

JUNE 1975

shackles & cringles

canadian albacore association

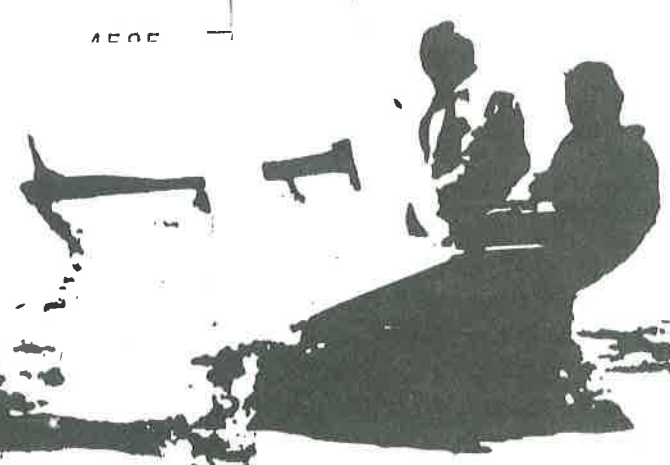
newsletter

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TARTS RESULTS!

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shackles & cringles

canadian albacore association

volume XIV number 4

JUNE 1975

commodore

This issue of Shackles & Cringles will contain several items with regards to the Albacore hull shape and decisions of the C.A.A. Executive with regard to a report received from the Specification Committee. My comments, therefore, are to serve as background to the members on the current situation.

Our constitution calls for our builders to mould their hulls only from certified moulds. Our contract with our builders gives the C.A.A. right of full access to their property to confirm that their moulds are correct and maintained so. We measure and approve hulls for racing. Thus, there exists a mutual moral and legal commitment to maintain a proper hull shape.

In addition, our constitution requires us to accept hulls approved by other National Associations adhering to rules acceptable to the Canadian Association.

Recently all proprietary rights to the Albacore have been transferred to the R.Y.A. in England. One of the first things the R.Y.A. did was, at considerable expense, to research back to the original parent of the Albacore - the Swordfish - and develop a set of lines from its blueprints which matched the original master mould for Albacores, a master mould which had been worn out by repeated use, replaced once, and then damaged in a fire. These lines were checked against many of the original hulls and current U.K. production and found to be most acceptable within reasonable tolerances.

These lines do not form part of our specifications or those of any other Albacore Association.

The first copy of these lines arrived in Canada and the U.S. in mid-April, 1975. Immediately, the Specification's Chairman, made a set of jigs and organized a "measuring bee" for all the current U.K. boats sailed in Canada and current GRP (fibreglass) boats moulded in Canada (with one exception - Western Sailcraft Limited - for which there was not an available hull). The result of this "measuring bee" which was witnessed by a prominent highly respected, Canadian marine architect was that all U.K. hulls, wood or GRP were within reasonable allowances from the jigs. Only one Canadian producer (Skene) was found to be in a similar category. McGruer and Allen were found to have variances beyond reasonable allowances. It has since been confirmed by checking the mould of a past manufacturer (Grampian) that his hulls also would not be within reasonable tolerances. On the basis of the above it would not be unreasonable to assume that a large proportion of the Albacores in Canada do not conform satisfactory to the original shape.

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At approximately the same time, the U.S. Albacore Association were having a similar "measuring bee" and found results virtually identical to ours.

This presented the C.A.A. Executive, the Association and its members with a major problem which the Executive have had to resolve. The basis of the Executive's decisions has been, "What is good for the Class as a whole, its owner/members and the future of the Class which is dependent upon a supply of boats?". Thus it has been resolved that all Albacores already moulded would be considered for certification, with the same measurement criteria as has been used in the past, as if they came from a deemed certified mould. After December 31st, 1977, any boats which do not measure in as of today's rules enforced as of May 14th, 1975, will not be allowed in any National (i.e. A fleet at the Canadian Championships) or International Championships.

We are presently part way through the building season. Any builder without a satisfactory mould, McGruer & Allen, will be allowed to build up to, but no more than 10 boats before the 31st of August, 1975. Any of these built must measure in at all stations mentioned in the Rules.

Arrangements would be made with these builders to change their moulds until they meet acceptable standards of tolerance before being allowed to resume production.

The observations of the marine architect was received along with his recommendations and comments on how other Classes had handled comparable problems, and many Classes have had these problems. The decisions of the C.A.A. have been stricter than those recommended.

With the newly increased ability to check our hulls and moulds and with a closer check by our measurement committee and measurers it is the intention of the C.A.A. along with the other Associations of the I.A.A. to ensure tighter standars in the future.

This will make the Albacore a stronger Class.

F. J. Francis
F. J. Francis,
Commodore.

C.A.A. CHAMPIONSHIP FUND RAISING PARTY

Over eighty sailors, husbands, wives and sweethearts turned up at the party room on the 35th floor of the Harbour Square Apartments in Toronto, on Friday, May 2nd. Wine and cheese provided the energy to dance to a band that got progressively livelier as the evening lengthened.

Meanwhile sailors eyed the many fine prizes which were to be drawn for at the end of the evening. Books of tickets enabled people to weight their chances where they most desired to win a prize. Certainly the Association was very appreciative of the generosity of those who donated prizes. They were a great help in raising over \$500.00. Here is a list of the lucky winners.

<u>PRIZES</u>	<u>DONORS</u>	<u>WINNERS</u>
1. Compass	J. Leckie	Bert Davies
2. Boom-Vang	Skene Boats	Don Giffin
3. Life Jacket	Robertson & Robertson (Skippers Plan)	Gerry Selwyn
4. Duffle Bag	North Sail	Bert Davies
5. Jib Sail	C. Smith Sails	Ian Bates
6. Deck Compasses	Tony Griffin	Con Wood
7. Boat Cover	Genco Sails	Ian Bates
8. Duffle Bag, Sail Kit, Trim	Tom Taylor	Jack Langmaid
9. Sailing Boots Meter	Steve Cerny	Dennis Sherwood
10. Jib	Raudaschl Sails	Doug Sauer
11. Cordless Electric Drill	Jack Langmaid	David Adams
12. Sail Jacket	MacGregor Marine	Paul Magnini
13. Stop Watch	Jack Baker Marine	Vari Dunlop
14. Marine Paint	Brydon Brass	Ron Moody
15. Wet Suit & Sailing Gloves	Plain Sailing	Susan Muston
16. Boat Dolly	Paul's Marine Supplies	Gerry Selwyn
17. 2 Gift Certificates	Holland Marine	Bob Drinkwater
18. Top-Siders	Central Sports Midland	Ron Moody
19. T-Shirts (2)	Bob Malby	Kim Railton
20. Main Sheet Traveller	Rigging Shoppe	Peter Schell
21. Jib	Storer Sails Barrie	Fraser Dewar
22. Stop Watch	J. J. Taylor	Doris Van Cleeve
23. Compass	Marine Supplies	Keith Bull
24. Duffle Bag	North Sails	Herb Sauer
25. Sail Jacket	MacGregor Marine	Fran Drinkwater
26. Mainsail	Allen Boat Co.&Tony Griffin	Tony Griffin
27. 16 ft. Fibreglass Canoe	Mia Chemical Ltd.	Kim Railton
28. Party Pack;GAM subscription	GAM Publishing Co.	Al Cockburn
29. Set of 8 Glasses; GAM Subscription	Bell Telephone Co.) GAM Publishing Co.)	Jack Langmaid
30. Set of 8 glasses; GAM Subscription	Bell Telephone Co.) GAM Publishing Co.)	
31. Rule Book; GAM Subscription	Davidson's Sail) GAM Publishing Co.)	Paul Magnini
32. Knife; GAM Subscription	Davidson's Sail) GAM Publishing Co.)	Bill Sager
33. Jack Langmaid as Crew	Jack Langmaid	Keith Bull

PAARL WINES - The wines were donated by Sainsbury International Agencies, Agents for Paarl Wines & Brandy.

THE NORTH-AMERICAN MID-WINTERS

TAMPA BAY, FLORIDA, U.S.A. - MARCH 14, 15, 16/75

By: Joan Rogers

Neither the spring-time line of the high Alps nor the Ides of March kept those of us with sailing fever from "going down to the seas again" - trailing ships. The waters of Tampa Bay provided wonderful racing and some enchanting diversions, such as porpoise playing on the course and pelicans diving for their groceries.

The accommodation and racing headquarters were centred at the Bay Harbour Inn, a quiet oasis in the St. Petersburg - Tampa megalopolis. A beautiful private beach, a pool, fully equipped with an Hawaiian hula dancer, and a patio-restaurant all added up to a perfect setting for sailors. Some of the unscheduled but memorable events included midnight swims and delicious barbecued suppers on the beach.

The racing schedule comprised 6 races, one to be held each morning and afternoon of March 14th, 15th and 16th. Despite pouring rains, high winds and white caps, everyone was on deck early for the first race. This eager enthusiasm was somewhat dampened by the postponement of the first race due to lightening storms. At noon the weather settled and we left for the start situated about 1 mile from shore. Each race was to be $6\frac{1}{2}$ miles, twice around a triangular course of 1 mile legs plus $\frac{1}{2}$ leg to weather to the finish line.

There were two exciting races back to back that first afternoon with winds of 20 - 25 knots for the first race and medium sea swells, dropping to 15 - 20 knots for the second race.

The sun shone brightly the next day for the 3rd and 4th races, with calm seas, air temperatures of 65 - 80 and winds for the morning race of about 5 - 10 knots. The afternoon race was almost a drifter of 4 - 6 knots, and the course was shortened due to a 90° wind shift on the run that turned the downwind leg into a beat.

The third day brought clear skies, bright sun, and winds of 4 - 6 knots for the first race which lasted 2 hours. Just before the final race, with only a few minutes to relax, we could feel the winds changing. They rose to 25 knots with sea swells of 4 - 5 feet. The competitors, in their enthusiasm for such a challenge, had two general recalls before finally starting that last exhilarating race, unfortunately shortened to only one lap because of the late hour.

After a carefree flying reach back to shore, and some very welcome refreshments, Roger Thomas, President of the U.S. Albacore Association, presented trophies to the winners of the 1st 6 places overall. The Canadians should be proud of the good results they achieved with the well-known names of Shore and Sindle taking the first 2 places.

We would like to thank our American hosts for a most agreeable and happy regatta. Everyone had a marvelous time and wants to go back!

MORE ON THE GATE START

By: Tony Griffin

The CAA Executive have tentatively decided to use the Gate Start in at least one race of the 1976 Canadian Championships. While that is over a year away, it is hoped that in preparation clubs will use this start in some of their 1975 weekly series and even for their major events this year. The Balsam Lake Sailing Club has been asked - and has agreed - to use it for their Annual Invitation Regatta this summer.

Two articles describing the Gate Start have already appeared in Shackles & Cringles (March 1972 and November 1973) and this one is an attempt to combine the previous observations into one definitive description.

First, let it be said that the Gate Start, as the Canadian contingent experienced it at Plymouth in the 1973 World Championships, was an outstanding success. In nearly a week of racing, with up to 150 boats on the starting line, there were no delays in starting attributable to starting problems nor was there a single general recall. That, in tidal conditions which in a conventional start would almost certainly have pushed dozens - if not scores - of boats over the line early, should itself make us sit up and take notice of this simple, fair and effective method of getting a big fleet away. It must be compared to our experience in the 1971 Worlds at Toronto in the placid waters of Lake Ontario with less than two-thirds the number of boats when, in one race, we experienced no fewer than six general recalls.

The following is a description in general terms of what happens in the Gate Start.

A pre-selected boat, the Pathfinder (drawn by lot for the first race and the tenth finisher in the preceding race), sets out from the Committee Boat on the port tack with rights over all other boats. From the firing of the starting gun, the Pathfinder is racing. He is followed close astern by the "Gate Launch" which vessel, just before the starting gun, drops a conspicuous free floating distance mark.

All boats, after the starting signal, are free to cross on starboard tack between this mark and the stern of the Gate Launch. The Pathfinder continues to sail her close-hauled port tack course until the Gate Launch signals her that the gate is fully opened and she must then pass astern of the Gate Launch by tacking or gybing around on to the starboard tack, simultaneously losing her special rights.

Now here are some more detailed observations which will be clearer if one follows the diagram: (see page 9)

- 1) The Committee Boat, which is anchored at the "opening end" of the line, fires and hoists the usual Warning and Preparatory Signals.

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- 2) The Gate Launch, flying Flag G, manoeuvres in the vicinity of the starboard bow of the Committee Boat so that shortly before the start, her mast and that of the Committee Boat in transit form a line approximately 45 degrees to the wind.
- 3) About forty seconds before the starting signal is made, the Pathfinder starts off on her close-hauled port tack. The Gate Launch swings in close astern and drops the floating mark about three seconds before the starting gun and hoist.
- 4) Any boat which crosses the starting line before the starting signal is disqualified.
- 5) The Gate Launch proceeds on her course for a period of time determined by the Race Committee (at Plymouth about three minutes).
- 6) When the gate is fully open, the Gate Launch makes a sound signal other than a gun and drifts for two minutes or longer at the discretion of the Race Committee after which Flag G is lowered to signal the closing of the gate. No boat may start after Flag G is lowered.
- 7) After the preparatory, no boat may closely approach an extension of the starting line if by so doing she even threatens to interfere in any way with the free sailing of the Pathfinder. Any boat which does so is disqualified (unless she subsequently satisfies the Race Committee that her action was caused by another boat which did not hold right of way or for some other unavoidable reason).
- 8) Any boat which cannot avoid either fouling the Gate Launch or hailing a right of way boat for room must retire from the race immediately.

At Plymouth, some of us found the Gate Start hard to judge at first. It was imperative, before the start, to sail the Pathfinder's subsequent course and take a transit from the Committee Boat to a point of land in order to judge the line. Otherwise, almost certainly one would be either too far below the line (devastating) or above it (disastrous). It was also important to judge the boat speed and pointing ability of the Pathfinder which could vary somewhat from race to race.

