

AUGUST 1976

shackles & cringles

canadian albacore association

newsletter

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

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

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comment

"A growing class gets its together." So reads the title of the article (in part) by Major Hall on the U.S. Albacore Mid-winter's in the May issue of Yacht Racing. Read it, it will do your heart good. Major looks at the class with an outsider's eye and is obviously impressed. An international class is developing which somehow has retained the informality of club racing with international competition.

Looking back over the years, it is obvious that the path has not always been easy and not necessarily the best decisions were always made. Hindsight is a great help to the critic but perhaps fortunately for him he did not have to make the decisions and compromises under the pressures of time, personalities and part-time voluntary service forced upon our executives in the past. Yet, these devoted sailors have over the years hammered out a class association of which we should be proud. The spirit of the class has been retained despite tremendous growth. Builders have met our insistence on quality, safety and conformity. That's no easy task for either side in today's highly competitive boat-building business. We salute those often unseeing heroes of the class's development!

So we come to the 16th Annual Canadian Albacore Championship in September. Another demonstration of how this class of ours puts together first-class racing and first-class fun in a three-day regatta. Sometimes new sailors hesitate to try their skills in what may seem a rarefied atmosphere. Yet, it's far from that. If you have these hesitations, read John Fisher's article later in this issue and read how John and his wife Barbara had a ball in last year's championships. The Executive might note his request for a Novice division. Some years ago, we ran a Class C with such an aim. While a separate division may not be practical in the present setup, there could be special recognition for novice sailors.

So, in sixteen years, we have come to get it together here in Canada. Keeping it together can make the Albacore an unbeatable combination class for family and racing sailing.

Editor

commodore

CANADIAN QUALIFICATION - WORLDS '77

With the experience of 1975 behind us, the World's Committee is well aware that there will be heavy competition for the thirty places allotted to Canada for the 1977 Worlds Championship at Kingston. We also found that there were some sailors who might have wished to try to qualify but who did not know of the requirements. Consequently, we are planning to publish the requirements early and often. Anyone attempting to qualify should keep himself informed by reading each issue of "Shackles & Cringles" and notify the class secretary immediately if an issue is missed.

At the present time, two regattas have been selected as World's Qualification Regattas, the Championship Fleet at the Canadians and the 1977 North Americans which will be hosted by the U.S.A.A. at Association Island in June 1977. Anyone hoping to qualify, should definitely anticipate entering these regattas.

As far as other regattas are concerned, the World's Committee invites applications from recognized Fleets who wish to host a qualifying event. While all applications will be considered, it is felt that for an application to be acceptable, the regatta should be scheduled before June 27, 1977 and should be held on open water with as little land disturbance as possible. Finally, it should be established to the Committee that a competent race committee and an adequate number of rescue boats are available. Applications should be made before October 31, 1976, and should be in writing.

* * *

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22



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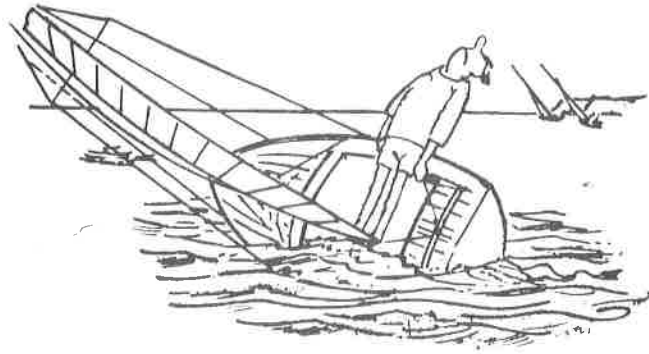
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"I wanted you on this side."

SAILS AND SAIL TRIM

by: Richard Storer

(Editor: On Saturday, last December 13, twenty Albacore sailors gathered in Richard's loft to get the latest on sail control. The time he gave us was much appreciated. For the rest of you, be thankful for Fraser Dewar's tape recorder to bring you his message.)

For purposes of our demonstration we have an Albacore here, which is rigged and lying on it's side making the mast horizontal. One obvious feature of this particular boat is the manner in which the mast is rigged, with a lot of rake. This boat belongs to Roger Green and was rigged to go best in a good breeze.

To balance the rig, the centre board has been placed in the aftermost position allowable by the rules. This is important. If we wish to move the mast back, and carry a lot of rake thereby increasing the size of the foretriangle, and moving the centre of effort of the sailplan aft, we must balance the boat by carrying the centreboard pin all the way aft. Even with the pin aft, it may be necessary to sail with the centreboard raised slightly, thereby moving the centre of effort of the centreboard aft to further balance the boat. This matter of balance is very important.

Even in the strongest winds, the boat should carry just a hint of weather helm, you should almost be able to steer by adjusting your weight in and out.

You will notice that this situation applies to a lot of boats with standard jibs as distinct from overlapping genoas. I am referring to 505, 470 and even the Soling. These boats carry the mast aft with considerable rake and sheet very closely on the jib sheets.

Basically, there are two approaches to the Albacore. We can rig the boat as we see here, for heavy wind and adjust to lighter winds. On the other hand, we have the approach taken by people, who are extremely fast in light wind, having rigged their boat with the mast very upright and the centreboard somewhat more forward. The two approaches can be distinguished easily on a racecourse by noticing the height of the boom above the transom when sailing. This boat we are using today, carries the boom almost hitting the transom, when pulled hard on the mainsheet.

