

NOVEMBER 1976

# shackles & cringles

canadian albacore association

newsletter

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CAA & NORTH AMERICAN RESULTS



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# shackles & cringles

## canadian albacore association

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### commodore

This is my first letter to our Membership as your new Commodore and hopefully not the last that I will write concerning the affairs of your Association. I sincerely appreciate the confidence placed in this years Executive by the Membership at the Annual Meeting and you can be assured that we will do our best to justify this confidence.

1975-76 was a very satisfying year in the affairs of the CAA. Under the guidance of Commodore Ian Rogers and his Executive we achieved the following. We increased our Membership by 15%. We produced an excellent showing at the Annual Boat Show. We further improved the control of boat measurement utilizing a new measuring manual with the appointment of active and new measurers. We continued to improve our relations and communications with our sister Associations in the U.S. and the U.K. and contributed to the discussions relating to the Rules and Regulations of the International Albacore Association. We continued our efforts in improving communications between our various Districts in Canada and the Executive. Finally, we ended the year with a very enjoyable Canadians at Fern Resort.

I personally believe very strongly that improved communications within the CAA are the key to a growing and successful Class whose activities can be fully enjoyed by all its Members. To this end I will continue to emphasize the importance of the District Captain/Fleet Captain liaison with the Executive.

1976-77 is going to be an interesting and challenging year. The feature event of course will be the Worlds at Kingston in July 1977 and Peter Schell and Steven Cerny have been working for the last six months on the planning for this Regatta which promises to be an outstanding affair.

We look forward to hearing from our Members through the pages of Shackles and Cringles. Good Sailing in what is left of 1976.

U.S. SAILORS SWEEP THE NORTH AMERICANS

John and Ann Luard had every reason to smile as they crossed the finish line of the fifth race on Aug. 15. The Arnold, Maryland, couple embraced and gave "Slippery" a pat on the deck after sailing an incredible 1-1-2-2-1 series to become the 1976 North American Champions over a strong field of 65 U.S. and Canadian competitors. Bill and Eileen Ewing of Morristown, N.J., took second place, while Kurt Allen and Barb Klein of Buffalo, N.Y., were third.

Here, courtesy of the Albacourier, are excerpts from John Luard's own observations of the regatta:

"The Canadian Albacore Association chose Britannia Yacht Club in Ottawa as the site for the 1976 North Americans. Britannia has excellent shore facilities (complete with the Queen's picture, two bars and tennis courts) and a fascinating harbor, the old lock system to bypass the adjacent Ottawa rapids. You know you're in a true British/Canadian club when fleets of both Dragons and International Fourteens are found.

The racing was held on the lake west of the rapids. While the area is not large it could accommodate one mile legs and the surrounding land was flat enough to keep the wind steady (for a lake).

A calm (accompanied by heavy rain) prevented the first race from getting off until late Friday. Three races were then held on Saturday. All of the first four were in light but steady westerlies. Race 5 on Sunday was sailed in a cool oscillating Northeaster with rain showers. With the wind at 12 knots during the first half of the race (perhaps more right at the starting line) it was the only time Ann and I both got on the rail. A sixth race was attempted in a dying wind, but was eventually abandoned."

1976 ALBACORE NORTH AMERICAN CHAMPIONSHIP  
BRITANNIA YACHT CLUB  
OTTAWA, ONTARIO, CANADA  
AUGUST 13-14-15

PLACE	NAME	SAIL	RACE					CUM. PTS.
			1	2	3	4	5	
1	JOHN LUARD	5239	1	1	(2)	2	1	3
2	Ewing	4717	2	(8)	5	1	3	18.7
3	Allen	5404	(8)	2	3	8	6	34.4
4	Moody	6232	9	(14)	1	14	2	38
5	Storer	6155	10	(DNF)	7	4	5	47
6	Poyntz	3731	4	(23)	8	12	8	54
7	Staples	5515	3	(30)	16	9	14	62.7
8	West	5791	5	15	(28)	19	7	69
9T	Magnini	6157	18	5	15	10	(34)	71
9T	Cerny	6666	14	16	(25)	15	4	71
11	Groome	4148	(51)	6	30	7	9	75.7
12	Cheney	5920	(26)	26	6	5	18	77.7
13	Cockburn	4548	15	8	(19)	16	15	79
14	J. Francis	6102	22	10	(48)	3	32	87.7
15T	Durnford	4129	16	(45)	10	18	21	89
15T	McLaughlin	4456	(28)	17	4	27	20	89
15T	Bruns	6005	7	12	(49)	35	11	89
18	Cumming	4650	31	(43)	11	6	25	96.7
19	Strutt	3401	24	3	31	20	(38)	98.7
20	Berzins	5003	(54)	4	42	13	22	103
21	Malby	6600	17	24	(39)	26	13	104
22	McGruer	6109	6	20	27	(31)	31	107.7
23	Boden	4891	27	25	(DSQ)	24	10	110
24	Warnock	5757	29	(62)	12	17	29	111
25	Schell	509	33	31	17	(DSQ)	12	117
26	McCallum	5649	12	18	(DSQ)	41	27	122
27	K. Taylor	5002	20	(46)	9	29	41	123
28	Fee	4107	30	(55)	18	28	24	124
29	Sturch	6103	11	41	14	(DSQ)	40	130
30	East	4420	32	(40)	29	22	26	133
31	McIntyre	5858	25	7	26	54	(55)	136
32	Hamilton	6220	21	19	20	(DSQ)	53	137
33	Blanton	5868	19	(DNF)	13	32	50	138
34	Cartwright	6260	(43)	27	23	33	33	140
35	Hill	5656	23	48	21	30	(51)	146
36T	Taylor	4883	(60)	13	44	38	30	149
36T	Pezzutti	5918	39	(49)	35	21	28	149
38	Sherwood	6227	45	(57)	33	11	36	150
39	Medhurst	6219	(40)	29	40	39	19	151
40	Thompson	5009	13	33	34	(49)	48	152
41	Gunn	6464	36	11	45	(56)	39	155
42T	Conway	5582	35	28	37	40	(42)	164
42T	Krajcarski	5584	52	35	(57)	37	16	164

## 1976 ALBACORE NORTH AMERICAN CHAMPIONSHIP continued

PLACE	NAME	SAIL	RACE					CUM. PTS.
			1	2	3	4	5	
42T	Foster	5502	48	22	24	(50)	46	164
45	Hynd	5599	55	32	(60)	43	17	171
46	Morgan	6212	37	44	(46)	23	44	172
47	Goddard	4824	41	42	22	45	(61)	174
48	Bailey	4856	44	38	(53)	53	23	182
49	Turkington	5646	38	(53)	36	42	47	187
50	Marsh	3543	53	52	(55)	25	35	189
51	D. Francis	6101	34	50	49	34	(52)	191
52	Chenier	5581	49	21	54	(60)	45	193
53	Fortey	4859	(DNS)	37	32	46	60	199
54	Safrata	6210	42	(59)	38	44	54	202
55	Roth	4152	(62)	60	51	36	37	208
56	Sobieniak	5760	50	34	47	(57)	57	212
57	Wallerstein	5454	(56)	54	41	47	49	215
58	Redfern	4666	46	56	43	51	(58)	220
59	McLellan	710	58	(63)	56	48	43	229
60	Bottreill	5583	(61)	39	58	59	56	236
61	Cooper	4197	(DNS)	36	59	58	63	240
62T	Forth	3236	45	58	(62)	52	62	241
62T	Thomas	5995	(63)	51	52	55	59	241
64	Smith	4802	57	47	61	(RET)	64	253
65	Parker	5830	59	DNF	DNS	DNS	DNS	

The North American Championship official results are based on the Olympic scoring system as follows:

<u>Place</u>	=	<u>Points</u>
1		0
2		3
3		5.7
4		8
5		10
6		11.7
7		13
8		14
9		15
10		16

(All remaining finishes are the finishing position plus six points.)

THE "CANADIANS"

Again this year the Championship division was sailed on Lake Simcoe off Mara Park. Here is how the winning Poyntz brothers saw them.

