

JUNE 1977

# shackles & cringles

canadian albacore association

newsletter

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Canadian Albacore Association

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TARTS RESULT



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# shackles & cringles

canadian albacore association

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## comment

Welcome, Roger Green! Old and as poor as you may be. For you bring with you a fresh perspective to a class that may be guilty of contemplating its centerboard slot too much. Perhaps we do not relish being associated with a Volkswagen but nevertheless we get your message. A quick examination of Roger's Albacore at the recent TARTS regatta showed it to be relatively uncluttered of the mast and sail controls which crowd many an aspiring top sailor's boat. It's the headbone connected to the neckbone and so on down the arm to the fingerbones that holds the tiller which is the greatest go-fast yet devised. Roger Green has shown us what a former Olympic sailor can get out of an Albacore. We should welcome the challenge for it can only serve to raise our whole standard of racing.

While Toronto's Globe & Mail reported its interview with Roger Green, The Toronto Star's Reg Fife got in his comments following the TARTS regatta, "Green demonstrated to the cottage class Albacore sailors, the skills he developed in becoming a world contender in the Flying Dutchman". Hmm. That one will stick in a few craws! However, think a moment. The backbone of this class is the cottage sailor. From the cottage lakes have come many of the best Albacore sailors. The cottage market absorbs the top line racing boat which has had its day. So indeed we have a lot to thank the cottage sailors for.

So through the newspapers we learn afresh two basic truths about a successful class. Keep it simple and ensure a good boat that is affordable to both racer and cottager. A viable class is like an iceberg. The pinnacle of national and world regattas is just a tip. Underneath are 90% of all the Albacore sailors. Out of sight, but if lost the iceberg capsizes. End of class.

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## THE CONSTITUTION - SHOULD IT BE MODERNIZED

The Constitution of your Association has seen little change since its inception and it can be fairly said that it has served the Association well for many years. Times have changed, however, and so has the nature of your Association. No longer is it largely made up of well-to-do cottagers and one or two large clubs in the metropolitan area. Now we have a much greater diversity of people in many and varied geographical areas buying and competing in Albacores. So also has the nature of competition changed. While it remains friendly it is now developing a bite and an expertise that was not apparent even five years ago.

Your Executive has given much thought to these changing circumstances so that the Association may change its emphasis and keep up with the needs of its members. No amendments of substance have been made to the Constitution for many years and it is the intention of your Executive to propose certain amendments to the Constitution at the forthcoming Annual General Meeting of the Association. Before finally formulating these proposals, however, your Executive has asked me to summarize some of our thoughts for you at this time so that we may obtain your reaction and possibly change our proposals so that they will meet the needs and desires of as many of the Association's members as possible. Here are some of the concepts we would like to implement:

1. We would like to eliminate the concept of "Associate Member" which has resulted in much controversy and difficulty in recent years. We feel that people should be members of the Association or not and if they are, they should have equal rights to sail in any and all regattas, to sit as members of the Executive and to vote equally at Meetings of the Association.
2. We see a very healthy trend developing in the large number of sailors in their late 'teens and early twenties wishing to actively compete in Albacores. While some of these young people can compete with family boats, others whose families are not boat owners are not so lucky. Under the present Constitution, it is questionable if they can compete actively in sponsored regattas as helmsmen (people). It will be the Executive's proposal that the Constitution be amended to allow this second group to be full Members up to the age of 24 after which time, it is hoped that they will be in a position to purchase a boat and become boat owning Members. Obviously, limitations must be placed on such Members to ensure that they are regular Albacore sailors and not "ringers" coming into the class momentarily for prestige or financial reward.
3. One of the most interesting recent developments in the class has been the great increase in activity in community clubs in some of the metropolitan areas. By the present Constitution, members of such clubs may compete in

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sponsored regattas as Associate Members but may not vote at meetings or sit on the Executive. Your Executive feels that it would be in the best interest of the Association to accept members of such clubs as full Members provided that the club has an active Albacore fleet and provided that some limitations be placed on the voting rights of such Members at meetings of the Association.

4. It has become increasingly apparent to Regatta Chairmen recently that the function of helmsman and crew in competing Albacores has become blurred. This trend gives your Executive concern in that it could lead to the utilization of highly skilled crew who would in fact take over the helming of a boat when they were not Members in good standing of the Association. Your Executive will propose an amendment to the Constitution to prohibit this practice unless a specific dispensation is obtained from the Sailing Committee of the Association or its delegate.
5. Another practice which appears to be growing is the utilization by some skippers of highly skilled crews who act more in the capacity of "on the water" coaches rather than crews in the accepted sense. It is not inconceivable that this practice will develop to the point that such crews become paid professionals. It is the opinion of the Executive that this trend is not in keeping with the spirit of the class and that it should be eliminated by an appropriate amendment to the Constitution. Obviously, the point at which a crew ceases to be a crew in an accepted Albacore sense and becomes an "on the water" coach is not easy to define. Such things as the skill and reputation of the crew and his or her relationship to the skipper will be factors to be considered. It will be the proposal of the Executive that the onus of clearing doubtful cases will be on the skipper entering a regatta and if clearance is not obtained, then a boat that transgresses the interest of the Constitution may be disqualified by the Sailing Committee or its delegate.

Subject to your comments and further discussion by the Executive, it is the intention of the Executive to present appropriate amendments to the Constitution at the coming Annual General Meeting that will implement these general concepts. We are anxious to hear your reactions to these proposals whether they be pro or con and we invite you to write or speak to any member of the Executive as soon as possible.

