

AUGUST 1975

shackles & cringles

canadian albacore association

newsletter

RETURN POSTAGE WILL BE PAID BY
Canadian Albacore Association
P. O. Box 1028
Station Q
Toronto, Ontario
M5P 2P2

APR 29 9 1975
A



342
DUNCAN, John,
7800 Buckboard, Court,
Potomac, Maryland. 20854
U.S.A.



Page

I N D E X

- 3. COMMODE
- 4. SPECIFICATION CHAIRMAN'S NOTES
- 5. DINGHY SPARS AND SAIL CONTROL
- 9. CARTOON
- 10. THE CHIEF MEASURER'S CORNER
- 11. ARK'75
- 12. SUMMARY OF ARK'75 RESULTS
- 14. OPEN LETTER TO THE EXECUTIVE
CLASSIFIED
- 15. THE INTERNATIONAL ALBACORE ASSOCIATION
- 18. NOTICE OF ANNUAL GENERAL MEETING
- 19. THE NORTH AMERICAN AND WORLD CHAMPIONSHIPS
- 21. RESULTS OF N.A. AND WORLDS
- 25. CANADIAN ALBACORE CHAMPIONSHIPS
- 26. FERN RESORT RESERVATION FORM
- 27. FIFTEENTH ANNUAL CANADIAN CHAMPIONSHIPS NOTICE OF RACE
- 29 & 30 CHAMPIONSHIP ENTRY FORMS

* * * * *

Editor: Keith Bull, 156 Glenview Ave., Toronto, Ontario, M4R 1R3

Editorial Assistant: Murial Wells, 200 Ridley Blvd., Apt. 313,

Toronto, Ontario M5M 3M2

Printed by: SPORT ONTARIO through The Ontario Sailing Association

shackles & cringles

canadian albacore association

volume XIV number 5

AUGUST 1975

commodore

This is the last issue of Shackles & Cringles while I am Commodore so I have wondered what my comments should be on. So much has taken place in the last year there is not enough room to mention them. Most have been reported in past Shackles & Cringles as well as this current issue.

What I would like to comment on here is people - the members of the Class.

First let me say that we have had an excellent Executive Committee this year. Everyone was an exceptional individual - devoted to the Class, who worked hard for it, sometimes unduly hard. If a job had to be done they did it. If a decision had to be made, they made it.

I have been told repeatedly by individuals in many sailing circles that the Albacore Association has been looked upon for years as one of the best organized in Canada. It is due to such Executives that we have this reputation.

As Commodore, I will be thanking them individually - but here I would like to thank them on behalf of the members as a whole.

In the course of my term of office, I have had occasion to travel from Washington, Montreal through to Vancouver and in doing so, have met many District Captains, Fleet Captains and members. At the North American and World Championships I met our counterparts from the U.K. and the U.S. This has left no doubt in my mind that the strength of our Class is in our members, here, in the U.K. and in the U.S. They are good people - the type you would like to have for a friend or neighbour.

It is my belief that this stems from our unique family racing dingy - the Albacore. It has attracted good people - good sportsmen-like people - yet competitive.

Now that I leave office I do not think of what has been done - but what needs to be done and has yet to be done. This is left to next years' and other future Executive. My best wishes to them.

Good sailing and a good time at the Canadians !

F. J. Francis,
Commodore.

SPECIFICATION CHAIRMAN'S NOTES

by: Nick Hancock

There appear to have been some misunderstandings over my last column in which I outlined the executive's decisions to resolve the class' current hull-shape problems. So I want to clear them up because the solution is not as bad as some people have interpreted it.

Earlier this year the specification's committee conducted a measuring session using templates on hulls currently available to sailors in Ontario.

We found there is some variance between hulls but this was expected considering the number of Albacore manufacturers past and present and the different sources for their molds.

However, two of the six hulls we measured were found to be 'out-of-shape' beyond the tolerances established by the specification's committee. As a result two builders - Allen Boats of Crystal Beach and McGruer & Clark of Owen Sound - were told to use new molds made from the CAA's official plug. The McGruer was found to be too wide at the waterline on one side than on the other and Allen was found to be much too narrow along the waterline.

Incidentally, after both builders were licenced they had to use existing hulls as plugs for their molds because the CAA at that time did not have an official plug for them to use.

The controversy arose over the executive's decision for existing boats. It had decided that after December 31, 1977, any boats that do not measure-in as of today's rules (May 1975) will not be allowed in any national or international competition.

Note that the executive here is referring to basic measuring criteria and not the hull shape which can only be checked with templates.

The reason for this decision, which was passed unanimously after considerable debate, is that a few, but certainly not all Allen boats would not pass Rule 3.2.2.

This rule is possibly one of the most important measurements on our boats because it controls the rise-of-floor measurement at mid-length but for some reason it had been removed from the measurement forms. Included with other key measurements such as overall length, width, freeboard, etc., it ensures that our boats are proper Albacores.

The vast majority of Albacores, including McGruer's and most Allen boats are satisfactory. They were when they were measured and received certificates, they are now and they will be after December 31, 1977.

cont'd

It should be noted that when production of '76 model Albacores starts later this year, all our builders will have used the CAA's official plug for their molds. Made by Fairey Marine in England, this plug has now been the source of the Skene (Ottawa), Western Sailcraft (Winnipeg), S&D (Vancouver) and soon the 6-H Products (Kingston) boats.

I hope this explanation has cleared up any misunderstandings that may have arisen over this topic.

DINGHY SPARS AND SAIL CONTROL

by: Hans Fogh

The sails and rig are the motor on a sailboat and the mast is a very important part of that motor. If the mast and sail don't fit well together you won't get the speed which we all would like to have.

Therefore, when you are making a sail, any kind of sail, it is very important to know what the deflection of the mast is going to be. Then the sail must be rigged so that it is easily adjusted by the skipper and the crew to take advantage of the matching of mast and sail.

There are many ways of making a mast. I would like to tell about the latest development because it has been proven effective after about two years of use. This new mast design, or concept, has changed some small boat techniques. The thinking behind producing the new mast was that the boat must be fast under all conditions. An all-round suit of sails set on the right kind of mast is what everyone is after and the problem is how to produce that all-round combination of mast and sails.

If the sails are cut with a lot of mast curve, the mast has to bend a lot to get the draft out of the sail. On a dinghy it is very difficult to bend the mast in lighter wind conditions, but in the heavier wind conditions it bends more or less by itself. Therefore, for bendy masts there must be a lot of mast curve cut into the sail to suit the mast in 12 knots of wind and up. Under 12 it is very difficult to get going with the fuller sail because on the smaller dinghy there is no backstay to bend the mast and therefore the fullness remains.

An all-round combination of mast and sail is possible if you have a stiffer than average mast fore-and-aft and the sail is cut with a mast curve that is designed to perform well in light air. The sailmaker must produce a smooth entry to take advantage of pointing high. When the wind comes up to 12 or more, we must insist that the

cont'd

6 shackles & cringles

mast doesn't bend more than it does at eight knots. I'm talking here about fore-and-aft bend. If the mast bent more we would have too flat a mainsail. The mast would bend more than the sail is cut for and the result would be very bad.

But one way or another we have to have the leach loosened up on a dinghy in heavy winds, otherwise the boat would be over-powered. The latest thinking is to have the mast tapered at the top sideways so under heavier conditions it automatically falls off the leeward and then twists itself and opens the leach or softens the leach in the top half of the sail. It is also, in my opinion, very important to keep the fore-and-aft stiffness right up to the top. To put it another way; by having the tapered top which allows the top half of the sail to twist off we are able to use one sail in all conditions and not use fore-and-aft mast bend.

When this idea came up a lot of people said that "in medium conditions the mast will be too soft". But it has now been proven that you can carry twist in the top half of the sail and perform as well and point as high and actually get as much or more speed through the water. Many high-performance dinghies have picked up more speed through the water and have been able to point as high with this type of mast and sail combination in all wind conditions.

The first masts to use the sideways taper at the top were developed by Jorge Bruder of Brazil in the Finn class in the 1960's. Up to that time many classes used masts which were tapered in just the opposite way - they were thin fore and aft and thick sideways. The developers of the Elvstrom mast in France took up the new idea and several of these spars were used in the Flying Dutchman class in the 1972 Olympics. Included among these was Rodney Pattison who decisively won the Gold Medal. While other mast makers have gone to extreme top taper in recent years, in most cases a consistent taper which allows aft bend as well as sideways bend, we have refined the developments of the Elvstrom mast and included its best features in our own Fogh Spar.

Having outlined the basic difference between the new breed of masts and previous mast designs, I will outline some of the little known benefits of the design and attempt to tell you how I control my mast and sails to get the most from my boat.

A very stiff mast below the hounds gives us the benefits of a tighter forestay. If your mast is bendy, your forestay is less than tight. It is difficult to see the difference but the stiff mast section does produce a tighter forestay and as a result a more effective headsail.