More Albacore races are won on the windward legs, so that we concentrate on this when setting up our rig. For good, all round performance, I like to carry my mast in the aftermost allowable position with the rig such that the boom height is 12" to 14" from the transom when sheeted for a 10 mile per hour wind. We then carry the centreboard pin all the way aft.

continued

The Jib

Most fast Albacores now sail with the jib sheeted very close inboard. The jib leads would be located on the inner side of the seats, perhaps 18 inches from the centre line of the boat. I then position my leads, fore and aft, such that if the sheet were extended up through the clew, it would strike the first seam about 6 inches from the leech. As the wind freshens, we move the leads aft, so that they are 2 inches further back in 15 miles an hour, and 3 inches further back of that, in heavy wind.

This, of course, depends on the particular jib you are using. All sailmakers design their sails differently. In really heavy wind you are looking for the leech of the jib to twist open a fair amount, especially at the top. Once the jib leads have been moved aft, this is accomplished by using the sheet. With such a tall narrow sail as the Albacore jib, the last 2 or 3 inches of jib sheeting in hard or slightly eased affect primarily the shape and twist of the leech. If you play with your jib sheets you will notice that an adjustment when the jib is sheeted off approximately 1 inch will produce a dramatic change in the twist of the sail, so that in heavy wind, we want the sail to twist and allow the wind to move off the sail easily, without hooking back into the mainsail. Too much twist, with the leads too far aft, and the sail will twist a lot but the top part of the sail will virtually act as a flag and we will not be able to point.

Similarly, in very light winds, if the jib leech is too tight, the sail will hook, we will have too much obstruction to the flow across the sail and our speed will suffer.

The type of wave pattern also influences our jib setting. In big waves, and choppy water, we allow a little more twist with the sheet somewhat eased, allowing some fullness into the centre of the sail to provide us power through the sea. Remember, that with the bow moving up and down in waves, the flow across the sail is continually being changed. With flat waves, as in a stronger offshore wind, we can sail with the leads further forward than normal.

We look for a small amount of back winding in the mainsail. Without backwinding, be suspicious that the slot is too open (too much jib twist). Too much backwind and the jib is being sheeted too hard. We are looking for this backwinding in the bottom 3 or 4 feet of the mainsail.

In addition, of course, it pays to go by the old maxim, flat sails, flat water. If you have a full jib now, it may suit you well in sloppy conditions, however, you might do well to have a flatter sail next time, made of crisper cloth to suit the stronger winds in flatter water conditions.

Question: What about the jib cunningham?

Answer: It is very useful when used carefully. The cunningham does not flatten the sail. However, it does move the fullness forward, compensating for the tendency for fullness to move aft, as the wind strength increases. In addition, pulling down on the jib cunningham frees the upper part of the leech and increases the tendency to twist of the sail. Again, small adjustments have a big affect on the tall narrow sail and this must be done carefully.

Question: About the halliard tension?

Answer: It falls in the same category as the cunningham hole. Here, an increase in tension will flatten the sail by decreasing the jib luff sag. This is one of the great variables occupying much of the sailmaker's time. How much sag in the jib luff to anticipate, putting unwanted fullness in the middle and upper portions in heavier weather when it is not wanted. Generally, you want the rig to be as tight as possible in heavy wind, to counteract this. In lighter winds, or sloppy conditions, where fullness is desirable, the halliard can be eased slightly to decrease rig tension.

Question: Why is the jib tack so far off the deck in this boat?

Answer: Yes, the tack here is about 3 inches off the deck of the boat. This is to take maximum use of the foot round. Because of the Albacore rules, most sailmakers place a lot of extra sail area, unmeasured in the foot round. We can place the tack of the jib down on the deck but then this extra sail area will merely roll up on the deck and flap. If we sail with the jib tack elevated off the deck, and the jib leech properly positioned, we can use this foot round as unmeasured sail area going to windward. In addition, this moves the whole sail up the mast and into the fresher wind aloft. This sail is very full on the bottom. It has broad seam shaping throughout. Sailmaking is an art. Here it is a question of tapering the panels the right amount to blend into the shape you want, then cutting the luff curve, plus or minus hollow, to anticipate luff sag. Seam shaping produces depth in the middle area. This sail is relatively flat towards the top, to allow for twist off. With this type of shaping, the sail is very flexible and sensitive to jib lead position.

Mainsails

Here, because of the mast and boom, we have more control. This sail is fairly deep in the middle area with the fullness carried up to the top insignia. The top is somewhat flat so that it twists off easily when desired. The middle area provides power, to drive through the sea, depending on how stiff we hold the mast. The lower area, again, is a bit flatter than some, to allow for close sheeting of the jib without closing the slot. (the space between the mainsail & the jib) Some of the English sails have more fullness in the bottom, and flatter at the top, designed for heavier weather. In Canada, things are somewhat reversed. We want the power in the middle and a bit at the top and flatter in the bottom, so that we can sheet closely with the jib, which suits our more moderate conditions.

To change the sail shape, we first pull down on the cunningham hole to move the draft forward. Now, as we increase tension in the mainsheet and the boom vang and bend the mast, we remove the fullness towards the front part of the sail, and we end up overall with a flatter shape. To begin with, in light or moderate conditions, we only pull the cunningham enough to pull out the diagonal creases, no more. When it starts to blow, you can pull very hard since you will be compensating for the tendency for draft to move back in the sail. This will make it easier to hike the boat flat. Similarly, pulling hard on the cunningham will free the upper part of the leech allowing the sail to twist slightly, decreasing the heeling moment of the top of the sail. Of course, pulling the outhaul to the black band will also help.

We learned sometime ago, that the maximum chord depth should be one third aft, was not correct. Now the best section for most conditions is found to be 45 to 50 per cent. This is true in light and moderate conditions. Such a shape produces excellent power while having a sharp enough luff to allow the sail to point well.

