

APRIL 1976

shackles & cringles

canadian albacore association

newsletter

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Canadian Albacore Association
P. O. Box 1028
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Toronto, Ontario
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APR 29 1976
CANADIAN ALBACORE ASSOCIATION

NORTH AMERICANS
TARTS



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shackles & cringles

canadian albacore association

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1976

commodore

FUND RAISING PARTY

FRIDAY, MARCH 9, 1976

We would like to thank all the people who gave prizes for our Fund Raising Party. Their names are mentioned on the following page.

For those who came to support the Party, and for those who gave their time in organizing it we say **THANK YOU!**



**THE
COMMODORE
THANKS
YOU!**

FUND RAISING PARTY

1. Sailing Books
2. Towels & Duffle Bag
3. Thermometer & Glasses
4. Gam Subscriptions
5. High Aspect Rudder/Barton Head
6. Model of an Albacore
7. Life Jacket
8. Certificate for \$60.00
9. Centreboard Bag
10. T-Shirts
11. Duffle Bag
12. Compass
13. Jib Sail
14. Spinnaker
15. Loud Hailer
16. Jib Sail
17. 2 Racing Paddles (\$50.00)
18. Compass
19. Life Jacket
20. Foul Weather Suit
21. Certificate for \$100.00
22. Sailing Boots
23. St. Steel Yachtsman's Knife
24. Photograph of your boat in Action
25. Hair Style--(cut set)
26. 4 Sweat Shirts
27. Rigging Knife
28. Sailing Vest
29. Compass
30. Sailing Gadgets
31. Dinner for Two
32. 2 Sailing Vests
33. Boat Dolly
34. Rudder Bag/Duffle Bag
35. Sailing Gadgets
36. Cordless Electric Drill
37. Fibre Glass Canoe
38. An opportunity to sail with the most beautiful girl in Toronto (Model)

- Better Boating
 Tom Taylor
 Bell Canada
 Gam Publishing
 Skene Boats Ltd.
 Davan Scale Models
 Genco Sails
 Fogh Sails
 L Hancock
 B Malby
 North Sails
 Davidson Sails
 Storer Sails
 C Smith's Sails
 Brydon Brass
 Raudaschl Sails
 6-H Products
 Angus Sails
 Rigging Shop
 Peter Storm
 Van Kleef's Insurance
 S Cerny
 J.J. Taylor
 Berzin's Photography
 Wimmer's Salon
 C Wilkes
 Dock 16
 Offshore Yachts
 J Leckie
 Holland Marine
 D Poyntz
 C McGregor
 Paul's Marine
 Paul's Marine
 Central Sports
 F Francis
 Mia Chemical Ltd.
 ???

Cash Donations from Commodore Rogers, Past Commodore Francis and World Commodore Griffin

1976

NORTH AMERICAN CHAMPIONSHIP - AUGUST 13 - 15

LOCATION

Brittania Yacht Club, Ottawa, Ontario.

ELIGIBILITY

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

QUALIFICATION CRITERIA AND EVENTS

- Group A - Any former World, North American or Canadian Champion in the Albacore Class.
- Group B - Championship Fleet, 1975 Canadian Championships.
- Group C - Challenger Fleet, 1975 Canadian Championships.
- Group D - Masters Fleet, 1975 Canadian Championships
- Group E - T.S.C.C. Regatta - May 29 - 30.
- Group F - Area 10 Championships - Stormont Yacht Club, Near Cornwall, Ontario - July 17 - 18.