Bob Leonidas and his efficient Committee ran the races like seasoned pros giving the sailors long legs with little time wasted between the races. The windward legs were 1 to 1½ miles long with the reaches and runs slightly shorter. The winds were generally light ranging from drifting conditions in race four to the odd puff of 12 knots in race five.

1st Race

The first race was won in convincing fashion by Bill McLaughlin followed by Ali Meller, Andy Cummings, Ron Moddy and Bob Malby. Andy made a good move on the second weather leg to come from back in pack to round 2nd while with great cunning and perserverance we managed to slip from 4th to 18th in the last leg.

2nd Race

The wind freshened for first leg of the second race. This helped us round 1st followed by Meller, Medhurst, Groomey and Malby. The wind died throughout the race helping Groome get by Medhurst while the other places remained unchanged.

3rd Race

We had a great start leading the way up the first beat only to blow the last few shifts and round in the first ten. On the second reach Richard Storer moved into first place to stay by some nifting downwind tacking. Second place went to R. Taylor who sailed a strong race. T. Payne showed good speed finishing 3rd followed by Meller and ourselves. Our position was not helped by a 720 and close covering by Meller.

4th Race

We had a great start only to hear "3731 you are over". At this point we felt our hopes for series were doomed. R. Scott lead most of the way followed by Ian Rogers in his new wood Young & Son. Good tactics, speed and Lady Luck helped us move through the fleet to finish first followed by Sturch, Scott, Meller and West.

5th Race

In order to take the Championship we needed a 6th or better while Meller could finish no higher than 4th. The race was practically won at the start when Meller ran into a hole from which he never managed to recover. We played a conservative first leg to round

## 8 shackles & cringles

7th. We passed Payne, Storer & McLaughlin on the first two reaches to move into 4th place. We made no gains on the second weather leg but the first four boats became separated from the fleet. We passed Cheney on the third reach and got by K. Taylor and Sturch on the fourth reach, thanks to some dog fighting by Taylor and Sturch. The last leg was very exciting with each of the four boats leading at one time or another. We managed to pick up the last lift to finish first followed very closely by Cheney, K. Taylor and Sturch.

In the series D. Sturch showed a turn of speed reminiscent of last year to finish fifth. T. Payne sailed a consistent series to finish fourth while B.B. McLaughlin showed tremendous improvement to take third. Ali Meller showed promise and will be strong contender in the future.

It was a thrilling experience for us to finally win the championship after trying for a number of years.

CANADA'S SPECIALISTS

IN

RACING DINGHY SAILS

Results obtained using Storer Sails:

Canadian Championship	1976-First
North American Championship	1975-First
	1976-First

plus others





CANADIANS - A VIEW FROM THE MASTER'S FLEET

By

Dennis Sherwood

Racing in the Master's Fleet is a gentlemanly affair. By the time the qualifying age has been attained the disadvantages and privileges of port and starboard are appreciated and obeyed, water at marks, when politely requested, is almost always given and, should one in a moment of mental aberration infringe a rule, the penalty is accepted with good grace.

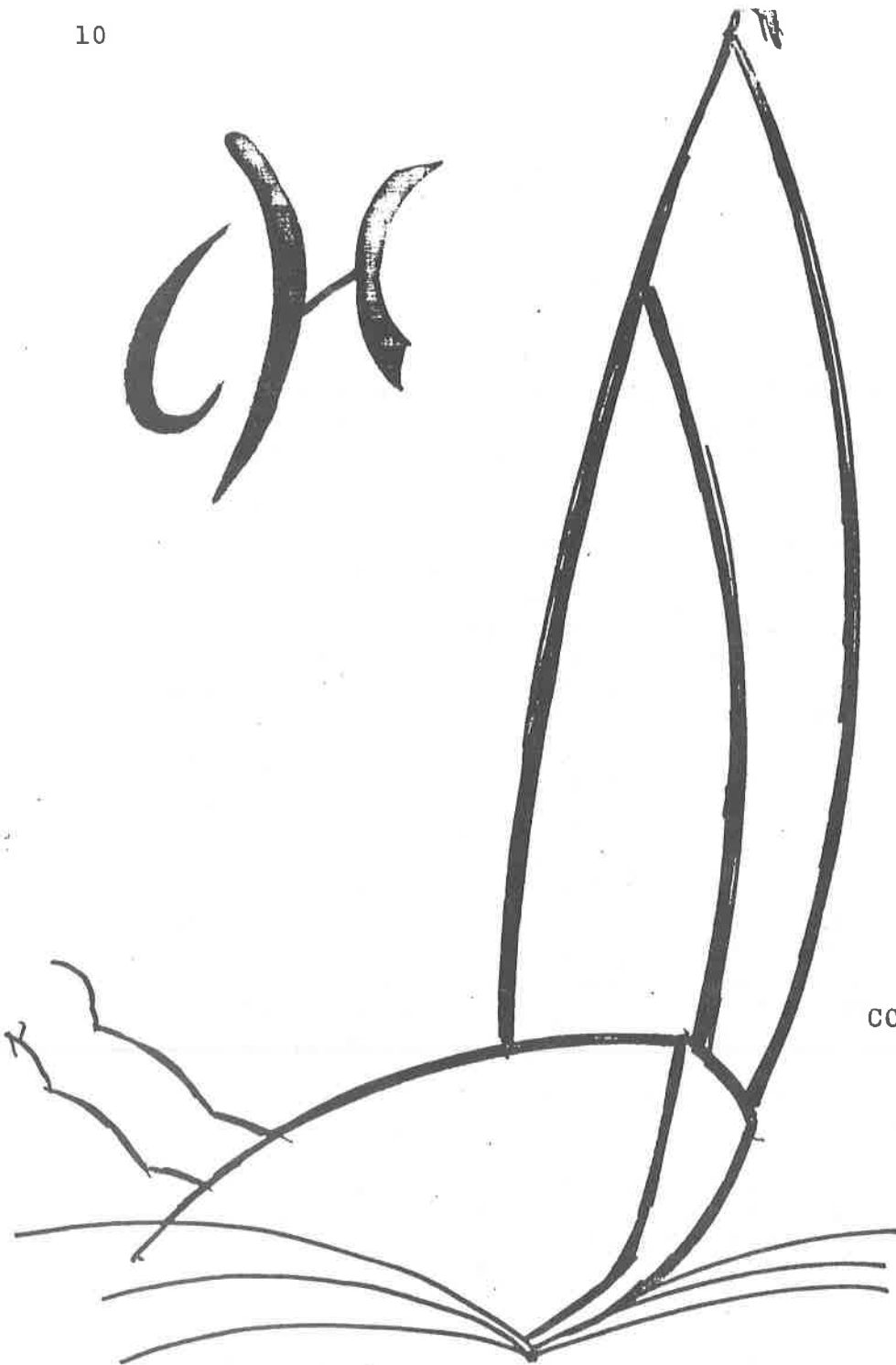
Now don't get the idea that races are not keenly contested. The athleticism of youth is replaced with the craft and guile of many year's experience, subterfuge replaces brawn. If old Tom is a bit rheumy about the knees, engage him in a short tacking match, or should Dick be a little short sighted a quick luff (no actual contact of course) is liable to cause all sorts of confusion. As for Harry - no dammit, why should I give away all the secrets.

When the wind pipes up and ageing buttocks are hoisted outboard, it is comforting to know that a couple of smart kids aren't going to thrash by with their boat as upright as a barber's pole on bath. Occasionally a ringer may be suspected when a young son or newly acquired mistress (we should be so lucky) is introduced as crew but this ploy often fails, for the agility displayed in the sharp end is usually just too much for geriatric helms. It is, however, the couples who have campaigned together for years; know each others foibles; tolerate each others mistakes (oh why can't crews be perfect), these are the teams which, in the serenity of middle age, triumph in the end. If you don't believe me look at the names on the trophy; the Sopers; the Daltons' the Macnaughtons (three times) the Hamiltons and the Sherwoods.

So to thee of falling hair and sagging muscles, remember, life begins at forty. Be realistic, forsake the Championship Fleet with all its tensions and frustrations, join the gentleman's fleet, enjoy, enjoy. With luck you may see the front of the fleet from time to time.

This year's Championship? In a nutshell: mainly light and variable winds; fine weather and good race committee; excellent courses; lots of weed; 32 entries; super fun.

