FEBRUARY 1976

shackles & cringles

canadian albacore association

newsletter

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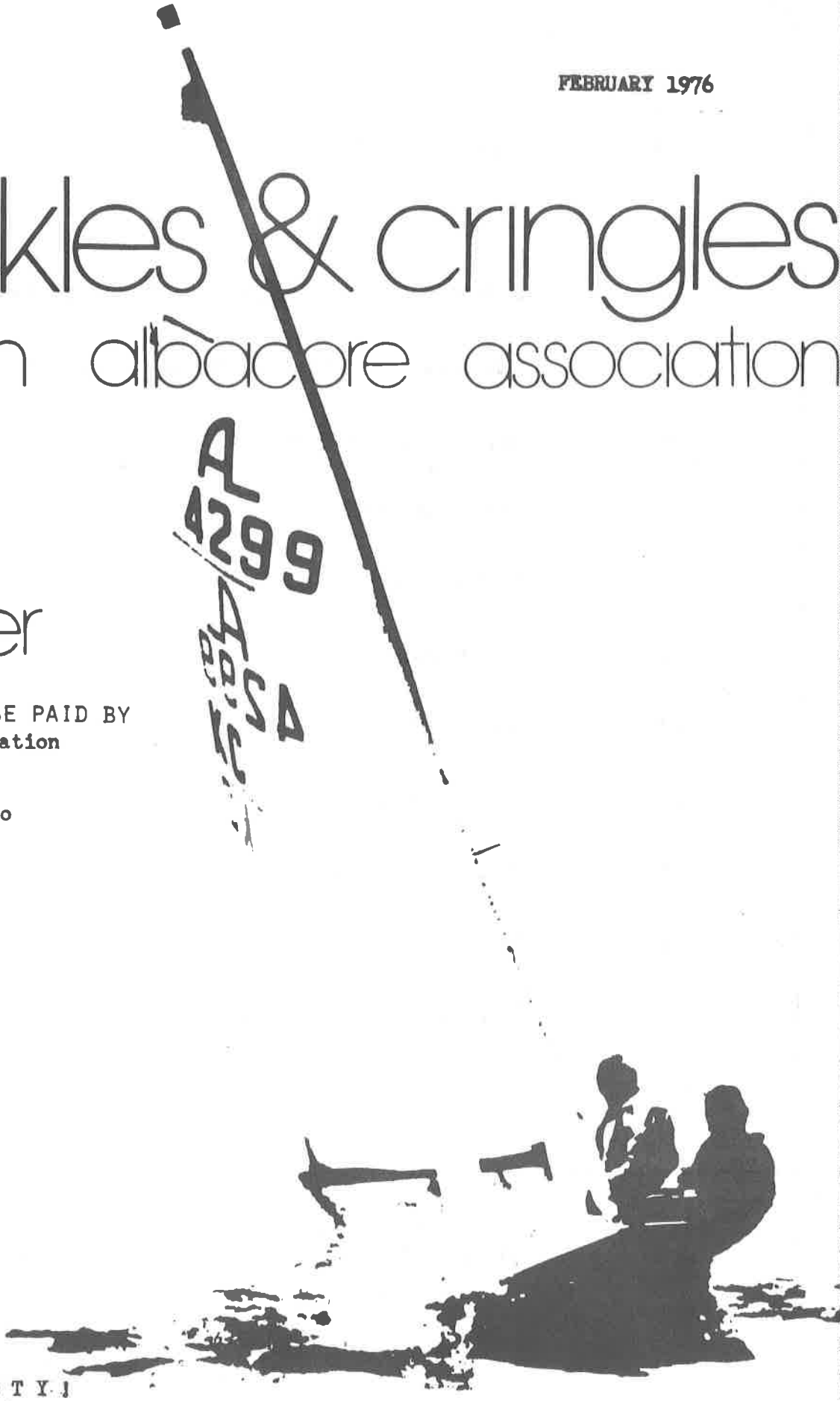

COME TO THE PARTY!

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shackles & cringles
canadian albacore association
volume XV number 1 FEBRUARY 1976

commodore

FEES - 1976 STYLE

By now members will have received their 1976 invoices for this year's fees and will realize that even this Association is not immune from the bite of inflation. The traditional fee of $7.00 was set back in the by-gone era of 50¢ beer and I am sure all members will recognize that the Association must increase its dues if it hopes to cover ever increasing costs.

In recognition of the increasing role that local fleets must play with increasing Class activities, the Association has decided that of the $12.00 fee, $3.00 will be allocated to Districts to be used by District Captains for local purposes. District Captains are therefore asked to submit to the Association Secretary before June 1st, a list of all currently paid up members in his or her District together with a proposal for the utilization of funds. Provided that the proposed plan is reasonable, the Districts' Captain will receive a cheque equal to $3.00 for each name properly submitted. It is hoped that this incentive will encourage local initiative to help increase class membership as well as greater local activity in each and every District.

Ian F. H. Rogers
Commodore

THE 1976 BOAT SHOW

by: Austin Marshall

Sailors have more fun !

This was apparent at the 1976 edition of the Toronto Boat Show as sailing enthusiasts turned out en masse. The wide variety of sail boats on display and the enthusiasm of sailors gives promise of a busy season in coming months.

The Association was invited to exhibit the Albacore in SAIL 76 in the company of several other popular centreboard and keelboat classes. The purpose of SAIL 76 is to promote the sport of sailing and all classes put together lively presentations to achieve this objective.

The Albacore display captivated the attention of show-goers and our success in attracting viewers was due, largely, to our display boat, "Fiddlesticks". This boat is Albacore No. 480, a moulded plywood hull which has been beautifully renovated and refinished by her owner Nick Hancock. People were most interested in the life history of the boat, which came to Canada in 1958 as a training boat for junior clubbers, and had a distinguished racing record in 1975. One of the strengths of the Albacore class is the ability of old boats to compete against the latest models.

Over 50 Albacore sailors took turns staffing the display over a busy 10-day period. They did an excellent job of promoting the Albacore and our Association, and answered a wide variety of questions about the sport. Over 3,000 brochures were handed out.

Many thanks to Nick for getting "Fiddlesticks" ready for the Show, and to all the sailors and clubs who took part in making our exhibit a success.

CLEW OUTHAULS, TRAVELLERS, JIB FAIRLEADS AND CUNNINGHAMS

by: Alex Macnaughton

CLEW OUTHAULS

An outhaul attached to the clew (aft bottom corner) of the mainsail of your Albacore enables you to pull out the mainsail towards the black line at the end of your boom. A clew outhaul should be adjustable from a convenient location. See Illustration A.

For beating into the wind in average winds, the clew of your mainsail should be positioned by your outhaul 2" or 3" from the black line. If you are beating in a heavy breeze, you will wish to pull the sail out on the boom as far as possible. This flattens the lower half of the sail, reducing its power and thus it is easier to hold the boat level, essential for racing.

If you are on a beam or broach reach, your outhaul should be loosened to allow the clew to travel forward along the boom about six inches. A full sail will give more power. Since an outhaul can only adjust the bottom half of the sail, attach some importance to adjusting the outhaul so that there are no wrinkles or few wrinkles in the sail along the boom.

When running directly before the wind, the sail is not an airfoil but is merely an obstruction to the wind and size is important. So use your control to pull the sail out to the black line on the boom. A tightened boomvang will also increase the mainsail's area.

TRAVELLERS

A traveller should be easily adjustable. See Illustration B. Its position while beating is important for the following reasons :-

(a) In average winds the boom should be so positioned horizontally by your traveller's position that the lowest batten of the mainsail is parallel with the centreline of your boat or canted slightly upwind (when beating you have normally about 4° leeway). The end of your boom will then be over a point on your transom about 10" from the gunwale. This will permit a mainsail as full as possible and therefore as powerful as possible without undue backwinding of the mainsail at its luff by the jib. In heavy breezes, to help you to keep the boat level, the boom should be positioned closer to or over the gunwale.

(b) In medium winds and to a lesser extent in light winds, the boom is to be positioned vertically so that there will be only a little twist to the sail, i.e. the top batten is to be nearly parallel with the lowest batten. But in heavy winds, twist should be more so that the top batten is up to 25°

con't . . .

further off the centreline of the boat than the lowest batten. This reduces the leverage of the top of the sail to keel the boat.

(c) Avoid using your boomvang when beating because it does not tighten the luff wire in your jib. The wire in the luff of your jib must be kept from sagging to leeward and aft and the only method of doing such in anything but a light breeze (by tight stays) is to position your traveller so that the mainsheet will incidentally pull the mast aft. A jib luff sagging to leeward and aft causes the wind coming off the jib to flow into the luff of the mainsail rather than around it, backwinding it.

(d) In very light winds the weight of the boom and the sailcloth, coupled with pull of your mainsheet, causes the sail to be too flat and to have no twist. Some twist in light weather and a full sail are desirable. To reduce the pull of the mainsheet the traveller should be positioned well to weather of its centre point after each comeabout.

An Albacore must be kept level in heavy weather if the race is to be won. Easing the mainsheet in gusts allows the boom to life and consequently the upper part of the sail twists off to leeward. This reduces the power of the upper part of the sail where there is leverage to heel the boat and has been for decades the standard method of avoiding heeling caused by a gust. Most texts recommend it for this purpose. But in the January 9th, 1976 edition of Yachts & Yaching, an English fortnightly magazine, there is an article by Bob Fisher on the new Tasar, a two-man sloop rig, 14'10" big brother of the Lasar, mainsail area 90 square feet (same as the Albacore except the roach is also counted). Following is an excerpt, "Two of the prototypes were sailed against each other in early trials in gusty weather and no matter which boat it was or who was sailing it the winner on a windward leg was ALWAYS the one who played the traveller rather than the one who played the sheet". The word "ALWAYS" is in capitals in the article.