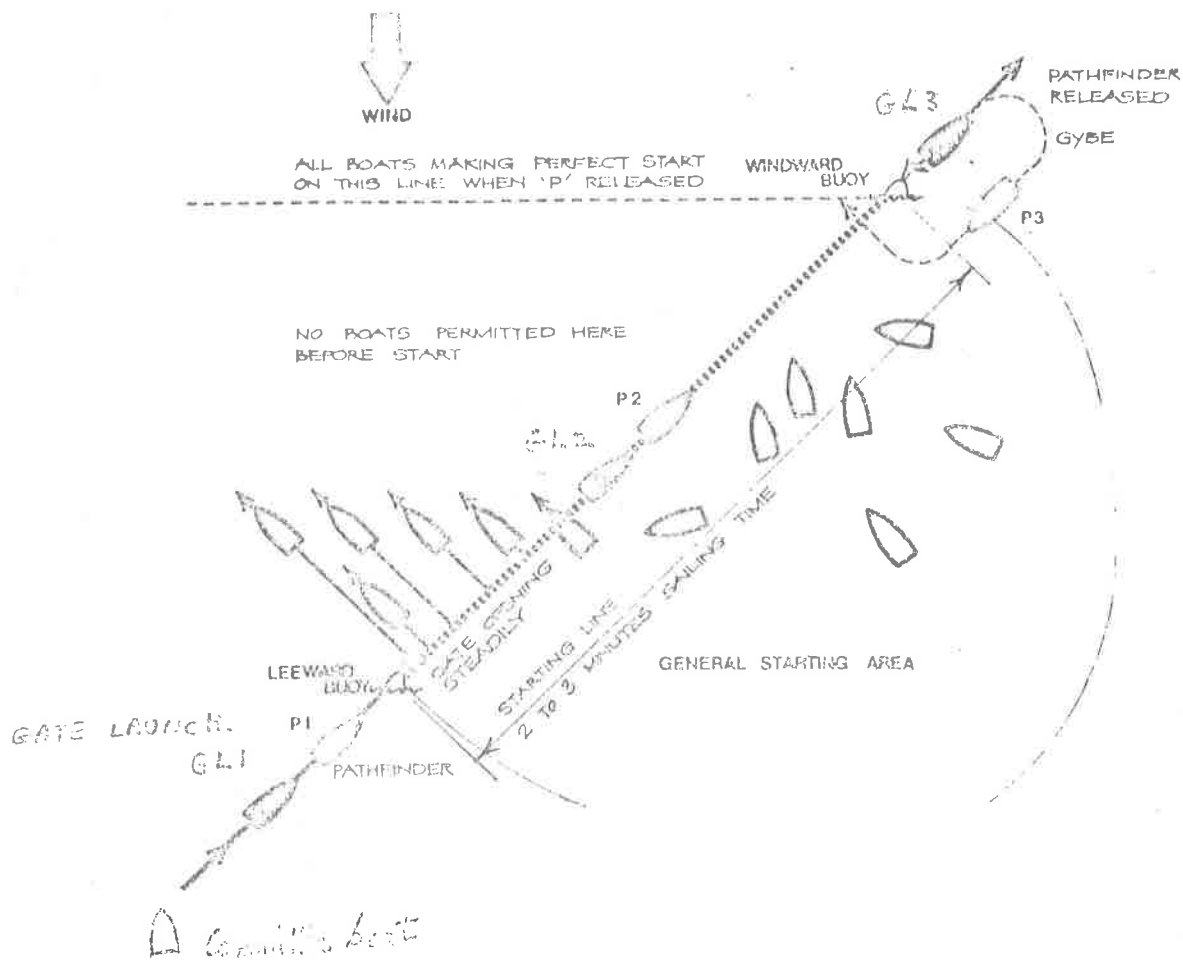
All the pre-start tactical work used in the conventional start is needed in the Gate Start. There is equal necessity to start at the right end, to find or make a hole and to cross the line with inches only to spare from the Gate Launch's stern and with speed. There is rather more temptation to barge because the end of the line is moving towards one but this must be resisted as it is dangerous and almost certain to fail. On the other hand, if one strikes it lucky and can get in, there is the same premium as on a conventional start - perhaps more.

The advantages of this start are clear. It is self-disciplining and virtually eliminates the general recall. Very little supervision is consequently needed. One minor disadvantage is that the Pathfinder, by

having to start on the port tack and to hold it along the full length of what is, in effect, the line, becomes committed to the starboard end notwithstanding that conditions may favour a port end start and working up the port side of the windward leg. All other boats are, of course, unaffected by this factor.

As far as the bane of all starting - the windshift - is concerned, this is probably a shade more chaotic in its effect for the Gate than for the normal start. Steady nerves are needed on the Gate Launch, especially in heavy winds. since there is a premium on cutting close; therefore if boats are concentrated at the starboard end and the wind veers, a barging situation is created; screaming planes are then in order and eyelash transom-cutting.

With fleets increasing in size all the time, it is a reasonable possibility that the Gate Start may come into widespread use on this continent. Certainly those of us who have now experienced it will attest to its simplicity and general effectiveness.





- BENSON ZONGENA -
under the inspiration
of JMW Turner

The leg to Weepeeket.....was the most harrowing.

TACKING TO NANTUCKET

by a

Cautious Crew and a Courageous Captain

PART 2

July 24, 1974: Another good bright day dawned. This was the day we learned something else concerning the tide. Upon checking on KC 4550, we found that it had moved and the inflatable rollers (another must for such a trip) were missing. Naturally enough, during the evening the tide had come in and if the boat had not been tied to a nearby tree, it would probably have floated away along with the yellow rollers. One roller was recovered, but the other was gone. Although the boat (full of its gear) was hauled more than thirty feet up the bank, this was, because of the shallow slope, not far enough to avoid the high tide mark.

Two grandchildren of the household had been invited to come aboard; they provided pilotage out of the channel and were then dropped on a nearby dock while we went on to Edgartown.

At this time of the summer, Edgartown proved to be a busy centre. We counted over 100 sailing vessels in the harbour and over 150 moored boats in all. Now our nonchalant contact with the poison ivy began to make itself felt. Two or three bouts of itching was all the excuse we needed to check into a hotel. Small and resplendent with period furniture, it was a delight. As the long dress and tie were unpacked, the personality change from rough and tumble sea-tramps to connoisseurs of wine and elegant living was accomplished.

July 25, 1974: Edgartown comfort was enjoyed for two nights, so only part of these days were spent sailing with practice jaunts southward up the bay to test the roller reef and look at the moored boats. The shops allow peaceful browsing and easy purchasing, but remember, if you are travelling by Albacore, Edgartown is not the most sensible place from which to load up and transport Christmas presents.

July 26, 1974: Loaded down with fresh vegetables and meat, steady winds brought us to Vineyard Haven in time for a late brunch. Browsing here is recommended; the range of items to be bought was very wide and most interesting.

The next leg to Weepecket via the Woods Hole Gap was the most harrowing of the trip. As we headed to the gap, it became apparent that the wind, although strong (approximately 12 knots), was having little influence over the boat's movement compared with the great force exerted by the current. Huge anchored drums marking the channel were thrust almost horizontal across the water by the current as we shot through the channel zig-zagging back and forth like Nancy Greene on her slalom ski course.

Despite the noise of gulls on Weepecket, we slept well that night.

July 27, 1974: This day was superb. A steady north-westerly wind blowing at approximately 10 knots meant that the second longest leg of the trip was completed in a record $3\frac{1}{2}$ hours from Weepecket Island to Cuttyhunk, passing by the Elizabeth Islands. The large unoccupied islands of Naushon Island, Pasque, and Nashawena are owned by a trust and used by only 15 families. Roads on the islands are travelled by mounted riders and the owners have found, understandably, that if they are going to keep their property "private", they are forced to patrol the coast to ensure that the message on the all too visible signs is strictly complied with. The ground is exceedingly dry, (or was at the time of our visit) and one careless camper could set the whole island ablaze. The "No Trespassing" rule was understandable.

Cuttyhunk sounded like a charming spot from the report in our guide: when we arrived it proved to be all of that. The daily anxiety of this trip was to find a suitable place to pitch a tent come nightfall. It was unanimously resolved that part of this anxiety might be overcome if the search for a tent location began before 6:00 or 7:00 p.m. From some distance out from Cuttyhunk, the well-known Coast Guard house could be seen. It was decided from approximately three miles out at sea that this frame would provide an excellent shelter and camouflage for the tent. This shell of a deserted house has been standing since gutted by a fire in the late 1940's. It is located on the peninsula of land jutting out towards Nashawena Island. We learned later that the Cuttyhunk inhabitants are most partial to this landmark, which can be observed from several miles out at sea in all directions, sitting as it does on a long flat tongue of land.

As soon as the boat was beached, the Coast Guard house was examined and we found, much to our surprise, that it already had an occupant; a young student from Boston had taken up residence amongst the broken glass and under the open roof. He had a stove set up; he had been there three nights and was settled. We chatted for a few minutes and expressed our common concern over the lack of camping facilities. He invited us to pitch our tent in 'his' back garden and we took his invitation under serious consideration while setting out for the town, leaving the boat unpacked.

We requested guidance from a cyclist as to the way to town. He and his wife were later to be our guests for dinner. He was a naval architect with the Coast Guard house on the island available for persons like himself, i.e. Coast Guard employees on vacation.

The harbour front is the source of activity in these ports and the walk to town was taken via the harbour. Lobster potting is a thriving activity and a young boy about 12 was very pleased to assist us with the purchase of our lobster and to tell us why we were getting the most delicious lobsters he had. We also were informed of many of the biological facts re lobsters: he told us, for example, that lobsters have to be at least seven years old before they can be caught. Although we knew this, we pretended to be learning these facts concerning the peculiar habits of lobsters for the first time, and he was very pleased to have imparted some of his lobster knowledge and to have concluded

the sale of his employer's lobster. It was at this point that we felt we knew him well enough to share with him our concern of the lack of tent-pitching space. We thought he might be equally as helpful with this problem. We explained our situation: he placed his hands on his hips and said, "You cannot pitch a tent anywhere on this island; it is absolutely forbidden, and besides my Big Brother is the local policeman". We were both taken aback by that. We then asked to see the local policeman, but our little fellow explained that he had gone to check his lobster lines !

The town centre, a cluster of buildings comprising homes, a post office, a general store and a school, is reached via a steep uphill climb. We purchased some provisions at the general store; the store was crowded with shoppers, most of whom were buying foodstuffs for the galleys of their expensive-looking yachts moored in the harbour. While waiting to pay for our purchases, we overheard the following conversation between a young nautical girl and the proprietor. Nautical girl: "Oh, I am not going to have enough money to buy all these items". Proprietor: "That's all right; you'll be here for another day; drop the difference up to me tomorrow". Subsequent conversation made clear that the girl was unknown to the proprietor. How few places there are left in the world with the lifestyle revealed to us in this little Cuttyhunk general store.

After writing a few postcards at the look-out at the top of the hill, we headed back to the Albacore, which had been left unattended. On the way back we met again by chance our naval architect who promptly invited us in for a drink. I believe his invitation was prompted by a disbelief that we had arrived at Cuttyhunk in an Albacore, about which we had told him at our earlier encounter.

After several drinks we headed back to set up camp. We had invited our island friends to be our guests for dessert, coffee and a liqueur. A table was assembled from driftwood and shock cord, and shortly dinner was ready. The Coast Guard couple visited us that evening and they invited us to fill our Albacore water tanks with fresh water the next morning. Water tanks for an Albacore are two one-gallon plastic cubes secured by shock cord to the stay base on the port and starboard sides.

July 28, 1974: We had a farewell coffee with our island hosts, charged our water tanks and were given a waterfront send-off, promising, I remember, to send them a postcard announcing our safe return. I don't think that has been done, not yet.

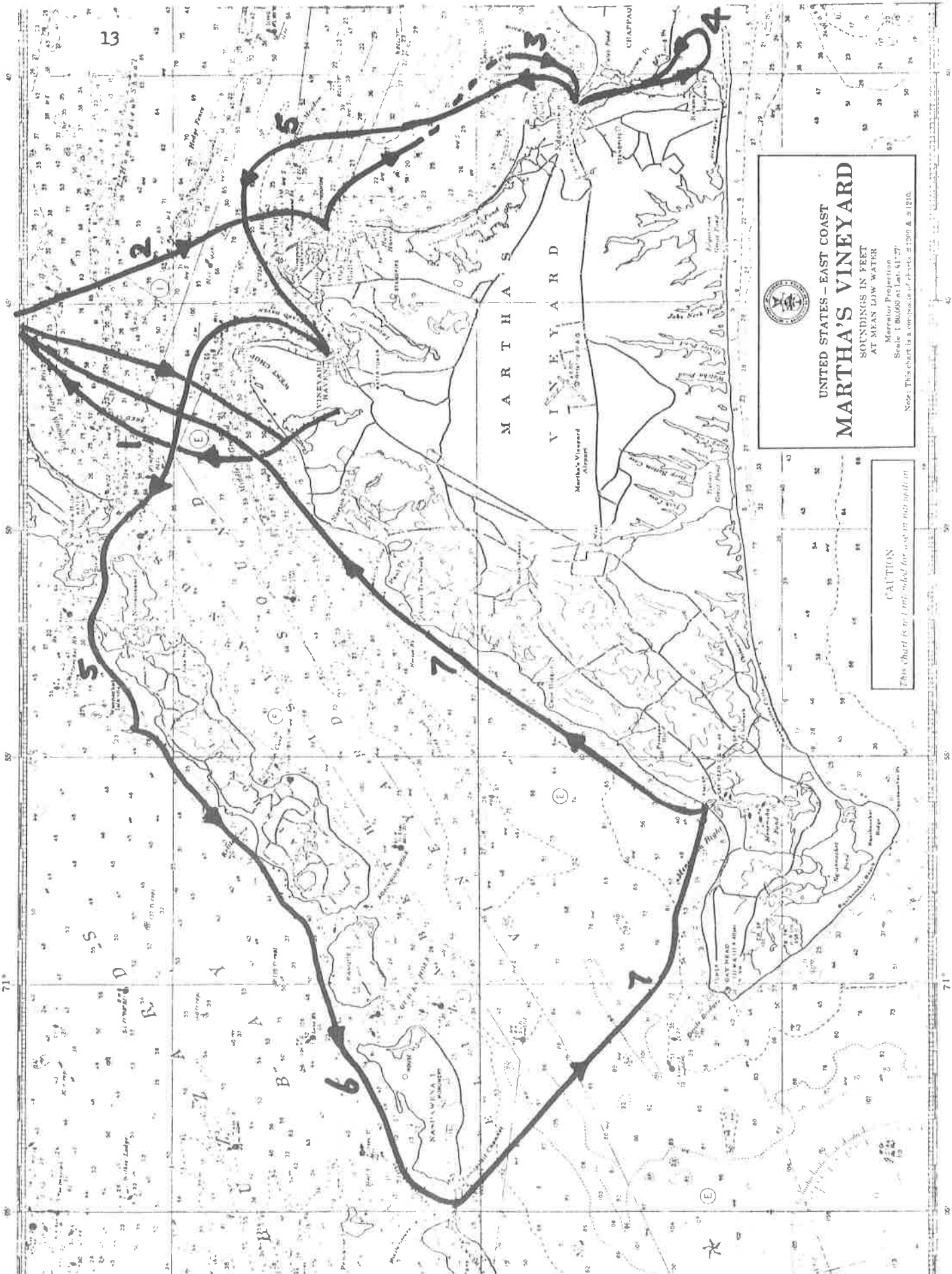
The first leg of this day was tiring. The wind was blowing and it was a close-hauled starboard tack across the largest or widest gap of Vineyard Sound. We originally headed towards Gay Head, but with a wind shift we decided to head for Menemsha. Even with the strong wind, the trip was a good 2 hours of wet sailing. A near capsizing in the centre of the sound was the second point on the trip when we became concerned for our safety. (Woods Hole had been the first).


