

OCTOBER 1975

shackles & cringles

canadian albacore association

newsletter

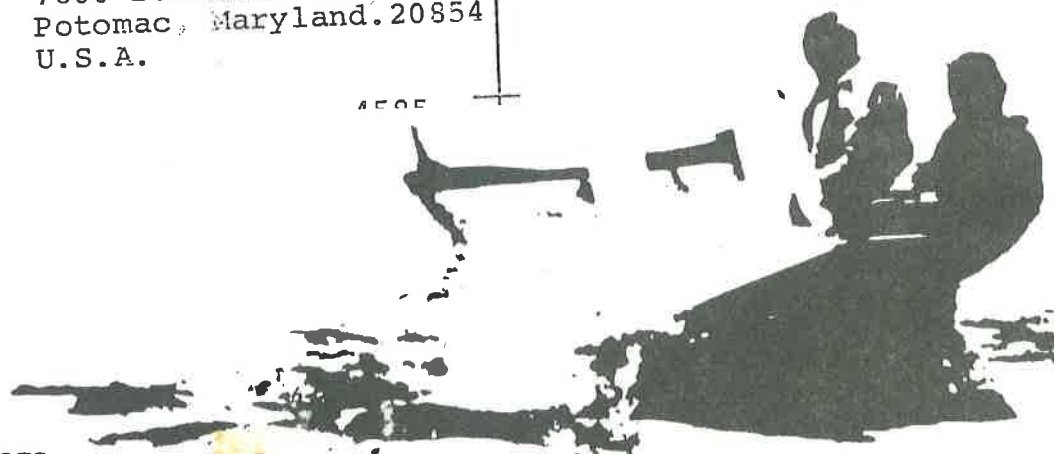
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Page

I N D E X

3	COMMODORE
5	DINGS AND SCRATCHES
7	FURTHER THOUGHTS ON F.R.P. CANADIAN CHAMPIONSHIPS, SEPTEMBER 19th - 21st
9	1975 CAA CHAMPIONSHIPS - CHAMPIONSHIP FLEET
10	CHALLENGER FLEET
11	MASTERS FLEET
12	WHO WON THE RACE ? A VIEW FROM ASHORE
14	LETTER TO THE EDITOR
15	OVER THE TRANSOM CLASSIFIED
16	GADGETS 'N' GO-FACTS
19	C.A.A. JUNIOR CHAMPIONSHIPS, AUGUST 9th - 10th
20	AREA 10 CHAMPIONSHIPS, SEPTEMBER 6th - 7th
21	STRONG WINDS ENLIVEN POINT-AU-BARIL REGATTA
23	MUSKOKA LAKES SAILING CLUB RACE RESULTS

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commodore

COMMODORE'S MESSAGE - 1975

The year 1975 was a tumultuous and exciting year for your class and its executive. While the famous hull problem took up much of the executives' time and more space in Shackles and Cringles, much was accomplished that went largely unnoticed because of the smoke and flames emanating from burning hulls and tempers. Hopefully this problem is now put to rest and we can concern ourselves this year with other phases of class development.

Those members who visited the Toronto Boat Show will well remember the excellent display put together by Ric Austin featuring Dennis Sherwood's "Louis XIV" as the star performer. It was unquestionably the best class exhibit and generated much interest in the class. As part of the display, a colourful folder was prepared which will be useful in future years and it is my hope that similar displays can be installed in 1976 at all the major boat shows throughout the country. We will miss Ric from the Committee, but I know that he will have a worthy successor in Austin Marshall.

Another development which marked a major step in class organization was the institution of a series of qualifying races for the Championship Fleet for the Canadians and for our entries into the World Championship held at Association Island. Steven Cerny was responsible for conceiving and implementing the qualification system which did much to eliminate tensions which might have arisen when it came time to fill the limited spaces that were available. The qualification system also encouraged much greater participation in regional regattas and greatly strengthened class ties. Steve is to be congratulated on the success of his concepts and their effective execution particularly in view of his added responsibilities as Regatta Chairman for the Canadians.

Perhaps the least noted activity last year was the executives' efforts to improve the lines of communications with members, fleets and districts. Dennis Sherwood ably led these efforts strongly assisted by John Leitch, Fraser Dewar and Gerry Selwyn. Their efforts results in a substantial increase in membership in the Association and greater activity in all districts. Active efforts were taken to improve communications with fleets in other areas of the country. For the first time a Central Canadian Albacore Championship was held at Gimli Yacht Club and it is hoped that this will increase in size and importance until woon the Canadian Championship will be held in Manitoba and other Provinces besides Ontario. This thought may come as a shock to

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4 shackles & cringles

to traditionalists but it is an essential development if we are to grow and mature as a truly national class.

After lengthy negotiation, I am pleased to report that two new builders have been approved and are presently completing plans to market boats in 1976. We welcome 6-H Products Limited of Kingston, Ontario, and S & D Boats Ltd. of Vancouver, B. C., to our group of builders and wish them every success in their endeavours. We are particularly pleased that the class now has an authorized builder on the west coast where there has been great need for one for some years.

Looking into the future, it is hoped that the coming year will not require that too much time be devoted to technical problems involving boats and regattas. Certainly plans will have to be laid for the 1977 World Championship and further work will be required to implement the new specifications based on the international standards. Hopefully these matters can be left largely to committees so that greater effort can be devoted by your executive to promotion of membership and of the class in conjunction with the class builders. These are spheres of activity to which your executive has been unable to direct much attention in recent years. The coming year would seem to be an ideal time to lay stress on this important aspect of class activity.



DINGS AND SCRATCHES

by

Rob Wyers

Most sailors are reluctant to repair a fiberglass boat because of fear of ruining the boat. Look at it this way, the repair will be 1% of the hull. If this article is followed faithfully, the worst will be a localized uneven area, repainting, time and elbow grease.

Materials:

1 quart epoxy (better adhesion to polyester resin)
 1 bottle hardener (The "Catalyst")
 1 quart acetone (the only solvent for liquid epoxy)
 1 pint gelcoat to match boat colour (or epoxy paint)
 1 pint cabosil filler (sub, talcum powder)
 1 yard 38" wide fiberglass cloth
 1 yard 38" wide 1½ oz. chopped strand mat
 1 or 2 sheets medium sandpaper
 ¼" electric drill and medium sandpaper disks.
 2 or 3 sheets each 240A, 400, 600 wet/dry sandpaper
 Heavy duty rubbing compound
 2 or 3 pails or large cans (disposable) to mix epoxy
 Good paint brush and sanding block

Note: Epoxy can cause dermatitis. Use disposable surgical gloves and mask for grinding. Your wife won't like the epoxy smell either !

