSC
<u>BLUEWATER</u>		
<u>LAKE SIMCOE</u>	R.J. Zimmerman - 147 Rosedale Hts. Toronto Allan Clipsham - RR#2 Shanty Bay Dr H.L. Freedman Bathurst St. Toronto	KPSC KPSC JPSC
<u>MUSKOKA</u>	Len Davis - 69 McRae Dr. Leaside Ralph Thompson - 45 St. Andrews Rd Scarborough J.G. Peden - 808 Falcon Rd. Burlington Gordon Wilson- 109 Highland Lane, Richmond Hill David Grant- 2072 Lakeshore Rd. Oakville George Kirton 160 Newton, Willowdale Bill Twelvetrees- 313 St. Lawrence St. Whitby Jack Michell - 61 Waterford Rd. TH#606 Weston	SLSC Penn L LBSC MLSC SMSC SP LSC Pt.BSC
<u>KAWARTHA</u>	Ralph Scofield - RR#3 Swiss Heights Rd. Oshawa Wm. Darby - 1483 Glencairn Ave. Peterborough	BLSC PSC
<u>NORTHERN ONTARIO</u>	Kevin Holloway- 610 Strand Ave. Thunder Bay Harry Pool- 328 Archibalt StS. Thunder Bay	LHSC LHSC
<u>BAY of QUINTE</u>	Peter Butler- 214 Bicknell Cr. Kingston	KYC
<u>OTTAWA, QUBEC ST LAWRENCE</u>	Connla T. Wood- 116 Dufferin Rd. Ottawa	GRYC
<u>MONTREAL</u>	Keith Robinson - 4015 Plouffe St. Montreal	IPYC
<u>WINNIPEG</u>	David Mallin - 236 Kingston Row St Vital Winnipeg	
<u>VANCOUVER</u>	A.A. Knight 905 Groveland Rd. W. Vancouver	
<u>CHIEF MEASURER</u>	<u>BOB MALBY</u> 511 The West Mall #1205 Etobicoke Phone - 622-3867	