The knowledge, however, that our Cuttyhunk hosts were following our progress with binoculars provided some slight comfort. The shelter of Menemsha was a welcomed lunch stop and a good place to rest our aching and hitherto unused stomach muscles.

After lunch the intention had been to find an hospitable piece of land on the north shore of Martha's Vineyard en route back to Falmouth, where we planned to arrive the following day. The disinclination to foist ourselves upon unwilling hosts led us to continue sailing along the shore. The wind was still blowing but, as the leg here was downwind, peaceful conversation was not interrupted by gusts or puggs. The more we travelled, the faster we seemed to be going and the more realistic the possibility became of reaching Falmouth that day. What wishful thinking that was !

We have now taken a coastal navigation course. But even without it, the crude application of the equation, time equals distance over speed, should have provided a crude answer. We went on. When we arrived at Lake Tashmoo at 7:00 p.m., we knew that it had taken 4 hours with a good wind to return to Falmouth from Lake Tashmoo the first day. Even though the wind was now dropping we knew, or should have known, that at best we could arrive at Falmouth at 11:00 p.m. That would tot up to 10 hours in an Albacore - a little much even for the most devoted. Darkness came and the lights of Falmouth appeared close; we continued. Our chart, by the way, was a plastic place mat which was several years out of date and had printed clearly on it, "Caution. This chart is not intended for use in navigation" - a most appropriate injunction. Half way back across the Sound, the wind died completely, and there we were with a boat filled with heavy belongings, flopping sails and hungry stomachs. Paddling would do little good as we had several miles yet to go, though paddle we did.

There was nothing else to do but to hitch-hike. This we did with great success. A lovely Canadian C & C yacht in American waters obliged. We found that the skipper of this large and lovely craft appeared to know even less about navigation than we did. We were able to provide him with a better chart than he had (and better than my place mat chart). We compared and perfected compass bearings. Fortunately we had a long painter line available and after we were secured, we were under tow for nearly an hour at about 12 knots. If it had not been for the kindly, although slightly lost himself, C & C yacht, we would all very likely be in Vineyard Sound today. The cautious crew and the courageous captain were now unanimously in agreement and content that the original objective of Nantucket had not been attempted.





 UNITED STATES - EAST COAST
MARTHA'S VINEYARD
 SOUNDINGS IN FEET
 AT MEAN LOW WATER
 Mercator Projection
 Scale 1:60,000 at Lat. 41° 27'
 Note: This chart is a composite of charts #1209 & #1210.

CAUTION
 This chart is not intended for use in navigation.

MUSKOKA LAKES SAILING CLUB

MEMBERS: CANADIAN YACHTING ASSOCIATION
PRINCIPAL CLASS: "ALBACORE"



May 15, 1975.



AN OPEN LETTER TO THE EXECUTIVE OF
THE CANADIAN ALBACORE ASSOCIATION.

Dear Fellow Sailors:-

Re: Tom Allen Boats

In company with other Albacore sailors who have known about the problem, I have been interested in the outcome of the measuring, with templates from England, of the hulls of the Tom Allen Albacore and the Albacores of other manufacturers. I have now heard the results of your recent Executive Meeting called to discuss the improper contours of the Allen hull and I am disappointed. No new Allen Boats will be approved until his mold is changed. This is fine. But no steps are to be taken with relation to the Allen Boats already sold.

George Cuthbertson of Cuthbertson & Cassian, yacht architects, who was present by invitation at the time of the measuring, advised that the irregularities in the hull measurements of the Allen Albacore would produce a faster boat than an Albacore made properly. Any of us who have had the opportunity of racing against Allen Boats may have a distinct impression that they do go faster. The Allen advertisement, which ironically appears on the index page labelled "Specifications, Rules & Constitution" in the looseleaf log of our Association, does nothing to dispel such an impression.

THE ALLEN ALBACORE

(made in Canada)

1st & 2nd	North American
1st & 2nd	U.S. Championships
1st & 2nd	Canadians
1st	Mid-Winter, Tampa

(ALL USING ALLEN SAILS)

All Allen Albacores are equipped with the finest racing equipment available; including Allen racing sails with new long luff jib.

WRITE: 24 Cambridge Road, Crystal Beach, Ontario. 416-894-1212.

Page 2.....

But we do not want faster hulls. We want standardization of hulls. Rules 1, 2 and 3 of the Albacore Class Rules are each quite specific that the hull is to be one design. Hulls may only be built by approved builders on Canadian Albacore Association certified moulds. Rule 3 includes the following:

"The shape of the hull is to be maintained as a strict one-design and no changes will be permitted whether or not the change affects one of the measured parts of the rule on hull measurement."

Commodore Fred Francis, of the South Muskoka Sailing Club purchased three Allen Boats last fall. His sons and daughters are first class sailors and he is also. They regularly compete in open regattas on the Muskoka Lakes. Sailors in our club may choose not to participate in open regattas against the Francis Family with their three Allen Albacores. This will be a likely possibility if it means towing one's boat to another location on the Muskoka Lakes, or trailering the boat to the Muskoka District Championship, to be held this year at Lake of Bays Sailing Club. It is difficult to persuade some club members to leave the waters of Lake Rosseau and it will be doubly difficult in view of the possibility of three Allen Boats, sailed by top sailors, competing. The Muskoka Lakes Association Annual Regatta is usually held on Lake Rosseau. I believe sailors from clubs other than our own will be discouraged from participating.

The Muskoka Lakes Inter-Club Team Championship is to be held on Saturday, August 23rd at South Muskoka Sailing Club. Three boats and crews from each club are to participate. It is questionable whether our club will want to participate when there might be three Allen Boats lined up as a fleet awaiting us. The decision on whether to participate or not will be considered sometime in the future by the Board of Directors of the Muskoka Lakes Sailing Club.

My main concern is with the effect, over the coming years of Allen Boats participating in open regattas. But this is really a minor part of the problem facing our Association. What about competition within club? and how will Allen boats affect participation in international competition?

The following suggestion was probably put forward at your Executive Meeting and I wish to advocate it also. It is that Allen Boats be approved for racing only when carry-

Page 3.....

ing lead weights totalling a specified amount. In company with other sailors, I carried lead weights, 17 pounds in my boat, for several years when the minimum weight, including board, was 290 pounds. Lead may be purchased from plumbers' supply stores in five pound amounts. It may be that the owners of Allen Boats would welcome such a penalty in order to remove the cloud that will now be hanging over any successes they may have. I suggest that some independent authority, such as George Cuthbertson, be requested to make a decision as to how much extra weight should be carried. The penalty may or may not be the same in heavy air and in light air, but some attempt should be made to remove the cloud. We would be pleased to take our chances against Allen Boats if we knew an attempt had been made to equalize their performances.

After writing the above but before making it public, I thought I should consult the Commodores of the Kettles Sailing Club on Lake Muskoka (Bill Kerrigan) and of the Lake Joseph Sailing Club (Bob Rudolph). Both agree that something should be done and both approve the principle of lead weights. Bob Rudolph thought the Specifications Committee should make available the lead weights and should prepare a diagram showing how and where they should be fastened to the boat.

This letter may be published in Shackles & Cringles. If you are reading it there and have opinions on this matter, write to Nick Hancock, 58 Spire Hillway, Willowdale, Ontario. He is the executive member in charge of specifications. I believe he will report your opinions to the Executive.

Yours truly,



ALEX MACNAUGHTON,
Commodore,
Muskoka Lakes Sailing Club,
246 Cortleigh Boulevard,
TORONTO, Ontario
M5N 1P7

Residence: 489-5507
Business: 364-8306
Cottage: 765-5701

AMM/lis

ANSWER TO ALEX MacNAUGHTON'S LETTER

Alec MacNaughton, a past Commodore of the C.A.A. requested we publish the preceding letter. This letter has already been answered basically in the "Commodore's Comments" or in the report of the Specifications Committee as written by Nick Hancock, therefore, I will make this as brief as possible.

The hull problem has been here for many years with Whitby Grampian, McGruer and Allen, including when Alec was Commodore, and the problem can not be made to go away immediately.

Allen seems to be a considerable concern to Alec versus other builders. The C.A.A.'s Niagara District measurer has confirmed through working with Allen at the time his mould was made that he did follow the standard procedure at that time of using an old Fairey Marine hull for a plug. Many of our measurers including our chief measurers issued certificates for his boats. Similarly this was done by the U.S.A.A.

Allen himself is a notable racer cum builder. His friends are top racers. It is therefore to be expected that with such good skippers his boats would appear to have a good record. In the advertisement Alec referred to it is interesting to note that in all cases mentioned the skippers were Shore or Revett. Such skippers should win in any other make of boat.

With the C.A.A. and the U.S.A.A. having approved Allen's product fully, the purchase of his product can hardly be said to break the spirit of the Rules of the Class.

In my own Club two Allen boats were purchased last year. When delivered Allen raced us - and could have lapped us. But their owners standing in our Fleet racing did not appear to be influenced by their new boats.

A member of my family borrowed one for the Canadian Juniors and placed 10th, the top place for an Allen boat. Another member of my family raced in an Allen boat in the 1974 Canadian "A" Fleet and placed 24th versus 21st in 1973 in a McGruer boat. Does this indicate that there is anything to fear ?

Alex suggests the addition of weights to boats. Our marine consultant has advised otherwise. It is arbitrary and difficult to enforce.

At our Fleet Captain's Meeting at which many measurers were present, the hull situation was fully and openly discussed in all its ramifications. Alec had ample opportunity to air his views and did so. His views received no support at this meeting, the consensus being that the actions taken by the C.A.A. Executive were appropriate.

F. J. Francis,
Commodore.

SPECIFICATION CHAIRMAN'S NOTES

By: Nick Hancock

As you will have read in the Commodore's report both the specification's committee and your executive have been actively involved in problems associated with the shape of hulls currently available to sailors in Ontario.

The outcome is that the executive has asked two builders to manufacture hulls from new plugs that have been checked by the specification's committee.

Both Tom Allen of Allen Boats Ltd., Crystal Beach, Ont., and Ewing McGruer of McGruer & Clarke, Owen Sound, have agreed to do this.

Meanwhile the executive has decided, after considerable debate, to allow both builders to each build a maximum of 10 boats from their existing moulds until August 31, 1975 - the date usually considered the end of the building season.

However these boats will have to measure in on all stations and particularly on the important rise of floor measurement - rule 3.2.2.

Meanwhile existing boats, whether they have measurement certificates or not, will be allowed to continue racing until December 31, 1977, when they will be remeasured according to the rules in force now. If they are found to be unsatisfactory they will not be allowed in any of the association's national or international championships.

Many of the members who are not aware of these developments may be concerned to learn about them and the need for these measures.

Due to the different sources of plugs being used by our builders I had become concerned that discrepancies, whether real or apparent, were appearing among the various hulls.

It is also fair to point out that earlier this spring, shortly after I was asked to take over as specification's chairman, there was an official complaint about this problem and I decided the committee had to take action immediately.

Also, about this time, we had received a copy of an official set of lines from the Royal Yachting Association of the Albacore which had been thoroughly checked by top U.K. officials.

From these lines I made a set of templates for five positions along the hull. Then in mid-April we held a day-long measuring session in which we invited George Cuthbertson of C&C Yachts to attend as technical advisor.

The six boats at the session represented hulls by Fairey Marine (Mark 1); Young (Fairey Mark 2); Rondar; Skene; McGruer and Allen.

Measurements were taken of the rocker profile and at sections 1, 4, 7 $\frac{1}{2}$, 11 and at the transom. These are shapes of the hull at those distances from the stem.

A tolerance had earlier been established by the specification's committee. We found that four of the hulls were satisfactory and that two of them were not within the specification committee's guidelines.

Following the measuring session the specification's committee made a number of recommendations to the executive. However the decision announced earlier are those of your executive and follow a special meeting on hull shapes and also a regular executive meeting.

We appreciate that in the past not all builders have been able to manufacture hulls from certified plugs. To overcome this problem our future plans are to ensure that all moulds used by C.A.A. builders are manufactured from our official plug. Also, regular checks will be made on all hulls as part of our programme to tighten up our current procedures.

classified

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PHONE : (416) 493-2922 - evenings.

T A R T S '75

Many more than a baker's dozen turned out for the first qualifying regatta for the North American & World's Championships. A bright end of May morning saw 47 boats head for the starting line in Humber Bay off the host club Toronto Sailing & Canoe. The wind, at first light, strengthened to 8 - 10 knots from the south but remained uneven and shifty through the day. Three races were held on Saturday, May 31st, with what was described euphemistically in the sailing directions as lunch on the water. Sunday morning found the wind coming from the north-west at around 5 knots to 10 knots. This held during the first race but faded almost to a drifter in the second.

The Poyntz brothers, Barry and Gary, gained first place with consistent placing in all five races. Second was Austin Marshall and third was Ian Miller. Richard Storer, a newcomer from the U.K. and to Canadian Albacore racing, was in fourth place. Official results follow this article.

The following skippers qualified for a place in the Worlds:-

RON COULSON	SPSC
TONY GRIFFIN	BLSC
STAN KNOWLES	LBSC
BOB MALBY	BC
AUSTIN MARSHALL	NTSC
PETER SCHELL	KYC
RICHARD STORER	HYC

Pre-qualified were:-

SICOTTE HAMILTON	HYC
NICK HANCOCK	TSCC
JAN MILLER	BYC
BARRY POYNTZ	LBSC
KENT TAYLOR	TSCC

Ric Austin and his committee organized an excellent regatta afloat and ashore. For those who did not qualify, your next crack at it is A R K in Kingston, July 5th and 6th.