In light winds, you ease the mainsheet slightly. Ease the outhaul, allow the sail to twist a bit. You don't want the vang too tight so that the mast will straighten a bit, making the sail a little fuller, with a little more round in the luff. That is to say, by straightening the mast, we are removing less of the luff curve that the sailmaker has built into the sail allowing this curve to go back into the sail, with more cloth, and produce a fuller sail.

Similarly, it is a common mistake to see inexperienced sailors sailing in heavy wind, with too little mainsheet tension. Every time they encounter a strong puff, they let the sheet go, which does allow the mainsail to twist and luff, therefore, flattening the boat. However, this also allows the mast to straighten and consequently leaves the mainsail with maximum fullness at a time when this is least desirable. This is fine if we want to survive, but will not win any races for us. In heavy wind, we

must have considerable mainsheet tension to produce the desirable mast bend, required to flatten the sail. Some sailors, particularly in the 470 class, are doing this with extreme boom vang tension and using the mainsheet only to set the boom athwartships.

Down wind, it definitely pays to have the mast straight with a bit of hook in the leech to produce more curvature towards the aft part of the mainsail. The old idea that the leech has to be dead straight, is not generally considered to be correct. We know that the apparent wind at the top of the sail is further aft than it is down on the deck.

Again, in very light winds, to allow a gentle curve in the leech of the mainsail and, therefore, produce a slightly flatter entry in the luff, we move the traveller to windward and sail with the mainsheet fairly slack so that the boom is towards the centre, but without a lot of downward pressure. This frees the leech to open and does not produce a deep, sharp curve to trap the breeze at a time when it is struggling to travel across the sail.

This is where the business of centre ^{or} aft sheeting comes in. With aft sheeting the boom is automatically closer to the centre line. We can have more athwartships control over the boom position with less downward pressure if desired. With the centre mainsheet you have to pull downward fairly hard to move the boom into the centre. Aft sheeting definitely provides us more accurate control of mainsail leech by small adjustments in the mainsheet. You may think that I am promoting aft sheeting, and, I suppose I am, particularly for the light and moderate conditions we experience in this country.

As you can see, there is almost an infinite number of variables which can be used to control the shape of our sails. You may think that because I am a sailmaker, I am, therefore, over-emphasizing the shape of the sails, but I don't think so. Particularly in the case of a boat such as the Albacore, where we are limited in the shape of the hulls, centreboards and rudders so that we are all using virtually the same equipment, then the deciding factor in speed will be the horsepower we can generate using our sails and mast. This is why I find this class very interesting. We have many boats in this area of Canada, with excellent competition, we don't need to change boats every year to keep up to the latest hull shape, but must concentrate on developing our skills at setting up our own particular rig for the different wind and wave conditions.

This development is very important and I mean to encourage you to find a friend who is, hopefully, a competent Albacore sailor, who will participate in such a program with you so that you can tune your boats up together, each making small adjustments, one at a time, so that you will both gradually improve your speed.

Since you won't be changing boat each year you should be able to get to know your boat very well, so that when a regatta comes, and there are many boats around and tactics become very important, you will know your boat very well and you will not have to spend an undue amount of time thinking about what to do with your sail trim when you should be looking for the next shift. Above all, perhaps heed the advice some old seamen gave me on viewing my shiny new dinghy at the beginning of another season some years ago! "Well Lad" they said scornfully, looking at my new steed full of gadgetry, "One good tack to windward is worth all that."

* * *

Skene

Albacore

1st BOEHMAN'S OLYMPIC REGATTA 1976
1st TABS 1976
1st AREA 10 CHAMPS 1976

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Notice is hereby given that the 1976 Annual General Meeting of The Canadian Albacore Association will be held at Fern Resort, Orillia, Ontario on Friday, September 17th, 1976 at 9:00 p.m.

The principal business to be transacted will include:-

1. Adoption of Minutes of previous Annual General Meeting.
2. Reports
 - Commodore's Report - The Commodore
 - Membership - John Leitch
 - 1977 Worlds - Steven Cerny and Peter Schell
 - Specifications & Measurement - Nick Hancock
3. Resolution empowering Commodore and Chief of Specifications to negotiate and approve amendments to International Class Specifications by eliminating or reducing national exceptions.
4. Presentation of Financial Statements - Ross McCallum
5. Explanation of Policy of Funding to Districts - John Leitch
6. Nomination and election of Officers - Fred Francis
7. Other business

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

1. Past Commodore - Ian Rogers
2. Commodore - John Leitch
3. 1st Vice Commodore - Steven Cerny
4. 2nd Vice Commodore - Ian Bates
5. Rear Commodore - Austin Marshall
6. Secretary-Treasurer - Ross McCallum
7. Racing Committee Chairman - Jerry Selwyn
8. Specifications - Nick Hancock

It is the intention of the Executive, if elected, to appoint the following additional members pursuant to Section 3 of Article VIII of the Class Constitution:-

9. Appointed Member - Dennis Sherwood
10. Appointed Member - John Michel

The Constitution provides that Members may place nominations before the Annual Meeting provided they are made in writing, seconded by a Member, and received by the Secretary-Treasurer prior to the close of business on September 7th, 1976.

