

APRIL 1977

# 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

APR 29 1977  
M4T 2P2

PLANS FOR THE WORLDS AND THE CANADIANS



PageI N D E X

3	COMMODORE
5	1977 WORLDS & WORLDS FORTNIGHT
9	QUALIFICATIONS FOR THE 1977 WORLDS
11	OUR PUBLICITY PROGRAM
12	UPDATE ON THE CANADIANS
15	1977 WORLDS LOTTERY
16	MID-WINTERS RESULTS
16	HYPOTHERMIA - AVOIDANCE & TREATMENT
19	JUNIOR SAILORS - THE JUNIOR REGATTA
19	COME AND PLAY WITH US
20	ALBACORE NATIONAL TEAM CHAMPIONSHIP
21	LETTERS
23	THE ALBACRUISE TROPHY
24	OVER THE TRANSOM
26	CLASSIFIED ADS
29	REGATTA TIMETABLE
30	1977 TARTS NOTICE & ENTRY FORM
33	STORMONT YACHT CLUB WORLDS QUALIFYING REGATTA ENTRY
35	CAA ACCREDITED MEASURES

\*\*\*\*\*

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

Editorial Assistant: Sandra Murphy, TH. 62, 1270 Gainsborough Dr.,  
Oakville, Ontario, L6H 2L2

Printed by: SPORT ONTARIO through The Ontario Sailing Association.

# shackles & cringles

canadian albacore association

volume XVI number 2

april 1977

## commodore

Once again it is my pleasure to say a few words in the pages of Shackles and Cringles regarding the affairs and progress of our Association.

While the greater part of our Members think of sailing only in the summer months, your Executive has been working hard, on a regular basis to handle the affairs of our Association during the Winter months. I will attempt to provide you with a thumbnail sketch of the activities of the various capable people on this year's Executive.

Ian Rogers, our Past Commodore is handling the liaison with CYA and OSA as well as chairing an ad hoc Committee to bring the Constitution and By-Laws up to date.

Steven Cerny and Peter Schell are the Co-Chairmen for the big event of this year, the 1977 Worlds Championships at Kingston, Ontario. The amount of work that these two have put into this event augurs well for an enjoyable and successful week. More details on the Worlds Regatta appear elsewhere in this issue.

Ian Bates, the Second Vice-Commodore, chairs the very important Fleet Liaison and Membership Committee. Ian has established District Captains in our 14 Districts across Canada, with whom the individual Club Fleet Captains can communicate. We have been doing our best over the last 2 or 3 years to decentralise the Association in order that our Members can become more involved and aware of the affairs of the Association. Our efforts in encouraging more people to join the Association have been very successful this year. Our Membership at this time exceeds the Membership level at this time last year. All Members are encouraged to tell the Albacore story to prospective Members whenever they have the opportunity.

Austin Marshall, our Rear-Commodore, has taken on the job of Publicity this year. Austin arranged an excellent showing at the Toronto Boat Show in January. Austin has prepared Albacore Class ads for several of our major Canadian Sailing Magazines, as well as a number of articles on the Albacore and the Association which have appeared in these same magazines.

Ian Meller, our Specification Chairman, and David Sturch, our Chief Measurer, are working well together to ensure that specification problems are looked into and clarified, and that we have a full compliment of measurers. They have the complete responsibility for

## shackles & cringles

specifications and measurements at the Worlds in Kingston this July. David has instituted a new system this year whereby he will administer the payment of measurers and issuing of Certificates directly to help speed up the whole process.

Dennis Sherwood is once again in charge of arranging team racing events. This activity is great fun and hopefully, as each year goes by, more of our Members will become involved.

John Michell, our Builders Committee Chairman, is new to the Executive this year and is handling our communications with our boat builders across Canada. At the present time we have four builders, one in each of B.C., Manitoba, and two in Ontario. We should all do our best to boost the products of our Canadian boat manufacturers.

Jerry Selwyn is our very capable Regatta Chairman this year and has been hard at work (with the assistance of his right hand, Joan) since last Fall, arranging the Canadians to be held in Toronto in September this year. This promises to be an outstanding event, with many new wrinkles that will make the 1977 Canadians something to remember, as well as a great deal of fun for the whole family.

Keith Bull, our Editor, is again this year capably overseeing the preparation, editing and publishing of Shackles and Cringles. This is a time-consuming job, but most important in that Shackles and Cringles is the only contact many members who have something to say to or about the Association, send their views to Keith for publication.

Ross McCallum, the "Keeper of the Treasury", has continued again to supervise very competently our financial affairs this year, and his efforts and guidance are valued by the Executive.

Last, but certainly not least, is our Assistant Secretary-Treasurer, Helen Kettle, whose duties are too numerous to enumerate, but who manages, despite a heavy schedule, to handle the "Head Office" affairs of the Association as well as acting as Secretary to our Executive and IAA.

1977 is shaping up to be a great year for Albacore sailors and hopefully our efforts to make our Class fun, and one of enjoyment for the whole family, will be successful.

Yours sincerely,



John Leitch  
Commodore

PRELIMINARY INFORMATION  
ON  
1977 WORLD ALBACORE CHAMPIONSHIPS  
AND WORLDS FORTNIGHT

The harbour in Kingston is, as this is being written, covered with a layer of ice two feet thick. This layer extends from Portsmouth Harbour (site of the 1976 Olympics, 1977 Albacore Worlds) right across the river to Wolfe Island. The locals assure us that conditions should improve before July, when the races are held!

Planning is continuing. What follows, in question and answer form, will give you up-to-date information about most of the plans for Worlds Fortnight. The dates for the races are fixed but some of the social events may be changed as final plans are confirmed.

WHAT'S WORLDS FORTNIGHT? - A two week period starting July 16, 1977 and ending July 30, 1977.

