

JUNE 1976

shackles & cringles

canadian albacore association

newsletter

RETURN POSTAGE WILL BE PAID BY

Canadian Albacore Association
P. O. Box 1028
Station Q
Toronto, Ontario
M4T 2P2

AA
1976
JUN 1976

TARTS RESULTS



PageI N D E X

3	COMMODORE
5	BEWARE OF PIRATES!
6	SPARE SOME TIME FOR YOUR TRAILER
8	THE ALBACRUISE TROPHY
11	SPARS & WINDAGE
14	MID-WINTER CHAMPIONSHIPS, TAMPA
15	CARTOON
16	ANYONE FOR RACING?
18	SOME VIEWS OF AN OLD SAILOR
20	PRELIMINARY PLANS FOR 1977 WORLDS
21	OVER THE TRANSOM
22	LETTERS
24	CLASSIFIED
25	ARK '76
27	NOTICE OF NORTH AMERICAN ALBACORE CHAMPIONSHIP AND APPLICATION FORM
31	R.C.Y.C. OPEN ALBACORE REGATTA - ANNOUNCEMENT
33	S T O P P R E S S ! TARTS RESULTS

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

Editorial Assistant: Otti Weldon, TH.13, 2288 The Collegeway,
Mississauga, Ontario, L5L 3Z5

Printed by: SPORT ONTARIO through The Ontario Sailing Association.

shackles & cringles

canadian albacore association

volume XV number 3

june 1976

commodore

While most members are only now starting to think and plan for the coming sailing season, your Executive Committee has been deeply involved from the day after their departure from Fern Resort. While many subjects have been sources of discussion, decision and action at Executive meetings, members will probably find our plans for the 1977 World Championships of greatest interest.

As many members know, the Albacore Worlds alternate between Canada, the United Kingdom and the United States every odd year. The series was last held in 1975 at Association Island when our American friends acted as gracious and energetic hosts. In 1977 it is Canada's turn and in order to lay the framework of an active committee, we have asked Peter Schell of Kingston and Steven Cerny of Toronto to jointly chair our Worlds '77 Committee. I am sure that neither Peter nor Steven will need an introduction to most members. Suffice it to say that Peter has been one of the prime instigators of the highly successful Albacore Regatta Kingston (A.R.K. for short) and Steve was our genial host at Fern in 1975. I am happy to report that both Peter and Steve have accepted this responsibility and they have been laying plans for some time. These are now crystallizing and I am sure will be of interest to many members.

After considerable debate, it has been decided to hold the Worlds '77 at Kingston, Ontario, utilizing the new Olympic site which will then be free and available. There will be few members, I am sure, who will not endorse this choice and I am confident that it will give the very best in sailing conditions, on-shore facilities and accommodation.

The Committee had originally hoped that it would be possible to accommodate a consolation fleet within the Championships so that a large number of Canadian members could enjoy the good competition and challenge that is always part of the Albacore Worlds. Unfortunately, facilities on water and land do not make this possible and hence the Regatta itself will be limited to 65 boats and it is expected that 30 of these will be Canadian. To enable more of our sailors to compete against our British and American visitors, the Committee is planning to have two major regattas on the two weekends preceding the

continued

4 shackles & cringles

Worlds, one in Toronto and one in Ottawa. In this way it is hoped that as many of our members as possible will have an opportunity to compete against our visitors and enjoy some of the challenge that goes with international competition.

While most of the Committee's plans do not appear to present problems one source of difficulty will be finding enough personnel to run the Worlds themselves properly. It is going to take a lot of people both before and during the Regatta itself and the Committee is looking for immediate help from volunteers. If you can find the time now or for a few days in July, 1977, may we please hear from you. There are many jobs to be done and if we all pitch in and do our bit it will make the Worlds '77 a pleasure to all and a burden to none.

Two last words before I go down to the basement to apply one final coat of varnish to "Tenderly's" centerboard, I had great pleasure in April in attending two smashing Albacore parties, one in Toronto and the other in Ottawa. Our thanks to Helen Kettle and her committee in Toronto and Cliff and Barbara Parker in Ottawa for two pleasant evenings and the chance to meet many new and enthusiastic Albacore sailors. I wonder what other Canadian class can boast attendances of our 250 keen sailors at pre-season parties?

My final note is with respect to builders. I am pleased to report that the Department of National Defence has chosen the Albacore to be used in defence establishments across Canada as the official training dinghy. Skene boats of Ottawa have already sold 23 boats to the Department and it is expected that more orders will be coming for defence establishments from coast to coast. The Department came to this decision after many months of careful study of the various types of boats available and it is a great endorsement to the Albacore, the Association and our builders that the Albacore has been chosen.

Our newest builder, 6-H Boats of Kingston also has reported a success. One of the new 6-H boats sailed by Peter and Mary Schell were the first Canadians and fourth over-all out of 35 boats at the Mid-Winters in Tampa. Kay Cartwright and Geoff Hoyle also reported a very credible twentieth. Geoff reports that he is now turning out boats regularly and any member who is looking for a new boat that is stiff, light and fast should certainly take a good look at the 6-H product.

* * *

BEWARE OF PIRATES!

While the days of Captain Kidde are long gone, prospective purchasers of new Albacores should beware. The days of piracy are not dead.

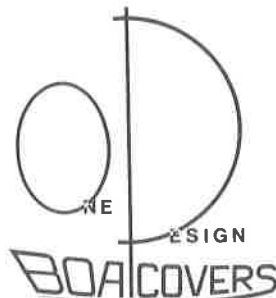
It has come to the attention of the Class Executive Committee that there are individuals in Canada considering the marketing of dinghies which they call Albacores despite the fact that these individuals do not hold licenses from the present holder of the trademark, the Royal Yachting Association. The fact that these boats may be built from moulds used by former licenseholders does not diminish the fact that such activities are a modern brand of industrial piracy which will not be tolerated by the Association.

At the present time, anyone with some talent and money may attempt to manufacture and market sailboats. They may not, however, call these boats "Albacores" and if they attempt to do so, they will be subjected to immediate legal action.

Those who have considered the purchase of such a boat should note that such a boat will not be granted a number by the Association and cannot compete in any approved regatta. It should also be remembered that such boats will certainly not maintain retail values as have true Albacores for so many years.

We trust that these facts will dissuade any unlicensed person contemplating such a sale. Any person having any doubts about the validity of a boat purported to be an Albacore should contact the Association immediately for verification.

* * *



SAILCOVERS
CANVAS WORK
CUSHIONS, ETC.

277-3306

HANS GOTTSCHLING
1655 CORAM CR. MISSISSAUGA, ONT.
L4X 1L1

ALBACORE TOPCOVERS OR
TRAVELBOTTOMS \$ 95.-

SPARE SOME TIME FOR YOUR TRAILER

by: Fraser Dewar

Trailers are a testimonial to Canadian Manufacturers. People leave them out in rain and snow for months on end, then drag them, going like the clappers, up Highway 400, to dunk them in a lake. Most times all goes well, but not always as can be seen on the verges of the highways Friday evenings.

I'd say tires, bearings and lights are the main problems. Once, in my motorcycle competition days, I was bemused to see the trailer on which my and the owner's machine, pass on the inside. Lesson learned - check to see the hitch is locked.

Tires should be trouble free - if they're rated for highway speeds, are the correct size, and are properly inflated. The D.of.T. requires this data to be marked on the tire, it's as simple as reading and applying the information. For extended inactive periods, put the trailer on blocks and protect the tires from ultra violet. The best preventative maintenance - have a properly inflated spare tire on a wheeldisk -- and a jack.

Tires become very hot at highway speeds, transferring heat to the hubs and bearings. When dunked in cool water the hub can suck in a surprising quantity of water. Granted the packing grease is waterproof, the result is globs of water which could wipe the bearing free of grease, or cause rust during storage. The cure is a springhub repacking of waterproof grease; get a milkshake carton full from the neighbouring Gulf, or carry a spare bearing set, and cotterpin, and tools on the road. Whatever you do, install a new cotterpin everytime you pull the hub; ask the mechanic of the Gulf about correct cotterpin installation.

