

shackles and cringles

canadian albacore association's
bi-monthly newsletter

Jan. - Feb., 1978

VOLUME XVII, NUMBER 1



"Shackles & Cringles" is published bi-monthly by:

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1978 ISSUES

DEADLINE FOR MATERIAL

March/April	March 24th
May/June	May 19th
July/August	July 21st
September/October	September 22nd
November/December	November 17th

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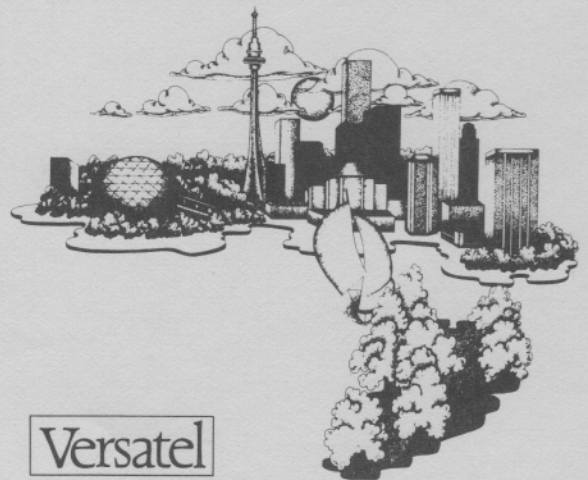
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letters to the editor

To the Editor:

I am writing to protest the discriminatory nature of the recent amendments to the membership provisions of the C.A.A. Constitution regarding community club members.

In order for the members of a community club to fully participate in Albacore racing (the best route to sailing skill), a number of members equal to or greater than the number of boats owned by the club must individually obtain non-transferable memberships in order to race. This is particularly true for a club holding a regatta which is also an official C.A.A. event in which all, or almost all, club boats will undoubtedly enter.

In contrast to this situation (10, 15 or 20 C.A.A. "members" in a ten boat club, for example) a maximum of half the number of votes as the number of boats may be cast by community club C.A.A. "members" (five votes in the same ten boat club).

Thus the community club member is disenfranchised even though the sample ten boat club is contributing \$75.00 per year plus the \$7.50 fee of each club member who wishes to enter C.A.A. events.

This situation discriminates against community clubs which are valuable centres for the training of Albacore sailors.

Dianne Clark

To the Editor:

The current issue of "Shackles & Cringles" shows David Hobden and Carol Oswald as winners of the U.S. National Championship; Roger Green as winner of the Canadian Championship. Did he sail single handed? I think this is bad reporting. As you well know, nobody can win boat races without first rate crews. No mention was made in the newsletter about who the obviously capable, efficient person was who helped Roger.

I hope in future, credit will be given when it is due.

N. W. Gooderham
Technical Director
O.S.A.

To the Editor:

It's flu season, and as I sit, sniffing, watching the snow blow by my window, I think about those not so distant days when I'll be back out on the lake. The snow whirls up in a gust and I begin to see the billowing white sails take form. What is it that is so fascinating about sailing? Is it the natural high that goes with being out in the fresh air and sun, gliding under the acceleration of wind power? Is it the ego challenge of trying to dominate a fleet at a regatta or the satisfaction of finding a successful new "go fast" technique that leaves the others in your wake? Or is it simply the feeling of conquest and freedom found in exploring new waters? It may just be the opportunity to imbibe in the enthusiasm that emerges whenever a crowd of sailors gets together! Whatever it is, it's infectious and fortunately chronic.

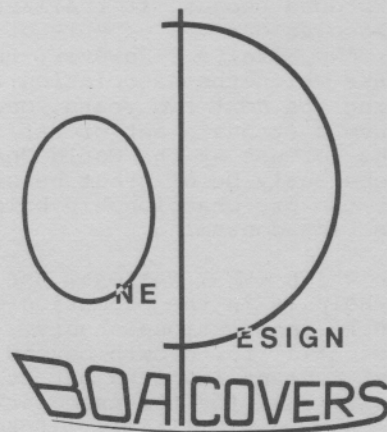
Have you caught the bug yet?

Frank Loritz

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INTERNATIONAL ALBACORE ASSOCIATION REPORT

The biennial meeting of the Association took place in July at Kingston during the World Championships when the Council looked back over the last two years and made plans for the future.

A few minor changes were made to the constitution, and probably of greatest importance, the specifications committee was able to report the agreement of a fully unified set of class rules which will come into use hopefully in 1978.

The Council for the next two years up to the World Championships in Britain in 1979 consists of:

President: Ken Ayrton (Great Britain)
Vice President: John Duncan (U.S.A.)
Past President: Tony Griffin (Canada)
British Members: David Innes
Glynn Meredith
Canadian Members: Ian Bates
Dennis Sherwood
U.S. Members: John Duncan
David Wallersterm

The following Officers were appointed:

Secretary: David Innes
19 Brunstane Road
Joppa
Edinburgh 15
Treasurer: Dennis Sherwood
World Chief of Specifications: John Luard

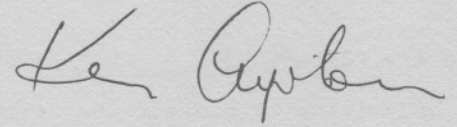
The headquarters of the Association for the next two years will be in the U.K. although it was decided that the accounts and the Treasurer would remain in Canada.

The International Association essentially keeps in the background because it realizes that the National Associations are capable of looking after their own affairs. However, there are certain tasks which the Association is setting itself during the next two years, one of which is to produce a standard set of sailing instructions for use at the World Championships. This will obviously be of great benefit and should make the pre-championship briefing a little less time consuming.

One area in which EVERY National Association member can help is in the promotion of the Albacore on an international basis. There is a strong potential for growth beyond the three countries at present involved but it is extremely difficult for the Association to know of all the possibilities. If any of you have friends or relatives in other countries, or visit other countries either on business or holiday and meet local sailors who show interest in the Albacore as a potential new class, please get in touch with one of your local Council members with all the information you can obtain. One of the main problems is that so many people are under the impression

that the Albacore is still under the control of Fairey Marine whereas, in fact, there is now no difficulty in licencing new builders in other parts of the world. It is hoped that some progress can be made in expansion during the next two years.

In conclusion, the International Association is pleased to be able to look back at the progress made during the last two years culminating in the agreement of unified Class rules and specifications; and from this firmly established base look forward to continued growth and expansion in the future.



1978 BOAT SHOW A SUCCESS

Predictably, Publicity Chairman David Treissman organized a no glitter, no nonsense C.A.A. exhibit at the Boat Show last month. His was a low-key display which demonstrated why the Albacore is still the best dinghy available on the market today and the Canadian Albacore Association remains the most active and enthusiastic of all the class associations in Canada.

Thanks for a job well done to the Canadian Sea Cadets and their Skene Albacore; to Ted Wickson for his slide presentation; to Gertrude Hibbet for her pre-show planning; to photographer Norm Berzins for Albacore pictures; and to the volunteer contingent of very keen, very friendly C.A.A. members who manned the exhibit.



Shackles & Cringles

RULES AND SPECIFICATIONS

It has become a tradition to hold an international meeting on Rules during the Albacore Worlds. Accordingly, Ken Ayrton, John Luard and myself---representing the British Albacore Association, the United States Albacore Association and the Canadian Albacore Association---got together in Kingston, for a day, to revise and update the Albacore International Class Rules, to make them fully acceptable to all three Associations, thereby doing away with national exceptions to these Rules (in our case the Canadian Albacore Class Rules and Specifications). By the end of the day we had a text to which we could agree in principle. Further refinements were mutually agreed to by mail. The end result is a final draft of the 1978 Rules, just received from the U.K.

It was originally hoped that the new Rules would come into effect on January 1st, 1978. However, tripartite finalization of the draft, screening by the RYA and our mail problems combined to introduce delays. In outcome, January 1st was not met and the date on which the new Rules come into effect is yet to be set.

The change to the new Rules should not affect currently certified boats and boats which will be certified prior to the introduction of the new Rules. These boats need only comply with the measurements which were in force at the time of certification. However, any alterations or replacements must comply with the new Rules (e.g. a new centreboard). Note that the important date is the date of certification; not when the boat was built or delivered. This poses a timing problem because the date on which the new Rules come into effect must be scheduled to take into consideration the boat builders' lead time.

Many of the Rules remain unchanged, except that they may have acquired a new number, therefore, the most expedient way to comment on the new Rules is to address only what is different or new.

Beam Section

The measurement by template at mid-length has been redefined as follows:

"The beam at mid-length shall be checked by a template with two pointers set at right angles to a base with the pointer tips 300 mm from the base line and 1385 apart. The tips of the template shall be applied to the outside of the hull 2285 mm from the transom, and with the tips touching the hull and equidistant from the hull centre line, the distance from the base line to the hull 100 mm each side of the centre line shall be no less than 95 mm."

Note that in the 1976 (current) Rules the base line is "not to touch the keel or keelband and so the presence or absence of the latter and accumulated tolerances on the keel and keelband could adversely affect a measurement. This is obviated in the new Rules by taking measurements 100 mm each side of the centre line.

