

SEPTEMBER 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 27 1977
C.A.A.

FULL REPORT ON WORLDS



-- I N D E X --

<u>Page</u>	
3	COMMODORE
5	1977 WORLDS - BY FIDDLESTICKS
18	1977 WORLD CHAMPIONSHIP - ORDER OF FINISHING
22	1977 WORLD CHAMPIONSHIP THANKS
25	BEATING IN HEAVY AIR - BY GREYBEARD
27	CARTOON
28	CROSSWORD ANSWERS
30	RHYC ANNUAL ALBACORE REGATTA
31	BLOW UP AT SAND LAKE
33	2ND GRIMSBY ANNUAL ALBACORE REGATTA
33	OVER THE TRANSOM
35	CLASSIFIED ADVERTISEMENTS
37	COMMENT

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

Editorial Assistant: Sandra Murphy, 1270-62 Gainsborough Drive,
Oakville, Ontario L6H 2L2

Printed by: SPORT ONTARIO through The Ontario Sailing Association

shackles & cringles

canadian albacore association

volume XVI number 4

september 1977

commodore

This will be my last opportunity to say a few words to the Membership of our Association as your Commodore before the Annual General Meeting at the Canadians in September.

This year, I feel, has been a very beneficial one for the Association and the Membership. I will touch on some of the principal accomplishments for your interest.

The Constitution has been updated under Ian Rogers' direction and will be presented at the A.G.M. for your ratification.

Shows and Publicity have been improved on by Austin Marshall this year and several articles on our Association and the Albacore have appeared in the press.

Ian Bates has established District Captain in all fourteen of our Districts along with a plan to maintain continuity of this responsibility in the future.

Keith Bull has done a very fine job this year in Editing and producing the Shackles and Cringles. Keith is retiring this year as the Editor, however he can leave with the knowledge that he has done a good job and left Shackles and Cringles in good shape for his successor.

Ross McCallum our Treasurer is retiring this year, after handling our finances very capably for several years. We appreciate Ross' efforts in providing us with accurate and easily understood financial information.

Our liaison with our boat builders has been well maintained this year through the efforts of John Michell and other members of the Executive. We have concentrated on assisting one builder to improve his boat construction and in helping other builders when requested.

Dennis Sherwood, our Member-at-Large has contributed to our Executive discussions during the year particularly in the team racing sphere.

The principal event this year was of course the Worlds Championship held at the Olympic site at Kingston, Ontario. Four people in particular deserve a great deal of credit for their capable handling

shackles & cringles

of the activities involved in this Regatta. Steven Cerny and Peter Schell were Co-Chairmen of the Regatta and spent the better part of a year preparing for this event and succeeded in carrying it off beautifully and Ian Mellor and David Sturch who spent long hours in preparing for and carrying out the mechanics of checking boat specifications and measurements at the site. Helen Kettle is to be complimented for overseeing the Registration activities and Kent Taylor for assisting in the qualification arrangements. Many other people were involved in making this Regatta a complete success and to them our sincere thanks. We were very fortunate in having the Olympic site made available to us by the City of Kingston including the flying of our Association flag from the main pole for the week of the Regatta. The Members of the Kingston Yacht Club rendered invaluable aid on the course and provided much of the equipment required on the race course. The Week was capped off by the outstanding success of our Canadian sailors, the Poyntz Brothers first, Roger Green second, Richard Storer fourth and others in the first fifteen boats. All in all, a great week.

The last item in this rather long winded letter is the Canadians held in Toronto in September. Jerry Selwyn and his committees spent a great deal of time in preparing for this Regatta and it was an outstanding success. Jerry has initiated a number of new ideas that should provide fun and enjoyment for everyone.

In closing, I would like to express my appreciation for the opportunity of acting as your Commodore this year, it has been an enjoyable and enlightening experience.

Good Sailing,

John Leitch
Commodore

Poyntz brothers win World Albacore crown

Textbook race in light winds

The Poyntz brothers, both of York University, won the final leg of the regatta on Saturday.

World Albacore Championships

"It was over in about three minutes," said Green, who had the fastest boat in the fleet in heavy conditions. "The Poyntz brothers got clear air right at the start and were gone."

First major regatta since Olympics

been sailing Albacores since the 1960s. The Poyntz brothers, who were the only two boats from the United States, finished fourth in the regatta.

Barry said, between swallows of champagne. "We figured after that we'd be sailing Albacores again."

Kingston

Kingston, Ont., was the only two boats from the United States, finished fourth in the regatta. The Poyntz brothers, who were the only two boats from the United States, finished fourth in the regatta.

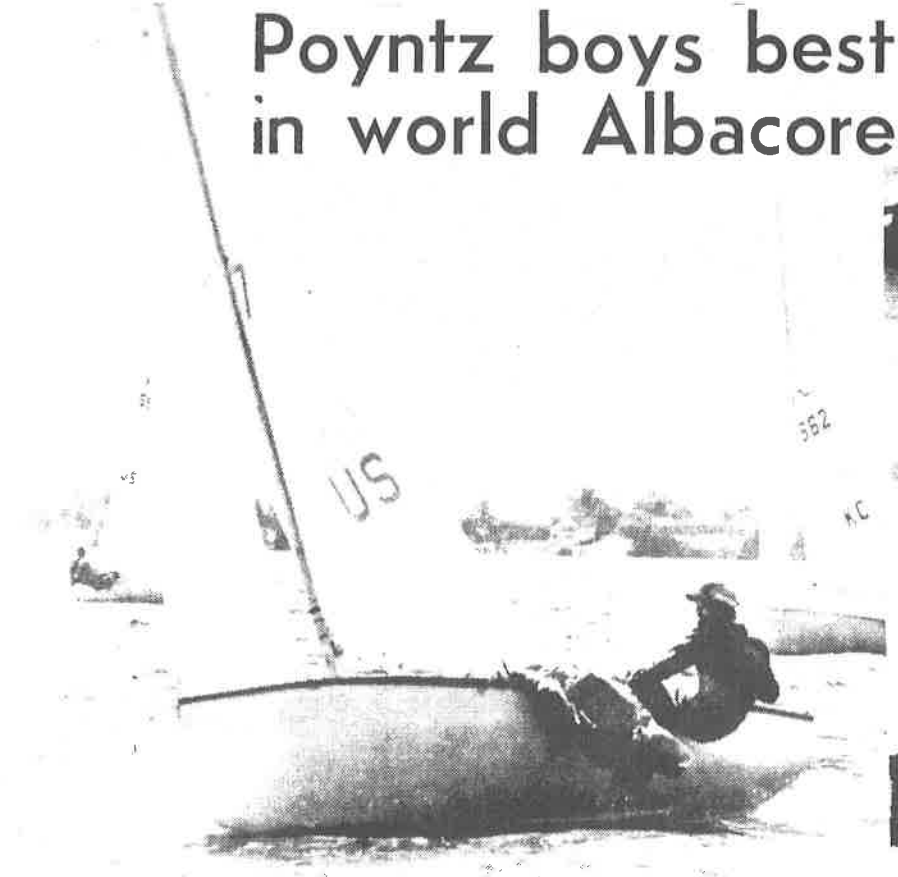


RICHARD STOREY



BUBBLY BATH — Brothers Gary (left) and Barry Poyntz of Willowdale celebrate with a bottle of champagne after winning the World Albacore Championship at Portsmouth Olympic Harbor on Saturday. The Poyntz brothers won the final race of the regatta with a textbook performance in light winds to end with 267 points against Dr Roger Green of Hawkestone, Ont., finished second and Art Ellis of Westport, Conn., ended third.