SELECTION CRITERIA, NORTH AMERICANS

(Canadian Boats Limited to 50 Entries)

- Group A - If you are an eligible sailor as defined above, you qualify for selection.
 - Group B - The first twenty eligible sailors not already qualified in Group A.
 - Group C - The first five eligible sailors not already qualified in Groups A or B.
 - Group D - The first five eligible sailors not already qualified in Groups A or B or C.
 - Group E - The first eight eligible sailors not already qualified in Groups A or B or C or D.
 - Group F - The first seven eligible sailors not already qualified in Groups A or B or C or D or E.
- Make-up - If the above results in less than a full complement of 50 entries, additional positions will be offered to sailors who have sailed in either the T.S.C.C. or Area 10 Regattas, based on their results, by selecting the 9th T.S.C.C. sailor, then the 8th Area 10 sailor, then the 10th T.S.C.C. sailors, etc.

FINAL APPLICATION DATE - JUNE 15, 1976

Your application must reach us by then. If you do not apply, we will assume you are not able to sail in this event. Once you have applied, you will be automatically informed within a few days after the final qualifying event, namely the Area 10 Championship.

MEASUREMENT

The first five boats in each race will be subject to measurement at the conclusion of each race.

APPLICATION

FOR 1976

NORTH AMERICAN CHAMPIONSHIP

NAME

ADDRESS

PHONE BUSINESS HOME

BOAT NUMBER CLUB

PLEASE MARK THE APPROPRIATE BOXES BELOW

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

I am a paid 1976 CAA Full Member Associate Member

PLEASE LET US KNOW YOUR SAILING INTENTIONS

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

I am planning to sail in the Area 10 Championship.

Mail this application form NOW to:

CANADIAN ALBACORE ASSOCIATION
P.O. Box 1028, Station "Q",
Toronto, Ontario
M4T 2P2

CONESTOGA SAILING CLUB

1976

WARM WATER REGATTA

ALBACORES ENTERPRISES

WAYFARERS MIRRORS

JUNE 5 & 6

FIVE RACES (3-SAT. & 2-SUN.)

OLYMPIC SCORING

We cordially invite you to participate in our "Warm Water" Regatta which every year attracts many of the leading Albacore sailors. By June 1st, our water temperature will be approximately 15° C (60° F). This plus the interesting winds make the Conestoga Sailing Club's Annual Regatta the ideal first regatta of the season.

FACILITIES: - Expanded clubhouse, wharf, gravelled launching area, parking, enlarged camping area and shaded lawn area for observers. (PLEASE, NO PETS ALLOWED)

ACCOMMODATION: - Limited camping at sailing club.
- Camping at Grand River Conservation Authority Park.
- Motels in Kitchener-Waterloo area.

PROGRAM: - Registration Saturday 7:30 a.m. to 10:00 a.m.
- Skippers' meeting 10:00 a.m.
- Sunday Skippers' meeting 9:00 a.m.
- Presentations of awards 2:00 p.m.

FOOD: - Canteen service for snacks Saturday and Sunday all day.
- Saturday there will be a full hot dinner at 6:00 p.m. for all pre-registered competitors that have indicated they want the dinner.

All this plus the hospitality of the people of the Kitchener-Waterloo area! Bring the family and get the season off to a good start with an enjoyable weekend.

In order to minimize lineups at the registration desk, we would appreciate having as many entrants as possible pre-register, using the registration form.

Conestoga Warm Water Regatta

Pre-registration Form (Please print)