Therefore, with a more stable platform for both mainsail and headsail it follows that we can use stiffer more stable cloth to construct the sails. More stable cloth allows the sailmaker to design more precisely the desired shape into each panel of the sail and this precise shape will be retained by the firmer cloth over a wider range of wind conditions. The firm sails can also be adjusted quicker with less tension and I feel this cloth transmits more power to the boat. With sails of softer cloth a gust of wind is partially absorbed by the cloth stretching.

The more stable, firm cloth, transforms more of the gust to motive power.

Now we come to mast control. The mast is fixed to your hull at five points. You have a forestay, two shrouds, mast step, mast partner at the deck and usually with two spreaders. All are important.

Often neglected but extremely important is mast support at deck level. The mast must be solidly fixed athwartships but be able to move fore and aft. I try to use Teflon to fit solidly against the sides of the mast; this assures a tight fit but allows easy fore and aft movement. Fore and aft movement can be controlled by checks of different thicknesses or a moveable mechanical chock.

I think that each sail could have a different mast bend at the deck level. It is very important not to have the mast blocked too much at the deck level, especially if we have a stiffer mast. If we chock the mast too much at deck level we do not get an even curve the mast bends (even the new stiffer masts bend somewhat) more at the top than at the bottom. When this occurs the mainsail is too full in the lower third and we cannot have the jib fairleads as far inboard as we would like. In lighter weather it is not necessary to block the mast. I prefer to let it float. If the crew goes out on a trapeze the mast will require some blocking since his weight will produce more bend, possibly more than you want. I suggest in trapeze weather 6 m.m. ($\frac{1}{4}$ " space between the spar when straight and the blocks is an ideal starting place.

In winds of 20-25 knots we often want to flatten the main slightly. I suggest first to let it go further forward at the deck. We give the mast a little more bend without flattening the sail too much and this adjustment does not affect the mainsail as much as changing the spreader angle.

Now we come to the area of adjustment that most sailors realize is the most important part of mast control. The combination of mast rake, shroud attachment, spreader length and position will give you success or disaster.

One common thing on most masts today is the very strong aerodynamic spreader. The location of the outboard end of the spreaders in relation to the straight line the shroud would take if it was free standing is the key to control. Most masts have variable spreader positions and the position will depend on your mast rake. The end of the spreader should be approximately 3 cm. (bendy spars) to 1.5 cm. (stiff spars) forward and 5 cm. (stiff spar) to 8 cm. (bendy spar) outboard of the free standing shroud. This set up should provide good speed.

To control fore and aft bend using the spreaders set as above is quite simple. Most modern dinghies have a forestay but it is only used to hold the mast in position with the sails down. When sailing mast rake is controlled by the foresail luff wire and halyard. My halyard is led to an 8:1 purchase box built into the mast. The control line from the box should be led aft so the helmsman can control it from his normal position when sailing. Since the spreaders are fixed the more rake you give the mast the more it will bend because the end of the spreader will change its position in relation to the free standing

8 shackles & cringles

shroud. As rake increases the spreader becomes more in line with the free standing shroud and the mast is allowed to bend more. If you want a stiffer mast while under way, straighten the mast in the boat, moving the spreaders further ahead of the free standing shroud position and this will offset the shrouds more and restrict the fore and aft bend.

Using the purchase box for the mast rake there are certain heavy conditions in which slightly more mast rake is desirable and easily obtained. If later the wind drops and you want to stiffen the spar you should be able to do this while under way. My Flying Dutchman is rigged this way and it works perfectly.

If you find your mast too stiff sideways, slightly shorter spreaders will allow more side bend. Conversely, if you have a very heavy crew, longer spreaders to give added stiffness sideways is indicated. These longer spreaders could offset the shrouds from the free standing position as much as 8 cm. (3").

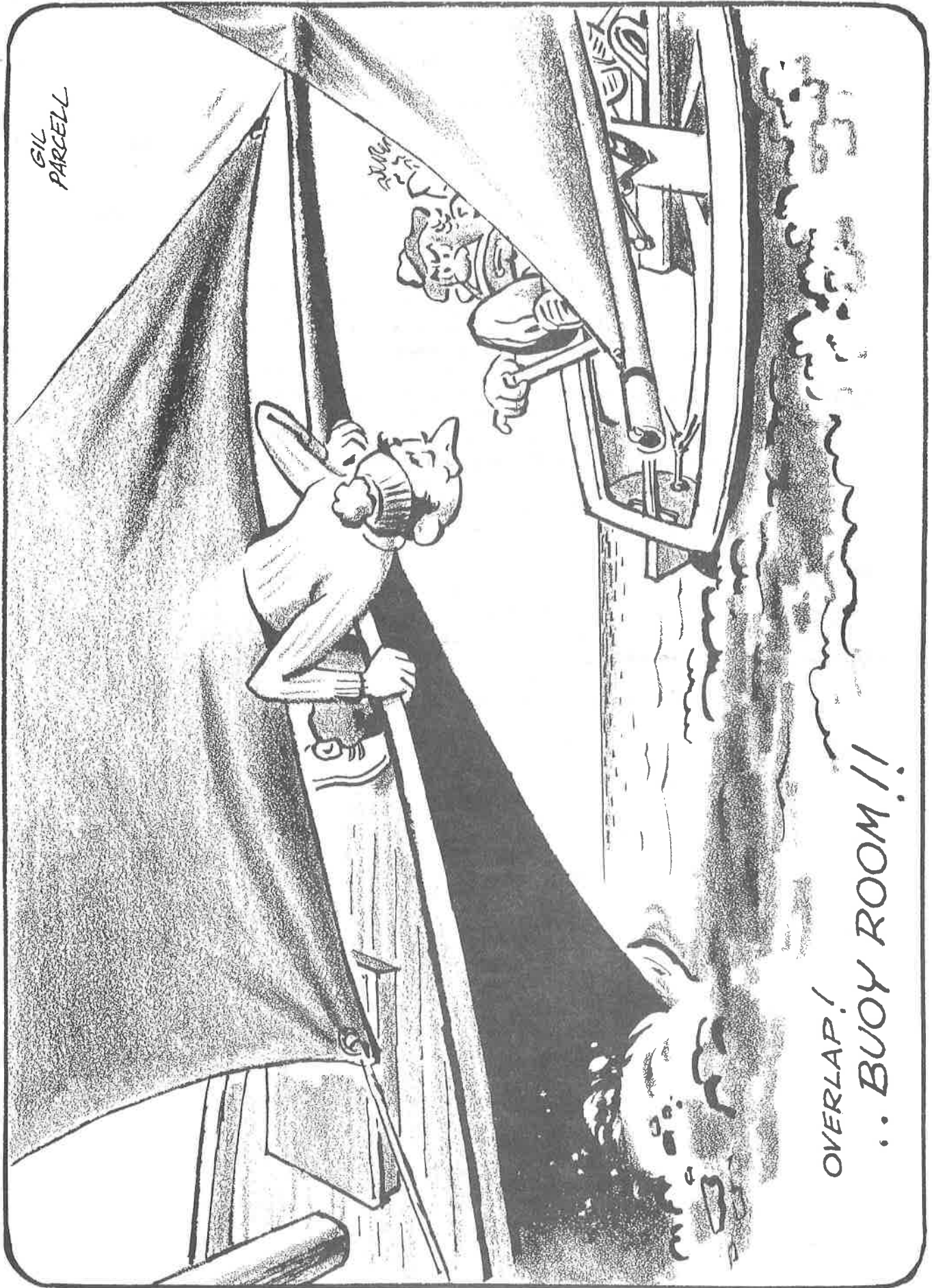
The proper boom is very important, the wrong boom could destroy all the benefit gained with the mast. I definitely prefer a very stiff, light boom because if the boom bends too much we cannot control how much draft we remove from the sail when sheeting. A stiff boom also gives us much better control of the leach of the mainsail. The stiff boom, like the stiffer mast, allows a precise draft to be built into the foot area of the sail and it will not be distorted when sheeted. The boom should be equipped with an adjustable outhaul which can be led to the cockpit; but that is not absolutely necessary. It must, however, be easily adjusted while on the water.

Finally, how do we keep track of all the adjustments to the modern dinghy rig? Every wind and sea condition will require some adjustment and I suggest marking these adjustments so you can easily reset everything the next time you encounter similar conditions. We, and many other people, supply numbered stickers that can be attached to the mast, boom and hull so you can relate your adjustments. Logical places for these tapes are at the outhaul and cunningham.

In finishing, let me say: don't make it more complicated than it is. It probably won't pay you all the time to adjust and adjust. It would probably pay you first off to find an easy way to control your mast and sail combination and then stick with it. Then learn how to make the finer, minor adjustment which will pull you ahead.

* * * * *

GIL
PARCELL



OVERLAP!
.. BUOY ROOM!!

THE CHIEF MEASURER'S CORNER

by: Bob Malby

BUOYANCY - The CAA recommend that boat owners do a buoyancy test every year. However to be safe I recommend you do it two or three times a year, especially after a collision in a race or a heavy blow when a fairlead track has come loose and a repair is necessary.

Those people who own Allan boats would be well advised to put in buoyancy bags under the deck and in the transom. It has been proven by expert sailors that it is a difficult boat to self-rescue without them.