Poyntz boys best in world Albacore



CREW MIKE COOPER AND DR. ROGER GREEN

Albacore sailors get wind they wanted



Victory! The new champions - Barry & Gary Poyntz.

The 1977 Worlds - A Great Regatta!

by 'Fiddlesticks'

It was a super Worlds - a week-long 'sail-fest' that every Albacore sailor in the British, American and host Canadian teams will long remember.

The organization was excellent and so were the facilities at the Portsmouth Olympic Harbour in Kingston. The courses out on the lake were good and there was a variety of weather to suit everybody.

But most important, the competition among the 60 crews was first class.

And to top it all off, a Canadian crew - Barry and Gary Poyntz of Lake of Bays Sailing Club came through in the final race to win the coveted Governor General's trophy. Their win maintained the record of a winning crew from the host nation.

The Poyntz brothers' win was not an easy one. The seven-race series was dominated by six top Canadian and U.S. crews. This meant that for the final race on Saturday morning the regatta winner could have been either Roger Green of Hawkestone, who was then leading on points, Art Ellis of Westport, Connecticut, or Bill Shore of Newport, Rhode Island. Only nine points separated them.

When the fleet finally got off in light winds after five false starts, the Poyntz brothers sailed one of their best races in the series. They held off a challenge from Art Ellis to cross the line first and receive applause from partisan watchers on the committee boats and spectator craft.

Second overall was fellow Canadian Roger Green, then American Art Ellis, followed by Richard Storer of Canada in fourth spot. American John Luard was fifth.

The Poyntz brothers' win is almost the triple crown of Albacore sailing. The brothers last year won the Canadian and then went on to place second in U.S. championships.

Defending Worlds champion Bill Shore lost his crown in the fifth race when holding a good points lead in the series. Approaching the finish, he capsized while tacking and his bow buoyancy tank filled because the cap had been removed to stow the whisker pole.

Shore's water-logged boat was towed back to the harbour and he was too late for the start of the sixth race.

This mistake, plus a poor finish in the seventh race, put him right out of contention and he finished sixth overall.



Roger Green & his crew Mike Cooper - second overall.

shackles & cringles

Top U.K. sailors were Robin Foster-Taylor, who skippered a borrowed boat and finished eighth overall by sailing consistently throughout the regatta. Close behind were David and Tessa Pearce in 11th spot.

And for the record there were 23 women competing, although Diane Groome, '75 junior Albacore champion, was the only skipper. She finished 41st.

As in previous regattas, the fourth Worlds was a closed event. The U.K. team had 11 representatives (nine Sassanachs and two Scots) and the U.S. had 15. Canadians brought the total to 60.

Canadian sailors though had to pre-qualify and this meant counting the best score at two out of four regattas - last year's Canadians and three regattas held earlier this season.

Most of the crews who pre-qualified had to work hard for their place and trail considerable distances. But it did ensure that the best competitors represented Canada.

Protests came thick and heavy particularly during the early part of the week when shifty winds on the start line caused confusion. About six protests per race were being recorded at one time although this number was halved by the time the committee boat had returned to shore.

Further evidence of the fast pace was seen on a couple of wooden boats who were sporting over-sized 'band-aids' of grey duct tape to cover up punctured hulls.

As usual there was measuring of boats before the regatta could start. This chore was made a lot easier with the facilities at P.O.H. designed to measure Olympic classes.

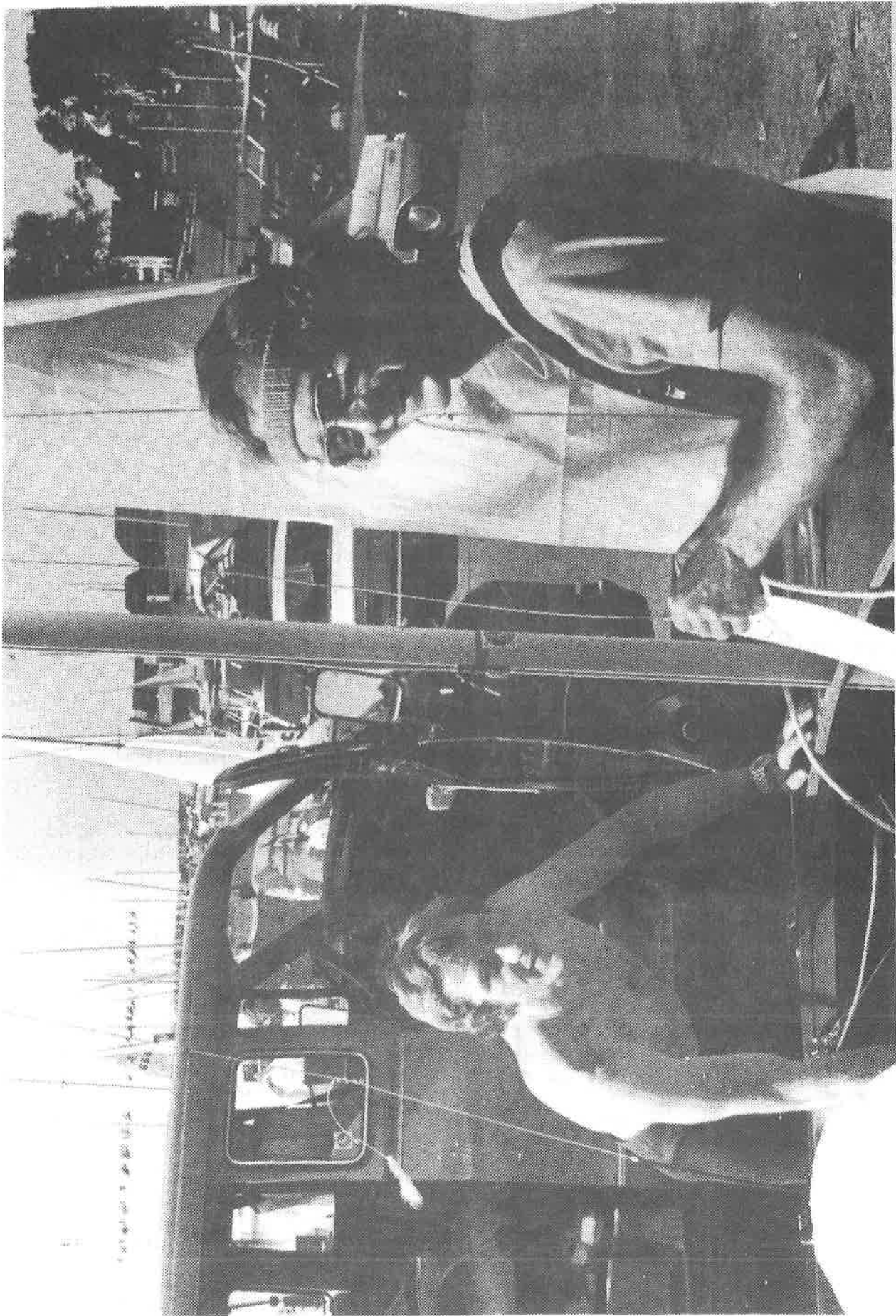
Chief measurer David Sturch commented there were no major problems but quite a few minor things, particularly weight (two boats were 17 and 23 pounds underweight) and centreboards.