WHY TWO WEEKS? - To sail in the World Championships there will be 10-15 boats coming from the U.K., 20 boats from the U.S.A. and only 25 boats will qualify from Canada. The fortnight will give the British an opportunity to have a great sailing vacation with about 20 individual races to sail in, and ample social and sight-seeing activity. It will give those of us who don't qualify to represent Canada an opportunity to meet, and sail against the British and Americans.

WHERE DOES IT START? - At the Boulevard Club Regatta on July 16th and 17th.

WHAT'S NEXT? - Club racing at Boulevard and TS&CC on the evenings of July 19th, 20th and 21st.

WHAT'S NEXT? - The Britannia Yacht Club Regatta on July 23rd and 24th.

WHAT'S NEXT? - Registration, Measurement and Skippers Meeting on July 25th at Kingston, followed by the Worlds races on July 26th, 27th, 29th and 30th.

WHAT HAPPENED TO JULY 28TH? - This is a lay day so that any races at the Worlds that were not sailed on July 26 and 27 can be sailed on that day. This would be in case of too much or too little wind on the 26th and 27th. If the day is not required for make-up races, Dennis Sherwood is planning a day of Team Racing between the three competing countries.

WHAT IF THE WEATHER IS POOR ON JULY 29 AND 30? - Races missed on those two days will not be sailed at other times. This is to ensure that prize giving takes place at 1430 on Saturday, July 30th and that competitors can pack up and start for home by 1530.

## shackles & cringles

WHERE DO I OBTAIN INFORMATION ON THE BOULEVARD AND BRITANNIA REGATTAS? - Notice of Regatta, lodging information and application forms will be in the next issue of Shackles and Cringles or in a separate mailing if there are timing problems with the printers.

WHAT ABOUT THE MID-WEEK CLUB RACES? - These are intended basically for TS&CC and Boulevard members, and will be opened to British and U.S. sailors as guests.

WILL THE BOULEVARD AND BRITANNIA REGATTAS BE OPEN OR BY INVITATION? They'll be open to any CAA, USAA or UKAA member who applies. However, these are expected to be very popular regattas, and both clubs can only handle so many boats. Applications will be accepted on a first come, first served basis. When you receive the application forms be ready to send them off immediately or you may be disappointed.

WHERE WILL THE WORLDS BE SAILED FROM? - Portsmouth Harbour just west from downtown Kingston at the Olympic site. The City of Kingston has taken over management of the site and it makes an ideal place to sail from. Paved parking for boats, hoists, dollies, restaurant, measurement hall, concrete ramps, docks etc. have all been retained from the Olympics. Kingston hopes to become the sailing centre of Canada and the Albacore Worlds is its first major regatta. The site is adjacent to the west side of Kingston Penitentiary.

WHAT ABOUT ACCOMMODATION? - In Toronto for the Boulevard Regatta and in Ottawa for the Britannia Regatta you're basically on your own. A group rate has been negotiated at the Chelsea Inn, Toronto, if there is significant demand. The Ottawa people will send a list of convenient motels with their application forms and it might just be possible to obtain a lower rate for competitors, but this is doubtful because July is the busy season. But in Kingston we've worked out a great deal with Queen's University.

WHAT'S THE DEAL AT QUEEN'S? - For \$100 per person, based on two people to a room in Victoria Hall, Queen's will provide the following:- Sunday, July 24th: Bed. Monday, July 25th: Breakfast, Dinner, Bed. Tuesday, July 26th and Wednesday, July 27th: Breakfast, Box Lunch, Dinner, Bed. Thursday, July 28th: Breakfast, Bed. Friday, July 29th: Breakfast, Box Lunch, Bed. Saturday, July 30th: Breakfast, Bed. A banquet will be held on Friday, July 29th. It will be either at Victoria Hall or, more probably, at the Olympic site. This will be a gala affair, part of the cost of which will be borne by the Worlds general fund. It is expected to cost \$11-\$12 per person. So for a total cost of about \$225 plus the cost of lunch on Monday and Thursday, you and your crew will be bedded down and fed from Sunday night to noon on Saturday. This is quite a bargain and is only possible because all competitors will pre-register and will pay in advance to the CAA. Exact details, prices and application forms will be confirmed in the next Shackles & Cringles.

WHAT ABOUT CHILDREN AND SINGLE ROOMS? - Details will be available when the applications go out. We do know now however that special arrangements will have to be made for families with children under 12 years of age.

ARE CAMPING FACILITIES AVAILABLE? - Yes, and details will be sent out with the application forms. There is a camp site about one mile from the Olympic site.

WHAT WILL THE REGATTA FEES BE? - For the Worlds, \$50 and for the Boulevard and Britannia Regattas, \$25 each.

HOW DO I QUALIFY FOR THE WORLDS? - For details see the last issue of S & C. But briefly, there are four qualifying regattas. These are 1976 Canadian Championship Fleet, T.A.R.T.S. at TS&CC on May 28 and 29, Stormont on June 4 and 5 and Grimsby on June 25 and 26. The total points for your two best regattas will be used to determine your standing. The top 25 Canadian Boats ranked by this procedure will be selected to represent Canada. This procedure will be strictly adhered to. Application forms and further details will go out shortly.

WHAT IF THE U.S. OR BRITISH TEAMS ARE NOT COMPLETE? - It is unlikely that the U.S. will have less than 20 qualified boats. It is however likely that the U.K. will only be able to send 8-10 boats instead of the 15 that have been allocated to them. If this happens, the open spaces will be split in a ratio of 3:2 between Canada and the U.S. Therefore, if only 10 British boats arrive, the Canadian team will be made up of 28 boats. The limiting factor is the IAA Constitution which limits World Championships to 60 boats. However, your CAA Executive has decided that if Canada is allowed extra boats as above, one or at most two of these extra team positions may be allocated to active B.C. or Manitoba Albacore sailors providing they have the competence, in the opinion of the executive, to come in the top half of the Worlds fleet. This is to provide for the fact that it is unlikely that B.C. or Manitoba sailors would have the time to race in the qualification regattas in the East.

