

shackles and cringles

canadian albacore association's
bi-monthly newsletter

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M4T 2P2

Please direct advertising inquiries and
newsletter contributions to:

Ms. J. Hardcastle 656-1542 (H)
Editor 925-3141 (W)
128 Ellsworth Avenue
Toronto, Ontario
M6G 2K6

Forward address changes to:

Ms. J. Whitfield 767-4447 (H)
Asst. Secretary-Treasurer
285 Durie Street
Toronto, Ontario
M6S 3G2

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1977/78 EXECUTIVE:

COMMODORE

Ian Bates
172 Roxborough Drive
Toronto, Ontario
M4W 1X8

922-9949 (H)
867-4338 (W)

PAST COMMODORE

John Leitch
423 Cornell Drive
Midland, Ontario
L4R 4C8

526-8125 (H)
449-0483 (W)

1ST VICE COMMODORE

Austin Marshall
230 Bedford Park Avenue
Toronto, Ontario
M5M 1J3

361-0915 (H)
361-0626 (W)

2ND VICE COMMODORE

Jerry Selwyn
77 Paperbirch Drive
Don Mills, Ontario
M3C 2E6

447-5053 (H)
361-3816 (W)

REAR COMMODORE:

David Treissman
Box 476
Richmond Hill, Ontario
L4C 4Y8

773-4274 (H)

RACING COMMITTEE CHAIRMAN

David Medhurst
153 Hanna Road
Toronto, Ontario
M4G 3N6

423-1627 (H)
867-8707 (W)

SPECIFICATIONS CHAIRMAN

Ian Meller
200 Rideau Terrace
Apt. 617
Ottawa, Ontario
K1M 0Z3

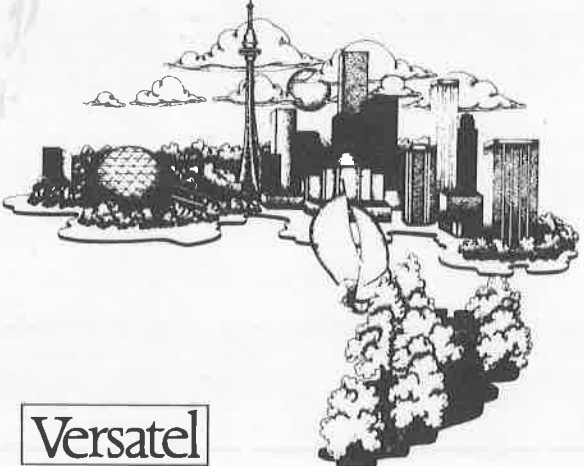
741-7564 (H)
993-3580 (W)

SECRETARY-TREASURER

Sandy Grant
45 Southport Street
Apt. 1510
Toronto, Ontario
M6S 3N5

767-0674 (H)
597-7472 (W)

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from the commodore

Greetings!

Having barely survived the "Canadians" and putting in wraps "Bushwhacker" and "Ragga-muffin" for the long, long winter, I would like to say a few words regarding the affairs and progress of our Association.

Firstly, I would like to comment on the "Canadians" which I am sure many of you enjoyed. For the record, 179 boats were in attendance (up from 142 in 1976), the sailing was first class and, needless to say, exhilarating! Many thanks to Jerry Selwyn (ably assisted by Joan and many volunteers) for having pulled off one of the most enjoyable "Canadians".

Despite the end of the sailing season, your Executive has been working hard on a regular basis to handle the affairs of the Association.

Ian Meller, our Specifications Chairman, has spent countless hours in reviewing class specifications and making recommendations thereto. Believe it or not, we are approaching a point where all three Associations --- the United Kingdom, the U.S. and ourselves --- will have the same specifications. I would also like to mention that we are now proposing that Canadian boat builders be allowed to build from the lines as an alternative to building from the CAA plug. David Sturch, Chief Measurer, is maintaining liaison with measurers throughout Canada.

Austin Marshall, the First Vice Commodore, chairs the very important Fleet Liaison and Membership Committee. Basically, all efforts will be concentrated into building up each of the 14 Districts across Canada and hopefully communications will improve in each District and, in turn, with the CAA.

Jerry Selwyn, the Second Vice Commodore, is our Builders Committee Chairman. I am sure he will do an excellent job in this area.

David Treissman, our Rear Commodore, has taken on the job of Publicity for 1978. I am confident that David will be keeping yachting magazines, newspapers and the media advised of Albacore events and, in addition, promoting the class generally. Once again, the CAA will be represented at the Toronto International Boat Show in January.

Rumour has it that David Medhurst, who is responsible for Regattas, was seen in the vicinity of Cleveland's House last weekend reviewing the facilities to ascertain whether a nostalgic return to "Cleveland's" would be appropriate in 1978!

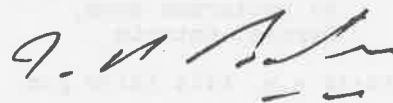
Sandy Grant will be replacing Ross McCallum as Treasurer and, unfortunately, has the unpleasant task of implementing a fee increase of \$3.00 per member for the 1978 year. This increase is the first in several years and is required in order to offset increased operating expenses and to protect the financial base of the CAA.

Last, and certainly not least, is our Assistant Secretary-Treasurer, Helen Kettle, who will be stepping down in the fall of 1977. Helen has done a wonderful job and we all owe her a world of thanks! Judy Whitfield will be replacing Helen and I am sure she will look after our affairs extremely well. Judy has handled registrations at most of the major Albacore events in recent years.

You will note that we have a new Editor of "Shackles & Cringles", namely Judy Hardcastle. Judy is Commodore of St. James Town Sailing Club. I am sure that she will continue on from Keith Bull and produce many fine issues of our Association newsletter.

If you are looking for an excuse to head south in early March, remember the "Mid-Winters" which will be held at the Bay Harbor Inn, Tampa, Florida on March 9th, 10th and 11th, 1978. The 1978 North American Championships will be held at Podickory Yacht Club at Annapolis, Maryland on the Canadian Thanksgiving weekend. Hoping to see many of you at both of these events.

As mentioned at the "Canadians", I believe communications is the key to maintaining a successful Class Association. In this regard, I believe we have made many changes to the role of the Executive and hopefully communications will improve vastly in 1978. Please feel free to approach me --- or any member of the Executive --- regarding matters which may be of interest to you.



1978 C.A.A. RACE SCHEDULE

Our Regatta Chairman, David Medhurst is compiling a list of 1978 Albacore regattas which he hopes to have printed and distributed early in the new year. It will assist you in planning your '78 racing schedule and help him to establish C.A.A. qualification regattas for the '78 Canadians and '79 Worlds.