During the week there were spot checks on the water for equipment - such as two paddles and a 20-foot long painter attached to the bow. One competitor was disqualified for non compliance.

But not to forget the social side and one of the bonuses of sailing Albacores. There were receptions and banquets at the site parties and sailing during the week preceding the Worlds were hosted by Toronto area members. It was really a great 'fun fortnight'.

Also during the week itself there were special visits to local spots such as Fort Henry, or the pub across from the dinghy park - The Portsmouth Arms, or to 'Star Wars' at the movies - whatever your taste.

A lot of sailors stayed (and dried out) at Victoria Hall, Queens University, and meal times were usually opportunities to talk boats



Barry (the right hand one) & Gary Poyntz preparing for a race.

and sailing which continued all during the days and half the nights too.

Brief, blow-by-blow summary of races:

After a super fast and wet practice race the previous day the light, shifty northerly winds for the two races on Tuesday was disappointing.

Local skipper Peter Schell of the Kingston Yacht Club led at the first mark but was overtaken by Art Ellis who then got a private wind and roared away to a half leg win. The Poyntz brothers were well down the pack but picked up brilliantly to finish second.

After a hot, frustrating 2½-hour wait for something better, the light winds persisted for the second race. Richard Storer won comfortably but he was followed by Bill Shore. The Poyntz brothers were third after another bad start.

So at the end of the first day Art Ellis was leading on points but Canadians held three of the top five positions.

The winds continued light on Wednesday morning but the committee, knowing better, held off for an hour and was rewarded by the usual westerly thermal that has made Kingston famous among sailors. It started at 15 mph and then blew later to nearly 30 mph.

The top six crews loved it - this was Kingston at its best. Shore had a second in the first race behind Green and a win in the second to take over the overall lead.

But the wind played havoc on the fleet with seven boats not completing the first race and 17 more in the second.

The Poyntz brothers had to retire due to a broken jib halliard and Ellis was disqualified by a protest at the start.

In the fourth race Storer was second but Green still managed to finish close behind despite a broken boom vang.

So at the halfway mark in the regatta these five boats, plus John Luard, were already showing superior speed advantages in the mixed weather conditions.

Thursday was a rest day and a welcome opportunity for everybody to either sleep in, relax aching joints, patch damaged boats, make adjustments, or go sightseeing.

Racing was delayed 2½ hours on Friday morning to let the strong wind die down. Throughout the day it slowly dropped until the end of the sixth race when the race committee



Some could handle the wind

fortunately shortened course at the leeward mark to ensure all the boats were home before a thunder squall went through. The fleet only just made it back to harbour.

In the fifth race Roger Green was ahead of Shore before the latter capsized. So the Canadian's win plus a fourth in the sixth race meant he now led on points.

In the lighter winds the Poyntz brothers came bouncing back with a second and first which put them lying second overall followed by Ellis and Storer.

Only nine points separated these four boats and made for a great confrontation the following day for the final and seventh race.

But while the publicity surrounded these six top crews, there was still considerable jockeying for places in the seventh through to 12th places overall that would also be decided on Saturday.

The winds were westerly and light for the big confrontation. It appeared everybody was a bit too anxious to go because there were five false starts.

In the light going the Poyntz brothers found the breeze and continued with the good speed they had shown earlier in the week in these conditions.

Crossing the finish line for the last race must have been felt with mixed emotions by most participants. A great many of them had travelled considerable distances to compete in this bi-annual event and there had been a great deal of work by the organizers.

Now it was all over for two more years until Torquay, England in September '79.

(Photographs were supplied by The Kingston Whig-Standard and Nick Hancock)



..... Some couldn't!

TOP 10 BOATS & THEIR EQUIPMENT

Pos.	Helmsman & Crew	Hull Sail #	Sails	Mainsheet System	Rudder	Centreboard	Mast Section	Club
1	Barry & Gary Poyntz (Canada)	Woof - (wood) 6731	Storer	Centre Mainsheet	Woof Eliptical	Poyntz home-built	Proctor 'D' fixed spreader	Lake of Bay S.C.
2	Roger Green (Canada) Michael Cooper	Allen fibreglass hull, wood decks and sidebenches	Storer 6218	Stern sheeting	Raked, near min. length fixed tiller	Bulloch/Green min. length	Elvstrom MD8 fixed spreader	Hawkestone Y.C.
3.	Art Ellis (U.S.) Vicky Linville	Rondar (flg) 6352	Shore	Stern Sheeting	Rondar Std.	Rondar Std. deep	Proctor Alpha minus Schaefer boom	Westport Connecticut
4.	Richard Storer (Cdn) Alan Humphries	Woof (wood) 6660	Storer	Stern sheeting	Woof Eliptical	Woof minimum length	Proctor 'D'	Hawkestone Y.C.
5.	John Luand (U.S.) Tim McGee	Allen 5239	Shore	Stern Sheeting	-----	-----	Elvstrom & Boom	Annapolis, Maryland
6.	Bill & Bonnie Shore - (U.S.)	Rondar 6355	Shore	Stern Sheeting	Rondar std.	Rondar std. deep	Elvstrom boom	Newport Rhode Island
7.	Nick Hancock (Cdn) Paul White	Fairey hull (wood), rebuilt interior, 480	Storer	Centre mainsheet	Woof - type eliptical home-built	Woof - type min. length home-built	Proctor Beta minus	TS & CC
8.	Robin Foster-Taylor (U.K.) Allan Broadribb	Skene (f.g.) 4855	Storer	Centre Mainsheet	Spade type vertical	Standard Shape & type	Proctor 'D'	Essex, U.K.
9.	Dave Wallesteen (U.S.) Matt White	Riverside, Fla. 6363	Storer	Centre Mainsheet	Conventional Rudder	Standard Shape	Proctor Beta Minus	Washington, D.C.
10.	Dave Medhurst (Can) Dave Whitfield	Allen f.g. (6219)	Storer	Stern Sheeting	Raked, near min. length	Standard Shape	Proctor Beta minus	TS & CC



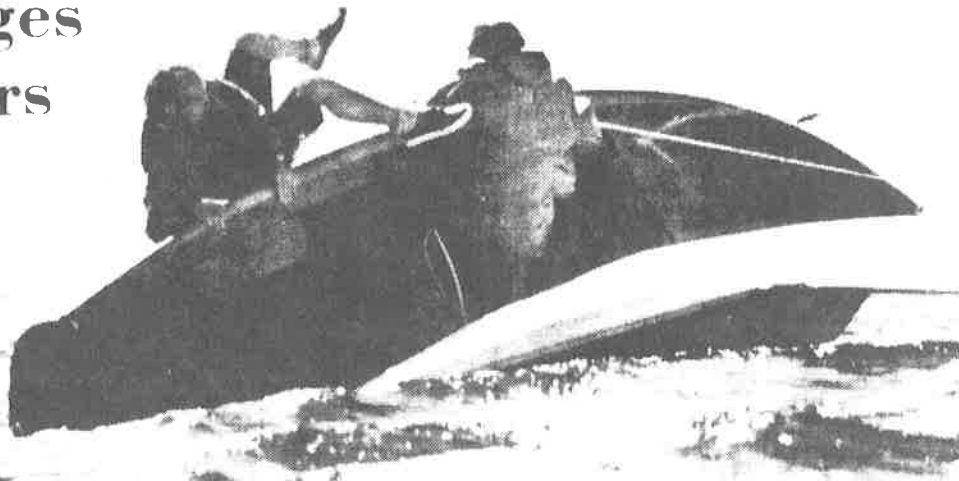
Regatta Chairman Steve Cerny in a more relaxed moment.