SCUPPERS - The specifications committee are considering a minimum area of 60 square inches for scuppers. If you are putting in new ones or enlarging yours, I would suggest you keep this in mind. Remember you are allowed 100 square inches and most of us are well under 50 square inches. If you make the change be sure to paint the area you cut or it will absorb moisture.

NEW MEASURERS

<u>DISTRICT</u>	<u>NAME & ADDRESS</u>	<u>CLUB</u>
Ottawa	Ian Meller, 6 Jackson Court, Kanata, Ontario K2K 1B7	BYC
Orillia	Mike Dixon, 411 Sundial Dr., Orillia, Ontario	
Bala	Burt Worth, 45 Coney Rd., Toronto, Ontario M8Z 2K1	BSC
Gimley	Jay Alvi, 12 Victoria Crescent, Winnipeg, Manitoba	Gimley
Lake-of-the-Woods	Greg Smith, 251 Oxford St., Winnipeg, Manitoba	

to measurers' list which was in April Shackles & Cringles add:

Muskoka R. B. Thompson,
47 Abbey Wood Trail,
Toronto, Ontario

delete:

Grimsby Bob Drinkwater

ARK '75

The Albacore fleet at the Kingston Yacht Club turned out in full force to greet visitors who were competing in Ark'75 for berths in the North American and World Albacore Championships. Boats began arriving Thursday afternoon and by 11:30 Saturday morning an enthusiastic yard crew had accomodated forty out-of-town boats, prerace coffee and doughnuts had been served, a skippers' meeting had been held and sixty boats were jockeying for the first start. The steady Kingston winds did blow, but not as heavily as people had hoped, increasing from 5-8 m.p.h. in race one to 12-15 m.p.h. in race three.

With the day's sailing completed, the post race punchbowl conversation revolved around how to get one's boat moving through the "Kingston Chop". After dinner on the Saturday evening, racers relaxed while slides of the days events were screened, and a film of the 1972 Kiel Olympics was shown, courtesy of the COJO group who are preparing for the 1976 sailing Olympics.

The next day, the winds were very light for both races, with the last race being shortened due to time and conditions. During the post race shuffle to unrig and to get boats on the road, the smiles, sunburns and comments heard seemed to indicate that people had enjoyed themselves. Certainly, the members of the Kingston fleet hope so, as they anticipate the return of many competitors for Ark'76.

RESULTS - ARK'75



SUMMARY OF RESULTS - ARK 75

NO.	NAME	RACE 1		RACE 2		RACE 3		RACE 4		RACE 5		TOTAL Pts.	POSITION
		Pos	Pos	Pos	Pos	Pos	Pos	Pos	Pos	Pos	Pos		
4862	Meller	1	5	4	2	4	2	4	4	10	3/4	1	
6209	Storer	2	2	3	26	9	9	9	9	16		2	
2703	Boyd	8	9	1	DSQ	3	DSQ	3	3	20	3/4	3	
509	Schell	22	4	2	31	2	31	1	1	28	3/4	4	
6220	Hamilton	3	6	13	10	17	10	17	17	32		5	
6210	Safrata	DSQ	3	23	1	6	1	6	6	32	3/4	6	
4420	East	11	22	9	9	7	9	7	7	36		7	
5009	Thompson	4	18	8	6	36	6	36	36	36		8	
4855	Cropp	9	13	5	13	19	13	19	19	40		9	
5521	Michell	7	8	6	22	51	22	51	51	43		10	
4789	Cerny	5	11	16	27	13	27	13	13	45		11	
3731	Poyntz	17	15	30	3	10	3	10	10	45		12	
6100	Langmaid	13	14	14	38	5	38	5	5	46		13	
4129	Durnford	6	16	20	8	31	8	31	31	50		14	
5502	Foster	18	1	18	DSQ	14	DSQ	14	14	50	3/4	15	
520	Hancock	16	7	7	23	DNF	23	DNF	DNF	53		16	
4869	Coulson	10	35	28	4	15	4	15	15	57		17	
6227	Sherwood	12	37	24	5	16	5	16	16	57		18	
5757	Warnock	26	26	10	16	12	16	12	12	64		19	
6217	Kettle	15	23	11	19	45	19	45	45	68		20	
5600	Griffin	32	21	15	15	20	15	20	20	71		21	
5515	Staples	20	24	27	29	2	29	2	2	73		22	
15009	Fee	14	10	37	17	33	17	33	33	74		23	
4875	Thomas	29	24*	12	18	24	18	24	24	78		24	
4883	Taylor	27	27	26	21	11	21	11	11	85		25	
4482	Howarth	21	34	25	20	32	20	32	32	98		26	
4484	Dalton	23	33	DNF	25	18	25	18	18	99		27	
4877	VanKleef	31	20	17	33	44	33	44	44	101		28	
5646	Turkington	25	17	34	30	39	30	39	39	106		29	
4800	McIntyre	36	49	35	7	30	7	30	30	108		30	
4481	Still	DSQ	36	22	42	8	42	8	8	108		31	
4456	MacLachlan	37	29	21	37	22	37	22	22	109		32	
4859	Fortey	30	DSQ	19	43	21	43	21	21	113		33	
4675	Rogers	42	25	38	11	40	11	40	40	114		34	
710	McClelland	24	39	40	14	38	14	38	38	115		35	
4107	Cartwright	28	40	43	24	23	24	23	23	115		36	
5656	Hill	DSQ	19	41	39	25	39	25	25	124		37	
5470	Nyberg	38	31	29	32	34	32	34	34	126		38	
5760	Sobieniak	35	32	32	40	28	40	28	28	127		39	

NO.	NAME	RACE 1					RACE 2					RACE 3					RACE 4					RACE 5					TOTAL		POSITION	
		Pos	Pos	Pos	Pos	Pos	Pos	Pos	Pos	Pos	Pos	Pos	Pos	Pos	Pos	Pos	Pos	Pos	Pos	Pos	Pos	Pos	Pts.	Pts.						
6161	Chandler	39*	28	36	44	29	132	40																						
652	Giffin	43	DSQ	33	34	27	137	41																						
3254	Grant	39	47	48	12	43	141	42																						
4581	Wilson	44	44	39	28	36	147	43																						
4131	Brayshaw	47	46	31	51	26	150	44																						
5649	McCallum	19	38	46	DSQ	52	155	45																						
6212	Morgan	DNF	30	42	41	42	155	46																						
2316	Butler	50	50	53	35	35	170	47																						
5777	Conway	40	42	44	45	53	171	48																						
4169	Thompson	33	DNF	49	47	46	175	49																						
1177	Frenke	46	43	45	46	48	180	50																						
5581	Williams	34	45	52	52	55	183	51																						
3236	Forth	41	48	47	DSQ	47	183	52																						
4422	Dossett	45	41	50	49	54	185	53																						
4127	Parker	49	54	DNF	36	49	188	54																						
5553	Bett	51	55	55	50	41	197	55																						
5776	Chenier	53	52	51	48	50	201	56																						
4567	Roughton	48	51	54	54	57	207	57																						
4391	Cervenko	55	56	DNF	53	56	220	58																						
3206	Urwin	52	DNF	56	55	DNF	222	59																						
4911	Hodson	54	53	DNF	DNF	DNF	226	60																						

* 20% (12 pts.) added

OPEN LETTER TO THE EXECUTIVE

THREE RACES A DAY CAN CAUSE A TRAGEDY !

I have just returned from the North American and World Albacore Championships, where we endured three races a day on three different occasions, in very high winds. To top it off we were on the water about nine hours each day. What will it take to stop this stupidity - a drowning ? There is not one other fleet that races three races a day, yet we have been doing it for years. I checked with several other fleets, such as the Soling, International 14, Y-Flyer, 470 and Sharks, none of whom have three races in one day.

I feel it is high time we realize that our sailors are not 18 years old, and not in very good physical condition. In my opinion it is more important to enjoy the racing than to endure it.

I would like to recommend to our Executive, that for safety reasons they make a rule that we never sail 3 races in one day. If they can't accept this type of rule then I suggest a rule that we never sail 3 races in one day if the winds in any one race exceed 12 m.p.h.

Yours sincerely,

Bob Malby.

classified

FOR SALE : ALBACORE - 1971 McGRUER AND CLARK. EQUIPPED WITH ALL GO FASTS FOR RACING, GOOD SAILS, LOCATED - MIDLAND - \$1,200. CALL CERNY - DAYS (416) 252-5711 or EVENINGS (416) 864-1943.

FOR SALE : ALBACORE - 1973 ALLEN #4789. EQUIPPED FOR RACING, EXCELLENT SAILS, BETA MINUS MAST, ALUMINUM TRAILER, SPARE BOARD, RUDDER AND WHEEL. AVAILABLE LABOUR DAY. ASKING \$2,200. CALL: CERNY - DAYS (416) 252-5711 or EVENINGS (416) 864-1943.

FOR SALE : ALBACORE #4272 - 1971 McGRUER AND CLARK DELUXE, 1973 ALLEN SAILS, TRAILER AND COVER, \$1,800. W. J. HUNTER, MISSISSAUGA, (416) 277-4891.