Please send your Club's regatta dates to David (indicating whether or not you wish it to be considered as a "qualifier") by January 31st, 1978. His address is 153 Hanna Road, Toronto M4G 3N6.

A MESSAGE FROM HELEN

I have been Assistant Secretary-Treasurer of the Canadian Albacore Association since 1973, almost five interesting and enriching years. The time has come for me to lay down my pen and phone, and to give someone else the opportunity of serving you.

It has been a stimulating experience to work for and with Commodores Tony Griffin, Chris Patterson, Fred Francis, Ian Rogers and John Leitch. I thank all the volunteers who have helped me at the various regattas and undertakings of the Association during these years, and wish the very best to the Executive of 1978.

Hopefully, I will have time now to meet you out on the race course, rather than on shore.

Good Sailing,

Helen Kettle

ALBACORE SAILING SEMINAR

Saturday, November 26th, 1977

at

STORER'S SAIL LOFT
61 Patterson Road,
Barrie, Ontario

10:30 a.m. till 12:30 p.m.

- Participate in a brainstorming session with Roger Green (1977 Canadian Albacore Champion) and Gary and Barry Poyntz (World Albacore Champions)
- Coffee and donuts

(Another freebie brought to you by Richard...)



1978 TORONTO INTERNATIONAL BOAT SHOW

January 13th to 22nd

At Exhibition Place

It's "Boat Show" time again! Time to dream about warm days and summer breezes. Maybe the Canadian Albacore Association's display will recapture the excitement of last summer's sailing --- or at least help you anticipate what's to come in '78. Don't forget to stop by our Albacore for a look and a chat.

If you'd like to help out at the Boat Show, please call David Treissman at 773-4274. He's on the lookout for enthusiastic Albacore-ites to introduce sailors to our Class.

See you all at the Show!

A note to C.A.A. members in British Columbia and Quebec. Boat shows are scheduled in Vancouver and Montreal from February 10th to 19th and February 24th to March 5th respectively.

CENTENNIAL COLLEGE OFFERS FIBRE-GLASSING COURSE

Centennial College of Applied Arts and Technology in Toronto is offering a fibre-glassing course in the new year for boat owners. The course is taught by one of the leading experts in the field and will include safety factors, types of glass mats, application, thermosetting resins, catalyst plastic fillers, preparation for paint, curing, bending joints, multiple layer repairs and level joints.

Weekly three hour classes begin Monday, January 16th at 7 o'clock and continue until March 20th at the Ashtonbee Campus, Warden and Eglinton Avenues. Cost is \$40.00. For more information, please phone the Evening Studies Division of Centennial College --- 694-3241.

MEMBERSHIP AMENDMENTS

Article IV of the Canadian Albacore Association's Constitution regarding membership was amended to exclude Associate Memberships at the Annual General Meeting on September 9th, 1977. The concept of Associate Membership was eliminated because it was felt people should be full members of the Association --- with rights to sail in regattas, to sit as members of the Executive and to vote equally at General Meetings --- or not at all.

In accordance with the revisions, there are now two types of membership: Honorary Members and Members. The following is extracted from the Constitution:

"An Honorary Member shall be a person who, in the opinion of the Association, has served the Association and the Albacore Class with great distinction and shall be elected by a three-fourths vote of the members present at a general meeting of the Association. An Honorary Member shall be entitled to all the privileges of membership without payment of fees but shall not be entitled to hold office unless he also qualifies as a Member by owning an Albacore."

At the present time, there are no Honorary Members in the Association.

DEFINITION OF A "MEMBER"

"A Member shall be:

- (a) A person who has paid the Association dues to the Association for the current year and who is the beneficial owner of an Albacore or of a one-half interest in an Albacore.
- (b) A person who has paid the Association dues to the Association for the current year, and who is the spouse, son or daughter of a beneficial owner of an Albacore.
- (c) A person who has paid the Association dues to the Association for the current year, who has not reached his or her twenty-fourth birthday on the first day of January of the year in which application is made, and who is a member in good standing of a Club having a fleet of not less than four Albacores and has competed in not less than three recognized Albacore races in the period of 18 months next prior to the submission of his or her application for membership.

(d) A person who has paid a fee to the Association equal to 50% of the Association's dues for the current year and who is a member in good standing of a Community Club. For the purposes of this constitution, a Community Club shall be defined to be a recognized association of people which:

- (a) owns not less than four Albacores
- (b) pays a fee stipulated by the Association to the Association and
- (c) in the preceding 12 months carried on an organized program of teaching or competition in which the Albacores owned by such Club were utilized."

Also revised was point 7 under Article VI - General Meetings of Members:

"At a general meeting of the Association, each Member shall have one vote, provided, however, that those Members qualified as such pursuant to paragraph 3(d) of Article IV shall be limited to one vote for each two boats owned by their Community Club, as defined therein."

To recapitulate, all Members under point 3 of Article IV - Membership are entitled to compete in CAA races, to receive "Shackles & Cringles", to hold office and to vote, with the exception of Community Club members whose voting privileges are restricted under Article VI, point 7.

1978 MEMBERSHIP FEES

As mentioned earlier, 1978 membership fees have been increased as follows:

Members under Category (a), (b) and (c)

\$15.00 per year

Members under Category (d)

\$7.50 per boat per year

(Entitles Community Club to one subscription of "Shackles & Cringles" for every two boats)

\$7.50 per person per year

"Shackles & Cringles" for Non-Members

Non-members may purchase "Shackles & Cringles" at \$7.50 per year.