Mixing quantities:

Epoxy, 1 quart; catalyst 20 c.c.
 Gelcoat, 1 ounce; catalyst 15 to 20 drops
 Filler, 1 heaping tablespoon; catalyst 15 to 20 drops.

Proper preparation is essential, otherwise a good bond won't result. First saw out the fractured area, and grind the surrounding area, scarfing the edges from the outside to form a 60° slope. (see diagram)

If the stem, or the corner of the transom is damaged, a wood block has to be formed and glassed in prior to the repair. Don't use oak. This may mean that a floatation tank has to be pierced; the repair to this could be an 8" inspection port.

A repair, accessible from both sides of the hull requires an interior backing in order to support the build up of glass and resin. If the hole is 3" or larger, well-waxed stiff cardboard can be used, or sandwich mylar or cellophane, between the hull and the backing material.

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6 shackles & cringles

Cut layers of cloth and mat ranging in size from that of the hole diameter (first piece is mat) to pieces 3 or 4 inches larger. Don't work on humid days or in temperatures less than 15° celsius (60°F.)

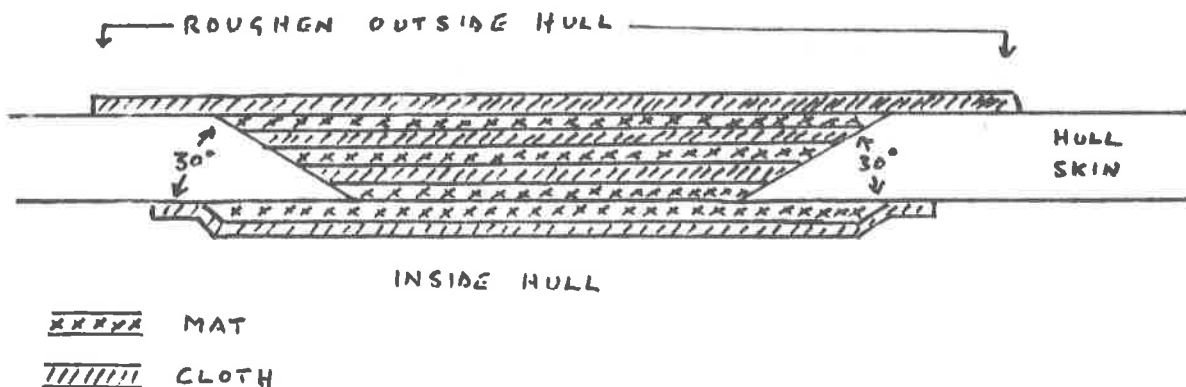
Paint resin over backing and hull, covering an area equal to the largest piece of cloth. Lay a piece of mat (hole diameter) in a pool of resin and transfer it to the hole. Lay on the next larger cloth patch, and let the resin soak through, use stabbing brush strokes to work out air bubbles - this is important! Build up the patch in this fashion, with increasingly larger mat than cloth patches, finishing with cloth. Probably for an Albacore hull two of each will do the trick. As epoxy shrinks on curing, the wet patch should extend beyond the hull's surface. Dry for 24 to 30 hours. Remove backing and apply mat and a layer of cloth on the inside.

Grind down the patch below the outer skin line, and sand surrounding area to receive the cosmetic repair.

Mix coloured gelcoat and cabosil to a smooth paste and add the catalyst. Build up this paste, again above the original hull's surface. Dry for about 4 hours, and sand with medium paper. Then paint on gelcoat and catalyst and dry.

Wet the hull and some 240A sandpaper. Take out major scratches by careful sanding, progressing to 600 paper until there are no scratches. Then rub with compound to bring up the finish, then wax.

(Editor: If this isn't fully descriptive, or you haven't time, or don't want to tackle the job, call Rob Wyers, (416) 752-1789. He will be glad to help.)



Further thoughts on F.R.P. by F. H. Dewar.

There was an error in my previous article, F.R.P. operating temperature is - 65° F. to plus 850°F.

I've seen people try to glass on cubes with mat.

Use cloth and a (glassed in) shape that causes small angular changes of the cloth. Have the cloth run out on the hull two or three inches. Rob Wyers alternates mat for strength (as the strands run in every direction, the mat won't distort) and cloth for finish and a greater percentage of glass to cloth.

Here is an important point ! Don't accept the statement, "In cold weather, just pour in more catalyst !" The matrix which is cured polyester (or epoxy) is composed of parallel chains of macromolecules in both the horizontal and vertical planes. To cure, these must be linked both horizontally and vertically by the cross linking monomerstyrene. Too much hardener increases the eotherm (the heat reaction of hardening), the styrene boils off and incomplete cross linking results, or undercured resin.

CANADIAN CHAMPIONSHIPS, SEPTEMBER 19th - 21st

Congratulations to Regatta Chairman Steve Cerny for organizing a first rate Championship. Even the weatherman was on his side, giving the sailors warm sun and varying winds from light to moderately heavy.

All scheduled races were held, and some 150 boats in the three fleets were well protected with the full quota of crash boats watching over them, especially at the jibe mark in the Championship Fleet on Sunday.

The social functions were fun starting with the Commodore's reception around the pool on Saturday evening, and going on to a dinner-dance. Here gifts were given to Dr. Wilson, Past Commodore Francis, race chairmen Bud Kinzer and Stewart Green, and chief measurer Bob Malby. Standing ovations were given to both the Commodore and Regatta Chairman.

The first five places in each fleet were :-

CHAMPIONSHIP FLEET

1. David Sturch SMSC
2. Bill Shore
3. Barry Poyntz LBSC
4. Bob Malby BC
5. Peter Schell KYC

CHALLENGER FLEET

1. David West BYC
2. David Francis SMSC
3. John Fee KYC
4. Stephen Bailey GRYC
5. Bob Winterton TSCC

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MASTERS FLEET

1. Dennis Sherwood RCYC
2. Jim Hynd RHYC
3. Bill Kettle MBSC
4. Paul Goddard PSC
5. Ross McCallum BC

The following people were awarded the Family Trophies:

Championship Fleet	Sicotte & Marilyn Hamilton
Challenger Fleet	David & R. J. Schram
Masters Fleet	Mike & Alex Dixon

The Ladies Trophy went to Dianne Groome in the Championship Fleet, and to Debbie Bonguard in the Challenger Fleet.