FAIRLEADS

A fairlead for an Albacore should be on an adjustable track so that the fairlead can be adjusted forwards and aft about ten inches. The track should be mounted on the seat near the inside edge so that the sheet coming down and aft from the clew of the jib will make a certain angle. For an Albacore jib in average winds, the angle is as follows. The line from the clew of the jib forwards to the luff, bisecting the angle made by the leech and foot, should be extended aft towards the seat of one's boat. Then such line as extended aft should be moved forwards 10°. The point at which the line then meets the seat is the position for the fairlead. A protractor, the larger the better, will be a help to ascertain the correct position. In light winds the fairlead may be moved forward an inch or two. In heavy winds you may wish to move it aft an inch or two to flatten the sail (more pull on sheet needed) and to widen the slot.

For reaching you need a second fairlead, open like a hook, installed on the outside edge of the gunwale just in front of the shroud. As you commence reaching the crew loops the sheet over this open fairlead and the sheet is then operated through two fairleads.

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Instead of installing an open fairlead on the outside edge of the gunwale, many racing skippers are installing an outhaul at this point, adjustable from the other side of the boat. Such is called a barber hauler. See Illustration C. When close-hauled in normal winds the line is loose so that the ring or block on the jib sheet is loose and does not change the direction of the sheet. When reaching the line is pulled tight and cleated and the ring or block pulls the sheet to the outside edge of the gunwale. In heavy winds when close-hauled the barber hauler is used to pull the sheet an inch or so to leeward to widen the slot between the jib and the mainsail.

CUNNINGHAM ADJUSTMENT

See Illustration D on how a cunningham hole and line are installed. A sailmaker builds draft into a sail so that the draft is in the proper position for a medium wind when close-hauled. But a heavy breeze will blow the draft aft. Unfortunately in heavy winds several factors produce a weather helm and one of these is the fact that the draft is aft of its usual position. In heavier winds it is desirable that the draft should be forward of its original position rather than aft of it. Also, in heavier winds it is desirable to flatten the mainsail so that it will have less draft and therefore less power to heel the boat.

Conveniently, if you pull down on the cunningham hole line and cleat it, so putting considerable tension on the luff of the sail, the draft is pulled forward and also the sail is flattened. There is an ugly bunching of the sailcloth below the cunningham hole but this bunching of the cloth has little effect on the efficiency of the sail. Today almost all mainsails made for Albacores have a cunningham hole installed. It should be one of the duties of the crew to remember to pull down the cunningham hole and to cleat the line whenever the boat is close-hauled in a good breeze. He should remember to uncleat the line when changing from the close-hauled course.

An additional advantage to the cunningham is that wrinkles in the mainsail out from the mast can be eliminated by its gentle use in light and medium winds.

A cunningham on the jib is useful. As with the mainsail a strong breeze will blow the position of maximum draft aft in a jib. This causes the leech to curve inwards and so direct the air flow off the jib into the luff of the mainsail rather than around it, an important disadvantage. A cunningham will pull the draft forward rectifying the situation. Many new jibs now come equipped with a cunningham hole. The line should be led down to the deck and then either over the deck or under the deck to a convenient cleat. But there is a problem. The sailcloth should, of course, curve to leeward at the luff wire. Don't install your cunningham line to the deck so that the fore two or three inchese of the cloth, tack to head, are pulled in by the use of the cunningham to a position above the centreline of the boat.

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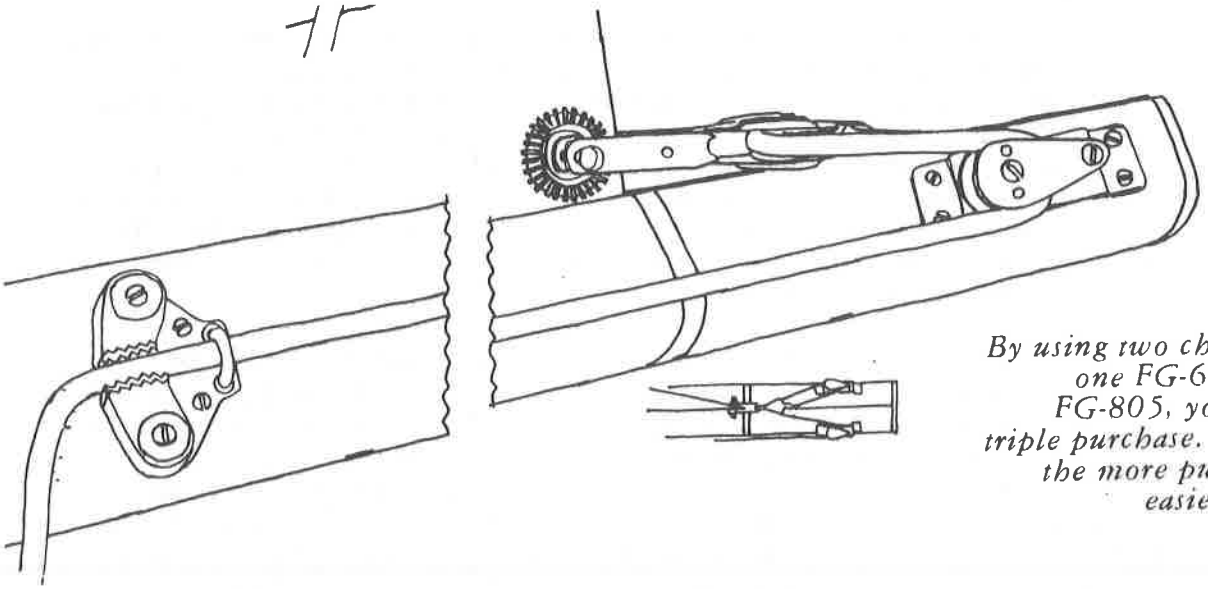
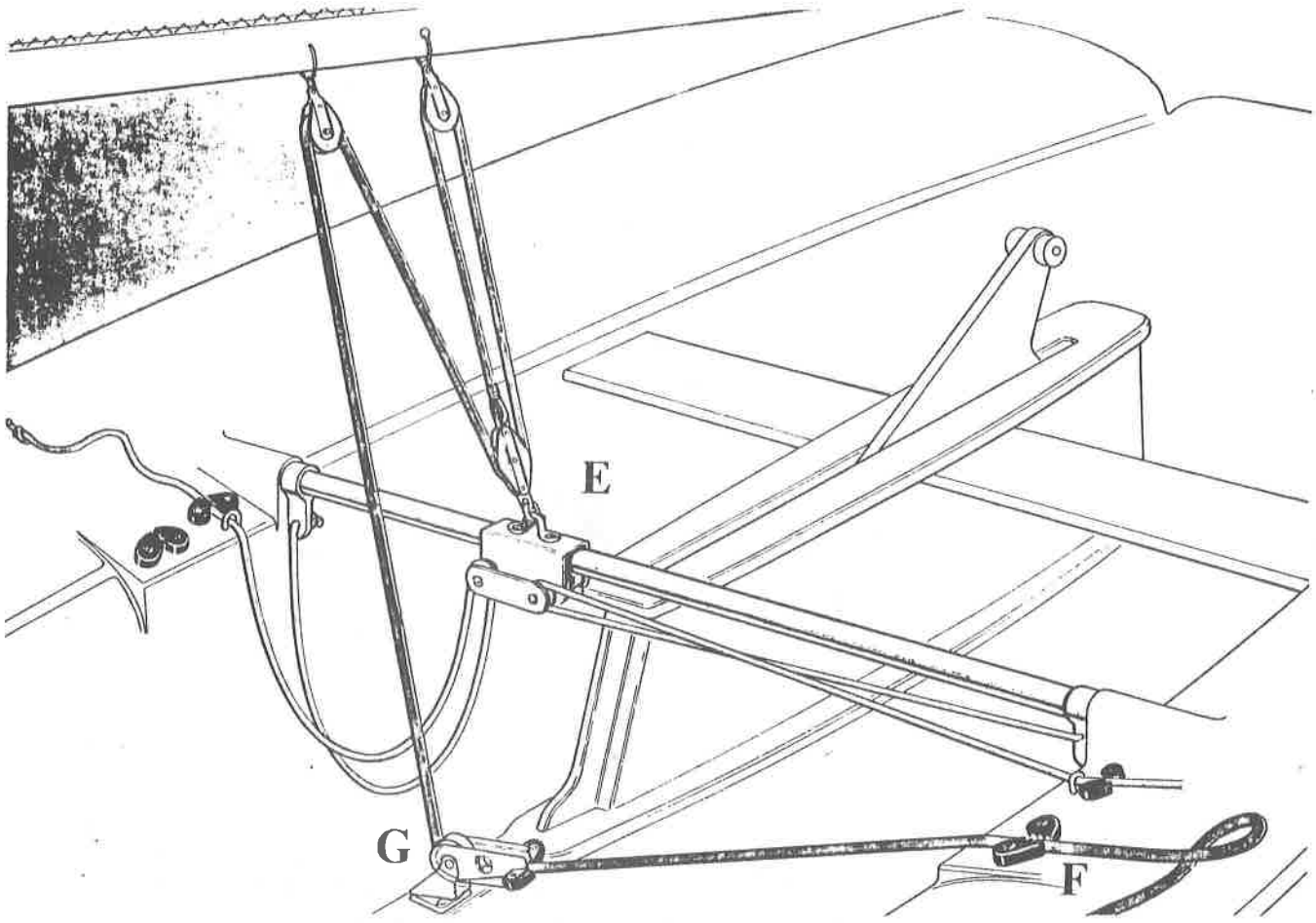
ILLUSTRATION (A)



By using two cheek blocks, one FG-679 and one FG-805, you can get a triple purchase. Remember the more purchases the easier the work.