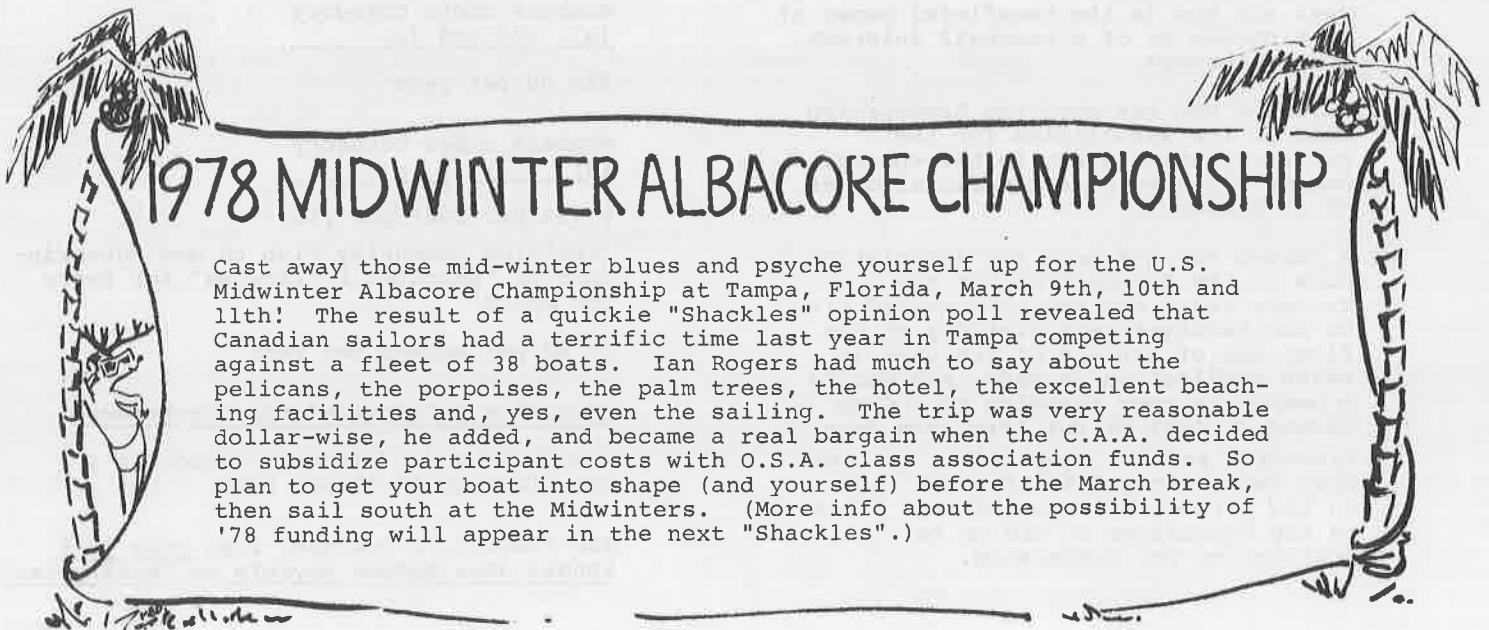
And finally, a reminder that your 1978 annual dues become payable on January 1st!

1977 U.S. NATIONALS

Fifty-two boats raced at the U.S. Nationals at Ware River Yacht Club last month. Here are the top ten places in "A" Division:

SKIPPER/CREW	BOAT NO.	CLUB	RACE					PTS.
			1	2	3	4	5	
1. D. Hobden/C. Oswald	5238	Bronte Harbour	1	1	2	8	2	5.5
2. E. Luthy/S. Luthy	4745	Potomac RSA	3	2	5	1	5	10.75
3. W. Ewing/E. Ewing	4717	Hunterdon SC	4	3	3	3	7	13
4. J. Luard/A. Luard	5239	Podickory YC	9	7	1	5	1	13.5
5. J. Eggers/I. Eggers	6354	Raritan YC	2	5	6	7	3	16
6. R. Graves/D. Powell	5245	Langley YC	5	6	16	2	16	29
7. C. Cheney/J. Fitzpatrick	5920	Richmond County	8	14	8	4	10	30
8. T. Blanton/K. Blanton	5868	Podickory YC	7	4	13	15	8	32
9. R. Thomas/R. Knight	5995	Podickory YC	10	8	7	10	14	35
10. D. Wallerstein/M. White	6363	Potomac RSA	6	15	12	17	4	37

Congratulations to David Hobden and his crew, Carol Oswald on their victory! They were the only Canadians to compete at the U.S. Nationals this year.



Cast away those mid-winter blues and psyche yourself up for the U.S. Midwinter Albacore Championship at Tampa, Florida, March 9th, 10th and 11th! The result of a quickie "Shackles" opinion poll revealed that Canadian sailors had a terrific time last year in Tampa competing against a fleet of 38 boats. Ian Rogers had much to say about the pelicans, the porpoises, the palm trees, the hotel, the excellent beaching facilities and, yes, even the sailing. The trip was very reasonable dollar-wise, he added, and became a real bargain when the C.A.A. decided to subsidize participant costs with O.S.A. class association funds. So plan to get your boat into shape (and yourself) before the March break, then sail south at the Midwinters. (More info about the possibility of '78 funding will appear in the next "Shackles".)

1977 CANADIAN ALBACORE CHAMPIONSHIPS

Roger Green totally dominated the 17th Annual Canadian Albacore Championships held September 9th, 10th and 11th at the Toronto Sailing and Canoe Club.

The former Olympic bronze medalist (in the Flying Dutchman class), won the two Friday races, sailed in eight foot swells and then came back to win Saturday's only race to finish the series undefeated. Defending Canadian Champions, Barry and Gary Poyntz, picked up second place with three second place finishes. Richard Storer finished third overall.

The 179 competitors raced in four fleets (Championship, Challenger, Masters and Funtastic) in varied winds in Toronto's Humber Bay.

Friday's opening races were sailed in huge swells which left even seasoned sailors uneasy. Green led to the windward mark in the first race and was never challenged. Poyntz sailed into the Challenger fleet on the third windward leg and was unable to pressure the Barrie sailor.

In Friday's second race, the Poyntz brothers managed to lead at the first windward mark but were unable to hold Green on the close reach and once again, he sailed away from the fleet.

Saturday brought gusty 25-30 mile per hour winds and grey, overcast skies --- tailor-made for Green. They provided some of the most exciting planing conditions ever experienced in a Canadian Championship. However, the gybe mark was the burial ground of many sailors' hopes and soon crash boats found themselves unable to cope with overturned vessels.

The winds continued to build and the start of the second race was postponed until 2 o'clock to give the competitors a chance to rest and the winds an opportunity to drop. At 2 o'clock's deadline, conditions were still beyond the capabilities of many sailors and the fourth race was abandoned. Two races were scheduled for Sunday but the fates played their hands and the previous day's winds were now gone.

Starting in very light winds and faced with an 85 degree lift, the fleet bobbed its way to the windward mark. Ottawa's Ali Meller, showing experience gained in the Ottawa River's light airs, appeared to be the only competitor able to sort out the light and shifty airs. Meller led to the leeward pin by several hundred yards. Unfortunately, the only gun he saw came from the Committee Boat signalling abandonment of the race due to the two hour time limit.

Green was subdued after his victory. Although personally pleased, he was more interested in congratulating the class on its recent developments. Green commented:

"The level of racing in the Albacore fleet is such that we should accept it and be proud of it. We have good depth and shouldn't be worried about outsiders coming into the class."

Barry Poyntz, skipper of the defending world championship boat, was also pleased with their performances, despite the 2nd place finish:

"We were faster here than we were at the Worlds, but Roger really had it together! The thing that has really impressed me about the whole Canadian Albacore fleet this year is how well the boats have been tuned. After last year's North Americans, the Americans thought they finally had our number, but now we won the Worlds. Dave Hobden has won the U.S. Championships and Roger has won the Canadians."