VOLUNTEERS

This regatta would not be possible without the help of volunteers, who have donated their time, boats, work and enthusiasm.

The following is probably an incomplete list of those to whom we owe a big "THANK YOU"

Stewart Green
 Richard Storer
 Joyce Safrata
 Barbara Doutre
 Ian Rogers
 Keith Bull
 Ann O'Neil
 Janet McCallum
 Dave Freeman
 Fred Francis
 Judith Kettle
 Frances Drinkwater
 Marilyn Hamilton
 Ontario Sailing Assoc.
 Otto Glidden
 Bert Van Kleef
 Annie Wilkins
 Ric Austin
 Prim Bull
 Ross McCallum
 Henry Wilson
 Ed. McGrath
 Heider Funck
 Mrs. Hancock (Sr.)
 Y. Leishman
 W. G. Murphy
 Don Shave
 T. Griffin
 Ted Carter
 Walter Vivian

Bud Kinzer
 Jocelyn Green
 Barry Poyntz
 Jim Mather
 Jana Kettle
 Norm Pollard
 Sicotte Hamilton
 Don Giffin
 Chris Paterson
 Doug Mann
 Tom Allen
 Peter Cragg
 Alex McNaughton
 Howard McRae
 Kent Taylor
 Clair Long
 Charlie Smith
 Dennis Sherwood
 Jim Grieve
 Mr. Hancock (Sr.)
 Dan Poyntz
 Dick Railton
 Bob Malby
 Doug Snead
 Paul Gumby
 W. Blanche
 Fiberglass Canada
 Bill Mann
 Paul Dwinnell
 Bruce Mann

Wayne Andrews
 Bill Foster
 Paul Magnini
 Joan Selwyn
 Jerry Pringle
 Doris Van Kleef
 Burt Brooks
 Phil East
 Ron Moody
 Shirley Snead
 Bob Goodings
 Cathy Moody
 Dr. John Wilson
 Nick Hancock
 Rothman's
 John Michell
 Dolly Francis
 Ian Meller
 Len Groome
 Jackie Kelly
 Dianne Taylor
 Dave Medhurst
 Mrs. Brayshaw
 Al Borg
 Muskoka Weather Office
 John Leitch
 G. Brockbank
 Joan Twa
 Ed Larusic
 Marie Gumby

1975 CAA CHAMPIONSHIPS
CHAMPIONSHIP FLEET

LACE	SAIL	CLUB	HELMSMAN	POSITIONS					POINTS (BEST 4/5)
				1	2	3	4	5	
1	6103	SMSC	DAVID STURCH	1	1	6	5	DNF	21.7
2	3582		BILL SHORE	7	12	9	4	1	36.0
3	3731	LBSC	BARRY POYNTZ	8	5	21	1	8	38.0
4	4805	BC	BOB MALBY	6	4	24	6	7	44.4
5	509	KYC	PETER SCHELL	2	6	7	43	13	46.7
6	4862	BYC	IAN MELLER	25	3	5	2	33	49.7
7	6220	CYC	SICOTTE HAMILTON	14	35	3	9	9	55.7
8	6209	HYC	RICHARD STORER	21	8	11	31	2	61.0
9	5971	BCC	TOM ALLEN	11	14	8	DSQ	5	61.0
10	1177	FBYC	CLIVE ROBERTSON	15	10	17	3	26	65.7
11	4148	CYC	DIANNE GROOME	12	11	1	37	31	72.0
12	5778	GYC	PAUL MAGNINI	20	13	29	16	4	75.0
13	4877	BC	BERT VAN KLEEF	5	30	13	7	DNF	78.0
14	480	TSCC	NICK HANCOCK	10	15	26	39	6	80.7
15	5502	LBSC	W. O. POSTER	17	27	2	29	17	82.0
16	4808	CYC	MALCOLM MCRAE	16	17	18	10	DSQ	85.0
17	5002	TSCC	KENT TAYLOR	3	25	23	30	15	86.7
18	4883	NTSC	RON TAYLOR	DSQ	2	16	23	27	87.0
19	6210	RCYC	LEON SAPRATA	4	16	31	47	21	94.0
20	6216	MBSC	ED MCGRATH	13	34	44	12	12	95.0
21	5504	PSC	R.N. RAILTON	28	33	14	8	22	96.0
22	4814	SMYC	ROB PAYNE	42	28	12	13	20	97.0
23	614	LBYC	STAN KNOWLES	22	32	27	11	14	98.0
24	5005	SMSC	RON MOODY	9	31	10	27	DNF	101.0
25	6109	HYC	ROGER GREEN	45	21	22	40	3	106.7
26	5920	RCYC	CARL CHENEY	18	22	40	19	29	112.0
27	5008	TSCC	BOB GOODINGS	23	7	33	32	30	116.0
28	5796	BHYC	DON DOUGLAS	24	18	25	33	25	116.0
29	4420	BYC	PHIL EAST	36	9	30	18	DNF	117.0
30	5600	SLSC	GERRY GIFFIN	DSQ	49	19	22	10	124.0
31	5610	TSCC	IAN RUSSELL	40	23	37	15	32	131.0
32	5757	BYC	ALF WARNOCK	33	47	32	28	18	135.0
33	652	SLSC	DON GIFFIN	19	44	39	14	DNF	140.0
34	5521	QCYC	JOHN MICHELL	27	29	50	24	36	140.0
35	4554	CSC	DAVID WEAVER	DSQ	42	36	21	23	146.0
36	4131	BHYC	PETER BRAYSHAW	30	24	34	34	DNS	146.0
37	4545	RHYC	RONALD SCOTT	35	45	4	45	41	147.0
38	5009	CALSC	PHILIP THOMPSON	DNS	19	20	46	38	147.0
39	3102	PSC	RICHARD SOPER	26	43	46	20	39	152.0
40	5403	NSC	DALE TAULBEE	43	36	15	35	DNS	153.0
41	5852		T.G. MEREDITH	32	38	DNF	51	11	156.0
42	5646	BYC	V. TURKINGTON	34	39	55	17	42	156.0
43	4888	FBYC	GARY NEWTON	29	26	51	26	DNF	156.0
44	4859	RYC	BARRY FORTEY	41	20	54	38	35	158.0
45	5858	BYC	RORY MCINTYRE	38	40	35	36	28	161.0
46	5470	RAYC	D.T. KRAJCARSKI	31	41	49	50	19	164.0
47	5003	TSCC	NORM BERZINS	48	52	28	42	24	166.0
48	3765	LBSC	SCOTT GIBSON	39	56	42	55	16	176.0
49	4675	PB	IAN ROGERS	46	50	47	25	DNF	192.0
50	590	MLSC	HARVEY DOHERTY	44	48	41	41	DNS	198.0
51	4789		BRIAN SMITH	50	54	53	44	34	205.0
52	4152	PSC	W. ROTH	DNS	37	38	49	DNS	206.0
53	6229	GYC	P DRINKWATER	49	55	48	48	40	209.0
54	3239	CSC	GEORGE PLANT	47	51	43	53	DNS	218.0
55	4268	KSC	DAVID RIDER	51	46	45	54	DNS	220.0
56	6161	BYC	F.W. WHITE	52	DSQ	56	52	37	221.0
57	4644	TSCC	DAVID MEDHURST	37	53	52	DNS	DNS	224.0
58	4691	LSC	PETER AYER	53	57	57	56	43	233.0