Trailer dunking is great for the electrics. Bulb sockets corrode, wiring shorts, it's spelled trouble. More and more people are tying down the boat with a padded 2 x 4, on which is mounted the license, and the directional lights. Beautiful, they're up where the car behind can see them, and the larger the signal lights the better. Whatever you do, check signal and brakelights in the Spring and before each trip.

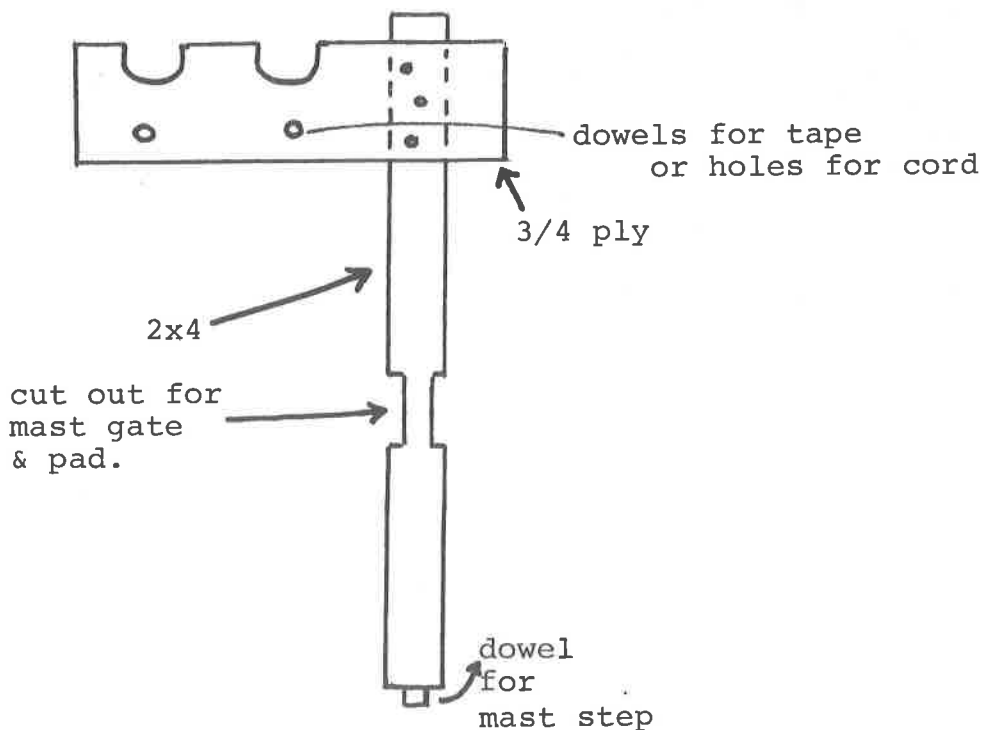
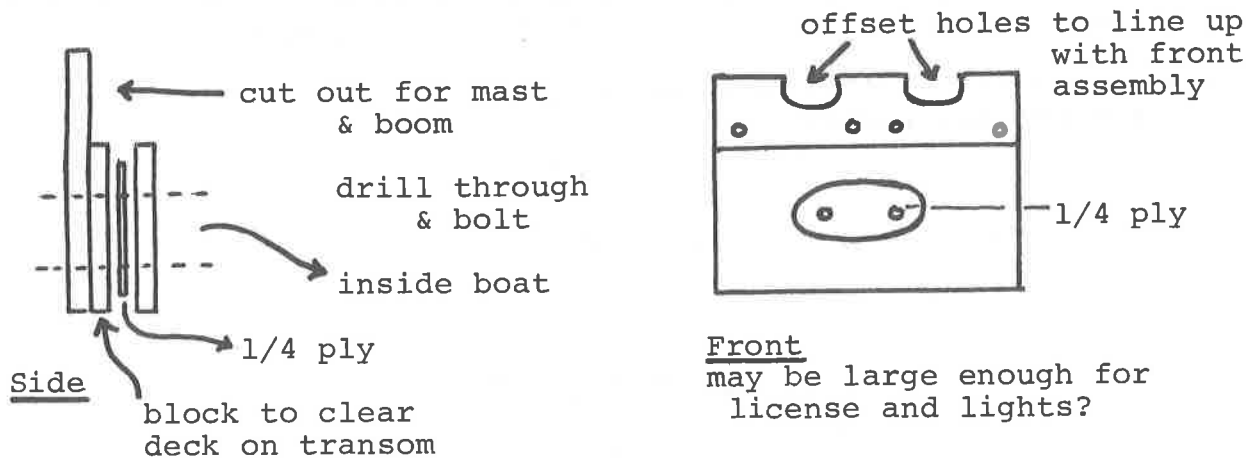
I've found anything bolted on a boat or trailer will eventually unbolt. Go around the trailer with wrenches every once in a while, and always tape bottle screws and loose things, and check bolts and nuts on the boat after trailering -- or buy aircraft locking nuts which cost an arm and a leg.

The boat should be supported on the keelson at several equally spaced points. Use rollers, or padded wedges, anything, but support from stem to stern. The side rollers aren't supports,

continued

they should only retain the hull in an upright position. Adjust the rollers (or pads) so that they lie directly under the hull/tank bottom joint. Those trailers with a series of rollers each side can be improved by fastening a padded 1/4" x 8" x distance between rollers + 12" ply. This gives the hull good support, prevents chaffing, and stops lateral as well as fore and aft movement.

A fast stop + poor mast fastening = 60 mph Aluminum Javelin. Make a proper mounting of scraply Cut 1/4 ply to fill the tillerport. Fasten this to 3/4 ply projecting above the transom, and cut out a boom and mast semicircle. Drill through this assemble, and another 3/4 ply plate, and use 1/4" bolts (galvanised) and wing nuts to clamp the device on the transom. Cut away 2 x 4 to fit on the maststep and in the mastgate, and cut semicircles in 3/4 ply fastened to the top of the 2 x 4. Figure the height of this so that the mast will just clear the opened trunklid. The mast will then project only 18" or so behind the hull.



continued

Some have trouble backing. You have to 'break the rig' by turning the car in the opposite direction you want to turn the trailer, then reverse the car's turn and chase the trailer around the corner. The start's easy put your hand on the bottom of the steering wheel, and pull up in the direction you want to turn the trailer, that is, trailer to start to turn on the car's right side, pull up and right on the steering wheel. Once the trailer's off at an angle to the right, reverse the car's turn and chase the trailer around. Practise will cure frustration. Better have a safety person behind instructed to give concise instructions, not "watch it," and "whoa." I'd strongly advise you don't put your wife back there until you get the hang of it, practise on an empty shopping centre, neighbours are always spellbound, and there's always an expert among them, always shouting from 4 houses away.

Two outside mirrors are a must. Trailers seem to turn mediocre drivers into idiots, you must be able to see them at all times. I always travel a good distance behind another car so's to leave space for the passers; and room for slower braking so that the tailgater wont impale his radiator on the mast.

Now, along with a thousand Spring jobs, I have to pull those blasted trailer wheels.