HOW DO I APPLY FOR TEAM RACING? - Team Racing can only take place if July 28th is not required to make up races lost on July 26 and 27th. This will be organized by Dennis Sherwood (2 Knightswood Road, Toronto. Office - 362-1551, Home - 482-1731). Dennis will choose the Canadian Team. If you are interested, you might contact him to let him know your experience, etc. The decision to Team Race is likely to be made on July 27th in which case a meeting will be called at the Olympic site. If you are not selected to Team Race your help will be most welcome to run the Team Racing as the Worlds Race Committee will have a well earned day off on that day.

WHAT ENTERTAINMENT AND SOCIAL ACTIVITIES WILL TAKE PLACE? - Details are not final. For foreign visitors, those billeting them and those organizing activities in Toronto during the week of July 15-22, we'll have a wiener roast, swim party, cocktail party, visit





## shackles &amp; cringles

Worlds Measurement - Ian Meller, David Sturch, Dan Thomas  
 Worlds Selection - Kent Taylor  
 Worlds Publicity - Kathy Waugh  
 Boulevard Regatta Chairman - Sandy Grant  
 Britannia Regatta Chairman - Peter Wood & Alf Warnock

CAN I COME TO KINGSTON EVEN IF I DON'T QUALIFY? - Definitely.

By all means. Like those who qualify, you can come and take advantage of the low prices at Queen's and to enjoy Kingston and the surrounding area. The Thousand Islands and many other points of interest are nearby. And you'll enjoy the social and other activities.

Qualification For The 1977 Worlds - A Follow Up

In the February '77 issue of S&C details were published of the new qualification and selection procedure for the Worlds. At that time only three of the four qualification regattas were known. The fourth has now been finalized and the complete list is as follows:-

- The Championship Fleet at the 1976 Canadians.
- TARTS, May 28 & 29 1977. Toronto Sailing & Canoe Club.
- Stormont, June 11 & 12 1977. Stormont Y.C.
- Grimsby, June 25 & 26 1977. Grimsby Y.C.

Under the current rules of the International Albacore Association the fleet size for a world championship is limited to 60 boats. When this event is held in North America the allocation of boats is as follows:-

Canada	25
United States	20
United Kingdom	15

Selection of the 25 Canadian skippers will be determined on the basis of their performance in the above mentioned qualification regattas. The best two out of four regatta results will be combined (see Feb. 77 S&C). Initially positions will be offered to the top 25 skippers. If any of these do not wish to compete in the '77 Worlds the 26th, 27th, etc. top skippers will be offered positions. In the event that all the UK and US positions are not filled, additional Canadians positions will be available.

The selection committee, with the approval of the CAA executive, reserves the right to select, if necessary, a skipper/s who is unable to compete in the qualification regattas because of the distance of their domicile from Ontario and Quebec - e.g. British Columbia. This will only be done if, in the opinion of the committee, that skipper could qualify if able to compete.

All questions and communications should be addressed to:-

## shackles &amp; cringles

Kent D. Taylor - Selection Committee Chairman  
 2 Hartfield Court  
 Islington, Ontario  
 M9A 3E3

Tel: (416) 233-3406 (Home)  
 \* (416) 362-2861 (Office)  
 \* If not in leave a message with his  
 secretary Sheila Rushforth.

For Qualifying Regattas, information about registering, etc., please  
 contact:-

T.A.R.T.S. Fraser Dewar  
 28 Paperbirch Drive  
 Don Mills, Ontario

STORMONT David Smith  
 1117 5th Street East  
 Cornwall, Ontario. K6H 2MR

GRIMSBY Gordon Dennis  
 6 Old Orchard Avenue  
 Grimsby, Ontario

MORE DINGHY CHAMPIONSHIPS WERE WON IN 1975 AND  
 1976 USING STORER SAILS THAN THOSE OF ANOTHER  
 CANADIAN SAILMAKER\*

Albacore Results:

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

PLUS OTHERS

Our continuing participation in the Albacore Class enables us to  
 incorporate the latest developments in our Albacore sails.

Our production methods ensure that each sail faithfully reproduces  
 its intended design.

\* list supplied upon request



61 PATTERSON ROAD, BARRIE  
 ONTARIO, CANADA L4N 3V9  
 BARRIE 1-705-726-9631  
 TORONTO 1-416-883-1399

## Our Publicity Program

By Austin Marshall

The publicity desk is becoming a busy corner in our Association and we wanted to write to tell you what we are doing. Also to encourage your response after you read this note.

The Albacore tends to publicize itself, through its design and the people who sail it. However, the increasingly diverse small-boat market is beginning to suggest that we need to be more conscious of showing the public what a good boat the Albacore is, both as a sailboat and also as a source of much social activity.

Up until this year, the Boat Show was the only real effort made by the Canadian Albacore Association to advertise the class. We have been successful in that goal, but some members feel we have emphasized too much the wooden boat and created the impression that the Albacore is very expensive. How did you feel about our display in SAIL 77? We would like to know.

We have begun a regular program of publicizing the Albacore by submitting news and articles to the sailing magazines. Articles usually require a viewpoint to be acceptable and photographs do much to enhance the written word. This year, it is somewhat easier to get publicity because of Worlds Fortnight, and the fact that we will be writing for the first time on many topics - advantages of a small boat, advantages of a class association, the history of the "community club" in which the Albacore is so popular, and special events, to name a few. We do want help from everyone on this. Do you have any thoughts we can write about? Do you have any good photographs? If so, please let us know.

We have embarked on one ambitious project, which is to design an advertisement for the Albacore. In this ad, the boat builders, sailmakers, marine suppliers and the Association will all get some space, framing a photograph of the Albacore. We have written to people we think would be interested, and initial response is quite good. The problem is, it will be expensive to run an ad on a regular basis, even with the cost being shared. Moreover, the kinds of publication which are widely read and would attract those who are not presently sailors, are very expensive to advertise in. However, we plan to pursue this further, as we believe advertising will have a significant impact on the health of the class in the future.