For the Executive

Ian F.H. Rogers  
Past Commodore  
Canadian Albacore Association

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77 TARTS - A GOOD THRASH ALL ROUND

As the first qualifier regatta for the July Worlds, TARTS attracted a record entry of 85 boats in this, its third year. A deceptively warm and almost windless morning belied what Lake Ontario was thinking up on Saturday morning as sailors poured in to the Toronto Sailing & Canoe Club and rigged their boats.

Towards noon the wind strengthened and veered to WNW. During the two races held on the Saturday, it blew at 15-20 knots with gusts to 25 knots. Water was very choppy and there were a number of dumps into the frigid waters. Proper and tested buoyancy and wide use of wet suits avoided any recovery difficulties. On Sunday the wind had shifted to the east after a front passed through during the night. Wind in the third race was 15-25 knots but eased by the end of the fourth race to 10 knots. Skippers reported large waves and interesting planing conditions.

Roger Green took the first place in the first three races and decided not to race the fourth. The Poyntz Brothers who were running second to Roger Green took the last race. The results of the 1st ten places are shown below. The excellent though chilly sailing conditions provided enjoyable racing for the whole weekend. Once again the Toronto Sailing & Canoe Club Albacore sailors put on an excellent regatta. As the last boat pulled out, Lake Ontario looked as calm and friendly as on Saturday morning. A super spot to sail but always to be treated with respect!

<u>Position</u>	<u>Boat</u>	<u>Skipper &amp; Crew</u>	<u>Club</u>	<u>Points</u>
1	6218	Roger Green & Leslie Hamilton	HYC	0
2	3731	Barry & Garry Poyntz	L of BSC	18.7
3	6216	Ed McGrath & Tom Payne	MBSC	21.4
4	6268	John Lazier & Reg Malton	KYC	24.7
5	5002	Kent Taylor & Craig Farquharson	BC	28.0
6	6103	Paul Magnini & Ron Moxners	GYC	30.7
7	480	Nick Hancock & Paul White	TSCC	37.7
8	6660	Richard Storer & Kay Storer	HYC	38.0
9	4862	Ali Meller & David Whitfield	BYC	42.0
10	6666	Steve Cerny & Helen Kettle	BC	42.0

GETTING OUT OF THE DUMPS

By David Treissman

Here are some factors important in the righting and rescue for Albacores, but they are by no means confined to the class.

1. Buoyancy, and its proper distribution:

Buoyancy should extend aft sufficiently to bring the top of the transom well out of the water, with the crew sitting in the newly righted boat. If the transom does not come up, there is no way to empty the boat, and this problem has been seen too many times.

Large buoyancy tanks or bags in the bow serve to stop water weighing the bow down to a bow broach. Some Albacores have a bulkhead just forward of the mast.

2. The Painter should be adequate in strength and at least 20 feet long and well attached to the bow. Bill Gooderham recommends a loop or eye splice in the distal end of the line, so a rescue boat has only to throw it over a cleat or bollard.3. Method of righting:

If the boat is inverted, standing on one gunwale and transferring the weight to the centreboard will bring the mast horizontal. A friction device on the centreboard is useful.

Hold the bow to wind and put crew weight on the centreboard. In heavy winds or for inexperienced crews, it is advisable to lower the main sail.

The crew may be scooped into the boat inside the rising gunwale. This gives good results for the experienced, for control is achieved more quickly, but it means there is no crew member to hold the bow to wind.

Water is disposed of through transom ports and with buckets. Suction bailers take care of the rest when underway.

4. Hypothermia:

The poorly protected body immersed in Lake Ontario in May loses heat faster than it is generated, and survival time is measured in minutes. Splashing about to keep warm is counter-productive. Proper clothing and efficient rescue launches are recommended.





ALBACORE MID-WINTERS

TAMPA, MARCH 10, 11, & 12

by Kay Cartwright

The annual mid-winter break for Albacore sailors was held in Tampa, and provided excellent competition for the 37 boats who attended. The weather maintained its 1976-77 reputation, but at least produced reasonable winds for almost all races. The many fresh water sailors present had a few lessons in tides that they may even retain until next March. Race One was held in sporadic rain, with light winds at the beginning of the race which strengthened gently until they reached 8 to 10 knots by the end. A big wind shift 15 seconds before the start caused havoc with the fleet, and resulted in a course that never really contained a good beat. There were two or three heavy showers, but the wind did not die completely in these, as might have been expected. Close attention to shifts was rewarded. The second race, on Thursday afternoon began in the same wind in which the first race had ended, 8 to 10 knots almost due north. This wind seemed to become shifty when the tide was going out, oscillating approximately 10 degrees very quickly. It strengthened slightly during the second half of the race. Bill and Bonnie Shore won the start at the leeward end and won the race handily; Don Delorme had the second best start and finished second.

The second day dawned clear, with a promise of some heat. The third race began in a shifty wind of 8 to 10 knots, with the frequent shifts causing the Race Committee a constant headache, and encouraging boats to jump the gun, resulting in three recalls. The winds were reasonably steady after the start, with a major lift in shore. Bill and Eileen Ewing simply flew, arriving first at the beating mark, and never looking back. After the race, the fleet headed in for lunch, which was a major mistake. The afternoon race, scheduled to begin at 2 o'clock, finally started at 4 p.m. in ghosting winds. In the interval, various alternatives to actual sailboat racing took place, including shark baiting, mast climbing, and other related pursuits. The committee got everyone excited, charging over vast distances, and finally starting a race. Luckily, most boats managed to keep moving, without obvious paddling, and a race was actually completed although on a shortened course.