Centreboard Location

The measurement to the pivot bolt is replaced by a measurement to the leading edge of the board. The next text reads:

"The leading edge of the centreboard when lowered and at 90° to the keel, shall be not more than 2670 mm or less than 2600 mm from the aft face of the transom measured along the line of the keel."

Drain Ports

Canadian Albacore Class Rules require drain ports (transom bailers) to be fitted. The new Rules make them optional. The argument against compulsory drain ports was put forward by both the U.S.A.A. and the B.A.A. Their rationale was that drain ports will not work unless the boat planes and a novice sailor is not likely to succeed planing a boat full of water; hence drain ports are racing options rather than safety items and on this ground they need not be compulsory. My own experience tends to support this; in fact, the ports worked for me only a very few times. I therefore agreed to the change. Time did not permit to secure consent of other C.A.A. sailors and I apologize if this decision is vastly contrary to your views and wishes. The following was added to clarify the requirements of the closing devices:

"Draining port closing devices shall be fitted to each drain port and shall:

- (a) Never act as an extension of the hull skin;
- (b) Never come within 15 mm of the outside skin of the hull;
- (c) Be capable of being reclosed while sailing."

Buoyancy

This was the subject of many discussions both within the C.A.A. executive as well as internationally. The full text of the new Rules is the following:

- "(a) The boat shall be fitted with buoyancy apparatus giving a total positive buoyancy of not less than 360 kg. The buoyancy shall be in at least three units. Where one or more units of buoyancy are contained or enclosed within another they shall be counted together as one unit.
- (b) In boats with inherent positive buoyancy (such as wood) the buoyancy may be of any type and may be fitted under the deck or side benches.
- (c) In boats without inherent positive buoyancy (such as homogeneous G.R.P.) the buoyancy shall be in the form of three tanks moulded into the shell. Each tank shall contain at least 0.06 m³ of closed cell solidified foam buoyancy and the builder shall certify on the measurement form that this buoyancy is fitted. Additional buoyancy of any type may be fitted.

- (d) The buoyancy apparatus shall not extend into the floor space which shall be taken as 355 mm from the centreline between the shrouds to 305 mm from the centreline 915 mm forward of the aft face of the transom.
- (e) The measurer shall satisfy himself that inflatable buoyancy bags are in sound condition and that all buoyancy apparatus is securely attached to the hull or retained in an effective manner.
- (f) The initial buoyancy test shall consist of immersion of each buoyancy unit for at least 5 minutes when all units must be in sound condition. Each tank may contain not more than $\frac{1}{2}$ litre of water.
- (g) When flooded, in full racing trim but excluding sails and with 270 kg of weight added in the vicinity of the centreboard case the gunwhales shall remain clear of the water.
- (h) At the annual buoyancy test, the measurer or Tester (Reference Part A Rule 4(d)) shall satisfy himself that the buoyancy apparatus is in sound condition. If the measurer or tester is in any doubt about the adequacy of the buoyancy arrangements, he shall order an immersion test."

In the above, (b) was proposed by myself to enable boats of sandwich construction, such as built by 6-H and composite boats, to be free of the constraint of the moulded tanks; (g) was proposed by John Luard of the U.S.A.A. who was concerned that some boats, when flooded, float so low, particularly by the transom, that waves may add water faster than it can be drained.

Several members of the C.A.A. executive have expressed their concern with inflatable buoyancy bags. Accordingly, we had proposed to replace bags by rigid foam. This was not acceptable to the British Albacore Association who maintain that buoyancy bags of good quality are virtually trouble free. This issue will have to be resolved before the new Rules can become effective.

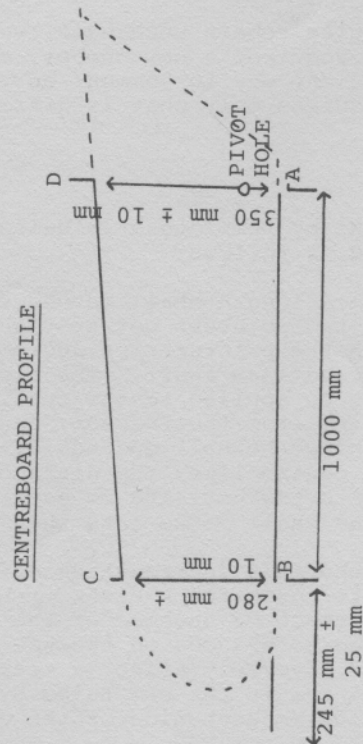
It may be an opportune time to note that while it may be near impossible to produce, in time, a perfect text acceptable internationally, the quality of our boats is protected in several other ways. For instance, Albacores may be built only by licenced builders (and licences may be withdrawn); the Association has the power to refuse to grant a certificate to or withdraw a certificate from any boat, notwithstanding anything contained in the Rules. Finally, the Rules anticipate that Associations express their requirements to their boat builders through design and manufacturing specifications. Such a specification has been prepared and draft copies have been mailed to boat builders for their comments.

Centreboard

For the convenience of those who may want to build a new board, the following is the full text:

- "(a) If of streamlined section shall be of wood and/or GRP construction except for normal protective edges.
- (b) If of metal, the centreboard shall be of normal commercial flat sheet not less than 6 mm thick. Any fairing shall extend not more than 25 mm from the edges.
- (c) The centreboard shall have no moving parts or devices to change the angle or pitch in the transverse plane and when housed shall not extend above the sheerline or below the keel.
- (d) The profile of the centreboard, including any protective strips, shall be measured according to the centreboard profile drawing. The width of the board shall be measured at right angles to the leading edge. Measurement AD, which shall be 350 mm \pm 10 mm, being taken at the centre of the pivot hole and measurement BC, which shall be 280 mm \pm 10 mm, being taken with point B 1000 mm from point A. The leading and trailing edges between measurement points AB and CD shall not deviate from the straight lines by more than 5 mm. The bottom part of the centreboard below the line BC may be of any shape but must be within the area bounded by the straight line extensions of the leading and trailing edge. The overall length measured from the pivot hole shall be not more than 1270 mm or less than 1220 mm. The top part of the centreboard above the line AD may be of any shape but shall be of uniform thickness."

Note that GRP is now permitted and that the intent of the last sentence is to preclude gybing boards.



Mast

Use of expensive alloys is prevented by the following:

"Metal masts shall be constructed of standard grade marine aluminum alloy from a section with minimum weight of 0.90 kg per metre where untapered and minimum wall thickness of 1.5 mm as specified by the manufacturer."

The position of the rigid stops limiting mast movement has been redefined as follows:

"(a) The distance of the foreside of the mast, at deck level, from the aft face of the transom shall be not more than 3330 mm or less than 3225 mm. Rigid stops shall be fitted to prevent movement beyond these limits.

(b) The foreside of the mast at the foot shall be not more than 3350 mm or less than 3250 mm from the aft face of the transom and the foot of the mast shall not be moved or be allowed to move while racing."

Rotating masts are prohibited.

Standing and Running Rigging

The text has been expanded and made more explicit to eliminate loopholes and now reads:

"(a) One forestay and two shrouds shall be fitted so that either or both the sails may be lowered without endangering the stability of the mast or its security in the boat. Both sails must be capable of being raised and lowered by halliards.

(b) The forestay and headsail halliard, or their extensions, shall intersect the foreside of the mast at a point not more than 4270 mm above the sheerline.

(c) The distance of the shrouds at deck from the aft face of the transom shall not exceed 2795 mm.

(d) Headsail barber haulers or their equivalent may not be sheeted to a point outboard of the sheerline.

(e) The type and material of the running rigging is optional."

Sails

The weight of sail cloth shall be not less than 3 oz. U.S. standard (128.4 g/m²).

Each sail shall be constructed of a single weight cloth with the exception that the cloth weight may be heavier within any permitted reinforcements.

The headsail shall be a three cornered sail. A convex curve or additional area is permitted in the foot but not in the leech.

Freedoms/Prohibitions

A new Rule has been added stating explicitly that all fittings are optional unless specifically prohibited. The prohibitions are the following:

- "(a) Self draining apparatus except for suction bailers and transom draining ports.
- (b) Any apparatus or contrivance outboard, or extending outboard, the purpose or effect of which is, or may be, to support or assist in supporting a member of the crew outboard or partially outboard.
- (c) Spinnakers.
- (d) Boweyes which extend forward of the stern.
- (e) Shroud levers in the United States and Canada.
- (f) Sail zippers or other similar closing devices.
- (g) Double luffed headsails.
- (h) The use of exotic materials in the construction of any part of the completed boat, except fittings. Such materials include:
 - (a) Kevlar
 - (b) Carbon fibre
 - (c) Titanium"

Master Plug or Lines

This matter is unrelated to the Rules which merely state that boats shall be built on "moulds approved by the Association" without defining the shape of the moulds. There is, therefore, a need to clearly define the shape of moulds/hulls if the class is to remain a restricted one. So far, this was done in Canada by providing the builders with a plug from which they produce their moulds. By contrast, builders in the U.K. and some builders in the U.S. have been licenced to build directly to a full size drawing of the Albacore lines. Our approach seems to have several disadvantages. For instance, the plug is often damaged in transit; it is not sufficiently rigid; it is virtually impossible to detect modifications. In outcome, your Association has decided to allow the builders to build to the lines. When this will go into effect is yet to be determined in co-ordination with the builders.