OFFICIAL RESULTS

T. A. R. T. S.

S K I P P E R	A D D R E S S	C R E W	N U M B E R	C L U B	R A C E S C O R E S					F I N A L S C O R E	F I N A L P L A C E
					1	2	3	4	5		
Barry Poyntz	39 Chipwood Cresc., Willowdale, M2J 3X6	Gary Poyntz	3731	BLSC	7	4	9	1	2	13.75	1
Austin Marshall	279 Glenforest Rd., Toronto, M4N 2A5	Percy Ozawa	5787	MTSC	9	.75	19	4	5	18.75	2
Ian Meller	6 Jackson Court, Kanata, Ont. K2K 1B7	Ali Meller	4862	BYC	8	15	5	5	3	21	3
Richard Storer	General Delivery, Hawkestone, Ont.	Normunds Berzins	5003	HYC	16	2	10	7	3	25	4
Tony Griffin	21 Dunvegan Rd., Toronto, M4V 2P5	Gerry Giffin	5600	BLSC	4	10	20	3	8	25	5
Stan Knowles	133 John St., Box 39, Bracebridge, Ont.		614	LBSC	13	46	4	2	7	26	6
Peter Schell	5-63 West St., Kingston, Ont.	Mary Schell	509	KYC	2	14	1	10	14	26.75	7
Bob Malby	1205-511 West Mall, Etobicoke, M9C 1G4	Jeremy Ruskin	4805	BC	.75	3	29	23	29.75	8	
Ron Coulson	16 Windle Court, Tottenham, Ont.	Marvin Coulson	4869	SPSC	12	11	6	40	4	.75	9
Ron Taylor	12 Ashton Manor, Toronto, M8Y 2N5		4883	NTSC	3	18	16	12	4	35	10
Phil East	40 Foothills Dr., Ottawa	Tony Denton	4420	BYC	5	9	2	24	42	40	11
Dennis Sherwood	39 Danville Drive, Willowdale, M2P 1J2	Sheila Sherwood	4621	RCYC	27	5	18	14	10	47	12
Bob Goodings	294 Douglas Drive, Toronto, M4W 2C2	Tower Ferguson	5008	TS&CC	26	20	15	6	11	52	13
Leon Safrata	55 Hi-Mount Dr., Willowdale, M2K 1X3		5598	RCYC	24	6	7	17	39	54	14
Bert Van Kleef	1700-65 Queen St.W., Toronto, M5H 2M5		4877	BC	6	7	26	22	22	57	15
John Michell	2-431 Balliol St., Toronto, M4S 1E1	Rob Martin	5521	QCYC	15	22	8	26	16	61	16
Dick Railton	138 Parkway Dr., Welland, Ont.	Kim Railton	5504	PSC	14	19	17	13	37	63	17
Fred Cockburn	1114-55 Wynford Hts.Cresc., Don Mills, M3C1L4	Alf Cockburn	4548	TS&CC	22	24	11	15	18	66	18
Rory McIntyre	1216 Lampman Cr., Ottawa	Paul Colles	4800	BYC	18	28	13	23	12	66	19
Paul Magnini	19 Oriole Cres., Grimsby	Kevin Firth	5778	GYC	10	8	44	33	21	72	20
Alan Redfern	2 Kilbarry Place, Toronto, M5P 2S2	David Perry	4666	LCSSC	21	30	14	18	20	73	21
Don Giffin	1242 Albion Rd., Rexdale, M9V 1A8	Heider Funck	652	SLSC	11	23	21	30	35	85	22
Kent Taylor	2 Hartfield Court, Islington, M9A 3E3		5002	TS&CC	28	13	35	9	42	85	23
Wayne Keezer	214-38 Carluke Cres., Willowdale M4L 2J4	Catharine Russell	5786	MTSC	20	29	31	8	30	87	24
Ian Russell	2 Larkin Ave., Toronto, M6S 1L8	Joan Rogers	5610	TS&CC	47	35	12	31	9	87	25
Ian Rogers	146 South Drive, Toronto, M4W 1S2	Heleen Kettle	4675	P au BSC	47	27	28	20	13	88	26
Steve Cerny	2203-33 Harbour Square, Toronto, M5J 2G2		4789	TS&CC	17	46	22	34	17	90	27
Frank Wimer	124 Elvastron Dr., Toronto, M4A 1N6		4004	TS&CC	19	25	39	19	27	90	28
John Fee	924 Percy Cres., Kingston, Ont.	Cathy Fee	4107	KYC	29	27	24	11	40	91	29
Andrew Cumming	25 Redwillow Dr., Don Mills, M3A 2K8	Tom Cumming	4650	NYC	23	32	23	36	19	97	30
Bill Peers	803-191 St. George St., Toronto, M5B 2M6	Baerbel Peers	4543	WSC	25	12	38	37	25	99	31
John Francis	25 Tudor Gate, Willowdale, M2L 1N3	R. Drinkwater	4245	SMSC	47	16	45	16	26	103	32
Bob Drinkwater	22 Woodlawn Dr., Grimsby		3445	GYC	30	34	32	21	28	111	33
Reg Forth	52 Kingston Rd.E., Pickering, Ont.	Jeffrey Pudwell	3236	FBYC	36	17	49	32	31	116	34
Paul Pudwell	235 High Street, Fort Erie, Ont.L2A 3R4	Arne Murdock	2660	PSC	39	31	25	39	24	119	35
Ben Murdock	64 Roxborough Dr., Toronto, M4W 1X1		4527	TS&CC	47	36	33	35	15	119	36
Trevor Dosssett	131 Johnson St., Kingston, Ont.		4422	KYC	31	33	27	38	34	125	37
Steve Jonjev	1810-1050 Markham Rd., Toronto	C. Denn	5648	WSC	37	39	37	25	32	131	38
Tim France	21 Westminster Ave., Guelph, Ont. M1E 4B9	T. France	4022	GS&CC	33	21	29	49	49	132	39
James Howe	43 Pearce Ave., St. Catharines, Ont.	Carolyn Howe	4468	PSC	38	41	30	42	29	138	40
Sandy Dorward	604-812 Burnhamthorpe Rd., Islington, M9C4W1	Bari Behan	5647	WSC	34	42	41	28	36	139	41
Alf. Warnock	2025 Woodglen Cr., Ottawa, K1J 6G6	Mairi Warnock	5757	RAYC	47	47	45	27	33	152	42
Jerry Selwyn	77 Paper Birch Dr., Don Mills, M3C 2E6	Joan Selwyn	4256	TS&CC	41	40	34	41	38	153	43
W.G. Roth	RR1, Ennismore, Ont.	Bill Roth	4152	PSC	32	38	36	49	49	155	44
Dave Adam	7 Aymarn Ct., Islington, M9L 2M5		3733	BC	40	43	40	43	49	166	45
Keith Bull	156 Glenview Ave., Toronto, M4R 1R3	Fraser Dewar	4151	TS&CC	35	37	49	49	49	170	46
Nick Hancock	58 Spire Hillway, Willowdale, M2H 3A4	Lesley Hancock	520	TS&CC	49	49	49	49	49	196	47
W.O. Foster	45 J.F.Kennedy Blvd., St.Jerome, P.Q.	Leanne Foster	5502	LBSC	49	49	49	49	49	196	47
Kay Cartwright	Box 5, Kingston, Ont.	Geoff. Hoyle	4316	KYC	49	49	49	49	49	196	47

T I E - B R E A K I N G

The TARTS Regatta revealed no provision had been made for breaking a tie in the selection of qualifying skippers. Steve Cerny asked Tony Griffin for his advice on how to resolve this in future.

Tony Griffin points out that this was covered in the 1st Albacore Worlds racing instructions. They read, "Should there be a tie on total points between two or more boats, the tie shall be broken in favour of the boat or boats with the most first places and should any such boats remain tied, the most second places and so on, if necessary, for the number of races which count for total points."

Using this method at TARTS for example, it would have selected Malby over Coulson. This system will be used this season in subsequent qualifying regattas for the North Americans & Worlds.

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A D D I T I O N S T O T H E R A C I N G S C H E D U L E

- June 21st RHYC Open Regatta (1 race for Albacores), Hamilton
- June 28th - 29th Niagara Districts Regatta, Niagara Sailing Club, Grand Island
- July 5th RHYC Albacore Fleet Open Regatta, Hamilton
- July 5th - 6th Parkway Sailing Club Regatta, For Erie
- July 12th Niagara District Championships, Niagara Sailing Club
- October 11th RHYC Turkey Regatta (Open), Hamilton

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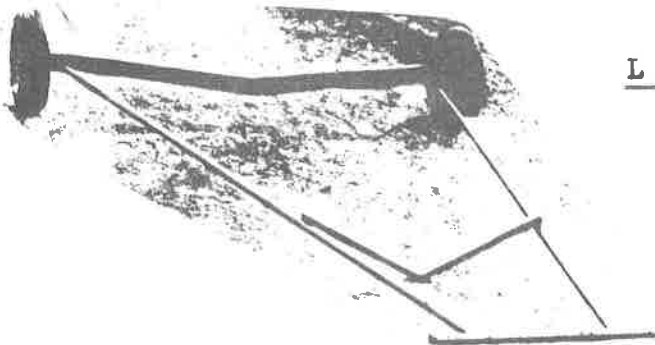
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THE FEES AT THE 1975 WORLD AND NORTH AMERICAN CHAMPIONSHIPS

By: Steve Cerny

The U.S. Albacore Association is organizing three series of races to be held at Association Island. From the sound of their preliminary plans, those of us who are selected will be treated to an outstanding program of both sailing and non-sailing events.

Any regatta costs money. The fees to be charged by the U.S.A.A. for the three regattas will be:

World Championship	\$20
North American Championship	\$10
Special Regatta	\$ 5

These fees are intended to cover things like trophies and prizes, a souvenir for each sailor, T-shirts, entertainment, a possible cocktail party, publicity, etc. The USAA is budgeting to break even and I am assured that this is not a fund raising venture for them. The above fees are not intended to cover the costs incurred by the Association Island people in running the regattas. Their charge is \$8.00 per boat, per race day and covers the cost of professional race committee, committee boats, flags, gasoline, etc.

The Association Island fees will be payable when you arrive there. The Special Regatta fee will be payable at Association Island if you decide to sail in it. The fee for the Worlds and North American is payable as soon as you are selected. The due dates are as follows:

- For those pre-selected and selected at TSCC June 18
- For those selected at ARK July 16
- For those selected at the North American Immediately after selection

The Section Procedure has been extremely well accepted by the CAA membership, but it is somewhat complex and requires everyone's CO-OPERATION to avoid needless work and postage. PLEASE MAIL your cheque made out to the Canadian Albacore Association to:

The Canadian Albacore Association
P.O. Box 1028, Station "Q"
TORONTO, Ontario M5P 2P2

Please mark your cheque Worlds or North American or both, as appropriate. The due date is the FINAL date. Please do your VOLUNTEER Committee a favour and send it by return mail.

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BORROWED/LOANED SAIL BOATS AND INSURANCE

Problems have arisen in the past and undoubtedly will arise in the future, where sail boats are borrowed or loaned, but NOT chartered, for specific purposes.

Most owners have insurance of some form on their boats today. If the boat is loaned, the owner has given permission for some other person to use it, and the owner's marine insurance is applicable. In some cases, an owner may not wish to chance claim from someone else's damage. In this case, the borrower should arrange short term coverage, or self insure. Short term coverage is expensive.

If the boat is equipped with a spinnaker, the policy may exclude damage to that particular sail while racing.

Some times, insurance on a boat under 26 feet does not include a liability clause. This coverage is then provided by an owner's home-owners or tenants policy. The liability section of such a policy generally covers owner's liability for use of sail boats up to 26 feet. Boats over 26 feet are not covered and should have special marine liability insurance coverage.

The homeowner's policy liability section does not cover a borrower's liability. If you are a borrower of such a boat, check if your insurance has such a liability clause included.

Insurance on boats over 26 feet usually have a liability clause for a specific amount (i.e., \$100,000.00). If this is so, then the borrower is covered up to this amount as under the circumstance aforementioned. If there is no such clause, then liability is limited to that of the hull amount only, which could, under today's circumstances, prove to be quite inadequate.

from: N. W. GOODERHAM, TECHNICAL DIRECTOR, O.S.A.

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CYA/SAIL CANADA

The Ontario Sailing Association reports that Nominations to the C.Y.A./Sail Canada Development Team are to be made by the Provincial Sailing Associations. The criteria for nomination is that a member shall have placed in the top 50% of his National Championship, or C.O.R.K. during the previous year, or is considered likely to do so by his Provincial Sailing Association. He shall also be committed to a training programme approved by his Provincial Association.

Our Association will assist members aspiring to excellence in competitive racing, and interested in becoming a member of the Development Team.

Provincial funding may be available to individuals, but only if they are members of National Teams 1 and 11 and the Development Team.

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QUEBEC CHAMPIONSHIPS

For the first time in the Albacore class, an Albacore Championship will be held in the Province of Quebec at the Hudson Yacht Club as part of the St. Lawrence Valley Regatta. The Hudson Yacht Club is situated on a Lake of Two Mountains approximately 30 miles west of Montreal and it will be a two day affair on Saturday and Sunday, June 28th and 29th. For full information contact the Hudson Yacht Club, Hudson, P.Q., or the Association Secretary.

It has been agreed by the Association's Regatta Chairman that the winner of this Regatta be allocated a berth at the World Albacore Championship at Association Island, New York.

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ALBACORE CLASS NATIONAL TEAM CHAMPIONSHIP

Following the success of the 1974 event this year's Championship is to be organised on a 'District' basis. The district finalists will meet at R.C.Y.C. on September 6/7 to compete for the National title, symbolised by the Safrata Trophy. District trophies will also be awarded.

It is left to each District Captain to organise an area championship by one of the following methods, provided they are conducted in accordance with the rules of the National competition:

- a) Utilising, or adapting, an existing team competition.
- b) A series of 'knock-out' matches.
- c) Inaugurating a new district team event.

Which ever system is selected it must be open to all C.A.A. recognised clubs in the district; teams must comprise three boats; no helmsman may sail for more than one club, or more than one team. Clubs may enter more than one team if they wish.

It is essential that local competitions be organised on a direct team against team basis (not all competitors starting together). Helmsmen may sail their own boats or the host club may provide all the boats. In the latter case boats must be exchanged after each race. District Captains will be provided with detailed instructions in due course. Area championships must be concluded before 25 August 1975 to qualify for the National finals.

The winning team from each District qualifies for the National finals. If any district receives more than six entries, first and second teams qualify.