1975 GAA CHAMPIONSHIPS

CHALLENGER FLEET

PLACE	SAIL	CLUB	HELMSMAN	POSITIONS					POINTS (BEST 4/5)
				1	2	3	4	5	
1	5791	BYC	DAVID WEST	1	18	1	2	1	3.0
2	6101	SMSC	DAVID FRANCIS	2	7	4	19	4	22.0
3	4107	KYC	JOHN FEE	6	5	20	9	2	39.7
4	5657	GRYC	STEPHEN BAILEY	8	38	10	3	5	45.7
5	4019	TSCC	BOB WINTERTON	5	11	2	20	25	56.0
6	4296	KBSA	BILL FORSTEP	3	19	15	12	10	60.7
7	4860	BHYC	DAVID SCHRAMM	15	6	27	10	7	61.7
8	506	RCYC	NEIL GUNN	4	28	5	5	29	62.0
9	3254	KYC	DUNCAN GRANT	DNS	9	8	23	3	63.7
10	4004	TSCC	STEVEN WIMMER	7	13	6	17	14	63.7
11	6212	RHYC	JOHN MORGAN	13	22	13	1	32	66.0
12	3451	SMSC	MICHAEL HART	17	10	3	16	19	66.7
13	5789	HYSC	ANDY KULIK	19	1	38	25	6	67.7
14	5656	KYC	JIM HILL	9	3	26	31	9	67.7
15	5534	GRYC	PETER STRANKS	10	35	9	13	12	68.0
16	716	MLSC	PAUL MCLAUGHLIN	16	12	11	8	15	70.0
17	4536	KBSA	TED BIGFLOW	12	14	18	7	20	75.0
18	6223	OHCC	CHRIS MARSHALL	OUT FRI	12	15	8		76.0
19	4144	SMSC	DOUG MAILLING	23	4	17	30	22	88.0
20	5692	WSC	BILL PEERS	11	21	16	22	16	88.0
21	711		STEVE JARRETT	27	31	7	6	45	94.7
22	5633	PSC	JEFFREY CHALMERS	22	24	23	4	24	95.0
23	5690	WSC	RON WALKER	14	25	32	18	28	109.0
24	5613	CLYC	BRUCE CALLUM	25	26	25	11	33	111.0
25	6102	SMSC	RON FRANCIS	24	15	14	35	DNF	112.0
26	5516	SMSC	DOUG MOODY	29	27	29	14	21	115.0
27	4256	TSCC	JERRY SELWYN	18	39	24	34	23	123.0
28	4512	WSC	STEVE JONJEV	26	8	35	32	38	125.0
29	5648	WSC	CARL BALKWILL	28	32	40	24	18	126.0
30	4621	RCYC	IAN K. BATES	OUT FRI	34	27	13		128.0
31	5776	RHYC	JOHN CHENIER	30	29	21	29	26	129.0
32	4422	KYC	TREVOR DOSSETT	OUT FRI	42	21	17		136.0
33	4018	WSC	A.J. DORWARD	34	30	22	37	31	141.0
34	4660	SJSC	P. LISTER	OUT FRI	31	43	11		143.0
35	5310	PSC	BILL GEORGE	21	36	36	26	36	143.0
36	5647	WSC	RON DEAN	35	16	33	38	44	146.0
37	4505	LRYC	DAVID PEDEN	36	40	19	33	DNF	152.0
38	4678	PB	DEBBIE BONGARD	39	37	28	DNS	27	155.0
39	5772	CLYC	WILBER DYKE	DSQ	7	37	45	43	156.0
40	5652		MICHAEL MOGAN	33	17	48	50	35	157.0
41	4543	WSC	WINSOR	31	23	43	46	42	163.0
42	5790	HYSC	GARY RUSSELL	37	42	47	28	34	165.0
43	4876	CYC	ROY HINSPERGER	DNS	20	45	42	37	168.0
44	4651	SJSC	BRUCE MACDONALD	OUT FRI	39	36	30		169.0
45	4216	WSC	PETER MOSLEY	32	34	DNF	DNS	39	182.0
46	5691	WSC	GEORGE LESLIE	20	33	DNF	DNS	DNS	183.0
47	4220	CYC	NICKY DIXON	38	44	30	47	48	183.0
48	4673	BLSC	J.R. CRAWFORD	40	41	44	39	40	184.0
49	4219	RCYC	K. KINOWSKI	OUT FRI	41	41	41		193.0
50	3206	CSC	PETER URWIN	41	43	46	49	DNF	203.0
51	4652	SJSC	JOEL KENDALL	OUT FRI	49	44	47		216.0
52	2742	PATH	ROSENBERG	OUT FRI	50	40	DNF		219.0
53	4555	SJSC	ELLIOTT	OUT FRI	51	48	46		223.0