The last day saw by far the strongest wind of the regatta, from the east-south-east at 18 to 20. A slight chop over the shallows appeared, and the winds seemed stronger on the shore sides of the course. Everybody was eager, as shown by five general recalls. Overheard from the Race Committee boat was the remark on the 4th recall "We'll do it until they get it right". Art and Joan Ellis, having pulled a super psych job by first sailing downwind and rounding up on the Committee boat without having their rudder in. Then sitting on the start line motionless in the chop although everyone else pitched significantly, while Art stood on the boom to fix the spreaders in their reclaimed boat. They showed people how to sail by picking up a strong first. The last race maintained

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the steady winds at east-south-east, although they moderated slightly throughout the race. The old trick of late at the star-board end paid with Bill and Bonnie Shore taking that position, and charging through to a win.

Overall, the racing was good close competition, with just enough shifty winds to force people to keep alert. The presence of Art and Joan Ellis of Fireball fame was welcomed, as an indication of the interest increasingly being shown in the class in the United States. The Canadians escaped the ravages of winter for the warm southern rain and a good holiday. Top Canadian was Paul Magnini of Grimsby, with several other Canadians managing to crack the top five on occasion. The quality of competition overall leads us to expect particularly good racing in June and July, culminating in the Worlds at Kingston, July 25th to 29th.

(Editor: Results were reported in the April issue but our thanks to Kay Cartwright for this first-hand account)

\* \* \* \* \*

### A LAYMAN'S GUIDE TO RACE COMMITTEES

This guide is to assist the organizers of new sailing clubs, and sailors who have never served on a race committee. Some of this information is contained in Part (ii) of the I.Y.R.U./ C.Y.A. racing rules.

It is strongly recommended that both the I.Y.R.U./C.Y.A. rules and "Paul Elvstrom Explains the Rules" be read by all racing committees with particular reference to Part II.

#### 1. Race Starting

Rule 1.3 of Part II states that: "it shall be the sole responsibility of each yacht to decide whether or not to start or to continue to race".

Although the above rule puts the onus of safety on the individual skipper, the race committee must make the decision as to whether a race should be started, or if started cancelled. The prime consideration is whether there is a possibility due to extreme weather conditions that a loss of life or serious damage may occur.

You will minimize the exposure to danger of the race participants by insisting that each boat has a valid measurement certificate and a current buoyancy test.

Consideration should also be given to:

- a) competency of participants and type of race
- b) availability of rescue craft relative to the number of boats starting

- c) water temperature
- d) size of lake
- e) weather forecasts

## 2. Course Setting

The traditional course for centreboard boats is that of an equilateral triangle with legs varying from  $3/4$  -  $1\frac{1}{4}$  miles in length. If the size or shape of your sailing area precludes this arrangement, lay out your course to suit the local geography.

Two prime considerations are to make the first leg to windward and to make the starting line perpendicular to the average wind direction. Take care that one tack is not obviously favoured due to geographical conditions such as shoals, shallow water, weeds, et cetera.

A good starting line and an initial windward leg will ensure that shortly after the start, the fleet will be dispersed.

### Starting Lines

Always try to set course so that the first leg is to windward, and the starting line is perpendicular to wind. In new fleets, areas with geographical limitations, or no committee boat, your starting line may result in a reaching first leg. In this case set the starting line so that the leeward end is favoured in proportion to the measure of the angle between the starting line and the wind.

### Length of Starting Line

As a rough guide make the line as long as the total length of all the boats starting.

### Shifting Winds

In this case set the starting line perpendicular to the average wind direction and do not be overly concerned with shifts. It is a good policy to have a long anchor line on the committee boat so that you can have some flexibility by letting out or pulling in anchor line.

### Large Fleets

In this situation it is advisable to use the five minute rule in which any boat crossing the starting line after the five minute gun preparatory signal must go around either end of the line to return to the proper side for starting.

### Course Direction

The traditional course is to round the marks with buoys left to port (counterclockwise). This allows boats approaching the marks on starboard tack to round the mark with the least

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possible chance of fouls occurring.

Another advantage of buoys to port is that the committee boat will be at the windward end of the starting line for boats on starboard tack, thus minimizing the possibility of boats fouling the committee boat.

There should be nothing sacred about sailing with buoys to port and, Paul Elvstrom in his explanation of rules (3.2 of Part II) makes a good case for leaving buoys to starboard. In large fleets however more protests will result when sailing with buoys to starboard.

### Length of the Course

The total length of the course is optional but you should endeavour to have at least a four leg course consisting of one lap plus a windward finish. The traditional Albacore course consists of twice around plus a windward finishing leg for a total of seven legs.

Another excellent course is that used by the Snipe class which consists of once around the triangle, plus a windward leg, plus a downward leg, plus a windward finish.

### Finishing

By definition a boat finishes when any part of its normal equipment crosses the line between the marker buoy and the committee boat flags.

Ideally the race should finish on a windward leg and the committee boat set so that the boats finish on the correct side of the finishing buoy and so that the finish line is perpendicular to the wind direction.

If finishing on a course other than to windward, set the finish line perpendicular to the last leg as shown.