FOR SALE : ALBACORE - #4527 - 1971 McGRUER, FULLY EQUIPPED FOR RACING. 2 SUITS OF MUSTO SAILS, NEW PROCTOR SPARS, \$1,800. or BEST OFFER. CALL: MURDOCK, (416) 962-4488.

THE INTERNATIONAL ALBACORE ASSOCIATION

by: Tony Griffin

After two years of negotiation between representatives from the U.S.A., Great Britain and Canada, the International Albacore Association has become a fact. The first meeting took place in July at Association Island, scene of the 1975 World Championships.

As can be imagined, agreement on the objectives was relatively easy. Lofty principles are never difficult to agree upon; but the steep descent from ideals to practicalities is difficult. We are always reluctant to give way on our own cherished, workable methods, in favour of somebody else's ! It speaks well for all these groups of representatives that a notable spirit of compromise was evident throughout and this, more than anything else, should give the new Association a good start in life.

At the first meeting when the Association officially came into being, essentially four objectives were accomplished:

1. Adoption of a constitution
2. Election of a Council
3. Appointment of officials
4. Location of Headquarters

The constitution went through many changes from the first draft. It sets out the purpose of the Association, the Class rules, the holding of the copyright on the design, the membership of the Association, the terms of entry for new members and the relationship of the Association with the National Associations. It describes the Council and officers and sets out their duties, stipulates general meetings, sets out some rules for international regattas and covers licenses to builders. The constitution can be seen at the three National Association Headquarters and will be made more generally available shortly.

The Council for the next two years - that is, up to the next World Championships in Canada in 1977 - consists of:

President:	Tony Griffin (Canada)
Vice President:	Ken Ayrton (Great Britain)
U. S. members:	John Duncan David Wallerstein
British members:	Ken Ayrton David Innes
Canadian members:	Fred Francis Ian Rogers

cont'd . . .

Three officers were appointed:

Secretary: Ian Rogers
 Treasurer: Fred Francis
 World Chief of Specifications: Ken Ayrton

It was decided, after much debate and on an experimental basis, to locate the headquarters in the country of the president. It seemed impractical to have on the one hand, the president in Canada and on the other hand, the secretary and treasurer in, for example, Great Britain. Thus, it is planned that the headquarters will shift every two years with the presidency and in 1977 will move to the U.K.

Parallel with these steps to clear the basic structure of the Association, there have been separate negotiations between the specifications chiefs of the three National Associations with a view to unifying as far as possible the specifications of the Albacore worldwide.

Here again there has been a most satisfactory spirit of compromise in a sphere of discussion full of strong opinion. As a result of the negotiations, only a very few areas of difference remain to be ironed out. These are: shroud levers, keel bands and the length of the mast slot. Buoyancy regulations also are slightly different.

All these, within the framework of present attitudes, can be unified and we confidently expect to achieve full standardization within two years. If this can be done, it will indeed be an accomplishment and a great tribute to the experts who have been wrestling with the problem over this two-year period.

In conclusion it might be well to repeat the reasons for an International Association. There are probably about 7,000 Albacores in service in the U.S., Canada and Great Britain (including small armed forces fleets in Malta, Cyprus and Gibraltar) although the registered members would be more like 4,000.

As Bob Toler pointed out in an article in *Albacourier* about two years ago, the Albacore is satisfying a basic need in the U.S., Canada, and Great Britain that other classes have not answered. There is a strong potential for growth - for growth beyond the three countries at present mainly concerned.

It is the desire of all of us to maintain the Albacore as a family, one-design boat, with combined day-sailing and racing characteristics. In order to do this it is essential that Class rules and specifications be integrated, that the arrangements and style of international regatts be harmonized and that the class be promoted on an international basis so as to extend the Albacore beyond the three countries where ownership is at present concentrated.

cont'd from page 16 . . .

The new Association will feel its way carefully, keeping in mind that its purpose is not to usurp the functions of the National Associations but to co-ordinate, integrate and harmonize.

* * * * *



RONDAR

A L B A C O R E S

1975

- 1st) NORTH AMERICANS
- 2nd)
- 2nd) WORLDS
- 3rd)

STIFF, DOWN TO WEIGHT BOATS UTILIZING GRP FOAM CONSTRUCTION.
FULLY FITTED FOR RACING.
ATTRACTIVE COLOURS

BUY NOW OR ORDER SOON FOR NEXT YEAR

ALSO MACNAMARA SAILS
AND PRONTO COMBINATION DOLLY/TRAILERS.

S H O R E M A R I N E P R O D U C T S

310 EDDYSTONE AVENUE, DOWNSVIEW, ONTARIO

Telephone (416) 749-4432.

NOTICE OF ANNUAL GENERAL MEETING

NOTICE IS HEREBY GIVEN that the 1975 Annual General Meeting of the Canadian Albacore Association, will be held at Fern Resort, Orillia, Ontario, on Friday, September 19, 1975, at 9:00 p.m.

The principal business to be transacted will include:-

1. Reports from Officers of the Executive
2. Matters related to the formation of the International Albacore Association:
 - a) Constitution
 - b) Specifications
 - c) Officers
3. A change in bylaw number 2 of the Association involving fee structure. The proposed fees shall be for members - \$12.00 annually, for associate members, \$5.00 annually, (of the \$12.00 annually for full members, \$3.00 will be rebated to the district captains for local activities)
4. Approval of Financial Statements
5. Election of Officers for the next fiscal year.
6. Any other business that shall properly come before the members may give their proxies to other members to vote at this Annual General Meeting.

The following slate of Officers have been nominated for the Executive for election:

Past Commodore	Fred Francis
Commodore	Ian Rogers
1st Vice Commodore	John Leitch
2nd Vice Commodore	Steve Cerney
Rear Commodore	Kent Taylor
Secretary-Treasurer	Ross McCallum
Fleet Liason	Dennis Sherwood
Specifications	Nick Hancock
Shackles & Cringles	Keith Bull
Shows & Publicity	Austin Marshall

WE SPECIALIZE IN PRODUCING THE BEST ALBACORE SAILS AVAILABLE

1975 Results:

NORTH AMERICAN ALBACORE CHAMPIONSHIP - 1st
WORLD ALBACORE CHAMPIONSHIP - 3rd

North American Agent for: E L V S T R O M M A S T S



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

1975 WORLD ALBACORE CHAMPIONSHIP - 1st

THE NORTH AMERICAN AND WORLD CHAMPIONSHIPS

by: Marilyn Hamilton

In 1973, we heard all about the Brits and the winds, the survival sailing and the inability of the Canadians to handle these foreign conditions. Well, we got the Brits, the winds AND the survival sailing in the local waters of Lake Ontario, and the Canadians did manage it all. However, Bill and Bonnie Shore of the U.S. turned in the best performance with a decisive first place victory in the Worlds as did Tessa and David Pearce in the North Americans.

Association Island was a fun site for the regatta, even though it offered only the bare essentials for 20th century living. Most competitors felt that a large infusion of funds would help the place greatly as it held much promise. The short supply of crash boats and life jacket flags was of concern to all.

The large representation made by 14 British boats and one Scottish boat gave the regatta a strong international flavour. The sailors mixed and talked in spite of the lack of social functions. The day that races were cancelled due to strong winds gave everyone a chance to mix and talk by comparing boats, batting a volley ball and playing tennis. A few avid athletes even tried wind surfing, but their lack of skill raised much hooting from spectators ashore.

NORTH AMERICANS

This event was held on Sunday, Monday and Tuesday prior to the Worlds with 82 boats competing. The first two days were spent sailing in "heats". Boats were to alternate so that each "heat" would contain 1/3 of the total fleet. Each boat would then sail in four such "heats" for the purpose of qualifying for the Championship fleet or the consolation President's fleet. This plan went slightly awry as winds and weather failed to cooperate on Sunday. Only one group managed to complete a race as tornado warnings sent the others back to shore. Later in the afternoon, a second effort was wiped out due to violent thunderstorms which scattered sailors and boats all over Henderson Harbour. Winds were said to have gusted to 50 knots, reputed to have been worse than the historical storm which lashed Cleveland's House several years ago at the Canadians.

Monday, everyone hustled out to open water under calmer conditions with the hope of sailing the incompleated races. However, the race committee had problems in getting the races off promptly. In the end, each boat completed three heats.

Monday nite, results were posted and the fleet split down the middle for the last day of racing in the series. However, the computer had difficulties sorting the information correctly, and racing for the next day had to be postponed while the figures were redone.

Late Tuesday morning, the two fleets got under way in medium winds which gradually built up as the day progressed. By the last race, off-wind legs were planing reaches enhanced by large surfing waves. Dave and Tessa dominated the day with two firsts and a 4th in the top fleet. Ron Taylor

cont'd . . .

and Dieter Gast finished first in the Presidents fleet with a 1-5-4-finish for the day.

Jack and Nancy Langmaid put together a few good races but not enough to finish at the top. Nick Hancock had an excellent series going when his rudder failed him in the last race. He and his wife, Lesley, had the sympathy of the entire Canadian contingent as his boat was going very well to weather in the heavy stuff.