In an effort to be brief, I have left out a few very minor changes in the Rules. If you are one who likes to have first hand information, do call or drop me a line and I will mail you a copy of the draft new Rules. Remember though that drafts are often changed and this could still happen before the text is approved. by the three Associations.

Ian V. McCler
Chief of Specifications CAA

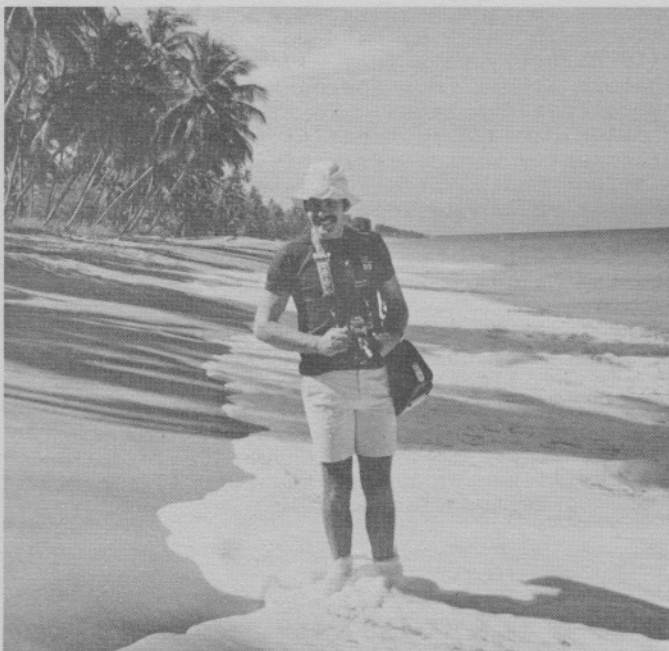
Luck continued right through '77 for Les and Nick Hancock. Competitors who took part in last season's "Canadians" at Toronto Sailing and Canoe Club will recall that they won the "Just the Two of Us" trip to Trinidad and Tobago. Two days after winning the draw donated by British West Indian Airways, they became parents. Then they chose the best week to be away from Toronto---the first week in December which coincided with the winter's first two major snowstorms.

Warm sea, sunny skies, long sandy beaches, swaying palms and rum punches made Toronto seem a long, long way away. When they returned to a wintry Toronto they never realized how far away.

Big thanks go to BWIA for the air tickets, to Diane and Kent Taylor for entertaining new son Ben and to Jerry and Joan Selwyn. They organized the Canadians including the draw and as an extra bonus, even cleared the snow from the Hancock's long driveway!



Nick and Leslie Hancock enjoying the sunshine and surf.



over the transom

Jerry Selwyn, Chairman of the Builders Committee, reports that applications for a license to build Albacores have been received from Racing Sailboat Services in Toronto and Halman Manufacturing Company in Stoney Creek. The application from Racing Sailboat Services has been approved; Halman's is under consideration. The C.A.A. executive feels that the quality of boats will improve and a healthy competition will result from an increase in the number of licensed builders in Canada. What do you think?

More about thunder storms. The Atmospheric Environment Service reports that your chances of being killed by lightning are 350,000 to 1 against it. Your chances of being sent along to the next world by being hit by a car are 50 times greater than your chances of being killed by lightning, so you should not be as terrified of it as by those speeding demons on the streets and highways.

The T.V. Ontario network will feature "Olympic Profiles on Yachting" February 22nd, at 7 p.m.

Judy and David Whitfield became parents on February 6th at 7:58 p.m. Kathryn Laura weighed in at a healthy 8 lb. 7 oz.

Storer Sails relocated February 1st to new facilities at Innisfil, 400 Industrial Park, Thornton, Ontario L0L 2N0. Drop by and take a look at the building --- it was especially designed as a sail loft. (They're open on Saturdays from 9:30 a.m. until 12:30 p.m.)

Angus Sailcraft is the latest marine-related business to locate at Pier 4 in Toronto's newly restored harbourfront warehouse. Angus Sailcraft is now Toronto's drop-off point for Storer sails.

Because of space limitations, "Shackles" has rescheduled publication of its guide for finding free speakers, films, equipment and instruction until the March/April issue. If you need the information before then, please contact the editor.

The Ontario Sailing Association has embarked on a programme that will affect all boating clubs along the Golden Horseshoe area of Lake Ontario and, in the future, could be utilized all across Ontario. Called Operation Scan, it's a volunteer search and rescue programme which will be coordinated by the local police authorities. Twenty-seven clubs belonging to O.S.A. and many other independent clubs have indicated they will participate in Operation Scan. Albacore sailors can help by volunteering to crew on larger boats. Check with your club to find out who your contact person is for Operation Scan and how you can become involved.

WINNING MEANS
CONCENTRATION

(An article by Eric Twiname
from November 1977 "Sail"
magazine.)

One thing all champions have in common is the ability to concentrate totally and to keep that concentration up throughout an entire race. Without this ability none of them would be champions. If you are not in the top league, improvement of these mental powers is a sure way of improving not only your finishing positions, but also your enjoyment of racing.

It came as something of a surprise to me to discover that helmsmen whose finishing positions are more easily counted going from last place forward than from first place back take great pleasure in such things as the surrounding scenery or flocks of birds and other things of natural interest. Of course these sights should be enjoyed but if your finishing positions concern you, not during the race. Nor should your mind dwell on your bank account, the anticipated delights of the coming evening, or anything else not directly related to your boat, the wind, water, and your competitors.

We all know this is true in theory, but in practice we probably find this level of single-mindedness difficult or impossible to achieve; and even the degree of undivided attention required to win at a high level may itself come as a surprise. There may be some top level sailors who can admire scenery at the same time they are battling their way to first place in a championship race, but I've yet to come across one.

The extent to which the mind must be engrossed in a race to achieve ultimate performance is difficult to describe to anyone who has not experienced the total absorption, the change in awareness and heightened mental powers that true race concentration brings. In every moment, with every wave, with every tiny shift of wind there is an opportunity to reach that level of perfection in which you know you cannot help but gain on everyone else in the fleet.

All the senses are involved: sight is obviously important, but so are the sense of touch, balance (perhaps most important) and hearing. We are keenly aware of what we are seeing, but because sailing well is so difficult, other senses come to the rescue of the poor over-worked sense of sight. The more all your senses and awareness can become absorbed in racing, the easier concentration becomes. Then you no longer need to perform some mental activity that is called "concentration"; you become concentration.

Olympic gold medalist Buddy Melges expressed this idea particularly well: "I love to completely involve my mind, my body and all my senses with the boat and her path in the water. I believe it is this concentration that allows us to sail without other boats

as much as we do, yet have speed equal to all. I very seldom watch the sails; rather, a blank stare at the horizon forward gives me the angle of attack."

At the 1976 British Olympic trials in the Flying Dutchman, Rodney Pattison's crew Julian Brooke-Houghton was complaining strongly about a small outboard rubber boat which followed "Superdoso" the full length of a spinnaker reaching leg. His complaint was not that the rubberdub wash disturbed them, or that their wind was affected; it was that the outboard was making too much noise to enable him to work the spinnaker properly.

The sound that was essential to Brooke-Houghton's handling of the spinnaker was not the crackling of sailcloth but the rushing of "Superdoso's" bow wave. His eyes were occupied wholly in watching the spinnaker so he could not look at each wave to pick the right moment to sheet in each time "Superdoso" surged forward down the face; instead he picked his moment by listening for the change in sound of the bow wave. No doubt he would also feel the movement of the boat through his umbilical cord of trapeze wire and his legs, but when the outboard engine drowned the crucial sound of the bow wave, the natural rhythm of his spinnaker work broke down.

Absorption in sailing with all the senses to this extent is something that happens without your necessarily knowing it is happening. Some top-level helmsmen who win races are often unable to say in detail how they do it, yet you only have to watch them sailing their boats to see the intense involvement in the tiniest detail of their every movement. Many of these actions and movements, which become habit, develop without the conscious mind ever becoming aware of them.

One top 470 sailor achieves his maximum windward speed by watching the water ahead of his boat and keeping his mind on the idea of boat speed. He doesn't know exactly what this does to the way he sails the boat, but he does know that if he shifts his attention away from the idea of boat speed to tactics, or anything else, the boat loses its edge of speed---even though he is still looking at the same area of water and not consciously doing anything different. It seems that the thought boat speed activates certain perceptions and intuitive reactions in this helmsman which bring his windward sailing to its highest peak.

Only when one of the senses that is normally used is blocked (in Brooke-Houghton's case the temporary inability to hear the boat going through the water) do you know that you are relying heavily on that sense to sail the boat as well as possible.

Conversely, if you block the sense of sight, the thing you most rely on, you get a good idea just how much you do use the other senses when sailing. Blind people learn to sail amazingly quickly and a talented blind sailor is able to sail on all points of sail remarkably well---better than many sighted sailors---entirely through the use of his other senses.

In very light air, the sense of touch---the feel of the wind on the skin---is very important. In medium weather on flat water, sensitivity to the pull of the helm plays a big part. In heavy weather the feel of the helm is important too but the most important one is balance.