Bryant ends up on Simcoe Island

Not your average dreamland



Dianne challenges 59 male skippers



DIANNE GROOME OF ORILLIA

Only female skipper in world championship

The winds finally blew

... of the founders of a 1969 and is recognized as the largest regatta in the

A Canadian will win?

boat. Its simplicity of design and sailing qualities make it popular for learning. Many sailing centres across Canada use it for their training programs.

... and the sailors flew

WORLD ALBACORE CHAMPIONSHIPS Final standings (World Rankings counted)

	1st	2nd	3rd	4th	5th	6th	7th	pts
1. Mary G. Wright	2	3	DNF	9	2	1	1	267
2. ...	5	6	1	3	1	4	1	254
3. ...	1	4	DSQ	4	5	2	2	120
4. ...	10	1	5	2	4	6	5	427
5. ...	6	18	3	5	1	3	29	578
6. ...	4	2	2	1	RTD	11	28	830
7. ...	19	7	14	13	8	5	9	630
8. ...	21	22	4	14	9	15	12	1090
9. ...	18	15	16	26	25	9	6	1247
10. ...	RTD	14	21	11	11	7	14	1300
11. ...	1	17	DSQ	20	15	25	18	1357
12. ...	15	20	RTD	21	21	12	11	1360
13. ...	15	RTD	6	6	11	26	22	1414
14. ...	21	16	15	8	17	13	RTD	1430
15. ...	24	33	9	20	12	16	25	1430

Most of the fleet registered and had boats and ... practice race which started at noon

Canadian Albacore Assocat department, that complete lists c boats from each country and th crews won't be available until l



ROGER GREEN

Shore goes for a dip

shackles & cringles

1977 WORLD CHAMPIONSHIPOrder of Finishing

			1st Race	2nd Race	3rd Race	4th Race	5th Race	6th Race	7th Race	Final
Final Pos.	Skipper Name	Sail No.	Fin. Pos.	Fin. Pos.	Fin. Pos.	Fin. Pos.	Fin. Pos.	Fin. Pos.	Fin. Pos.	Total Pts.
1	POYNTZ Barry	6731	2	3	DNF	9	2	1	1	26.7
2	GREEN, Roger	6218	5	6	1	3	1	4	3	29.4
3	ELLIS, Art	6352	1	4	DSQ	4	5	2	2	32
4	STORER, Richard	6660	10	1	5	2	4	6	5	42.7
5	LUARD, John	5239	6	13	3	5	3	3	29	57.8
6	SHORE, Bill	6355	4	2	2	1	RTD	31	26	83
7	HANCOCK, Nick	480	19	28	14	13	8	5	9	103
8	FOSTER- TAYLOR, Rob	4855	21	22	4	14	9	15	12	109
9	WALLER- STEIN, David	6363	18	15	16	26	25	9	6	124.7
10	MEDHURST, David	6219	RTD	14	21	11	7	7	34	130
11	CHENEY, Carl	5920	3	12	DSQ	30	15	25	18	135.7
12	MELLER, Ali	4862	15	20	RTD	21	21	12	11	136
13	McGRATH, Ed	6216	35	RTD	6	6	11	26	22	141.4
14T	MALBY, Bob	6600	26	33	9	20	12	16	25	143
14T	MEREDITH, Glyn	6447	23	16	13	8	17	30	RTD	143
16	LAZIER, John	6266	38	21	8	23	6	DSQ	16	147.7
17	SINDLE, Harry	6344	20	24	26	RTD	19	21	10	156

shackles & cringles

1977 World Championship Results, Continued

			1st Race	2nd Race	3rd Race	4th Race	5th Race	6th Race	7th Race	Final
Final Pos.	Skipper	Sail No.	Fin. Pos.	Fin. Pos.	Fin. Pos.	Fin. Pos.	Fin. Pos.	Fin. Pos.	Fin. Pos.	Total Pts.
18	WEST, David	5791	33	RTD	12	25	13	18	27	164
19	URQUHART, David	6494	45	30	DSQ	12	14	20	8	165
20	MORGAN, John	6665	22	18	27	22	20	24	36	169
21	PEARCE, David	5007	12	10	RTD	15	10	28	DNS	172
22	FRANCIS, John	6655	16	41	7	7	RTD	RTD	23	191
23	SCHELL, Peter	509	7	45	11	RTD	RTD	11	32	203
24	MAY, Colin	6514	17	23	22	17	29	RTD	DNS	205
25	LUTHY, Ed	4745	28	48	30	28	23	42	19	206
26	PEZZUTTI, Paul	4792	31	17	28	40	45	23	42	217
27	ALLAN, Peter	1890	34	38	38	16	38	19	37	218
28	GALLANT, Dick	6159	51	25	33	RTD	18	36	21	220
29T	INNES, David	1751	DSQ	11	RTD	34	40	8	31	221
29T	SHERWOOD, Dennis	6227	55	54	25	24	22	40	20	221
31	GASKILL, Peter	4872	30	50	37	35	28	17	39	222
32	McLAUGHLIN Brian	4456	32	27	DNF	37	32	22	38	224
33	TAYLOR, Kent	5002	42	RTD	19	RTD	26	27	17	228
34	DUNCAN, John	270	8	31	32	RTD	39	39	44	229
35	WALLIO, Drew	5959	41	52	34	32	36	47	7	233
36	STURCH, David	624	13	RTD	40	DNS	43	29	15	237

shackles & cringles

1977 World Championship Results, Continued

			1st Race	2nd Race	3rd Race	4th Race	5th Race	6th Race	7th Race	Final
Final Pos.	Skipper Name	Sail No.	Fin. Pos.	Fin. Pos.	Fin. Pos.	Fin. Pos.	Fin. Pos.	Fin. Pos.	Fin. Pos.	Total Pts.
37	FEE, John	4107	50	49	24	27	30	38	35	239
38T	DURNFORD, David	4129	47	9	29	RTD	31	43	46	241
38T	EWING, William	4717	11	DSQ	45	DNS	RTD	13	14	241
40	GROOME, Dianne	4148	14	19	RTD	19	DSQ	DSQ	33	243
41	BRYANT, Mark	3582	9	7	DSQ	RTD	RTD	10	RTD	245
42T	ANDREWS, Bill	4856	24	39	DNF	33	RTD	32	24	249
42T	AYRTON, Ken	5870	37	34	35	36	37	34	43	249
44	BRUNS, Peter	6005	29	35	DSQ	29	35	41	45	250
45T	BLANTON, Troy	5868	25	40	23	RTD	33	37	DNS	255
45T	TAYLOR, Ron	5512	54	47	DNF	18	16	35	49	255
47	SAFRATA, Leon	6210	DSQ	26	17	RTD	42	DSQ	13	256
48T	FONTES, Peter	6563	43	53	36	31	34	33	48	261
48T	ROGERS, Ian	6400	36	29	DSQ	DSQ	24	14	RTD	261
50	THOMAS, Roger	5995	27	37	20	RTD	DNS	44	40	265
51	HUTLEY, Eric	6525	52	8	42	RTD	44	46	41	269
52	MAGNINI, Paul	6103	DSQ	36	10	10	RTD	DNS	DNS	275
53T	MURDOCK, Ben	5780	39	44	39	39	41	45	47	283
53T	WARNOCK, Alf	5757	49	5	44	DNS	RTD	DNS	28	283