1975 CAA CHAMPIONSHIPS

MASTERS FLEET

PLACE	SAIL	CLUB	HELMSMAN	POSITIONS					POINTS (BEST 4/)
				1	2	3	4	5	
1	6227	RCYC	DENNIS SHERWOOD	1	1	3	1	7	5.7
2	5599	RHYC	JIM HYND	10	4	1	5	3	23.7
3	6217	MBSC	BILL KETTLE	9	2	6	3	14	35.4
4	4824	PSC	PAUL GODDARD	OUT	FRI	2	13	2	39.0
5	5649	BC	ROSS MCCALLUM	6	8	21	10	4	49.7
6	4270	ABYC	BILL BOBBS	5	15	4	17	8	53.0
7	472	CYC	P.M. DIXON	2	10	7	19	16	54.0
8	3236	FBYC	REG FORTH	4	33	12	4	15	55.0
9	4834	MLSC	ALEX MACNAUGHTON	17	27	11	12	1	58.0
10	4870	PBSC	JAMES BRADSHAW	18	6	10	11	12	62.7
11	5529	KBSC	P.R. BURROUGHS	15	7	8	21	10	64.0
12	6104	SMLSC	HAAKON KIERULF	13	5	22	6	24	68.7
13	5780	TSCC	BEN MURDOCK	20	17	16	8	5	69.0
14	5938	KBSC	MARTIN MACNAUGHTON	19	12	27	7	11	73.0
15	5347	OHCC	DOUG SAUER	3	18	15	24	17	73.7
16	6109	MLSC	HENRY WILSON	14	9	24	14	13	74.0
17	4151	TSCC	KEITH BULL	16	21	17	2	31	75.0
18	5640	PSC	RALPH LLOYD	7	19	13	15	19	79.0
19	4557	KBSC	GEORGE CONNELL	8	14	14	23	22	82.0
20	4127	LDSC	CLIFF PARKER	12	16	25	28	6	82.7
21	5625	MSC	GORDON TELFORD	28	3	28	9	25	85.7
22	4537	RHYC	MILNE DICK	22	23	5	18	23	91.0
23	5000	SMSC	FRED FRANCIS	11	13	19	27	29	94.0
24	4410	RCYC	D.A. TREISSMAN	DNS	11	9	20	34	98.0
25	4577	FYC	JOE POL	26	26	20	25	9	104.0
26	83	PLSC	ERIC HUTLEY	29	29	29	15	18	115.0
27	6215	JPYC	HARVEY FREEDMAN	23	22	26	22	30	117.0
28	4680	RHYC	MICHAEL BRAIN	21	34	31	26	20	122.0
29	4514	PBSC	WARREN WILKINS	30	20	33	30	21	125.0
30	5683	CLYC	JIM PLUMMER	24	36	18	32	32	130.0
31	4849	SHSC	WM. TRUENNER	25	24	30	34	27	130.0
32	3725	BLSC	JIM GRIEVE	DNF	25	23	31	28	131.0
33	3286	GYC	GORDON DENNIS	DNF	30	36	29	26	144.0
34	3230	MLSC	ROD ANDERSON	27	31	34	33	33	148.0
35	3733	BC	DAVE ADAM	33	32	32	35	DNS	156.0
36	3246		JOHN FISHER	32	28	37	37	DSQ	158.0
37	5354	PLYC	W.R. FRASER	31	35	35	36	35	160.0

WHO WON THE RACE - A VIEW FROM ASHORE

by: Dolly Francis

Hats off to Bill and Bonnie Shore, the winners of the Third World's Championship Regatta which was held at Association Island. It was a great week of sailing with winds up to forty miles an hour, plus tornadoes, and crews being rushed to hospital, but all these events never daunted the spirit of the sturdy bunch who came to prove who the true champ was. As a spectator I would like to question, "Who Won the Race?"

Ah yes, there was no doubt that the weather conditions for the week brightened the faces of each of the sailors who participated. But those of us who were left on the shores of Association Island who came to be spectators, but never made it out from shore, eventually realized that they, themselves, had a race to win. A race against insanity. I venture to say that if we never had empathy with the prisoner who sits in his cell with nothing to do, we do now.

When one registered at Association Island, you never realized just why there was electrically controlled gate to let you enter the property. The guard on duty checked you in, pushed his magic button, and up popped that gate. However, it was not till after you paid your dues and were told that there were no refunds that this great event took place ! It was like being ushered into a shangrila, but it wasn't long before one realized that it was a case of the establishment protecting itself. Without these strict controls, people would have escaped. Once behind that golden gate, you were an inmate.

As there were no spectator boats one had plenty of time to savour the septic tank perfume of the wind-swept shore of the Island. Some said it was seaweed aroma, but I have never smelled seaweed of this nature. The wind was not favourable for ~~we~~ landlubbers. However, that was good for the participants because the prevailing wind assured them great windy days with pure air to breathe into their lungs.

Nicknames were not hard to find, and so it was that Association Island became known as Spider Island, Alcatraz, End of the World, Devil's Island and last, but not least, - I can't say it, "Ass---ociation Island". Sorry it slipped out !

If skippers and crew intend their 2nd mates to sit in the background, run for lunches, sun glasses, hats, sails, wet suits, change diapers and dry tears and give them moral support - then we hope that these same skippers and crews are equally proud of us. We who came to keep the spirit up, with nothing to do but think of when it was all going to end. Perhaps there should be another back-up crew for the 2nd mates !

Some inmates of Association Island rebelled and travelled a distance of thirty miles to the Dunkin Doughnut Shop in Watertown for coffee break. Of course, this was never done without asking

Cont'd . . .

for parole at the golden gate. Which was, of course, granted to keep the inmates happy. Imagine the waste of gasoline in an era of conservation of fuel.

There were other stories. One gal went for a broom to sweep out her cabin and was refused it on the grounds that the cabins were dutifully swept out every day. If they were swept out every day, I would like to take a guess that the broom never touched the floor in case the establishment got a fine for raising too much dust. Thus polluting the air more than it already was. Then there was the young girl who saw an extra ugly bug in a knothole at the head of her bed as was too scared to kill it. So she covered the hole with scotch tape!

We spectators, 2nd mates or leftover people, became like the citizens of China who diligently read the newspaper on the wall of the city grasping for news, information, excitement, whatever one calls it. Yes, we looked just like them as we glued our faces to the bulletin board and read each and every scrap of posted news. Some very interesting observations are to be noted, such as,

"Sails for sale - contact Cell 9"

"Boat for sale - contact Trap 23"

"Boat for sale - contact Stalag 17"

Then, of course, there is always the funny side. Nights were made exciting by the young married couple who hung their coleman lantern in their yellow tent, and put on a very good T.V. show each night. However, it was spoiled by someone telling them they'd better turn out the light, to which they replied, "What can you see?" It was a shame they got the hint because this was rated by fellow tenters as "A" entertainment until they were suddenly deprived of the show by the sudden blow-out of the picture tube.

Yes, even after all this, and much more, the spectators did survive the week and won the pschylogical race. No brain damage was reported amongst us; whereas the sailors didn't survive without physical damage such as bruises to shins and bums.