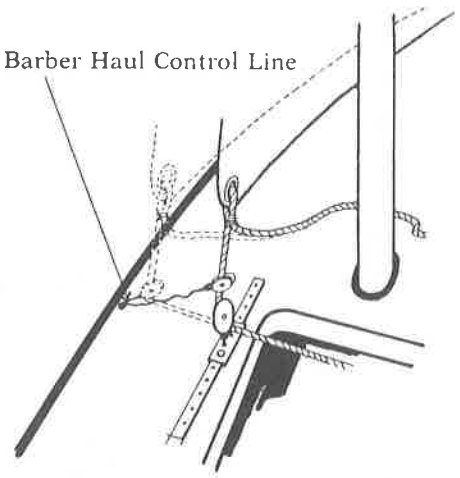
A typical outhaul, except that the starboard block is not usually included on an Albacore. Instead the outhaul line is fastened at that point on the boom. The cleat is usually installed on the boom near the boomvang for easy operation by the crew. Diagram is taken from a Nicro Fico advertising pamphlet.

ILLUSTRATION (B)



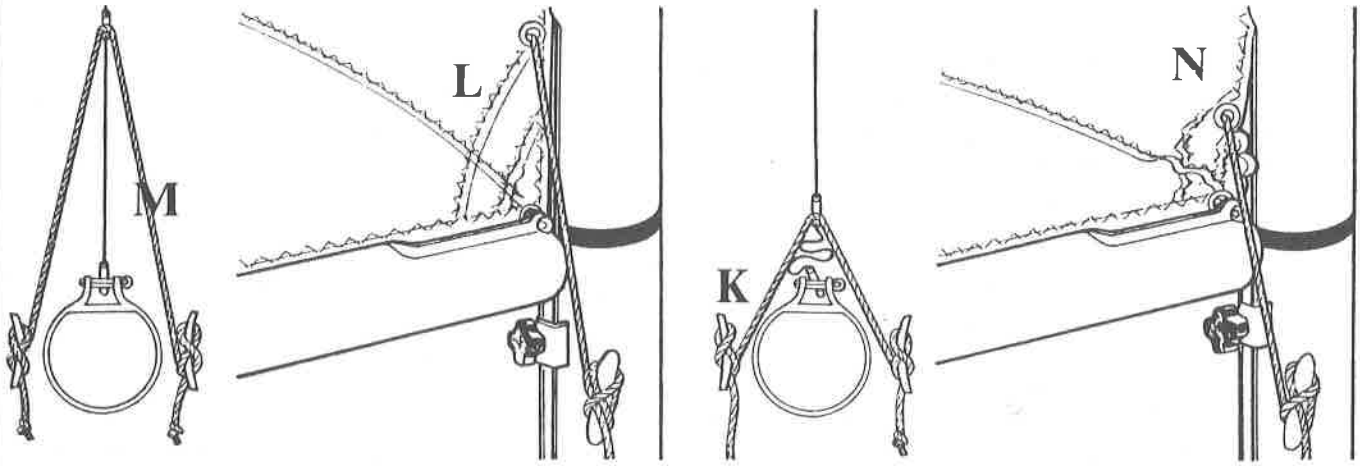
A typical traveller with mainsheet. Diagram is from Creagh-Osborne, "This Is Sailing", Nautical Publishing Company Limited, Publisher.

ILLUSTRATION (C)



A diagram of a barber hauler from "Sail Power" by Wallace Ross, Alfred A. Knopf, Publisher. In an Albacore the track for the fairlead is usually on the inside edge of the seat instead of the gunwale as depicted. The line to position the block (or plastic ring) riding loosely on the jib sheet in the diagram should be led down through a hole in the outside edge of the gunwale, back under the gunwale, through the hull, across the boat (in front of the mast) to a cleat on the windward side, convenient for the crew.

ILLUSTRATION (D)



A cunningham hole on the luff of a mainsail and its line. Usually cleats enabling faster action than the "open base" cleats pictured, are installed. Often the line is fixed to the mast on one side necessitating only one cleat. Diagrams are from "This Is Sailing", by Richard Creagh-Osborne, Nautical Publishing Company Limited, Publishers.

SAND LAKE - NEW SITE FOR WORLDS QUALIFIERS ?

Editor: Trickling down from the Algonquin heights have come increasingly insistent stories that Sand Lake, the Shadow Lake of those parts (so it claims), is now a possible site for one of the next World's qualifying regattas. This rumour has been strengthened recently by the announcement of one of the leading contenders in 1975 that he will be at the annual Sand Lake regatta in 1976 to test its renowned winds. Consequently we have asked our northern racing correspondent to check Sand Lake. Here is his report.

First of all, it does exist. It's down a track a few miles north of Huntsville. In an area known for its pioneer artifacts, the true Uffa Fox Albacore concept is both cherished and burnished bright by Sand Lake Sailing Club's Commodore. "Nothing like paint for a good finish," he tells you. At a guess I would say his boat is hand painted with red anti-fouling and is reputed to weigh 378 lbs. "Sturdy as a rock and slippery as an eel," says the Commodore as we struggled to launch her for a sail round the Lake. Raising his main, an old Firefly sail, and setting a spinnaker sideways ("fills better that way now") we set off. Sand bars are the first warning to new sailors at the lake. They extend far out. As we planed out in a freshening S.W. wind with the Commodore nonchalantly puffing on his pipe (another pioneer artifact ?) I noticed the water was only a foot deep. "Not to worry," exclaimed the Commodore, "we will soon reach the drop off," as he settled his white Albacore hat more firmly on his head.

The lake itself is about a mile across and set in a green bowl of hills. Winds when they come tend to be unnoticed as they wend round these hills and strike the lake with great force catching the newly arrived sailor by surprise. The vagaries of these winds are renowned locally. Boats have been seen a hundred feet apart beating on opposite tacks ! "Experienced local men too!" adds the Commodore. A triangular course can be set but it is small. The locals prefer a dog leg into a bay where the wind invariably dies. It's here the local men show the newcomers who are the boys at the sailing game - so they say.

The starting line is always off the Commodore's cottage as he owns the marks, the starting whistle and alone knows the local rules. The first time I attended the renowned Sand Lake regatta, the wind blew most strongly making the Commodore's cottage dead down wind. In the storm-tossed conditions the locals coming for the Skippers' meeting couldn't see where the drop off began and in searching for it were one by one wiped out in an astounding series of dumps. Dragging their boats in through the surf they welcomed the Commodore's decision to postpone to another weekend and sat down to some serious beer consumption.

This year conditions were more favourable. The boats assembled in good order and the Skippers' meeting began. "We shall have a gate start this year," announced the Commodore. "They will all start too soon

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but it's easier than the whistle," he told me. The course was twice around and included the famous dog leg. "Stay way from the land in the bay," he advised me. As he predicted, they all started too soon except one man. "Never could reach him so I just tacked and disqualified him," he told me afterwards, for the wind had died to a gentle zephyr. To get out to the point on the dog leg meant sailing straight out from shore on port tack. Later starters on starboard had no advantage as the port tackers had no intention of losing the fragile way they had. So later starters were forced to port and to leeward to boot. Don't thwart the local men en masse, they burn boats in the dead of night in these parts if you're not polite to them ! The Commodore held to his own advice and stayed well clear of the point of the dog leg. As a visitor I followed a local sailor who soon had the lead. To my surprise he hugged the shore and we arrived at the first mark well ahead of the rest of the fleet. A sudden windshift gave me the lead as we reached the mark. Five minutes later we passed the Commodore still on the beat. A loud "Hrrumph" came out of him accompanied by a cloud of acrid smoke from his pipe. Halfway down the reach my opponent came up fast and I luffed him in an attempt to hold him back. "I say, old fellow, are you in trouble?" he asked. "No," I replied, "that was a luff." "Oh, I thought you had lost control!" The native cunning. I was so bewitched by such seeming polite innocence that next time he came up he sailed right over me.

On the third leg the wind died right away and we drifted home in a shortened course. "It's just not good enough," remarked the Commodore, "at last Sunday's service the Padre asked me what wind we should pray for and I specified south-west ten. However we get more time for the beer."

If the Sand Lake sailors prayed harder and got good winds it could be considered a site for a qualifying regatta. However they are likely to take six out of the top ten places using cotton sails, steel centreboards and local boats whose combined numbers added to less than a thousand ! My recommendation is that the British sailors when they next come over for the Worlds are invited to a tune-up regatta at Sand Lake. Now that would shake their morale and the Sand Lake crowd would do it with such grace.

Postscript Editor: We are forwarding this assessment to the Qualifying Regatta Site Committee who have promised an early response. The Sand Lake Padre has been made an honorary member of the Canadian tactical committee.

* * *

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OPEN LETTER

Mr. Keith Bull, Editor
156 Glenview Ave.
Toronto, Ontario

Dear Mr. Bull,

This past September, I sailed in my first Canadian Albacore Championship, and may I say right off that I was most impressed by the large fleet and overall active participation in Ontario and throughout Canada. The boat is one in which everyone enjoys themselves, and the fact that is it is easy to handle is the basis of its popularity. The Association has done a good job in organizing the regattas, making them fun affairs where you can meet new people.