As a courtesy a gun should be fired for the winner of each class or division crosses the finish line. The times of the finishes of each boat should be recorded in addition to the finishing order. This may be necessary to break deadlocks over a series of races.

All starting boats should be accounted for, particularly in heavy weather. If you think boats have retired from the race make sure you have accounted for them upon returning to the club.

Signals for shortened courses consist of firing two guns as soon as the leading yachts can hear.

Time limits should be stated in the sailing instructions.

# letters

Dear Editor:

We feel we must comment on Nick Hancock's article in your April issue. We were impressed with his common sense and intelligence, with two exceptions.

He refers to the Albacore as "a development class". It is a restricted one-design class, as opposed to, for example, the International 14, which is a development class.

I think that we all saw and appreciated the Woof boat at the Toronto Boat Show. We notice his comment re measuring this boat, and wish to point out a somewhat restrictive practice, of insisting that Canadian boat builders produce moulds from the Association plug, thereby restricting Canadian builders from taking "full and fair advantage of our specifications".

G. Hoyle  
6-H Products Ltd.



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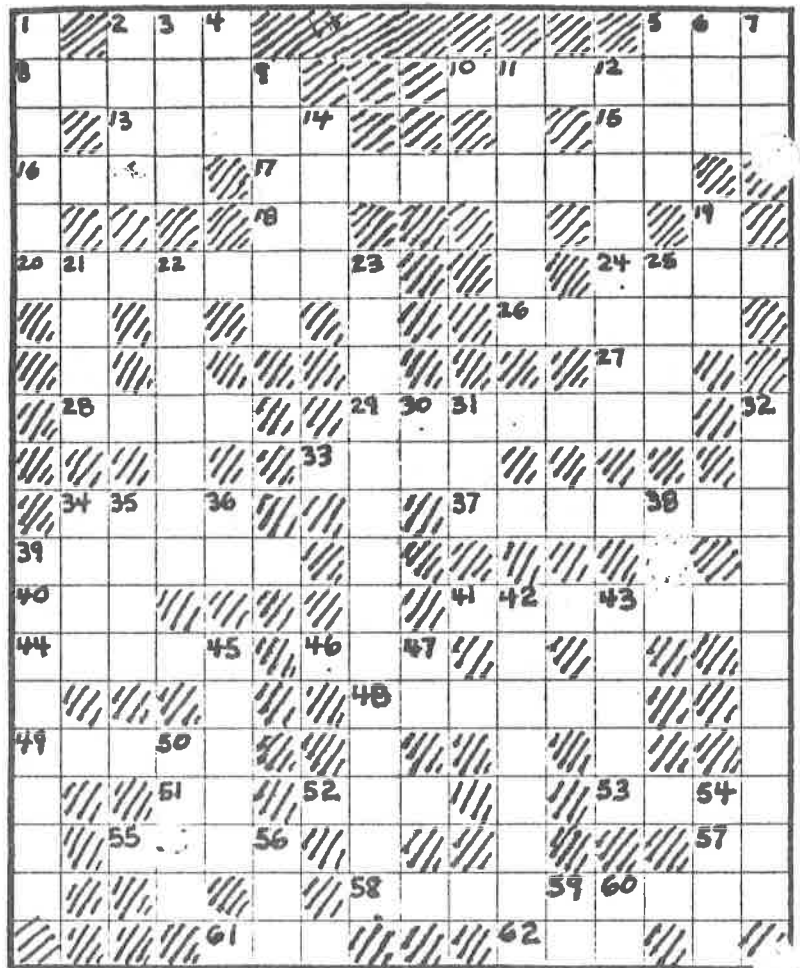
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ROBERT  
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ACROSS

- 2) Used when filing protests
- 5) Away from the wind
- 8) A bad wind shift
- 10) Result of rule infringement
- 13) Sailing exercise for hiking
- 15) Most sailors \_\_\_\_\_ to lose
- 16) Fleet
- 17) Bent
- 18)
- 20) French preposition
- 24) Sail support
- 26) Edge of sail
- 27) French article
- 28) Sail power
- 29) Wind change detector
- 33) Hang
- 34) An obstruction
- 37) Stress
- 39) Telltale
- 40) Thirst quencher
- 41) Pole
- 44) Type
- 46) Cover
- 48) Steering apparatus
- 49) Block
- 51) Initials for Queen Elizabeth
- 52) Board holder
- 53) Footwear
- 55) Kicking strap
- 57) Conjunction
- 58) Right of way
- 61) Yes
- 62) Lair

DOWN

- 1) Wind changes
- 2) Overtake
- 3) Prepare for publication
- 4) Profit
- 5) Direct
- 6) Direction (Fr.)
- 7) Canadian Sailing Season (Fr.)
- 9) Controls direction
- 11) Two guns
- 12) Reversing Winds
- 14) Equal(s)



DOWN, Continued

- 19) Type of wood
- 21) Team-mate
- 22) Skimming
- 23) Class rules
- 25) Cards
- 30) Type of dinghy
- 31) Collided
- 32) Plate
- 34) Drop in wind velocity
- 35) Sail size
- 36) French preposition
- 38) Annoy
- 39) Method of slowing a boat down
- 40) Sail raiser (U.S.)
- 43) Hiking \_\_\_\_\_
- 45) Rear
- 47) Greek letter
- 50) Clothing
- 54) \_\_\_\_\_ the merrier
- 56) Verb form
- 60) Right \_\_\_\_\_!