Barry Poyntz indicated that 1978 will be spent campaigning mostly in the 470 with his brother Gary, in search of an Olympic berth in 1980.

In Challenger fleet competition, Fred and Greg Cockburn of Toronto Sailing and Canoe Club placed first. Perennial Masters' champion Dennis Sherwood of R.C.Y.C. was the unwitting author of his own defeat in that fleet. Sherwood managed to finish Sunday's race within the time limit but the finish allowed Gil Parcell of T.S. & C.C. to nose out Sherwood into overall standings. Greg Yaneff of Lake of Bays Sailing Club won the Funtastic Fleet's new Selwyn-Leitch Trophy with his first place finish.

Andy Cummings of National Yacht Club, sailing in the Championship fleet, became the first recipient of the Tre Behan Trophy, awarded to the top junior finisher in the Championship fleet.

Despite the challenging wind conditions, the sailors were treated to the best-ever organized Canadians! Jerry and Joan Selwyn of the host Club are to be congratulated for a masterful job in planning and executing a regatta for such a large fleet.



Welcome to "The Canadians"! Regatta Chairman, Jerry Selwyn & his wife, Joan, of host Club, T.S.&C.C., smile for the camera.

Lower left: On the beach getting ready to race...

Lower right: Ron Taylor of T.S.&C.C. & Sue Mason of North Toronto S.C. check out a competitor's boat.





C.A.A. Commodore, Ian Bates, congratulates the winners, Roger Green and his crew, Leslie Hamilton.



A serious discussion... Kent Taylor and David Whitfield



Barry Poyntz talks shop with Roger Green.



The girls --- and David!

CANADIAN ALBACORE CHAMPIONSHIP 1977 - CHAMPIONSHIP FLEET RESULTS
 SEPTEMBER 9TH, 10TH & 11TH, 1977
 TORONTO SAILING AND CANOE CLUB

RACES

POSITION	NAME & SAIL NUMBER	1	2	3	4	5	TOTAL	NET
1.	ROGER GREEN KC 6218	1	1	1			0.0	0.0
2.	BARRY POYNTZ KC 6731	2	2	4			14.0	6.0
3.	RICHARD STORER KC 6660	4	4	3			21.7	13.7
4.	ED McGRATH KC 6216	5	6	2			24.7	13.0
5.	ANDY CUMMING KC 6641	3	3	12			29.4	11.4
6.	DAVID WEST KC 5791	11	7	5			40.0	23.0
7.	JOHN FRANCIS KC 6655	8	8	8			42.0	28.0
8.	DAVID MEDHURST KC 6219	7	13	6			43.7	24.7
9.	ALI MELLER KC 4862	12	5	18			52.0	28.0
10.	PETER GASKILL KC 4872	15	14	20			67.0	41.0
11.	ALF WARNOCK KC 5757	27	9	14			68.0	35.0
12.	DICK GALLANT KC 6159	14	12	26			70.0	38.0
13.	KENT TAYLOR KC 5002	22	10	23			73.0	44.0
14.	DAVID STURCH KC 5000	23	16	16			73.0	44.0
15.	DON DOUGLAS KC 5796	19	19	17			73.0	48.0
16.	JERRY SELWYN KC 3103	18	26	13			75.0	43.0
17.	RON TAYLOR KC 5512	17	11	30			76.0	40.0
18.	JOHN MORGAN KC 6665	24	25	10			77.0	46.0
19.	ERIC HUTLEY KC 6525	16	18	25			77.0	46.0
20.	PETER SCHELL KC 509	25	15	22			80.0	49.0
21.	IAN ROGERS KC 6400	20	29	15			82.0	47.0
22.	RON MOODY KC 6644	9	17	DNS			85.0	38.0
23.	DAVE HOBDEN KC 5238	10	20	DNF			89.0	42.0
24.	NEIL GUNN KC 6464	21	DNS	11			91.0	44.0
25.	BOB MALBY KC 6600	13	21	DNF			93.0	46.0
26.	DON GIFFIN KC 652	28	27	21			94.0	60.0
27.	RORY McINTRYE KC 5858	DSQ	22	19			100.0	53.0
28.	RICHARD WOOF K 5003	32	23	28			101.0	63.0
29.	PAUL MAGNINI KC 6103	6	DNS	DNF			105.7	58.7
30.	NICK HANCOCK KC 480	DNS	DNS	7			107.0	60.0
31.	STEVEN CERNY KC 6666	DNS	DNS	9			109.0	62.0
32.	BRIAN McLAUGHLIN KC 4456	26	DNS	24			109.0	62.0
33.	NORMUND BERZINS KC 6613	29	24	DNF			112.0	65.0
34.	DOUG SAUER KC 5347	31	28	DNS			118.0	71.0
35.	JIM HYND KC 5599	30	30	DNF			119.0	72.0
36.	BILL FRASER KC 6462	34	DNS	29			122.0	75.0
37.	GRAHAM ROGERS K 4151	35	31	DNF			125.0	78.0
38.	BEN MURDOCK KC 6494	DNS	DNS	27			127.0	80.0
39.	DAVE DURNFORD KC 4129	33	DNF	DNF			133.0	86.0
40.	BILL ANDREWS KC 4856	DNS	DNS	DNF			141.0	94.0