Results: 1st Dennis & Sheila Sherwood RCYC  
 2nd David Treisman & Len Krystovich RCYC  
 3rd Reg & Molly Forth Frenchmans Bay SC  
 4th Tre & ? Behan MLSC  
 5th Mike & Nicky Dixon MLSC  
 Family Trophy - Chris & Doug Paterson RCYC



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CHAMPIONSHIP FLEET

1976

<u>PLACE</u>	<u>SAIL</u>	<u>CLUB</u>	<u>HELMSMAN</u>	<u>POSITION</u>					<u>POINTS</u>
				1	2	3	4	5	
1	3731	LBSC	B POINTZ	18	1	5	1	1	10.0
2	4862	BYC	A MELLER	2	2	4	4	24	22.0
3	4456	BYC	B MCLAUGHLIN	1	11	40	11	8	48.0
4	6216	MBSC	T PAYNE	15	9	3	12	5	48.7
5	6103	SMSC	D STURCH	19	13	16	2	4	52.0
6	4148	CYC	D GROOME	11	3	11	14	25	59.7
7	5791	BYC	D WEST	7	22	15	5	14	64.0
8	6219	TSCC	D MEDHURST	20	4	7	13	35	66.0
9	5920	RCYC	C CHENEY	27	7	17	22	2	67.0
10	5512	TSCC	R TAYLOR	23	6	2	38	22	71.7
11	6155	HSC	R STORER	41	34	1	18	6	75.7
12	4888	FBYC	G NEWTON	10	12	23	30	7	76.0
13	5404	NSC	K ALLEN	22	17	6	26	9	77.7
14	5002	BC	K TAYLOR	14	10	31	37	3	78.7
15	4545	RHYC	R SCOTT	12	18	25	3	DNS	78.7
16	4650	NYC	A CUMMING	3	DNS	13	15	27	78.7
17	5515	BYC	R STAPLES	9	28	14	20	13	80.0
18	6600	BC	B MALBY	5	5	8	45	DSQ	85.0
19	6232	SMSC	R MOODY	4	32	28	9	26	89.0
20	5858	BYC	R MCINTYRE	6	16	12	34	37	91.7
21	652	SLSC	D GIFFIN	17	14	33	6	34	93.7
22	5238	BHYC	D HOBDEN	25	20	10	35	17	96.0
23	5502	LBSC	W FOSTER	32	8	35	17	20	101.0
24	6400	RCYC	I ROGERS	8	43	DSQ	8	21	104.0
25	4107	KYC	J FEE	30	25	22	10	30	111.0
26	6666	BC	S CERNY	13	31	19	27	40	114.0
27	4548	RCYC	G COCKBURN	40	27	27	21	16	115.0
28	5599	RHYC	J HYND	36	42	24	25	10	119.0
29	5757	BYC	A WARNOCK	42	19	41	16	19	119.0
30	6220	CYC	S HAMILTON	34	23	DSQ	7	33	121.0
31	4129	BYC	D DURNFORD	DNF	24	9	39	28	124.0
32	4864	PSC	J SPIRK	38	15	20	31	44	128.0
33	3241	SLSC	M EWAN	16	46	29	19	43	131.0
34	6212	BC	J MORGAN	44	36	21	42	11	134.0
35	5003	TSCC	N BERZINS	24	44	30	46	12	134.0
36	4884	NTSC	A MARSHALL	26	30	38	41	18	136.0
37	590	MLSC	H DOHERTY	21	39	18	36	38	137.0
38	3254	KBSC	D GRANT	28	41	34	23	31	140.0
39	6464	RCYC	N GUNN	43	38	37	24	23	146.0
40	5852	CSC	D WEAVER	37	37	26	43	29	153.0
41	4859	BYC	B FORTEY	31	21	DSQ	44	42	162.0
42	6266	KYC	K CARTWRIGHT	DSQ	35	39	29	36	163.0
43	5796	BHYC	D DOUGLAS	33	40	42	28	41	166.0
44	6210	RCYC	L SAFRATA	29	29	DSQ	47	39	168.0
45	6100	MLSC	J LANGMAID	DSQ	45	DSQ	33	15	170.0
46	6158		T KNIGHT	39	26	32	DNF	DNS	170.0
47	6102	SMSC	J FRANCIS	DNS	DNF	36	32	32	171.0
48	4808	CYC	K MCRAE	35	33	DNF	40	DNS	181.0
49	6101	SMSC	D FRANCIS	DNF	DNS	43	DNF	DNS	213.0

## CHALLENGER FLEET

1976

PLACE	SAIL	CLUB	HELMSMAN	POSITION					POINTS
				1	2	3	4	5	
1	4872	ONEC	P GASKILL	15	1	1	3	20	26.7
2	4100	ONEC	P COPESTAKE	1	6	16	2	16	36.7
3	5347	OHCC	D SAUER	13	2	20	6	2	36.7
4	4856	GRYC	B ANDREWS	8	3	2	23	12	40.7
5	6221	LBSC	T MALLETT	7	17	7	17	1	49.0
6	6223	OHCC	C MARSHALL	5	13	3	11	DSQ	51.7
7	4055	PABSC	M OWEN	14	4	DSQ	14	6	59.7
8	5000	SMSC	R FRANCIS	3	DNS	10	5	24	61.7
9	3765	LBSC	S GIBSON	6	9	21	29	9	68.7
10	3102		MCRANFIELD	11	11	14	12	18	72.0
11	6152	MDSC	B FARRELL	-	-	4	22	10	75.0
12	5521	RCYC	R MARTIN	4	23	13	18	21	78.0
13	5695	KYC	K HOULDSWORTH	16	29	9	4	35	80.0
14	6148	BLSC	P CRAWFORD	17	10	30	53	3	80.7
15	5760	EYC	J SOBIENIAK	22	31	8	20	7	81.0
16	6459	SJTSC	B MACDONALD	46	8	6	33	11	81.7
17	1812	KSC	D RIDER	2	30	DSQ	24	8	83.0
18	6453	SJTSC	G ELLIOTT	45	24	11	25	5	88.0
19	4686	PLSC	J EASTMURE	18	7	24	34	19	92.0
20	6456	SJTSC	F LORITZ	20	39	17	10	22	93.0
21	6188	NTSC	D GAST	26	16	12	15	29	93.0
22	6159		R GALLANT	44	22	31	1	27	98.0
23	6175	WSC	B PEERS	32	12	15	36	15	98.0
24	6458	SJTSC	P LISTER	DNS	33	5	16	26	103.0
25	5656	KYC	J HILL	25	19	37	39	4	107.0
26	4106	LSC	H POOL	9	15	23	49	37	108.0
27	5633	PSC	J CHALMERS	37	18	25	7	43	111.0
28	6460	SJTSC	P HAWRYSH	47	14	18	52	13	116.0
29	5691	WSC	R WALKER	21	47	32	13	31	121.0
30	5005	SMSC	D MOODY	36	34	41	9	23	126.0
31	4581	KYC	J NELSON	-	-	28	8	39	129.0
32	4805	BC	J CALLUM	24	21	36	31	30	130.0
33	6174	WSC	S JONJEV	27	28	44	40	14	133.0
34	4543	WSC	A DORWARD	33	38	29	35	17	138.0
35	5692	WSC	P GRAYSON	12	41	DSQ	27	42	146.0
36	4688	CYC	B MCRAE	31	37	22	DNS	32	146.0
37	3239	CSC	G PLANT	-	-	19	43	28	149.0
38	1367	KSC	R BEADON	34	27	35	32	34	151.0
39	4530	MLSC	A CAMPBELL	10	5	DNS	DNS	DNS	152.0
40	4562	CYC	J WALKER	30	44	38	28	33	153.0
41	4512	WSC	G WINSOR	42	20	33	45	36	155.0
42	5348	RCYC	B HIGGINS	23	36	48	26	DNS	157.0
43	1811	RCYC	I BATES	19	35	42	44	DSQ	164.0
44	710	KYC	J MCCLELLAND	41	26	27	47	DNS	164.0
45	3892	BHYC	E DUYNSTEE	35	48	27	30	49	164.0
46	5690	WSC	R DEAN	38	32	39	37	44	170.0
47	4536	KBSC	T BIGELOW	28	25	47	48	50	172.0
48	6457	SJTSC	D BURGESS	-	-	45	38	25	173.0
49	5648	WSC	P WESTBROOK	48	46	51	19	40	177.0
50	6176	WSC	P MAUGHAN	40	42	34	46	46	186.0
51	6454	SJTSC	J MAXIM	-	-	52	21	45	187.0
52	4833	BHYC	G MAXFIELD	43	40	43	42	41	190.0
53	4883	PSYC	C CHATAWAY	29	45	50	51	48	196.0
54	5647	WSC	E FARLEY	39	43	40	54	DSQ	200.0