# over the transom

## BRONTE HARBOUR YACHT CLUB SEEKS NEW MEMBERS FOR ITS ALBACORE FLEET

Bronte Harbour Yacht Club Albacore Fleet launched the sailing season with buoyancy tests and tuning instruction. In programming its activities, the Fleet recognizes the many interests and levels of experience of its sailors. For the racing types, a racing rules seminar is being held and team racing will become a regular activity in addition to the usual club races on an Olympic type course. Day cruises and extended cruises are planned. Practical help is available for the novice sailor with individual coaching in basic sailing and tuning and introductory sessions in racing on a supervised short race course.

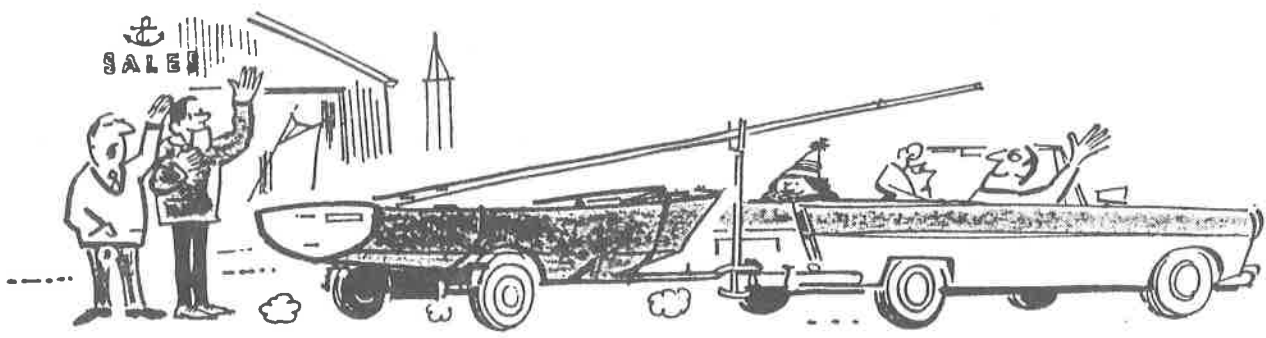
Although the dinghy parking area is quickly filling up at this time of year, there is still space available for a few more Albacores. Anyone who would like to join the fleet and take part in the sailing and social activities at B.H.Y.C. please call Gordon Maxfield, Fleet Captain, 822-9839.

\* \* \* \* \*

## ROGER GREEN'S SECRET GO-FAST REVEALED!

The Toronto Globe & Mail on May 30th following the TARTS regatta let slip the secret of Roger's success in this regatta. Their headline read, "Green wins three of 4 races in Dutchman at regatta. Feels burst of speed." The disguise was evidently successful as no one asked the Regatta Chairman to lay a tape on Roger's boat.

\* \* \* \* \*



*"There goes another broken home."*

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## THE WHISPER POLE

Dropping in our mail box these days is the lively new club bulletin of the St. James Town Sailing Club. How they find the time and energy to participate in their many activities is beyond your listless Editor. If you want to get some ideas to activate your club or fleet, ask St. James Town S.C. to send you a copy of their latest issue of The Whisper Pole.

\* \* \* \* \*

## OSA PROVINCIAL YOUTH EVENTS & CANADA GAMES YOUTH TRIALS

There are events for 13 & under, 16 & under, and 19 & under. The two man provincial championship (August 26-28th) uses Albacores. Entry forms are available from the Association. Suggest you do not delay if interested.

\* \* \* \* \*

AUGUST 6 and 7

WESTWOOD SAILING CLUB REGATTA

ALBACORE and 505

There will be a warm-up race Friday August 5th for both classes. Boat and sail storage is available at the clubhouse. For further information please contact:

Peggy Grayston  
Racing Chairman WSC  
12 Bater Ave., #312  
Toronto, Ontario  
M4K 2C3

or phone  
home: 425-2357  
Bus.: 978-8534

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## classified

FOR SALE: New Knight & Pink Wooden Albacore.  
Proctor B minus mast, mast ram, 2 Elvstrom super  
max bailers, Perspex transom flaps, centre mainsheet,  
kicker lever, centreboard lined with formica, thwart  
at forward end of centreboard box, jib stick, paddle  
both with fitted storage, and Musto & Hyde sails.

Available after Kingston Worlds.

For further information, write:

Sunny Knowe, Kellas, Elgin, Muray, Scotland, U.K.

FOR SALE: Grampian Albacore (AKC 2455)  
2 Suits of Sails  
2 Rudders  
2 Paddles  
Not Used In Past Three Seasons.  
Available At Fort Erie.

\$1200.00

Call: Sandy Friday (Mrs.)  
716-839-3572  
Snyder, New York

FOR SALE: Davis Albacore - Diagonally Planked Hull With Inlaid  
Mahogany. Deck - Superb Condition. I.Y.E. Spars. Two  
Suits Sails. High Performance Rudder. Fitted Boat  
Cover. Optional Centre or Transom Traveller. Dry  
Sailed With Boat House Storage.

To View Call: Peter Millard  
231-3679

For Sale: Skene Albacore plus boat cover and dolly. Some  
racing options. Excellent condition--she's been babied!  
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LOTTERY

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.

TICKETS STILL AVAILABLE!