CANADIAN ALBACORE CHAMPIONSHIP 1977 - CHALLENGER FLEET RESULTS

			RACES						
POSITION	NAME & SAIL NUMBER		1	2	3	4	5	TOTAL	NET
1.	GREG COCKBURN	KC 4548	10	1	3			21.7	5.7
2.	MARSHALL AUSTIN	KC 6145	4	7	2			24.0	11.0
3.	CHARLES COLMAN	KC 6598	1	9	12			33.0	15.0
4.	DICK RAILTON	KC 5504	12	2	8			35.0	17.0
5.	CHRIS PATERSON	KC 6222	7	5	10			39.0	23.0
6.	DAVID SCHRAMM	KC 4860	5	4	29			53.0	18.0
7.	JAMES HILL	KC 8656	2	14	26			55.0	23.0
8.	DAVID RIDER	KC 7	11	21	6			55.7	28.7
9.	JOHN CHANDLER	KC 6147	6	19	25			67.7	36.7
10.	SCOTT GIBSON	KC 3765	3	DNS	1			68.7	5.7
11.	CATHERINE CIRKO	KC 6144	20	12	20			70.0	44.0
12.	PETER CRAWFORD	KC 6148	29	8	17			72.0	37.0
13.	GEORGE PLANT	KC 4876	25	15	15			73.0	42.0
14.	STEVEN WIMMER	KC 5008	DSQ	3	4			76.7	13.7
15.	JIM HOWE	KC 4468	35	11	21			85.0	44.0
16.	DAVID WEAVER	KC 5852	9	DNS	5			88.0	25.0
17.	IAN BATES	KC 6699	27	18	27			90.0	57.0
18.	STEVE JONJEV	KC 6174	34	16	23			91.0	51.0
19.	WILLIAM FOSTER	KC 5502	8	DNS	9			92.0	29.0
20.	CARL BALKWELL	KC 6201	14	6	DNF			94.7	31.7
21.	RUSSELL HOPPER	KC 5766	13	DSQ	7			95.0	32.0
22.	RICHARD AUSTIN	KC 618	31	28	19			96.0	59.0
23.	MAX WINTER	KC 6176	39	24	16			97.0	52.0
24.	STEWART FERRY	KC 6453	18	10	DNF			103.0	40.0
25.	PHIL HAWRYSH	KC 6460	42	30	13			103.0	55.0
26.	MICHAEL HART	KC 5005	21	DNS	11			107.0	44.0
27.	BRUCE McDONALD	KC 6457	AVG	DNS	14			108.0	45.0
28.	PAUL PUDWELL	KC 2660	36	27	28			109.0	67.0
29.	DAVID BROWNE	KC 5537	16	20	DNF			111.0	48.0
30.	RICHARD BEADON	KC 1367	26	13	DNF			114.0	51.0
31.	BILL ROTH	KC 4152	19	23	DNF			117.0	54.0
32.	RON WALKER	KC 6199	38	31	30			117.0	73.0
33.	WAYNE KEEZER	KC 4882	23	22	DNS			120.0	57.0
34.	RON FRANCIS	KC 6150	28	DNS	18			121.0	58.0
35.	SUZANNE MASON	KC 6190	40	32	31			121.0	75.0
36.	RONALD BATT	KC 4869	22	25	DNF			122.0	59.0
37.	JOHN EASTMURE	KC 4686	24	DNS	24			123.0	60.0
38.	CATHY CLAYTON	KC 6452	AVG	DNS	22			124.0	61.0
39.	PEGGY GRAYSTON	KC 6198	33	17	DNF			125.0	62.0
40.	EUGENE DUYNSTEE	KC 3892	17	39	DNS			131.0	68.0
41.	DEITER GAST	KC 4884	32	29	DNF			136.0	73.0
42.	HARRY POOL	KC 4106	37	26	DNS			138.0	75.0
43.	ROBERT MARTIN	KC 5521	30	36	DNS			141.0	78.0
44.	KAY CARTWRIGHT	KC 6266	15	DNS	DNS			147.0	84.0
45.	JOHN CALLUM	KC 4805	43	33	DNS			151.0	88.0
46.	FRANK WIMMER	KC 4004	41	38	DNS			154.0	91.0
47.	GARY WINSOR	KC 5691	46	34	DNF			155.0	92.0
48.	ROBIN BARFOOT	KC 5647	45	35	DNF			155.0	92.0
49.	JOHN DEKKER	KC 5642	47	37	DNS			159.0	96.0
50.	GAIL REGAN	KC 3274	44	DNS	DNF			176.0	113.0
51.	PETER URWIN	KC 4554	DNS	DNS	DNS			189.0	126.0
52.	LES PEER	KC 4661	AVG	DNS	DNS			194.0	126.0
53.	KEN HOULDSWORTH	KC 5695	AVG	DNS	DNS			194.0	126.0
54.	JOHN DANIELLS	KC 8127	AVG	DNS	DNF			194.0	126.0
55.	FREDERICK KIERULF	KC 6102	AVG	DNS	DNS			194.0	126.0
56.	ROY BRISTOW	KC 5787	AVG	DNS	DNF			194.0	126.0

CANADIAN ALBACORE CHAMPIONSHIP 1977 - MASTERS FLEET RESULTS

RACES

POSITION	NAME & SAIL NUMBER	1	2	3	4	5	TOTAL	NET
1.	GIL PARCELL KC 4894	1	2	3	7	DNS	71.7	21.7
2.	DENNIS SHERWOOD KC 6227	2	3	8	1	DNS	72.7	22.7
3.	JIM BRADSHAW KC 4870	5	5	4	10	DNS	94.0	44.0
4.	REG FORTH KC 3236	6	4	6	13	DNS	100.4	50.4
5.	BOB DRINKWATER KC 6229	8	15	10	2	DNS	104.0	54.0
6.	WILLIAM KETTLE KC 6217	4	13	1	DNF	DNS	127.0	77.0
7.	PAUL BURROUGHS KC 5529	DSQ	6	2	8	DNS	128.7	78.7
8.	ANTHONY POLHILL KC 4895	10	1	DNF	12	DNS	134.0	84.0
9.	DICK MILNE KC 6156	12	8	DNF	5	DNS	142.0	92.0
10.	WARREN WILKINS KC 6269	20	16	11	22	DNS	143.0	93.0
11.	BILL SELLENS KC 4699	11	14	DNS	4	DNS	145.0	95.0
12.	CHRIS FARROW KC 5679	9	12	14	DNF	DNS	153.0	103.0
13.	KIERULF HAAKON KC 6104	AVG	DNS	7	9	DNS	155.7	105.7
14.	ROBERT GUYDER US 4585	13	19	9	DNF	DNS	159.0	109.0
15.	GORDON DENNIS KC 6195	DSQ	10	13	23	DNS	164.0	114.0
16.	DEREK FRENCH KC 5519	14	DSQ	15	20	DNS	167.0	117.0
17.	MARILYN SONLEY KC 4266	DNS	18	17	15	DNS	168.0	118.0
18.	ALBERT PRICE US 4744	3	7	DNF	DNF	DNS	168.7	118.7
19.	JOE POL KC 4577	7	9	DNF	DNF	DNS	178.0	128.0
20.	MICHAEL OVERBURY KC 6221	DNS	DNS	5	24	DNS	190.0	140.0
21.	A. S. FORS KC 4285	DNS	DNS	16	16	DNS	194.0	144.0
22.	BRUCE BONE KC 3100	19	DNF	DNF	14	DNS	195.0	145.0
23.	JOHN THOMPSON KC 4573	16	20	DNF	DNF	DNS	198.0	148.0
24.	IAN COWAN KC 4645	15	23	DNF	DNF	DNS	200.0	150.0
25.	GORDON MAXFIELD KC 4833	17	21	DNF	DNF	DNS	200.0	150.0
26.	HENRY WILSON KC 6109	DSQ	22	DNS	21	DNS	205.0	155.0
27.	ALEX MACNAUGHTON KC 4834	DNF	DNS	DNS	3	DNS	205.7	155.7
28.	GEORGE HATLEY KC 4264	DNS	DNS	18	26	DNS	206.0	156.0
29.	PAUL GODDARD KC 4824	AVG	DNS	DNF	11	DNS	207.7	157.7
30.	BARRY DEANS KC 3752	AVG	DNS	12	DNF	DNS	209.0	159.0
31.	JOHN ASHBY KC 4659	DSQ	DSQ	DNF	6	DNS	211.7	161.7
32.	DONALD YOUNG KC 6151	DSQ	11	DNF	DNF	DNS	217.0	167.0
33.	PETER BRAYSHAW KC 6590	AVG	DNS	DNF	18	DNS	217.0	167.0
34.	JOHN MICHELL KC 4053	DNF	DNS	DNF	17	DNS	223.0	173.0
35.	ROSS McCALLUM KC 6143	DSQ	17	DNS	DNF	DNS	223.0	173.0
36.	JOHN LEITCH KC 4827	18	DNF	DNF	DNF	DNS	224.0	174.0
37.	MICHAEL JARVIS KC 4500	DSQ	DNF	DNF	19	DNS	225.0	175.0
38.	KEN BAILEY KC 5768	AVG	DNS	DNF	25	DNS	226.3	176.3
39.	FRANK WIMMER KC 4004	AVG	DNS	DNF	DNF	DNS	251.7	200.0
40.	BERT DAVIES KC 4852	DNS	DNS	DNS	DNF	DNS	250.00	200.0
41.	CLIFF PARKER KC 5830	AVG	DNS	DNF	DNF	DNS	251.7	200.0
42.	JACK DAVIES KC 6456	DNF	DNS	DNF	DNF	DNS	250.0	200.0
43.	DAVID TREISSMAN KC 6628	AVG	DNS	DNF	DNF	DNS	251.7	200.0