1977 World Championship Results, Continued

			1st Race	2nd Race	3rd Race	4th Race	5th Race	6th Race	7th Race	Final
Final Pos.	Skipper Name	Sail No.	Fin. Pos.	Fin. Pos.	Fin. Pos.	Fin. Pos.	Fin. Pos.	Fin. Pos.	Fin. Pos.	Total Pts.
55	HOBDEN, Dave	5238	48	46	DNF	RTD	46	DSQ	4	300
56	LARDNER, Eric	1795	46	51	18	RTD	DNS	DNS	30	303
57	CERNY, Steven	6666	RTD	RTD	15	RTD	27	DNS	50	311
58	MARSH, Doug	3543	40	32	31	RTD	RTD	DNS	DNF	322
59	RAILTON, Dick	5504	53	43	43	38	DNS	DNS	DNS	335

* * * * *



SAIL CRAFT of CANADA Ltd
674 Warwick Drive, Baie d'Urfé Québec.

(514) 457 3743

shackles & cringles

1977 WORLD CHAMPIONSHIP THANKS

by Peter Schell & Steven Cerny

A regatta like the Worlds is not run by the co-chairmen alone. To give C.A.A. members a feeling for the number of people involved we would like to express a big THANK YOU to:

Tony Griffin who started this regatta in 1971, who was a great help in developing the sailing instructions, and who, to everyone's regret was unable to take part due to business pressures.

Charles Bird whose energy helped to found the Kingston Albacore fleet, without which the regatta would not have been possible.

Sam Lazier who provided Islay and his own time to support the Race Committee.

Doris van Kleef for throwing a party in her home for visiting sailors.

Cam Jones for awarding prizes and for coordinating C.O.R.K.'s support for the Worlds.

Joan Rogers for opening her home to visiting sailors and for throwing a wonderful party which included a sailboat race in her swimming pool.

John Fee who coordinated radio communications and scoring.

John Leitch for general moral support and help at the opening and closing ceremonies.

Sandy Grant for organizing and running the pre-worlds Boulevard Regatta.

John Turnbull of Canadian Yachting for providing a Canadian Yachting boat.

Kay Cartwright for her hospitality in her home before the Worlds.

Kent Taylor for devising and administering a selection procedure that worked well.

Kathy Waugh for helping us get more good publicity than ever before in the history of the class.

Trevor Dossett who provided a fast Albacore for the visitors, and two other boats for measuring team use on the course.

shackles & cringles

David Medhurst for billeting a U.K. sailor.

Doug Fluherer, Ed Leeman, Lee Ship and Ted Daust for their help and cooperation at the Olympic site.

Wally White of Skene Boats for generously supplying two new boats and his multi-Albacore trailer for transporting them.

Fred Francis for his generous financial help.

Bob Partridge, Commodore of K.Y.C. for providing club hospitality for the visitors.

David Steer for being a superb race committee chairman and for giving up a week of his life to help the C.A.A. run the Worlds.

David Sturch for giving up time to work on his boat to measure others.

Geoff Hoyle of 6-H Products for the coffee and donuts to keep the measurers alive during a tough two days and for supplying an Albacore to the visitors, a most generous gesture.

Joan Rogers for taking on the task of purchasing prizes and doing a superb job.

Jim Boyd who spent many hours tallying the scores.

Sheila & Dennis Sherwood for billeting visitors in their home.

Ted Bishop, Peter Stewart, Kay Storer, Joyce Safrata and Ann Hutley for their help to David Steer on the committee boat.

Bill Baird who provided his boat for the press and helped out whenever there was a need.

Kent & Dianne Taylor for lending their home to a visiting family.

Wintario for helping the regatta financially.

Sandra's House as a base for good times during the week and celebration for the winner's family.

Jim Hill for organizing a variety of social activities in Kingston.

Norm Berzins for running errands for prizes, T-shirts and for generally making it possible for Helen Kettle to get away on time.

shackles & cringles

Ian Rogers for organizing boats for U.K. visitors and for their transportation to and from Kingston.

Don Cropp who timetabled volunteers into support boats and who did many, many other things.

Bob Malby, who helped throw a party and for putting lots of thought and work into the organizing the entertainment before and during the Worlds.

Ian Meller for giving quick and firm rulings on specifications.

Mayor Ken Keyes of Kingston and his council for letting us use the Olympic facilities and for hosting the sailor's reception.

Dan Thomas who applied impartial measurement to all boats and with appropriate speed.

Andrea Keerulf and Haakon Keerulf for most generously giving up a week and for supplying their boat and for Haakon spending hours on the protest committee.

Victoria Hall at Queen's for providing us with excellent accommodation, nutritious bag lunches and superb food, especially the breakfasts.

Albert Newman whose Black Douglas enabled easy management of CORK marks.

Ed Botterell and his team of experienced and awesome protest people such as Bart Dalton, Harry Jemmet, Sam Lazier, Tony Ziger and Henry Fiertz for sacrificing their evenings and meal times to help us.

Rosemary Morris and staff of the Harbour Restaurant for putting on a first class banquet and for generally providing friendly service and good food throughout the week.

Barb Hill for arranging accomodation and food in Kingston - a big organizing job.

Daphne Bramham for spending a week in Kingston and writing lots of lines in the Globe & Mail.

Ann Botterell for providing the use of her pool and feeding the regatta chairmen before the Worlds.

Ted and Muriel Bishop for thier support on and off the water, continuing their contribution first started at ARK.

Judy Whitfield, Sheila Sherwood and Ann Humphreys for helping at the registration desk.

shackles & cringles

John and Sue Nelson, Kathy Shalay, Ray and Edlon Peters, Walter Fenlon, Ivor Cobly, John Wigington, Peter Butler, Jean Fisher, Steve Roughton, Phil Bishop, Steve Lewis, Dave Bird, Tony Roughton, Hugh Morron, Duncan Grant, Stan Galt, Bill Kay, Bill Simpson, Art Wright, Johnathan Newman and many others whose enthusiasm on and off the water, and their help assured the success of the Worlds regatta.

Ann and Ben Murdock for billeting visitors. City of Toronto for allowing us to run a lottery to help financially and to all the people who bought tickets including Ross McCallum who won the \$1,000.

Joan and Jerry Selwyn for putting up U.K. sailors in their home.

Roger Green for sensing the plight of a centreboard - less co-chairman and for helping him to quickly finish a new board.

Lastly for Helen Kettle for a dedicated and really superb job of organizing and pulling the hundreds of details together and to her family for putting up with the dozens of phone calls, necessary in the organizing of the 1977 Worlds.

Again - to all of you - THANKS.