Team racing is good fun and just that bit different from normal. If your club wishes to enter this competition please return the attached entry slip to me together with your entry fee of \$30.- per team. Closing date for entries is 20th June 1975 but earlier responses would be appreciated.

To: D.G.Sherwood,
39, Danville Drive,
Willowdale, Ont.

Please enter.....S.C./Y.C. for the 1975 C.A.A. National Team Racing Championship.

My Club wishes to enter teams and our cheque for \$..... (\$30 per team) is enclosed.

Names of helmsmen will be provided before the first race.

Signed..... Communications to be sent to:
Name.....
Address.....
.....

1975 CANADIAN ALBACORE CHAMPIONSHIPS

DATE: September 19, 20, 21, 1975

LOCATION: Lake Simcoe & Lake Couchiching at Orillia, Ontario.

ELIGIBILITY: To be eligible, sailors must qualify under Article XIII Paragraph 3 of the CAA Constitution. All boats must have valid measurement certificates and current buoyancy tests (1975).

FLEET ALLOCATION: Three fleets will be racing. Qualification for the Championship (formerly "A") Fleet will be by selection and invitation. The Masters (formerly Senior Fleet) and Challenger (formerly "B") Fleets are open to all eligible sailors, by application except that the regatta committee reserves the right to allocate sailors to the Masters Fleet if the Challenger Fleet is oversubscribed. All sailors will be advised by mail prior to the regatta as to which fleet they have been selected for.

SELECTION PROCEDURE FOR THE CHAMPIONSHIP FLEET

The following are the qualification criteria and events.

- Group A - Any former World, North American or Canadian Champion.
- Group B - Sailors selected by the USAA.
- Group C - Sailors selected by the UKAA.
- Group D - All Canadian sailors in the 1975 Worlds.
- Group E - 1974 "B" Fleet.
- Group F - 1974 Senior Fleet.
- Group G - TSCC Regatta.
- Group H - ARK Regatta.
- Group I - District Championships.
- Group J - Junior Championships.
- Group K - 1974 "A" Fleet.

CHAMPIONSHIP FLEET SELECTION CRITERIA

- Group A - If you are an eligible sailor as defined above, you qualify for selection.
- Group B - Five places will be offered to the USAA, to be selected by their own method.
- Group C - Three places will be offered to the UKAA, to be selected by their own method.
- Group D - All Canadian sailors in the 1975 World Championships.
- Group E - The first five sailors in the 1974 "B" Fleet not already selected in Groups A, B, C and D.

- Group F - The first five sailors in the 1974 Senior Fleet not already selected in Groups A, B, C and D.
- Group G - The second five boats at the TSCC regatta, other than those already selected in Groups A, B, C, D, E and F.
- Group H - The second five boats at the ARK regatta, other than those already selected in Groups A, B, C, D, E, F and G.
- Group I - The District Champion and Runner Up in each 1975 District Championship.
- Group J - The 1975 Junior Champion and Runner Up.
- Group K - The 1974 "A" Fleet to make up the balance of boats required to select 65 entries for the 1975 Championship Fleet other than those already selected in Groups A, B, C, D, E, F, G, H and I.

APPLICATION
FORMS:

These will be mailed with the next issue of Shackles & Cringles. To make this selection procedure work, you will realize that application forms will have to be promptly returned by the due date. Therefore please look for your next issue of Shackles & Cringles by August 15. If you have not received your copy by then, please write to Helen Kettle, c/o CAA, P.O. Box 1028, Station "Q", TORONTO, Ontario M9C 4V2 or call her at 482-3199. Late applications for the Championship Fleet will be allocated to the Masters or Challenger Fleets.

1975 TORONTO AREA MEMBERS

DIV. 1 M1

<u>NAME</u>	<u>ADDRESS</u>	<u>CLUB</u>	<u>SAIL NUMBER</u>
ADAM, David	7 Aymarn Ct., Etobicoke	BC	3733
ADDISON, George	5 Paddock Ct., Willowdale		2894
ARMSTRONG, William David	45 Strathearn Rd., Toronto	HYC	4239
AUSTIN, C.T.	156 Glenrose Ave., Toronto		4451
AUSTIN, Richard	38 Playter Blvd., Toronto	TSSC	618
AYOUB, R.	1428 Bayview Ave., Toronto		4425
BABBS, Norman	15 Rosegrove Pl., Agincourt		2826
BAIN, Dr. S.T.	26 Denewood Cres., Don Mills	SLSC	3351
BALFE, J.W.	126 Clifton Rd., Toronto	OHCC	798
BASDEKA, D.P.	100 Sutherland Dr., Toronto	RCYC	2161
BATES, Ian	172 Roxborough Dr., Toronto		4621
BERZINS, Normunds	112 Spadina Ave., Toronto		
BOBBS, Wm.	130 Hadrian Dr., Rexdale		4270
BONE, Bruce	12 Cheval Dr., Don Mills		
BONGUARD, Gordon	29 Old Forest Hill Rd., Toronto		4678
BOX, Dr. T.R.	28 Aldenham Cr., Don Mills	SMSC	4144
			3451
BUCHANAN, H.	24 Ptarmigan Cres., Don Mills		5335
BULGER, Murray	T-D Centre, Box 152, Toronto		4604
BULL, K.F.	156 Glenview Ave., Toronto	TSSC	4151
CAMPBELL, R.	240 Wellesley St. E., #409, Toronto	QCYC	3960
CAMPIONI, Dr. E.C.	3236 Weston Rd., Weston		3950
CARTER, Michael	53 Snowshoe Millway, Willowdale		
CARTER, W.B.	99 Dinnick Cr., Toronto	NYC	2912
CERNY, S.F.	33 Harbour Square, #2203, Toronto	TSSC	4789
CHURCH, K.R.	30 Cedarland Dr., Islington		4077
CLUBLEY, Charles	1300 York Mills Rd., #511, Don Mills		5072
COCKBURN, A.J.	55 Wynford Heights Cr., #1114, Don Mills	TSSC	4548
CONNELL, G.E.	105 Lytton Blvd., Toronto		4557
CONNOLLY, P.R.	86 Kilbarry Rd., Toronto	RPSC	4212
COOK, Geoff	53 Camwood Cr., Don Mills	KBSA	4854
COOK, John M.	11 Lionel Heights Cr., Don Mills		
COSSAR, A.D.	77 St. Clair Ave. E., P.H.#2, Toronto	SMSC	4346
CRAGG, Peter	114 Dawlish Ave., Toronto	BAYC	4508
CRAWFORD, Dr. J.S.	8 Killarney Rd., Toronto	HBVY	4673
CRAWFORD, K.	167 Glenvale Blvd., Toronto		
CRyderMAN, C.W.	30 Templar Dr., Weston	MLSC	4343
CULLEN, Tom	c/o Trinity College, Toronto		4134
CUMMING, Dr. W.A.	25 Redwillow Dr., Don Mills	NYC	4650
DAUGHNEY, Ed	39 Riverside Cres., Toronto		
DAVEY, J.W.	110 Glenview Ave., Toronto		5039
DAVIES, D.M.	45 Wynford Heights Cres., #304, Don Mills		3949
DAVIES, V.H.	414 Deloraine Ave., Toronto	BC	3609
DAVIS, L.O.	69 McRae Dr., Toronto	SLSC	715
DEACON, Fraser	2294 Bayview Ave., Toronto	MLSC	474
DEADMAN, J.C.	169 Lord Seaton Rd., Willowdale	TSSC	2505
DEMPSTER, Dr. F.D.	220 Edenbridge Dr., Islington	BSC	2762
DEMPSTER, J.H.	220 Edenbridge Dr., Islington		4958
DEROCHE, W.E.P.	9 Dewbourne Ave., Toronto	CYS	2269
DEWAR, Fraser	28 Paperbitch Dr., Don Mills	TSSC	3203
DICKSON, Peter	166 Hammersmith Ave., Toronto		2907
DINGLE, D'Arcy T.	37 Summerhill Gardens, Toronto		
DRESSEL, Mrs. P.	627 Rathburn Rd., P.H.#20, Etobicoke		4804
DUKE, R.H.	44 Somerdale Sq., Scarborough		2893
DYMENT, Stephen	3 Highbourne Rd., Toronto		5094
			5518
EASTMURE, R.W.	14 Tally Lane, Willowdale,	PLYC	4686
ELLIOTT, Dr. John	6 Leland Ave., Toronto	PSYC	164
ERSKINE, Robt.	820 Burnhamthorpe Rd., #1707, Etobicoke	PSC	4346
EVANS, J.J.C.	16 Fifeshire Rd., Willowdale		77
EWEN, Mark	193 Dawlish Ave., Toronto	SLSC	3241
FARWELL, Peter M.	35 Cheltenham Ave., Toronto	BSC	3116
FITZPATRICK, Dr. P.J.	50 Heathcote Ave., Willowdale	RCYC	4232
FERGUSON, R.T.	160 Stibbard Ave., Toronto	TSSC	5008
FLINT, Arthur	8 McNabb Blvd., Scarborough	SMSC	4578
FOULDS, Kenneth	135 St. Germain Ave., Toronto		101
FRANCIS, David	25 Tudor Gate, Willowdale	SMSC	6101
FRANCIS, Fred	c/o Metals & Allows, 195 Wicksteed Ave., Toro.	SMSC	5000
FRANCIS, A. Furnivall	95 Chaplin Cres., Toronto	RCYC	598
FRANCIS, John	25 Tudor Gate, Willowdale		6102
FRANCIS, Peggy	25 Tudor Gate, Willowdale		6103
FREEDMAN, Dr. H.	319 Homewood Ave., Willowdale		6215
FRENCH, Derek	27 Denrock Dr., Willowdale	RCYC	
FRIZON, Andre	9 Valentine Dr., Don Mills	ABYC	5376

1975 TORONTO AREA MEMBERS

DIV. 1 M2

<u>NAME</u>	<u>ADDRESS</u>	<u>CLUB</u>	<u>SAIL NUMBER</u>
GAMMON, Ted	215 - 65 High Park Ave., Toronto		4067
GERSTEIN, I.R.	78 The Bridle Path, Don Mills		
GIBSON, Douglas	625 Avenue Rd., #1901, Toronto		
GIBSON, William	21 Holgate St., Weston	RCYC	4453
GIFFIN, Donald	1242 Albion Rd., Rexdale	SLSC	652
GILLAN, Adam	17 Ravenhill Rd., Toronto		3136
GILMOUR, J.J.	39 Plaxton Dr., Toronto	SMSC	2290
GLUCK, David	455 Broadway Ave., Toronto		5052
GOAD, J.L.	34 Bayview Wood, Toronto	LJSC	476
GOLDEN, Dr. R.G.	1849 Yonge St., Suite 803, Toronto	KBSC	4500
GOODINGS, Robert	294 Douglas Dr., Toronto	TSCC	5008
GORDON, Peter	101 Lawton Blvd., #6, Toronto		4550
GRAHAM, Dr. J.D.	12 Burnham Rd., Toronto		5368
GRANT, A.I.	45 Southport St., #1510, Toronto		5314
GRAY, Don	78 Alhart Dr., Rexdale		5065
GRAY, J.R.	118 Hillisdale Ave. W., Toronto	PBSC	4603
GREEN, Don	344 Lytton Blvd., Toronto	RCYC	3264
GRIEVE, Jim	20 College View Ave., Toronto		3725
GRIEVE, John	263 Glencairn Ave., Toronto	BLSC	2501
GRIFFIN, A.G.S.	21 Dunvegan Rd., Toronto	BLSC	5600
GRONSKI, S.M.	50 Parkdale Rd., Toronto		5353
GUINNESS, Lawrence	308 Rose Park Dr., Toronto		2237
GUNN, Neil	313 Rosewell Ave., Toronto	RCYC	506
HALL, John R.	441 Heath St., Toronto		720
HAMPSON, W.	84 Farmingham Cres., Islington		
HANCOCK, Nick	58 Spire Hillway, Willowdale	TSCC	520
HAND, Wm. E.	57 Cassandra Blvd., Don Mills		4475
HART, Dr. Gerald D.	825 Coxwell Ave., Toronto		
HAWKES, R.H.	28 Rothmere Dr., Toronto	PSYC	4640
HIGGINS, Dr. H.P.	10 Douglas Dr., Toronto	RCYC	5348
HILL, Dr. J.C.	20 Bennington Heights Dr., Toronto	MLSC	2119
			4060
HODGSON, John M.	129 Strathallan Blvd., Toronto		35
HOGG, Judge S.	41 Maple Ave., Toronto	PSYC	147
HOLDEN, R.A.	23 Kollar Dr., Scarborough		5092
HORE, D.A.	45 Strath Ave., Toronto	RCYC	4539
HOWARD, E.	121 Roxborough Dr., Toronto	CSC	3014
HURLBERT, Richard	104 Highbourne Rd., Toronto		
HURLBUT, Robert	18 Sandfield Rd., Willowdale		4962
HURST, G.R.	9 Lyme Regis Cr., Scarborough		5382
JARMAN, W.E.	Ste. 1110, 120 Adelaide St. W., Toronto		
JARVIS, Michael	33 St. Germain Ave., Toronto	BC	4500
JOHNSON, Richard	19 Blair Athol Cr., Islington		
JONES, Dr. W.	157 Wineva Ave., Toronto		4618
JUPPE, A.	432 Heath St. E., Toronto	NYC	3469
KAPPELE, J.L.	279 Lytton Blvd., Toronto	SMSC	4473
KARWOWSKI, K.	6 Kuhl Ave., Islington	BC	3692
KEEZER, C. Wayne	38 Carluke Cres., #214, Willowdale	NTSC	
KEITH, A.G.	77 Weybourne Cr., Toronto	SLSC	785
KENNARD, Ann	318 Warren Rd., Toronto	PLSC	4069
KIERULF, H.	52 Celestine Dr., Weston	SMSC	6104
KING, Edward	103 Joicey Blvd., Toronto	RPYC	2209
KINGSTON, John	18 Burton Rd., Toronto		5047
KIRTON, George	160 Newton Dr., Willowdale	SMSC	5505
KITCHEN, W.C.	112 Northdale Rd., Willowdale	TSCC	4546
KNOLL, C.R.	20 Hartfield Ct., Islington		5063
KOESTER, G.	50 Sunny Glenway, #215, Don Mills	TSCC	2034
LAASKO, Ray	168 St. Clements Ave., Toronto		5026
LAGASSE, Frank	1520 Bathurst St., #401, Toronto		5051
LANGFORD, D.B.	123 Snowdon Ave., Toronto	NYC	2695
LANGFORD, J.H.	18 Warlock Cr., Willowdale	LBSC	1296
LARSEN, P.	18 Valencia Cr., Toronto		4263
LERMAN, Alan	33 Kimlock Ct., Don Mills		5043
LOCKIE, Peter	175 Lyndhurst Ave., Toronto		4646
MacINTOSH, Dr. David	812, Medical Arts Bldg., 170 St. George St., Toronto		
MacLACHLAN, P.	225 Douglas Dr., Toronto		4619
MacNAUGHTON, A.	246 Cortleigh Blvd., Toronto	RCYC, MLSC	4834
MacNAUGHTON, M.P.	5 Harrison Rd., Willowdale	KBSA	4629
MacSTEPHEN, Ken	517 - 40 Welsford Gdns., Don Mills		105
MALBY, Robert	511 The West Mall, #1205, Etobicoke	BC	4805
MALLET, F.S.	15 Doncliffe Dr., Toronto	LBSC	4648
MARTIN, Robert	1 Washington Ave., Toronto	QCYC	5521
MEDHURST, David	153 Hanna Rd., Toronto	TSCC	6219