I was also impressed with the high quality of the competition in the "A" fleet at the Championship. Of course, in the Olympic classes, where I do most of my sailing, top competition is always at hand, but at the Albacore championships I was taken by the activity and keen enthusiasm of the sailors.

Because of the number of races on the schedule each season, Albacore sailors have more time to develop sailing skills. Olympic classes are highly competitive and tough to win, but few boats actively participating in racing means that development and improvement is not likely to be as great as in a popular boat such as the Albacore. When you're on the water racing, you have to improve to some extent.

A lot of talking and thinking is done in Olympic classes in relation to the amount of time spent in competition. This talking, of course, leads to some of the most important innovations in other non-Olympic classes, but in terms of developing pure sailing skill, there is quite a bit lacking. Consequently, your mind is well tuned to new ideas and techniques to beat your competition, but it is at the expense of natural skill that can only be found through time on the water.

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When I think back to my early sailing days in Denmark, I recall that most of our time was spent on the water. However, this is not so much the case today, I don't think. Consider the small number of important regattas for Olympic classes in this area in comparison to the racing opportunities for a locally strong class, such as the Albacore. One must also remember the serious, and at times, frantic attitude Olympic class sailors have towards their sport. Sailing is a tense game at that level, and this is unattractive to many people. I personally found the mood at the Canadians most pleasant and relaxed.

I'd like to make a few observations about the boat itself, and perhaps my ideas and impressions as an outsider will be of interest to other sailors in the Albacore fleet. We were fortunate to have a wide variety of conditions at the Canadians, and crewing with Bob Malby gave me a good opportunity to look at the boat, its rig and its layout.

I firmly believe, after sailing with Bob, that an Albacore should not have a centre traveller. The reason for this is that with the skipper required to sit so far forward, it is impractical to have a traveller in the centre. Tacking smoothly is important, and having to clamber over the traveller each time can distract the helmsman. The solution to this problem is the end boom traveller. By clearing the cockpit of the traveller and its associated lines, the skipper and crew can move their weight fore and aft without restriction. Sheeting is not hampered in any way, in fact, less purchase is required when the blocks are at the end of the boom. You could use a single line with a ratchet block on the centre board case.

This brings me to another comment on mainsail sheeting. I have never liked mainsheets that cleat in the centre of the boat, especially in heavy wind. When you cleat the main, you loose the feel of the boat, and I prefer to sail upwind with the sheet in my hand. Of course, when the traveller or cunningham need adjustment, the sail must be cleated, and cleats on the side deck are necessary, in addition to a ratchet block. When you hold the sheet, you can learn to feel how the boat is moving and can react quickly by adjusting the sheet. I tried to impress this idea on Bob during the championship, and I know that he now appreciates that the sheet can be played to advantage in a breeze. Heavy air has never been Bob's favourite condition, but once Bob knew how to handle the sail, we had excellent speed in the last race of the championship.

The boom vang is fast becoming an important adjustment on all dinghy classes. A powerful vang using a lever, or multiple blocks led back to the helmsman, will provide sufficient control over the leach of the main, so that a long traveller will not be neccessary. Once you set the leach the way you want it with the vang, you can use the mainsheet to adjust the angle the boom makes with the centreline.

There are two ways to sail an Albacore upwind in heavy air. Both are good, and the choice as to which to use is really a personal decision.

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One method is to pull the boom vang down very hard to keep the leach straight, and ease the sheet in the puffs, (this being equivelent to easing the traveller). The second method, and my personal favourite, is to let the sail twist by not using as much vang tension. I've always sailed my boats this way in heavy air, and I guess it comes down to "feel". When the vang is tight, I can't "feel" the boat react, but with twist, I know when the boat is moving well. Again, both are successful techniques, but you should try each before deciding which one is for you.

With respect to the mast, I do not recommend spreaders on the Albacore. Because of the large distance between the step and the deck, you can easily control the mast with a series of blocks, or a multi-purchase mast pusher (if the rules allow). Spreaders are tricky to adjust, and usually confuse and complicate tuning, so if your mast is stiff enough, I'd take your spreaders off. Diamonds also are unnecessary. Since there is no trapeze on the Albacore, it is sometimes beneficial to let the mast bend sideways - it makes the boat easier to hold down in heavy winds.

Bob and I tried our new FoghSpar section at the Canadians, and found it to be successful in all conditions. In light air, we were able to bend it to flatten the main, and with the addition of blocks at deck level, were able to keep it stiff in medium conditions. In heavy air, the flat-tenned top and sideways bend kept us moving well. This is the type of mast you should look for - one that performs in all weather conditions. If a mast is too stiff on the Albacore, you will never be able to keep the boat flat, unless your crew is an ox. There is too much power developed in the rig, and without a trapeze, it is wasted power, power that must be expelled by excessive pinching or flogging sails. It is possible to cut a sail for a stiff mast, but this will not be a successful all-round combination. One mainsail should be sufficient if carried on a good spar.

The shape of a jib is hard to change once it is on the boat. There is no mast to bend, and the shape that is built into the sail is basically there to stay. Changing the leads and adjusting the sheets can help, but still there is not the same flexibility in shape as is available in mainsails. Bob and I found that for the best performance, it is necessary to have two jibs. One jib should be full for light conditions. The Albacore is under canvassed, and in gentle breezes it is important to develop as much power as possible. However, when the wind is over ten knots, the Albacore begins to get overpowered, especially without a trapeze, and a flatter jib is required. This is the same situation in Solings, 505's, 470's and other classes; once the wind extends beyond a certain velocity, the jib must change. In the Albacore, that velocity is around ten knots.

Looking at the various layouts at the championship was interesting, but I have always felt that the simple boats are often the fastest. The main cunningham, boom vang and outhaul should all be easily adjustable by either the crew or the helmsman. The jib cunningham could be run across the foredeck to a cleat by the mast. The crew can be in charge of all these adjustments, leaving the helmsman to look after the mainsheet, traveller and the tiller. He can concentrate on his boat handling and let his crew

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make adjustments and advise on tactics, instead of just hanging over the side.

A couple of other items are worth mentioning. Bob's rudder was the swing-up type, which may be handy for landing on beaches, but the blade wobbles inside the head, so when you move the tiller, there is a slight delay before the boat changes course. I think the rudder should be one piece, with the tiller mounted permanently in the head if possible. This will help control the boat, particularily in heavy air.

In conclusion, I'd like to say that the Albacore is a great boat for many people, and its success proves that the Association has done a good job of keeping gimmicks and elaborate accessories to a minimum. I understand that the class has some serious problems facing them right now, and I'd like to encourage the officers to face these questions directly and make strict rulings. Special hull shapes, gybing centreboards and other fancy devices that have evolved from the Olympic classes are not neccessarily the best thing for the Albacore class. As the boat becomes more popular, pressure will increase to adopt these developments. I hope the Association will appreciate that the strength of the class lies with the average sailor, and not with the hot shots, and their rulings should reflect the feelings of the class as a whole.

One day I might be an Albacore owner, and will have a chance to steer my boat at the Canadians, but as Bob's crew this year, I enjoyed the opportunity to observe various rigs and sails. I wish the class best of luck, and look forward to racing with you again.

Sincerely,

Hans

Hans Fogh

D E C K I T Y O U R S E L F !

by: Barry Pickthall

Based on an article printed in March 10th, 1972, issue of Yachts & Yachting.

(Reproduced from "Alive", the U.K. Albacore Newsletter)

You need a new dinghy for next years championships at Plymouth. Delivery dates have spiralled well into next season and, to your mind at least, prices have escalated way out of proportion since you last spied them. So what's the answer ? One is to keep your old boat in commision for another season - the other would be to build your own ! Now before you raise your hands and cry impossible, ponder awhile on finishing a part completed hull. Certainly, if you are capable of making a reasonably straight saw cut and have dabbled in home woodworking, the task would not be beyond your means. Neither do you need a veritable boatyard full of tools - the garage will suffice and the usual handyman's tool kit is all that is required. So how does one commence the task ?

THE HULL: With time at a premium now, and spring and V.A.T. approaching fast it is best to buy a completed hull. Wooden shells with built-in centreboard case and buoyancy tanks will probably carry the same delivery delay as a finished boat, so let's discuss the alternative - glassfibre. The Albacore having plenty of hull curvature is ideally suited to this method of construction and can be made equally as stiff as a wooden boat. Where the hull shape has insufficient curvature to offer adequate panel stiffness, a thin layer of micro balloon paste can be applied between the penultimate and final layers of mat. The beauty of this material is that it need only be applied locally to areas needing extra stiffness such as in the bow and on the floor. The paste need not necessarily make an overweight shell since with sandwich construction the number of laminates can be reduced in the moulding.

A fast racing dinghy is certainly not a phenomenon that just happens, as so many people imagine, but is created by careful control of hull shape, weight and weight distribution. With a glassfibre hull the shape is determined in the mould and cannot be altered significantly, but by controlling the resin/glass ratio and by keeping as much weight out of the bow and stern as possible, a fast hull can be produced. When ordering a hull from Frostrite Plastics, the Albacore moulders, discuss these points with Ted Colbrooke as he has had previous experience in constructing hulls to these requirements.

DECK DESIGN: With the Albacore, a certain amount of latitude is given to deck design in the rules. The main criterion for decking is an efficient,

cont'd . . .

comfortable plan with maximum beam for sitting out and minimum weight fore and aft. The foredeck should be constructed in monocoque form so that the plywood is virtually self supporting, requiring the minimum number of beams. The most commonly used method of drawing the deck camber is shown in Fig 1.