CANADIAN ALBACORE CHAMPIONSHIP 1977 - FUNTASTIC FLEET RESULTS

POSITION	NAME & SAIL NUMBER	RACES					TOTAL	NET
		1	2	3	4	5		
1.	GREG YANEFF KC 3766	2	1	1			3.0	0.0
2.	JOHN DAVIS KC 5004	4	3	4			21.7	13.7
3.	ERICK FARLEY KC 5648	6	8	2			28.7	14.7
4.	GORD TELFORD KC 5625	8	5	3			29.7	15.7
5.	FRANK POSPISIL KC 6267	3	9	6			32.4	17.4
6.	JOHNSON KC 6541	5	12	7			41.0	23.0
7.	JEFF PUDWELL KC 2772	7	11	12			48.0	30.0
8.	MIKE CRANFIELD KC 3102	13	15	5			50.0	29.0
9.	GREG HALL KC 5690	11	10	14			53.0	33.0
10.	GRAEME ROGERS KC 4055	1	4	DNF			55.0	8.0
11.	GEORGE HUTCHINSON KC 6128	17	13	10			58.0	35.0
12.	CRAIG GAMMIE KC 5344	DSQ	2	8			64.0	17.0
13.	KYNN GIBSON KC 5502	12	17	18			65.0	41.0
14.	RAY PETERS KC 4828	DSQ	7	11			77.0	30.0
15.	PETER MAUGHAM KC 6175	AVG	DNS	9			82.0	35.0
16.	DON WARD KC 5762	9	19	DNS			87.0	40.0
17.	PETER HODSON KC 4911	15	DNF	13			87.0	40.0
18.	JOHN HOGG KC 5520	16	DNS	15			90.0	43.0
19.	PETER LASH KC 503	14	18	DNF			91.0	44.0
20.	DAVID PUSKAS KC 3693	18	14	DNF			91.0	44.0
21.	CHRIS BAKARR KC 6454	AVG	DNS	16			96.0	49.0
22.	DOUG McLAREN KC 5692	AVG	DNS	17			98.0	51.0
23.	LOUIS MACLEOD KC 3953	DNF	6	DNF			105.7	58.7
24.	WALTER RADDA KC 4888	10	DNS	DNS			110.0	63.0
25.	MICHAEL EASTMURE KC 4073	DSQ	16	DNF			116.0	69.0
26.	ELDON CLADWELL KC 6542	19	DNF	DNS			119.0	72.0
27.	RICHARD TRUEMNER KC 508	DSQ	DNS	DNS			141.0	94.0
28.	P. J. MURRAY KC 2572	DNS	DNS	DNF			141.0	94.0
29.	CLIFF RAYMENT KC 3105	DNF	DNS	DNF			141.0	94.0
30.	LARRY JENSEN KC 3111	DNS	DNS	DNS			141.0	94.0
31.	BRUCE SUTHERLAND KC 300	AVG	DNS	DNS			146.0	94.00
32.	JACK ERICKSIN KC 506	AVG	DNS	DNS			146.0	94.00
33.	BOB WINTERTON KC 4019	AVG	DNS	DNS			146.0	94.00
34.	BILL BRUMMIT KC 4256	AVG	DNS	DNF			146.0	94.00
35.	DAVID YOUNGE KC 4411	AVG	DNS	DNF			146.0	94.00
36.	CARL HALL KC 4644	AVG	DNS	DNS			146.0	94.00
37.	DAN THOMAS KC 4875	AVG	DNS	DNF			146.0	94.00
38.	HUGH O'LEARY KC 5559	AVG	DNS	DNS			146.0	94.00
39.	GRACE BRUFORD KC 6188	AVG	DNS	DNS			146.0	94.00
40.	JEFF MOODY KC 6232	AVG	DNS	DNF			146.0	94.00

O.S.A. OFFERS CLASS ASSISTANCE

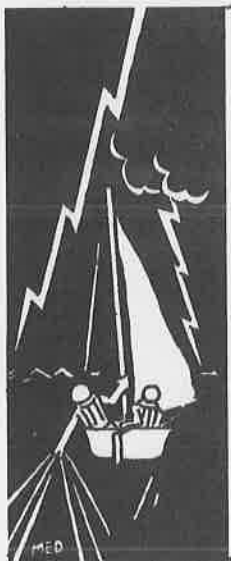
In 1978/79, O.S.A. will be spending more than \$18,000 in assisting over 23 classes with their development including funding for world events, visual aids, coaching, assistance to deserving athletes and class seminars and meetings. In February, the Canadian Albacore Association, along with other classes in Ontario, will be asked to submit a brief to O.S.A. outlining how it intends to use grant money to further class development. At a committee meeting in March, recommendations will be made based on O.S.A. class association funding criteria.

Last year, some of those dollars were allotted to C.A.A. sailors to offset expenses incurred while racing at the Mid-Winter Albacore Championship at Tampa. But Alf Jenkins, Executive Director of O.S.A., told "Shackles" that competitive racing is not the only area for which funds are available.