1975 TORONTO AREA MEMBERS

DIV. 1 M3

NAME	ADDRESS	CLUB	SAIL NUMBER
MEGARRY, A.R.	28 Flaremore Cres., Willowdale		4025
MICHELL, J.H.	P.H. #606, 61 Waterford Dr., Weston		4053
MILNE, D.W.	227 Wanless Ave., Toronto	RCYC	4599
MITCHELL, H.J.	170 Donway West, #212, Don Mills		3011
MITCHELL, J.R.B.	102 Nymark Ave., Willowdale		206
MOFFAT, N.D.	45 North Drive, Islington	PLYC	4073
MOODY, Ronald	Ste. 1014, 4005 Bayview Ave., Willowdale	SMSC	4248
MOORE, W.B.			5008
MOORE, W.B.	23 Wythenshawe Wood, Scarborough		4312
MOUNTJOY, R.G.	210 King St., Weston		4665
MUNNING, V.	8 Brockmount Ct., Islington		4901
MURDOCK, Dr. B.B.	64 Roxborough Dr., Toronto	TSCC	4527
MURGATROYD, M.	55 Lascelles Blvd., Toronto	RCYC	4614
McCALLUM, Ross	9 Dunbar Rd., Toronto	BC	5049
McEACHREN, F.F.	104 Dunvegan Rd., Toronto	RCYC	319
McGEE, D.A.	5 Caravan Rd., Don Mills		2170
NAIRNE, D.	51 St. Leonard's Ave., Toronto	RCYC	4229
NIBLETT, David	8 Valleyanna Dr., Toronto	MLSC	5471
NORMAN, C.S.	53 Walmsley Blvd., Toronto	NYC	3016
NORWOOD, K.	6 Adencliff Rd., Agincourt		4372
O'NEILL, Mrs. Ann	199 Heath St. W., Toronto	LBSC	5007
ORVISS, John	247 Glenview Ave., Toronto		
OSBORNE, D.B.	12 Bryce Ave., Toronto	JPYC	4564
OSBORN, A.G.	2275 Victoria Pk. Ave., #207, Scarboro	SBPSC	205
PACELLA, J.	247 Renforth Dr., Etobicoke		5091
PARCELL, G.A.	37 Compton Dr., Scarborough	SPSC	4894
PATERSON, Christopher	238 Forest Hill Rd., Toronto	BLSC	3221
PEER, Les	14 Admiral Rd., Toronto		4661
PEPPER, Dr. Harold	2927 Bayview Ave., Willowdale		4667
PLAIN, Bruce	19 Crescentwood Rd., Scarborough		
POPE, Edwin	40 La Rush Dr., Weston		2884
PORTER, W.P.	271 Yonge Blvd., Toronto		2054
POYNTZ, Barry	39 Chipwood Cres., Willowdale	LBSC	3731
POYTON, Dr. H.G.	5 Elm Ave., #411, Toronto	RCYC	2294
PROWSE, Ben	2 Welwyn Ave., Scarborough		5058
RAYMENT, C.A.	78 Crossbow Cres., Willowdale	TSCC	3105
RAYMOND, J.	8 Herne Hill, Islington	KSC	4205
REDFERN, Alan	2 Kilbarry Pl., Toronto		4666
REGAN, Mrs. T.	1 May Sq., Toronto		3274
RIGGS, Robert	66 Oakmount Ave., #611, Toronto		5509
ROBARTS, J.P.S.	87 Alamosa Dr., Willowdale		5356
ROGERS, G.T.	22 Ruden Cres., Don Mills	PSYC	236
ROGERS, T.F.H.	146 South Dr., Toronto	PBSC, RCYC	4675
			4055
ROSS, Fred E.	23 Princeton Rd., Toronto	SLSC	4899
RUDOLPH, R.	923 Avenue Rd., Toronto		4080
RUSSELL, Ian	2 Larkin Ave., Toronto	TSCC	5610
			2788
SAGER, Wm.	41 Shortland Cr., Weston		2897
SAFFREY, R.H.	66 Hawksbury Dr., Willowdale		3129
SAFRATA, L.	55 Hi Mount Dr., Willowdale	RCYC	5598
SALAMOWICZ, Z.	6448 Finch Ave. W., Unit 188, Rexdale		5097
SCHMIDT, R.W.	6 Edgevalley Dr., Islington	BC	5602
SCHOFIELD, P.W.	600 Lonsdale Rd., Toronto		5082
SCOTT, Robin	40 Skyview Cres., Willowdale	TSCC	2505
SELLENS, W.C.	32 Lewis Cres., Toronto	RCYC	2345
SHEARD, S.H.	60 Windsor Rd., Weston		3865
SHEPHERD, Murray B.	24 Hampshire Heights, Islington	BCPYC	4280
SHERWOOD, Dennis	39 Danville Dr., Willowdale	RCYC	6227
SHYKOFF, Dr. H.	734 O'Connor Dr., Toronto		3248
SIEGELE, Martin	19 Martindale Rd., Scarborough		3164
SIMPSON, N.M.	244 Dunvegan Rd., Toronto		4261
SLAN, J.E.	321 Homewood Ave., Willowdale		5606
SNELL, Robert	177 St. Clements Ave., Toronto	BC	218
SONLEY, Dr. M.J.	965 Bay St., #1808, Toronto	BLSC	4266
			3719
			5367
SOUCH, D.L.	3 Bendal Blvd., Scarborough		
STEWART, Dr. David	1218 Avenue Rd., Toronto		
STOREY, W.S.	24 Paul Markway, Willowdale	PSYC	4817
STRUTHERS, Dr. Norman W.	82 Poplar Plains Cres., Toronto	RCYC	4624
STUART, Alexander	52 Binscarth Rd., Toronto	RCYC	794
SUTHERLAND, L. Bruce	44 Baleberry Cr., Weston	TSCC	300
SUTTIE, Peter	49 Waller Ave., Toronto		4963

1975 TORONTO AREA MEMBERS

DIV. 1 M4

<u>NAME</u>	<u>ADDRESS</u>	<u>CLUB</u>	<u>SAIL NUMBER</u>
TAYLOR, Kent	2 Hartfield Ct., Islington	TSCC	5002
TAYLOR, Dr. W.H.	24 Dalebury Place, Don Mills	KSC	3728
THOMPSON, R.B.	47 Abbeywood Trail, Don Mills		2424
THOMPSON, R.S.	45 St. Andrew Rd., Scarborough		4344
THORNTON, John W.	801 York Mills Rd., Toronto		
TRUEMMER, Wm. J.	274 Upper Highland Cres., Willowdale	SMSC	4849
VEZINA, Allan	2105 - 150 Graydon Hall Dr., Don Mills	ABYC	5676
VICKERS, L.	335 Mill Rd., P.H. #1, Etobicoke	BSC	5607
VOGEL, A.J.	19 Wilberton Rd., Toronto	RPYC	4078
WAGNER, D.	833 Kennedy Rd., Apt. 605, Scarborough	SPLSC	3894
WALKER, Ray	5 Du Maurier Blvd., #219, Toronto		5061
WALTER, D.P.	126 Alexandra Blvd., Toronto	TSCC	4016
WARREN, D.C.	67 Arjay Cres., Willowdale	BLSC	4029
WATERS, V.M.	121 Durant Ave., Toronto		4549
WESTON, G.	421 Markham Rd., #802, Scarborough		1771
WILTON, G.	4 Bethwin Place, Weston		4471
WIMMER, F.	124 Elvaston Dr., Toronto	TSCC	4004
WOOD, Tom	1577 Lawrence Ave., #1018, Toronto	MLSC	5093
WOODSIDE, Dr. Donald G.	6 Maytree Rd., Willowdale	RCYC	2770
WORTH, Burt	45 Coney Rd., Toronto	BSC	2765
WRIGHT, Donald	60 Rosedale Heights, Toronto	SMSC	4811
WRIGHT, Robert J.	51 Dawlish Ave., Toronto	SMSC	4811
WYNNE, Marguirite	33 Blackthorn Ave., Toronto	BC	770
YANEF, Chris	119 Isabella St., Toronto	LBSC	3766
ZIMMERMAN, R.J.	147 Rosedale Heights Dr., Toronto		
ZIMMERMAN, H.E.	80 St. Leonard's Ave., Toronto	KSC	1221
YEATS, Pam & Dee	9 Ashley Park Dr., Islington		4586

1975 ONTARIO MEMBERS

DIV. 1 M5

<u>NAME</u>	<u>ADDRESS</u>	<u>CLUB</u>	<u>SAIL NUMBER</u>
ADAIR, E.W.	8 Parkview Place, Brampton	KSC	2760
ADAMS, C.R.	367 Highland Ave., Orillia	CYC	4222
ADAMSON, Christopher	275 Lee St., Peterborough	PSC	5614
ALDOUS, G.	41 Lambton Rd., Ottawa	ONEC	2410
ALWAY, A.	26 Mapleside Ave., Hamilton	PSYC	2283
ANDERSON, D.G.S.	R.R. #3, King City	SLSC	61
ANDERSON, R.V.	39 Fairway Hts. Dr., Thornhill	MLSC	3230
ANDREWS, Dr. W.	2085 Chalmers Rd., Ottawa	GRYC	4856
ANNIS, C.L.	279 Grandview Rd., Ottawa		
ARMSTRONG, Edward	727 River St., Thunder Bay		
AUTIO, Carl	626 Rosewood Cres., Thunder Bay	LLSA	5556
AYLING, J.C.	88 Crescent Ave., St. Thomas		
BAARBE, Fred	31 Pawnee Cr., London	FYC	3137
BAARS, Dr. C.M.	1845 Fairmeadow Cres., Ottawa	BYC	4983
BARNES, J.D.	R.R. #1, 3rd Line Albion, Caledon East	BLSC	2062
BATE, James	515 Edgewood Ave., Oshawa	BLSC	169
BECK, Cdr. H.R.	18 Silverwood Rd., Ottawa		2419
BECK, J.S.R.	10 Brentwood Dr., Dundas		3724
BELL, S.J.	21 - 1 Midland Cres., Ottawa		5304
BENKE, Dennis	34 McLeod Cres., Ottawa		
BENSON, D.K.	862 Wellington St., London		
BIGLOW, Ted	Shanty Bay P.O., Shanty Bay	KBSC	4536
BLACKBURN, W.J.	326 Victoria St., London	OIYC	4056
BLOEMAN, P.	115 Morrison Rd., Oakville	OYC	4329
BOCKING, Dr. D.	429 Averill Ct., London		4193
BOSOMWORTH, H.M.	R.R. #2, Bradford		2395
BOWES, Allan C.	27 Evergreen Dr., Ottawa		1919
BRAIN, Michael	131 North Shore Blvd., Burlington	RHYC	4680
BRGLEZ, Dr. Franc	27 Chisholm Ct., Kanata	L.D.SC	4863
BRIGGS, Robert E.	118 Highland Pk. Blvd., Thornhill		3631
BROOKS, G.F.	76 Division St., Welland		181
BROWN, A.	17 Riopelle Ct., Kanata		
BRUNS, P.	115 Ridge Rd. E., Grimsby		
BURNS, Dr. F.B.	1661 Blythe Rd., Port Credit	SPLSC	2812
BURROUGHS, R.R.	5 Jessop Ct., Georgetown	KBSC	5529
			3959
BURTON, John	Box 1417, Bracebridge		3939
BUTLER, Peter	214 Bicknell Ct., Kingston	GRYC	2316
BUTLER, R.	351 Springfield, Ottawa	GRYC	4850
CONWAY, Brain	1063 Bakervale Dr., Ottawa		
CORDES, Ron	111 Hayes Ave., Guelph		4620
COULSON, Ron	16 Windle Crt., Tottenham	SPSC	4869
COUTTS, Ian	R.R. #1, Freelon		5650
CROPP, D.T.	#342, Frontenac St., Kingston	KYC	4855
CURTIS, Joseph E.B.	3482 Longleaf Ct., Mississauga		4187
CUTTAPAURIA, Gilles	670 Coronation Ave., Ottawa		
CALLUM, Bruce	516 Highland Ave., Ottawa		5613
CAPSTICK, E.	103 Dell Ave., Sault Ste. Marie		2896
CARSWELL, P.T.	996 Oshawa Blvd. N., Oshawa		99
CARTWRIGHT, Miss K.	Box 758, Kingston	KYC	4316
CASEY, James V.	47 Elgar Ave., Hamilton	RHYC	3161
CATTELL, K.	10 Harlowe Ave., Ottawa	LDSC	3495
CERVENKO, Frank	350 Avenue Rd., Kingston	KYC	4391
CHAMBERS, R.	610 Redwood Ave., Thunder Bay		
CHANDLER, M.	2 Parker Ave., Ottawa		5658
CHAPUT, L.	729 Sandfield Cr., Cornwall	SYC	4803
CLIPSHAM, Alan	Shanty Bay	KBSA	3237
CLIPSHAM, L.	33 Fennell Ave. E., #1010, Hamilton		4574
COOKSON, T.A.	233 Prospect St., Newmarket		74
COOPER, Eric	204 Hudson Ave., Ottawa	BYC	4197
DAVIDSON, Charles	38 Lyle Place, Kitchener	SMSC	4815
DAVIS, John	3161 Council Ring Rd., Mississauga	LBSC	4187
DIETRICH, Dr. Michael	5690 Riverside Dr. E., Windsor		4524
DIXON, P.M.	411 Sundial Dr., Orillia	CYC	470
			4220
DODUNSKI, R.A.	Box 13-1, R.R. #3, Carp	L.D.SC	5658
DONER, Bruce	74 Maple St., Collingwood		4582
DOSSETT, Trevor	516 King St. W., Kingston	KYC	4422
DOUGHTY, K.W.	15 Kingsley Ct., Guelph	SMSC	4186
DOUGLAS, Don	664 Geneva Pk., Burlington	BHYC	3196
DOWNES, M.	2360 Bonner Rd., #1805, Mississauga	RHYC	4200
DRINKWATER, Robt.	22 Woodlawn Dr., Grimsby	GSC	
DURNFORD, D.P.	1103 Balmoral Place, Oakville		
DUYNSTEE, Eugene	154 Walby Dr., Oakville	BHYC	3892