* * *

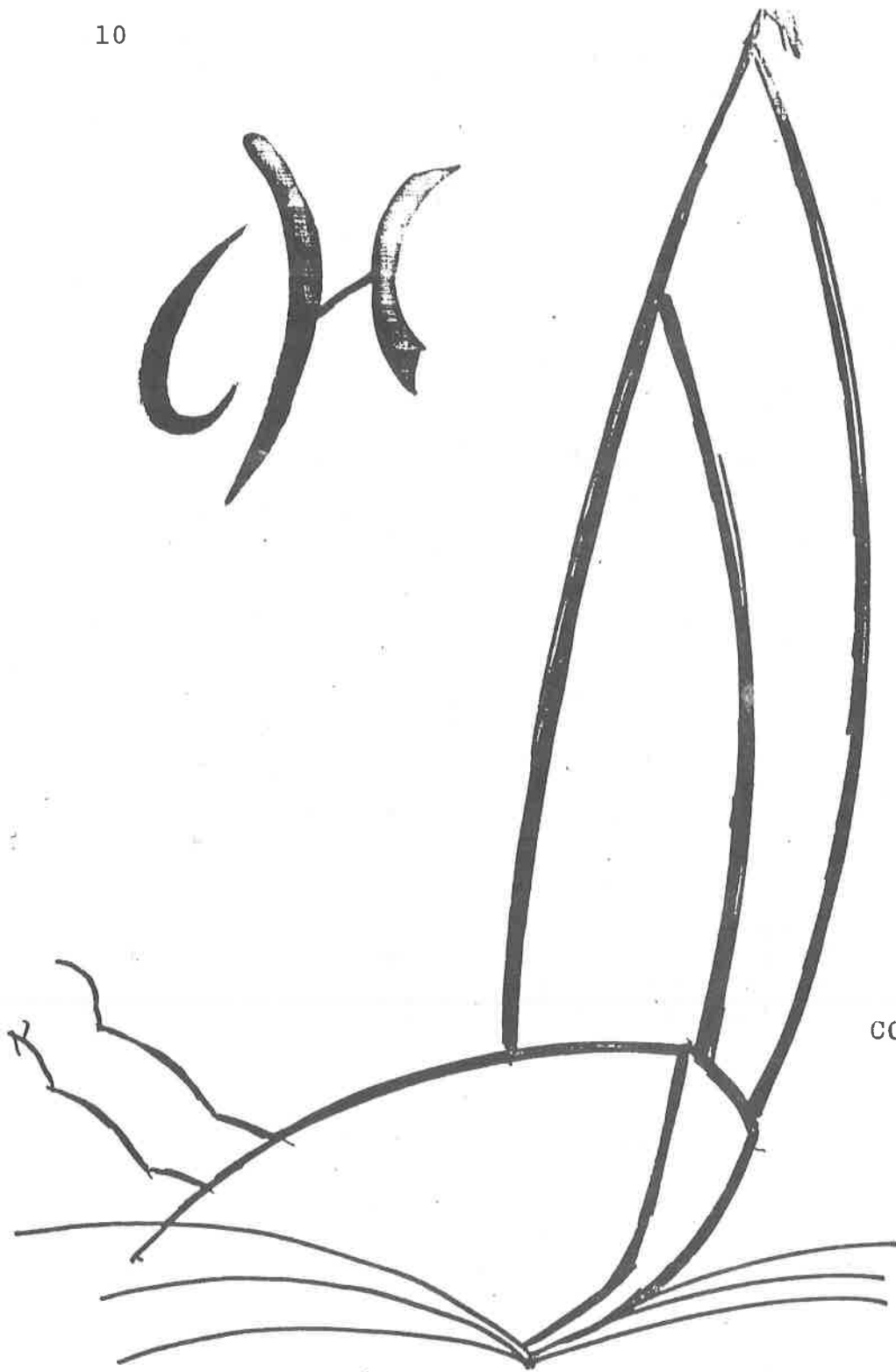
THE ALBACRUISE TROPHY

Uffa Fox designed the Albacore to cope with English estuary sailing and as most owners realize, it is an excellent sea boat. As part of the objectives of the Class is to encourage other sailing activities as well as racing, the Executive has created a cruising award. The 1965 Yearbook contains an article by John Lash on a Georgian Bay cruise entitled, "An Albacruise." As a salute to John and his crew we are calling our award, "The Albacruise Trophy."

The rules are few and straightforward:-

1. At the time of the cruise, the skipper must be a member of the Association;
2. The trophy is awarded annually although the judges' panel have the discretion to defer an award if entries are not considered adequate;
3. The judges' panel consists of the 2nd Vice Commodore, the Rear Commodore and the Editor of Shackles & Cringles;
4. The boat used must have a buoyancy certificate current for the period of the cruise;
5. The minimum duration of a cruise is three consecutive days;
6. Entries in article and log form with a copy of the boat's buoyancy certificate must be received by the Editor of Shackles & Cringles not later than October 31st for a cruise undertaken that year;
7. The award will be announced in the first Shackles & Cringles in the following year and the winning entry will be published in that issue. The Editor retains the right to edit the entry to meet the newsletter's requirements.

* * *



R A C I N G !

4 th

AT

TAMPA MIDWINTERS

O R

COMFORTABLE FAMILY BOAT

6-H GIVES YOU BOTH

FOAM SANDWICH GIVES YOU THE STIFFNESS OF WOOD WITH MINIMUM WEIGHT
THREE WAYS TO BUY

- | | | |
|-----------|---|---------------------|
| BARE HULL | - | RIG IT YOURSELF |
| STANDARD | - | READY TO SAIL |
| RACING | - | PERFORMANCE PACKAGE |

WRITE FOR DETAILS TO:
6-H PRODUCTS LIMITED
80 HICKSON AVE.,
KINGSTON, ONTARIO

SPARS AND WINDAGE

by: Hans Fogh

With all the technological advances in the sailing industry, little has been done with respect to reducing windage on non-rotating dinghy spars. Spreaders have become thinner, shrouds and halyards are now led internally on most up-to-date spars, but still the actual sections themselves cause tremendous amounts of windage. This has concerned us to the point that we have designed and produced a spar based on solid aerodynamic principles and structural excellence.

The well-read sailor realises that correct flow over the leeward side of the sail is critical to the boat's performance. In fact, this side accounts for more than 2/3 of the driving force developed in the rig. Any interruption to this flow means a considerable loss in efficiency. The masts on today's boats cause an approximate 25% reduction in efficiency on the leeward side by developing turbulence along the forward parts of the mainsail. This could be improved greatly, and we're going to outline the pitfalls of today's sections in some detail, and explain how the new line of FoghSpars is superior.

As the airflow approaches the mast and sail, it initially slows down. Then, as it begins to bend around the spar, its speed increases to almost twice the original velocity. The flow will follow the curve of the mast profile while it is accelerating but because of energy losses due to friction, it starts to break away from the mast, rejoins the free stream, and leaves a turbulent wake. Looking at two of today's most popular sections with this in mind will reveal the lag in development now filled by the FoghSpar.

The pear-shaped spar is used on almost every yacht afloat today. Unfortunately, it has no aerodynamic qualities to offer us. If the wind is moving at a velocity of V , and after slowing down momentarily in front of the mast, it accelerates to a speed of $2V$ part way around the mast. However, it then slows down and breaks away from the spar, leaving a turbulent, useless wake between the free stream and the sail. An improvement has been offered lately in the form of the simple circular spar. It is claimed that the round mast is better aerodynamically than the pear; and, of course, much simpler to extrude and manufacture. By riveting a sail track on the aft side of this round section, though, these spars have no more value than their pear-shaped competitors. Their leading sections are virtually identical, thus the flow of air is interrupted at the same point as the pear. Aft of the point of separation, the shape of the section is immaterial, as far as aerodynamics are concerned. So, in fact, both round spars and pear-shaped spars have little to offer because basically, they ask the airflow to bend more than it is able. Turbulence results, and performance is reduced.

continued

The FoghSpar has been designed with solid aerodynamic principles in mind. Its shape is a definite improvement to anything now on the market. By presenting the airflow with a smoother, more gradual curve, turbulence is greatly reduced on the leading edges of the sail. Aft of the point of separation, the mast is squared off to move the sail as close to the flow as possible. The luff track is extruded into the spar so that the flow quickly meets the sail. Turbulent wake is kept to a minimum. The section as a unit is smaller than most, particularly in the fore and aft axis. This means that when the wind moves aft to a reaching position, interference to the wind flow is significantly lower than pear or round-shaped sections. Recent wind tunnel tests at McGill University in Montreal confirm that the FoghSpar is superior aerodynamically to any spar currently on the world market.

Structurally, the FoghSpar has combined the latest thinking on mast bend with sophisticated aerodynamic design. Discussion on this matter can be divided into two parts -- area above the hounds, and area below the hounds.