Ross McCallum
Secretary-Treasurer

CANADIAN ALBACORE ASSOCIATION
Preliminary Financial Statement
year to June 30, 1976

R e c e i p t s

Membership fees	\$ 4,392
Royalties	2,796
Interest	496
Other	1,437
	<u>9,121</u>

P a y m e n t s

Secretarial services	2,450
Schackles and Cringles	1,205
Office, postage, telephone	1,128
Fleet captains' meeting	700
Specification and measurers' expense	758
Boat shows	596
Other	1,589
	<u>8,426</u>

Excess of receipts over payments 695

Add - cash on hand at beginning of year less
royalty reserve 5,455

Net Surplus June 30, 1976 \$ 6,150

Summary - June 30, 1976

G e n e r a l A c c o u n t

Current	\$ 1,373
Savings	2,079
Deposit certificate	10,000
	<u>13,452</u>
Less - royalty and district reserves	<u>7,302</u>

Net Surplus June 30, 1976 \$ 6,150

This is a preliminary financial statement prepared hastily so as to be printed in the only Shackles and Cringles preceding the Annual Meeting. Some adjustments may be necessary before it is ready for presentation to the members at that meeting.

Toronto, Ontario
July 22, 1976

R. A. McCallum
Secretary-Treasurer

FINANCIAL STATEMENT
OF THE 1975 CANADIAN CHAMPIONSHIPS

by: Ian Rogers

Perhaps you would be interested to hear of the financial results of the Canadian Championships. Essentially, the Committee has tried to operate the Championship on a break-even basis with a slight surplus to cover contingencies. In 1975 the surplus was somewhat greater than normal because of the income derived from the Fund Raising Party. It was originally thought that these funds would be used to cover additional cost in bringing trophies up to date and renaming them because of the new names of the fleets. Despite this expense, the surplus was still substantial and these funds were used in large to finance distant crews to join us in the National Championship.

Following are the figures:

Financial Results - Summary as of October 7, 1975

	<u>1975</u>	<u>1974</u>
<u>INCOME</u>		
Registration	3,658	3,668
Fund Raising Party	740	--
TOTAL INCOME	<u>4,398</u>	<u>3,668</u>
 <u>EXPENSES</u>		
Lunches, including Committee	989	1,152
Dinners for Radio Club	126	308
Commodore's Reception	309	236
Wilson/Kettle (Erskine) Rooms	339	210
Coffee, Donuts, Wine	246	25
Orchestra	300	330
Prizes, Ribbons, Hats, Glasses	961	587
Office expenses, Postage,		
Phone, Name Tags	196	107
Gasoline, etc.	34	276
Watchmen	60	50
SURPLUS	<u>3,560</u> <u>838</u>	<u>3,281</u> <u>387</u>

* * *

A NOVICE AT THE CANADIAN ALBACORE CHAMPIONSHIPS

by: John Fisher

Last September, my wife Barbara and I considered entering our recently purchased Albacore at the Canadian Albacore Championships on Lake Couchiching. Since we were novices at racing, we thought that perhaps we should improve our racing skills at club-sponsored events before entering this level of competition. Unfortunately, we were not members of a club at the time so that this alternative was really unavailable to us. With the encouragement of a few ardent Albacore sailors and a gentle nudge from one in particular, we made our decision, registered, and consequently enjoyed an excellent weekend of racing and social events.

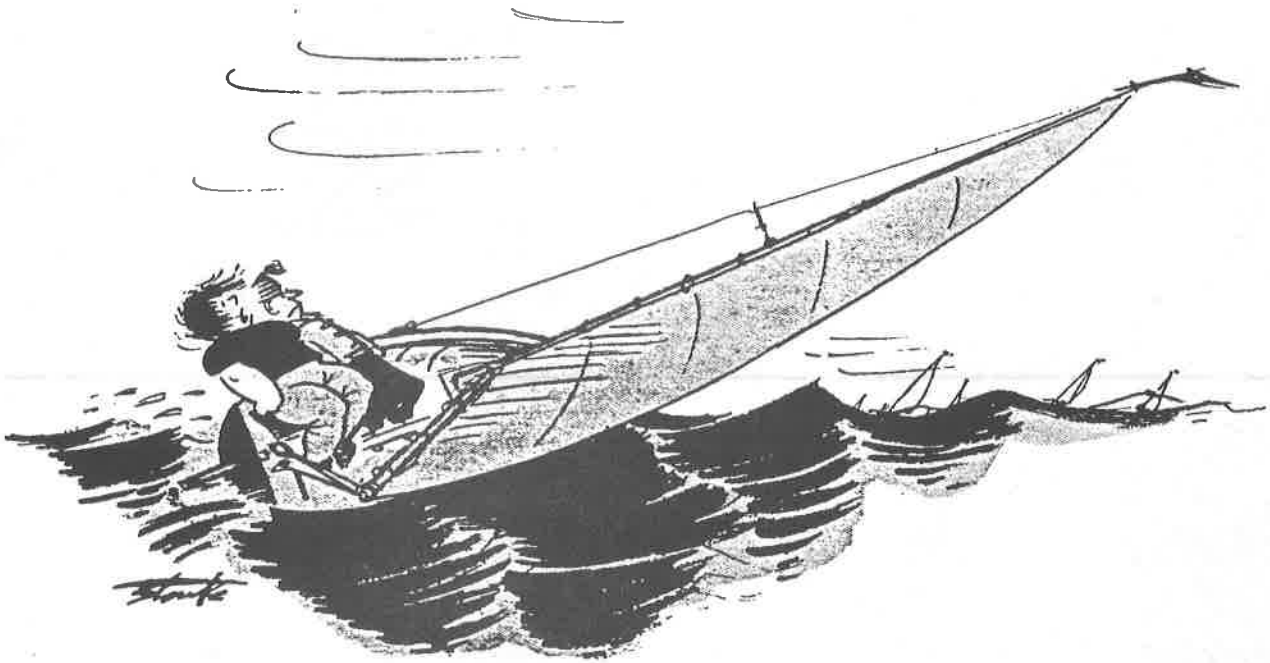
I won't describe our performance in detail but let's leave it that we were very close to the back end of the fleet in our best four out of five races and were disqualified in the last one due to an infringement of the rules. My objective in writing this brief article is not to describe our performance or comment as to whether we should have entered in the first instance, but rather to say, that if you are interested in racing Albacores and are a member of the Canadian Albacore Association, then take advantage of this opportunity and race your hardest at the "Canadians" no matter what level of experience you may have had. You will find as we did, that you will learn a great deal very quickly about racing in a large fleet. You will gain a rapid insight into the strengths and weaknesses of your own boat and of your own sailing skills. You will have the opportunity to meet some of the best Albacore sailors around and some good friends.