## shackles &amp; cringles

Update On The Canadians

By Jerry Selwyn

In case the message didn't come across loud and clear in the last issue of Shackles & Cringles the "1977 Canadians" are going to be for EVERYONE - all CAA members that is.

Who me? sail at a National Championship? You've got to be kidding! You will note that I said sail AT rather than sail IN a National Championship.

While not detracting from top flight competition for those that want and expect it, the emphasis this year is on encouraging those who have never been to the annual get-together of the Albacore class. Yes we want you to come and sail but more than that we want you to come and enjoy a FUN weekend with your fellow Albacore sailors. Whether you take advantage of the very reasonable hotel rate we have managed to get (\$18 for two no extra for children), stay with a friend or stay with one of the Toronto Albacore sailors who would be glad to offer you a bed, it will be an economical yet value packed weekend. The entry fee, although a little higher than past years, will include a fabulous dinner for two followed by dancing to the music of a great band. While you are partying there will be evening entertainment laid on for the children. During the day the non-sailing members of your family can shop, sightsee, or just visit friends.

Let's not forget the sailing. With four fleets to choose from (or qualify for) there will be sailing to suit everyone's needs. Even if you can't sail on the Friday, you can still end up in the prizes because of the averaging system used for all fleets except the Championship fleet.

If for some reason you are unable to sail, plan to attend the super party and prize raffle at TS&CC on Friday night and dinner dance on Saturday night at the Seaway Towers Hotel.

If you are disappointed about not having a weekend away at a resort don't be, plan a weekend away anyhow - take a room at the very comfortable yet inexpensive regatta headquarters - The Seaway Towers Hotel - and bring the family, there will be something for everyone.

MARK YOUR CALENDAR NOW. PLAN TO BE AT THE "77 CANADIANS"

SEPTEMBER 9-10-11 IN TORONTO

\* \* \* \* \*

New selection procedure for the Championship fleet at the "Canadians"

In an effort to make the selection more equitable, to introduce an ongoing consistency, and to develop wider participation in Albacore regattas, a qualifications procedure for the Championship fleet at the "Canadians" has been developed.

This selection and qualification procedure will be used for the 1977 and future "Canadians" and will be the same as used for the Worlds (see Feb. '77 issue of S&C and elsewhere in this issue). The number of qualification regattas will be greater and more widely distributed and the locations for some of these events will be changed each year.

The Championship fleet at the 1977 "Canadians" will be limited to 60 boats and allocation of positions will be made as follows:-

- (1) Winner of the 1977 Canadian Junior Championship.
- and
- (2) 7 boats selected by the USAA
- (3) 4 boats selected by the UKAA
- and
- (4) 2 boats qualifying from British Columbia
- (5) 2 boats qualifying from Alberta
- (6) 2 boats qualifying from Manitoba (incl. N.W. Ontario)
- (7) 42 boats qualifying from Ontario and Quebec

As more active fleets develop in other provinces allocations will be made. Should the allocated positions for the US, UK, and the western provinces not be filled, additional positions will be available for Ontario and Quebec boats.

District captains in B.C., Alberta, and Manitoba (including N.W. Ontario - Thunder Bay area) will arrange for, preferably a minimum of three, regattas in each of their provinces with the best two out of three results being used to select the skippers to attend the "Canadians".

For the Ontario and Quebec area eleven qualification regattas have been selected as follows:-

* TARTS	Toronto	May 28 & 29
St. Jamestown S.C.	Toronto	Sept 3 & 4
Boulevard Club	Toronto	July 16 & 17
Conestoga S.C.	Kitchener	?
* Stormont Y.C.	Cornwall	June 11 & 12
Lac Deschenes Y.C.	Montreal	?
Britannia Y.C.	Ottawa	July 23 & 24
* Grimsby U.C.	Grimsby	June 25 & 26
R.H.Y.C.	Hamilton	?
Balsam Lake S.C.	Kawartha Lakes	July 31
South Muskoka S.C.	Muskoka Lakes	?

\* Denotes as also a Worlds qualifier

The total of the best four results will be used to select the skippers to sail in the Championship fleet. A minimum of four of these regattas must be sailed in to qualify for selection. For regattas with fewer than 40 boats competing, the same adjustment formula as used for the Worlds (Feb. '77 issue of S&C) will be applied.

All the foregoing assumes, as must be the case at the time of the event being sailed in, that you are a member in good standing (as

## shackles & cringles

per Article XIII para. 3 of the CAA constitution) for 1977, that the boat being sailed has a measurement certificate with a 1977 bouyancy endorsement, and that the sails being used are measured and stamped to indicate same. Failure to comply with any of these requirements will mean that your results will not count towards the qualification standings.

IMPORTANT Would the regatta Chairperson for each of the aforementioned regattas please contact Kent Taylor immediately to confirm dates and details. Kent will arrange to have your notice and application form (supplied by you) put in the appropriate issue of Shackles & Cringles.

All communication regarding qualification and qualifying regattas should be addressed to:

Kent D. Taylor  
2 Hartfield Court  
Islington, Ontario M9A 3E3

Tel: (416) 233-3406 (Home)  
\*(416) 362-2861 (Office)

\* In Kent's absence talk to or leave a message with his secretary Sheila Rushforth.