55	6194	L MOOR	- -	46	41	47	208.0
56	6189	R BRISTOW	- -	49	50	38	212.0
57	4300	B Purves	- -	DNF	DNF	51	245.0

## MASTER FLEET

PLACE	SAIL	CLUB	HELM/SHAN	POSITIONS					POINTS (BEST 4/5)
				1	2	3	4	5	
1	6207	RCYC	DENNIS SHERWOOD	1	1	1	5	5	10.0
2	4410	RCYC	DAVID TREISSMAN	2	12	2	1	15	24.0
3	3236	FBSC	REG FORTH	3	5	3	6	4	31.0
4	6154	CYC	TRE DENN	OUT	FRI	8	4	1	35.0
5	472	NLSC	MIKE DIXON	20	2	13	2	6	36.0
6	6222	RCYC	CHRIS PATERSON	5	3	11	8	8	53.0
7	4734	RCYC	ALEX MACNAUGHTON	8	4	27	3	17	50.0
8	4924	PSC	PAUL CODDARD	OUT	FRI	3	16	3	52.0
9	5008	TSCC	ROBERT GOODINGS	OUT	FRI	6	7	9	58.0
10	83	PLSC	ERIC HUTLEY	19	17	10	11	2	59.0
11	5649	BC	FOSS MCCALLUM	12	6	6	10	13	60.0
12	6462	PLSC	M. R. FRASER	3	11	12	24	18	64.0
13	4577	RYC	JOE POL	14	13	15	10	7	70.0
14	6156	RNYC	MILNE DICK	7	16	17	9	28	71.0
15	4670	PARSC	JIM BRADSHAW	21	8	26	13	10	76.0
16	5529	K2SC	PAUL BURROUGHS	9	26	16	17	11	77.0
17	4500	BC	MICHAEL JARVIS	10	18	18	29	12	82.0
18	5640	PSC	RALPH LLOYD	6	15	33	16	25	83.0
19	5780	TSCC	BENNETT NURDOCK	17	22	7	14	20	84.0
20	6109	NLSC	HENRY MILSON	16	10	24	21	14	85.0
21	4250	TSCC	JERRY SELWYN	15	9	21	19	20	87.0
22	5600	DLSC	TONY GRIFFIN	OUT	FRI	5	20	21	89.0
23	4514	PARSC	WARREN WILKINS	11	19	17	26	19	90.0
24	6184	SNLSC	KIERULF HARKON	18	7	25	22	24	95.0
25	4627	NRSC	JOHN LEITCH	23	20	29	15	22	104.0
26	4204	RCYC	GEORGE HATELY	13	21	31	27	27	112.0
27	3236	CYC	GORDON DENNIS	22	24	14	31	29	113.0
28	5682	CLSC	JIM PLUMMER	25	25	32	23	16	119.0
29	4084	TSCC	F. MINNER	26	27	20	22	26	119.0
30	5728	*	KEN BAILEY	DNF	14	22	20	31	121.0
31	3230	NLSC	ROD ANDERSON	24	23	30	32	30	131.0
32	5314	BC	SANDY GRANT	OUT	FRI	22	25	DNF	143.0

1976 JUNIOR CHAMPIONSHIPS

The 1976 Canadian Albacore Association Junior Regatta was held again this year at Midland, Ontario, under the sponsorship of the Midland Bay Sailing Club on August 7 - 8. A total of 29 boats competed in the 19 and under, and 16 and under classes. The event this year was marked by close races in both classes and fortunately the weather was consistent, with 10 to 15 knot winds both days under overcast skies. Bill Gooderham, Technical Director of O.S.A. again ably assisted in the on-course running of the races and Alan White, O.S.A. Race Management Director, assisted the Race Committee. All racers were billeted in local homes and a cook-out at the new Clubhouse was held on the Saturday evening. Results for the Regatta are shown elsewhere in this issue of Shackles and Cringles. We hope that the Juniors in 1977 will include more racers and in particular in the 13 and under class. The Regatta was a great deal of fun and we thank sincerely all those people who assisted in running the event.

John Leitch  
1976 Chairman.

1976 CANADIAN JUNIOR CHAMPIONSHIP RESULTS

<u>Skipper</u>	<u>Race 1 Pos.</u>	<u>Race 2 Pos.</u>	<u>Race 3 Pos.</u>	<u>Race 4 Pos.</u>	<u>Final Pos. Pos.</u>	<u>Pts.</u>	
M. Hart	10	5	4	7	5	31	
J. Moody	5	17	15	6	9	42.7	2nd 16&Under
S. Wimmer	19	6	13	16	15	52.7	
D. Moody	15	7	22	ONF	20	62	
R. Koby	OSQ	2	2	3	2	11.7	2nd 19&Under
D. Niblett	2	27	17	8	8	4.0	
M. Cossar	21	18	20	12	21	68	
D. Behan	18	4	18	11	13	49	
B. MacRae	8	12	8	25	11	46	
M. Tenhove	9	11	12	15	14	50	
L. Hamilton	4	1	6	23	3	19.7	1st 16&Under 1st 16&Under OSA
T. Cummings	3	23	10	18	10	45.7	
A. Cummings	20	25	23	2	18	58	
R. Hopper	DSQ	21	25	13	24	77	
A. Redfern	16	20	14	21	22	68	
W. Pol	13	8	9	14	12	48	
I MacLaren	6	22	7	5	7	34.7	
G. Newton	12	14	21	17	19	61	
C. Viscount	DSQ	16	11	10	17	55	
L. Jensen	23	26	28	21	28	94	
B. Andrews	7	10	3	9	6	33.7	
D. Wulff	25	19	19	22	25	78	
T. Payne	1	15	1	1	1	0	CAA Champ, 1st 19&Under
J. Leitch	24	28	27	26	26	95	
M. Reid	14	3	5	5	5	23.7	3rd 19&Under
M. Roth	11	9	16	19	16	54	
G. Yaneff	17	13	26	24	23	72	
B. Smith	22	24	24	20	27	84	

Provincial Two Man Champs Were T. Payne & C. Clark #6216 of MBSC

MANITOBA REPORT

Albacores are growing in Manitoba, and the class is slowly asserting itself as the number one two-man boat in the province. Our local builder, Foremost Sailcraft, is producing more and more high quality boats which are attracting good sailors from other classes. Despite this growth, many boats are still sailed on a purely recreational basis, and the competitive aspect of the sport remains secondary. To help stimulate competitive racing, the Manitoba Albacore District co-sponsored an on-the-water sailing clinic, late in June on Lake Winnipeg with Richard Storer as our seminar leader. This was sparsely attended and was not the success that it could have been.

July 24-25, we held our District XIII regatta at Gimli Yacht Club. The wide variety of boats, spars, and sails sparked discussion on Friday evening as boats rolled in from across the province. Saturday morning dawned bright and windy as the small fleet set off into the lake to sail the first race. The wind dropped to a nice, medium breeze for the first two races producing fairly consistent results. Kent Taylor won both races while Stu Iverson and Brian Smith traded second and third spots. Don Freudenberg held onto fourth position, with Jay Alvi in fifth. During the third race, the wind shifted and dropped, allowing Smith to blow two places on the last leg and pulling Freudenberg up to second. After the first day of racing, the main battle appeared to be for second place.