May I suggest to the Canadian Albacore Association, who do such an excellent job of organizing and running this annual event, that new members and even some of the more senior but less active members be encouraged to come out and race at the "Canadians". Perhaps a special fleet for novices could be established which would give them an opportunity to participate on a competitive basis without reducing the quality of racing for the more experienced sailors.

May I say to the novice sailor, who has just acquired his or her first Albacore and has not had the opportunity to join a club, that we found this to be a stimulating way to finish out the sailing season and start to plan for the upcoming one. --- What club to join? What gear to replace on the boat? What sailing and racing knowledge to acquire over the winter months? We found racing to be infectious. Certainly it has added a dimension to our sailing pleasure, that no amount of day-sailing or cruising had provided. So get thinking about it, keeping in mind that in a few years you may be the hot contender for first place at the "Canadians".

* * *





"Every year the same. After the regatta you'll cool off and go back to that skinny Linda Rawlings."

IN PRAISE OF TARTS

by: Bert Van Kleef

In only two years, TARTS has earned the reputation of being one of the major Albacore regatta's in Ontario.

It is not surprising though if you look behind the scenes a little and see how much time and thought the organizers have put into it.

Excellent and very concise racing particulars and instructions;

Strict regulations regarding buoyancy* and measurements;

Such safety precautions as the checking in and out by all sailors;

Having three motor boats and harbour police on stand by in the event of an emergency;

Course setting with an accurate line and exact timing which would make many a race committee envious;

Catering a gourmet dinner to some 100 hungry sailors.

I am certain that there must be dozens of other details which do not come to my mind right now.

Thank Peggy and Bob and all you other TS&CC sailors who helped make TARTS such a super regatta.

* The author ought to know -- he failed the buoyancy test twice.

* * *

classified

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MAGNINI SCORES YET AGAIN AT DISTRICT 3 REGATTA

This year the annual district 3 regatta was held at the Royal Hamilton Yacht Club on July 17. Three races were held. The first two were twice around a triangular course finishing with a windward leg. The last race was once around with a windward finish. The event attracted 27 Albacores, representing all eight clubs in the district. These are R.H.Y.C., Grimsby; Conestoga S.C; Hamilton Bay Y.S.C; Burlington Bay S.C; Bronte Y.C; Oakville Y.C; Oakville Y.S. In addition, there were visitors from Niagara Sailing Club U.S.A. and one from Boulevard Club.

The races were sailed in good winds, providing planing on the reach and occasionally some problems. Once again for the sixth year running, Paul Magnini of Grimsby, was the winner of the District Trophy. Congratulations Paul. Keeper trophies were also awarded for the first three boats to both skipper and crew.

All in all, it was a good regatta with no protests. Scoring was Olympic. Results for the first 10 boats are given.

DISTRICT 3 REGATTA -
Results of 1st 10 places - 27 competing -
R. H. Y. C. July 17

Club	Place	Sail No	Skipper	Crew	Position		
					Race 1	Race 2	Race 3
Grimsby	1	6157	P.Magnini	K.Firth	1	1	2
N.S.C.	2	US 5973	P.Wheeler	G.Ross	2	2	3
B.Y.C.	3	5796	D.Douglas	D.Flanagan	8	3	1
N.S.C.	4	US 5404	K.Allen	B.Klein	4	7	4
Conestoga	5	5852	D.Weaver	R.Vandermey	7	4	8
Grimsby	6	6229	R.Drinkwater	F.Drinkwater	10	6	7
R.H.Y.C.	7	6156	M.Dick	J.Dick	5	8	13
Grimsby	8	2741	R.Robins	R.Moxness	14	9	5
R.H.Y.C.	9	4559	J.Wilder	Wilder	6	14	10
R.H.Y.C.	10	5599	J.Hynd	A.Hynd	9	10	11

* * *

UNITED STATES ALBACORE ASSOCIATION
U.S. NATIONAL CHAMPIONSHIP
OCTOBER 9, 10, 11, 1976

NOTICE of RACE

1. Racing Rules - Racing will be governed by the current United States Yacht Racing Union Rules, rules of the USAA and the sailing instructions.
2. Date and Location - October 9, 10, and 11, 1976 at the Raritan Yacht Club, Perth Amboy, New Jersey.
3. Schedule -

Friday	1900 to 2200	Measurement and registration
Saturday	0830 to 1030	Measurement
	0900 to 1100	Registration
	1130	Skippers Meeting
	1250	First Race
Sunday	- Racing Continues, see Bulletin Board	
	1800	Cocktails at Raritan Yacht Club
	1900	Dinner at Raritan Yacht Club
	1945	Annual General Meeting at Raritan YC
Monday	- Racing Continues, see Bulletin Board	
	Trophy Awards following last race.	
4. Divisions - The fleet of registered yachts will be divided into "A" and "B" Divisions by the Regatta Registration Committee.
5. Eligibility - The Skipper must be a member or associate member of a National Albacore Association, and an owner of an Albacore. A valid measurement certificate must be presented in order to register.
6. Entries - See special mailing first week of September for Registration Form and Entry Fee.
7. Prizes - First to fifth Skipper and crew, "A" and "B" Divisions. Family trophy, "A" and "B" Divisions, (highest placing family not receiving another trophy). Most improved U.S. Sailor Trophy (from 1975 Nationals). Ribbons, one through five, each race, "A" and "B" Divisions.
8. Sailing Instructions - Sailing instructions will be available at registration.
9. Scoring - Low point.
10. Measurement - All boats shall be subject to measurement at any time. Sails must be presented for measurement as indicated in the schedule. Anchors are required.