To attain many of the actions and skills that come automatically to the expert, a middle-of-the-fleet helmsman has to concentrate on them consciously as he is doing them. In tacking a centreboard boat, for example, a top-level helmsman will, without having to think of each step, heel the boat to windward going into the tack, move at the right moment to the new side, swap hands on the tiller and mainsheet, slide straight into a sitting-out position, straighten the helm to stop the turn at exactly the right moment, and get the boat moving at full speed on the new tack. While going through that whole complex operation---and doing it flawlessly---the race winner might well have part of his mind on tactics. But a middle-order helmsman simply has to put all his mind on the tack to have any chance of making as good a tack as the race winner.

The tail-ender would require all his attention to do a tack that, at best, would be far short of the expert's automatic tack. So conscious attention and effort on the tiniest actions should always be applied until these actions become perfect. Then perfection becomes a habit and the perfect tack, flawless mark-rounding, the effortless heavy-weather gybe become a normal part of racing. In bringing that kind of attention to achieving as perfect a racing technique as you can manage there's an added reward: concentration, over many months or years, does become automatic.

Before concentration itself becomes habit---and sometimes afterwards---we find ourselves sailing below our best because our mind is just not on the job. So we say to ourselves "Come on, concentrate." Here we fall into a trap. Instead of concentrating our attention on those things that will produce greater speed or that will help tactically, we concentrate on concentrating.

With great resolve and a considerable act of will we stand over ourselves like a schoolmaster over a naughty pupil. As our self-anger stands guard, our attention is concentrated on the luff of the jib as we sail to windward just as slowly as before. Yet with a little less self-anger and more analysis of the problem (a usually productive and powerful form of concentration itself) we might have noticed that our slow speed was due to the mainsail's being sheeted too closely to the centreline, the jib fairleads' being inappropriately set for the wind strength or 20 other details that might account for poor performance.

So concentration that is created by a kind of police action of will is very second-rate concentration. Not only might your attention be wrongly directed, but this willful forcing of attention in one place produces bodily and mental tension, which actually is detrimental

to your powers of concentration. In powerful concentration there is also relaxation.

Instead of willing our attention, true concentration is achieved by drawing attention to where it is most required. Even the word "concentration" is misleading since most people associate it with a strong act of will applied to some unenjoyable activity. Think back to school when it was the subjects you didn't like that prompted the teacher to order you to concentrate. The subjects you enjoyed automatically had your attention---that is, your concentration.

To increase your powers of concentration during sailing it is necessary, therefore, to increase the attractiveness of those things during a race which most require your attention. Then your mental energies will automatically focus where they will most help you win. There will be no need to haul your attention back from the surrounding countryside, your business, romantic interests, or wherever it might have strayed. The way to achieve that is to learn, through experience and thinking and reading about racing, what will make you do better. Success is your spur when racing, and anything you think will help bring you success is automatically attractive.

A helmsman will sometimes gain ground in a race because something he does almost accidentally really works well. Let's say he is looking upwind for the weather mark, sees a gust which is just about to hit him, and extends himself fully in sitting out just before it reaches him, with the result that the gust drives the boat forward with an extra kick of speed. Had he not seen the gust before it struck, the boat would have heeled and any advantage to be gained from the gust would have been lost.

Two helmsmen may have that identical experience: the first doesn't give a thought to his race once it is over; the second thinks about everything that happened in the hope of learning something. For the first helmsman the accident of seeing the gust would be quickly forgotten; he would just notice that he sailed rather well at that moment and that he gained a few lengths on nearby boats. The second helmsman would want to know why he gained, and in thinking back over the episode would realize that he gained because, by chance, he happened to see the darkened water upwind that foretold a gust. So as the gust came, he reacted by sitting out just before it struck, rather than just afterwards as he usually did.

Only a little thought is needed to realize that to repeat this piece of superior sailing in gusty weather every time a gust comes, it is necessary to keep continually glancing at the water directly upwind. Instead of being a nuisance, gusts then become most welcome because he can be sure of using them more effectively than others around him. Now he has added something to those skills which he knows will gain him just a little ground and so help him to the front. Each time he finds something new, his mind is automatically on the lookout for a chance to use the technique,

and in that anticipation there automatically is concentration.

When this helmsman next sails in gusty weather he will discover that his windward technique in the gusts improves more with practice. After the race he will probably congratulate himself about his new way of handling gusts, rerunning in his head over and over again the time he got it just right and a boat he was trying to overhaul heeled too much and dropped back a couple of lengths. And this mental replaying is an important part of learning: each time he relives that experience he is reinforcing his newly-found technique as surely as if he were out on the water actually handling the boat.

Someone who thinks a good deal about his racing when not on the water is getting much more race experience than someone who forgets about a race as soon as his boat is unrigged, even though they both might have spent exactly the same number of hours racing.

With some people this mental rerunning of races can become an obsession. This I do not recommend. Cars at traffic lights become boats on the start line, to be lee-bowed when the lights change. When one of these obsessive types is walking along the street, a pedestrian ahead is a reaching boat that must be overtaken before the next crosswalk. Don't think you're odd if thoughts like that enter your daily life for many top-flight helmsmen have experienced them during their keenest learning period. But such thoughts shouldn't be indulged in because racing should be a pleasure and not an obsession.

Pre-race preparation and thought also help to focus the mind on the race. Everyone should find his own way of getting into the most conducive state of mind before the start. Many find the best way is to have a slow, careful rigging session, then to head out early to the start to get used to the conditions for half an hour or more.

My own method is quite different. I leave my rigging until it is almost too late and I reach the start line just before the warning gun. There are obvious risks in leaving it all so late, but it gets my mind humming on the right wavelength so that's how I do it every time.

If your mind and body are not so intensely centred in the boat, the wind, water and the race that everything else in the world ceases, temporarily, to exist during a race, your performance and enjoyment are both going to be less than they might be. To get the most out of a race it is necessary, as far as possible, to lose yourself completely in it.

BOOM IN COMMUNITY SAILING

More and more people are turning to community sailing as a low cost alternative to owning their own boats. Over 1,000 sailors in eight Ontario community clubs enjoy sailing for an annual fee ranging from \$50 to \$155, boats and instruction included. And what are they sailing? Albacores!

With the '78 sailing season just around the corner, "Shackles" has compiled a "yellow directory" of community clubs in the Metro area. All four clubs will be launching their membership drives shortly; all are quickly deluged with more applications than they can fill so think now about where you'd like to sail this summer.

If you live in an area where there are no community clubs, write to the Ontario Sailing Association, 559 Jarvis Street, Toronto M4Y 2J1 for their free brochure, "Low Cost Community Sailing". This eight page booklet tells how you can organize a successful club.

Toronto Area Community Clubs

North Toronto Sailing Club

Location: Centre Island
Fleet: 12 Albacores
Membership: 144
Fees: \$100 for old members
\$115 for new members

For more information, write to:

Ms. Nancy Hodgson
Membership Chairperson
North Toronto Sailing Club
53 Hoyle Avenue
Toronto M4S 2X5

Westwood Sailing Club

Location: Algonquin Island
Fleet: 10 Albacores; 4 505s
Membership: 165
Fees: \$120

For more information, write to:

Westwood Sailing Club
P.O. Box 387
Postal Station Q
Toronto M4T 1L0

Attn: Lynda Paterson
Membership Chairperson

St. James Town Sailing Club

Location: Toronto Outer Harbour
Fleet: 10 Albacores
Membership: 140
Fees: \$115

For more information, write to:

St. James Town Sailing Club
P.O. Box 984
Postal Station Q
Toronto M4T 2P1

Attn: Mary Beth Duggan
Membership Chairperson

Membership in North Toronto, Westwood and St. James Town Sailing Clubs is restricted to adults 21 years of age or older. All offer pre-season "dry sailing" education sessions, continued sailing instruction throughout the season and very active race and social programmes.

Mooredale Sailing Club

Location: Toronto Outer Harbour
Fleet: 14 Albacores; 4 Lasers
Membership: 150
Fees: \$135 for new members who belong to the Rosedale-Moore Park Association
\$155 for new members who do not belong to the Rosedale-Moore Park Association
\$85 for old members

For more information, write to:

Mooredale Sailing Club
Rosedale-Moore Park Association
146 Crescent Road
Toronto M4W 1V2

In addition to an adult learn-to-sail programme, Mooredale features a Junior programme, making it the only community club in Toronto geared towards family sailing.

Special Information Nights Planned

St. James Town Sailing Club and Westwood Sailing Club are hosting information nights in March at the Lord Simcoe Hotel (Ontario Room). You're most welcome to drop by to find out more about their clubs.

St. James Town Sailing Club
March 14th at 7:30 p.m.

Westwood Sailing Club
March 28th at 7:00 p.m.

C.A.A. APPLIES FOR DEVELOPMENT CLASS STATUS

At their February meeting, the C.A.A. executive approved in principle application to C.Y.A. for status as a development class. Some of the benefits of becoming a development class would be eligibility for larger grants, national exposure, class publicity and probable growth.

FUNDING OF 1978 C.A.A. ACTIVITIES

The funding of class grants for activities sponsored by the various sailing associations in Ontario has changed this year and to some extent, will change the request procedure that has been used previously.

In the past, our class funding for general expenses and travel has been obtained through O.S.A. whereas this year funding for the travel expense portion will come from Wintario. The Ontario Ministry of Culture and Recreation and the Ontario Lottery Corporation provide the bulk of funding.