Tell me - - - "Who won the race?"

LETTER TO THE EDITOR

Dear Editor:

re: Three Races A Day

I wish to support Bob Malby's suggestion, or its alternative, from the point of view of the starter. Specifically, I am thinking of a starter who has undertaken the job, whereas the Regatta Committee are out there sailing the course.

He knows that the Committee has worked hard in preparation, and he knows that visitors have come from a distance. He is going to be very reluctant to cancel a race or regatta, and he has no Committee member to turn to. It would be a great blessing to have some definite rule to guide him if he feels that the wind is too strong or that people are tiring.

In our August 9th regatta at Pointe au Baril, we had high winds, probably well over 25 knots. The waves were high enough to wash into the forward section of my "bow-rider" motor boat whenever anybody went forward to handle the anchor. Practically every boat was over at least once, one of them four times. One crew were just too exhausted to right their own boat. We flew life-jacket warnings of course, and shortened the third race, but was it enough ?

There is the rule whereby it is the skipper's responsibility whether he sails or not. I would not act as starter without it, because hopefully it takes the legal onus off the starter, but how would I feel if a tragedy were to happen ?

Yours very truly,

J. Ross Gray (# 4603)
118 Hillside Ave. West,
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15 shackles & cringles over the transom

Whenever sailors get together they inevitably reminisce. In the course of the sailing season there are a score of minor events which bring a smile or a chuckle. This is your space, oh readers, to share these occasions again with our other readers. The Editor tries but he cannot provide all the material, so drop us a line about what is coming over the transom in your club, lake or area.

Our executive obviously believe in ending the season with a splash ! Reports from Orillia inform us that one of them fell overboard in the last race of the Championships on the finish line. While his crew sailed a tillerless boat back to pick him up and complete the race, the luckless fellow found himself in a port and starboard duel. One of the two contestants informed the swimmer there was no way he would alter course to miss him if it meant losing a place. Hmmmm , they compete to the last even at the tail end of the fleet.

Meanwhile, the other executive (weakened by laughter from observing the above scene ?) fell overboard paddling back to the beach !

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SAILING INSTRUCTORS 1976

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GADGETS 'N' GO-FASTS

by: Dave Tutelman

(reproduced from the January, 1975, Albacourier)

One evening during Chicago Race Week, the USAA held its second annual Experts' Seminar (that's by, not for, experts). The sailors fielding the questions have impeccable credentials as Albacore winners. Between them, Jack Langmaid and Bill Shore have won more than half the US Albacore Championships ever held (five out of a total of eight).

JACK LANGMAID, of Oshawa, has been a top North American Albacore sailor longer than the USAA has existed. He carried the US National cup North of the border in 1968, '69, and '70, winning it more times than anybody.

BILL SHORE won both Nationals and North Americans in 1974, a repeat of his 1972 feat. He also won the Canadians in '72 and was second in '74 and '75. Bill is a sailmaker from Newport, RI.

HOW DO YOU SIZE UP A COURSE WHEN YOU ARRIVE TO RACE AT AN UNFAMILIAR CLUB ?

JACK: I sail out to the course and take compass readings on the marks. Then I beat for a while on each tack, to find out what compass readings are "lifted" and "headed".

BILL: I raced once before in Chicago about eight years ago, and the winds this week have pretty much the same pattern I remember from then. There are 15-20 degree shifts when the wind is off the shore. When the SE thermal comes in, the wind swings 20-30 degrees to the left, then goes back when the thermal dies.

TUNE AND TRIM

HOW DO YOU FIND THE BEST JIB TRIM UPWIND ?

BILL: You adjust the jib mostly through sheet tension and the position of the sheet fairleads. It's kind of hard to give a rule for the best shape. You ought to look at the jib from under the slot, and watch the shape of the leech. I let the jib twist off on top in light air, but not heavy.

HOW ABOUT THE PROPER MAST RAKE ?

BILL: Use as much as possible. I set up so that when I sheet in the main, I two-block the boom.

JACK: Of course, the harder it blows the more important all that rake is.

HOW DO YOU SAIL AN ALBACORE IN HEAVY AIR, IF YOUR CREW WEIGHT IS LIGHT ?

JACK: It's important to keep the boat flat. If you can't do it by sheer weight, try to anticipate the puffs; give an extra hike just before a puff hits to even heel to windward, and ease off the main traveler. As for sail trim, in a blow I sheet the jib in hard, with the fairleads out (my jib leads can be adjusted athwartship). I flatten the main as much as possible, using the mainsail mostly for helm balance.

cont'd . . .

17 shackles & cringles

BILL: With insufficient crew weight for the wind, you really have to work hard. An Albacore must be bolt upright in heavy air. If it's really blowing and you don't have jib fairleads like Jack's, you might use the Barber hauler to open the slot without easing the sheet. If you have helm balance problems, move the centerboard back 10-15 degrees. If there are any waves, go to foot, not point. By all means, hike like mad to keep the boat flat. That's the most important thing in heavy winds. Even luff the main and the jib to keep the boat up.

WHAT DO YOU DO WITH YOUR OUTHHAUL BETWEEN BEATS AND REACHES OR RUNS ?

BILL: The theory says you should ease the outhaul to put more draft in the sail down low. I must admit that I don't bother; I'd rather concentrate my attention on important things (like playing the waves) than fiddle with the outhaul. By the way, I do adjust the Cunningham between legs.

JACK: I guess I leave the outhaul when I'm ahead and adjust it when I'm behind. Seriously, I generally leave the outhaul set for a beat unless it's very light, but I too play the Cunningham.

O.K. THEN, HOW ABOUT THE CUNNINGHAM ?

BILL: I let it completely off downwind, even if the main develops horizontal wrinkles. Upwind, I adjust it to just remove the horizontal wrinkles (a little tighter still in heavy air). And it's important to adjust it with the main full.

HOW DO YOU USE YOUR VANG ?

JACK: I leave it loose on the beats, and use it to hold the boom down on the reaches. For this purpose, set it tighter as the wind blows harder.

BILL: I do the same. Notice that we are saying that we use the sheet, not the vang, to bend the mast on a beat.

DO YOU USE CHOCKS BETWEEN MAST AND DECK ?

JACK: I put blocks in front of my mast to keep it straight. Since my mast bends pretty well to flatten the sail, I need the chocks to keep the rig straight if I want the main full.