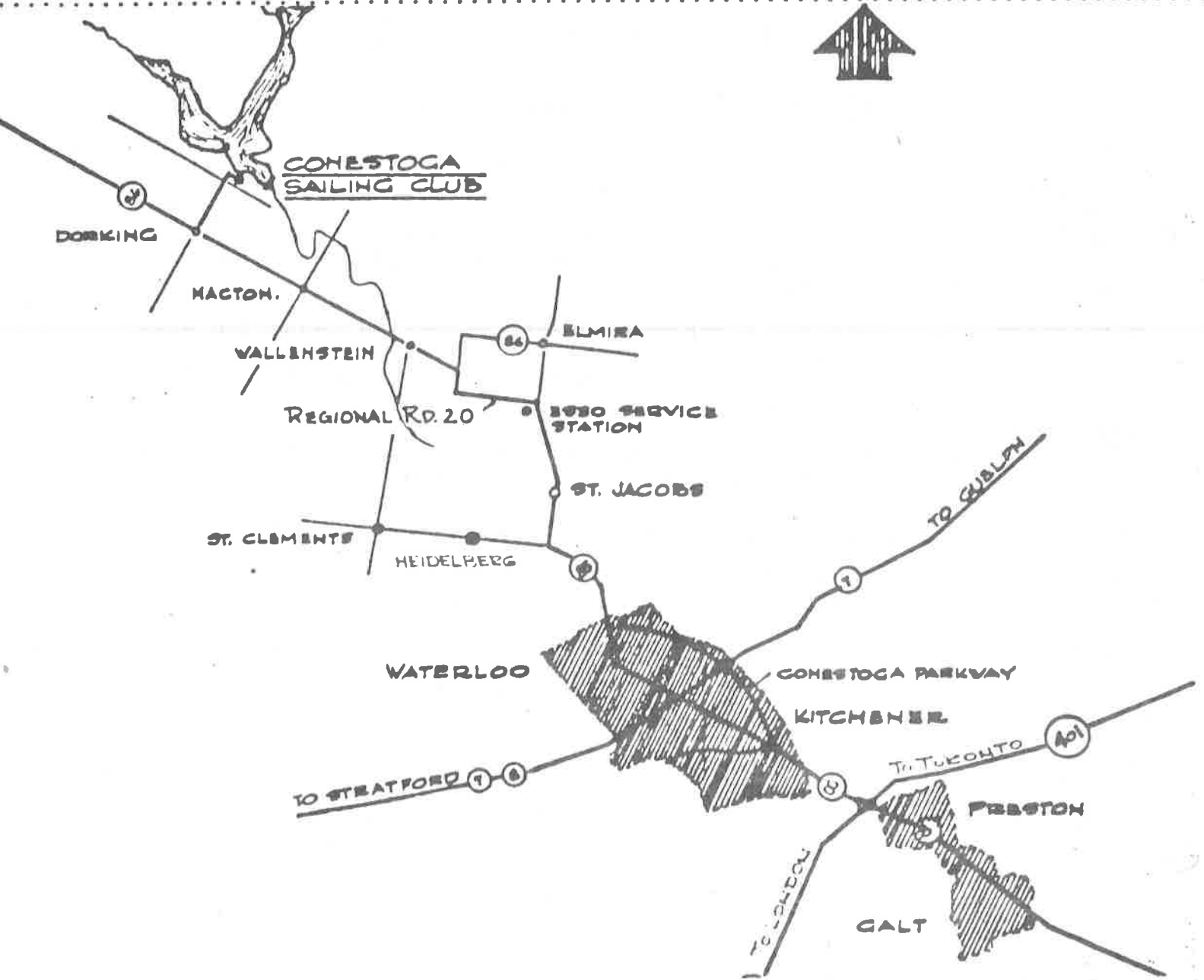
Name Registration fee \$10
 Address Deduct \$2 for registration
 before May 28. \$.....
 Dinner at club
 (....) at \$3.50 \$.....
 for adults
 (....) at \$2.75 \$.....
 for children

Sail Number

Number of persons attending: Adults Children

Camp sites required: No..... Total:
 Payment encl \$.....

Please mail to: Mr. D.S. Weaver
 14 Lansdown Rd. N.
 Cambridge, Ontario Telephone (519) 623-4402