Here are some other possibilities:

- A special race training week at Geneva Park for C.A.A. members who wish to improve their sailing skills
- Seminars and practical instruction, especially for District sailors
- A film library for C.A.A. members' use

Use your imagination and share your ideas with the C.A.A. Executive before the February deadline. Write to John Leitch, Past Commodore, 423 Cornell Drive, Midland, Ontario L4R 4C8.



THE LAST WORD ON SAFETY

There seems to be a great deal of controversy among the experts about what to do if caught out in the lake during a violent thunder storm. Brian Conway of the RA Yacht Club in Ottawa has a simple solution: he tells his crew to hang onto the mast with one hand and trail the other in the water. A shocking way to treat a crew...

classified

FOR SALE

FAIREY MARINE ALBACORE #83, varnished, equipped for racing, rotating mast. Fogh/Musto sails. Good racing record. Trailer and fitted cover. \$1,800. Contact: E. Hutley, R. R. 1, Huntsville, Ontario POA 1K0 (705) 789-9255 (Res.)

ALBACORE #3731. Winner of 1976 Canadians. Young & Son hull, Proctor 'D' mast, Storer sails. Contact: Barry or Gary Poyntz, (416) 491-1536 (Res.)

ALBACORE # 5003, Young & Son hull, Proctor 'D' mast, two sets of Storer sails. Contact: Normunds Berzins, (416) 368-5526 (Bus.)

CENTREBOARD, suitable for Skene Albacore. Excellent condition. \$50.00. Contact: S. Cerny, (416) 252-5711 (Bus.); 864-1943 (Res.)

FOGH SAILS, one suit, fully measured, made of yarn tempered cloth, window in main and jib. Used one season. Excellent condition. Contact: B. Malby, (416) 676-1191 (Bus.); 622-3867 (Res.)

STORER RACING SAILS, one suit, used 6 months - \$150.00

MUSTO & HYDE SAILS, one suit, used 12 months - \$100.00

RUDDERBLADE, HEAD, TILLER (Tiller extension made by Davis of England) - \$50.00

MOUNTING BRACKET for outboard motor - \$15.00

TACTICAL COMPASSES, Suunto - \$10.00

Contact: Jerry Selwyn, (416) 447-5053 (Res.)

RAUDASCHL SAILS, 8 suits, some needing minor seam repair and/or extra battens. \$50.00 per set.

SEASPRAY MAST - \$100.00

PROCTOR BOOM, one inch under size - \$50.00

Contact: Garry Brown, Fleet Captain, St. James Town Sailing Club, 240 Wellesley St. E., Apt. 321, Toronto M4X 1G5 (416) 920-6254 (Res.)

FOR RENT

REINDEER, good variety of personable, cheerful, versatile deer. Avoid the boxing day rush. Book now for off-season help at reasonable prices. Contact: Santa.

"Prepare to Win!" was contributed by Dave Hobden from Bronte Harbour Yacht Club, who is the current U.S. Albacore Champion.

David claims this article by Hans Fogh is the best he's read on the subject. It originally appeared in "Canadian Yachting".

PREPARE TO WIN!

Regatta preparation, like most aspects of sailboat racing, is an area which is subject to each individual's preferences and constraints. However, over the past few years, as sailboat racing has grown in sophistication there have emerged some common denominators amongst all forms of regatta preparation. I will try to outline what I feel are the important ingredients to success at a major regatta, whether it be a national championship or the Olympic Games.

A great deal has been written about the importance of arriving at the regatta site well before the competition in order to practice and prepare for the races. I feel that this point is unduly emphasized and can often detract from performance. Tuning and working on boats the week before the races at the site can often become boring --- and more importantly --- tiring. Consequently, when the races start you are not fresh and there might still be questions in your mind. There is also the added disadvantage that a push too early in a regatta will tire a crew very rapidly, which can have disastrous consequences during the race, i.e.: bad tacks, overstanding marks, etc. Winning requires great concentration, therefore, save it for the race course. The most important ingredient for success is to arrive at the starting line of the first race exploding with keenness and the killer instinct. Therefore, a properly prepared competitor will arrive at the regatta one day before to set up the boat and, after a particularly long journey or in unusual climates such as that of Acapulco, it is sometimes necessary to arrive earlier and perhaps go for a short sail.

The person who arrives a week before is unprepared. The sailor who arrives a week before is also leaving himself open to the psychological effect of having his competitors talk, and is therefore liable to be rattled or have question raised in his own mind. This can be very distracting. The week before is too late to assess one's competition. It should be done over the course of the previous year.

For me, the most vivid example of the kind of preparation necessary occurred at the Olympics last summer in Kingston. The week before the regatta, all of the Flying Dutchman competitors were tuning and working on their boats, all that is, except one. The exception was the Diesch brothers whose boat was still in its container. The day before the Opening Ceremonies, the Diesches arrived, unpacked their boat and chatted with friends, looking very relaxed. They then went on to win the Gold Medal in very convincing style, never winning a race, but always near the top. The Pajots, who were the defending World Champions, were there very early comparing boats, sailing, working on boats, and generally raising more questions than they could answer. The point is that the Diesches knew from the European Circuit that they were competitive, knew their boat was perfect, and were therefore confident that the only job left was to relax and prepare to win on the race course.

At this point, one might ask, "Under this kind of regatta preparation, how does one familiarize himself with local conditions?" This is always an important consideration but not a prime one. Often you will be sailing in a place where you have sailed before. Otherwise you can prepare for the local conditions by a little studying without tiring yourself out. In the 1974 Soling World Championships in Sydney, Australia, I crewed for Paul Elvstrom. Paul has always been the type to arrive just in time to get sufficiently rested before the race, but never earlier. Therefore we missed the Australian National Championships which were 10 days before. However, I arrived 10 days before, borrowed a power boat and watched the Nationals. In this way, I could study which sides seemed favourable in different breezes, observe our competitors' starting techniques and general sailing style and also take pictures of their sails. Needless to say, this rattled some of our competitors a bit, which was just fine. The most important result of my observations that week was that I got terribly keen to sail --- a common consequence of watching others sail. Whereas, had I been sailing, I would have gotten most of the same information but would have gotten tired out in the process. The result was that Elvstrom arrived fresh and eager. I was clear on the race course and our competitors, and we started with three firsts and went on to win the regatta. This seems to me the best way to prepare for a major regatta in unfamiliar waters.

Perhaps I should say a word about "psych". There is no question that psyching up for a regatta is a necessity but there are proper and improper ways to do it. Never go into a regatta saying, "I'm going to win", like the hockey players do, because it is often unrealistic to be so definite.

With this attitude you can easily be affected by competitors and end up getting very nervous. Remember that a regatta is a week long and most other sports, a couple of hours at best, and nervousness will tire you out too much. The most effective psychological state is one of complete confidence that you are ready to do your very best, that your boat is perfect, your speed is good, and you are keen. With this attitude, no amount of talk on shore will upset you because you are properly prepared.