Wednesday was a lay day in anticipation of the coming World Championships which were to begin on Thursday morning. Wind surfing, shopping, jaunts to the Olympic site at CORK, and rest were the order of the day.

WORLDS

Strong winds again delayed the racing but only briefly as competitors headed out to the race course with some apprehension as to what the day would bring. However, the winds proved quite manageable as Bill Shore showed his usual winning ways in Race # 1. The 2nd race was abandoned as winds and stormy weather brought the days racing to an end. The winds continued unabated through the nite and all day Friday forcing cancellation of not only our races but those across the Lake at CORK. Gerry Giffin summed it up that evening by saying, "We've been here a week, this is our last nite, tomorrow is our last day, and we're going to sail a World's Championship."

Fortunately, the winds dropped by morning, and the fleet managed three races, one in the protected bay and two in the open Lake. Strong winds again dominated after the 1st race, but regardless of the weather, Bill and Bonnie Shore were the winners with two first and one fourth for the day. The Brits showed their skills by taking the next two places followed by Bill Ewing of the US in 4th place and Paul Magnini and Kevin Firth of Canada in 5th.

Other Canadian who showed up well by placing in the top ten in both the North Americans and the Worlds included Ed McGrath and Tom Payne of Midland and Marilyn and Sicotte Hamilton of Orillia. Ed and Tom really had their boat smoking according to one of our favourite US competitors.

SUMMARY

The week was characterised by some very exciting racing conditions, excellent starting lines and great competition. Few problems arose due to lack of our sailors' abilities to handle tough conditions. Most of us learned something about heavy weather sail trim for rolling seas, renewed some old friendships and made memorable new ones. Also noteworthy was the fact that heavy male crews were not a necessity for victory in heavy going. Both winning boats had wives aboard !

* * * * *

UNITED STATES SAILING CENTRE
ASSOCIATION ISLAND, NEW YORK

1975 ALBACORE WORLD CHAMPIONSHIP
JULY 24 - 26, 1975

FINAL RESULTS

		RACE 1	RACE 2	RACE 3	RACE 4	TOTAL
		POS/PTS	POS/PTS	POS/PTS	POS/PTS	SCORES
1	US	1/ .8	4/ 4.0	1/ .8	1/ .8	6.3
2	K	3/ 3.0	1/ .8	4/ 4.0	3/ 3.0	10.8
3	KC	2/ 2.0	9/ 9.0	6/ 6.0	2/ 2.0	19.0
4	US	10/10.0	3/ 3.0	2/ 2.0	5/ 5.0	20.0
5	KC	8/ 8.0	2/ 2.0	10/10.0	10/10.0	30.0
6	KC	4/ 4.0	18/18.0	9/ 9.0	4/ 4.0	35.0
7	KC	13/13.0	10/10.0	14/14.0	8/ 8.0	45.0
8	K	6/ 6.0	24/24.0	13/13.0	6/ 6.0	49.0
9	US	19/19.0	5/ 5.0	8/ 8.0	24/24.0	56.0
10	US	21/21.0	13/13.0	11/11.0	20/20.0	65.0
11	K	17/17.0	37/37.0	12/12.0	7/ 7.0	73.0
12	KC	12/12.0	46/46.0	5/ 5.0	12/12.0	75.0
13	KC	27/27.0	7/ 7.0	20/20.0	28/28.0	82.0
14	K	15/15.0	40/40.0	15/15.0	13/13.0	83.0
15	US	33/33.0	6/ 6.0	19/19.0	26/26.0	84.0
16	KC	9/ 9.0	33/33.0	29/29.0	14/14.0	85.0
17	KC	7/ 7.0	35/35.0	25/25.0	19/19.0	86.0
18	K	14/14.0	36/36.0	28/28.0	9/ 9.0	87.0
19	K	11/11.0	39/39.0	30/30.0	11/11.0	91.0
20	KC	5/ 5.0	21/21.0	3/ 3.0	64/64.0	93.0
21	K	16/16.0	41/41.0	21/21.0	17/17.0	95.0
22	K	20/20.0	23/23.0	7/ 7.0	47/47.0	97.0
23	KC	26/26.0	16/16.0	22/22.0	33/33.0	97.0
24	US	56/56.0	20/20.0	16/16.0	15/15.0	107.00
25	K	25/25.0	47/47.0	18/18.0	21/21.0	111.0
26	US	39/39.0	15/15.0	33/33.0	25/25.0	112.0
27	KC	18/18.0	44/44.0	34/34.0	16/16.0	112.0
28	KC	28/28.00	12/12.0	41/41.0	32/32.0	113.0
29	KC	24/24.0	27/27.0	31/31.0	31/31.0	113.0
30	KC	DSQ/65.0	14/14.0	17/17.0	18/18.0	114.0

* - PROTESTS PENDING

31	KC	5502	BILL FOSTER	22/22.0	17/17.0	40/40.0	47/47.0	126.0	31
32	K	5830	GRAHAM ROGERS	40/40.0	28/28.0	32/32.0	27/27.0	127.0	32
33	US	5403	DALE TAULBEE	23/23.0	11/11.0	47/47.0	47/47.0	128.0	33
34	K	5870	KEN AYRTON	30/30.0	45/45.0	24/24.0	29/29.0	128.0	34
35	KC	509	PETER SCHELL	36/36.0	22/22.0	26/26.0	47/47.0	131.0	35
36	KC	4869	RON COULSON	29/29.0	30/30.0	37/37.0	35/35.0	131.0	36
37	KC	614	STAN KNOWLES	31/31.0	53/53.0	27/27.0	22/22.0	133.0	37
38	K	1751	DAVID INNES	56/56.0	8/ 8.0	36/36.0	37/37.0	137.0	38
39	KC	4862	IAN MELLER	56/56.0	19/19.0	42/42.0	23/23.0	140.0	39
40	KC	6227	DENNIS SHERWOOD	41/41.0	42/42.0	39/39.0	30/30.0	152.0	40
41	KC	4789	S CERNY	64/64.0	26/26.0	23/23.0	47/47.0	160.0	41
42	KA	5958	MALCOM BURRIDGE	45/45.0	43/43.0	46/46/0	34/34.0	168.0	42
43	US	5454	DAVID WALLERSTEIN	56/56.0	25/25.0	44/44.0	47/47.0	172.0	43
44	KC	4675	IAN ROGERS	38/38.0	52/52.0	48/48.0	36/36.0	174.0	44
45	US	3523	DICK NEVILLE	56/56.0	38/38.0	35/35.0	47/47.0	176.0	45
46	KC	4129	DAVE DURNFORD	35/35.0	49/49.0	45/45.0	47/47.0	176.0	46
47	KC	5504	DICK RAILTON	34/34.0	29/29.0	51/51.0	64/64.0	178.0	47
48	US	5959	DREW WALLIO	47/47.0	48/48.0	43/43.0	47/47.0	185.0	48
49	K	5849	H HOSKINS	46/46.0	56/56.0	38/38.0	47/47.0	187.0	49
50	US	5241	PAUL WHEELER	43/43.0	32/32.0	52/52.0	64/64.0	191.0	50
51	US	5	ROGER THOMAS	44/44.0	57/57.0	56/56.0	38/38.0	195.0	51
52	US	4252	FRED POLK	48/48.0	31/31.0	55/55.0	64/64.0	198.0	52
53	KC	4757	ALF WARNOCK	42/42.0	50/50.0	49/49.0	64/64.0	205.0	53
54	KC	5521	JOHN MITCHELL	64/64.0	34/34.0	50/50.0	64/64.0	212.0	54
55	US	2358	ALBERT PRICE	49/49.0	51/51.0	53/53.0	64/64.0	217.0	55
56	US	5404	KURT ALLEN	32/32.0	58/58.0	64/64.0	64/64.0	218.0	56
57	US	4758	WILLIAM HANKINS	64/64.0	55/55.0	54/54.0	47/47.0	220.0	57
58	KC	4420	PHIL EAST	37/37.0	64/64.0	64/64.0	64/64.0	229.0	58
59	US	5310	BILL GEORGE	64/64.0	54/54.0	57/57.0	64/64.0	239.0	59
60	KC	520	NICK HANCOK	56/56.0	64/64.0	64/64.0	64/64.0	248.0	60
61T	US	2627	TROY BLANTON	64/64.0	64/64.0	64/64.0	64/64.0	256.0	61T
61T	US	3543	DOUG MARSH	64/64.0	64/64.0	64/64.0	64/64.0	256.0	61T
61T	US	5263	DON JOHNSON	64/64.0	64/64.0	64/64.0	64/64.0	256.0	61T
61T	US	5416	MICHAEL CURRAN	64/64.0	64/64.0	64/64.0	64/64.0	256.00	61T

* - PROTESTS PENDING

DNS = 64

DNF = 56, RACE 1

= 58, RACE 2

= 47, RACE 4

UNITED STATES SAILING CENTRE
ASSOCIATION ISLAND, NEW YORK
ALBACORE NORTH AMERICAN CHAMPIONSHIP
JULY 20 - 22, 1975.