1975 ONTARIO MEMBERS

DIV. 1 M6

<u>NAME</u>	<u>ADDRESS</u>	<u>CLUB</u>	<u>SAIL NUMBER</u>
EAST, P.C.	40 Foothills Dr., Ottawa	BYC	4420
EDWARDS, K.H.	30 Victoria St., Dundas		2763
ERNST, Dr. David	749 King St. W., Kitchener		2744
EVANS, D.	802 Riverdale Ave., Cornwall		
FEE, John D.	924 Percy Cr., Kingston	KYC	4107
FELICE, Anthony	2094 Black Friars Rd., Ottawa	L.D.SC	4477
FENNEL, John	3156 Palmer Dr., Burlington		5373
FENTON, Dr. S.S.	832 Calder Dr., Mississauga		
FORS, Arne	Box 437, Nobleton	KBYC	4285
FORTH, R.W.	52 Kingston Rd. E., Pickering	FPYC	3236
FORSTER, J.D.	Timber Lane, Shanty Bay	KBSC	4068
			4296
			4859
FORTEY, Barry J.	121 Lotta Ave., Ottawa	BYC	
FRAME, J.D.	Redenda Cres., Ottawa		
FRANCE, T.H.	21 Westminster Ave., Guelph	OSC	4022
FRASER, R.C.	1731 Dorset Dr., Ottawa		
FRENKE, Bill	Box 1489, R.R. #1, Whitby		1177
FRIZZELL, Gary	2200 Rambo Rd., Mississauga	ERSC	4321
FYFFE, G.M.	43 Queensline Dr., Ottawa		4486
GORNALL, Dr. D.	19 London Green Ct., #77, Downsview	BCPSC	3213
GOWAN, Geoff R.	3 Rutherford Cr., Kanata		
GRANT, Duncan	4085 Bath Rd., Kingston	KYC	3254
GRAVELLE, Bob	1827 Murray Ave., Thunder Bay	LLSC	5557
GREEN, Dr. Roger	128 Penetang Rd., Barrie	HSC	6108
GRIFFITHS, J.D.	R.R. #3, Stouffville		3958
GROOME, L.	28 Argyle Ave., Orillia	CHYC	4148
GALEZOWSKI, S.	2978 Riviera Dr., Windsor		4898
GASKILL, J.	664 Inoram Cres., Ottawa	ONEC	4872
GAUDERT, Peter	7 Fairhaven Way, Ottawa	LDSC	3497
GAULDIE, R.M.	53 Tecumseth St., Orillia		2287
GEAKE, Lloyd	17 Goderich St., Fort Erie	BSC	3095
			231
			2375
GEE, Roy	668 Meadow Lane, Burlington		
GITALIS, Abe	53 Ladner Dr., Willowdale		5029
GLEW, David	536 Highbury Park, Sarnia	SCC	4241
GODERHAM, Bill	467 Chartwell Rd., Oakville		4633
HACHEY, Albert	P.O. Box 1172, Stouffville		5096
HAGGART, Donald	81 Roxdale Ave., Orleans		4857
HALDIMAND, Jack	479 Thompson Ave., Peterborough		2411
HAMILTON, Malcolm	5 Applewood Ct., Dundas		
HAMILTON, Sicotte	243 Fittons Side Rd. E., Orillia	HSC	6220
HAMMOND, Glen	237 Clare St., #2, Ottawa	GRYC	4441
HANSON, A.W.	789 Dunloe Ave., Ottawa	NESC	4132
HARFORD, W.J.	185 Duke St., R.R. #2, Bowmanville		4279
HARLEY, Andrew	2004 Gatineau View Cres., Ottawa	GRYC	5530
HARRIS, F.D.	2194 Parkway Dr., Burlington		4941
HAY, Donald	504 Grand Blvd., Oakville	BHYC	3159
HEATH, R.J.	826 Sunningdale Bend, Mississauga	BHYC	4145
HELSON, Dr. K.G.	202 Switzer Dr., Oshawa	BLSC	2274
HEPBURN, Stuart	2449 Thorson, Ottawa	ONEC	4999
HERBEN, John	22 Mary St., Brampton	TSCC	194
HERRMAN, P.	30 Georgina Dr., Pickering		5377
HILL, James A.	3 - 148 Barrie St., Kingston	KYC	5666
HINSPERGER, Roy	180 Pinegrove Cres., Waterloo	CSC	4876
HOBDEN, P.S.	397 Valanna Ct., Burlington	BHYC	5238
HODSON, Peter V.	1422 Ontario St., Burlington		4911
HOLDHAM, R.	140 McClellan Rd., Ottawa	LDYC	4449
HOLLOWAY, Kevin	610 Strand Ave., Thunder Bay "P"		3913
HOLTZKENER, Barry	8 Meadowbrook Dr., Kitchener	CSC	2684
HOOD, Eric	950 Yonge St., 8th Fl., Toronto		
HOPPER, David	P.O. Box 8500, Ottawa		5318
HOUGHTON, Wilfred	174 Chartwell Rd., Oakville	PLYC	4224
HOWE, James	43 Pearce Ave., St. Catharines		4468
HUNTER, Wm. J.	305 Fiona Terrace, Mississauga	OYS	4272

1975 ONTARIO MEMBERS

DIV. 1 M7

<u>NAME</u>	<u>ADDRESS</u>	<u>CLUB</u>	<u>SAIL NUMBER</u>
JAGER, P.	1560 Crombie Rd., Mississauga	OYC	4062
JELLY, Miss D.	268 Powell Ave., Ottawa	BYC	4168
JOHNSON, J.E.	205 Percy St., Ottawa		4891
KENNEDY, A.P.	2081 Camilla Rd., Cooksville	SHLSC	4262
KENT, Peter	368 Queen St. E., St. Mary's		4250
KENTELL, J.A.	33 Kaymar Dr., Ottawa	ONEC	3408
KETTLE, Dr. Wm.	312 Seventh St., Midland	MBSC	6217
KINGHORN, T.L.	3622 Anniversary Rd., Mississauga	MISC	215
KLOPFER, A.E.	33 Framingham Dr., Thornhill		4430
KNOWLES, Marc	133 John St., Bracebridge	LBSC	478
KNOWLES, Stan	133 John St., Bracebridge	LBSC	614
LANGMAID, Jack	197 Woodlea Ct., Oshawa	SISC	6100
LAWSON, J. Wyburn	1053 Chelsea Dr., Ottawa		3423
LEITCH, John	423 Cornell Drive, Midland	MBSC	4827
LESTER, R.	1744 Wilson Ave., #4, Downsview		5083
LEWIS, V.L.	55 Melrose Ct., Belleville		2406
LIVER, Dr. J.A.	1933 Fairmeadow Dr., Ottawa		4871
LLOYD, R.E.	1477 Sherwood Ct., Peterborough	PSC	201
LONG, C.A.	17 Alma St., Dundas	RHYC	3717
LONG, Robert	351 East Hart Cr., Burlington	RHYC	3252
LUCAS, Patrick	314 - 5th Ave., Box 101, Cochrane		789
LUND, K.G.	15 Dunvegan Rd., Ottawa	L.D.SC	5535
MacAULAY, J.	125 First St. E., Cornwall	SYC	4139
MacCALLUM, Ross D.	22 Saunders Ave., Box 247, Long Sault	SYC	3484
MacCALLUM, R.	P.H. 14, 400 Bloor St. E., Mississauga		
MacDONALD, Alan	Box 400, Caledonia		
MacFARLANE, D.A.	8 Hillcrest Ave., St. Catharines	LBSC & BC	3727
MACKLIN, Don	10 Maplewood Blvd., Cobourg		
MacLeod, Louis	6340 Dunn St., Niagara Falls		
MAGNINI, Paul	19 Oriole Cres., Grimsby		5778
MALLON, Miss Veronica	53 Limcombe Dr., Thornhill		250
MAILLING, R.	2083 Redan Dr., Mississauga	SMSC	
MARCH, Dr. R.E.	616 Homewood Ave., Peterborough	PSC	4522
MARSHALL, Chris	136 Earlton Rd., Agincourt		6223
MATHESON, W.D.	409 Reynolds St., Oakville	OYS	2835
MAXFIELD, G.	1829 Hindhead Rd., Mississauga	BHYC	4833
MELLER, Ian	6 Jackson Court, Kanata	BYC	4862
MILLS, K.D.	524 Dorval Dr., Ancaster	RHYC	4535
MILNE, David	40 Westwood Dr., Ottawa	GLSC	5526
MILNE, Dick	630 Blue Forest Hill, Burlington	RHYC	
MOGAN, J.M.	5072 Queen's Ct., Burlington		5652
MONROE, Anthony	25 Garrow Dr., Unit 13, Hamilton		3445
MORROW, Lynne	1903 - 35 Front St. S., Mississauga		5601
MOXLEY, C.L.	Box 1114, Campbellford		4216
MURDEY, D.C.	20 Beddoe Lane, Ottawa		
MURPHY, Bryan	21 Riopelle Ct., Kanata		
MURPHY, J.R.	216 Maureen Ct., Burlington	RHYC & PSYC	4227
MURBAY, Mrs. M.J.	24 Clemow Ave., Ottawa		4452
McCANN, Wm.	20 Maple Ave., Grand Vista Gdns., Dundas		5693
McCLELLAND, J.B.	186 Union St., Kingston	KYC	710
McCOLM, C.S.	832 Dunlevie Ave., Ottawa		
McCORMICK, Wm.	Cambridge		4099
McGRATH, Ed	323 Eighth St., Midland	MBSC	6216
McINTYRE, Dr. R.W.	1216 Lampman Cres., Ottawa	BYC	4800
McLAUGHLIN, R.	1213 Field St., Ottawa		4419
McLAUGHLIN, E.R.S.	705 Simcoe St. N., Oshawa	MLSC	4419
			716
McRAE, R.A.	623 Homewood Ave., Peterborough		
McRAE, Howard	330 Bay St., Orillia	CHYC	4158
			4808
NELSON, Morton	65 Markland St., Hamilton	RHYC	2262
NYBERG, Eugene V.	38 Eleanor Dr., #8, Ottawa	BYC	5470
NYKAMP, H.	930 Westminster Dr. S., Cambridge		4672
OAKES, M.	1240 Vistoria St. N., Kitchener		5332
ODDY, L.C.	2137 Valley Dr., Ottawa		3434
OLSEN, J.C.	1053 Henley Rd., Mississauga		5357

1975 ONTARIO MEMBERS

DIV. 1 M8

<u>NAME</u>	<u>ADDRESS</u>	<u>CLUB</u>	<u>SAIL NUMBER</u>
PRITCHARD, Miss M.T.	#1106, 1485 Baseline Rd., Ottawa		4168
PROULX, George	1957 Mulberry Cres., Ottawa	ONEC	5320
PUDWELL, Paul	235 High St., Fort Erie	PSC	2660
PURPLE, Raye	271 Ottawa St. N., Kitchener		
PARAKIT, C.M. (Pat)	77 Pine Ridge Rd., Westwood, Carp	BYC	3472
PARKER, C.S.	73 Delong Dr., Ottawa	L.D.SC	4127
PARKER, Harold	1490 Applewood Rd., Mississauga		2604
PASCOE, Dr. M.G.	95 Parkside Dr., Brantford		
PATTERSON, Gerald	105 Bell St., Box 3410, Carleton Place		4897
PAYNE, R.	28 Winston Rd., St. Catharines	SMSC	4814
PERRY, Wm. D.	28 Brant Rd. S., Galt Cambridge	PSYC	4257
PLANT, G.	204 Glengrove Pl., Waterloo		
POL, J.	203 King Edward Ave., London	FYC	4577
POLHILL, A.E.	R.R. #1, Newmarket	SPSC	4597
POLLAK, Paul	General Delivery, Port Elgin		2162
POOL, Harry	3 - 328 Archibald St. S., Thunder Bay		
POOLE, Werk	c/o Gibbard Furniture Shops, Napanee		3156
PRAGNELL, H.F.	P.O. Box 29, Almonte	CSC	281
PRINCE, Dr. W.R.	162 Dianne Ave., Oakville		4501
PRITCHARD, James D.	138 Langton St., Peterborough	PSC	2344
RAIKES, Rodney	220 Rose St., Barrie		4125
RAILTON, Dr. R.H.	138 Parkway Dr., Welland	PSC	5504
RAMSAY, Dr. T.C.	72 Vansittart Ave., Woodstock		3250
REEKIE, D. Hugh	3924-D Richmond Rd., Ottawa		
REID, E.A.	1094 Richmond St., London		2569
RICHARDSON, G.E.	24 Westpark Dr., Ottawa		
RICHARDSON, L.	1326 Highgate Rd., Ottawa		
RIDER, David	24 Cheltenham Ct., Brampton		
RIDGELY, N.R.	851 Glencairn Ave., Oshawa		
ROGERS, Christopher	#1002 - 205 Hurter St. W., Hamilton		4569
ROGERS, William	633 Steeplechase Dr., London		2754
ROSCOE, S.M.	224 Robina Rd., Ancaster		
ROUGHTON, S.	36 Fairway Hill Cres., Kingston		4567
ROTH, Dr. William	R.R. #1, Ennismore	CHYC	4152
RUSIEWICZ, Dr. E.	R.R. #1, Shanty Bay		4521
RYAN, Dr. Edgar A.	682 Stanley Cres., Orillia		5344
SARJEANT, Allan	Shanty Bay P.O., Shanty Bay	KBSC	4003
SARJEANT, Robert	P.O. Box 700, Barrie	KBSC	4010
SAUER, Douglas H.	R.R. #1, Brooklin		5347
SAUER, Herbert	150 Poole St., Box 703, Arnprior	CLYC	2874
SAYERS, W.G.	33 Reidmount Ave., Agincourt	FBYC	3024
SCHELL, Peter	63 West St., Apt. #5, Kingston	KYC	509
SCHOFIELD, R.L.	Swiss Heights Rd., R.R. #2, Oshawa		2783
SCHRAM, D.R.	1495 Broadmoor Ave., Port Credit	BHYC	4860
SCHULZ, Herbert	1191 Maitland Ave., Ottawa		4959
SCOTT, Douglas	93 Bold St., #201, Hamilton	RHYC	2746
SCOTT, Dr. R.L.	32 West St., Suite 3, Brantford	RHYC	4545
SEALLY, W.J.	1741 Dunkirk Ct., Ottawa		3452
SEDMAN, Wm.	661 Annland St., Bay Ridges, Pickering		5074
SEYMOUR, Stan	20 Trimble Cr., Ottawa		5346
SHANNON, Dr. W.J.	1407 Peter St., Cornwall	SYC	4133
SHAW, Miss Lorna	8 William St., Weston		5044
SHEA, P.J.	238 Fifth Ave., Ottawa	GLSC	5524
SHIELDS, J.K.	778 Quinlan Rd., Ottawa		3427
SHONIKER, Dr. Thomas	12 Russet Place, Kitchener	CSC	2898
SILVER, Bruce F.	129 King George, Ottawa	ONEC	5306
SISSINGH, Robt.	4233 Sutherland Cres., Burlington		4330
SKAFEL, M.G.	603 Brant St., #7, Burlington	RHYC	4825
SLIGHTHAM, George	76 Fairway Heights Dr., Thornhill		2959
SMITH, C.A.H.	27 Brinton Ave., Ottawa	BYC	4402
SMITH, D.	1117 5th St. E., Cornwall		4802
SOREN, Paul	115 Arnold St., Hamilton		3880
SPRAGGE, G.L.	262 Frontenac St., Kingston	KYC	3716
STAGER, Carl	31 Whitton Rd., Hamilton		5371
STAPLES, Richard	17B Deerfield Dr., Ottawa	BYC	5515
STEWART, Dr. T.H.M.	1 Mount Pleasant Ave., Ottawa		
STORER, Richard	61 Patterson Rd., Barrie		4696
STRONG, Robert	283 Ontario St., Beamsville	GYC	3912
STUART, Dr. R.K.	51 Compton Ct., London	FYC	4265
STURCH, Arthur	7 Jubilee Dr., St. Catharines		
STURCH, David	7 Jubilee Dr., St. Catharines	SMSC	4254
			4812
			4880
SUMMERS, Bruce	R.R. #1, Pickering		2573
SWEETNAM, George	6 Angelina St. S., Lindsay	BLSC	