PREPARATION BEFORE ARRIVING

I have stressed the importance of arriving at the site with no questions in your mind. This implies a great deal of previous homework to perfect your boat, crew work, and most importantly, boatspeed.

Surprisingly, enough of this can be accomplished, with some diligence, on the local level. The most important ingredient is to have a steady tuning boat. Often it is most convenient if this tuning boat is a friend's rather than a competitor's. It is preferable that the tuning boat be a fast boat, but not necessarily so.

In today's complex competition, it is impossible to train and evaluate your speed on your own, so that a tuning partner is now a necessity. Three or four boats are sometimes better than two boats, but more than four are too unwieldy and the tuning becomes more tactical than boatspeed oriented. Rather than scare your local competitors it is necessary to work with them to bring them up to your level if you are ever to improve. In the late 60's there were only three Finn sailors in Denmark: Elvstrom, Paul Swartz, and Henning Wind. It is not coincidental that by working together, they were also the top three Finn sailors in the world at that time. More recently, I think of the Kidd brothers and myself. The Kidds started sailing Flying Dutchmen in 1973, whereas I had been sailing them since 1960. By working together over the next three years we were able to place first and eighth in the 1976 European Championships, both beating such notables as Pajot, Pattison, and Conrad.

Clearly, neither of us could have done this well without the other. Obviously there will come a point perhaps a month before a major selection series such as the Olympic Trials, where you will stop talking to your local partners, and this is perfectly natural. However, remember that a selection series is only one regatta of many more and therefore work to maintain your friendship with your local competitors.

As well as working with local sailors, one should try where possible to work with local sailmakers and boatbuilders. However, only work with locals in these areas if you are confident that they are capable of producing World-class results. Close ties with those local people can be the key to that little extra amount of boatspeed. Avoid buying whatever is hot from all over the world. This will never make you better than anyone, but only as good as. This is not to say you shouldn't keep in touch with developments all over the world because often a superior piece of equipment will establish itself. An example of this is Paul Jensen's approach in winning the 1976 Soling Gold Medal. Paul had proven through 1976 that he was the steadiest European sailor. However, he felt that the North American Abbot Soling might be a better boat. Consequently, he arrived a month before the Olympics, sailed the new boat in a regatta and got the impression that it was faster. Two weeks before the Games he compared his old and new boats, and satisfied that the new one was faster, he then measured in and relaxed for the week prior to the Games, going on to win the Gold Medal.

I have tried to show here that steady work throughout the year, talent and proper mental preparation are more important than constant training such as the East Germans and Russians indulge in.

It has taken me many years, but I now believe that being "up" for a regatta is the key to success and to be "up" means to enjoy sailing through the confidence that comes with proper preparation.

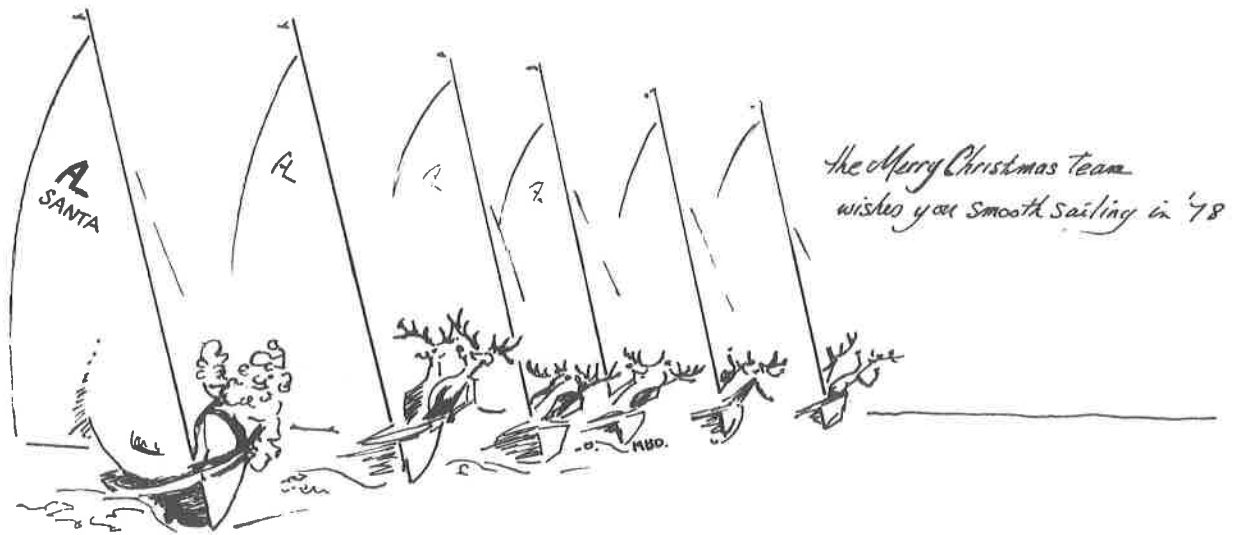
CANADIANS COMPETE IN CHAMPIONSHIP OF CHAMPIONS REGATTA IN ANNAPOLIS, MARYLAND

David Hobden, winner of the 1977 U.S. Nationals, and Gary Poyntz of Worlds fame are competing this week in Annapolis, Maryland at the Championship of Champions, an annual U.S. regatta designed to select the nation's most skilled sailors. The top racers in 20 classes vie for the honour. Hobden and Poyntz are eligible to represent the Albacore class on behalf of the U.S. because they are members of both the U.S. and Canadian Albacore Associations.

This year contestants will sail new Buckaneers (a two man, 18-foot dinghie with 175 square feet of sail, plus spinnaker) donated for the occasion by the Chrysler Corporation.

A "warm-up" race on the 16th officially kicks off the regatta which lasts until the 20th.

Gary and David will report the week's events in the next issue of "Shackles". Who knows, maybe they'll return home the new champs!



FROM THE EDITOR

You've just read 1977's last edition of "Shackles & Cringles" --- my first as its new editor.

Many thanks to members of the C.A.A. Executive, especially David Medhurst and Jerry Selwyn, for their help and patience these past few weeks; to fellow St. James Town sailors, Ted Wickson and Mary Beth Duggan for sharing their artistic talent; to Normund Berzins for his photographs of the "Canadians"; to David Whitfield for the commentary; and to Keith Bull for his guidance in creating "Shackles".

Have yourselves a merry little Christmas --- and a carefree 1978!

Gudy

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- Where to find FREE speakers, films, equipment, instruction for your Club or group
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- A special report from Specifications Chairman, Ian Meller
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