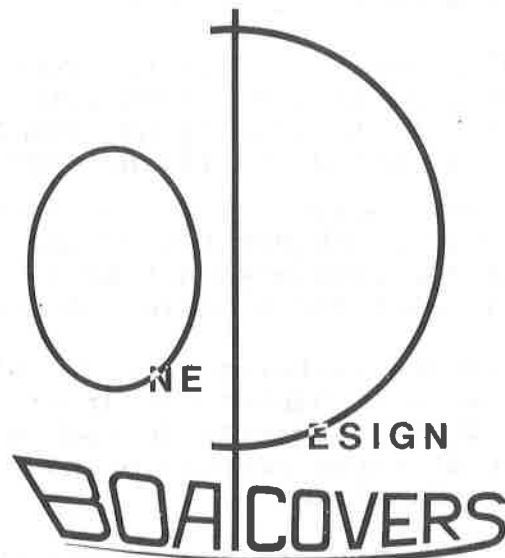
\* \* \*

### STOP THE PRESSES!

#### Premier Davis May Sail In The Canadians

The office of the Premier of Ontario has just confirmed that, barring any unforeseen circumstances, Premier William Davis, a very keen sailor and former Albacore owner, is hoping to present the trophies at the 1977 Canadian Albacore Championships. It was further confirmed that the Premier is hopeful, if time permits, of sailing in at least one race at this three day event.

A BETTER BOAT COVER, TOP OR BOTTOM, DESIGNED AND MADE BY SOMEONE WHO SAILS A WOODEN DINGHY AND KNOWS THE IMPORTANCE OF A GOOD FIT.



**HANS GOTTSCHLING**

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

PHONE 277-3306

## shackles &amp; cringles

Its not the OLYMPIC LOTTERY, nor the PROVINCIAL, nor LOTO CANADA, nor LOTO QUEBEC, but the

1977 WORLD ALBACORE CHAMPIONSHIPLOTTERY

WHAT IS IT? - An opportunity to win \$1,000.00!

HOW MUCH IS A TICKET? - Only \$5.00!

WHAT ARE THE ODDS? - Only 600 tickets will be sold!

WHAT IS IT FOR? - To help finance some of the activities at the World Albacore Championship.

HOW MUCH MONEY WILL BE RAISED? - If we sell all 600 tickets we'll have a gross income of \$3,000. The prize is \$1,000., so this will leave the Worlds Committee with a net of \$2,000.

SOUNDS LIKE A GREAT OPPORTUNITY. WHERE DO I BUY A TICKET? - Tickets have been distributed to the following. Ask them, if they have any left, they'll be happy to sell you one.

Ken Ayrton, Ian Bates, Normunds Berzins, Brian Blan, Kay Cartwright, Steve Cerny, Gordon Dennis, Don Douglas, Dave Durnford, Phil East, Fred Francis, Dick Gallant, Bill Gooderham, Bob Goodings, Tony Griffin, Nick Hancock, Haakon Kierulf, John Leitch, Bruce MacDonald, Paul Magnini, Bob Malby, Chris Marshall, Austin Marshall, Ron McCallum, Ed McGrath, Dave Medhurst, Ian Meller, John Michell, John Morgan, Mike Osborne, Dick Railton, Alan Redfern, Ian Rogers, Leon Safrata, Peter Schell, Jerry Selwyn, Dennis Sherwood, Jiri Spirk, Richard Storer, Dave Sturch, Kent Taylor, Roger Thomas, Dave Treissman, Alf Warnock, Wally White, Henry Wilson.

WHERE WILL THE DRAW TAKE PLACE? - At the prize-giving ceremony at the Boulevard Club, Toronto. About 4:00 p.m. on July 17, 1977.

DO I HAVE TO BE THERE TO WIN? - No.

IF I'M NOT THERE HOW WILL I FIND OUT I'VE WON? - The winner's name will be published in Shackles & Cringles and in the Toronto Star.

IS IT LEGAL? - Yes. We have License No. 223,507.

PLEASE DON'T MISS THIS OPPORTUNITY TO HELP YOUR WORLDS COMMITTEE.

## shackles &amp; cringles

U.S. Sailors Sweep The Board At Mid-Winters

Steve Cerny reports mixed weather in Tampa for this year's Mid-Winters which took place March 10th-12th. Thirty-four boats entered, including eight Canadians. Paul Magnini was 7th and the first Canadian to finish. Although there was a common start, there were two fleets, A and B. First in the B Fleet and 17th overall was Haakon Kierulf. Other Canadians outside the first 10 places were Phil East, Kay Cartwright and Don Douglas.

1. Bill Shore
2. Art Ellis
3. Bill Ewing
4. Harry Sindle
5. Don Delorme
6. Roger Thomas
7. Paul Magnini \*
8. Steve Cerny \*
9. Dick Railton \*
10. Ian Rogers \*

\* Canadian

\* \* \* \* \*

Hypothermia - Avoidance & Treatment

We cannot stress too strongly the need in the early part of the sailing season, especially on the Great Lakes, to guard against capsize and immersion. This extract from a report to the Ontario Sailing Association by its Safety Committee should be carefully read.

The subject, Hypothermia and Water Safety, was the most interesting presentation made at the AGM, as the guest speaker, Dr. Martin Collis from the University of Victoria, outlined and demonstrated with a series of slides, the progress made during the last few years in research and physical tests made to develop new survival techniques in cold water conditions.

Some 700 persons were involved in the tests carried out in various temperature conditions on the West Coast B.C. They were wearing only cotton shirt, pants, socks and running shoes. From this experiment, startling data was compiled, to prove that the old theory of only being able to survive about 10 minutes was not quite true.

Tests made were with and without a lifejacket. Without a jacket, survival time is very short depending on the water temperature. Continuous movement to stay afloat (no jacket) results in faster cooling rate of the body than a person with a lifejacket on.

Experiments proved that the greatest areas of heat loss were the head, sides of the chest and the groin. To minimize this happening,



## shackles &amp; cringles

tests carried out wearing lifejacket resulted in nearly 50% increase in survival time, by keeping head as far out of the water as possible, keeping arms upright and tightly against side of body, and by bringing legs up into a sitting position.