CANADIAN ALBACORE ASSOCIATION

DISTRICT CAPTAINS 1977

<u>District No.</u>	<u>Area</u>	<u>Captain</u>	<u>Club</u>
1	Western Ontario 519-686-9867	Joe Poll 203 King Edward St. London, Ontario	
2	Niagara 416-732-2098 416-732-6181 (bus)	Dr. Dick Railton 138 Parkway Drive Welland, Ontario	
3	Hamilton 1-945-8995 1-945-3573	Paul Magnini 19 Grande Avenue Grimsby, Ontario L3M 2R6	
4	Toronto 416-233-8157 416-363-3015 (bus)	John Morgan #A-3 Bexhill Court Islington, Ontario M9A 3A8	B.C.
5	Bluewater 922-1272 484-6666 (bus)	Micheal Osborne 52 Warren Road Toronto, Ontario	
6	Simcoe 416-877-9088 416-823-9040 (bus)	Paul Burroughs 5 Jessop Court Georgetown, Ontario L7G 4P2	
7	Muskoka-South 416-481-7646 416-863-1822 (bus)	Jim Kappelle 279 Lytton Blvd. Toronto, Ontario	S.M.S.C.
	Muskoka-North 416-922-9949 416-867-4338 (bus)	Ian K. Bates 172 Roxborough Drive Toronto, Ontario M4W 1X8	R.C.Y.C. P.L.Y.C.
8	Kawartha 705-743-5854 705-742-7711 (bus)	Ralph Lloyd 1477 Sherwood Crs. Peterborough, Ontario	P.S.C.
9	Bay of Quinte 613-389-1282 613-542-4912 (bus)	Duncan Grant 4085 Bath Road Kingston, Ontario	K.Y.C.
10	Ottawa 613-745-4346 613-746-1953 (bus) 613-993-0230 (bus)	Cliff Parker 73 DeLong Dr. Ottawa, Ontario	L.D.S.C.

<u>District No.</u>	<u>Area</u>	<u>Captain</u>	<u>Club</u>
11	Montreal 514-695-2408 514-871-1350 (bus)	David Browne 29 Drayton Pointe Claire Quebec	P.C.Y.C.
12	Northern Ontario 807-622-8160 807-623-4545 (bus)	Carl Autio 626 Rosewood Cres. Thunder Bay "F", Ontario	
13	Manitoba	Brian Sheridan 554 Pembina Highway Winnipeg, Manitoba	
14	British Columbia 604-461-0878	Alan Whitla 913 Baker Drive Coquitlam, B. C. V3J 6X3	

ROYAL CANADIAN YACHT CLUB  
125th ANNIVERSARY  
OPEN ALBACORE REGATTA

WHEN: Saturday, July 9, 1977, first start 11:00 a.m.

WHERE: R.C.Y.C. Toronto Harbour

WHAT: 3 races, all to count, place equals points scoring

WHY: The R.C.Y.C. Open Albacore Regatta is traditionally not a qualifier for anything except a good time.

ELIGIBILITY: CAA membership, measurement certificate, 1977 buoyancy form

FEE: \$15 per boat includes a pool-side barbeque for skipper and crew and such apres-sail delights as a cash bar and dancing in the evening to the music of a live band. Extra dinners, \$5.50 each.

DEADLINE: For entries by mail, July 2, 1977.

REGISTRATION: July 9, 9:00 a.m. to 10:30 a.m.

For further information phone Robert Martin at 979-2403 (home) or 361-5325 (office).

.....

ENTRY FORM

Return to: Robert Martin  
1 Washington Avenue  
Toronto M5S 1L1

NAME.....SAIL NO.....

ADDRESS.....

PHONE: Home.....Office.....

I am enclosing my \$15 registration fee for the R.C.Y.C. Open Albacore Regatta.

I would like..... extra dinners at \$5.50 each.

I am enclosing a cheque payable to ROBERT MARTIN for \$.....





## Royal Hamilton Yacht Club

## ANNUAL ALBACORE REGATTA

3 Races Saturday July 9

Olympic Scoring

Come to the R.H.Y.C., Hamilton for an exciting day of sailing.  
This is a qualifying regatta for the National Championship.

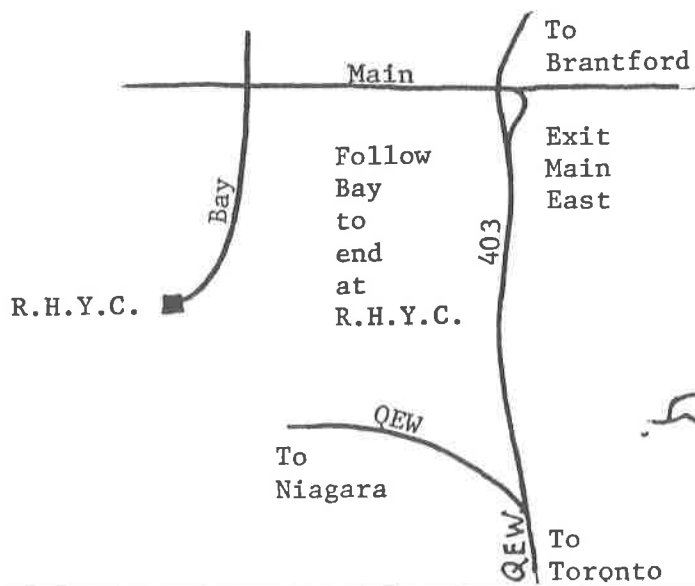
**FACILITIES:** Paved dinghy lot. Launching by hoist - you need slings - or by ramp. Full club facilities for guests but swimming costs extra.