CANADIAN ALBACORE ASSOCIATIONDISTRICT CAPTAINS 1976

<u>District No.</u>	<u>Area</u>	<u>Captain</u>	<u>Club</u>
1	Western Ontario	Joe Pol 203 King Edward London, Ont.	Fanshawe Y.C.
2	Niagara	To Be Announced	
3	Hamilton	Milne Dick 630 Blue Forest Hill Hamilton, Ont.	R.H.Y.C.
4	Toronto	Bert VanKleef 65 Queen St. Suite 1700 Toronto, Ont.	B.C.
5	Bluewater	To Be Announced	
6	Simcoe	To Be Announced	
7	Muskoka	Jim Kappale 279 Lytton Blvd. Toronto, Ontario	S.M.S.C.
8	Kawartha	Ralph Lloyd 1477 Sherwood Cr. Peterborough, Ont.	P.S.C.
9	Bay of Quinte	Kay Cartwright Cartwright's Point Kingston, Ont.	K.Y.C.
10	Ottawa	Cliff Parker 73 Delong Dr., Ottawa, Ont.	L.DC S.C.
11	Montreal	Mike Tolensky 4977 Lacombe Ave., Montreal, P.Q.	
12	Northern Ontario	Kevin Holloway 610 Strand Ave., Thunder Bay, Ont.	Lakehead S.C.
13	Manitoba	Brian Smith 251 Oxford St., Winnipeg, Manitoba	G.Y.C.
14	British Columbia	Brian Blann 581 St. Giles Rd., West Vancouver, B.C.	Navy Jack Fleet

Manitoba Plans An Active Summer

Brian Smith reports that District 13 is planning at least two major events this season. On June 26-27th. the Manitoba Sailing Association is sponsoring at Gimli, an on the water seminar, along with the province's various class associations. Our class is participating, and has been invited to supply an expert to take part in instructing.

District 13 holds its class championship on the last week-end in July, also at Gimli. A large turnout is expected. There will be approximately 100 Albacores sailing in Manitoba this summer. The standard of racing is improving and this year team racing will be held between Gimli Y.C. and Clearwater Bay Y.C. In addition, Manitoba hopes to be able to send representatives to both the Canadian National and the Canadian Junior Championships this year.

By popular demand TARTS returns

A Canadian Albacore Association Sanctioned Event

- What: The second Annual Toronto Albacore Regatta at Toronto Sailing and Canoe Club.
- Where: Humber Bay, sailed from T.S. & C.C., 1391 Lakeshore Blvd. E., Toronto.
- When: Saturday May 29th and Sunday May 30th, 1976
Registration at T.S.&C.C., Friday May 28th 8-11 pm.
Saturday May 29th 9-11 am.
- Why: TARTS will be one of the regattas to:
 (1) Select Canadian representatives to compete in the Albacore North American's, this year hosted by Canada.
 (2) Select those that will sail in the Championship fleet at the 1976 Canadian's.
 (3) Provide a get together and good sailing for all Albacore sailors, not JUST the hot shots!
- Whom: To compete in TARTS all helmsmen/women MUST hold a current membership in the Canadian Albacore Association. At registration, the helmsman/woman MUST present a 1976 C.A.A. membership card, a current measurement certificate and certification of bouyancy, tested in 1976.
- How: Mail the attached entry form Immediately to:
 Bob Winterton - Chairman TARTS
 1501 Venta Ave.
 Mississauga, L4X 1C9
 Tel: (416) 270-3873
- A maximum of 75 entries will be accepted. No entry will be accepted if received after May 15, 1976.
- Program: Saturday, 1st Warning Gun 12 noon, 2 races, back to back. Approx. 6 pm dinner, Beef Fondue (included in entry fee). Sunday, 1st Warning Gun, 10 am, 2 races, back to back. Either have a good breakfast or bring sandwiches. The early start is to allow out-of-towners time to get away.
- Misc.: Sailing instructions will be mailed out if time permits or will be issued at registration. Limited overnight storage space will be available. If you have a light launching dolly please bring it.
- Cost: Entry fee, again including a superb dinner for two - \$25.00.
- Awards: Prizes for first five overall.
Ribbons for first five in each race.