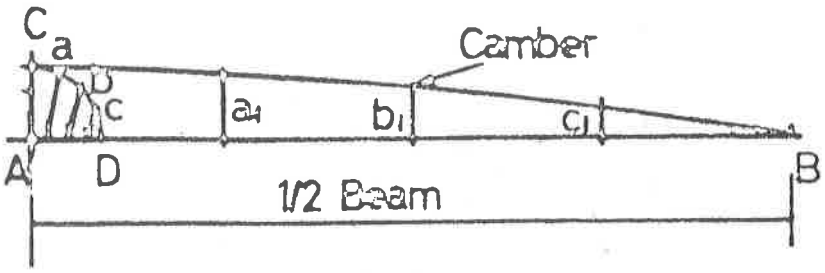


Fig. 1.

Mark off AB equal to half the beam. AC equals the amount of camber required and should be 10mm high for every 100mm of beam. With radius AC draw a quadrant cutting AB at D. Divide the qudrant and the line AD each into four equal parts and join up the corresponding points to give three lengths, a, b, and c. AB is now divided into four equal parts and perpendiculars erected at each, a1, b1 and c1. Mark off the lengths a, b, and c, on the corresponding perpendiculars a1, b1, and c1 and draw a fair curve through the points to give the deck camber. This curve has to be constructed for each successive beam and to add further strength the king plank can be arched to a ratio of 1 mm in every 100mm with maximum curvature 1/3 aft from the bow.

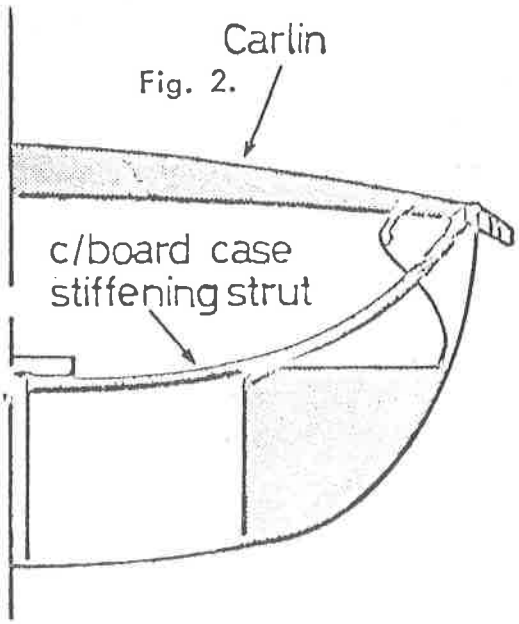


Fig. 2.

A continuous laminated carlin enclosing the mast step and attached to the hull at the shroud pads, offers a triangular structure between the shrouds and deck and, if this is combined with a secondary beam attached to the centreboard case, makes for very rigid construction (Fig. 2). The main disadvantage with this is that cleats and kicking strap winches, normally attached to the mast, must be relocated in the boat, but this is a small price to pay for the extra rigidity.

The comfortable sitting out position is a must on those long hauls up the windward beat and considerable thought should be given to the shape of the side decks and toe strap positions. Cut out accurate leg profiles which hinge at the knee, representing both the helmsman and crew. Offer these up to the hull. The pressure points of the calf and thigh should be spread over as wide and as flat an area as possible (Fig. 3). The gunwales too can be brought into effect by being as wide as possible in a sitting out area and the optimum angle can be determined by offering up the leg profile. The gunwales should be cut away to the minimum width allowed around the foredeck and again at the stern as this will both benefit the weight distribution and cut down wind disturbance around the foresail.

cont'd . . .

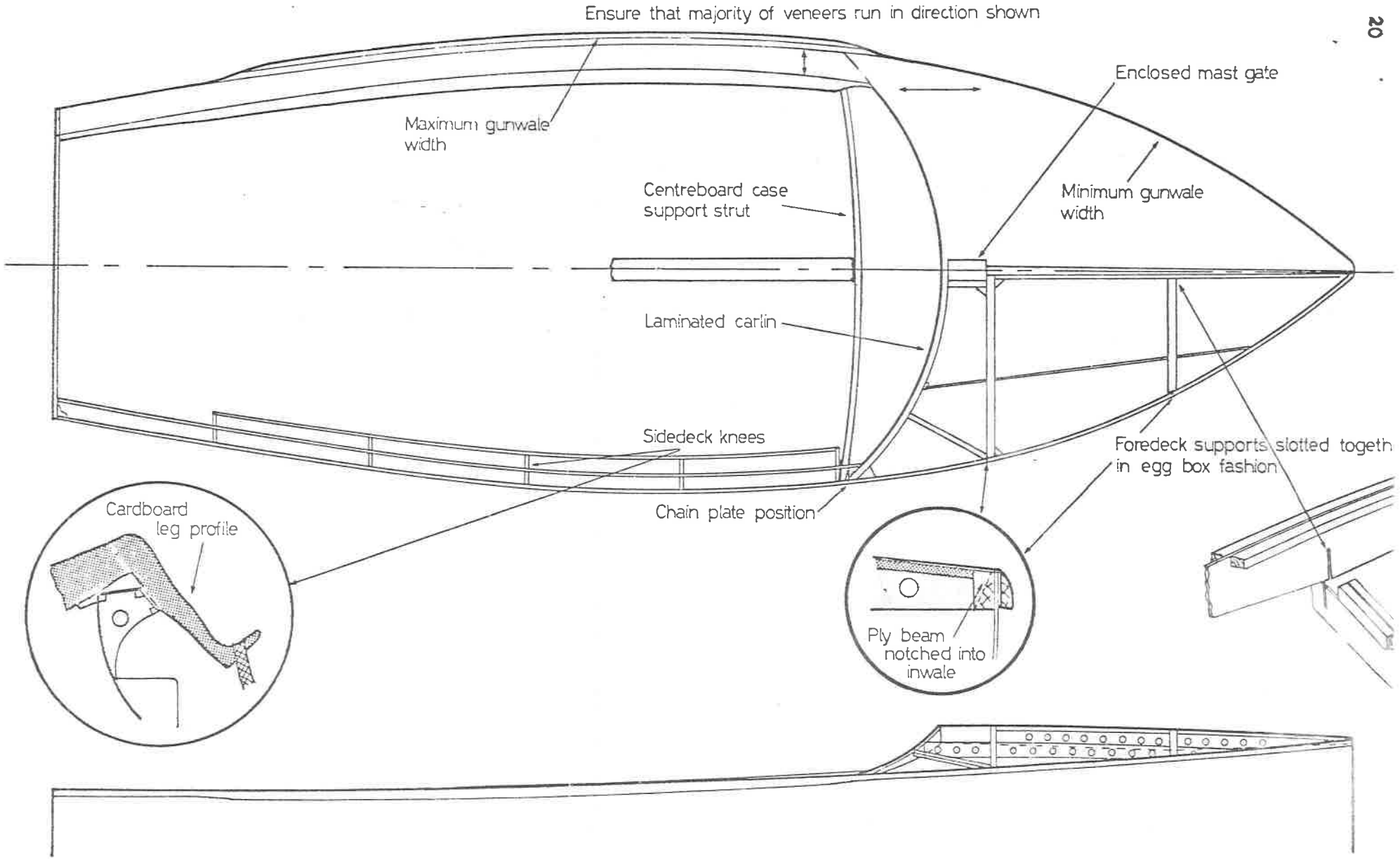

Ensure that majority of veneers run in direction shown
Maximum gunwale width
Enclosed mast gate
Minimum gunwale width
Centreboard case support strut
Laminated carlin
Sidedeck knees
Foredeck supports slotted togeth in egg box fashion
Chain plate position
Cardboard leg profile
Ply beam notched into inwale

Fig. 3

CONSTRUCTION: Before the hull is taken out of the mould ask Fostrite Plastics to bond in four of five temporary beams 2in to 3in below the sheer to retain the shape when the hull is being transported, and during the preliminary construction stages. Another useful tip is to stipulate to the builder not to clean the mould release agent off the shell, as this will make life easier later on when one needs to clean off the resin runs and the like which always occur during the building stages. The hull moulding is curved over at the sheer and by trimming this off to the base of the curve, the sheer line is determined.

The foredeck beams and king plank can be constructed from 4mm plywood with spruce or similar timber stiffeners and fitted in eggbox fashion (see Fig. 3). Likewise, the sidedeck knees can be made from similar materials and then glass taped to the hull. This is best undertaken by locating the knee to the shell with glassfibre filler, and once this is hardened applying the glass tape.

The gunwales and inwales take considerable stress especially in a collision and it is well worthwhile making these of spruce or similar timber between 15mm and 18mm by 25mm in section and tapering at the ends. Glue these to the hull sides with epoxy resin and fasten through with annular ring nails.

The transom needs considerable beefing up to withstand the stresses set up by the rudder. This strengthening can be in the form of a piece of wood or a sandwich construction of plywood and glass. The former method is the easier and probably the smarter and, like the gunwales, is bonded to the shell with epoxy resin.

Finally the plywood. Best use should be made of its construction. Ensure that the majority of veneers run the same way as the strains, i.e. longitudinally on the foredeck and laterally on the sidedecks. This will make for stronger construction and reduces the number of sidedecks and foredeck beams required. As there are considerable strains on the sidedecks it is advisable to glass tape all the seams on the underside. However, do not glue the deck to its supporting beams - only to the carlin, king plank and gunwale, otherwise they will show through like the ribs of a starving dog once the boat is finished.