**PROGRAMME:**

Registration	9:00 a.m. - 10:30 a.m.
First Race	11:00 a.m.
Second Race	14:00 p.m.
Third Race	16:00 p.m.
Prizes	18:00 p.m. or earlier.

**PRIZES:** Both skippers and crews of first three boats receive a keeper trophy.

**COST:** Expected cost \$10.00, including lunch for skipper and crew. Full meal and snack service available.



FOR INFORMATION CONTACT:

Mr. Jim Hynd  
142 Blair Lane  
Ancaster L9G 1B7

TEL: 416-648-6019 (Home)

528-8811 (Business)  
Ext. 6777



# PARKWAY SAILING CLUB INVITATIONAL REGATTA

9TH & 10TH JULY 1977

LIGHTNINGS      ALBACORES      FIREBALLS

COME TO THIS FAMILY FUN REGATTA AND RACE ON BEAUTIFUL NIAGARA ; CAMP ON OUR GROUNDS ; RELAX IN NEARBY MOTELS ; JOIN IN ON THE FUN

## PROGRAMME

FRI.    REGISTRATION AND BAR 6:30-10:30PM

SAT.    REGISTRATION 8:00AM  
         SKIPPERS MEETING 9:30AM  
         FIRST RACE - START 11:00AM  
         LUNCH 1:00PM - 2:00PM  
         2ND & 3RD RACE - START 2:30PM  
         COCKTAILS PARTY GAMES  
         DINNER SERVED 6:30PM  
         ENTERTAINMENT 8:00 PM  
         DANCING

SUN.    4TH & 5TH RACE - START 10:30AM  
         LUNCH 1:00PM 2:00PM  
         AWARDS PRESENTATIONS



THINK WIND - GO FAST

REGISTRATION TO: DAVE SOMMERVILLE, BOX 105 FORT ERIE, ONT. L2A-5M6

NAME \_\_\_\_\_  
 ADDRESS \_\_\_\_\_  
 CITY \_\_\_\_\_  
 HOME CLUB \_\_\_\_\_

CREW \_\_\_\_\_  
 BOAT CLASS \_\_\_\_\_  
 NUMBER \_\_\_\_\_  
 BOAT NAME \_\_\_\_\_

ENCLOSED IS MY \$8.00 REGISTRATION FEE FOR P.S.C. INVITATIONAL REGATTA (PLEASE NOTE LATE REGISTRATION AFTER JULY 2ND IS \$10.00)  
 NUMBER OF PEOPLE PLANNING TO ATTEND DINNER \_\_\_\_\_



BOULEVARD CLUB

ALBACORE REGATTA

The Boulevard Club will be holding a Pre-World Albacore Regatta on July 16/17, 1977. The Regatta will consist of four races, two on the Saturday and two on the Sunday, with the first race starting at 11:00 a.m. Saturday morning. Registration will be either Friday evening from 6 - 8 p.m. at the Boulevard Club or Saturday morning from 9 - 10:30 a.m. All Skippers must be members of the C.A.A. and boats must have a valid measurement certificate with a 1977 bouyancy test endorsement. (REGISTRATION WILL BE LIMITED TO THE FIRST FIFTY BOATS TO SEND IN ENTRY FORMS WITH REGISTRATION FEE TO:)

Mr. A. I. Grant  
 45 Southport Street, #1510  
 Toronto, Ontario  
 M6S 3N5

Home Number: 767-0674 Business Number: 597-7472

Additional entry forms may be obtained from the above, upon request.

The registration fee will be \$25.00 and include a barbecue for two on Saturday night, entry to the regular Boulevard Club Dance on Friday night and a small donation towards the cost of the World Albacore Regatta at Kingston. Additional dinners on Saturday night will be available at a cost of \$7.00 each.

Since the parking and launching facilities at the Boulevard Club are restricted, preference to using these facilities will be given to out-of-town Skippers. Please indicate on the entry form if you will need these facilities.

BOULEVARD CLUB ALBACORE REGATTA

ENTRY FORM

Skipper Name: \_\_\_\_\_ Crew Name: \_\_\_\_\_  
 Address: \_\_\_\_\_ Address: \_\_\_\_\_  
 \_\_\_\_\_  
 Phone: \_\_\_\_\_ Phone: \_\_\_\_\_  
 Boat Number: \_\_\_\_\_ Boat Name: \_\_\_\_\_ Club: \_\_\_\_\_

Entry Fee \$25.00  
 Additional Dinners  
 @ \$7.00

Total \_\_\_\_\_

Signed: \_\_\_\_\_

Please enclose a cheque for the total amount payable to the Boulevard Club Albacore Regatta.

I will need use of Parking/Launching Facilities:  Yes  No



SHADOW LAKE SAILING CLUB  
ANNUAL ALBACORE REGATTA  
AND  
KAWARTHA DISTRICT CHAMPIONSHIPS

Sunday, August 14, 1977

All are welcome

Programme: Skippers' meeting at 12:15 p.m.  
Warning gun for first race at 1:00 p.m.  
Two races to be sailed  
Drinks, dinner and prize giving after races

Location: Launch sites are at Holland's Lodge, and Keith's cottage:  
1.5 and 1.7 miles east of Norland ~~off~~ Highway 503

Watch for Albacore signs

Norland is on Highway 35 about 30 miles north of Lindsay  
and 5 miles north of Coboconk. It is about 30 miles east  
of Orillia via Highway 503.