The big event of the year is the U.S. Albacore National Championship Regatta. You're very much encouraged to be part of it regardless of your typical score, since - as in the past - less experienced sailors will sail in "B" Division. Ribbons will be given out to the top five finishes of each race in both "A" and "B" Divisions, and trophies will be awarded to the top five winners in both Divisions along with some extra prizes for special categories. There's good competition for all, along with the excitement of a major regatta, and the camaraderie of friends, old and new.

This year the U.S. Nationals will be held on Raritan Bay and sailed from the Raritan Yacht Club, Perth Amboy, New Jersey. This is a particularly good area for racing since the water is open - yet sheltered. Proper courses can be set with the expectation of clear wind from all quarters. The facilities of the Raritan Yacht Club are complete - and provide quite adequately for the social side of this event.

The prime social function is the dinner on Sunday evening, October 10, and it would be great to have 100% participation. Be sure to make your reservations for the dinner when you return your application for the regatta. We're assured of a good meal - and you'll have a chance to get your 2¢ into the affairs of the Association at the Annual Meeting.

Plan now to participate on the water and on the shore. Set aside October 9th, 10th, and 11th for the U.S. Nationals. A SPECIAL FIRST-CLASS MAILING, containing your application and all other pertinent information will be sent to you the first week in September. Both camping facilities and a choice of motels are available and will be detailed in that mailing.

Anyone wishing to receive a mailing who is not on our regular Albacourier mailing list, should write directly to Roger Thomas, 7905 Anne Court, Clinton, Md. 20735

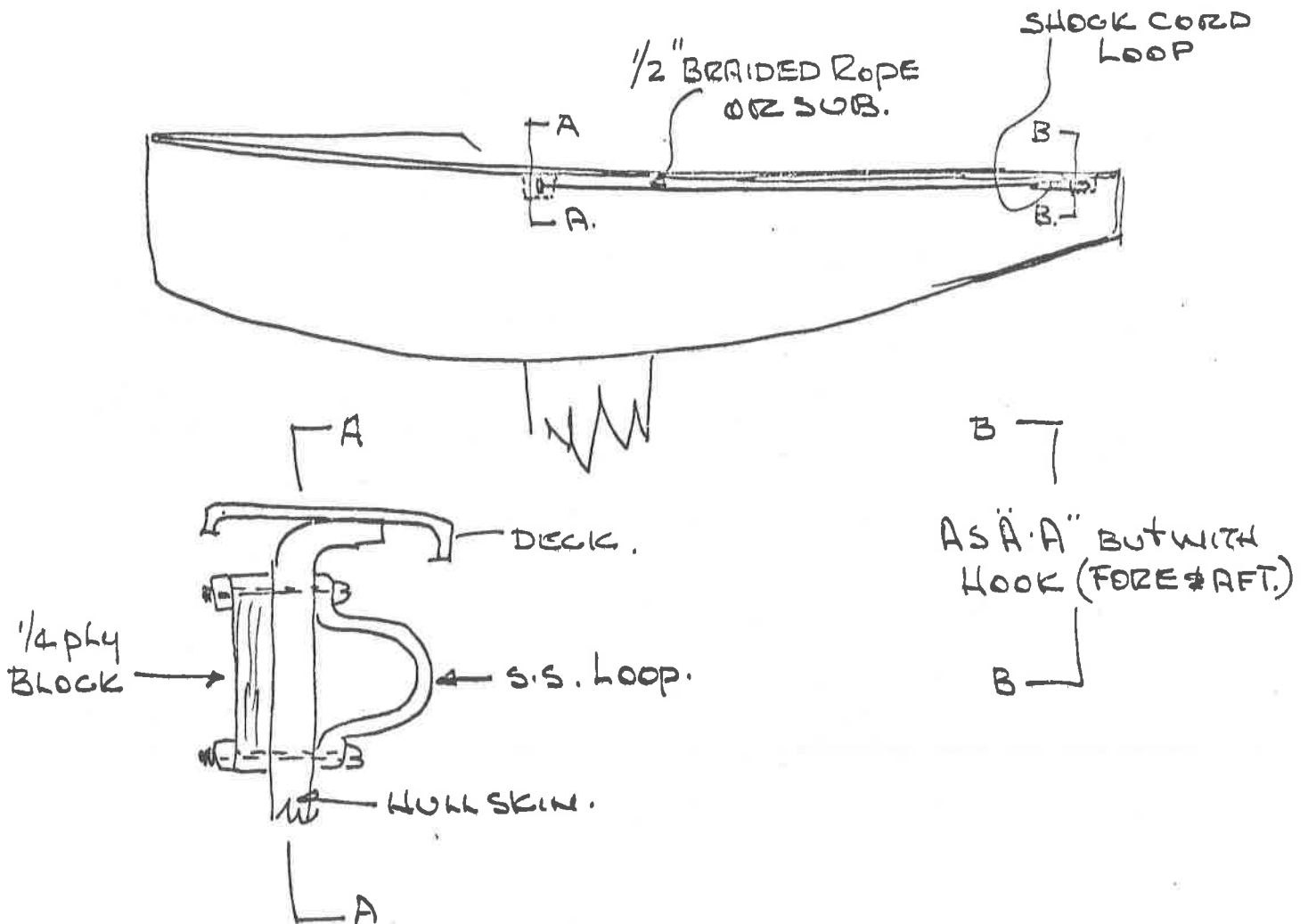
C. H. Slauter, Jr.
Regatta Chairperson

come sail the

 1976 

U.S. Nationals

ALBACORE LIFELINES, THANKS TO THE BRITS.