Before dawn on Sunday, a violent storm passed over Gimli, leaving behind a morning of violent onshore waves. However, the winds were extremely light and died completely just after the first race had started. There is nothing quite so frustrating as riding up and down five foot swells with your sails flapping and other boats nearby. Three times during the race, the wind started to pick up and three times it died again, only to re-appear from yet another direction. Only on big lakes under such unusual conditions is it possible to surf upwind in a three mile-an-hour wind. The second race of the day was cancelled due to lack of wind.

The last race of a close series is always very tense, but not usually very eventful or exciting. So it was with ours. The wind had somehow picked up over lunch to about 12-15 as we set out to determine the final placings. After one false start, the race got underway with each boat automatically covering the one behind it in order to maintain position. After the five races with one drop race allowed, the top six boats were:

- |    |                      |      |  |
|----|----------------------|------|--|
| 1. | Kent & Diane Taylor  | 5002 | Clearwater Bay Y.C.<br>(on loan frpm T.S.C.C.) |
| 2. | Brian & Gregor Smith | 5611 | Clearwater Bay Y.C.                            |
| 3. | Stu Iverson          | 5577 | Pinawa S.C.                                    |

continued



4.	Don & Laurie Freudenberg	4596	Gimli Y.C.
5.	Jay Alvi	4631	Gimli Y.C.
6.	Brian Sheridan	6470	Falcon Y.C.

In addition to activities within the district, two crews travelled to Ontario to participate in 'national' regattas. Brian and Gregor Smith sailed in the C.A.A. junior regatta at Midland. A second crew consisting of Chuck Alvi and Peter Giese had planned to attend, but due to a mix-up in travel arrangements and funding, they were forced to cancel out at the last moment. The Smiths never really had a chance at Midland, finishing in 24th position a way down from last year's showing. Such are the problems of travelling to out-of-town regattas, though. Our Thanks must go to the Association for its generous funding for travel grants.

Jay Alvi, the only Manitoba sailor who could make it to the Canadians at Orillia, had problems of a different sort. Jay drove to the regatta site hoping to borrow a boat through the Association, as those of us who don't live in Southern Ontario are usually forced to do. However, he found that this was not possible on this occasion, so he spent an enjoyable but rather expensive weekend at nearby Head Lake visiting friends and fishing. This unfortunately meant that our national regatta was again lacking in representation from west of the Lakehead, giving the appearance of being an almost all-Ontario regatta.

Well, that's a run-down of what's been happening to us this year in Manitoba.



SAIL CRAFT of CANADA Ltd

674 Warwick Drive, Baie d'Urfé Québec.

(514) 457 3743

# over the transom

## STOP PRESS ON U.S. NATIONALS

Bill and Bonnie Shore won the Championship which took place out of the Raritan Y.C., Perth Amboy, New Jersey, October 9th to 11th. Barry and Gary Poyatz were second and Bill Ewing and his wife, third. Also finishing well among the Canadians present were Dave Medhurst and Tony Griffin. Due to 60 mph winds and tornado warnings no races were held on the Saturday. Conditions eased sufficiently on Saturday - to 30 mph - for one race to be held. About half the 30 boats that launched, dumped. The regatta rounded off with 2 races on Monday in light airs. 49 boats participated in all.

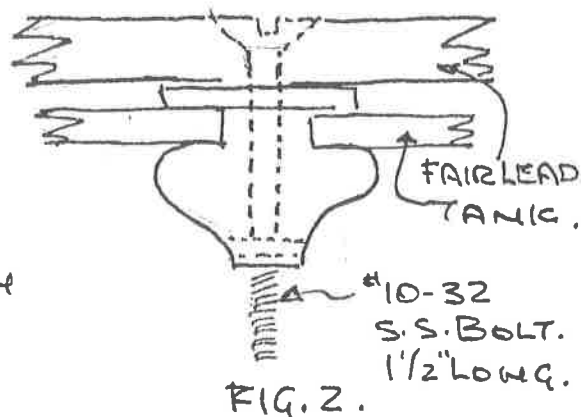
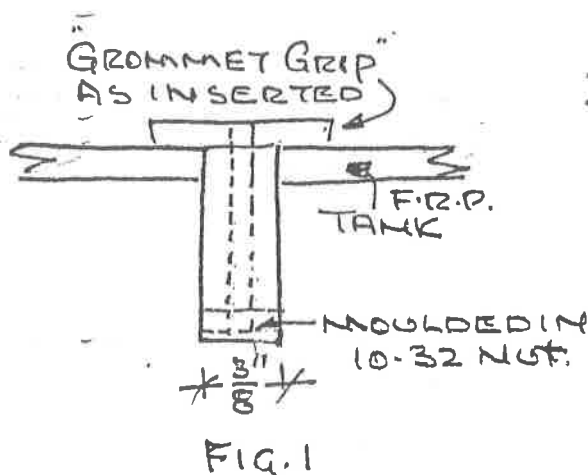
## Sand Lake Prepares For Brit Invasion

Our Northern correspondent writes that Sand Lake S.C. is taking its role in the forthcoming Worlds very seriously (See February Shackles & Cringles). The Commodore is ordering new marks as the present propane tanks are considered perhaps infra dig. Beach parties have cleared the beach of the litter of bottles and boats following the annual Sand Lake regatta. Over Thanksgiving weekend, eighteen privy holes were dug in the well screened back adjacent to the launch area. One setback, reports the Commodore, is the transfer of the reverend meteorologist. However he adds, this may give the Brits a more even chance to get into the top ten.

## Fairlead Repairs

Fraser Dewar comes up with solution via the house building industry.

Fairlead repairs in tanks. Don't use sheet metal or self-tapping screws, the coarse threads don't hold well, pop rivets are as bad. From a sheet metal cladding contractor, scrounge some 3/8" dia. grommet grips. Throw away all the bolts supplied and buy some #10-32 stainless bolts, 1 1/2" long (or better). Drill a 3/8" dia. smooth hole for a snug fit of the grommets, insert the bolts and voila! The following diagram illustrates better than I can.



### BUBBLE TEST FOR FLOTATION TANKS

Now you have your fairleads re-seated, are they water tight? Bob Harwood tells you how to check for leaks in those tanks.

"We have had several persistent "leakers" in the Potomac River Albacore Fleet. (Water entered the flotation tanks when the boat capsized from leaks that could not be located by visual inspection or the annual buoyancy tests.) These are no longer a problem as we now "bubble" test them. The equipment and material required is: a tank type vacuum cleaner, a paint brush, and a pint of solution made from soap or liquid dishwashing detergent and water.

The vacuum hose is connected to the pressure (discharge) side of the vacuum and is held over the open tank drain plug. A second person brushes the soap solution over all suspected areas. You can hear and feel the air escaping from the large and probably obvious leaks. A stream of bubbles will be formed by even the smallest leaks. All seams, joints, inspection ports, fittings, and even the surfaces of the tanks should be checked.

In my brief experience with the technique, I have found a solid appearing surface that was perforated; many inspection ports and drain plugs that leaked; finger sized holes in corners where hull, deck and bulkhead come together, and along the hull to deck joints in boats like my HAPCO that have a full bow tank. In boats with liners such as the 1972 and earlier Annapolis boats, leakage from the liner edge at the hull deck juncture should be checked carefully.

A WORD OF CAUTION: Don't connect the vacuum cleaner hose tightly to the tank - some air must flow through the vacuum to cool the motor. Also, too much pressure could possibly build up, damaging the tank."

## classified

LOST: 1 piece wet suit - rubber inside, blue cloth outside - short legs and sleeves - Medium size. Left on picnic table at beach of Mara Provincial Park - Sunday September 19.

Call: A. J. Cockburn A4548  
(416) 449-0479 Residence  
(416) 599-4196 OGC

WANTED: Albacore KC6212 1975 Allen, c/w trailer and sails(shore) Cover (top and bottom) \$2,200.

Call: John Morgan  
(416) 223-8157 Evening  
(416) 363-3015 Day

FOR SALE: A 4145 by Skene. Red Hull. New Raudaschal Sails plus mustos. Fully equipped with mast bender, 14:1 Vang, maxi bailers, etc. Complete with cover launching dolly and heavy duty trailer. Good Condition. \$1,950.

Call: Rod Heath  
(416) 364-3114 Day  
822-0692 Evening

FOR SALE: #5003 a go fast boat -- built by Young in England. Proctor "D" mast -- 2 suits of sails Storer and Musto -- canvas boat cover.