Funding is generally handled under three categories:

(a) Class Associations

Again this year, our class will make a formal request for funding of various C.A.A. activities and will include in it specific requests received from C.A.A. clubs. Requests from these groups should be received by John Leitch for consideration not later than March 10th, 1978. The C.A.A. will handle the submission for funding on behalf of the class and will administer payments if and when requests are approved and subsidized by O.S.A. Funds are available for training seminars, honorariums for speakers, regattas and team events. Travel grants (from Wintario) will be based on 50% from Wintario and 50% from the group involved. (Travel covers economy air fare or bus or automobile at 12¢ per mile.)

(b) Individuals

Individuals (must be members of O.S.A. clubs) can apply for a once-a-year major event funding directly from O.S.A. and Wintario. Forms for this purpose are available from either John Leitch or Bill Gooderham, Technical Director at O.S.A. (559 Jarvis St., Toronto, Ontario M4Y 2J1 - 416-964-8655)

(c) Ontario Sailing Team

Each class submits to O.S.A. the names of one or two Junior members who sailed well in class events the previous year. O.S.A. then chooses the Ontario Sailing Team from those recommendations and provides special funding to team members for major events held provincially, nationally and internationally. Those sailors who would like to be considered for selection to the Ontario Sailing Team should contact John Leitch for application forms.

In all of the above categories, a report of the event for which funds were granted must be received by O.S.A. before payment will be made.

Please contact John if you would like more details about available grants. His address and telephone number appear on page 2 of "Shackles" under "C.A.A. Executive".

the 1979 worlds

21 York Crescent
Lee-on-Solent
Hants PO13 9AX

3rd Jan. 1978

Dear Miss Hardcastle,

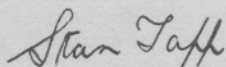
I am sure your readers of "Shackles and Cringles" would be interested in hearing of the preparations for the '79 Worlds.

Details have not been finalized, but the date has been fixed for the 21st to the 28th of July, to be held under the burgee of the Royal Torbay Yacht Club, Torquay, Devon, and is being organised by a small joint committee composed of members of the host club and of the National Albacore Association. Launching conditions are ideal, using a very wide slipway into deep water, and, should the wind direction allow it, marks can be laid quite close to the shore.

It so happens that the following week is Plymouth Week, perhaps the greatest dinghy regatta week in the country, and should not be missed. Plymouth is just 32 miles from Torquay. And just in case anyone wants even more sailing, the National Championships will be held the week after Plymouth Week, in Torbay, by the Paignton Sailing Club, just a couple of miles from Torquay. It will be very interesting to see if anyone can survive both the sailing and the social events of the entire programme!

Torbay, one of England's leading holiday areas, is a sheltered bay facing east with the towns of Torquay and Paignton at one end, and Brixham, the old fishing port at the other. It is on the edge of Dartmoor, should competitors feel the need to relax and sample the celebrated Devonshire Cream Teas. The beaches and bathing are amongst the finest in the country but---and it's a big BUT---the hotels are likely to be fully booked by Christmas for such popular summer holiday weeks. It cannot be stressed too much: competitors must book early.

Best wishes to all your readers, and we are looking forward to meeting your top people.



Stan Tapp
Commodore

The Canadian Albacore Association has been thinking Worlds, too, and has already established qualification criteria.

QUALIFYING REGATTAS

The Canadian team will be comprised of approximately 20 boats and will be determined in a similar manner to the last World Championships held in Kingston, Ontario in 1977. The basis of qualification will be strictly adhered to and any questions, comments or suggestions should be directed to the Qualification Committee or the C.A.A. Regatta Chairman by return mail.

The programme for qualification is designed as in previous years to achieve a high level of participation, fun and good competition. The selection of regattas has been made taking the following factors into account:

- (a) Location of regatta to reach as many competitors as possible with due regard for minimizing inconvenience to the broadest cross section of C.A.A. members.
- (b) Acceptability of regatta for qualification purposes including such factors as sailing conditions and focus of regatta on Albacores.
- (c) Concurrence of Regatta Chairman to run the regatta in accordance with the guidelines established by the C.A.A.
- (d) Availability of facilities to handle the number of boats anticipated in each regatta.

As in past years it is difficult to select regattas convenient to all aspirants to the team. It is assumed that those wishing to qualify will accept the inconvenience necessitated by the number of regattas and the sites selected. Fortunately, all the qualifying regattas will be held in 1978 and all sailors will have sufficient notification of such regattas to make the necessary arrangements.

To qualify for the Canadian team, a skipper must sail in not less than three designated World qualifying regattas which will be held during 1978. The regattas will include the following:

<u>Name and Location</u>	<u>Dates</u>
TARTS, Toronto	May 27th and 28th
Ottawa	To be announced
Stormont	To be announced
Lake Simcoe or South Muskoka	To be announced
Hamilton	To be announced
CORK, Kingston	Aug. 27 - Sept. 1
St. James Town, Toronto	Sept. 2nd and 3rd
Thunder Bay/Lake of the Woods/Gimli	To be announced

The last three regattas (Thunder Bay, Ontario; Lake of the Woods, Ontario; and Gimli, Manitoba) constitute a proposed arrangement whereby C.A.A. members in those three sailing areas have an opportunity to qualify for the Worlds subject to their arranging and participating in all three regattas. It is proposed that representatives from the three areas should contact each other and make arrangements to sponsor at least one regatta in each of the three zones. It is further proposed that each regatta must have a minimum of 20 boats on the start line in order to qualify the regatta as a World qualifying regatta and providing 20 boats can be mustered for each regatta, members from those regions can qualify for a maximum of two positions subject to the application of the ADJUSTMENT FORMULA being applied to the total point scores of all competitors.

If this proposal is satisfactory to the members in the three regions, or if they have any queries with regards to this proposal, they should direct their questions to David Medhurst, Regatta Chairman, Canadian Albacore Association.

The Qualifying Committee will be responsible for selecting the regattas, collecting and calculating status of each skipper following each regatta, reporting standings in "Shackles & Cringles" and posting on regatta bulletin boards, and notifying skippers who have qualified following the last regatta.

The actual selection will be made in numerical order beginning with the lowest total point count for the three regattas.

Olympic scoring will be used for all regattas.

The total points for each skipper's three best regattas will be used to determine that skipper's final total point standing.

The point score for each regatta will be the average score per race for that regatta: i.e. the total points scored during the regatta divided by the number of races.

If any of the designated regattas start fewer than forty boats, the total points scored by each skipper in that regatta will be adjusted in accordance with the ADJUSTMENT FORMULA.

The ADJUSTMENT FORMULA is as follows:

$$\text{The weighted point total} = \frac{\text{the number of points scored in the regatta} \times 40}{\text{the number of boats in the qualifying regatta}}$$

If the ADJUSTMENT FORMULA is applicable, the number of boats participating in the regatta will be determined by taking the highest number of boats starting in any one race in that regatta.

For a qualifying regatta to count in the total, there must be a minimum of two races sailed. For a skipper to qualify, he must sail in both races of a two race regatta or accept the DNS penalty if he only enters in one of the two races.

All skippers planning to qualify for the 1979 Worlds should make their intentions known by completing the attached entry form and returning same to Kent Taylor, 2 Hartfield Court, Islington, Ontario M9A 3E3.

Points scored in qualifying regattas will be attributed to the skipper and not to the boat. The skipper must be the same person for each qualifying regatta. The crew may be changed at the option of the skipper subject only to the change of crew rule which may be in effect at the qualifying regattas.

Skippers qualifying for the Canadian team will be notified prior to October 15th, 1978 and upon notification, must advise the Qualification Committee in writing of their intent to participate on the team. A skipper's letter should include a deposit of \$25.00 made payable to the C.A.A. 1979 Worlds. Said deposit will be non-refundable but will be applied to the Worlds entry fee if the skipper enters the Worlds.

In order to participate in any qualifying regatta, a skipper must present at the time of registration for each regatta the following:

- (a) Current membership card in C.A.A.
- (b) A valid measurement certificate.
- (c) Evidence acceptable to the Race Committee, or other official of the C.A.A., that the boat has passed a 1978 buoyancy test.

The Qualification Committee and/or the Regatta Chairman reserves the right to add to or subtract from the list of regattas presently designated as World qualifying regattas. The maximum number of regattas necessary to qualify for the Canadian team will be designated as three but the Qualification Committee, in consultation with the Regatta Chairman, reserves the right to reduce the number of regattas for qualification purposes should circumstances so warrant.

The Qualification Committee for the 1979 Worlds and the '78 Canadians will be:

Kent D. Taylor	Steven Cerny
2 Hartfield Court	c/o Bay Mills Ltd.
Islington, Ontario	365 Evans Avenue
M9A 3E3	Suite 504
	Toronto, Ontario
	M8Z 1K2

NOTE: An updated listing of locations and dates of qualifying regattas will appear in the March/April edition of "Shackles".