Let's first concern ourselves with the area above the hounds. This section is the one that has the greatest heeling moment, since its leverage is so powerful, yet it is also the area that is least controllable. The shrouds do not extend to this region - it is a freestanding, unstayed piece of spar that bends in accordance to the design of the section. Circular sections and most pear-shaped sections are designed to bend aft in strong winds, the feeling being that this will flatten the sail and thus reduce heeling moment. Whether this approach is as effective in heavy air as the flattened top section of the FoghSpar is debatable, but certainly in lighter conditions, the circular and pear shapes present problems to the sailmaker. These masts bend more and more under increased sheet tension and wind pressure. The sail must have more luff curve built in to accommodate this bend, in order to maintain a smooth shape. (Indications of insufficient luff curve are wrinkles forming out of the luff in the direction of the clew). However, should the conditions change from heavy air to light air, the mast will straighten up, and the top of the sail will take on a very unsatisfactory shape as the excess cloth is pushed forward against the mast. This shape provides little lift or power in those conditions which demand it. Should there be any occasion for the boat to pitch through waves, this contorted shape will stall out because of the speed at which the top of the mast is moving. What is required is a spar that will permit the use of a sail that is flat in the upper sections in light air, yet will dispense any excess heeling force as the wind increases. The FoghSpar is quite stiff fore and aft, so that an abundance of luff curve above the hounds is not necessary. The special taper allows the sail to twist off sideways, yet still maintain the ideal sail shape. The top of the sail "feathers" into the wind in the puffs, giving considerable driving force while easing the heeling force. Thus, the sail that would be so successful in light air (i.e. one with flat upper sections) would also work very efficiently in heavy going. This is an important factor for classes like the 470 where rules prohibit the use of more

continued

than one set of sails per regatta. In other classes, the benefits are also quite large. Since sails are more adaptable, fewer sails are required in the boat's inventory. There is less chance of being "caught" with the wrong sail.

Since on the FoghSpar the mainsail leech is not being freed off through fore and aft bending, sheet tension can be maintained to a greater extent. The leech "stands up" better, giving the boat a more consistent helm in the gusts, a generally softer driving motion through the rougher water. Main leech tension is linked closely with pointing ability, and the FoghSpar allows the leech tension to remain more controlled, thus pointing ability is improved.

Below the hounds, leverage is not nearly as great as in the upper sections, thereby allowing more power to be developed through the mast and sail combination. However, the greatest bending force is also exerted in this area. For these reasons the FoghSpar is stiff both sideways and fore and aft in this region. Adapting the spar to a given mainsail is done through the correct shroud tension, spreader angle and deck chocks.

To summarize, the FoghSpar is the first high performance spar to be designed and fabricated in North America. Overall, it has a sophisticated aerodynamic shape combined with well-engineered structural characteristics. The FoghSpar is stiff in the fore and aft axis, tapered and flattened above the hounds to expel excess heeling moment. It will deliver excellent performance over a wide range of conditions, and should eliminate the need for a large inventory of specialized mainsails.

(Editor: The printing of this article does not imply any endorsement of the FoghSpar by CAA.)

* * *

MID-WINTER CHAMPIONSHIPS, TAMPA

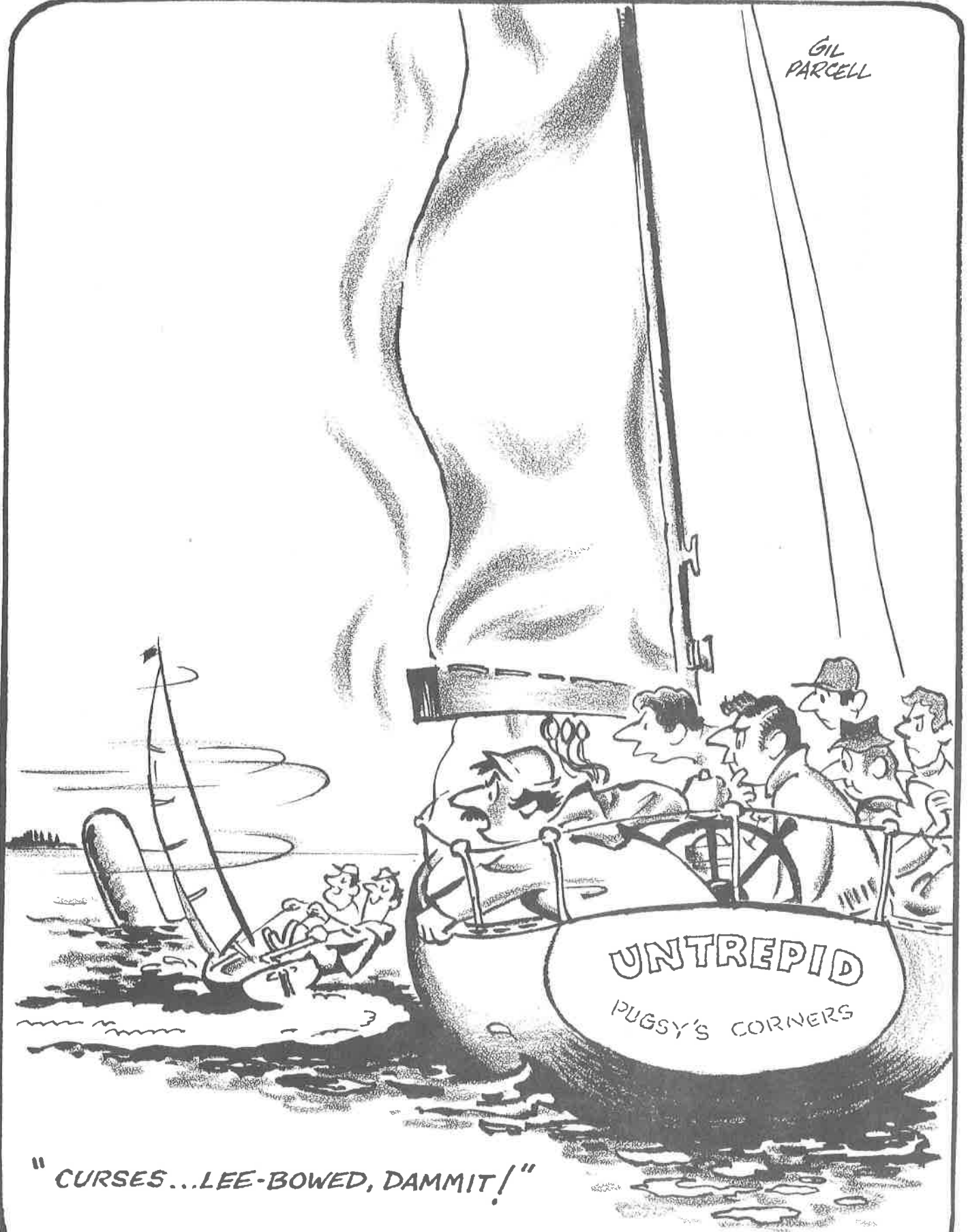
"A very, very, enjoyable regatta - fantastic!" says Peter Schell of the Mid-Winter which were held March 12th - 14th in Tampa, Florida. A half dozen Canadians were there and Peter was fourth in a fleet which had some top-rated Albacore sailors. Barry and Gary Poyntz were 8th. The quality of racing was first class reports the Canadian contingent. Winds in the first race were 15 knots but in the other five races varied between drifters and 10 knots. It sounds like a great way to escape the icy Canadian scene at that time of year! It is possible next year's dates may coincide with the Ontario School March break.

Results

1. Major Hall/Drew Wallio
2. Carl Cheney/Valerie Schwenk
3. Dave Wallerstein/David Jenks
4. Peter Schell/Mary Schell
5. David Lucyk/Ian Brown
6. Bill Ewing/Eileen Ewing
7. Harry Sindle/Robert Sindle
8. Barry Poyntz/Gary Poyntz
9. Ed Luthy/Nancy and Sue Luthy
10. Paul Magnini/Judi Magnini
11. Bob Harwood/Matt White
12. Kevin Firth/Carol Oswald
13. Tony Griffin/Gerry Giffin

* * *

GIL
PARCELL



"CURSES...LEE-BOWED, DAMMIT!"

ANYONE FOR RACING?

by: Jerry Selwyn

"To race or not to race, that is the question?"

Quote: William Shacklespear

"It is better to have raced and lost than never to have raced at all."

Quote: Alfred Lord Tennsion

To enjoy sailing one doesn't have to race and belonging to a sailing club doesn't mean that you must race.

Racing is however sailing - sailing in the company of others who enjoy and share an interest in the same sport/recreational activity. The enjoyment stems from being out in the fresh air, getting some exercise, in relative peace and quiet and away from huge crowds. But more than that is the satisfaction, especially in our motorized push-button world, of pitting ones skills against the natural elements of wind and water. It is a sport where, to a large degree, size, strength, age or money don't necessarily play a major part in ones ability to excel. It is the accumulation (a never ending process) and application of knowledge and experience sometimes to succeed and sometimes to survive.