Call: Normunds Berzins  
368-5526 Business  
925-0482 home

FOR SALE: BARGAIN 1976 Rondar Albacore. FAST BOAT - MINT CONDITION. For information call:

Bert Van Kleef weekdays  
between 9:00 A.M. and 4:00 P.M. at 366-8771 -  
Toronto.

FOR SALE: Fogh sails. Window in main and jib. Used one season \$160.00

Call: Bob Malby  
(416) 622-3867 Residence  
(416) 676-1191 Business  
Apartment 1205  
511 The West Mall  
Etobicoke.

FOR SALE: AKC6159, "T" Gallant, racing Albacore, with whisker pole and double-acting pushers.

Call: Dick Gallant  
(416) 622-6052

# results

## ARK'76

Duncan Grant, ARK'76 Chairman writes:

"We were delighted to host so many visitors to ARK'76, and we trust that they enjoyed the racing (General Recalls notwithstanding) and hospitality we were able to offer. A special note of thanks goes from us to the non-sailing visitors who gave such valuable assistance to the Race Committee during the regatta.

For those interested in copies of colour slides of their own boat (taken during Saturday's racing) please send 50¢ per copy to Kathy Grant at the following address:

4085 Bath Road  
Kingston, Ontario  
K7M 4Y8

Incidentally, contrary to the impression gained by some people on Sunday afternoon, the Orgill boathouse is ..... merely a boathouse!

We look forward to seeing many of our friends again next year at the Albacore Worlds, and then, of course, at ARK'78."

The first 10 places were as follows:

Sail No.	Name	Race 1		Race 2		Race 3		Race 4		Race 5		Final Pos	
		Pos	Pts	Pos	Pts	Pos	Pts	Pos	Pts	Pos	Pts	Pts	Stdg
5791	West	4	4	2	2	7	7	6	6	6	6	18	1
3731	Poyntz	7	20*	1	$\frac{3}{4}$	13	13	1	$\frac{3}{4}$	7	7	21 $\frac{1}{2}$	2
6666	Cerny	8	8	23	23	3	3	14	14	3	3	28	3
4862	Meller	DNS	66	5	5	5	5	19	19	2	2	31	4
6219	Medhurst	3	3	9	9	8	8	16	16	13	13	33	5
5858	McIntyre	19	19	3	3	1	$\frac{3}{4}$	25	25	11	11	33 $\frac{3}{4}$	6
4650	Cummings	17	17	10	10	21	21	8	8	1	$\frac{3}{4}$	35 $\frac{3}{4}$	7
509	Schell	1	$\frac{3}{4}$	22	22	11	11	4	4	21	21	36 $\frac{3}{4}$	8
6600	Malby	11	11	15	15	6	6	12	12	9	9	38	9
6464	Gunn	31	31	13	13	2	2	20	20	10	10	45	10

\* Accepted 20% penalty

DISTRICT VI RESULTS

These are the results of regattas held at Sibbald Point Sailing Club on Lake Simcoe.

DISTRICT VI ALBACORE CHAMPIONSHIP

July 17th, 1976

1st Place - T. Behan  
2nd Place - D. Groom  
3rd Place - P. Burrows

COMMODORE'S CUP - SEPTEMBER 11 & 12th

1st Place - D. Giffin  
2nd Place - D. Groom tied with T. Polhill  
4th Place - G. Parcell

## NIAGARA DISTRICT CHAMPIONSHIPS

The Niagara District Championships were sailed on July 24 and 25 at the Youngstown Yacht Club at the end of the Niagara River, in Lake Ontario. Three races were scheduled and were sailed on Saturday July 24. The five U.S. albacores and nine Canadian Albacores entered the Lake Ontario from the Niagara River in the face of a 20 to 25 per hour breeze from the North, that had a clean sweep direct from Toronto 30 Miles away. Lake Ontario gave us long steady waves of at least 3 feet in height. The Youngstown Yacht Club's race committee had recently purchased from the Rothman Cigarette Co. in Toronto three brilliant orange inflatable, marker bouys which stand over 6 feet high. They were easily seen on the two mile legged triangular course, and are probably the finest course markers ever invented.

David Medhurst from the TC&CC of Toronto sailing his new Allen Albacore KC6219, was the first days overall winner with consistent first place finishes in each of the first three races. He was followed by Kurt Allen, NSC US 5404 with 2-3-2 in second. Geof Revett, NSC US4788 (the defending district champion) with 4-2-3 in third. Paul Cannon NYC US5402 2-4-4 in fourth and Bob Drinkwater GYC KC6229 with 5-6-5 in fifth. Disqualifications hurt the chances of Bob Guyder, NSC US4585, Paul Wheeler, NSC, US5973 and Dick Railton PSC, KC5504. Guyder hit the race committee boat in the start of the second race, and neglected to reround the committee boat and restart. He made the costly error of doing a 720, and was thus disqualified. Wheeler and Railton were caught over the starting when the one minute rule was in effect prior to the start of the third race. Their costly mistake was in ducking down to the starting line to restart, when they should have rerounded one end of the starting line and restarted. We are sure they have learned by this costly set of mistakes.

The second days racing was scheduled to have 2 back-to-back races, and race number 4 was started with dying winds from the north. It took the lead boats close to 45 minutes to reach and round the weather mark, and about 30 minutes to reach the next mark. The race committee shortened the course because of the dying winds, and race number four was won by Paul Cannon, NYC, followed by Paul Wheeler, NSC second, Bob Drinkwater GYC third, Geof Revett, fourth, and David Medhurst TS&CC, fifth.

The race committee abandoned race number 5 and by virtue of his low point score of (8) David Medhurst TS&CC became the District Champion for 1976. He was followed by Paul Cannon NYC in second with (12), Geof Revett NSC third with (13), Kurt Allen NSC fourth with (13) and Bob Drinkwater GYC fifth with (19). We of the Niagara District are most happy that we have had such a fine turnout of our friends from north of the border, which helped make our regatta successful. Though we had intended to have an A and a B fleet, we had no entries in the B fleet.

## 1976 Point-Au-Baril Annual Regatta (P.A.B.A.R.)

PLACE	HELMSMAN	CREW	RESULTS, 1976		POINTS			TOTAL
			BOAT No.	CLUB	1ST	2ND	3RD	
1	Steven Cerny	Helen Kettle	6666	B.C.	3/4	2	3/4	3 1/2
2	Dennis Sherwood	Sheila Sherwood	6227	R.C.Y.C.	2	5	3	10
3	Jim Bradshaw	Sue Bradshaw	4870	P au B	3	3/4	8	11 3/4
4	Ian Rogers	Joan Rogers	4055	P au B	9	4	4	17
5	Bill Foster	Leanna Foster	5502	L.B.S.C.	5	12	2	19
6	Michael Owen	Graeme Rogers	4050	P au B	8	3	9	20
7	Barry Moreton	Gordon Laco	4684	P au B	6	9	7	22
8	Warren Wilkins	Y. Leishman	4514	P au B	4	8	12	24
9	John Michell	Duff Kinkaid	4053	P au B	22	7	5	34
9	Leon Safrata	Joyce Safrata	6210	R.C.Y.C.	22	6	6	34
11	J.K. Grant	D. James	4260	P au B	11	13	11	35
11	David Gray	Georgina Gray	4603	P au B	11	14	10	35
13	Mary Ortved	Sue Armitage	4273	P au B	17	20	14	41
15	Jim Clark	Sherry Harris	4587	P au B	18	11	13	42
16	Debbie Bongard	-	4678	P au B	14	15	20	45
17	Bruce Ross	Fred Ross	4058	P au B	12	17	17	46
17	John Leishman	Ann Wilkins	4056	P au B	7	21	18	46
19	Gail Regan	Tim Regan	3274	P au B	13	19	15	47
20	Jamie Isbestor	John Hassard	4274	P au B	16	16	16	48
21	John Evans	Mike Evans	4232	P au B	15	18	19	52
22	Judy Hassard	Ken Hassard	-	P au B	13	22	23	57
23	Ginny Heward	Geoff Heward	3707	P au B	30	10	21	61



# letters

Dear Editor:

Ann and I greatly enjoyed sailing in the North American Championships at Britannia Y.C. and generally found the sailing instructions adequate.