12 T A R T S
Entry Form



SAIL NUMBER

HELMSMAN/woman: _____

Address: _____

Telephone, Residence: _____ Business _____

Crew: _____

Address: _____

Entry Fee: including a superb dinner for two ----- \$25.00

Dinner for _____ non sailing guests @ \$7.50 ----- _____

Total =====

Please forward cheque payable to "T A R T S" with entry form to:

Bob Winterton - Chairman TARTS
1501 Venta Ave.
Mississauga, Ont.
L4X 1C9

PRE-REQUISITES TO WINNING

By Boo Malby

Have you ever wondered why the same skippers are always at the front of the fleet? It really isn't just an accident, or pure luck, or the right religion. I think you will find that there are certain basic ingredients that keep all these hot shots near the front at the weather mark.

The first and most critical ingredient is CONCENTRATION. You can't go out to a race and spend your time looking at the birds and bees, or the nice sunset, and still expect to win. Your mind must be on the job at hand - to go fast and in the right direction. The boat should be quiet, the crew should be looking for lifts or headers on the compass, and providing the skipper with any information he might need about other boats in the area.

Try to avoid confrontations with other skippers as it only tends to break your concentration. You will find, that the yellors and screamers usually end up in the middle of the fleet while the hot shots have very little to say.

The skipper who knows his RULES cold can sail with confidence. You can't expect to win if you don't know what your rights are when you get involved with other boats. A skipper who doesn't know his rules will either back off, which is disastrous or end up in a protest which is even worse. To win you must sail aggressively and to do so you must know your rules or you will just get into trouble.

While we are on the topic of rules, you should remember that rules are made to protect your rights as a competitor and not to provide you with a weapon to eliminate all of your opponents.

The next key ingredient is BOAT SPEED. If you don't have it, you don't have a chance to win at all.

There are several components which can affect your boat speed; one of which is tuning. Your power train consists of your mast boom and sails and they should blend together to give you maximum power. I recommend you get a new jib every year and a new mainsail every two or three years. If you check with the hot shots most of them buy new sails every year.

Another key factor is boat weight. Research indicates that over a 12 mile olympic course, every ten pounds of extra weight will cost you 200 yards. With this in mind you not only must keep your boat down to weight, but get rid of the extra paddles and clothing you won't be needing; and have a sponge aboard to get rid of that excess water splashed in during the race.

Crew weight is also very critical. The experts seem to feel your total crew weight should be between 320 and 350 lbs. for an Albacore. Since Albacores don't have a trapeze you are probably better off with a crew in the 150 to 175 pound range as you won't lose much in light air and it sure helps in the heavy stuff.

Another factor affecting your boat speed is a smooth bottom. I recommend using a fine wet sandpaper, so the water will flow evenly over the hull. I avoid waxes and polishes as the water tends to bead. Lab tests prove that if the surface is smooth you can't reduce the coefficient of friction significantly by using additives.

The centreboard and rudder require a lot of attention over the winter. Some skippers will put five coats of varnish on with a lot of wet sanding in between. I suggest you finish up by giving both board and rudder a dull finish with rubbing compound and steel wool, or just fine wet sandpaper.

Try to make your boat as comfortable as possible for you and your crew. It will really pay off when you need every bit of energy in the last gruelling hundred yards of a close race. I recommend rubber tubing from any refrigeration company for your hiking straps. Ratchet blocks for the jib sheets make it easier for your female crew and this could improve the efficiency of your tacking.

Wet suits in the cold wet weather are not only a safety feature, but they add warmth and comfort. The cold water and air can drain your strength when you need it most.

Your main and jib sheets should be soft and not too thin or they may cut into the hands. As the race progresses those hands can get pretty tender and even a pair of sailing gloves may help.

If you have a female crew, I suggest you increase the mechanical advantage of the boom vang, main cunningham and outhaul so that she can operate it more efficiently. You may need that energy for hiking late in a close race.

The hot shots sail clean simple boats. I suggest you get rid of the gadgets or you will spend all your time adjusting and there won't be any time left to sail your boat. Concentrate on a simple efficient operation and watch the difference it makes.