The more you sail, the more you learn - the more you learn the better prepared you are to handle the unforeseen and often unpredictable conditions - the weather.

What happens to the "I just sail for Fun" sailor who gets caught in a line squall with no other boats around and no rescue craft?

That's where racing comes in. Do more of your chosen sport, do it where you can watch and learn from others. Do it where, if you don't learn by watching, you can learn by asking your fellow members. Your experienced sailor is sometimes reluctant to come and tell you what you did wrong, but if you ask, he will help gladly.

"I don't know the rules well enough" - "would just spoil it for others" - "I'd make a fool of myself" - "I can't get a crew."

All poor excuses! If you know the 8 basic rules outlined below you are unlikely to get into trouble. You won't spoil it for others because the others want and will welcome you. We were all tail end charlies once - and some of us still are, but we are trying, learning and enjoying it.

continued

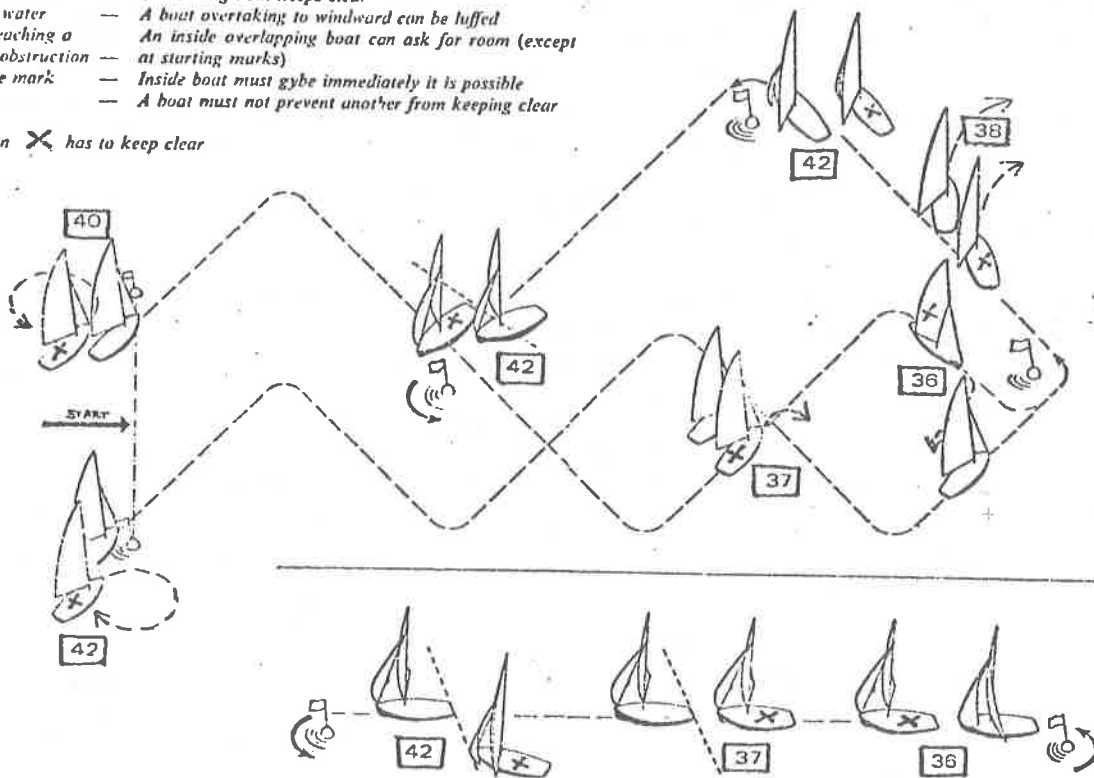
Below is an excerpt from "Paul Elvstrom explains the racing rules." At \$4.50 it is an excellent book. It is pocket sized and all rules are explained with easy to understand diagrams.

Another "must" book is "Manfred Curry's Racing Tactics" which not only explains the rules but also shows with simple diagrams what to do at the start, windward leg, rounding marks, etc.

Basic Rules for Beginners

Rule No.	Situation	Basic Rule
51 & 67	Whilst racing	A boat must not touch another boat or a mark
36	On opposite tacks	Port tack boat gives way
37	On same tacks	Windward boat keeps clear
37	On same tacks	Overtaking boat keeps clear
38	On open water	A boat overtaking to windward can be luffed
40 & 42	Before reaching a mark or obstruction	An inside overlapping boat can ask for room (except at starting marks)
42	At a gybe mark	Inside boat must gybe immediately it is possible
34	Always	A boat must not prevent another from keeping clear

Note: In each situation X has to keep clear



An overriding condition applicable to all the Rules, however, states that ... "in obeying and construing these Rules, due regard shall be had to all dangers of navigation and collision and any special circumstances, including the limitations of the craft involved, which may render a departure from the above Rules necessary in order to avoid imminent (or immediate) danger."

SOME VIEWS OF AN OLD SAILOR

by: Bob Goodings

Jerry Selwyn has explained his points of view as to what sailing is to him and why he believes people should take a greater interest in racing. I agree very much with his points of view and would like to add some of my own. My first introduction to sailing was to get in a sailboat and own one at the same time. That afternoon I got the jib sheets caught on the fence, ran up against the breakwater because I didn't have the centreboard down and didn't know quite how to get back to the dock without trying to knock the dock over. From there, and through six or seven new and used boats, I finally came to a position where the occurrences are not repeated.

To those that would like to know more about racing, the principles of racing are easy to pick up and can be learned on a gradual basis or by taking lessons. If you are concerned about the disgrace of being last, please be assured that there isn't a sailor out there that has not been last more than once in his life.

The following steps could be taken to start you on your way to beginning the racing experience:

1. Proceed cautiously to the starting area, knowing as much as you can about the starting signal system so that you know at what point your race is started.
2. Allow the hot-shots and bargers to run up and down the line and let them get off and running, perhaps 30 seconds to a minute, before you yourself make the start. This means, work up and down behind the line by about 200 or 300 yards, allowing the others the front row.
3. After the hot-shot gang have passed through, start with your own one or two beginners, passing through the starting area and chase the fleet. Don't be too long in getting started because if there is another race to follow you'll be run over.
4. Tack your way to the first windward mark, following clues of the leaders which will be quite clearly in view.
5. Be careful to not incur too many port-starboard situations because there is no point in two individuals at the back of the line having to do 720's or retiring from the race because of rule infractions.

continued

6. Consider that you are racing with yourself against the fleet and that you are trying to catch the tail-end charlies. These people, you will find, will always be there and you can develop some sort of comraderie that would give you the confidence to carry on and to improve your abilities and add to your enjoyment and acquaintances in the fleet.
7. Remember that in every race there are several sets of racers. There is the first one or two that obviously have no trouble getting ahead of the fleet and staying there; there are the next ten or twenty who can always be with each other, passing and testing their skills and experiences and knowledge of the rules of the road.

The last set are those at the back who are always following, trying to keep ahead of the next fleet. A "win" or a "first" to the last group is as simple as beating "so and so" to the finish.

The above comments are to encourage people to race. The more sailing you do and the more racing you do, the more you become aware of the capabilities of the boat, the conditions that you should be very careful of, the proper sail setting, tiller handling, weight distribution, etc. All these become more keenly implanted in your mind and all of a sudden you understand what that writer in a magazine or book was trying to tell you.

If more and more people would take up racing, you would find the spirit of the fleet would improve measurably and the Albacore sailor will not be accused of having geranium pots that only go out on nice days.

For those that want to race but can't seem to find the proper crew combination or get a permanent crew, I recommend that you seriously consider a joint ownership, even if it is 10% - 90% situation. There is nothing which secures a crew to a boat better than to have a partial ownership in the craft. You will find that this will give you a ready-made skipper and a ready-made crew that can take part in racing at any time. It is amazing how even busy people can set aside several hours in the week for an enjoyable session of sailing. There is no greater therapy that can be applied to busy people than the pure pleasure of sailing.

(This article and the preceding one came from the Toronto Sailing & Canoe Club Newsletter, April 1976.)