C: N.A. CHAMPIONSHIPS
P: PRESIDENT'S CUP

FINAL RESULTS

DIV		RACE 1 POS/PPTS	RACE 2 POS/PPTS	RACE 3 POS/PPTS	RACE 4 POS/PPTS	RACE 5 POS/PPTS	RACE 6 POS/PPTS	TOTAL SCORES
1.	C	5868 DAVID PEARCE	1/ .8	2/ 2.0	4/ 4.0	1/ .8	1/ .8	9.0
2.	C	5858 G N CHILD	2/ 2.0	3/ 3.0	2/ 2.0	2/ 2.0	5/ 5.0	20.0
3	C	5239 JOHN LUARD	1/ .8	2/ 2.0	3/ 3.0	1/ .8	10/10.0	22.5
4	C	6216 ED MCGRATH	7/ 7.0	6/ 6.0	3/ 3.0	6/ 6.0	4/ 4.0	29.0
5	C	5778 PAUL MAGNINI	3/ 3.0	1/ .8	1/ .8	14/14.0	6/ 6.0	33.5
6	C	5943 HARRY SINDLE	3/ 3.0	1/ .8	4/ 4.0	8/ 8.0	12/12.0	35.8
7	C	2041 S BOTTT	2/ 2.0	6/ 6.0	1/ .8	21/21.0	2/ 2.0	36.8
8	C	4717 BILL EWING	6/ 6.0	5/ 5.0	5/ 5.0	3/ 3.0	10/10.0	44.0
9	C	6220 SICOTTE HAMILTON	1/ .8	7/ 7.0	2/ 2.0	15/15.0	8/ 8.0	45.8
10	C	6100 JACK LANGMAID	7/ 7.0	15/15.0	5/ 5.0	26/26.0	3/ 3.0	60.0
11	C	520 NICK HANCOCK	2/ 2.0	2/ 2.0	1/ .8	9/ 9.0	11/11.0	67.8
12	C	4862 IAN MELLER	8/ 8.0	4/ 4.0	12/12.0	12/12.0	13/13.0	71.0
13	C	5182 JOHN WOOD	11/11.0	7/ 7.0	2/ 2.0	44/44.0	7/ 7.0	78.0
14	C	5852 GLYN MEREDITH	8/ 8.0	17/17.0	8/ 8.0	22/22.0	9/ 9.0	82.0
15	C	5502 W O FOSTER	5/ 5.0	2/ 2.0	12/12.0	13/13.0	16/16.0	83.0
16	C	614 STAN KNOWLES	14/14.0	20/20.0	11/11.0	11/11.0	17/17.0	84.0
17	C	4805 BOB MALBY	5/ 5.0	4/ 4.0	7/ 7.0	10/10.0	16/16.0	85.0
18	C	4554 DAVID WEAVER	9/ 9.0	8/ 8.0	15/15.0	20/20.0	23/23.0	92.0
19	C	4129 DAVE DURNFORD	14/14.0	11/11.0	6/ 6.0	23/23.0	21/21.0	99.0
20	C	5600 A G S GRIFFIN	7/ 7.0	9/ 9.0	17/17.0	29/29.0	24/24.0	100.0
21	C	3731 BARRY POYNTZ	25/25.0	7/ 7.0	7/ 7.0	5/ 5.0	14/14.0	101.0
22	C	5830 GRAHAM ROGERS	4/ 4.0	10/10.0	18/18.0	17/17.0	30/30.0	107.0
23	C	5870 K S AYRTON	14/14.0	26/26.0	4/ 4.0	28/28.0	18/18.0	110.0
24	C	6227 DENNIS SHERWOOD	12/12.0	22/22.0	10/10.0	16/16.0	19/19.0	112.0
25	C	5959 D WALLIO	15/15.0	8/ 8.0	20/20.0	18/18.0	25/25.0	113.0
26	C	5454 DAVE WALLERSTEIN	16/16.0	3/ 3.0	9/ 9.0	7/ 7.0	38/38.0	116.0
27	C	3523 DICK NEVILLE	6/ 6.0	21/21.0	6/ 6.0	36/36.0	23/23.0	117.0
28	C	1795 ERIC LARDNER	3/ 3.0	15/15.0	5/ 5.0	37/37.0	15/15.0	118.0
29	C	5008 R A GOODINGS	15/15.0	4/ 4.0	10/10.0	25/25.0	34/34.0	118.0
30	C	5787 AUSTIN MARSHALL	8/ 8.0	18/18.0	9/ 9.0	35/35.0	29/29.0	120.0
31	C	1890 PETER ALLAN	10/10.0	13/13.0	9/ 9.0	40/40.0	12/12.0	127.0
32	C	4877 BERT VAN KLEEF	4/ 4.0	28/28.0	13/13.0	33/33.0	30/30.0	128.0
33	C	5521 JOHN MICHELL	13/13.0	11/11.0	16/16.0	19/19.0	39/39.0	128.0
34	C	5404 KURT ALLEN	16/16.0	5/ 5.0	19/19.0	31/31.0	26/26.0	129.0
35	C	1751 DAVID INNES	6/ 6.0	14/14.0	11/11.0	24/24.0	31/31.0	129.0
36	C	5946 RIAZ LATIFULLAH	20/20.0	10/10.0	11/11.0	27/27.0	19/19.0	130.00

37	C	5806	MARTIN BEALE	9/ 9.0	8/ 8.0	3/ 3.0	30/30.0	43/43.0	43/43.0	136.0	37
38	C	5402	PAUL CANNON	19/19.0	10/10.0	8/ 8.0	34/34.0	37/37.0	30/30.0	138.0	38
39	C	5958	MALCOLM BURRIDGE	10/10.0	14/14.0	8/ 8.0	41/41.0	44/44.0	22/22.0	139.0	39
40	C	509	P R SCHELL	4/ 4.0	12/12.0	15/15.0	32/32.0	36/36.0	43/43.0	142.0	40
41	C	4859	BARRY FORTEY	11/11.0	19/19.0	13/13.0	39/39.0	26/26.0	43/43.0	151.0	41
42	C	5960	W R HORWOOD	9/ 9.0	13/13.0	13/13.0	42/42.0	42/42.0	43/43.0	162.0	42
43	C	5403	DALE TAULBEE	15/15.0	12/12.0	16/16.0	38/38.0	42/42.0	43/43.0	166.0	43
1	P	4883	RON TAYLOR	12/12.0	14/14.0	19/19.0	1/ .8	5/ 5.0	4/ 4.0	54.3	1
2	P	6102	JOHN FRANCIS	26/26.0	19/19.0	4/ 4.0	8/ 8.0	1/ .8	1/ .8	58.5	2
3	P	1743	DICK HOLNESS	12/12.0	16/16.0	22/22.0	5/ 5.0	4/ 4.0	3/ 3.0	62.0	3
4	P	6210	LEON SAFRATA	27/27.0	3/ 3.0	16/16.0	4/ 4.0	10/10.0	6/ 6.0	66.0	4
5	P	1576	BEN WYNNE	10/10.0	27/27.0	18/18.0	13/13.0	2/ 2.0	2/ 2.0	72.0	5
6	P	5757	ALF WARNOCK	19/19.0	22/22.0	14/14.0	2/ 2.0	6/ 6.0	9/ 9.0	72.0	6
7	P	4745	ED LUTHY	5/ 5.0	24/24.0	18/18.0	3/ 3.0	13/13.0	10/10.0	73.0	7
8	P	4675	IAN ROGERS	17/17.0	23/23.0	17/17.0	21/21.0	7/ 7.0	5/ 5.0	90.0	8
9	P	5504	DICK RAILTON	16/16.0	18/18.0	12/12.0	9/ 9.0	3/ 3.0	39/39.0	97.0	9
10	P	4666	ALAN REDFERN	17/17.0	25/25.0	15/15.0	20/20.0	19/19.0	7/ 7.0	103.0	10
11	P	4252	FRED POLK	11/11.0	15/15.0	25/25.0	24/24.0	20/20.0	8/ 8.0	103.0	11
12	P	4869	RON COULSON	23/23.0	12/12.0	14/14.0	10/10.0	11/11.0	39/39.0	109.0	12
13	P	4789	STEVEN CERNY	27/27.0	6/ 6.0	28/28.0	6/ 6.0	8/ 8.0	39/39.0	114.0	13
14	P	652	DON GIFFIN	24/24.0	16/16.0	20/20.0	15/15.0	9/ 9.0	39/39.0	123.0	14
15	P	5241	PAUL WHEELER	22/22.0	17/17.0	17/17.0	12/12.0	16/16.0	39/39.0	123.0	15
16	P	5	D KUYKENDALL	18/18.0	27/27.0	23/23.0	28/28.0	18/18.0	11/11.0	125.0	16
17	P	5649	ROSS MCCALLUM	13/13.0	20/20.0	21/21.0	18/18.0	14/14.0	39/39.0	125.0	17
18	P	4425	KENT TAYLOR	27/27.0	5/ 5.0	27/27.0	11/11.0	23/23.0	39/39.0	132.0	18
19	P	4800	RORY MCINTYRE	17/17.0	13/13.0	24/24.0	22/22.0	17/17.0	39/39.0	132.0	19
20	P	2358	TONY DENTON	21/21.0	19/19.0	7/ 7.0	16/16.0	39/39.0	39/39.0	141.0	20
21	P	4758	WILLIAM HANKINS	27/27.0	28/28.0	20/20.0	17/17.0	12/12.0	39/39.0	143.0	21
22	P	6217	BILL KETTLE	27/27.0	9/ 9.0	27/27.0	7/ 7.0	39/39.0	39/39.0	148.0	22
23	P	5003	N BERZINS	27/27.0	20/20.0	10/10.0	14/14.0	39/39.0	39/39.0	149.0	23
24	P	5277	JIM FASSETT	29/29.0	17/17.0	24/24.0	27/27.0	15/15.0	39/39.0	151.0	24
25	P	3543	DOUGLAS MARSH	27/27.0	16/16.0	22/22.0	30/30.0	23/23.0	39/39.0	157.0	25
26	P	4107	JOHN FEE	27/27.0	9/ 9.0	21/21.0	25/25.0	39/39.0	39/39.0	160.0	26
27	P	5849	H HOSKINS	18/18.0	21/21.0	27/27.0	19/19.0	40/40.0	39/39.0	164.0	27
28	P	4420	PHIL EAST	27/27.0	11/11.0	26/26.0	23/23.0	39/39.0	39/39.0	165.0	28
29	P	4241	MIKE GLEW	13/13.0	21/21.0	19/19.0	39/39.0	39/39.0	39/39.0	170.0	29
30	P	4169	MIKE THOMPSON	18/18.0	22/22.0	14/14.0	39/39.0	39/39.0	39/39.0	171.0	30
31	P	710	JIM MCCLELLAND	27/27.0	23/23.0	23/23.0	26/26.0	39/39.0	39/39.0	177.0	31
32	P	3853	DAVID MENNIG	27/27.0	26/26.0	22/22.0	29/29.0	39/39.0	39/39.0	182.0	32
33	P	5921	CHARLES RODEN	27/27.0	18/18.0	21/21.0	39/39.0	39/39.0	39/39.0	183.0	33
34	P	2627	TROY RIBLAIRTON	27/27.0	24/24.0	27/27.0	33/33.0	39/39.0	39/39.0	189.0	34
35	P	5263	DON JOHNSON	27/27.0	23/23.0	28/28.0	34/34.0	39/39.0	39/39.0	190.0	35
36	P	5416	MICHAEL CURRAN	28/28.0	25/25.0	27/27.0	32/32.0	39/39.0	39/39.0	190.0	36
37	P	4127	CLIFF PARKET	27/27.0	27/27.0	27/27.0	31/31.0	39/39.0	39/39.0	190.0	37
38	P	4520	BILL JACKSON	27/27.0	27/27.0	23/23.0	39/39.0	39/39.0	39/39.0	194.0	38
39	P	2579	JIM RUSSELL	27/27.0	24/24.0	27/27.0	39/39.0	39/39.0	39/39.0	195.0	39