BILL: That's the most important use of blocks, but there are two others. You ought to fill in the partners so the mast can't move sideways at deck level.

Also, you might consider blocks between the mast and the gate (aft of the mast) to bend the mast in very light winds, if you have a very full-luffed sail.

THE MEASURERS HAVE MADE A LOT OF FUSS THIS REGATTA ABOUT CENTERBOARD PIN POSITION. IS THERE SOME "BEST" POSITION ?

BILL: I don't think it's very significant. You can trim the helm much better by tilting the board than by moving the pin.

JACK: I try to have the pin as far forward as legal. That way I can get weather helm when I need it. If I want to reduce weather helm, I can tilt the board aft.

SAILS

WHAT KIND OF SAILS SHOULD I SET FOR RACING MY ALBACORE ?

JACK: The sails are the most important part of the boat. But it's more important to know what to do with them than to select them perfectly. The most important part of selection is to see that they are matched to the mast bend and to the crew weight.

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BILL: There are lot's of things to consider; talk to your sailmaker to see what he thinks is important for you. There's really very little about a sail that you can "put a ruler on" to see if it's fast. Actually, it's very easy to make a good mainsail, but it's hard to make one that the average Sunday sailor can go fast with. That's because a good main is very adjustable. By knowing what you're doing you can give it a very good shape for the conditions at the moment - - - or a very bad shape. Here in Chicago, the most important thing is playing those 15-degree wind shifts. If you can do that at all well, you don't have to point very high, so you can get by with average sails.

HOW DOES A WINDOW IN A SAIL AFFECT ITS PERFORMANCE ?

BILL: It's far more important how it affects your performance. You can be hurt much more by poor visibility to leeward than the minor disturbance a window introduces in the air flow.

WHATS THE BEST WAY TO FOLD (ROLL) SAILS TO AVOID DAMAGING THEM ?

BILL: The firm cloth now being used in the best racing sails requires taking more pains when storing them. Creasing them really isn't too bad, as long as you don't "squash" them back. My jib is made of really stiff cloth, and I don't fold it at all; I roll it.

SAILING OFF THE WIND

HOW DO YOU GO SO MUCH FASTER THAN OTHER BOATS ON WHISKER POLE RUNS ?

BILL: I get the board full up into the trunk, and trim the boat bow down. Also I use a short-footed jib which lets me carry the pole well forward (for a given legal pole length). Most of all, I watch the waves for opportunities to surf.

JACK: It always helps to get to the mark at the right time; you go a lot faster with nobody on your wind. But it pays to watch your masthead telltale constantly. It helps you choose the proper jibe to sail, and (if you're in a crowd) points to clear wind astern and the center of your wind shadow ahead.

THAT'S INTERESTING ABOUT CHOOSING A JIBE. DOES IT PAY TO JIBE AN ALBACORE DOWNWIND ?

JACK: Only to keep your wind clear, or to surf, or if the wind shifts. Just to gain speed, it's always been a flop for me.

BILL: That's right; I wouldn't go out of my way to do it. But it does pay if it allows you to surf. Otherwise I'd just look for the side with more wind or a favorable current and go there.

THAT'S TWICE YOU'VE MENTIONED SURFING. HOW DO YOU CATCH A WAVE FOR MORE SPEED ?

JACK: The main thing is to get on it and stay on it. To pick it up, move your weight forward just as the wave catches you. If you need more speed to catch it, reach up or pump the sail as it catches you.

BILL: The waves on Lake Michigan fit an Albacore very well; I've had a great time surfing them this week. You should get your speed up (maybe reach a bit) before the wave hits. As it catches you, the transom will lift and the bow will drop. Just at this moment, pump the main, bear off, and hike the boat flat (even roll a little to windward). You have to get a little practice to develop the feel of "sliding the hull under the sail".

Once you have fit your boat into the trough of the wave and you're moving with it, you can correct back to course (not so much that you lose the wave). A good crew will adjust the jib to any changes of the apparent wind. This and proper weight and course adjustments will keep you on the wave.

C.A.A. JUNIOR CHAMPIONSHIPS, AUGUST 9th - 10th

Results for the Juniors were received too late for our last issue but the keen competition at Midland is certainly worth reporting.

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2. Groome 4148
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5. Giffin 652

16 YEARS AND UNDER

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2. Moody 5005
3. Reid 4633
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AREA 10 CHAMPIONSHIPS, SEPTEMBER 6th - 7th

This regatta was held in a variety of weather conditions but unfortunately winds only reached a velocity of eight knots. There were thirty-three entries with 23 in "A" Fleet and 10 in "B" Fleet.

Medals were presented for the first 6 places in each fleet and 4 perpetual trophies were awarded, including the new Reid and Pattee Plaque for the "B" Fleet. The twenty percent rule was introduced with moderate success. However, this did cut down the number of protests. The winners were as follows:

"A" Fleet

1. Ian Meller & Phil Tillman, BYC, 4862
2. Dave Durnford & Mike Worswick, BYC, 4129
3. Rory McIntyre & Pat Wallace, BYC, 5858
4. David Strutt & Jim Strutt, GRYC, 3401
5. Don Krajcarski & Ray Hirvonen, RAYC, 5470
6. Alf Warnock & Ken Jewers, BYC, 5757

"B" Fleet

1. Cynthia DesBrisay & Jenny Ryan, GRYC, 3400
2. Cliff Parker & John Worswick, LDYC, 3897
3. Geoff Erskine & Roy Jeffrey, GRYC, 4441
4. John Chenier & Doug Weir, RAYC, 5582
5. Marilyn Brown & Dennis Perras, RAYC, 5776
6. Bruce Wiggins & Marie Maher & J.P. Imnarigeon, RAYC, 5592

STRONG WINDS ENLIVEN POINT-AU-BARIL REGATTA

Association Island proved to be a good practice regatta for the big race at Point-au-Baril, where great winds, and good clear water drew over 20 boats.

All three races were exciting with winds starting at 20 plus, and growing stronger for each race. After the first race, everyone went into a sheltered area for lunch, and to change into some warm dry clothes. Then back to battle the elements for two more races.

If anyone wants great sailing, warm weather, and fun people to be with, then find your way up to Point-au-Baril next summer. You can't beat it !