PRELIMINARY PLANS FOR 1977 WORLDS ALBACORE CHAMPIONSHIPS

by: Steve Cerny

The Canadian Albacore Association executive has now formulated some preliminary plans for the 1977 Worlds.

The Worlds Championships will be held from July 25 to July 29 at Kingston. They will be held either at the Olympic Sailing site, or if this is not available, at Kingston Yacht Club. Seven races will be sailed, six races counting. The fleet will be limited to 65 boats.

It is our intention to provide a two week period of racing, for all sailors wishing to participate. The tentative timetable is as follows:

Saturday/Sunday	July 16/17	Regatta in Toronto area
Tuesday/Wednesday/Thursday	July 19/20/21	Evening Club Races at different Clubs in Toronto
Saturday/Sunday	July 23/24	Regatta in Eastern Ontario (Ottawa, Belleville)
Monday	July 25	Opening of Worlds, Measurement, Skippers Meeting
Tuesday	July 26	Races 1 & 2
Wednesday	July 27	Races 3 & 4
Thursday	July 28	Races 5 & 6
Friday	July 29	Race 7, Prize Giving

Social and sight-seeing activities are planned during Worlds fortnight.

Accommodation at Kingston will be at a Queens University student residence in order to minimize expenses for participants as much as possible.

Some U. K. sailors will make their own arrangements for boats. The majority will need to be provided with boats. In 1977, for the first time, we shall attempt to work out a scheme whereby U. K. sailors can "charter" good boats prior to arriving here. This will involve a fee of \$50 to \$100, but will give the U. K. sailors the advantage of knowing they have a boat waiting for them, its builder and its equipment. For those who don't want to charter, boats will be borrowed as in previous Worlds. An attempt will be made to transfer boats between regatta sites by multiple trailer.

These are ambitious plans. It should be emphasized that they are preliminary, and subject to change except for the dates.

over the transom

Manitoba Plans An Active Summer

Mention was made in the April issue about the Manitoba Provincial Championship at Gimli on July 24 and 25. If you are planning a holiday in Manitoba or North-western Ontario, Manitoba sailors hope you will drop in or even race with them. Boats will be available for visiting sailors. Further information can be obtained from:-

Brian Smith
251 Oxford Street
Winnipeg, Manitoba,
R3M 3H8

Canadian Olympic Sailing Team Need Your Help

The team needs \$120,000 to complete their training and to participate in the Olympics at Kingston. Would you help? Now that they are on the last leg of the last race, financial assistance is required for:

International calibre sailors to cover their training programmes up until the selection trials.

Running the gruelling fourteen day Olympic Team Selection Trials at Kingston involving scores of volunteer workers.

The Canadian Olympic Sailing Team's final month of preparation until they are taken under the wing of the Olympic Games Committee (COJO).

The continuing development of younger competitors by providing tangible assistance for the 1976 IYRU World Youth Sailing Championship to be held in Canada.

These programmes are real, the need is real, the targets are attainable with your help!

Donations which are tax deductible should be sent to:-

The Canadian Yachting Association
333 River Road
Vanier, Ottawa, Ontario,
K1L 8B9

U. K. National Championships, August 8 - 13. Canadians Welcomed!

These are being held at the Thorpe Bay Y. C. which is 35 miles east of London on the Thames Estuary. (Yes, there will be enough water.) Ben Tyrie writes to extend his club's welcome to any visiting Canadians. He also offers to arrange accommodation with club members. Anyone interested should write at once to Ben at, 21 Cavendish Gardens, Ilford, Essex, U. K.

continued

Canadian Champion Gets Binding Contract on Crew

Dave Sturch (see Letters) married Peggy Francis on May 15. We now have a new and formidable husband and wife racing pair. Last year they won the Canadian Championship and Muskoka District Championships. Dave was also given a Province of Ontario "Sports Achievement Award" by Premier Davis. We wish Peggy and Dave continued happiness and good racing in the years ahead.

Fanshawe Again Runs The Pumpkin Regatta

A grand way to wind up the Season! Held by the Fanshawe Yacht Club, October 9 - 11. It's an open regatta and Joe Pol says "Everyone welcome!" Details from Joe, at 203, King Edward Ave., London, N5Z 3T8 or call 519-433-4607.

Cleveland House Again Site of 1976 Sailing School

The Ontario Sailing Association and Georgian College are running this school. Whatever your level of sailing, you can learn more in one of their graduated classes. The dates are June 20 - 26. Apply immediately to Sailing School, Georgian College, 135 West Street North, Box 730, Orillia L3V 6K7. A number of Albacore sailors have attended in past years and found it an excellent week.

letters

To the Editor:

I am writing in the hope that you will make a correction on your records for the past winners in the Canadian Albacore championships.

In the February issue of Shackles & Cringles, you have printed that Douglas Sturch was the winner of 'B' fleet in 1971. Doug is my brother and would be the first to admit that he didn't win. Peggy Francis (crew) and myself were the winners in A4254.

Would you please make the correction. I feel that credit is due to the real winners. Could you put both Peggy's and my name on the records. Without her help I could never have done so well in 1971 and in 1975. She deserves some credit. David Sturch.

Editor: Noted. And congratulations to a pair of winners!

continued

To the Editor:

I have just received the February 1976 issue of the Shackles & Cringles. This is the first issue I have received since the "Canadians" last September. I wish to express on behalf of our Club - The South Muskoka Sailing Club - a feeling of disappointment in the lack of coverage given this event. David Sturch and Peggy Francis are probably the youngest crew ever to win this event, and were 24th in 1974 and 21st in 1973. In 1975 they won the Muskoka District Championship. They are both products of C.Y.A. Sailing School and qualified sailing instructors. We think that it would be only fitting that our national C.A.A. publication should give more honour to the winners of our Canadian Championship.
C. J. Davidson, Fleet Captain, South Muskoka Sailing Club.

Editor: The aftermath of the mail strike seems to have led to some members not receiving their October newsletter. The 1975 Canadians were covered in this issue. Please notify the Secretary if you believe you do not get your copy. Normal issue dates are February, April, June, August and October.

To the Editor:

We, of the Sandlake Sailing Club, were pleased to read the unexpected, but accurate reporting, of the Sandlake B.Y.O.B. (Bring Your Own Beer) regatta. In addition, it solves the identity of the young man who unexpectedly appeared, drank our beer, prattled about wood centre boards and plastic sails, and photographed our more nubile young ladies with a huge telephoto lens. Where can I get copies please?

I should explain that my Albacore "Ichthyosaurus", is somewhat heavier than normal as my wife, a potter, fashioned the hull from Algonquin clay. This was only undertaken after solving the firing process. We used the 'Kearney crematorium! It is for this reason the windward leg has The Dogleg, as the alternate has The Rock. In respect to the correspondent's lead on the first leg, I should explain that I lost ground in disqualifying the late starter so that he could return to the beer without delay, surely, this is the duty of a commodore.

The race committee feel that the standard of skill has risen to the point that the windward leg of the 1976 regatta will go into West Bay wherein lies the famous 90° degree windshift. This will require several cottagers with outdoor motors to act as crashboats, and to carry beer in the advent of a drifter. I should say here that the island causing the windshift was the location of the last gunstart in 1967. At that time, the starter suffered minor gunshot wounds. We ask the support of the C.A.A. in our petition to the Wintario Surplus Fund for \$28.67 for new buoys, codline, and 4 brake drum anchors to be bought from Charlie Fetterly's Shell Station.
The Commodore, Sand Lake Sailing Club.

classified

ALBACORE WANTED

If you have a used Albacore for sail, we are interested in buying one either with or without a trailer. We would like a boat in good condition made with fiberglass.

If you are trying to sell, please call Peter Schell, Kingston, S. C. at: (613) 546-9431 after 6 p.m.
(613) 547-5942 during the day.

BOAT FOR SALE

ALBACORE KC 4675 "Tenderly" 1973 McGruer & Clark, complete with new suit of sails and extra jib plus "Wiscott 600" road trailer, \$2,000.00. Phone Ian Rogers at 595-1500 (days) or 920-5136 (evenings).