A FINAL WORD

Even if you're not among the top 20 Canadian Albacore sailors, don't despair! As Stan Tapp says, Torbay is "one of England's leading holiday areas"; a lovely spot to relax, soak up some English sunshine and enjoy British hospitality while cheering on our Canadian team. The Regatta Committee would be delighted to have your help running the Worlds, too. Participant, observer or worker---whatever your role at the '79 Worlds, it's bound to be a memorable event.

upcoming regattas

'78 CANADIANS

The '78 Canadians will be held at Cleveland's House on Lake Rosseau Friday, September 22nd to Sunday, September 24th, 1978.

The basic rules for qualifying for the 1979 World Championships will prevail for the Championship fleet at the 1978 Canadians. The qualifying regattas will be as follows:

- (a) Any regatta designated as a qualifying regatta for the 1979 Worlds.
- (b) CONESTOGA WARM WATER REGATTA, June 3rd and 4th.
- (c) BRONTE HARBOUR YACHT CLUB REGATTA, July 15th and 16th.

A skipper's best three regattas will be counted for qualification for the Championship fleet.

The Qualification Committee and/or the Regatta Chairman reserves the right to add other regattas to the list of qualifying regattas for the Canadian Championship fleet.

Automatic qualifications for the Championship fleet will include the 1978 Junior Champion and each of the District Champions. (Note: the District Champion must be a member of the district fleet prior to competing in that district's championship regatta. The District Champion will be the skipper from the district fleet having the lowest point score in the District Championship. In the event the skipper/member of the district fleet finishing with the lowest point count in the regatta does not wish to sail in the Championship fleet in the Canadians, that position is forfeited and that district fleet will not be permitted to send an alternative. i.e. The member of the district fleet finishing with the lowest point count will be the only skipper from that district with an automatic qualification in the Championship fleet.)

Cleveland's House has been the venue for many successful "Canadians" in past years, so mark your calendar and plan now to attend.

CORK '78

This year, the Albacore will be one of nine classes racing at CORK (the Canadian Olympic Training Regatta, Kingston). Other classes competing will be the Finn, 470, Laser, Fireball, International 14, 505, Soling and Tornado.

Cork '78 will be run from the Portsmouth Olympic Harbour in Kingston commencing with a practice race on Sunday, August 27th and concluding on Friday, September 1st. Each class will be limited to 60 boats. Applications for the Albacore fleet will be accepted by the CORK '78 Committee on a first-come basis. The Notice of Race and Official Entry Form will be included with March/April's "Shackles".

'78 TARTS

This popular regatta on Humber Bay is an excellent way to start off another successful sailing season.

Your hosts: TORONTO SAILING
AND CANOE CLUB

Dates: May 27th and 28th

Entry forms and further details will appear in the next issue of "Shackles & Cringles".

1978 MID-WINTER ALBACORE CHAMPIONSHIP

TAMPA, FLORIDA

March 9th, 10th, 11th

Sunshine. White sandy beaches. The beautiful Bay Harbor Inn. Albacores. The 1978 Mid-Winters!

Advanced registration will be accepted until March 1st on the enclosed official entry form or you can register on arrival. Rules, starting times, signals, courses, scoring and protest information will be available at registration.

Please make your hotel reservations now---the cut-off date was February 16th. Single rooms are \$31.00 and \$25.00 per night; \$37.00 and \$31.00 for double rooms. Write to the Bay Harbor Inn, P.O. Box 24283, Tampa, Florida 33623, Attention: Nell Wallis or telephone (813) 885-2541. If you'd rather economize or prefer to commune with the great outdoors, camping facilities are available. Ed Luthy---(703) 538-6457---has details.

Be sure to allow time for sightseeing as well as sailing while you're there because Disney World is only an hour's drive from Bay Harbor Inn. Busch Gardens, Sea World, Florida Downs Raceway and Cypress Gardens are also nearby.

"Shackles" will have roving reporter, Kay Cartwright, on the scene to cover (and participate in) the action so look for a complete report in the March/April issue.

NOTE: At press time, funding information was not available. Please contact Past Commodore John Leitch for details.

A CANADIAN ALBACORE ASSOCIATION

1979 WORLDS QUALIFICATION

ENTRY FORM

To the Qualification Committee Worlds '79:

I wish to have my name considered for one of the positions to be allocated to the Canadian Albacore Association for the 1979 World Championship to be held in Torquay, England July 21st to 28th, 1979.

NAME: _____

ADDRESS: _____

TELEPHONE: _____ (office) _____ (home)

BOAT NAME: _____

SAIL NUMBER: _____

MANUFACTURER OF BOAT: _____

Signed

Date

Completed entry forms
to be sent to:

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

official entry blank

1978 MID-WINTER CHAMPIONSHIP

MARCH 9, 10, 11

Return to:

Roger Thomas, President
U.S.A.A.
7905 Anne Court
Clinton, Md. 20735

NAME: _____

ADDRESS: _____

_____ HOME PHONE: _____

CLUB: _____ CREW: _____

BOAT NO.: _____ COLOUR: _____

BOAT NAME: _____

ENTRY FEE: \$20.00

Make _____ reservations for dinner on the Pier @ \$8.00.

My check, payable to the U.S.A.A., is enclosed for \$_____.

All advanced registrations should be made before March 1st.
Also, registrations will be accepted on arrival.

I plan to attend the 1978 Mid-Winters because:

_____ I attended last year and really enjoyed the event.

_____ It was recommended to me by sailors who have
attended previously.

_____ Favorable publicity in the newsletter.

_____ My wife has been badgering me for a good vacation
for years.

_____ Other (specify) _____

regatta results

CANADIAN JUNIOR ALBACORE CHAMPIONSHIP

The Canadian Junior Albacore Championship was hosted by the Lake of Bays Sailing Club, August 13th and 14th, 1977. Four races were held during the weekend event. Sailing conditions were ideal with sunny skies and winds gusting up to 20 knots. Although the whole fleet sailed together, scoring was done separately for each age classification and again on an overall basis to determine the Junior Champion.

Ali Meller and his crew, John Seymour from the Britannia Yacht Club in Ottawa captured the 1977 Canadian Junior Albacore Champion title. Ali told "Shackles" that "it was a terrific regatta" not only because the sailing was excellent but because of the kindness and hospitality extended to out-of-town competitors by regatta organizers.

Here are the official results:

<u>19-17 YEARS</u>			(Best 3 of 4 races count)				Points	Rank
	<u>Skipper</u>	<u>Crew</u>	Race 1	Race 2	Race 3	Race 4		
4862	A. Meller	J. Seymour	1	1	1	2	0	1*
6216	T. Payne	C. Clark	4	2	5	1	11	2
5000	M. Hart	D. Mailling	3	5	4	4	21.7	3
6644	D. Moody	D. Lewis	9	4	2	8	25	4
3731	I. Reid	I. Struthers	8	3	8	3	25.4	5
4856	B. Andrews	B. Young	5	9	3	6	27.4	6
6220	L. Hamilton	B. Higgings	16	11	6	5	38.7	7
3765	R. Gibson	D. Stott	7	10	14	9	44	8
5238	D. Hobden	S. Mannell	2	DNF	11	DNF	46	9
624	R. Truemmer	J. Osborne	15	DNF	7	7	47	10
5008	S. Wimmer	D. Black	10	7	15	13	48	11
6641	A. Cumming	S. Baker	6	6	DSQ	DNF	49.4	12
4577	W. Pol	J. DeSchutter	12	12	9	12	51	13
5501	B. Topp	C. Barcham	14	8	12	15	52	14
1296	B. Ito	M. Kidd	13	15	13	10	54	15
614	D. Knowles	G. Scott	17	DSQ	10	14	59	16
4888	G. Newton	W. Radda	11	DNF	DSQ	11	60	17
4456	B. McLaughlin	M. Gauthier	19	13	17	DNF	67	18
6185	M. Truemmer	R. Lampert	DNF	14	18	17	67	19
4648	T. Mallett	L. Brown	18	DNF	16	16	68	20

16-14 YEARS

4152	B. Roth	M. Roth	2	1	1	3	3	1
6232	J. Moody	L. Mitchell	1	2	3	4	8.7	2
3766	G. Yaneff	J. Langdorf	3	3	4	1	11.4	3
4133	J. Shannon	B. MacCallum	DNF	5	2	6	24.7	4
5007	J. O'Neill	G. & S. Smith	7	9	5	2	26	5
4811	A. Wright	H. Box	4	6	6	5	29.7	6
6154	D. Behan	R. Richardson	DNF	4	9	7	36	7
6221	J. Overbury	J. Mauchan	6	7	11	13	41.7	8
4827	T. Leitch	A. DeLange	DNF	8	8	8	42	9
3266	C. Brown	J. McDonald	5	11	10	10	42	10
342	C. Duncan	P. Grogan	DNF	10	7	9	44	11
4699	K. Sellens	J. Normand	8	DNS	12	12	50	12
4003	A. Smallman	L. Grogan	9	12	DNS	DNS	54	13
503	P. Lash	J. Stark	DNF	DNS	12	11	56	14
3230	S. Barcham	T. Wilson	13	13	14	15	58	15

13 YEARS AND UNDER

4505	C. Wherrett	M. Butt, M. Overbury	1	1	DSQ	1	0	1
4008	T. Lorimer	R. Robinson	2	2	DSQ	2	9	2
4155	G. Hamilton	K. Sneyd, D. Sutherland	3	3	1	3	11.4	3

* Denotes overall winner of the Canadian Junior Albacore Championship.