A WEEKEND OF LEISURE AND PLEASURE

Set aside the long weekend of September 19, 20 and 21, for
 "RELAXING"
 at the CANADIAN ALBACORE CHAMPIONSHIPS.

Bring your wife or girl friend, children and friends for a change of pace from school or work (or school and work, if you happen to be a teacher).

This is the major activity in the Albacore calendar. There are events for expert competitors as well as the beginning Albacore sailor who wants to test his speed - - - and all sailors in between.

ACTIVITIES

Start Friday morning. The non-racing activities will be:

FRIDAY - Rock Cornish Hen dinner with wine included followed by the CAA Annual Meeting.

SATURDAY - Our COMMODORE throws his Cocktail Party, followed by a Roast Beef Dinner, and Dancing. For the young ones and the non-dancers, either sailing movies or a first run movie will be shown from 9-10:30 p.m.

IF you were at Fern Resort last year, come again - - and enjoy.

IF you were there previously, or at Muskoka Sands or Cleveland House, come again - - and enjoy.

IF you have not yet been, or IF you are a new member come - - and enjoy.

YOU WON'T FIND A FRIENDLIER BUNCH OF PEOPLE WITH A COMMON INTEREST ANYWHERE.

RESERVATION FORM

1975 CANADIAN ALBACORE CHAMPIONSHIPS

FRIDAY SEPT. 19th to SUNDAY SEPT. 21st

WHO FILLS OUT THIS FORM - Those who want either the Weekend Package Accomodation or those who want breakfast on Saturday or Sunday, lunch on Sunday, dinner on Friday or Saturday. Preservations will be allocated as received. If you wish box lunches on Friday or Saturday, please order on Regatta Registration Form.

WEEKEND PACKAGE - Covers accomodation Friday and Saturday nights and includes dinner on Friday, breakfast and dinner on Saturday, breakfast and lunch on Sunday. Box lunches on Friday and Saturday are not included.

WEEKEND PACKAGE RATE - Includes tax and gratuity. The minimum rate is two adult persons in each room. The rates quoted are based on the number of persons sharing the room.

<u>NUMBER IN ROOM</u>	<u>TWO</u>	<u>THREE</u>	<u>FOUR</u>	<u>FIVE</u>	<u>SIX</u>
INN BEDROOMS	\$58.65 ea.	\$56.35 ea.	\$54.05 ea.	\$51.75 ea.	\$49.45 ea.
COTTAGE	\$56.35 ea.	\$54.05 ea.	\$51.75 ea.	\$49.45 ea.	\$47.15 ea.
MARIPOSA INN	\$54.05 ea.	\$51.75 ea.	\$49.45 ea.	\$47.15 ea.	\$44.85 ea.

CHILDREN'S RATES - Half price (50%) to 12 years and three quarters (75%) 13 - 17 years.

TWO ROOMED UNITS AND SUITES - Rates upon request to FERN RESORT.

OVERFLOW - When FERN RESORT is completely full, bookings will be made at local motels at a package rate of \$54.05 per person.

DEPOSIT REQUIRED - \$20.00 per couple or \$10.00 per person. (Refund on deposit less 10%, if cancellation received prior to September 13, 1975)

Mail this form direct to FERN RESORT LIMITED, R.R.#5, ORILLIA, Ontario L3V 6H5.

PLEASE RESERVE THE FOLLOWING ACCOMODATION FOR:

NAME: MR. & _____ PHONE NO. _____

ADDRESS: _____
No. Street City Province Code

NO. OF ADULTS _____ NO. OF CHILDREN _____ THEIR AGES _____

OUR PREFERENCE IS: INN BEDROOM COTTAGE MARIPOSA INN

We don't wish accomodation but would like the following meals only:

Friday Dinner	\$8.40	Number required _____	\$ _____
Saturday Breakfast	\$3.30	Number required _____	\$ _____
Saturday Dinner	\$8.40	Number required _____	\$ _____
Sunday Breakfast	\$3.30	Number required _____	\$ _____
Sunday Lunch	\$4.40	Number required _____	\$ _____
		TOTAL	\$ _____

Note: All package plans and extra meals include sales tax and gratuity.

Enclosed is my cheque/money order in the amount of \$ _____ to cover the required deposit.

Make cheque payable to: FERN RESORT LIMITED and mail direct to Fern Resort, R. R. #5, ORILLIA, Ontario L3V 6H5

CANADIAN ALBACORE ASSOCIATION
15TH ANNUAL CANADIAN CHAMPIONSHIPS
SEPTEMBER 19, 20, 21, 1975

NOTICE OF RACE

1. Racing Rules - Races will be sailed under the current rules of the IYRU, as adopted by the CYA, as amended by the Sailing Instructions.
2. Date and Location - September 19, 20, 21, 1975, at the FERN RESORT, R. R. #5, ORILLIA, Ontario. (Lake Couchiching & Lake Simcoe).

<u>Races</u>	<u>CHAMPIONSHIP</u>	<u>CHALLENGER & MASTER</u>
Friday	2 races - starting noon	2 races - starting 1:00 p.m.
Saturday	2 races - starting 10:30 a.m.	2 races - starting 10:30 a.m.
Sunday	1 race	1 race

If any scheduled race for Friday or Saturday is cancelled the Race Committee may schedule a second race on Sunday morning. No race will be started on Sunday after 12 noon.

For skippers in CHALLENGER and MASTER classes only, who are unable to race on Friday, special rules will be used to compute their overall scores. This arrangement will not apply to the CHAMPIONSHIP class.

4. Classes -

Championship Class	-	The best helmsmen
Challenger Class	-	Average helmsmen
Master Class	-	Mature helmsmen

The Regatta Committee will determine the allocation of helmsmen to the CHAMPIONSHIP class, through the Selection Procedure previously published and to the CHALLENGER and MASTER classes according to the desires of the applicants. The Regatta Committee reserves the right however to balance, in terms of numbers, the CHALLENGER and MASTER classes, and its decision in this regard will be final. Juniors are welcome and encouraged to enter this Regatta.