However, I feel that "one minute disqualification after General Recall" rule is a mistake and is not necessary for Albacores. My two primary objections to this rule are as follows:

1. It allows the Committee to set bad starting lines and puts the burden on the competitors to start. The lines at the North Americans were very poor and far too short resulting in the large number of General Recalls. The disqualification rule allows the Committee to get away with this. Adequate lines with a proper angle allows starts without bothersome recalls.
2. Your disqualification rule in conjunction with the 720 Rule changes the basic rules at the starting line. I cannot be expected to respond to the proper luff of a Leeward boat when I can hit that boat, do a 720 and continue (when the alternative is going over early and being disqualified). Committees which use such a rule should be aware of the fact that they are saying to the competitors "ignore the Leeward boat, violate port and starboard, tacking too close, etc. etc; do anything but be over early". I think this is poor practice.

Finally, let me also comment that the Committee at Britannia did not, in our view, take sufficient pains to identify the early starters from both ends of the line.

Very truly yours,

John F. Luard  
Arnold, Maryland

## shackles &amp; cringles

M\_LB\_Y'S BELIEVE IT OR NOT .

It is a fact that when you have your sails measured the fee is \$2.00 and paid directly to the measurer.

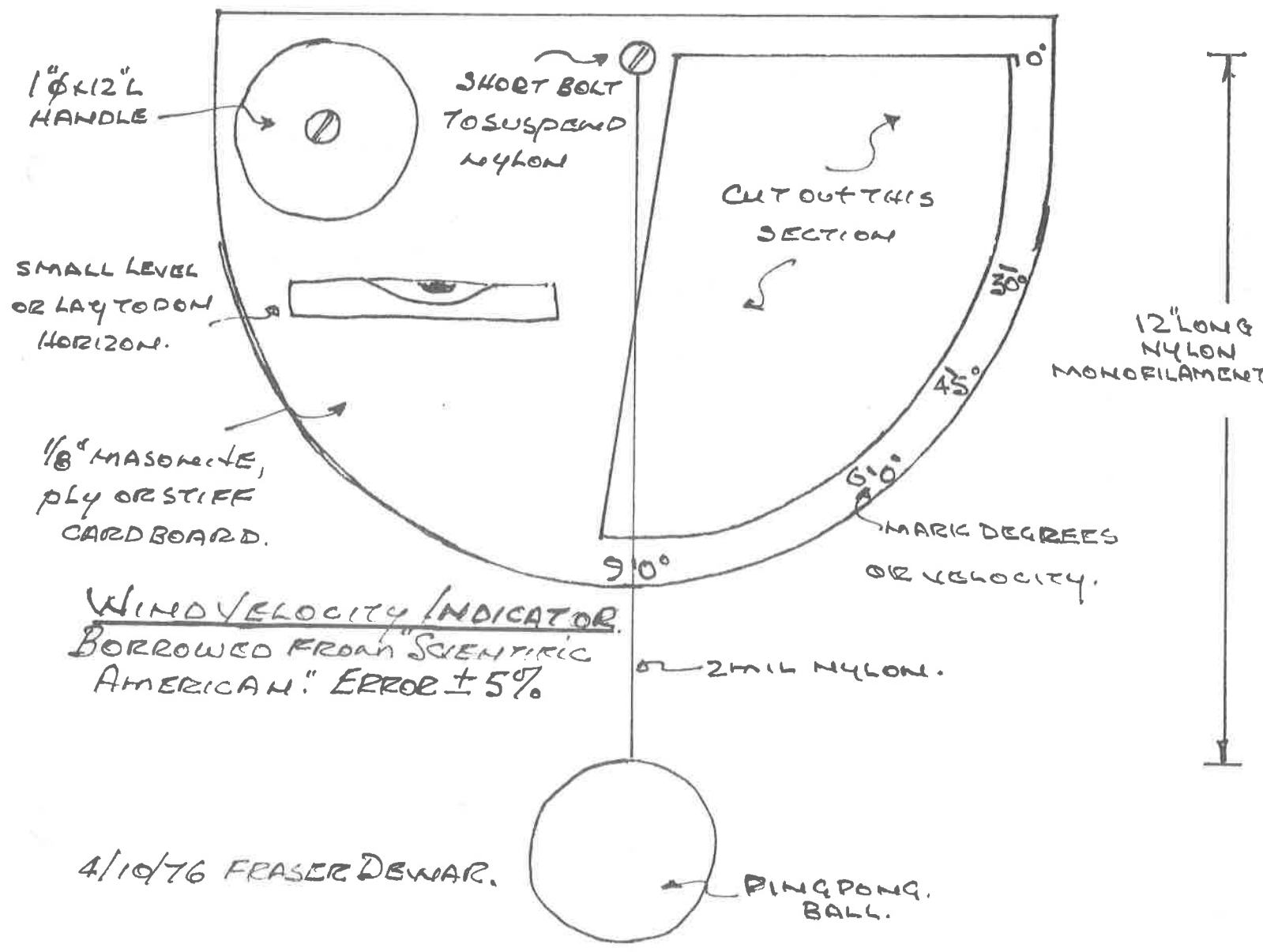
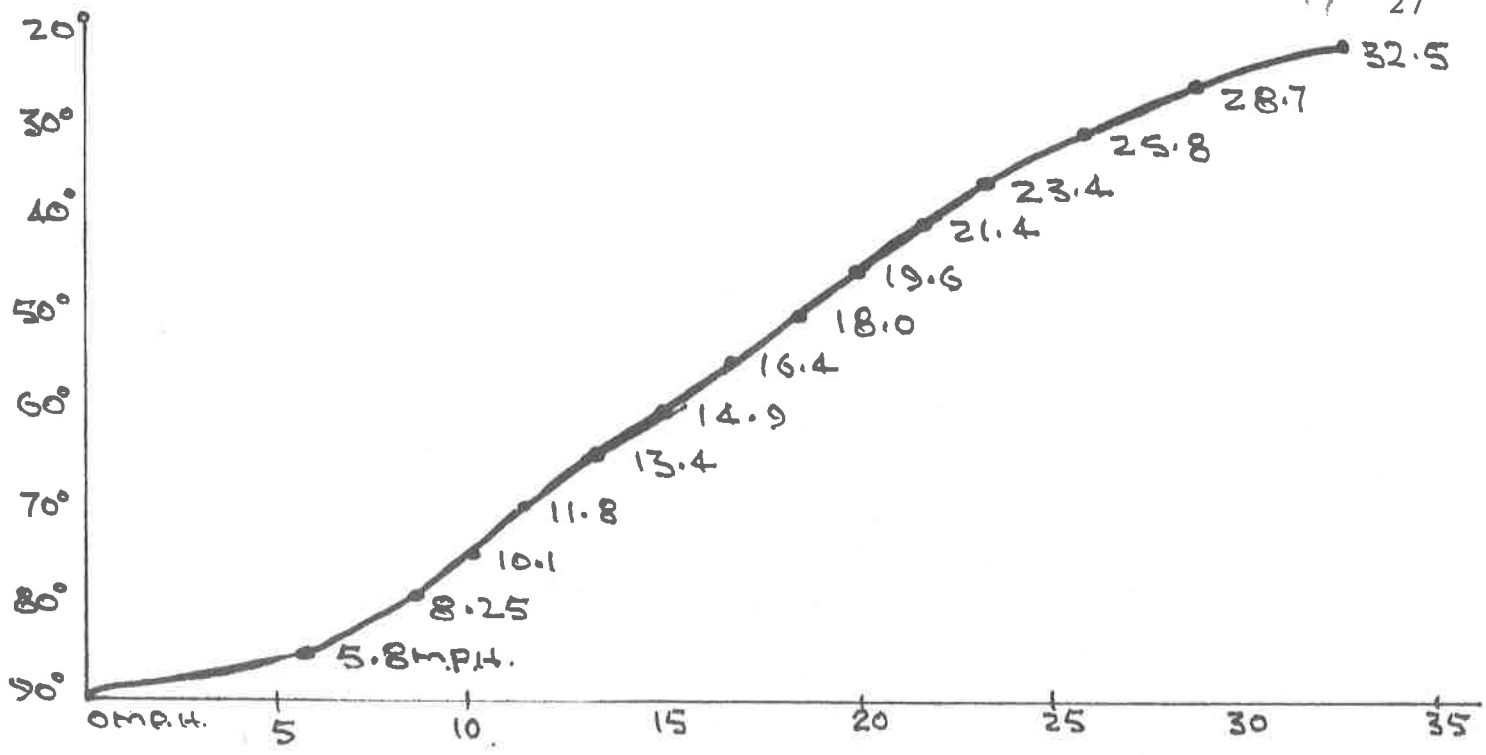
\* \* \*

It is a fact that you require a buoyancy test every year. This test consists of 10 minutes on each side with one crew on the gunnel and 10 minutes upright and full of water with crew aboard. There should be no more than one quart of water in the tanks.