THE PURPOSE: TO FACILITATE RIGHTING TURTLED ALBACORES. DETACH SHOCK CORD & THROW LIFELINE OVER THE HULL. TOES ON DECK, EVERY ONE, AND PULL.

THE LOOP IS TO BE ORIENTED VERTICALLY, THE HOOK FORE AND AFT.

TO GET YOUR CREW IN, WHEN THE BOAT'S RIGHTED, TAKE LINE ACROSS DECK TO JIB SHEET JAMB CLEAR, LEAVING SLACK FOR A FOOT HOLD LOOP.

FRASER DEWARZ.

CANADIAN ALBACORE CHAMPIONSHIPS

FERN RESORT, ORILLIA



"See you at Fern"

SEPTEMBER 17 - 19



ALL ALBACORE SAILORS

The Canadian Albacore Association invites all Albacore Sailors to a "great" long weekend of Sailing and Pleasure at the Canadian Albacore Championships to be held at Fern Resort, Orillia.

This is the event of the year and includes racing upto 3 days for the experts as well as the potterers --- and all sailors in between. On Friday night a super dinner (wine included) will be served, followed by the Annual Meeting of the C.A.A. which, in turn, will be followed by a sailing forum or sailing movie.

On Saturday night our Commodore throws his Cocktail Party followed by a superb roast beef dinner and dancing. For the young ones and the non-dancers either sailing movies or a first rate movie will be shown after dinner.

Bring your family and friends - the more the merrier

See you at Fern.

Date:
September 17-19, 1976

R.S.V.P.
Complete attached
Application and
Reservation Forms.

CANADIAN ALBACORE ASSOCIATION
16th ANNUAL CANADIAN CHAMPIONSHIPS
SEPTEMBER 17, 18, 19, 1976

NOTICE OF RACE

1. Racing Rules - Races will be sailed under the current rules of the IYRU, as adopted by the CYA, as amended by the Sailing Instructions.
2. Date and Location - September 17, 18, 19, 1976 at the FERN RESORT, R.R. #5, ORILLIA, Ontario. (Lake Couchiching & Lake Simcoe).

<u>Races</u>	<u>Championship</u>	<u>Challenger & Master</u>
Friday	2 races - starting noon	2 races - starting 1:00 p.m.
Saturday	2 races - starting 10:30 a.m.	2 races - starting 10:30 a.m.
Sunday	1 race - (to be announced on saturday prior to 6 p m.)	1 race

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

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

4. Classes - Championship Class - The best helmsmen
Challenger Class - Average helmsmen
Master Class - Mature helmsmen

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

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

I Must be a member or an associate member of the National Albacore Association.

II a) Own an Albacore or be a member of the immediate family of an Albacore owner and satisfy the Regatta Committee that he has an active and continuing sailing interest in the class: OR

b) Has been an active sailing member for at least one season of a Club or Association (such as the YMCA) which owns Albacores that are regularly used and raced by its members.

c) Be sponsored by the C.A.A. to create interest in the class in areas where the Albacore is not well known or for reasons considered by the C.A.A. to be of benefit to the class.

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

6. Entries - The entry fee (refundable up to September 1, 1976) for applications mailed and postmarked on or before September 1, 1976 will be \$24.00 The entry fee for applications mailed or postmarked on or before September 15 will be \$26.00 The entry

fee for applications made at FERN RESORT will be \$29.00. Entries are to be mailed to CANADIAN ALBACORE ASSOCIATION, P.O. Box 1028, Station "Q", TORONTO, Ontario M5P 2P2.

NO ENTRY WILL BE ACCEPTED FOR THE CHAMPIONSHIP CLASS THAT IS POSTMARKED AFTER SEPTEMBER 5th, 1976.

7. Prizes - "Championship" Class (Canadian Champion) John Geikie Trophy
 "Master" Class (Overall Winner) Boat Builders Trophy
 "Challenger" Class (Overall Winner) Hiram Walker Trophy
- Keeper Trophies will be presented for the first five overall places in each class. A prize will be presented to one sailing family in each class not included in the first five overall finishers.
 Ontario Championship Trophy to the first resident of Ontario in the "Championship" class.
 Ribbons will be presented for the first five places in each Race in each class.
 "Surprise" Prizes.
8. Scoring System - Olympic.
9. Sailing Instructions - Will be mailed to participants whose entries are received early enough. For later entries, Sailing Instructions will be issued at registration. REGISTER EARLY. There will be no skipper's meeting.
10. Measurement - A measurement certificate for boat and sails MUST be shown at registration as well as a valid current buoyancy endorsement. The large form used by measures will NOT be acceptable. These large forms must be sent to the Chief Measurer for approval and he issues the measurement certificate. No measurements are possible at Fern Resort and sailors without the measurement certificate will not be accepted as entrants. If you have any problems getting your measurement certificate call Helen Kettle - 967 4229 NOW. The Chief Measurer may weigh and/or measure any boats in the Championship Fleet at his discretion.
11. Accommodation - See reservation form attached. Reservations are made direct to FERN RESORT. Camping facilities are available.

HELP!