1975 ONTARIO MEMBERS

DIV. 1 M9

<u>NAME</u>	<u>ADDRESS</u>	<u>CLUB</u>	<u>SAIL NUMBER</u>
TELFORD, Gordon	62 Maple Ave. S., Mississauga	MSC	5625
TERMEER, E.J.	R.R. #1, Finch	SYC	4858
THOMAS, B.G.	R.R. #1, Cheltenham		4059
THOMAS, Dan	930 Mayfair Cr., Kingston	KYC	4875
THOMAS, Peter	R.R. #2, Lakefield	PSC	3007
THOMPSON, John	356 Choapside St., London	FYC	4573
THOMPSON, Murray	52 Plaza Sq., Belleville	CFBTYC	4169
THOMPSON, P.M.	119 Mason Terrace, Ottawa		5009
THOMSON, M.M.	209 Dover Court Ave., Ottawa	RAYC	4448
THURGOOD, R.J.	22 Harvest Lane, Brantford		3300
TOWNSEND, A.R.	536 Buchanan Cres., Ottawa	BYC	2061
TRBOVICH, Ronald	92 Flatt Ave., Hamilton		2714
TREISSMAN, D.A.	Box #476, Richmond Hill		4410
TRUSCOTT, J.G.	783 Cranston Ct., Burlington	LBSC	4563
TWELVETREES, W.A.	313 St. Lawrence St., Whitby	SPLSC	4153
URWIN, Peter T.	c/o Gen. Delivery, Fergus	CSC	3206
VANDERMEY, Ron	35 Norfolk Cr., Kitchener	CSC	1297
VAN KLEEF, Bert	3370 Cedar Creek, Mississauga	BC	4877
WALSH, Dr. Paul	Suite 112, 121 Wellington St. W., Barrie	KBYC	4008
WALTER, Jack	157 Cypress Dr., Kitchener		4249
WEAVER, David	14 Lansdowne Rd. N., Cambridge	CSC	4554
WEST, Dave	1 Emery Ct., Ottawa		3420
WHATE, E.J.	Box 234, Bala		4325
WHITE, F.W.	19 Caesar Ave., Ottawa		4860
WHITTIER, Dr. D.P.	55 Sydenham St., Dundas	LBSC	4890
WHITTON, J.L.	3 Sioux Ct., Ottawa		
WILDER, J.C.	79 Ravina Cres., Ancaster	RHYC	2616
WILSON, Donald M.	225 Powell Ave., Ottawa	GRYC	3421
WILSON, Dr. Henry L.	54 Brant St. E., Orillia	CHYC, MLSC	6109
WILSON, J.	796 Kildare, Windsor		4412
WILSON, J.D.	14 Herrington Ct., Ottawa		
WINTERTON, Robert	1501 Venta Ave., Mississauga	TSCC	4019
WITHINGTON, R.E.	1879 Playfair Dr., Ottawa		
WOLFISH, Dr. Norman	13 Woodview Cres., Ottawa		5329
WOOD, Conna	116 Dufferin Rd., Ottawa		
WRIGHT, Shirley	Box 1089, Gananoque		2298
ZISSOFF, Angelo	29 Irvine Rd., Highland Creek		64

1975 BRITISH COLUMBIA MEMBERS

BETAMIS, A.	1235 Deepcove Rd., North Vancouver	HSC	4000
BLANN, B.D.	581 St. Giles Rd., West Vancouver		3658
BOYD, A.D.	819 Burley Dr., West Vancouver	HSC	3079
BOKSTROM, Mrs. E.	337 East 16th St., North Vancouver	HSC	3076
CARMICHAEL, J.B.W.	3901 Corrigan Ct., Burnaby		4288
FRAZER, Edward	5249 Ranger Ave., North Vancouver		3962
KNIGHT, Arthur	905 Groveland Rd., West Vancouver	HSC	1004
ROMANS, R.	10655 McDonald Rd., Chilliwack		3740
SAAR, Volf	128 S. 9th Ave., Cranbrook		

1975 MANITOBA MEMBERS

ALVI, Dr. A.	12 Victoria Ct., St. Vital, Winnipeg		4631
BROWN, Dr. J.H.	115 Eastgate, Winnipeg		5571
COLLYER, Vera M.	219 Rouge Rd., Winnipeg		3774
DUNN, G.E.	182 - 1 Snow St., Winnipeg		5574
JOHNSON, Lionel	4 Glengarry Dr., Winnipeg		3757
IVERSON, S.	122 Burrows Ave., Pinawa		
LOUNT, Graham	774 South Dr., Winnipeg		354
MCDONALD, Dr. R.S.	309 Baltimore, Winnipeg		5571
OPOCHINSKY, Dr. S.	343 Yale Ave., Winnipeg		3768

1975 NOVA SCOTIA MEMBERS

DIV. 1 M10

<u>NAME</u>	<u>ADDRESS</u>	<u>CLUB</u>	<u>SAIL NUMBER</u>
EVANS, George	1023 Prince St., Sydney	PEBC	4331
PARSONS, B.A.	45 Quebec St., St. John's		4829

1975 QUEBEC MEMBERS

ALLARD, Dr. P.	4 Taschereau St., Hull	LDSC	4441
BALLON, Edward	4344 Westmount, Westmount		3013
CARSON, George	2300 St. Mathew St., #601, Montreal		4128
DeVRIES, Ate	30 - 11th Ave., Terrasse Vaudreuil, Ile Perrot	ILPYC	3470
EVANS, Patrick M.O.	Box 124, R.R. #1, Chelsea		3457
FOSTER, W.	45 J.F. Kennedy Blvd., St. Jerome	LBSC	5502
HAGGERT, James G.	45 Elizabeth Dr., Lucerne		4857
KOHN, Carl E.	224 Gilford Ave., Beaconsfield		700
PORTER, D.J.	690 Victoria Ave., Westmount	SYC	2468
RAMPLEE-SMITH, C.M.	Mountain Rd., R.R. #2, Lucerne	GRYC	3400
ROBINSON, Keith	4015 Plouffe, Montreal	IPYC	2700
TOLENSKY, Steven	4977 Lacombe, Montreal	LRYC	5305
WARING, Ross	R.R. #2, Lucerne	GRYC	3488

1975 UNITED STATES MEMBERS

ALLEN TOM	655 Fuhrman Blvd., Buffalo, N.Y.	BYC	6211
BATSON, F.J., Jr.	66 Burroughs Dr., Buffalo, N.Y.	PSC	4744
DUNCAN, John	7800 Buckboard Ct., Potomac, Maryland	MLSC	342
GUYDER, Robert	2579 Parker Blvd., Tonnawanda, N.Y.		4585
HARRIS, Sheridan	16871 Catsden Rd., Chagrin Falls, Ohio	PBSC	4260
HEHIR, James	7317 Buffalo Ave., Niagara Falls, N.Y.	PSC	189
KIESER, E.A.	22099 Shelbourne Rd., Shaker Heights, Ohio		702
PRICE, A.E.	4660 Simmons Rd., Ransomville, N.Y.	WYC	2361
			5310
RANKEN, John Cdr.	3717 Camelot Dr., Annandale, Va.		
REVETT, G.A.	273 Parkdale Ave., East Aurora, N.Y.	NSC	2028
TRUPI, Howard E.	224 Kings Hwy., Snyder, N.Y.		
WALLIO, Drew	315 Creek Ave., Hampton, Va		5959

1975 CLUB MEMBERS

<u>NAME</u>	<u>ADDRESS</u>
BOULEVARD CLUB	1491 - 1553 Lakeshore Blvd., Toronto, Ontario
BRITTANIA YACHT CLUB	Ottawa, Ontario
CHAMPLAIN YACHT CLUB	P.O. Box 32, Orillia, Ontario
HAMILTON-BURLINGTON "Y" SAILING CLUB	10 Hollywood St. N., Hamilton, Ontario
KINGSTON YACHT CLUB	13 Maitland St., Kingston, Ontario
LAKEFIELD COLLEGE SAILING CLUB	Lakefield, Ontario
THE LAKEHEAD SAILING CLUB	P.O. Box 1111, Thunder Bay, Ontario
MOOREDALE SAILING CLUB	146 Crescent Road, Toronto, Ontario
NATIONAL YACHT CLUB	c/o Mrs. Gardner, 26 Chudleigh Rd., Toronto, Ontario
NORTH TORONTO SAILING CLUB	P.O. Box 692, Station "K", Toronto, Ontario
ROYAL ASSOCIATION Y.C.	R.A. Centre, 2451 Riverside Dr., Ottawa, Ontario
ROYAL CANADIAN YACHT CLUB	Director of Sailing, 91 Yonge St., Toronto, Ontario
ROYAL HAMILTON YACHT CLUB	630 Blue Forest Hill, Burlington, Ontario
ROYAL ST. LAWRENCE YACHT CLUB	1350 Lakeshore Dr., Dorval, P.Q.
ST. JAMESTOWN SAILING CLUB	240 Wellesley St. E., Toronto, Ontario
STURGEON LAKE SAILING CLUB	67 Chaplin Cres., Toronto, Ontario
WESTWOOD SAILING CLUB	280 Wellesley St. E., P.H. #7, Toronto, Ontario

1975 CAMP MEMBERS

DIV. 1 M11

<u>NAME</u>	<u>ADDRESS</u>	<u>SAIL NUMBER</u>
CAMP AROWHON	147 Davenport Rd., Toronto, Ontario	3177, 4934
CAMP OCONTO	c/o 3 Pine Forest Rd., Toronto, Ontario	4361, 5350
GIRL GUIDES OF CANADA	50 Merton St., Toronto, Ontario.	2987, 3262
TAYLOR STATTON CAMPS	164 Eglinton Ave. E., Toronto, Ontario	

1975 ASSOCIATE MEMBERS

		<u>CLUB</u>
ADDISON, Geo. J.	5 Paddock Court, Willowdale, Ontario	
AYRTON, Ken	14 Warwick Dr., Hal Altringham, Cheshire, England	
COCKBURN, Fred	55 Wynford Heights Cr., #1114, Don Mills, Ontario	
COCKBURN, Greg	55 Wynford Heights Cr., #1114, Don Mills, Ontario	
DORWARD, Alexander	812 Burnhamthorpe Rd., #604, Islington, Ontario	WSC
FRANCIS, Ronald	25 Tudor Gate, Willowdale, Ontario	
GEIKIE, John	255 Simcoe St. N., #804, The Parterre, Oshawa, Ontario	
GODDARD, C. Paul	468 Gilmour St., Peterborough, Ontario	
GOLAY, Diane	53 ValleyWoods Rd., Suite 1, Don Mills, Ontario	
HAGGART, Ross S.	45 Elizabeth Dr., Lucerne, P.Q.	
HENDRICKS, Gerald	2 Moline Dr., Weston, Ontario	
HURST, Robert	62A Woodlawn Ave. W., Toronto, Ontario	
LEITCH, Jennifer	423 Cornell Dr., Midland, Ontario	
MARSHALL, Austin	279 Glenforest Rd., Toronto, Ontario	
MICHELL, John G.	3 Clarendon Ave., Toronto, Ontario	
PEERS, W.	191 St. George St., #803, Toronto, Ontario	WSC
RAUDASCHL SAILS LTD.	c/o H. Funck, 7 Superior St., Toronto, Ontario	
SAUNDERS, M.A.	79 Shaver Ave., Islington, Ontario	
TINKER, J.B.	274 Douglas Dr., Toronto, Ontario	
THORNTON, John	215 Ranleigh Ave., Toronto, Ontario	
WINDYNE SAILS	345 Dorval Ave., Dorval, P.Q.	
WHITTAKER, F.L.		
LEONIDAS, Bob	62 Donwoods Dr., Toronto, Ontario	RCYC
LESLIE, George	63 Walmer Rd., Toronto, Ontario	WSC
MACGREGOR, Chas.	c/o MacGregor Marine, Orillia, Ontario	
MACNAMES, G.P.	28 Broadway, #107, Toronto, Ontario	
WARNOCK, Alf	2025 Woodglen Cres., Ottawa	RAYC