By keeping the three main criteria in mind - comfort, overall weight and, above all, weight distribution, you should not be disappointed with the dinghy's performance and, once completed, all there is left to do is to tune up the rig and put in the necessary hours of practice before becoming a potential world champion.

* * *

A useful book covering many aspects of dinghy construction is "Boatbuilding Methods" by Peter Cook and published by Adlard Coles Limited.

Copies can be obtained at £2.25 post free from Yachts and Yachting, 196 Eastern Esplanade, Southend on Sea, Essex.

JOTTINGS FROM CAA & OSA

"The CAA has been advised by the C.Y.A. that their budget application this year includes a cost of 6 people (or three crews) to come from British Columbia and a like amount from Manitoba to the Canadian Albacore Championships at Fern Resort. The funding will consist of 50% of the economy air travel fare but no funds for accomodations in Orillia. It is to be hoped that their provincial Sailing Association's would provide a like amount to match the C.Y.A. The funds made available by the C.Y.A. are not applicable to the Canadian Junior Championship as it is the C.Y.A.'s policy to only fund Canadian Championship events."

"The Ontario Sailing Association provides funds for people who qualify to become members of a Development Team. To qualify you must be in the top 50% at their class, Canadian Championship, and agree to undertake a training programme to improve your sailing ability."

"Congratulations are in order to Paul Magnini whose Development Team application has been accepted for funding under the Albacore Class."

"Congratulations are also in order to another one of our members, Barry Poyntz, who is similarly being accepted, but under the 470 class. Best wishes and success to both of them".

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

It is hoped that Class Associations will assist members of their Class, aspiring to excellence in competitive racing, and interested in becoming a member of the Development Team.

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

Class Associations may advise this office of qualified sailors wishing to apply for Development Team membership. Application forms are available upon request from the Ontario Sailing Association."

From The Ontario Sailing Association: The Board of Directors of OSA draw to your attention the fact that members competing and representing non CYA/OSA member clubs in competitions where the IYRU rules are prescribed, are contravening those rules, Part 111, Section 20 and 21, a copy of these are shown on the next page.
At the present time, there are three or four clubs who are not members of CYA/OSA. They have been advised of their position and the fact that we cannot predict what course of action will take place while their members are competing in events where the CYA/IYRU rules apply."

cont'd . . .

Jottings continued . . .

From The 1973 Yacht Racing Rules, IYRU

PART 111 - GENERAL REQUIREMENTS

Owner's Responsibilities for Qualifying his Yacht

20 - Ownership of Yachts

1. Unless otherwise prescribed in the conditions of entry, a yacht shall be eligible to compete only when she is either owned by or on charter to and has been entered by a yacht or sailing club recognised by a national authority or a member or members thereof.

2. Two or more yachts owned or chartered wholly or in part by the same body or person shall not compete in the same race without the previous consent of the race committee.

21 - Member on Board

Every yacht shall have on board a member of a yacht or sailing club recognised by a national authority to be in charge of the yacht as owner or owner's representative.

POINTE-AU-BARIL ISLANDERS' ASSOCIATION

SAILING RACE RESULTS - SUMMER 1975

JULY SERIES

1. John Leishman
2. Gail Regan
3. Warren Wilkins

AUGUST SERIES

1. John Michell
2. Deborah Bongard
3. Jim Bradshaw

OVERALL SEASON CHAMPIONS

1. John Leishman
2. Gail Regan
3. David Gray

The Ontario Sailing Association with the kind permission of Better Boating Magazine has reproduced an excellent article from the May/75 issue of that magazine. This article, written by Harold Wright, lends great encouragement to sailors and boatsmen who may have to contend unexpectedly with cold water at this time of the year, and in the fall.

Scientists in British Columbia prove

THE COLD WATER KILLER CAN BE BEATEN

By HAROLD WRIGHT

A KILLER lurks in Canadian waters. It strikes suddenly at unsuspecting boaters. Its favourite prey is canoeists, fishermen and hunters. Unlike bears, which hibernate in the winter, this killer hibernates in the summer in the inland waters, although it has been known to strike even in mid-summer in some of the colder coastal waters.

The killer is most active in early spring or late fall and has even been known to take a swipe at snowmobilers when there are no boaters left around to attack. It can finish you off in a few minutes, or it may linger over you for several hours. The killer has a fancy name ... ***hypothermia*** ... but may be more familiar to you as the cold water human body chiller.

Until recently, very little definitive information existed about hypothermia and cold water, but Dr. John Hayward and his colleagues at the University of Victoria in British Columbia have changed all that. Not only have they made detailed, carefully controlled and documented scientific studies of hypothermia and its effect on the human body, they've also come up with methods for fighting the killer, methods that you or I can use if we are aware of them. Dr. Hayward's work is a milestone in water safety.

The waters in the Strait of Juan de Fuca are noted for their year-round chilliness, never above 50°F and often as low as 39°F. Since these waters are relatively close to the University, this is where the experiments were carried out. Using himself and a group of male and female volunteers as the test bodies, Dr. Hayward kept his subjects immersed in the cold waters of the Strait for varying periods of time, monitoring and recording the essential body functions in much the same way as NASA does with its astronauts.

A ship was loaned to serve as a floating laboratory. One room was equipped with instrumentation read-out and recording equipment. A landing stage and boarding ladder were arranged at one side of the ship to permit easy access and exit from the water.

WHAT IS HYPOTHERMIA?

Hypothermia is the lowering of body temperature deep within the body. We have all experienced being cold, something that with most of us never progresses beyond the skin. It becomes dangerous when the body loses enough heat to cause the temperature deep inside the major body cavity to drop too low.

When a person is immersed in cold water, the skin and outer layers of tissue cool very quickly. About 10 to 15 minutes later, the temperature of the heart and brain begins to drop. The body reacts by shivering violently. If the temperature of the interior of the body drops below about 90°F, unconsciousness results and death, usually from heart failure, follows when the deep interior of the body cools to 85°F or lower.

Hypothermia kills relatively slowly. The shock of the impact of cold water on the skin may increase the heart-rate and blood pressure sufficiently to cause the rupture of small blood vessels, or may even trigger a heart attack. This is most dangerous in older persons.

The shock may start massive hyperventilation (over-breathing) which, if continued too long, will cause changes in blood chemistry that will lead to fainting. This loss of consciousness will, in turn, almost certainly lead to drowning. The overbreathing may cause water to be drawn into the lungs when the head goes under water and even a strong swimmer will drown quickly.

Because of the danger of possible heart attacks, Dr. Hayward used only volunteers 30 years of age or younger. Each volunteer went through a medical screening and an exercise test combined with an electrocardiogram recording before being accepted for the tests. Both males and females were tested and they were chosen to be generally representative of averages in terms of height, weight and fatness.

The test subjects wore light clothing, ankle socks and running shoes. This would be typical for boaters who might be accidently swamped or thrown overboard. Beyond this the resemblance ended because the subjects had to wear a full face mask so that oxygen consumption could be measured. In addition, their neck muscles were fitted with electrodes to provide a "shivering" measurement; a deep rectal thermometer measured deep body cavity temperature; and heart activity and skin temperature were also monitored.

All this data was fed through an umbilical cord and tube to the instrument room where it was recorded on oscillographs. Once fitted with instruments, the subject sat in the ship's lab for a five minute rest period, then made his way down the ladder and into the water.

The length of time spent in the water was from 25 minutes to one hour, depending on the water temperature. The decision to remove a subject from the water was based on rectal temperature. As soon as it dropped to 95°F the subject was removed, sooner if the subject was experiencing extreme discomfort.

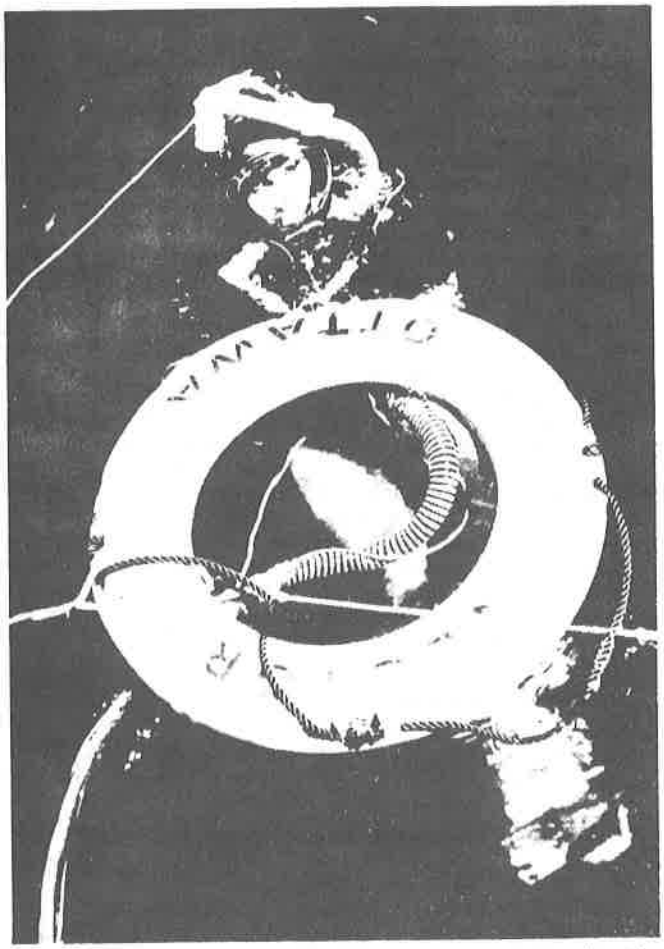
On re-entering the ship, infra-red photographs of the body cavity were taken and the subject was then re-warmed in a whirlpool bath that started at 77°F and was gradually raised to about 108°F.