Longer survival is possible, if more than one person is involved and they huddle together to reduce heat loss. Special tests proved that a person wearing a head covering, and a wet gear type of shorts, slowed up heat loss considerably, which extended survival time.

As a result of this study, improved designs of lifejackets are now being advertised on the market. Thermofloat jackets designed as a life preserver are now being marketed and are highly recommended for boating in cold water conditions.

AVERAGE SURVIVAL TIME IN 10°C (50°F) WATER

No Flotation	1½ to 2 hrs.
With Flotation	2 to 2 ¾ hrs.
Heat escape posture with lifejacket	4 hrs.
With Thermofloat Jacket	9½ hrs.

The treatment of a person suffering from extreme exposure is most important as the tendency is for the rescuers to wrap them up in blankets which creates a dangerous situation. This must not be done as it stops the heat from getting to the person's body and keeps the cold in, just like an Eskimo Pie. Procedure to follow is to remove wet clothing and have someone do likewise and huddle up against each other to generate natural heat, then wrap them up in a blanket.

Alternative suggestion if available, is to place person in warm tub of water to stimulate circulation. A warm sauna bath is also satisfactory. Thermo blanket is fine as long as someone is inside with the rescued person.

It was proven that the best chance for survival, if a boat capsizes, is to get out of the cold water onto the bottom of the hull, even if the air feels cooler. Heat loss is slower out of the water due to less exertion.

Other basic rules is to stay with the boat, follow the recommended survival procedure, wear jackets that are approved type. Wet suits are excellent protection to reduce heat loss but lifejackets should be worn also. Survey proved that anyone under influence of alcohol has less chance of survival, as blood flow to the body surface increases substantially, causing heat loss.

(Editor: We also refer you to the article on this subject in the February, 1976 issue of Shackles & Cringles.)

# GET ON TOP, SAILOR!



LOFTS INTERNATIONAL AUSTRIA WEST GERMANY CANADA  
 CANADIAN DEALERS  
 MONTREAL HORIZON YACHTS  
 GRIMSBY PAUL'S MARINE SUPPLY  
 HAMILTON SHIPSHAPE  
 THUNDER BAY: CREST MARINE CO  
 WINDSOR THE SHIP'S WHEEL  
 OAKVILLE DOCK 16

**RAUDASCHL SAILS will help get you on top.  
 (Our Sails were on the First Canadian boat  
 at the Midwinters.) If you can use the Power  
 that RAUDASCHL SAILS has to offer, call us  
 at the Loft or drop in. At RAUDASCHL, we Sail... to Win!**



**RAUDASCHL SAILS**

**TEAMWORK by the WORLD'S BEST...**

RAUDASCHL SAILS CANADA LTD.  
 7 SUPERIOR AVE., TORONTO, ONTARIO M8V 2J1  
 TELEPHONE: 255-3431

We carry: Hood Gemini Foil      Nicro Fico  
 Hood Seafurl                      Harken  
 Hyde luff support - Tri Foil      Holt Allen  
 complete line: Suunto compasses } dealer enquires  
 Elvström hardware } invited

J U N I O R   S A I L O R S

Don't forget to note the Canadian Junior Albacore Regatta in your calendars. This year's hosts will be the

LAKE OF BAYS SAILING CLUB

Glenmount, Muskoka, Ontario

Saturday and Sunday August 13-14, 1977.

More details will appear in the May - June issue of Shackles & Cringles.

\*   \*   \*   \*   \*

COME AND PLAY WITH US.

By Dennis Sherwood

Team Racing, does that conjure up in your mind contests of almost piratical fierceness, animosity between competitors, on and off the water. Sometimes this occurs but usually minor irritations encountered on the course are forgotten once safely ashore with a beer.

When properly played by civilized beings (with the exception of lawyers) Team Racing is a game full of intrigue and guile, enjoyed most when the two opposing teams are equally matched. The Rules, basically the I.Y.R.U. racing rules with a couple of modifications, should be utilised to hamper ones opponents but not destroy them. Remember, in team racing the doing is more fun than the result.

Okay so how do we play?

A team match must only be played between two teams - add any more and the whole concept is ruined. Even the most skilled helmsmen find it hard to cover more than one other boat effectively so, if you have more than two teams, covering one will let the others through, therefore no fair contest.

The pitch should be preferably wet, minimum one fathom, much smaller than a regular racing course, equipped with four buoys laid in a rectangle so as to provide long beating and running legs connected by short reaches. The more corners to turn, the more opportunity for engineering rescue operations for a team member in distress.

## shackles & cringles

Ideally, team games are played in wind strengths of 8-12 knots which allow good manoeuvrability without loss of control. We are not of course always obliged by the weatherman but Canada fares better than a lot of places.

To win a team match, one side must accumulate less points than the other when the usual low point scoring system is used. With three boats per team, using 3/4, 2, 3, 4, 5, 6, points respectively, there is a minimum of 20 3/4 points on the field, more if retirements or disqualifications occur. Each skipper must think points to see if his team has less than half the points on the field. Don't worry too much about memorizing different combinations, just add them up as you go. If your team has more than half the points on the field, someone has to take action to improve the position and this is where the fun starts.

I will not endeavour to even scratch the surface of the many tactical moves that can be employed to legally beat the opposing team, but assure you that a few practice seasons within your Club will not only teach you a lot but will also convince you of the fun team racing can be. It's different from straight round the bouys racing but then a change is as good as a rest. Why not try it?

\* \* \* \* \*

### ALBACORE NATIONAL TEAM CHAMPIONSHIP

This year's Albacore Class Team Championship is scheduled early in 1977 as it is to be a prelude to an International Team Competition to be sailed during the 'Worlds' at Kingston in July.

Entries are once again invited from clubs that have Albacore fleets. Each team to comprise three boats, each club restricted to one team.

In an endeavour to reduce the number of protests - which impinge upon drinking time - a new penalty formula will be tried this year. Hopefully we will keep the action on the water and out of the Protest Room.