5. Eligibility - The intention of this regulation is to limit entries to this Regatta to active Albacore sailors who have a continuing interest in the class. The named helmsman must meet both of the following classifications:

- I Must be a member or an associate member of a National Albacore Association.
- II a) Own an Albacore or be a member of the immediate family of an Albacore owner and satisfy the Regatta Committee that he has an active and continuing sailing interest in the class: OR
 - b) Has been an active sailing member for at least one season of a Club or Association (such as the YMCA) which owns Albacores that are regularly used and raced by its members.
 - c) Be sponsored by the C.A.A. to create interest in the class in areas where the Albacore is not well known or for reasons considered by the C.A.A. to be of benefit to the class.

Active membership in a recognized Albacore Fleet for at least one season or frequent cottage or non-competitive sailing of an Albacore will normally qualify an entrant under IIa.

6. Entries - The entry fee (refundable up to September 1, 1975) for applications mailed and postmarked on or before September 1, 1975 will be \$21.00. The entry fee for applications mailed, or postmarked on or

before September 15 will be \$23.00. The entry fee for applications made at FERN RESORT will be \$26.00. Entries are to be mailed to CANADIAN ALBACORE ASSOCIATION, P.O. Box 1028, Station "Q", TORONTO, Ontario M5P 2P2.

NO ENTRY WILL BE ACCEPTED FOR THE CHAMPIONSHIP CLASS THAT IS POSTMARKED AFTER SEPTEMBER 5th, 1975.

7. Prizes - "Championship" Class (Canadian Champion) John Geikie Trophy
 "Master" Class (Overall Winner) - Boat Builders Trophy
 "Challenger" Class (Overall Winner) - Hiram Walker Trophy

Keeper Trophies will be presented for the first five overall places in each class.

A prize will be presented to one sailing family in each class not included in the first five overall finishers.

Ontario Championship Trophy to the first resident of Ontario in the "Championship" class.

Ribbons will be presented for the first five places in each Race in each class.

A prize will be presented to the first lady skipper in each class. This is in honour of Woman's Year and is not intended to set a precedent.

8. Scoring System - Olympic.

9. Sailing Instructions - Will be mailed to participants whose entries are received early enough. For later entries, Sailing Instructions will be issued at registration. REGISTER EARLY. There will be no skipper's meeting.

10. Measurement - A measurement certificate for boat and sails MUST be shown at registration as well as a valid current buoyancy endorsement. The large form used by measurers will NOT be acceptable. These large forms must be sent to the Chief Measurer for approval and he issues the measurement certificate. No measurements are possible at Fern Resort and sailors without the measurement certificate will not be accepted as entrants. If you have any problems getting your measurement certificate call Helen Kettle - 482-3199 NOW. The Chief Measurer may weigh and/or measure any boats in the Championship Fleet at his discretion.

11. Accommodation - See reservation form attached. Reservations are made direct to FERN RESORT. Camping facilities are available.

HELP!

The Regatta Committee needs help in locating power boats to serve as official boats and safety boats. If you have a power boat that you can loan, with or without driver, or if you know of anyone who could lend a boat, please contact Helen Kettle (484-3199) or Sicotte Hamilton (705-325-6339) or Steven Cerny (252-5711) or Fred Francis (705-645-4295). All power boat owners/drivers will have their gas paid for. To give you an idea of the size of our need, the ideal number of boats we require is 20 boats made up of 2 Race Committee Boats, 2 Mark Setting Boats, 2 Lead Boats, 2 Line Boats, 4 Safety Boats on Simcoe and 6 Safety Boats on Couchiching, 2 Spectator Boats.

PLEASE BE GENEROUS!

CANADIAN ALBACORE ASSOCIATION
15TH ANNUAL CANADIAN CHAMPIONSHIPS

CHALLENGER
MASTER

SEPTEMBER 19, 20, 21, 1975

ENTRY FORM

Please fill out THIS side if you are applying for CHALLENGER or MASTER class. Fill out REVERSE side if applying for Championship class. Fill out other side if you would like to sail in the Championship Fleet but are not sure that you qualify.

HELMSPERSON _____ PHONE _____ SAIL NO _____

ADDRESS _____
No. Street Apt. Town/City Prov. Code

CLUB (if any) _____

CREW _____ PHONE _____

ADDRESS _____
No. Street Apt. Town/City Prov. Code

Helmsperson's Age as of September 19, 1975 _____ Yrs. Helmsperson's Sex F M

I prefer to sail in Challenger Class (Formerly "B")
 Master Class (Formerly Senior)
(See Notice of Race re Allocation to Classes)

I plan to attend the Friday Races Yes No

I am a resident of Ontario, therefore qualified to compete for the Ontario Championship Trophy.

My crew is related to me Wife Husband Son Daughter Father Mother
and I wish to be considered for the Family Trophy.

I certify I am eligible to race in accordance with the Notice of Race.

I am a paid up member of the CAA USAA NAA.

I qualify under Paragraph 4 II of the Notice of Race Yes

I agree to comply with the IYRU Racing Rules as adopted by the CYA and with the Sailing Instructions for this Regatta.

DATE _____ SIGNATURE _____

ENTRY FEE

\$21.00 for entries postmarked September 1 or before - - - \$23.00 for entries postmarked September 15 or before and - - - \$26.00 for subsequent entries.

BOX LUNCHES

Consisting of 7 sandwiches, cheese, apple, chocolate bar and pop, are available ONLY if ordered on this registration form before September 15 at a price of \$3.50 each. No box lunch on Sunday

Entry Fee \$ _____

___ No. Box lunches @ \$3.50 Friday \$ _____

___ No. Box lunches @ \$3.50 Saturday \$ _____

I enclose my cheque or money order for a total of \$ _____ payable to the CANADIAN ALBACORE ASSOCIATION. Mail to Canadian Albacore Association, P.O. Box 1028, Station "Q", TORONTO, Ontario M5P 2P2.

This side for CHALLENGER and MASTER class only. Use other side for CHAMPIONSHIP Class.

CANADIAN ALBACORE ASSOCIATION
15TH ANNUAL CANADIAN CHAMPIONSHIPS

SEPTEMBER 19, 20, 21, 1975

ENTRY FORM

Please fill out THIS side if you are applying for Championship Class. Fill out REVERSE side if applying for Challenger or Master Class.

PLEASE COMPLETE ENTIRE FORM. PRINT OR TYPE.

HELMSPERSON _____ PHONE _____ SAIL NO. _____

ADDRESS _____
No. Street Apt. Town/City Prov. Code

CLUB (if any) _____ Helmsperson's Sex F M

CREW _____ PHONE _____

ADDRESS _____
No. Street Apt. Town/City Prov. Code

RACING RECORD

1974 "A" Fleet ___ Position. 1974 Senior Fleet ___ Position. 1974 "B" Fleet ___ Position.
1975 TARTS ___ Position. 1975 ARK ___ Position. 1975 Worlds ___ Position.

Qualification for Championship Class - Mark the first that applies to you. Mark only one.

I am qualified because:

- I am a former World, North American or Canadian Champion.
- I am selected by the USAA or UKAA.
- I sailed in the 1975 World Championships.
- I was in the top 5 in the 1974 "B" Fleet.
- I was in the top 5 in the 1974 Senior Fleet.
- I was in the second 5 boats at TARTS.
- I was in the second 5 boats at ARK.
- I was winner or runner-up at my 1975 District Championships.
- I was winner or runner-up at the 1975 Junior Championships.

- I may be qualified because I was in the top three-quarters of the 1974 "A" Fleet.
- I may be qualified because I was in the top half of the 1974 "B" Fleet. 1974 Senior
- 1975 TARTS 1975 ARK
- I am a resident of Ontario, therefore qualified to compete for the Ontario Championship Trophy.

My crew is related to me Wife Husband Son Daughter Father Mother
and I wish to be considered for the Family Trophy.

I certify I am eligible to race in accordance with the Notice of Race.

I am a paid up member of the CAA USAA NAA

I qualify under Paragraph 4 II of the Notice of Race Yes

I agree to comply with the IYRU Racing Rules as adopted by the CYA and with the Sailing Instructions for this Regatta.

DATE _____ SIGNATURE _____

ENTRY FEE

\$21.00 for entries postmarked September 1 or before --- \$23.00 for entries postmarked September 15 or before and - - - \$26.00 for subsequent entries.

BOX LUNCHES

Consisting of 2 sandwiches, cheese, apple, chocolate bar and pop, are available ONLY if ordered on this registration form before September 15 at a price of \$3.50 each. No box lunch on Sunday.

	Entry Fee	\$ _____
_____ No. Box lunches @ \$3.50	Friday	\$ _____
_____ No. Box lunches @ \$3.50	Saturday	\$ _____

I enclose my cheque or money order for a total of \$ _____ payable to the CANADIAN ALBACORE ASSOCIATION. Mail to Canadian Albacore Association, P.O. Box 1028, Station "Q", TORONTO, Ontario M5P 2P2.

This side for CHAMPIONSHIP Class. Use other side for CHALLENGER and MASTER Classes.