Remember to always sail your boat upright. As soon as it heels over it slows down because the wind presses it into the water. If the wind is so heavy that you can't keep it upright even when you feather the main, then try opening the slot between the main and jib by putting on your barber haulers. If this doesn't work then I suggest you raise your centreboard a little as it is better to give a little in your pointing ability but maintain your drive through the waves.

The next ingredient is TACTICS. I include in this area, pre-race preparation. The top sailors are always out early before a race. They like to tack up the course, trying to locate the best wind. They are looking for permanent shifts caused by islands on land forms, and also for regular fluctuations in direction which could affect their starting position.

Most good sailors will check the starting line several times before a race begins. Starting at the favoured end can mean many boat lengths at the weather mark.

I recommend a starboard tack start in large fleets and make sure you are right on the line when the gun goes off. If one end is favoured, you want to be at that end, but above all, avoid the mob. You will gain a lot more by being twenty-five yards from the pin with clear air and nobody to leeward. Remember that only one boat can get the pin position and a lot of luck as well as skill is involved. You can't afford to start in the second row, as the leaders will be gone by the time you get some clear air.

The first leg should not involve any tactical operations, until you are near the first mark and then they should only involve rounding. If one end of the starting line is favoured you should sail the long leg first. There are several reasons for this tactic. First of all, if the wind shifts you lose your advantage but since you are on the right side of the rhum line; a tack will give you the advantage again. Secondly it is easier to decide when to tack when the mark is close and clearly visible.

Concentrate on boat speed and avoid other boats at all costs. You will always meet the screaming skipper who tries to intimidate you; or the loser who loves tacking duels half way up the first leg. Forget about these people and sail your own race. Your only concerns should be clear air, boat speed, and the right direction.

Once you have decided on your first round game plan, don't let another boat change it. If you are on a tack that you like; keep it even if it means giving way to port tack boats, or short tacks to maintain clean air.

When you start your second weather leg you should maintain the same first round game plan providing you are in the lead. However, if you find yourself way behind, it is better to make long tacks and go to the lay line early, with the hope of getting back into contention.

The last and most important ingredient is PRACTICE. You and your crew can only work as a well oiled machine if you practice. Tacking, gybing and rounding marks require teamwork, and a bad tack or rounding can cost you several boat positions.

So the next move is yours. Mix your ingredients well and we'll see you at the weather mark with the rest of the hot shots.

COMING EVENTS

16

TIME TABLE FOR 1976 SAILING SEASON

April 30	Fleet Captains Meeting	B.C.
May 22-23	Olympic Training Regatta	Brittania Y.C.
May 29-30	TARTS	Toronto Sailing & Canoe Club
May 29-30	Early Bird	Sibbald Point
June 5-6	Warm Water Regatta	Conestoga S.C.
June 12-13	Lake Erie Invitation	Buffalo Canoe Club
June 12-13	Upper Canada Open	Sibbald Point S.C.
June 26	R.H.Y.C. Open	Hamilton
July 10-11	Mid-Season Regatta	Sibbald Point S.C.
July 17	C.A.A. District 3 Championships	R.H.Y.C.
July 17-18	Niagara River Championships	N.S.C. N.Y.
July 17-18	C.A.A. District 10 Championships	Stormont Y.C.
July 24-25	District 13 Championships	Gimli Manitoba
July 24-25	Niagara District Championships	Youngstown N.Y.
July 31-1	24 hr.race-2 man dingies	Open Stormont Y.C.
August 7-8	Junior Championships	Midland Bay S.C.
August 7-8	Point-au Baril	S.C.
August 7	Team Racing District 3	R.H.Y.C.
Aug.13-14-15	NORTH AMERICANS	B.Y.C. Ottawa
Aug. 21-22	ARK/76	K.Y.C. Kingston
Sept.11-12	Commodores Cup	
Sept. 17-18-19	CANADIAN NATIONAL CHAMPIONSHIPS	Orillia
Sept. 25-26	Team Racing	R.C.Y.C.