FOR SALE

ALBACORE #4216
McGruer & Clark DeLuxe Model. White - lightgreen deck. Boat cover and Hudson trailer included.
Asking \$1,500. Call C. L. Noxley - 705-653-2574.

* * *

ARK '76

AUG 21-22



The Kingston Yacht Club Albacore fleet looks forward to your coming to the 4th annual Albacore Regatta Kingston (ARK'76)

WEATHER

The mean maximum temperature for these dates is 77°F (25°C) while the mean minimum temperature is 57°F (14°C). The sun will rise at about 6:27 a.m. and set at about 7:45 p.m.

COURSE

Triangle, twice around.

WATER

The surface temperature is about 66° - 70°F (18°-21°C). A brisk S.W. wind can give rise to waves of 3-4 feet. There is a small current of about 1/4 mph from West to East, but no tides.

WINDS

The prevailing wind direction is southwest, it blows in this direction about 38% of the time during these dates with an average wind speed of 11.3 mph. The overall average wind speed is 8.9 mph.

Registrations may have to be limited. Selection will be by date of receipt of entry.

If accommodation information is required please check

ARK'76 REGISTRATION FORM

REGISTRATION DEADLINE AUGUST 1

NAME _____

CLUB _____

ADDRESS _____

PHONE _____

CREW _____

SAIL # _____

Registration Fee \$12.00 per boat _____
 Box Lunches \$2.50 per day _____
 Dinner (roast beef buffet) \$6.00 per person _____
 TOTAL _____

Cheques made payable to ARK'76

Meals cannot be guaranteed unless indicated on registration form.

MEASUREMENTS

All competitors must present the certificate showing that their boat has been measured and has passed a 1976 buoyancy test.

FACILITIES

The facilities of KYC are cordially available to all competitors, these include: maintenance servicing, bar, lounge, showers and changing rooms.

CAMPING Facilities for this are available at Lake Ontario Park (2 miles west of KYC)

<u>PROGRAM</u>				
	Friday	8:00 - 10:00	Registration	
	Saturday	9:00 - 10:30	Registration	
		10:30	Skippers Meeting	
		11:00	Race #1	
			Race #2	Lunch will be held between
			Race #3	races #1 and #2, or races
				#2 and #3, depending on
				decision of R.C.
		5:30	Punchbowl	
		7:00	Supper	
		9:00	Entertainment	
	Sunday	9:00	Skippers Meeting	
		10:00	Race #4	
			Race #5	
		3:30	Presentations	

PRIZES

Skene Trophy - Overall Winner

Keeble Trophy - Winner of fourth race on Sunday

Prizes for top 5 overall

Ribbons for top 5 each race

Kingston Yacht Club
1 Maitland Street
R.E. Partridge - Commodore
Peter Schell - Albacore Fleet
 Captain

ARK Chairman
Duncan Grant
4085 Bath Road
389-1282

.....

ARK '76

Registrar

Jim Hill
36 Ellerbeck St.
Kingston, Ontario

NORTH AMERICAN ALBACORE CHAMPIONSHIP

Friday August 13 - Sunday August 15

LOCATION: Brittanica Yacht Club, Ottawa, Ontario (directions will be mailed).

ELIGIBILITY: Please refer to the April issue of Shackles & Cringles for details of ELIGIBILITY. Please remember that helmsmen must present a 1976 C.A.A./U.S.A.A. membership card, a current measurement certificate and certification of buoyancy, tested in 1976.

RACING

SCHEDULE:	First race	Friday	-	Warning 11:00 a.m.
	Second race	Friday	-	Back to back
	Third race	Saturday	-	Warning 10:30 a.m.
	Fourth race	Saturday	-	Back to back
	Fifth race	Sunday	-	Warning 10:00 a.m.
	Sixth race	Sunday	-	Back to back

REGISTRATION: Registration will be accepted up to 8:30 a.m., August 13. The Regatta office will be situated at Brittanica Yacht Club and will be open at 3:00 p.m. Thursday, August 12.

SAILING

INSTRUCTIONS: Will be mailed out to entrants if time permits or will be issued at Registration.

ENTRY FEE: \$22 per boat.

SOCIAL: Friday, August 13, "Draft beer and sing song"
B.Y.C. Clubhouse Lounge

Saturday, August 14, B.Y.C. Annual Venetian Night - all are welcome.

PRIZES: Prizes will be awarded on Sunday afternoon for the following:

1. First award - winner Championship Trophy;
2. Keeper Trophies for skipper and crew for first five places in the series;
3. Ribbon for the first five places in each race (skipper and crew)

APPLICATION FOR 1976 NORTH AMERICAN CHAMPIONSHIP

If you have not already completed the application form in the April issue of Shackles & Cringles please complete the following application form and remit \$22., (payable to Canadian Albacore Association) and forward such to:

Canadian Albacore Association
P. O. Box 102
Station Q
Toronto, Ontario
M4T 2P2

For those members who have already completed the application form in the April issue, would you please forward a cheque as noted above.

APPLICATION FORM

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 - May 29-30

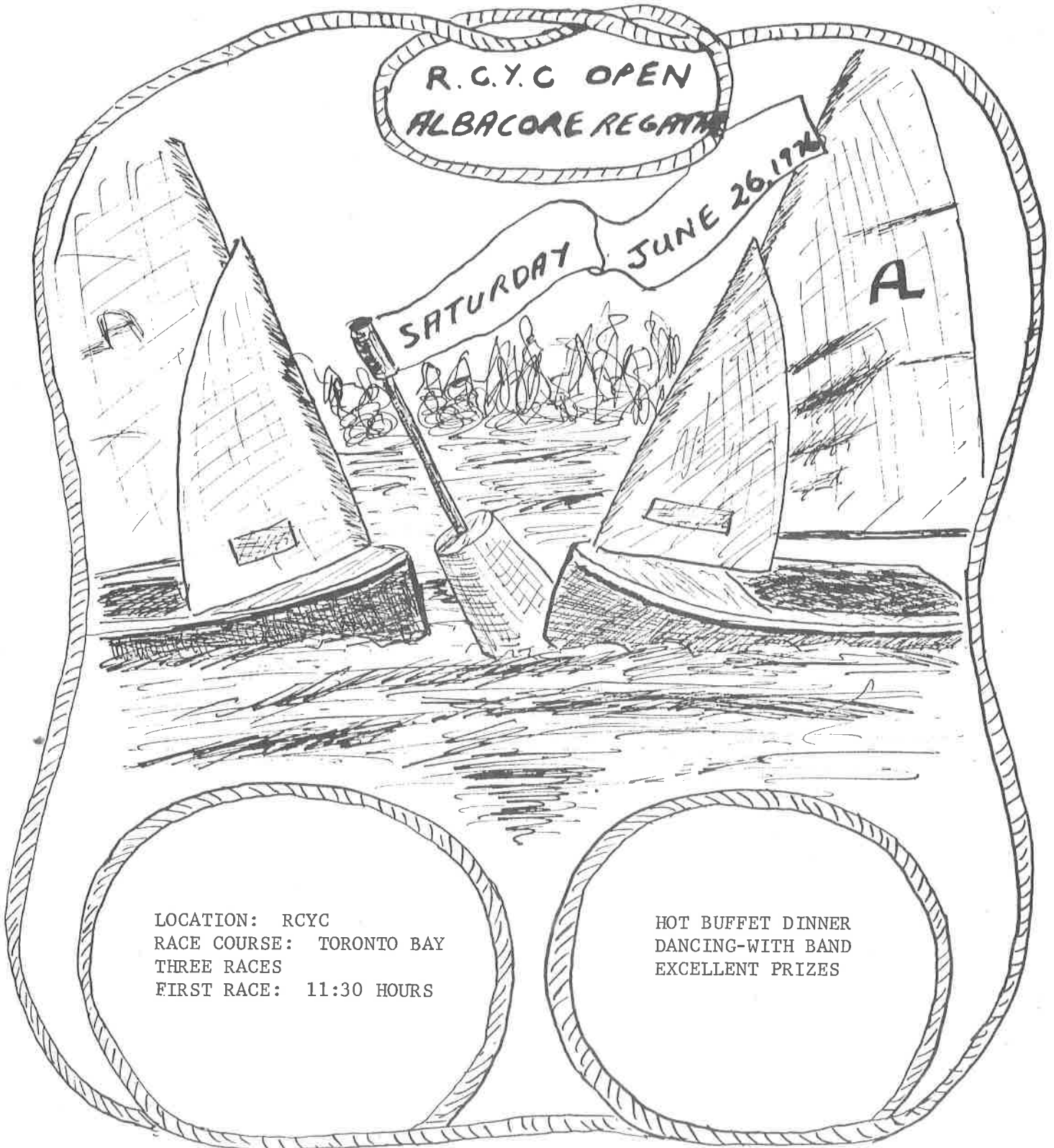
I am planning to sail in the Area 10 Championship - July 17-18

Mail this application form NOW to:

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

P.S. Please do not forget to enclose your cheque.