Subjects were tested under a variety of conditions, with and without life jackets; treading water and using the "drownproofing" technique; exercising and keeping still; and swimming alongside a 30 metre rope tied between two boats to simulate an attempt to swim to shore. Thousands of measurements were made and the results evaluated. The findings were startling and significant.

Survival time was found to be determined by a number of variables. Water temperature, body size, degree of body fat, extent of physical activity, and posture in the water all had a bearing. The colder the water, the shorter the survival time. The smaller the body, the shorter the time also.

Thus it was found that average women have about a 15% faster cooling rate than men because of their generally smaller bodies. This means that women would have a shorter survival time than men, and children would have even less depending on their size. A person with a heavier layer of fat cools a bit slower than one with less fat, so stouter people might be expected to outlast skinny ones. This is not to suggest, however, that you start over-eating to become a better cold water survival risk!

As a practical example of the findings, an average person wearing a standard life jacket and light clothes, if keeping still in the water, could expect to last from 2½ to 3 hours when the water temperature is 50°F. In water only ten degrees warmer, he would last nearly twice as long, but at 40°F, only about an hour and three quarters, barely enough time for a search to get under way, even assuming an alarm had gone out.



Subject in the water - Electrical circuits are inside the breathing mask exhaust tube that forms the umbilical cord.

The tests ruled out swimming as a means of keeping warm because it was found that the body lost heat 35% faster when swimming because more blood circulates in the arms, legs and skin.

The tests also showed that it is dangerous to attempt to swim to that distant shore. Dr. Hayward's tests showed that an average young adult wearing a life jacket and light clothing could not even make one full mile in 50°F water before hypothermia would finish him off. So unless that shoreline is very, very close, don't try for it if the water is very cold. If the swimmer was fighting rough water and currents, the distance coverable would be greatly shortened.

For the person in the water without a life jacket, there are two classic methods besides swimming that have been promoted for extending survival time. These are *treading water* and *drownproofing*.

The tests showed that heat loss is 34% greater while treading water, almost as much as swimming. More startling are the findings on drownproofing. Because in the drownproofing technique the face and most of the head are under water most of the time, the heat loss is a whopping 82% greater. Dr. Hayward suggests that in cold water, drownproofing appears to be the fastest way to die from hypothermia.

The drownproofing technique was developed in the Southern United States some years ago and has been widely incorporated into many water safety programs. As a result of the University of Victoria's carefully controlled research, Dr. Hayward suggests that this technique as a water safety measure should be re-evaluated and recommended only when the water temperature is at 68°F or higher.

The studies showed that there were two main areas where the heat loss was most severe. These were the sides of the chest area, where only small amounts of muscle and fat are present, and the groin area, where there is a concentration of blood vessels and lymph vessels near the surface. Steps were taken to explore simple means for decreasing the heat loss from these areas.

The first method has been given the acronym **HELP** for Heat Escape Lessening Posture. It is a procedure for people who are wearing life jackets and therefore able to remain afloat while keeping still in the water. The inner sides of the arms are held tight against the rib area and the thighs are brought up with ankles crossed to close off the critical groin area. This arrangement gives a 50% increase in predicted survival time.

The second method is suggested when several people are involved in a boating mishap that leaves them in cold water. They could expect to gain a 50% increase in survival time by using Dr. Hayward's "huddle" technique.

The intent here is for the group to hug each other, face to face, so that the vital chest sides and groin areas are protected. The legs are intertwined and the technique is most effective with a group of three people because this gives the best chest wall contact.

For the system to work, the life jacket cannot be worn in the normal way because the chest pads interfere with the huddling action. It was found best to tie them loosely under the arms, putting the buoyancy at the sides and backs of the huddlers. This would be quite difficult to do in the water and the tests showed some difficulty in maintaining a stable, upright floating position unless some large floating object could be held in the hands of one of the huddlers.

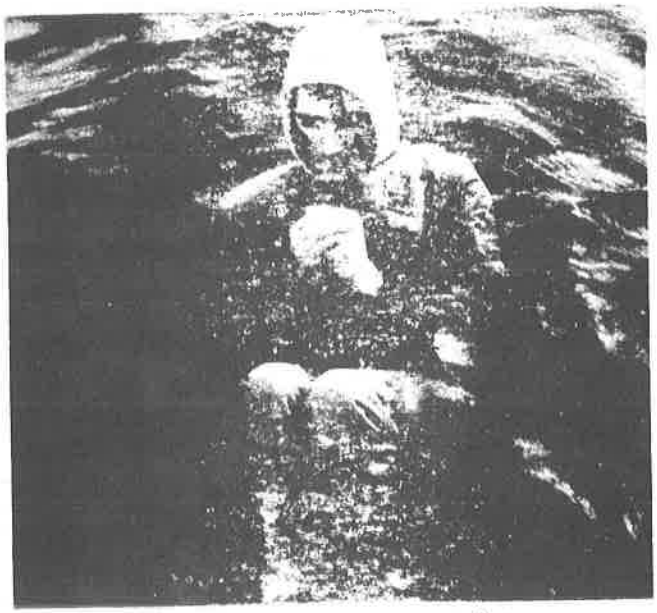
Because of all this, it was considered that the **HELP** technique was the better one, although the huddle had merit in keeping a group together, maintaining morale, or in preventing children from becoming panicky.

The group then went on to examine various types of life jackets and found that the common types of PFD's (Personal Flotation Devices) such as kapok, or the loose fitting foam jackets, gave no appreciable thermal protection. A few types gave limited thermal protection and a potential 50% to 75% survival time increase while only one type, a full survival suit with foam in the legs, gave significant increases in predicted survival time.

This led to the development of the *UVic Thermofloat* survival jacket. The jacket was produced by modifying a standard commercial jacket. If the wearer falls into the water, or his boat sinks under him, a hidden flap at the back can be pulled up between the legs and attached by its rings to a pair of matching snaps in front. The thigh areas are sealed off by a cuff with a dome fastener at each leg, and a bright orange protective hood pulls up out of the collar to cover the head. The hood is also equipped with large strips of reflective tape to make it easier to spot the swimmer from a search plane or boat. This suit gives a four-times increase in survival time. Based on the earlier figures, this means 10 to 12 hours compared with the original 2½ to 3.

We understand that the jacket is being manufactured by Ancient Mariner Industries in Vancouver and a Ministry of Transport spokesman has indicated that it will likely get M.O.T. approval under the new PFD changes in the Small Vessels Regulations.

Will a raft or float help you? Yes, very definitely. Even something as simple as an inflated inner tube or a child's inflated beach toy, if it enables you to get a good proportion of your body out of the water, will greatly increase your



(Top) The UVic Thermoinet survival jacket as worn on deck or street. (Centre) Being converted to survival wear. (Bottom) In the water combined with the HELP technique.

survival time. If any of these devices lets you get three quarters of your body out of the water, it will raise your survival time by a factor of five.

If your boat is one with built-in flotation, you would seem well advised to stay with the boat for several reasons. There would be a larger object for searchers to spot and you might be able to use the swamped hull to get yourself at least partly out of the water.

Will a shot of whiskey help? You might die a bit happier, but you'll almost certainly die sooner if you try to warm up with a shot of alcohol. It can shorten your survival time by about 20%. Alcohol reduces the shivering but increases blood flow to the surface of the body and this accelerates the cooling action.

SUMMARY

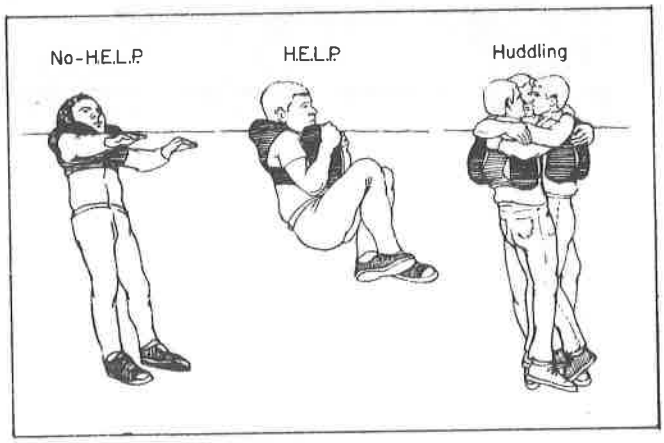
Early spring, just after the spring ice breakup, is the most dangerous season in many inland waters because the water temperature is seldom very far above 32°F. The shock factor at this temperature would be very high. Late fall, in the deer hunting season, is another time. Waters situated at northern latitudes will generally stay colder for longer periods in the spring than those in Canada's southern regions. Coastal waters like those where Dr. Hayward performed his tests will be cold and therefore hazardous the year round.