The Royal Canadian Yacht Club has again generously agreed to host this Championship which is to be sailed over the weekend June 11/12. We hope this earlier date will encourage an entry representative of the Fleets across the country. If you, or your Club, is interested in team racing please return the attached slip to me so that further details can be forwarded to you.

-----  
 To: D. G. Sherwood  
 P.O. Box 78  
 Toronto Dominion Centre  
 Toronto, Ontario

Please forward to me further details of the 1977 Albacore Class Team Championship as I think my Club is interested in entering a team

Name..... Telephone Nos.  
 Address..... Home.....  
 ..... Office.....

# letters

Dear Editor:

Your Editorial COMMENT in February Shackles & Cringles hit the mark with me. While all of us recognize that a sailing class association is going to be run by the racing sailors in the class I think that we often lose sight of the fact that the class should be run for the non-racing owners.

By this I mean that the racing sailors will find ways to take care of their needs but the class must have continual new blood being introduced in order to support it. In a healthy class the racers should be the tip of the iceberg.

At a boat show you are not selling to the racing skipper. He made his deal long ago with the builder of his choice. You are trying to compete with all the other 15 foot sloops and you are competing for the novice's dollar. The show boat should be clean, simply rigged, free of clutter and priced well.

In the same vein, our class rules should encourage the building of a simple, safe and inexpensive Albacore --- not a racing machine. For example, why require transom scuppers or ports? The novice sits near the stern of his Albacore and gets wet; there are few transom scuppers that do not leak! Let the racing skipper have them put in if he wants them.

Look at the names of the B class sailors in the Nationals five and ten years ago. Look at the boats they sailed. Many started out as rank beginners in basic boats. Let's keep this happening. Aim for the bottom of the iceberg and then watch the tip grow.

John O. Duncan, AL342  
Muskoka Lakes S.C.



**RONDAR**

INTERNATIONAL

**ALBACORE**

SAIL CRAFT of CANADA Ltd

674 Warwick Drive, Baie d'Urfé Québec.

(514) 457 3743

## shackles &amp; cringles

Dear Editor:

In your 'Comments' in the last issue of Shackles & Cringles you raise once again the thorny issue of what sort of Albacore do we want. I'm glad you have because I think it deserves a continuing dialogue.

My wife and I have been active sailors in the class for 10 seasons and I for one am not too concerned about the directions it's taking. To stay alive and active every class has to keep up with current trends in sailing and I think the Albacore, as a development class, has managed this pretty well.

Although designed in the late Fifties the Albacore still offers good day sailing for cottagers, a fine training boat for juniors and new sailors, and a hot class for racers even when there are more similar dinghy classes than ever before competing against us.

First the boats and the recent developments you mention.

During the past three years I've enjoyed working on the Albacore class stand at the Toronto Boat Show and have been proud that the craft we have shown to represent our class is second to none.

This year the Woof boat from the U.K. was magnificent and although professionally built, stood out among some other fine racing craft. It drew people to the stand and I heard little if any negative comments. Nearly everybody recognizes and admires fine workmanship.

Recently I had the opportunity to measure this boat. The workmanship is superb but it almost hides some of the careful attention by the builder to take full, and fair, advantage of our specifications. In my view, most of these improvements could be done by any other builder of production boats.

Certainly the price is high but the shipping and import duties have a lot to do with it. We all know that everything has increased in price and good sailing boats in fiberglass or wood are no exception.

The Woof boat is the latest in a long line of Albacores that have been built during the past decade by builders in three countries. Each one offers a small improvement and I think the class would have died out if builders sold boats with the same layout, sails and equipment of 10 years ago.

About the Canadian championships.

Certainly the family atmosphere of the Canadians is not quite the same. Times have changed and standards have improved particularly in the Championship fleet where we now probably have one of the best standards of competition of any class in Canada. Surely there's nothing bad about that?

## shackles &amp; cringles

You also say that the time to tune a boat is not available to most people - wrong. If you're interested and keen enough you'll find the time to work on tuning an Albacore; it's not that complicated. Anyway, what's wrong about have to put some effort into a winning performance?

For those sailors who don't want the hot competition, or for those members who are new to sailing and are moving up, there's still the other fleets. Incidentally, no other dinghy class offers that.

Also the Canadian's format has not changed that much each year - just the location and we need the variety over the years or we get stale.

Each year the Albacore sailor has the choice of the most comprehensive regatta schedules of any class in Canada with meetings on the local level to a World Championship at the Olympic Site. And in all the fleets, including the Junior Championships, there are new people sailing Albacores, and new faces in the winners' circle.

As an active racer, but one who probably day sails his boat more than most members and really enjoys our class and the good fellowship it offers, I reject the view of the 'greybeards'. I think the class is healthier than ever and still offers an excellent compromise between a family and racing sailboat for both the novice and expert sailor.

Nick Hancock  
Fiddlesticks #480

\* \* \* \* \*

#### The Albacruise Trophy

We received no submissions for the Trophy in 1976 although we did hear of one family cruise in Georgian Bay which sounded as if it would be a worthy entry. We repeat the rules again for this year and look forward to hearing from you intrepid Albacruisers!

1. At the time of the cruise, the skipper must be a member of 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 bouyancy certificate current for the period of the cruise;
5. The minimum duration of a cruise is three consecutive days;

## shackles & cringles

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 the 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.

\* \* \* \* \*

## over the transom

### MEASURERS AND WOULD-BE MEASURERS

Plan to attend a measuring seminar at Toronto Sailing & Canoe Club, 1391 Lakeshore Blvd. W., on Saturday, April 30, starting at 10 a.m.

During the workshop we will review the new, longer measurement form and concentrate on important items such as the rise-of-floor, mast slots, sails, masts and weighing.

A new, unmeasured boat will be on hand for the workshop.