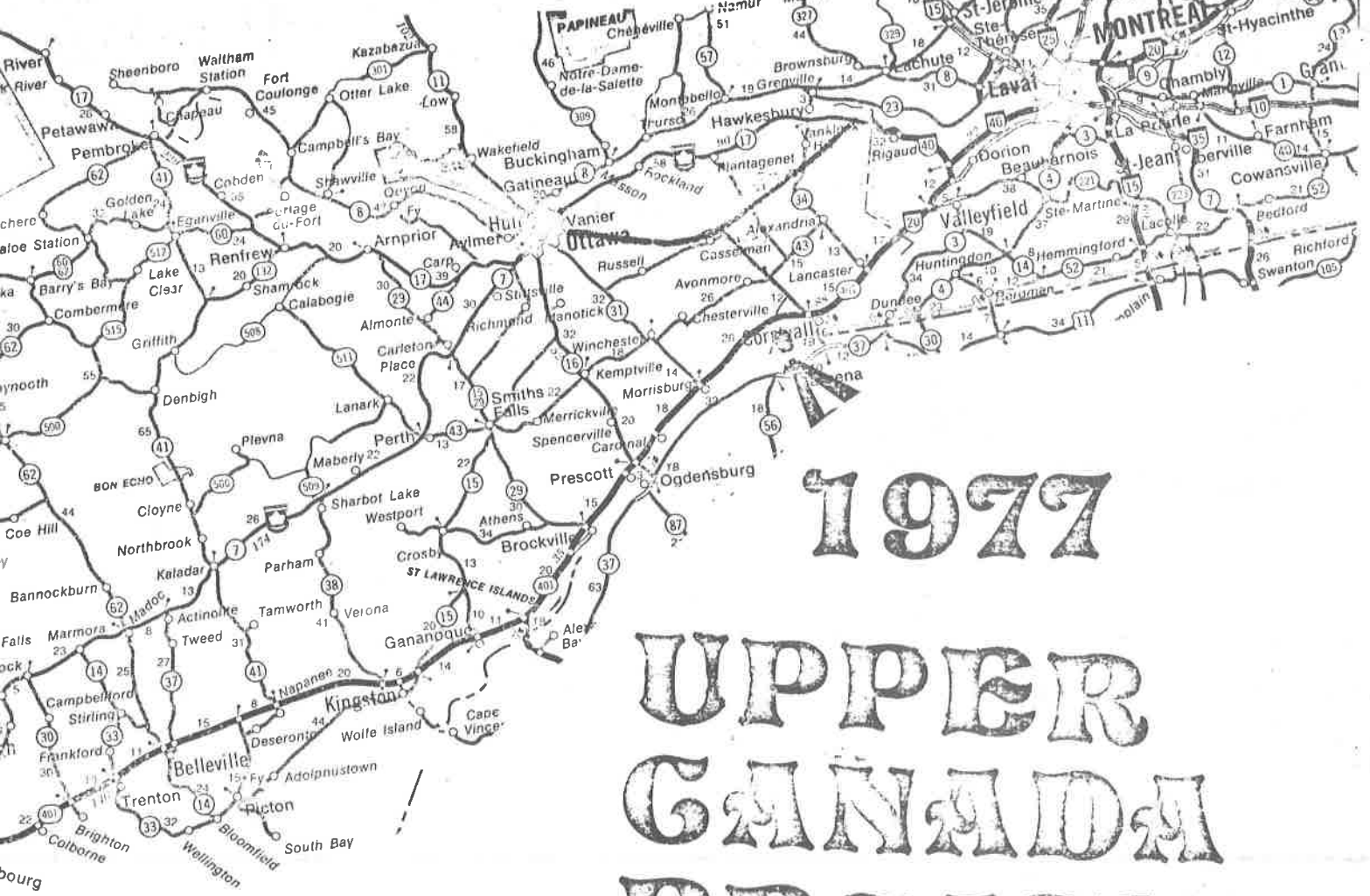
\* \* \*

It is a fact that if you sign a measurement certificate for buoyancy and the boat does not meet the standard; you could be held responsible if an accident occurs.

\* \* \*



# NOTICE



# 1977

# UPPER CANADA REGATTA

# 4 & 5 JUNE

# STORMONT YACHT CLUB



**ONTARIO  
SAILING  
ASSOCIATION**

*Alf Jenkins  
559 Jarvis St.,  
Toronto, Ontario*

**Toronto International Boat Show "Sail 77"**

It may seem early to start talking about the Boat Show, but it should be noted by sailors that January 13th to January 23rd, 1977, will be the dates. The Ontario Sailing Association and Molson's Brewery (Ontario) Ltd. in co-operation with the Toronto International Boat Show will again be sponsoring Sail 77, which will feature the many class associations and their boats in the arena area of the Coliseum. OSA counts on strong support from Ontario's sailors to staff the display.

**Ontario Sailing Centre**

During the past summer the new Ontario Sailing Centre got its start. The programs for race training were prepared and set up by Doug Keary and instituted by the very capable racing coaches, Karen McRae and Phil Wilmer, with additional assistance from Jamie Richardson and Paula Quigley.

The eight session summer began slowly but, with the arrival of the six Fireballs in mid July, the courses got into full swing. One of the features was a youth race training week when 21 promising young sailors attended from all areas of Ontario.

On the July 31 weekend, the 14' Dinghy class held the Bongard Trophy Race and the 470 Class held its Ontario Championship. This regatta drew over 30 boats and was a great trial run for future operations of this kind at the Centre.

A very successful Woman's week culminated the season's activities which saw over 100 sailors attend the race training program.

Now that the first season is complete, a thorough study of its future operations must be made. Con-

tributions of ideas and assistance from those interested will be welcomed by OSA. Let's plan that in 1977 the Ontario Sailing Centre will make great strides for the benefit of sailors throughout Ontario. It is your Sailing Centre, be involved in its future!

**OSA Sailing Seminar 76 and AGM**

This year the theme for the OSA Sailing Seminar 76 will be directed to two or three specific areas. The seminar will be held November 5-6-7 at the Cara Inn, Toronto, and will have as its interest points sailing safety, competitive sailing at the grassroots level, the ever expanding interest in the "Learn-to-Sail" area, and how OSA can meet these demands.

With one year's operation behind it, there will be scope for discussing the future use of the Sailing Centre at Geneva Park on Lake Couchiching, and how it can best achieve its aim of race training. A special guest will be attending the seminar.

Although there is a small portion of time devoted to the business part of OSA's operation, it is predominantly for all the sailors in general to listen, learn, and advise on how OSA can best serve. Consequently the name has been changed to the OSA Sailing Seminar 76 and Annual General Meeting, in order to encourage **all** sailors and clubs to attend both the seminar and the evening social, dinner and dance.

**Cruising Manual**

The OSA Offshore Part II Cruising Manual is now available from OSA offices. It is written by Vic Searles, an authority on and teacher of this type of sailing. It is available from OSA at \$4.25 plus \$1.00 for mailing. This book, for both the novice and experienced cruising sailor, complements George Harvey's Offshore Manual Part I, Introduction to Offshore Sailing. The cost of Part I is \$3.00 plus \$1.00 for handling and mailing. Mark your envelope "Offshore Manual".