The North Americans are a qualifying event for the 1976 "Canadians".



LOCATION: RCYC
 RACE COURSE: TORONTO BAY
 THREE RACES
 FIRST RACE: 11:30 HOURS

HOT BUFFET DINNER
 DANCING-WITH BAND
 EXCELLENT PRIZES

HELMSMAN/woman: _____

Address: _____

Telephone, Residence: _____ Business: _____

Entry Fee: including a superb dinner for two -----\$24.00

Dinner for _____ non sailing guests @ \$9.00 ----- Total _____

Please forward cheque payable to "DAVID YOUNG IN TRUST" with entry form to:

David Young
 400 Avenue Rd.
 Apartment 308
 Toronto, Ontario M4V 2H6

STOP PRESS!ANOTHER SUCCESSFUL TARTS REGATTA

Possibly the late Spring or the cold Lake Ontario water temperature caused a slightly smaller entry than last year. Held once more at the Toronto Sailing & Canoe Club, sailors came in from as far afield as Barrie, Kingston and Ottawa.

Richard Storer with Olga Verbeek as his crew were the winners. Richard had three firsts and a second in the four race series. Held on Saturday, May 29, and Sunday, May 30 the regatta, received favourable weather. There were easterly winds throughout, light on Saturday and picking up to moderate on Sunday.

The two races held back-to-back on Saturday left time for a few beers before the excellent beef fondue dinner. The two Sunday morning back-to-back races started in poor visibility, a fair chop and 12-15 knot winds but gave competitors better sailing conditions.

The safety requisite of a 1976 buoyancy certificate caused some boats problems. Tor Johanssen tried twice unsuccessfully and after some inspiration and hand overnight work, made it on the Saturday morning. The justification for the buoyancy test was shown when Tor dumped on Sunday and 'was able to right his boat. Tor and Erica received a special prize, Farley Mowat's, "The Boat That Wouldn't Float" for perseverance!

These are the first five finishers:-

- 1st Richard Storer/Olga Verbeek, Hawkestone Y. C.
- 2nd John Francis/Michel Hart, Muskoka Lakes S. C.
- 3rd Bob Malby/Don Johnston, Boulevard Club
- 4th John Morgan/Mike Morgan, Boulevard Club
- 5th Dave Durnford/Mike Worsick, Britannia Y. C.

As Race Committee Chairman, Bob Winterton of TSCC ran a tight regatta. Bob was ably assisted by his wife Peggy and a team of TSCC sailors.

* * *



ONTARIO SAILING ASSOCIATION

Exec. Director: Alf Jenkins
559 Jarvis, Street
Toronto M4Y2J1

When this issue of OSA news through Sailing Forum has reached the readers' hands, most sailors will be just commencing their spring activities. Covers will be coming off boats after their long winter storage and sandpapering, cleaning and fitting out will be the order of the day for the thousands of small sailing craft throughout the country as the sailing season will be about to commence. Here is some OSA news, past and present, to bring you up to date:

Sailing Information Conference

In the latter part of April, OSA will again, with CYA, hold a joint sailing information conference for the press and other media representatives. This will acquaint them with the events of the approaching sailing season and detail, more specifically, the major sailing events surrounding this Olympic year.

OSA will, once again, be supporting an information officer, who will be communicating important events and results to the press and wire services of the country. He will need the co-operation of all persons responsible for public relations and information about major class and club events.

OSA Olympic Assistance

This year OSA will be assisting the Olympic effort in three ways. First, there will be assistance to those race committee personnel from Ontario who will be helping as support staff on the race management team at the Canadian Olympic Trials in Kingston in June. This support team will include over a hundred people from Ontario. Secondly, in order to assist those athletes from Ontario on the National Teams I & II and Ontario Development Team with their Olympic training efforts prior to the Trials, OSA will be receiving and considering requests for assistance from these athletes. This assistance is for the training period from April 1, 1976, to the commencement of the Trials.

Finally, during the Olympics in Kingston, OSA in conjunction with CYA will be maintaining a reception centre for officials from visiting nations competing in the Olympics.

OSA — Georgian College

Sailing School and Instructors Seminar

This year the above event will be held June 20-26 at Cleveland's House in Muskoka. This is the largest sailing school and instructors' certification

program in North America. Over 300 sailing school students and instructors will be arriving from many parts of Ontario and Canada for a week's sailing and instruction.

It is suggested that all those planning to attend the sailing school or CYA instructor certification program forward their applications as soon as possible. These can be obtained from the OSA office at the above address — telephone 964-8655.

Toronto International Boat Show

Through the support of Molson's Brewery (Ontario) Ltd., the OSA staged Sail '76 at the Toronto International Boat Show. This year over 200 volunteers assisted in "manning" the OSA information centre during the Show. A further 80 volunteers from the 18 class associations displaying boats were also on hand to tell the public about sailing in general and in particular about their class's boat.

At the Boat Show, OSA presented its new symbol which is shown at the masthead of this article.

Molson's and OSA put on a water show for the public which included a short skit, a water safety demonstration by the Royal Lifesaving Society and, finally, a short sailing session for juniors from the audience using Optimist dinghies. The show took place in a large pool with a battery of fans providing the wind power.

This year's emphasis on Olympic sailing was highlighted by the presence of the 6 Olympic class boats, some Olympic aspirants pictorially displayed, a large and exciting COJO Kingston display, plus the sale of Olympic support buttons to the public. This raised over \$4,000.00 in support of the Olympic sailing effort.

All in all, a great show for sailing.

OSA Club and Water Safety Conference

At the end of January, over fifty delegates gathered from all parts of Ontario to study the concerns about water safety and how it affects sailors, both on the water and the shore and club facilities. Under the leadership of OSA Safety Chairman Bill Stevens, a steering committee was established which included Phil Tillman, Britannia Yacht Club; Don Giffin, Shadow Lake Yacht Club; Bill Cheek, Royal Hamilton Yacht Club; George Harvey, Oakville Yacht Squadron; Ted Chisholm, Royal Canadian Yacht Club and Alf Jenkins, OSA. All areas of water safety were studied and a working paper was formed and presented to the meeting for adjustments and additions. The delegates went away satisfied that they had made an important start on a subject so often neglected by sailors.

A basic safety paper has now been formed by OSA, called The Principles of Club and Water Safety. It will be received by all member clubs of OSA for ratification and implementation where adaptable to each club involved. Safety subjects included are — club safety, offshore craft safety, centreboard craft safety and race management safety.

Let's make water safety a concern of each of us!

OSA Youth Events

16 & Under — Two man Provincial Championship, R.A. Yacht Club, Ottawa — August 21 and 22

13 & Under — Two man Provincial Championship, Fanshawe Y.C., London — August 21 and 22

See the Sail Canada pages for national youth championships. More dates and events both provincial and zone, will be available next issue, or contact the OSA office.

Provincial Sailing Centre

This summer will see the initiation of the OSA Provincial Sailing Centre at Geneva Park on Lake Couchiching, near Orillia. Plans at the time of writing are just in the initial stages, but sailors young and old should include this race training centre in their summer plans.

As soon as details have been finalized, these will be passed on to sailors through their clubs and class associations. It will be an exciting step forward and we invite those sailors or clubs interested in more details, to contact OSA immediately.

CYA Annual General Meeting

Over twenty OSA executive and committee members attended the CYA annual meeting in St. John's, Newfoundland, in mid-February, and were impressed with the manner in which the meeting was organized and greatly appreciated the efforts and hospitality of the hosts, the Newfoundland and Labrador Sailing Association and their sailors.