Place	Skipper	Crew	Club	1st	2nd	3rd	Total
1	S. Cerny	H. Kettle	T.S. & C.C.	3/4	2	3/4	3½
2	L. Safrata	J. Safrata	R.C.Y.C.	2	3/4	2	4¾
3	I. Rogers	J. Rogers	P au B	3	3	3	9
4	G. Moreton	G. Moreton	P au B	8	9	5	22
5	J. Leishman	A. Wilkins	P au B	5	8	10	23
6	J. Bradshaw	S. Bradshaw	P au B	4	6	15	25
7	D. Gray	A. Gray	F au B	6	13	6	25
8	J. Michell	J. Michell	P au B	21	4	4	29
9	Don Davis	K. Hassard	O.H.S.C.	7	12	13	32
10	J. Evans	D. Lailey	P au B	13	11	9	33
11	D. Bongard	C. Owen	P au B	21	7	7	35
12	John Grant	S. Grant	P au B	9	16	11	36
13	F. Hardy	Bob Hewett	P au B	11	14	17	42
14	W. Wilkins	Y. Leishman	P au B	30	5	8	43
15	J. Isbestor	A. Isbestor	P au B	12	18	14	44
16	Geo Hobart	J. Hobart	P au B	10	20	17	47
17	J. Hassarn	J. Lawlor	P au B	21	19	12	52
18	Jim Lorrinan	T. Joyce	P au B	15	10	30	55
19	B. Phippen	G. Phippen	P au B	14	15	30	59
20	M. Ortvad	S. Armitage	P au B	16	30	30	76
21	J. Orviss	-	P au B	30	17	30	77
22	Jim Clarke	-	P au B	21	30	30	81
23	S. Harris	H. Boyer	P au B	21	30	30	81

* * *
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MUSKOKA LAKES SAILING CLUB

RACE RESULTS SUMMER 1975

STARTERS CUP

- 1) J. Langmaid
- 2) D. McLaughlin
- 3) A. Macnaughton

LASH SERIES

- 1) D. McLaughlin
- 2) H. Doherty
- 3) A. Macnaughton

MLA REGATTA

- 1) D. McLaughlin
- 2) L. Patterson
- 3) A. Macnaughton

ROBINS ISLAND

- 1) A. Macnaughton
- 2) H. Doherty
- 3) J. Duncan

WINDERMERE

- 1) J. Langmaid
- 2) D. Niblett
- 3) A. Macnaughton

McLAUGHLIN SERIES

- 1) J. Langmaid
- 2) D. Niblett
- 3) A. Campbell

WEDNESDAY SERIES (JULY)

- 1) R. Anderson
- 2) G. Slightham
- 3) L. Patterson

CHALLENGE

- 1) J. Langmaid
- 2) A. Macnaughton
- 3) D. McLaughlin

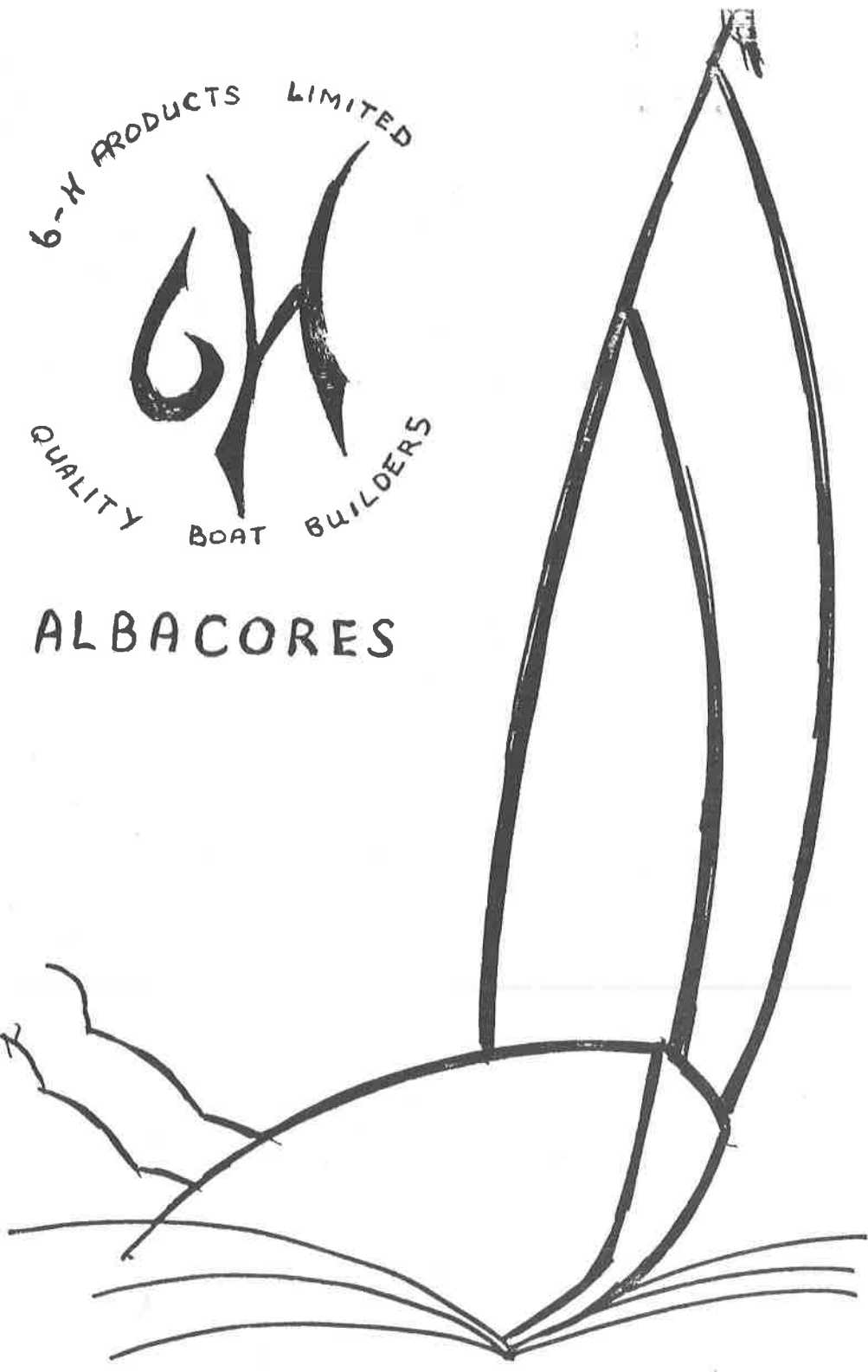
HEROES

- 1) A. Campbell
- 2) H. Wilson
- 3) P. McLaughlin

FAMILY TROPHY - (1) Joe Hill



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