You'll recall that in the last edition of "Shackles" Dave Hobden and Gary Poyntz were en route to Annapolis, Maryland to compete in the Championship of Champions Regatta, November 17th to 20th. What a regatta it was!

The event started out innocently enough with a practice race on Thursday morning in a 7 to 10 knot breeze. That afternoon, the first race began in 10 to 15 knot winds with the threat of a front coming through. When the lead boat was about 100 yards from the finish, the first gust of 35 knots hit. In less than a minute, twelve boats screamed past the finish line; three dumped in unison immediately afterwards. The trailing eight boats either capsized or hastily retired. Minutes following the 35 knot gusts, 50 to 60 knot winds with rain and hail slammed sailors and boats about the course. By 7 p.m. all competitors were accounted for but five boats were missing.

As expected, Friday's racing was cancelled because of high winds and boat damage. Two races were held on Saturday in approximately 10 to 15 knot winds. Dave and Gary finished 12th and 13th out of the 20 sailors competing. Very light winds prevailed Sunday and the race was cancelled when the wind died completely.

Gary and Dave sailed one of the twelve boats that finished in Thursday's gale and theirs was one of the few which did not sustain damage from the storm. When the race was called on Sunday, our champions were rounding the final mark in fourth place. All in all, they represented the Albacore class well in 1977's gruelling Championship of Champions Regatta.

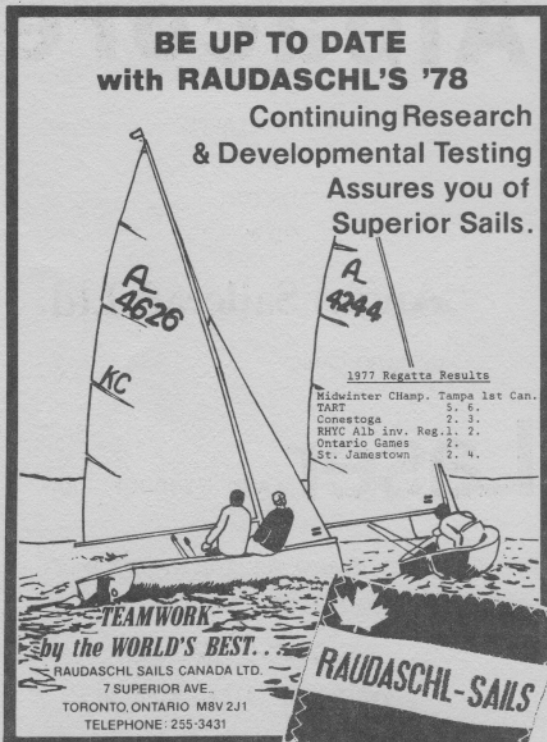
Have you sent your Club's 1978 regatta information to David Medhurst? He would like to publish a complete list of Albacore regattas in the next issue of "Shackles". All regatta organizers and/or Fleet Captains are requested to send the details of their events to him by March 5th. David's address is 153 Hanna Road, Toronto, Ontario M4G 3N6. Please include the name of the event, the date and the address of the contact person for additional information.

A reminder, too, that "Shackles" will print official entry forms with regatta announcements providing they are received by the editor before the newsletter's deadline date.

So get cracking out there! Your regatta will be a flop if no one knows about it.

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1977 Regatta Results

Midwinter Champ. Tampa 1st Can.	
TART	5. 6.
Conestoga	2. 3.
RHYC Alb inv. Reg. 1.	2.
Ontario Games	2.
St. Jamestown	2. 4.

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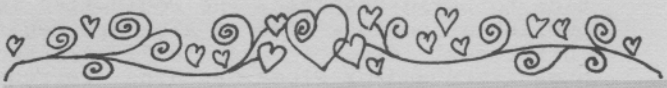
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SAILMATE Elliott demonstrates his winning technique (at the helm)

January/February's SAILMATE originally hails from Willowdale, Ontario where he was introduced to sailing at a very young age by father Doug. Graham began to sail competitively about four years ago with St. James Town Sailing Club. He was St. James Town's first member to crew in a World Championship. Along with helmsman Ron Taylor, he dazzled competitors in their Taylor Maid boat at the Worlds in Kingston last summer.

Graham was born on May 18, 1950. He is single, making him one of the most eligible bachelors around C.A.A. circles. In the past year, Graham has travelled extensively throughout Europe and North America. Always with the love of sailing at heart, he made a special trip to visit Woof Boats in England, then stopped in Torquay for an exclusive taped interview with the Commodore of the Royal Torbay Yacht Club. (He will soon release the tapes to "Shackles" for a future article about the Worlds.)

Just two weeks ago, our SAILMATE flew to Florida in a private plane to crew aboard a 28-foot yacht. Graham discovered that dinghy sailors really do have more fun. He is still recovering from the race.

The year 1978 holds great promise for Graham. He will be bringing out his Popular Mechanics Magazine again shortly; competitors can expect even greater modifications to his boat. (Of course, all within C.A.A. specifications.)

"Shackles" is happy to present its VALENTINE SAILMATE, Graham Elliott.

WOULD YOU LIKE TO BE OUR MARCH/
APRIL SAILMATE? Send a brief
personal resume and picture(s)
including your address and
telephone number to:

SAILMATE
P.O. Box 1028
Station "Q"
Toronto, Ontario
M4T 2P2

Or surprise a friend and nominate
him/her. Entries must be received
by March 24th.

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FLEET AND DISTRICT ORGANIZATION

The basic organization within the Canadian Albacore Association is the fleet. A fleet consists of three or more boats sailing together in the same area. It applies for C.A.A. recognition by advising the Association of

- a) title and location
- b) list of members
- c) names and addresses of elected fleet captain and secretary

Fleets are formed to promote local Albacore racing and to encourage the measurement and buoyancy testing of boats to C.A.A. rules and specifications.

Because of the large number of fleets, they are grouped into districts. District fleet captains, secretaries and measurers are elected by fleet executives to represent all fleets with a geographical area. Their main tasks are to provide communication between fleets and the C.A.A. executive; to promote Albacore regattas and organize the Annual District Championship Regatta; and to encourage sailors to join the Canadian Albacore Association.

Austin Marshall will be contacting last year's District Fleet Captains shortly to find out if they intend to serve again in 1978. Remember, the strength and continued growth of the Canadian Albacore Association depends on the enthusiasm of District Fleet Captains. If you have the time and interest, please write or call Austin: he's looking for volunteers.

"Shackles" will print a list of 1978 District Captains in the March/April issue.

TO: District Fleet Captains
Fleet Captains
Measurers

FROM: Austin Marshall
Fleet Liaison Chairman

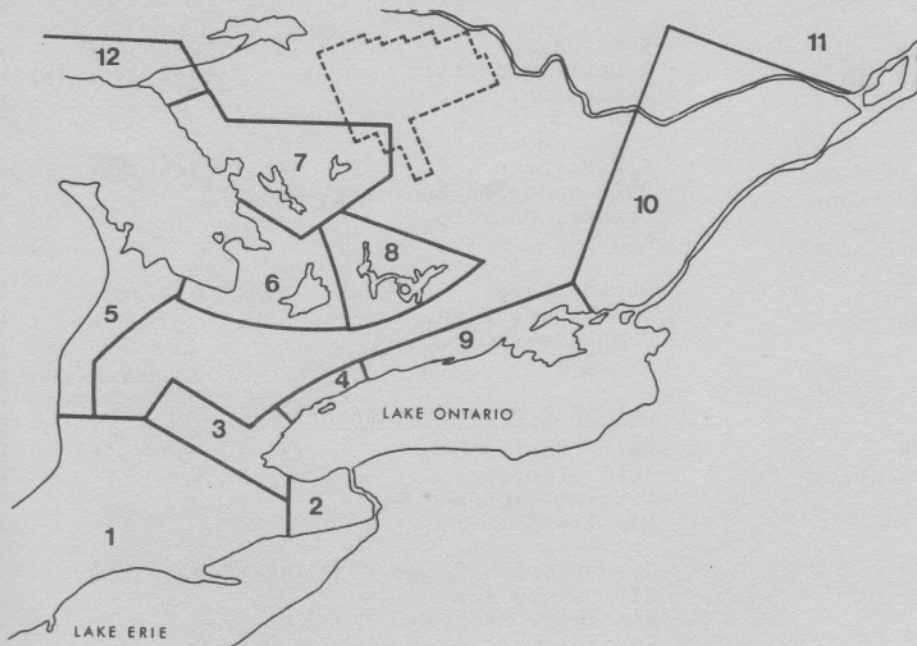
SUBJECT: Annual Fleet Captains Meeting,
Friday, April 18th at Toronto
Sailing and Canoe Club

The Canadian Albacore Association's Annual Fleet Captains Meeting will be held at TS&CC Friday, April 18th. This year there are some important items on the agenda, including THE \$3.00 SUBSIDY PER MEMBER WHICH WE HAVE BEEN STRIVING WITHOUT SUCCESS TO GET THE DISTRICTS TO SPEND FOR THEIR OWN USES.

Need I say more?

It is very important for your district to be represented at this meeting. I will be in touch with District Captains in the near future to confirm attendance.