classified

FOR SALE;

1973 Skene - Well maintained for high performance
in racing. Fibreglass hull - centre-mounted mainsheet
traveller- Musto sails - paddles - life jackets
\$1800. NORM ANDERSON 421-1664

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3272 McGruer/Clark excellent racing record -
in mint condition - proctor mast/boom Musto main
racing compass \$1900.00 Dick Boxer - 922-6588
or 247 - 6693 days

#4502 Elvstrom mast/boom & Sails plus Musto Sails
\$1900.00 Dick Boxer 922-6588 evenings
247- 6693 days

FOR SALE

#4814 Skene - equipped for racing - proctor mast
2 suits of sails - high performance centreboard
& rudder -- aluminum trailer
\$2000. Rob Payne 416-934-5412
28 Winston Rd.
St. Catharines

FOR SALE

Albacore Jib and Main Sails Musto & Hyde
in good condition - a bargain for quick sale
\$80.00 or best offer. Ralph Schofield
6 Swiss Heights Rd.,
Oshawa, Ontario
576-1680

FOR SALE

#5652 - 1974 Skene White Deck, Green Hull
Excellent condition, Equipped for racing,
Musto Sails & Proctor mast, Boat Cover,
Wiscot 600# Trailer. \$2,500 Mike Mogan
416-279-1470 days 416-632-7497 evenings



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SHOW
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JAN 8-18
'76

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G. Hoyle

Kay Cartwright



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Eight 5 Day Courses commence July 4 and continue each week through July & August.
Arrival & Registration Sunday at 4:00 p.m. to departure Friday Noon.

Course Features will include:

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- Video Taping of your training on the water.
- Special Sailing Fitness Program
- Slalom Racing
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- Intensive Race Training

Send to: Marilyn Hamilton, Registrar,
Ontario Sailing Association
c/o Georgian College,
Orillia, Ontario.

NAME _____

ADDRESS _____

PHONE _____

CLUB AND/OR CLASS SAILED _____

YEARS SAILED _____

SEX: M

F

AGE: 14-19

20-39

40 or over

I acknowledge that I am in good physical health and am prepared to participate to the best of my ability in this race training program.

Signed _____

ACCOMMODATION
FOR THE COMPLETE TIME OF THE COURSE

You will be housed in special accommodations at Geneva Park set aside specifically for the Ontario Sailing Centre and will include excellent meals served in the Geneva Park Dining Room.

Ontario Sailing Association has acquired through the support of the Sport and Fitness Division of the Ministry of Culture and Recreation, a fleet of 6 Fireballs and 12 Lasers along with Race and Safety Patrol Craft and a full complement of Training Aids. This fleet will be further supplemented by Finns at the conclusion of the Olympic Games.

SO

- If you are wanting to improve your racing skills
- If you are ready to move up through your fleet standings
- If you are ready for a week devoted entirely to race training
- If you are aiming at future Provincial or National Team Rating.
- Or if you only want to take aim on winning your club or class championship in your centreboat or Keel boat fleet.

ENROLL NOW (SPACES ARE LIMITED IN EACH COURSE)

Total Course Fee including accommodation & meals \$150.00

R A C E



T R A I N I N G

Please enroll me in Course No _____

My second preference is Course No _____

COURSE SCHEDULE

- No. 1 - week of July 5 - Single Handed Training only
- No. 2 - week of July 12 - Single Handed Training Only
- No. 3 - week of July 19 - Youth Race Training (14-19 yrs)
- No. 4 - week of July 26 - Open Race Training
- No. 5 - week of August 2 - Open Race Training
- No. 6 - week of August 9 - Open Race Training
- No. 7 - week of August 16 - Open Race Training
- No. 8 - week of August 23 - Women only