This will be a practical session. The organizers want to get feedback to learn of any problems the measurers are having and also to hear suggestions for improvements.

Snacks will be available at the clubhouse.

This is an important regatta season for Albacore sailors in Canada so please try to be there.

\* \* \* \* \*

### Toronto Sailing & Canoe Club Plans An Active Season

The Albacore fleet under Fleet Captain Fraser Dewar are organizing a full program for its members besides regular club racing. Here's a quick rundown which may give your club or district some ideas.

1. Spring Wine & Cheese Party
2. Quick Race Day - pre season warm-up on starts in particular
3. Cheater's Race - race starts with a beer at the bar, after that only port/starboard rule holds.
4. Cruise and picnic to Toronto Islands
5. Help Wanted. New sailors - and others - get in boat help



from club experts to improve turning and racing.  
6. Fall Pot-Luck Supper

\* \* \* \* \*

#### Race Training & Development

The Ontario Sailing Association will again be holding its racing camp for sailors. The one week courses start June 12th to August 28th. The Ontario Sailing Club is on Lake Couchiching, near Orillia, at the YMCA Geneva Park. Boats used are principally Fireballs and Lasers. More information can be obtained from Ontario Sports Administration Centre, 559 Jarvis Street, Toronto (416-964-8655). Ask for the Ontario Sailing Association.

\* \* \* \* \*

DID YOU ENJOY THIS ISSUE OF SHACKLES AND CRINGLES ???

Good, because it is the LAST ONE unless you pay your fees for 1977.

⊕ This symbol on your address label of this issue indicates that the office has no record of your 1977 payment.

\* \* \* \* \*

#### MEMBERSHIP DUES

This is a REMINDER ----- All membership dues were mailed in January and February. If you have not received your membership invoices please contact Helen Kettle. Full membership is \$12.00 Associate membership is \$6.00.

This is the last issue of Shackles to unpaid members. So if you do not receive the next issue perhaps you had better check to see if your cheque was sent.

The membership list will be in the June issue of Shackles & Cringles, which means that we have to have your dues paid by May 1st at the latest.

\* \* \* \* \*

## shackles &amp; cringles

## classified

FOR SALE: Skene Albacore #5305 -- 1973 Excellent Condition  
(Sailed Infrequently) Equipped For Racing -- Musto  
Sails and Proctor Mast -- Boat Cover -- Explorer  
Trailer. \$2400

Contact: Steve Tolensky  
Montreal  
514-737-1704

FOR SALE: Albacore #5649 Skene, Proctor Spars, Musto and Hyde  
Sails. Fully Equipped For Racing. Good Racing  
Record - 11th In 1975 Worlds - \$1950.00

Contact: Ross McCallum  
Toronto  
363-3015/923-4469

FOR SALE: Set Raudaschl Sails Hardly Used - \$125.

Contact: Nick Hancock  
449-3768 (Home)  
445-6641 (Business)

FOR SALE: AK3453 by Skene, Fully Equipped For Racing, 2 Sets  
Of Sails, Good Racing Record,

Contact: Michael Hart  
449-1007

FOR SALE: 1971 McGruer & Clard ALBACORE Deluxe #4261.  
Good Racing Record. Blue Hull, Holt Allen  
Mast, Elvstrom Sails, Jib Window, Boat Cover  
In Excellent Condition. \$1,675.00

Contact: Norm Simpson  
Toronto  
863-2434

FOR SALE: Yonge Albacore 5003 Race Ready Proctor Spars  
2 Sets Of Sails Boat Cover \$2700

Telephone: 368-5526

FOR SALE: 4469 - \$2400 - Rigged For Racing - Skene Hull -  
Fitted Boat Cover - Trailer - Proctor Mast/Boom -  
Excellent Condition.

Contact: Robin Rowat  
P.O. Box 220  
Aurora, Ontario

## shackles &amp; cringles

FOR SALE: Skene Albacore - Fitted For Racing, Proctor  
D Section Mast, Sails, Trailer  
Price \$2300 Little Used, All Equipment In  
Good Condition - Contact

Richard Storer  
Storer Sails Barrie.  
Phone 1-416-883-1399

WANTED: Fiberglass Albacore In Good Shape And Suitable  
For Club Racing. Up To \$2000 For Right Boat And  
Trailer.

Details to: John Waller  
Cayuga, Ontario  
NOA 1E0

Tel: (Daytime) 416-772-3337

FOR SALE: AKC 4644 Skene, Proctor Spars, Equipped For  
Racing. Fitted Trailer, Boat Cover. \$2400 Complete

Contact: Robin Rowat  
416-887-5700

FOR SALE: Albacore, 1975 McGruer & Clark, Elvstrom Mast,  
Storer Sails, Race Equipped, Self Bailers.  
Hardly Used.

Contact: David Byers  
138 Alexandra Boulevard  
Toronto, Ontario  
M4R 1M2

Tel: Evenings 488-5049

FOR SALE: AKC 6102, Allen Hull With Wood Deck, Allen Sails  
And Spar, Boat Cover. Rigged For Racing. Asking  
\$2300.

Contact: John Francis  
421-5771 (Office)  
755-9462 (Home)

FOR SALE: AKC 4789, Allen. Beta Minus Spar. Fully Equipped  
For Racing. Excellent Racing Record And Condition.

Contact: Doug Richardson  
751-9200 (Office)  
445-5181 (Home)

FOR SALE: Albacore Covers Made From Durable Woven Polyethelene  
Colours - Black Or Orange. Top Cover \$69.00  
Bottom Cover \$65.00

Write Or Phone Peterborough Sailing School,  
524 Woodland Drive,  
Peterborough, Ontario  
Tel: 705-743-4159



RACING!

OR

COMFORTABLE FAMILY BOAT

G-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:  
G-H PRODUCTS LIMITED  
80 HICKSON AVE.,  
KINGSTON, ONTARIO

(613) 546-4923

(613) 546-7990