* * * * *

Beating In Heavy Air

By Greybeard

There comes a time for most crews, particularly those under 290 lbs., when the power of the wind on a beat becomes too much to handle. For light people like myself (145 lbs) it is not an infrequent occurrence. However there are things you can do which help you survive nature's blasts. These notes are not meant for the knowledgeable racing skipper but rather those that sail mainly for the fun of it and are prepared to take it as it comes.

1. Keep the boat flat.

A heeled boat suffers two ways - it skids to leeward and it's harder to control. Next time it blows, mark a point on shore, heel the boat well to leeward and then watch the drift - it's an eye-opener! Note for while you are heeled the much reduced effect of the rudder. Remember also a broad expanse of hull helps the wind heel you more and pushes you farther to leeward. Also reflect that a heeled boat makes hiking out less effective - the leverage just is not there. So keep it flat whatever you do.

shackles & cringles

Beating In Heavy Air, Continued

2. Flatten The Sails.

Unless there is a heavy chop or waves when a fuller sail is needed, keep your sails flat. Downhaul down to the black band, outhaul on the boom to the black band. Tighten the cunningham which will bring the draft of the sail forward again. Opinions differ on the boomvang. For the weekend sailor it can be eased off. This permits the boom to rise in a heavy puff. It frees the leech towards the top of the sail but leave some driving power in the lower half. As the wind speed increases, ease the traveller to its limits. The jib cunningham can be tightened and jib sheets lead further outboard. Raise the centreboard somewhat to ease excessive weather helm.

3. Maintain speed.

It may seem the opposite of what common sense might dictate, but speed equals control. When the puff comes and you let the main go and then the jib, the boat becomes uncontrollable. So keep power in the jib at very least. If you cannot hold the boat flat having carried out the previously mentioned sail adjustments, then it's time to de-power in other ways. The skipper should keep his eye on the puffs. As they approach, both crew should hike hard and maintain speed. As the puff is about to hit the skipper feathers the boat into wind. As the puff passes, the skipper bears away again. It takes a nice sense of timing to do this properly, but a well handled boat can make some ground to windward as the increase in wind speed gives the effect of a lift. If you feather up too much you will lose speed and control, a nice set-up for a knockdown.

4. Tacking.

Above 20 knots this manoeuvre can become troublesome, leaving the boat in irons or back on the same tack. Watch the weather and tack in a quieter period. Gather as much speed as possible, keep the boat flat and use the tiller more forcefully than usual. Crew can assist rounding past head to wind by backwinding the jib. If you get in irons, remember the rudder acts in reverse as the boat moves astern. Let the weather help you rather than fight it.

5. Keep It Flat and Keep It Going.

That sums up heavy weather beating. It may not always be possible but that should be your objective. Come to think of it, it's good advice at almost anytime on a beat.

* * * * *

IT HAPPENED AT
"THE WORLDS"?



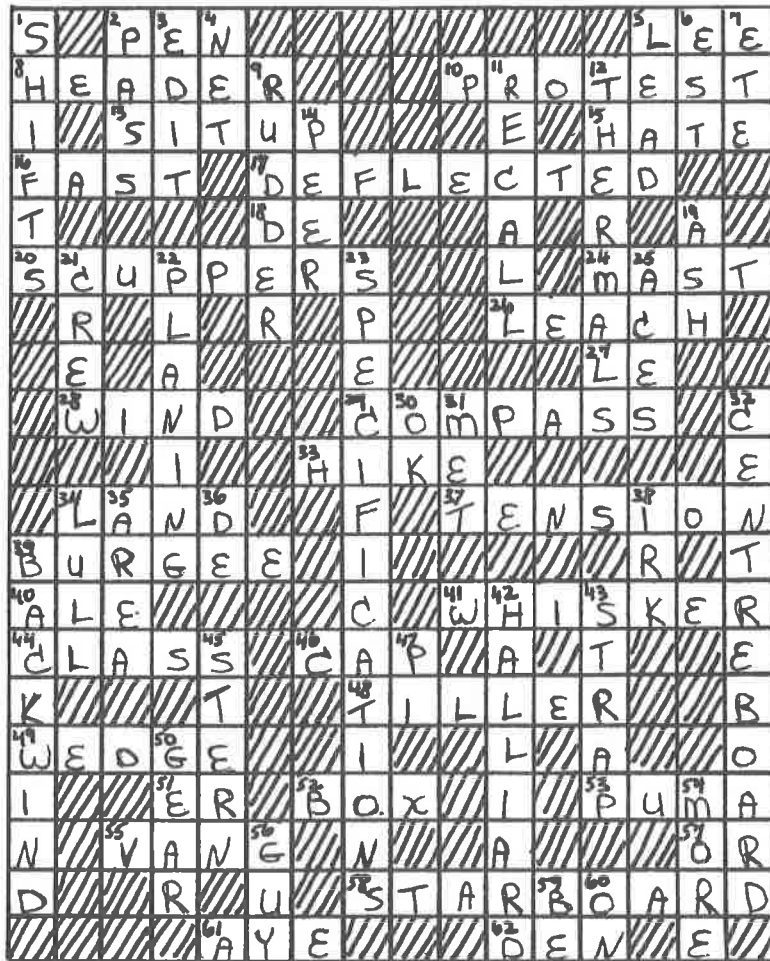
GIL
TARDELL

"ARE Y' NO' TEMPTING FATE WEARING Y' KILT, SANDY... THEY SAY THIS LAKE ONTARIO
IS ALWAYS A WEE BIT ON THE COOL SIDE?"

shackles & cringles

CROSS
A
I
L
WORDS
R
ANSWERS

FROM: M
A
L
ROBERT
Y



Author's Note

Sorry I made it more difficult by some confusion in clues 18 and 20 across. As some probably discovered, 18 across should have been, "French preposition". 20 across should have been "Bailers". Bright sailors doubtless deduced the answer was "Scuppers".



Kingston 1976

6-H PRODUCTS LIMITED

*Fibreglass Boat Builders
and Repairers*

G. HOYLE 80 Hickson Ave. Kingston

A L B A C O R E S F O R S A L E

#6268 Fully rigged racing special. Red decks, white hull;
Proctor spars, Storer sails; mast ram, Elvstrom bailers;
other racing extras. High performance laminated
centreboard and rudder with special finish.
Boat raced 6 weeks.

Sale price \$2,500.

#6271 Red decks, white hull. Another racing model, fully
rigged as above. Prepared for British Worlds team;
sailed 4 times only.

Available either with your choice of racing sails
- Fogh or Storer ----- \$2,700.
or with Taylor sails-----\$2,500.

CONTACT: 6-H Products Ltd.
80 Hickson Ave.
Kingston, Ontario

G. Hoyle

W: (613) 546-4923

H: 546-7990

shackles & cringles

regattas

Royal Hamilton Y.C.

ANNUAL ALBACORE REGATTA

Saturday, July 9, 1977.

Fickle winds tested sailing skills at the Annual Regatta. The first race - usually twice around and windward - was shortened to two legs with Paul Magnini finishing first. Second was Sue McGregor from Burlington Sailing and Boating Club, with Bob Drinkwater hard on her heels.

After lunch a very variable breeze set in. Don Douglas picked his way through the shifts to win the second race with Jim Hynd of RHYC second. Skafel, sailing Paul Magnini's former championship boat, came third.