Entry: (Fee includes drinks and buffet dinner - bring your own lunch)  
In order to assist catering arrangements and prevent lineups,  
please return entry form by August 6.

\*\*- ENTRY FORM -\*\*

Skipper:

Crew:

Name: \_\_\_\_\_

\_\_\_\_\_

Address: \_\_\_\_\_

\_\_\_\_\_

Sail Number: \_\_\_\_\_

Boat Name: \_\_\_\_\_

Entry Fee: \$5.00

Non-sailing Guests - \_\_\_\_\_ at \$2.00 each

Payment enclosed in the amount of \$ \_\_\_\_\_

Please make your cheque payable to: Shadow Lakes Sailing Club,  
and return it with your entry form to: Mark Ewen

Phone: Toronto 485-8940  
Coboconk (705)454-8309

c/o General Delivery  
Coboconk, Ontario







Ontario

Ministry of Culture and Recreation

ONTARIO SUMMER GAMES ENTRY FORM PROVINCIAL 19 & UNDER DOUBLE HANDED CHAMPIONSHIP ALBACORE



ONTARIO SAILING ASSOCIATION

559 JARVIS ST. TORONTO, ONTARIO, CANADA M4Y 2J1 - (416) 964-8655

DATE: \_\_\_\_\_

NAME OF YOUR CLUB: \_\_\_\_\_ ZONE \_\_\_\_\_ PHONE: \_\_\_\_\_

CREW ARE MEMBERS OF CYA: or CYA AFFILIATED CLUB Yes \_\_\_\_\_ No \_\_\_\_\_

YOUR JUNIOR CLUB CONTACT: NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

PHONE: \_\_\_\_\_

HELMSMAN: \_\_\_\_\_ Birthday \_\_\_\_\_

Year \_\_\_\_\_

ADDRESS \_\_\_\_\_ Month \_\_\_\_\_ Day \_\_\_\_\_

PHONE: \_\_\_\_\_

PARENTS CAN BE REACHED AT \_\_\_\_\_

OHIP NO. \_\_\_\_\_

1. CREW \_\_\_\_\_ Birthday \_\_\_\_\_

ADDRESS \_\_\_\_\_ Year \_\_\_\_\_

Month \_\_\_\_\_ Day \_\_\_\_\_

PARENTS CAN BE REACHED AT \_\_\_\_\_

OHIP NO. \_\_\_\_\_

SAIL NUMBER \_\_\_\_\_

HULL COLOUR \_\_\_\_\_

In consideration of the acceptance of this entry I agree that neither the Ontario Sailing Association or the host club will be responsible for any loss or damage that may come to any boat, committee boat, other boats, persons or property as a result of the improper use, negligence, violation of the racing rules and other acts of competitors in connection therewith. Responsibility for loss or damage may be determined by the club conducting such races.

DATE \_\_\_\_\_

SIGNATURE \_\_\_\_\_ (competitor or parents: or Guardian if competitor under 18)

THIS EVENT IS SPONSORED BY MINISTRY OF CULTURE & RECREATION, SPORT & FITNESS DIVISION, UNDER THE AUSPICES OF THE ONTARIO SAILING ASSOCIATION, AND CONESTOGA SAILING CLUB.





- A race Training and Development Camp
- At Geneva Park, Lake Couchiching in beautiful resort country
- Lasers and Fireball Training Boats provided
- Top CYA Race Instructors under Director Doug Keary
- Cost: a reasonable \$180.00 per week includes
  - Holiday setting
  - Excellent meals
  - Fine accommodation
  - Best available Race Training
  - From Sunday to Friday

**ONTARIO SAILING CENTRE  
SCHEDULE OF COURSES 1977**

Course	Date	Program
No. 1	June 11-16	CYA/OSA Racing Instructor and Assistant Instructor Development Program (open) to qualified candidates
No. 2	June 17-22	CYA International Sailing Team Tactical Training Camp (closed)
No. 3	June 26- July 1	Open Race Training
No courses July 3 to July 8		
No. 4	July 10-15	Open Race Training
No. 5	July 17-22	OSA Olympic Finn Intensive Training Week (closed)
No. 6	July 24-29	Ontario Youth Race Training Week (19 yrs. to 14 yrs.)
No. 7	July 31- Aug. 5	Optimist Class Training Week (for young sailors 8 yrs. to 15 yrs. with special arrangements)
No. 8	Aug. 7-12	Women's Race Training Week (women only)
No. 9	Aug. 14-19	Catamaran Race Training Week
No. 10	Aug. 21-26	Open Race Training
No. 11	Aug. 28- Sept. 2	Open Race Training

Arrival and registration takes place at 4 p.m. on opening day with departure after lunch on final day.

**For Race Training and Development**

a service of:

**ONTARIO  
SAILING  
ASSOCIATION**

**For Race Training and Development**

Please enroll me in Course No. \_\_\_\_\_

My second preference is Course No. \_\_\_\_\_

Name \_\_\_\_\_

Address \_\_\_\_\_

Telephone \_\_\_\_\_

REGISTRATION FEE enclosed \_\_\_\_\_

DEPOSIT only (not refundable after May 31) \$20.00

For information CALL:

Alfred Jenkins  
Executive Director O.S.A.  
or Bill Gooderham  
Technical Director O.S.A.  
Toronto (416) 964-8655

OR

Georgian College Orillia  
Marilyn Hamilton  
O.S.C. Supervisor  
(705) 325-2705