The Regatta Committee needs help in locating power boats to serve as official boats and safety boats. If you have a power boat that you can loan, with or without driver, or if you know of anyone who could lend a boat, please contact Helen Kettle (967-4229) or Sicotte Hamilton (705-325-6339) or Ian Bates (866-3186) or Ian Rogers (595-1500). All power boat owners/drivers will have their gas paid for. To give you an idea of the size of our need, the ideal number of boats we require is 20 boats made up of 2 Race Committee Boats, 2 Mark Setting Boats, 2 Lead Boats, 2 Line Boats, 4 Safety Boats on Simcoe and 6 Safety Boats on Couchiching, 2 Spectator Boats.

PLEASE BE GENEROUS!!

THIS ENTRY WILL NOT BE ACCEPTED IF POSTMARKED AFTER SEPTEMBER 5.

CHAMPIONSHIP

CANADIAN ALBACORE ASSOCIATION
16TH ANNUAL CANADIAN CHAMPIONSHIP
SEPTEMBER 17, 18, 19, 1976

ENTRY FORM

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

PLEASE COMPLETE ENTIRE FORM. PRINT OR TYPE.

HELMSPERSON _____ PHONE _____ SAIL NO. _____

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

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

CREW _____ PHONE _____

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

RACING RECORD

1975 Championship Fleet _____ Position. 1975 Masters Fleet _____ Position.
1975 Challenger Fleet _____ Position

1976 TARTS _____ Position. 1976 ARK _____ Position. 1975 Worlds _____ Position.

Qualification for Championship Class - Mark the first that applies to you. Mark only one. I am qualified because:

- I am a former World, North American or Canadian Champion.
- I am selected by the USAA or UKAA.
- I was in the top 10 in the 1976 North American
- I was in the top 20 in the 1975 'Championship' Fleet
- I was in the top 5 in the 1975 Challenger Fleet
- I was in the top 5 in the 1975 Masters Fleet
- I was in the top 5 boats at TARTS
- I was in the top 5 boats at ARK
- I was winner or runner-up at my 1976 District Championships.
- I was winner or runner-up at the 1976 Junior Championships.
- I may be qualified because I was in the top three-quarters of the 1975 'Championship' Fleet.
- I may be qualified because I was in the top half of the 1975 Challenger Fleet.
- 1975 Masters 1976 TARTS 1976 ARK
- I am a resident of Ontario, therefore qualified to compete for the Ontario Championship Trophy.

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

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

I am a paid up member of the CAA USAA NAA

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

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

DATE _____ SIGNATURE _____

ENTRY FEE

\$24.00 for entries postmarked September 1 or before -- \$26.00 for entries postmarked September 15 or before and -- \$29.00 for subsequent entries.

BOX LUNCHES

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

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

I enclose my cheque or money order for a total of \$ _____ payable to the CANADIAN ALBACORE ASSOCIATION. Mail to Canadian Albacore Association, P.O. Box 1028, Station "Q", Toronto, Ontario M5P 2J2

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

CANADIAN ALBACORE ASSOCIATION
16TH ANNUAL CANADIAN CHAMPIONSHIPS

CHALLENGER
MASTER

SEPTEMBER 17, 18, 19, 1976

ENTRY FORM

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

HELMSPERSON _____ PHONE _____ SAIL NO. _____

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

CLUB (if any) _____

CREW _____ PHONE _____

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

Helmsperson's Age as of September 17, 1976 _____ Yrs. Helmsperson's Sex F M

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

I plan to attend the Friday Races Yes No

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

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

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

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

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

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

DATE _____ SIGNATURE _____

ENTRY FEE

\$24.00 for entries postmarked September 1 or before - - - \$26.00 for entries postmarked September 15 or before and - - - \$29.00 for subsequent entries.

BOX LUNCHES

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

Entry Fee \$ _____

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

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

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

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

RESERVATION FORM

1976 CANADIAN ALBACORE CHAMPIONSHIPS

FRIDAY SEPT. 17th to SUNDAY SEPT. 19th

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

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

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

<u>NUMBER IN ROOM</u>	<u>TWO</u>	<u>THREE</u>	<u>FOUR</u>	<u>FIVE</u>	<u>SIX</u>
INN BEDROOMS	\$62.10 each	\$59.80 each	\$57.50 each	\$55.20 each	\$52.90 each
COTTAGE	\$59.80 each	\$57.50 each	\$55.20 each	\$52.90 each	\$50.60 each
MARIPOSA INN	\$57.50 each	\$55.20 each	\$52.90 each	\$50.60 each	\$48.30 each

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

TWO ROOMED UNITS & SUITES Rates upon request to FERN RESORT.

OVERFLOW When FERN RESORT is completely full, bookings will be made at local motels at a package rate of \$59.80 per person.

DEPOSIT REQUIRED \$20.00 per couple or \$10.00 per person. (Refund on deposit less 10%, if cancellation received prior to September 5, 1976).

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

PLEASE RESERVE THE FOLLOWING ACCOMMODATION FOR:

NAME: MR. & _____ PHONE NO. _____

ADDRESS: _____
 No. Street City Province Code

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

OUR PREFERENCE IS: INN BEDROOM COTTAGE MARIPOSA INN

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

Friday Dinner	\$8.70	Number required	_____	\$	_____
Saturday Breakfast	\$3.58	Number required	_____	\$	_____
Saturday Dinner	\$8.70	Number required	_____	\$	_____
Sunday Breakfast	\$3.58	Number required	_____	\$	_____
Sunday Lunch	\$4.40	Number required	_____	\$	_____
		TOTAL		\$	_____

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

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

Make cheque payable to: FERN RESORT LIMITED and mail direct to:

Fern Resort, R.R. #5, ORILLIA, Ontario L3V 6H5

Telephone No: Direct Toronto 364-4069 •

Telephone No: Orillia 705-325-2256