The last race outdid them all. The Race Committee valiantly set out a new line and weather mark to see it turn into a reach or run, depending on the side of the course halfway to the mark. On the second leg the wind disappeared entirely with the result that a huge clump of Albacores drifted down to the erstwhile gybing mark. One young lady, crewing for the first time in such a regatta, was heard to comment that she never realized that such a nice group of people could use such language. In the end, Don Douglas triumphed, followed by Paul Magnini and Don Drinkwater.

Since both first and second had the same points, the tie was broken in favour of Don Douglas.

Trophies to skippers and crews were presented by Joe Sams, Commodore of the RHYC.

- 1st: 5796 - Don Douglas - Bronte Harbour Yacht Club
- 2nd: 6103 - Paul Magnini - Grimsby Yacht Club
- 3rd: 6229 - Bob Drinkwater - Grimsby Yacht Club

In all, 31 boats registered for the Regatta, with several new faces making an appearance. It's hoped that Sue McGregor's placing in the first race will encourage more ladies to enter the racing circuit.

RESULTS

				<u>Points</u>
1.	5796	Douglas	BHYC	13
2.	6103	Magnini	GYC	13
3.	6229	Drinkwater	GYC	21.7
4.	5599	Hynd	RHYC	35
5.	4825	Skafel	RHYC	38.7
6.	6159	Gallant	TSCC	42.7

Blow Up At Sand Lake RegattaPart I By Our Northern Correspondent

We dropped down on July 31st to take in the annual Open Regatta at Sand Lake. An informal BYOB (Bring Your Own Beer) affair with a six pack as a minimum registration fee. There was an undertone of grumbling when we turned up that the Brits had not come up earlier for an initiation into good Canadian racing practice. "Not surprising that only one of them got into the top ten at the Worlds - we could have shown them how!" exclaimed one of the older greybeards on the beach. The privy holes dug in the Spring in expectation of the Brits coming up have been filled in and the holes planted with native maples. It will be known hereafter in memory of the non-occasion as, "The Thin Red Line".

As the motley crowd of sailors and boats assembled on the Commodore's beach, the wind piping in from the south increased in strength and dark clouds rolled in. The Commodore held up a thumb to the wind and after a silent prayer said the regatta would commence. As at the previous Thursday service at the old log church, wind had been prayed for. The Commodore presumably now was saying, "not quite so much, O Lord".

With wind now gusting to 20 knots and growing stronger it was an interesting start. The Commodore used a gate start, setting the mark flag within spitting distance of his sandbar. It did have the affect of keeping boats above the leeward end of the line and everyone got away more or less together. Craig Gammie was having equipment problems which were cleared just as the gate boat came up to him. With the best start, he gained an early lead that was never challenged.

Strengthening winds played havoc on the beat and as one sailor observed on reaching the windward mark, when he looked aft it was a succession of capsized boats. Eventually only four boats of the twenty starters finished. Craig Gammie, AKC 5344, from Lake Vernon S.C. won the Overall Trophy and the Albacore Trophy. Second was Chuck Chetaway, 4883, also from Lake Vernon. John Nelson from Kingston was third and Sand Lake sailor, Jim Skelton, fourth.

The Dull Thud Award for the act of grossest sailing incompetence was not awarded. There were too many incidents to choose from. Perhaps it should have gone to the skipper who dumped six times. Your correspondent had the pleasure of crewing with the Commodore's wife (no questions please). As both are lightweights we were soon overpowered on the beat and we had the dubious honour of being present at the first time this good lady had been dumped in twenty years of sailing!

shackles & cringles

Back on the Commodore's beach everyone voted it a great regatta. Overcome as most were by the strong winds, no one got into trouble. All who dumped got up and going again without help. A fine example of cottage sailing and sailing spirit. Postscript: A heavy thunder squall blew through half-an-hour after everyone got home. The Lord watches over his own.

Part II

By The Commodore

This year I suffered the final indignity, The S&C Northern correspondent borrowed my wife to crew in the 1977 Sand Lake Regatta. Joan's comments, "That's my first capsized, do you know we were planing with a boat full of water?"

I'm amused to find that most members doubt the existence of the S.L.Y.C., and more amused to find some are a little indignant that an Albacore fleet will carry on in this fashion.

The latter listen to this. It was wild out there. The consensus was well over 30 in the gusts. Everybody went, they buckled on their life jackets, kissed their wives goodbye, and launched knowing their friends would help them.

Near the first mark, in a 15 m.p.h. lull, I looked back to see Lasers, Invitations and the like suffering repeated capsizes. Three loons, mistaking the sailors for competition, left the lake.

The stake boat, a 20 h.p. runabout, was hard pressed to beat the lead Albacores to the jibing mark.

By this time the sailboard crew had given up. Don't be mistaken, there were some excellent laser sailors out there. In the midst of this was an Albacore going very well on bare poles, Sandy had launched on the lee side, single handed and on the main only. Although he was promptly knocked down, he was determined to get to the afters by boat.

Everyone got back to our beach black and blue, by car, by foot, they all came back. No one complained about the boat, old sails or missed tacks.

They knew the winner was the best sailor. They said they'd learned a lot and settled down to a great gossip and beer. This always in knee deep water for some reason.

That's great sailing spirit, don't tell me it's gone these days.

We had four Albacore trailers in from North Muskoka and they had a ball. I'm certain they'll return next year, even on our terms. They'll be asked, never fear.

In the days of declining regatta entries, our regatta entry is growing, and we're not at a loss to know why.

The 2nd Grimsby Annual Albacore Regatta

This was held on June 25th and 26th. Sixty two boats started. The winds were very light, 0 - 5 knots, apart from a twenty minute period on the Saturday when a line squall with winds in the 35+ knot range passed through. Consequently, only two of four scheduled races took place.

Results were as follows:

1st	John Morgan	Boulevard Club, Toronto
2nd	Steve Cerny	Boulevard Club, Toronto
3rd	Richard Storer	R.C.Y.C., Toronto
4th	Dave Hobden	Bronte Harbour Yacht Club
5th	A. Warnock	Brittania Yacht Club
6th	Peter Bruns	Grimsby Yacht Club
7th	D. Durnford	Bronte Harbour Yacht Club
8th	Dave Medhurst	Toronto Sailing & Canoe Club
9th	P. Schell	Kingston Yacht Club
9th	P. Magnini	Grimsby Yacht Club

District 3 Results

1st	Dave Hobden	Bronte Harbour Yacht Club
2nd	Peter Bruns	Grimsby Yacht Club
3rd	Paul Magnini	Grimsby Yacht Club

* * * * *

over the transom

Albacore 8th In Yachting Magazine's O.O.A.K. Regatta

Sailed by Harry Sindle of Gloucester, Virginia, the Albacore was eighth in Division 3A, centreboards with crew but no trapeze. The twenty-five entries had their finishes adjusted by a simple rating system. Harry's elapsed finish was 10th. This one of a kind regatta has been run nine times in the last 28 years by Yachting Magazine.

shackles & cringles

St. James Town Sailing Club, Inc.

This year the St. James Town Sailing Club is celebrating its 10th anniversary. During the past years, the club has evolved into one of the most popular, well-run, respected and most active community clubs on the waterfront.

The Club has enjoyed an affiliation with the St. James Town YMCA and in the early years members were recruited almost entirely from within the St. James Town complex (hence the Club's name).