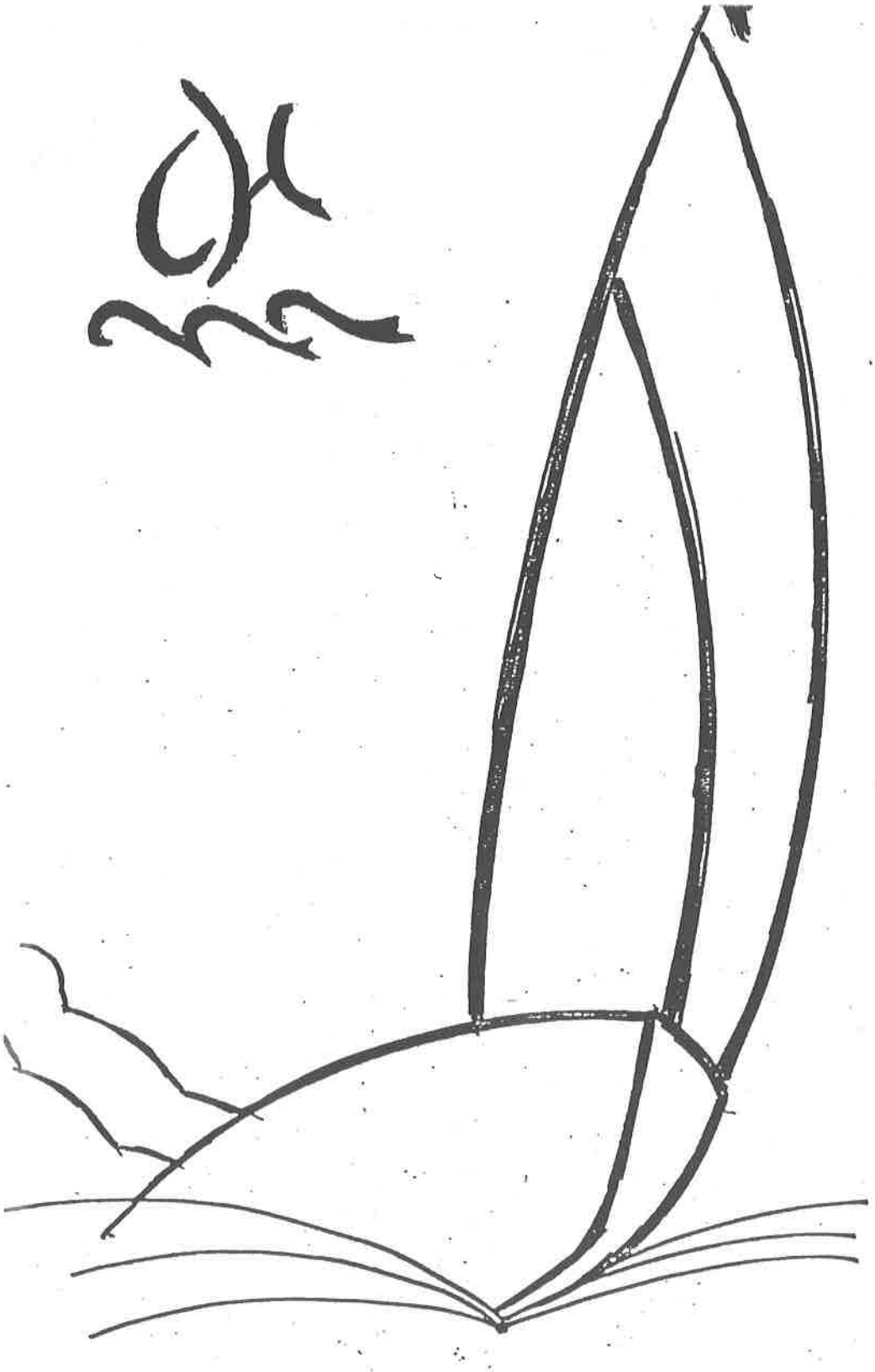
If you must boat in chilly waters, ***wear a life jacket.*** The very fact that you have one on means that you won't have to resort to treading water or drownproofing to stay afloat. Some of the close-fitting newly approved PFD's will be much more comfortable to wear than their keyhole predecessors. If you are unlucky enough to end up in the water, try to control panic and get your head out in the clear quickly. If the shore is very close, swim for it and get a fire going with those waterproof matches you always carry in your pockets on such expeditions. You **do** carry them don't you?

If you are a long way from shore and alone, and assuming you had your life jacket on when you went into the water, don't swim, tread water or thresh around to keep warm. Your hands and feet may become very cold and painful if you keep still, but you'll last a lot longer, perhaps long enough for someone to find you. Use Dr. Hayward's **HELP** technique to further conserve body heat. If you're in a remote area, alone and not wearing a thermal protection suit, you'd better start saying your prayers because if you are to survive someone will have to find you in less than an hour and a half.

ACKNOWLEDGEMENT

The author wishes to acknowledge the photographs, diagrams and data so generously supplied by Dr. John Hayward of the University of Victoria, B.C. without which this article would not have been possible.





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	B	John Patterson
1965	A	Dr. J. Langmaid
	B	Douglas Mattews
1966	A	N. W. Gooderham
	B	Larry Cond
1967	A	Gordon Crowe
	B	Kenneth Bradfield
	C	John Soper
1968	A	N. W. Gooderham
	B	Albert Price
	C	Spencer Dalton
1969	A	Geoffrey Revett
	B	Patrick Cowan
	Sr.	Alex Macnaughton
1970	A	N. W. Gooderham
	B	Albert Price
	Sr.	Alex Macnaughton
1971	A	Keith Musto
	B	Douglas Sturch
	Sr.	Alex Macnaughton
1972	A	Wm Shore
	B	Dr. A. Kertesz
	Sr.	Sicotte Hamilton
1973	A	Paul Magnini
	B	Gary Newton
	Sr.	Wm. Bobbs
1974	A	Tom Allen
	B	Bert Van Kleef
	Sr.	
1975	Championship	David Sturch
	Challenger	David West
	Masters	Dennis Sherwood

cont'd . . .

NORTH AMERICANS

1967	Donald Grant	MLSC
1968	C. F. Loutrel	PRSA
1969	Dan Owen	RCYC
1970	Donald Barnes	RHYC
1971	N. W. Gooderham	RCYC
1972	William Shore	USAA
1973	Dave Miller	RVYC
1974	William Shore	USAA
1975	David Pearce	UKAA

WORLD ALBACORE CHAMPIONSHIPS

1971	Dr. J. Langmaid	Canada
1973	John Herbert	England
1975	William Shore	United States

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ALBACORE MEASURERS

DISTRICT	NAME & ADDRESS	CLUB
WESTERN ONTARIO	David Weaver-14 Lonsdowne Rd. Cambridge	CSC
	Joe Pol - 203 King Edward St. London	FYC
	A.T. Perry-RR#6 Woodstock	
NIAGARA	Paul Pudwell- 235 High St. Fort Erie	PSC
	Michael Thompson - 133 Glenwood Ave,PtColborne	
	Paul Magnini - 19 Oriole Cr. Grimsby	GSC
HAMILTON	Marvin Downs- 2360 Bonner Rd. 31805 Mississauga	RHYC
TORONTO	Bill Gooderham- 467 Chartwell Rd. Oakville	RCYC
	Don Giffin - 1242 Albion Rd. Rexdale	SLSC
	Les Peer - 245 Lakeshore Dr. #704 Toronto	TS&CC
	Bob Rudolf - 923 Avenue Rd. Toronto M5P 2K7	LJSC
	Nick Hancock - 58 Spire Hillway Willowdale	TS&CC
	Kent Taylor - 2 Hartfield Ct. Islington	TS&CC
	Neil Gunn - 313 Rosewell Ave. Toronto M4R 2B1	RCYC
	W.S. Storey - 24 Paul Markway Willowdale	PSYC
	Bob Malby - 511 The West Mall 31205 Etobicoke	BC
	Steve Allen - 64 Holyrood Ave. Oakville	OYS
BLUEWATER	Dr. D.B. McConachie - 700 2nd.Ave.w. Owen Sound	OSSC
LAKE SIMCOE	Sicotte Hamilton, 243 Fittons Side Rd. Orillia	KPSC
	Allan Clipsham - RR#2 Shanty Bay	KPSC
	Dr H.L. Freedman Bathhurst St. Toronto	JPSC
	Mike Dixon - 411 Sundial Dr. Orillia	
MUSKOKA	Len Davis - 69 McRae Dr. Leaside	SLSC
	Ralph Thompson - 45 St. Andrews Rd Scarborough	Penn L
	J.G. Peden - 808 Falcon Rd. Burlington	LBSC
	Gordon Wilson- 109 Highland Lane,Richmond Hill	MLSC
	David Grant- 2072 Lakeshore Rd. Oakville	
	George Kirton 160 Newton, Willowdale	SMSC
	Bill Twelvetrees- 313 St. Lawrence St. Whitby	SP LSC
	Jack Michell - 61 Waterford Rd. TH#606 Weston	Pt.BSC
	R.B. Thompson-47 Abbey Wood Trail,Toronto	
KAWARTHA	Ralph Scofield - RR#3 Swiss Heights Rd. Oshawa	BLSC
	Wm. Darby - 1483 Glencairn Ave. Peterborough	PSC
NORTHERN ONTARIO	Kevin Holloway- 610 Strand Ave. Thunder Bay	LHSC
	Harry Pool- 328 Archibalt St S. Thunder Bay	LHSC
BAY of QUINTE	Peter Butler- 214 Bicknell Cr. Kingston	KYC
OTTAWA, QUBEC ST LAWRENCE	Ian Meller-6Jackson Court,Kanata, Ontario	RYC
	Cliff Parker Ottawa	
MONTREAL	Keith Robinson - 4015 Plouffe St. Montreal	IPYC
	Greg Smith-251 Oxford St.,Winnipeg Manitoba	
WINNIPEG	Jay Alvi - 121 Victoria Cres.,Winnipeg,Manitoba	
VANCOUVER	A.A. Knight 905 Groveland Rd. W. Vancouver	