Austin Marshall



DISTRICTS

<u>District No.</u>	<u>Area</u>
1	Western Ontario
2	Niagara
3	Hamilton
4	Toronto
5	Bluewater
6	Simcoe
7	Muskoka South Muskoka North
8	Kawartha
9	Bay of Quinte
10	Ottawa
11	Montreal
12	Northern Ontario
13	Manitoba
14	British Columbia

1978 C.A.A. MEASURERS

Chief Measurer

David Sturch 25 Tudor Gate Willowdale, Ont. M2L 1N3	(416)	447-1466	Kevin Holloway 475 Parkwood St. Thunder Bay, Ont. P7A 2J3	(807)	683-5759
Alan Clipsham Shanty Bay, Ont. L0L 2L0	(705)	728-6838	Paul Magnini 19 Oriole Crescent Grimsby, Ont. L3M 3Y3	(416)	945-8996
Ian Coutts R. R. #1 Freelton, Ontario L0R 1K0	(416)	659-7219	Jack Mitchell 61 Waterford Drive Apt. 606 Weston, Ontario M9R 2N7	(416)	244-6044
William Darby 1483 Glencairn Ave. Peterborough, Ont. K9J 6S2	(705)	742-5966	Joe Pol 203 King Edward Ave. London, Ont. N5Z 3T8	(519)	686-9867
P. M. Dixon 411 Sundial Drive Orillia, Ont. L3V 4A7	(705)	325-3208	Harry Pool 328 Archibald St. S. Apt. 3 Thunder Bay, Ont. P7E 1G7	(807)	623-2891
Bob Drinkwater 22 Woodlawn Drive Grimsby, Ont. L3M 3T7	(416)	945-3836	Paul Pudwell 235 High St. Fort Erie, Ont. L2A 3R4	(416)	871-2016
John Eastmure 14 Tally Lane Willowdale, Ont. M2K 1V4	(416)	221-2303	Michael Skaffel 510 Maple Ave. Apt. 513 Burlington, Ont. L7S 1M5	(416)	632-0713
David Francis 25 Tudor Gate Willowdale, Ont. M2L 1N3	(416)	447-1466	Joel Slan 321 Homewood Ave. Willowdale, Ont. M2R 2N7	(416)	222-3828
Don Giffin 1242 Albion Road Rexdale, Ont. M9V 1A8	(416)	741-1392	David Smith 1117 5th St. E. Cornwall, Ont. K6H 2M9	(613)	933-4320
Sandy Grant 45 Southport Street Apt. 1510 Toronto, Ont. M6S 3N5	(416)	767-0674 597-7472 (W)	Kent Taylor 2 Hartfield Court Islington, Ont. M9A 3E3	(416)	233-3406 362-2861 (W)
Neil Gunn 35 Dundurn Road Toronto, Ont. M4N 2W9	(416)	485-4376 364-2231 (W)	Alf Warnock 2025 Woodglen Crescent Ottawa, Ontario K1J 6G6	(613)	746-2820
Sicotte Hamilton 243 Fittons Road E. Orillia, Ont. L3V 2J7	(705)	325-6339	David Weaver 14 Lansdowne Rd. N. Cambridge, Ont. N1S 2S8	(519)	623-4402
Nick Hancock 37 Mallow Road Don Mills, Ont. M3B 1G2	(416)	449-3768 445-6641 (W)	<u>Out of Province Measurers</u>		
John Hogg 41 Maple Ave. Toronto, Ont. M4W 2T8	(416)	921-6707	Keith Robinson 4015 Plouffe Montreal, Quebec M4J 1K4	(514)	739-5928
			Gregor Smith 251 Oxford St. Winnipeg, Manitoba R3M 3H8	(204)	284-3826

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Each year on Feb. 2nd citizens in all parts of the country dig up an old superstition to determine if winter is near its end, for Feb. 2nd marks the date on which our furry friend, the groundhog, is supposed to come forth from his comfortable burrow in order to gaze upon, or to note the lack of, his shadow. Our resident harbourfront groundhog, Charlie Chuck, looks a bit confused. No wonder! The weather hasn't been exactly normal lately with winter hurricanes and unusually cold, wet days. Charlie Chuck has retreated into his cozy hideaway for another six weeks.

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 Poyntz after 6 o'clock. (416) 491-1536 (Res.)

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

FAIREY MARINE ALBACORE #509, ready to race. Contact: Peter Schell, 290 Union Street, Kingston, Ontario K7L 2R1 (613) 544-5098 (evenings)

McGRUER ALBACORE #4019, Proctor Beta Minus mast, Raudaschl sails. Well cared for by one original owner. \$1,500. Contact: Bob Winterton, 1501 Venta Ave., Mississauga, Ontario L4X 1C9 (416) 270-3873 (Res.); 367-8423 (Bus.)

ALBACORE #6218, composite Allen hull, wooden deck, Elvstrom mast, Storer sails. Good record. Contact: Roger Green, Hawkestone, Ontario L0L 1T0 (705) 487-3625 (Res.)

GRAMPION ALBACORE #4569, plus Beatty trailer. Excellent condition. \$1,500. Contact: Roy McDermott, R. R. #2, 64 Northshore Road, Port Elgin, Ontario NOH 2L0 (519) 832-5075

McGRUER & CLARK ALBACORE #4666 and trailer. Excellent condition. Minimum weight, two sets of sails (Fogh and Raudaschl), two masts --- one rigged with spinnaker and trapeze gear. Contact: Alan Redferns (416) 489-8410 (Res.)

2 SKENE ALBACORES #5647 and 5648. Fully rigged, excellent condition, three years old. \$1,695.00. Contact: Westwood Sailing Club, P.O. Box 387, Station Q, Toronto M4T 1L0.

SKENE ALBACORE #5785, excellent condition. Race rigged with Proctor spars and Musto sails. Price includes Bennett & Hanson trailer, Sears model 5823 1.2 H.P. motor and canvas boat cover. \$2,800. Contact: Duke Duyck, 15 LaRose Avenue, Apt. 907, Weston, Ontario M9P 1A7 (416) 451-9150, ext. 4333 (Bus.); 248-5144 (Res.)

STORER SAILS, used one season. Contact: Dick Gallant (416) 622-6052 (Res.); 592-5438 (Bus.)

SAILS: STORER - \$130.00; MUSTO & HYDE - \$110.00. Each with long luff jib and an extra window in the main. Measured. Used 1½ seasons. Contact: Gil Parcell (416) 759-0207

ELVSTROM SAILS, used one season, good condition. Best offer. Contact: F. Wimmer after 7 p.m. (416) 757-7720

FOGH SAILS, 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.)

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

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

MOUNTING BRACKET for outboard motor - \$15.00

2 TACTICAL COMPASSES, Suunto - \$10.00 each

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

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

WANTED

ALBACORES (6) for Kettles Sailing Club, Lake Muskoka. Contact: J. W. Raymond, 8 Herne Hill, Islington, Ontario M9A 2X1 (416) 239-2037 (Res.)

1978 MEMBERSHIP FEES DUE

Treasurer, Sandy Grant reports that our operating expenses to date have amounted to 53% of our total budget but only 28% of our total income has been received. It doesn't take a financial wizard to realize that we're operating at a deficit. Membership fees constitute a major chunk (52.8%) of our income; just 10% of those fees have been received. We need the other 90%! Please mail your 1978 membership fees to the C.A.A. today if you haven't done so already.

SOURCES OF C.A.A. INCOME

Membership	52.8%
Royalties	18.6%
Interest	8.3%
Canadians	1.1%
Measurement Fees	9.6%
Grants	7.0%
Other	2.6%

BUDGETED C.A.A.
EXPENSES - 1978

Secretarial Services	21.5%
Membership Log	6.6%
"Shackles & Cringles"	19.8%
Office Supplies	11.6%
Fleet Captains	3.3%
Grants	3.5%
District Rebates	7.4%
Team Racing	1.2%
Measurement Expense	9.9%
Boat Show	4.0%
IAA/CYA Dues	1.2%
Travel	5.0%
Other	5.0%

Your membership and support enables the Canadian Albacore Association to:

1. Promote the class which helps to keep the value of used Albacores substantial.
2. Maintain class rules which assures that older boats will not be made non-competitive by radical boat changes.
3. Assure the production of an adequate number of quality Albacores by licencing builders.
4. Obtain Albacore recognition for competition in major regional regattas.
5. Acquaint owners with boat handling techniques through meetings, a membership log and "Shackles & Cringles".
6. Publish an annual Albacore regatta schedule, regatta announcements and regatta entry forms.
7. Provide a "classified" service for members in "Shackles & Cringles".
8. Keep members informed of new class developments through "Shackles & Cringles".

All those benefits for just \$15.00 a year!

A few members have commented that they have not received a membership log and that requests for information in the past have been ignored. If you have questions, problems, complaints, whatever --- call Judy Whitfield, our very efficient and capable Assistant Secretary-Treasurer. She'll tend to your needs immediately. Please tell Judy if you sell your Albacore so that she can contact the new boat owner and let him know about the Canadian Albacore Association.

COMING IN YOUR MARCH/APRIL ISSUE:

- * "Shackles" strolls down memory lane
- * How to get publicity for your regatta
- * C.A.A.'s 1978 Albacore race calendar
- * March/April SAILMATE

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