The Club Executive has recently been examining the future role of the club and the changing composition of the membership. In recent years it has had to look more and more outside St. James Town to find the majority of its members. As a result of recent discussions with the St. James Town "Y", the club has proceeded to incorporate. Its affiliation with the YMCA will continue but it will be with the Metro "Y".

* * *

A Word Of Advice For Crews

One of the first things to which a good crew should try to adapt himself as soon as possible is the character of his skipper, for his attitude towards life may appear to alter once he is afloat. That may sound a little ominous but what is meant is this: many helmsmen take their racing very seriously and the stress on their nerves is considerable. This may affect them in a number

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

A Word Of Advice For Crews, Continued

of ways, for many assume the outward veneer of perfect calm, which probably covers an extremely high pitch of nervous tuning. The nervous energy of others, which has been summoned for the fray, may overflow in a stream of invective against boats, competitors, the wind, water and everything else, including I hate to tell you, gentle reader, crews.

- from Racing Dinghy Handling by Ian Proctor, 1948.

* * * * *

classified

FOR SALE: 'FIDDLESTICKS' KC 480

Stiff min. weight Fairey Marine wooden hull, Proctor Beta Minus mast and stiff boom, two suits of Storer sails (one brand new), IYE rudder head with two blades, two centreboards, super top cover with deep skirts, launching trolley, fully insured plus many extras. In mint condition and fine racing - seventh in '77 Worlds.

Contact: Nick Hancock

Home: 449-3768

Bus: 445-6641

FOR SALE: Rondar Albacore #6229

'Marmalade Sky', Fully equipped - 2 suits of sails. Good racing record. \$2500.00

Contact: Bob Drinkwater, Grimsby

Home: (416) 945-3836 (Grimsby)

Bus: (416) 233-3216 (Toronto, may leave message)

FOR SALE: McGruer & Clark Albacore deluxe #4239, Fibreglass green hull, minimum weight, good racing record, Seahorse metal mast, two sets musto sails, boat cover, Tilt trailer and dolly.

Contact: D. Armstrong

Bus: 661-0831

Home: 781-5365

shackles & cringles

FOR SALE: Albacore Centreboard, suitable for Skene boat.
Excellent condition. Price \$50.00.

Contact: S. Cerny
Bus: 252-5711
Home: 864-1943

FOR SALE: Albacore, wooden hull #2704. Built in England (Davis).
Complete with trailer, recently refinished (natural).
Excellent condition. Asking \$1600.00

Contact: Hugh Brown
39 Delmar Drive
Hamilton, Ontario
Phone: 383-3308

FOR SALE: Albacore 4666 and trailer. 1974 McGruer, Excellent
condition, minimum weight, fully equipped for
racing, 2 masts, 2 suits of sails (Raudaschl & Fogh),
one mast rigged with spinnaker and trapeze gear.
Belt and spinnaker included.

If interested please phone 489-8410 (The Redferns)
nights only.

FOR SALE: Albacore #3731. Winner of Canadian championship 1976,
Young & Son hull, Proctor 'D' Mast, Storer Sails.
Many hours spent on race preparation.

Contact: Barry or Gary Poyntz
Res: (416) 491-1536

FOR SALE: One suit of Fogh Sails; fully measured, made of yarn
tempered cloth, window in main and jib. Used one
season. Excellent condition. \$160.00

Contact: Bob Malby
Bus: 1-416-676-1191
Res: 1-416-622-3867

comment

This is a valedictory message from your Editor who steps down with this issue. Actually as older members will recall, I had an earlier tour of duty in the late sixties and so have ended up shackling the cringles for some four to five years. During my first term of office I regularly attended executive meetings but concluded that this can weaken one's position of editorial independence. Second time around the Commodore agreed to my request to attend the first executive meeting of the year and then I was on my own. This way I got to meet the new members of the executive and say, "Hi!" if we passed on the street. Apart from this annual inspection of the executive, my position in the Association has been closer to that of an ordinary member. This has enabled me to respond to your needs more closely though I would be first to admit that editorially we have often fallen short. From this editorial perspective which I have described I would like to comment on where the Association is and how it might proceed from here. If you say, "bull", let's hear from you. For Shackles & Cringles is your platform too.

The growth of the Class in Canada has slowed in the last two or three years. Some people view this with concern. However we should remember that the Albacore is a family racing and day sailing boat. Its initial growth in Ontario occurred in that period when many owners' families were growing. The Albacore filled this need well as can be seen by the many boats in the cottage country north of Toronto. Now these children are becoming adults it is not surprising, youth being what it is, that they want to try something more exciting. The Poyntz brothers have come up through the Albacores and now set their sights on representing Canada in the next Olympics in the 470 class. This is the way it should be. At the other end of the Olympic route we have people like Roger Green entering our Class. If we can maintain the strengths of the Albacore it would not be a surprize to see the Poyntz brothers returning to the Class later.

Part of the reason for the slowdown in our Class' growth is related to the demographics of our country. Right now the post World War II Baby Boom offspring is moving into adulthood. The leading edge is hitting thirty but the majority are down there in the low twenties. Not typical recruits for an Albacore. However in ten years time they will be in their thirties and looking for a boat suited to their family needs. What should be there waiting for them is the Albacore - conceptually the same boat as today and supported by an excellent class association. The Class will take off again and maybe at last become a real national one. In effect we have five years to set everything in order to take advantage of the biggest bunch of potential Albacore sailors we have ever seen.

So what do we need to do? Not a great deal. Really some smoothing of the edges, some forward thinking by the executive in this period and close communication with the membership. Given these we cannot find but become a class recognised from coast to

shackles & cringles

coast. Basically we have good class rules. The design permits development in masts, sails and rigging so we should be able to remain up-to-date. The key is to permit changes which the family sailor can afford. The concentration of boats in Ontario provides a solid base but we do need to spread further afield. A stronger district organization will help here. We have grappled with this for many years but have not hit on a solution. We need one - soon. Owners in the Prairies, in the East, need to feel a closer bond to the Association. Beyond district organization we need wider representation geographically on our executive. It may make meetings more difficult but every true national class faces this problem. Beyond the district or perhaps as part of it we need to offer the less race-oriented sailor more if we are to attract his or her membership. The membership log is a good idea but to be effective it must be kept up-to-date and supplied with useful material for all types of sailors. Today it fails to achieve this. This leads to communications. Feeding the membership with what it needs and expects to get is essential. The executive tries to do this through Shackles & Cringles but does it do enough? In the last two years I have received too many phone calls and notes about difficulties in reaching the executive or communicating with the Association. This did not happen during my first tenure as Editor. The efficient handling of correspondence, mailing lists, measurement certificates, while small in themselves, in total tend to be taken as the image of the Association. We cannot afford to be second rate in this regard. Above all sailing and racing in this Class should be fun. The greybeards who say what great times their families had at Cleveland House and Windermere House before that at the annual championships have a point. Jerry Selwyn seems to have heard this in his organization of this year's Canadians. Imprint in your hearts, oh! future executives.

So I lay down the pen. It has been fun too but it is time for fresh blood to flesh out our activities in print and keep you dreaming of achieving the perfect plane. Good sailing! Have fun! Be kind to the new Editor as you have been to me.

Keith Bull.