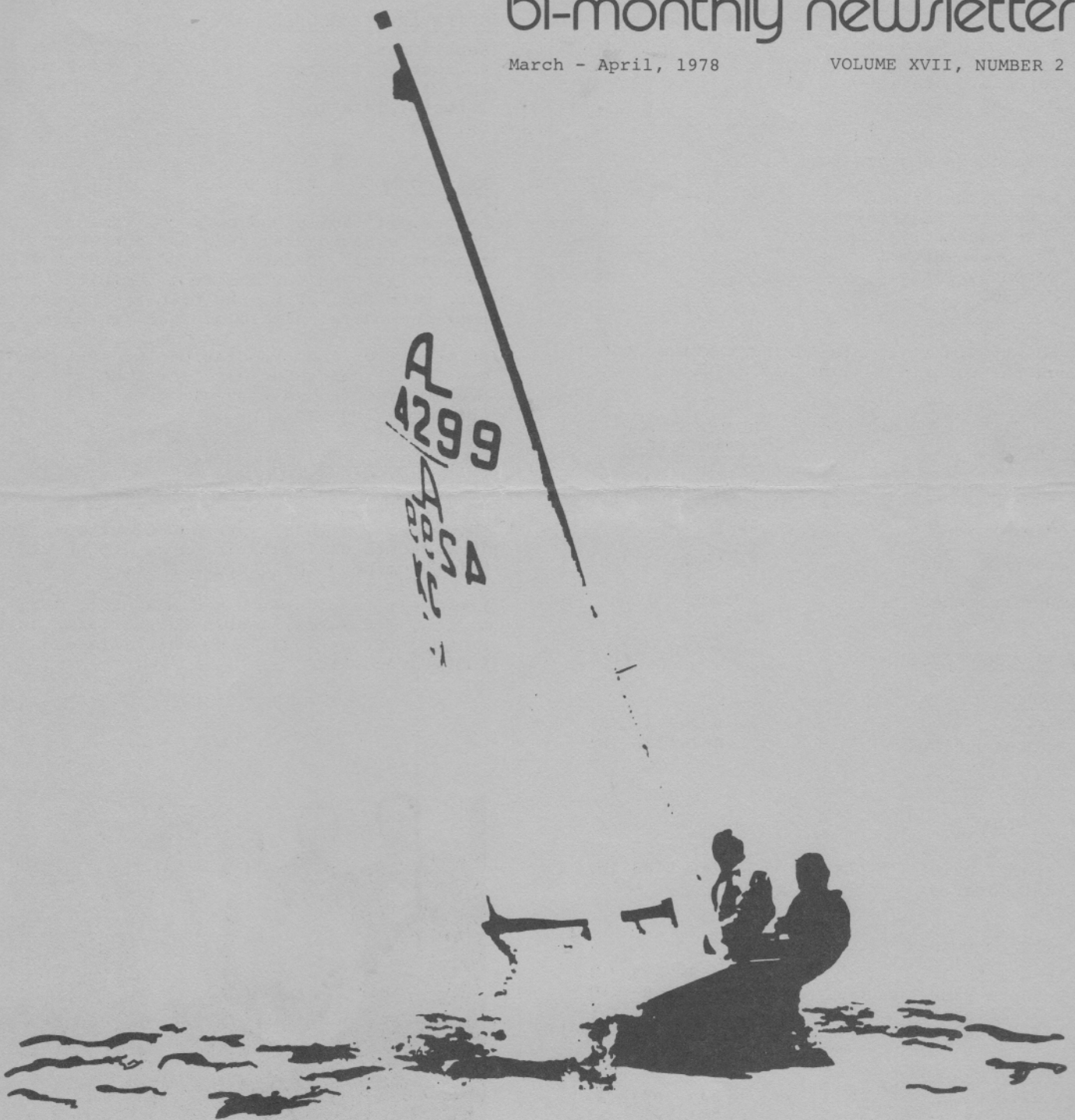


shackles and cringles

canadian albacore association's
bi-monthly newsletter

March - April, 1978

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REAR COMMODORE RESIGNS

Because of family and work commitments, Rear Commodore David Treissman has submitted his resignation. To date, his position is still vacant. If you would like to help the Association with publicity, the primary function of Rear Commodore, please contact Ian Bates.

On behalf of the Association, we extend to David our thanks for his contributions as Rear Commodore and wish him good sailing in the coming season.

THE GROUP MINUS TWO

"Shackles" photographer Ted Wickson was able to divert your hard-working executive's attention long enough during their March 6th meeting to have them pose for a group shot.

From left to right: David Medhurst, John Leitch, Ian Bates, Austin Marshall and Jerry Selwyn. Front row: Judy Whitfield and Judy Hardcastle.



letters

We write to comment on your statement in the most recent "Shackles & Cringles". The following, we believe to be an exact copy: "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?"

It looks as though, by making a couple of Motherhood statements, you were seeking the approval of the ordinary membership for what you have and are planning to do. We think the situation is dangerously misleading.

In recent years, three builders have discontinued Albacore construction --- two of them under somewhat doubtful circumstances. In approximately the same time scale, three more builders have been appointed. The distribution is now one in Vancouver, one in Winnipeg and three in Ontario. An overall look says it is a bit thin in the far East, overly concentrated in Ontario, but from a population distribution point of view, perhaps not bad. There has been sufficient time since two of the last three builders have been appointed to assess the situation. We would ask what tangible benefits in the way of healthy competition and improvement in quality have resulted? If the answer is affirmative --- again what are they? If negative, what new factors prevail that should cause the Association to appoint new builders?

We think that the Association has the bit in its teeth and is charging off but without direction or purpose and in great danger of precipitating a calamity.

F. W. White
President
Skene Boats Limited

P.S.

No other class has half as many builders!!

In answer to Wally White's questions regarding the licensing of new builders, I would say that in recent years there has been no "significant tangible benefit in the way of healthy competition" and hence it is not a question of any "new factors prevailing" but rather a matter of the existing ones still remaining. As to quality of construction, in the case of Skene Boats, there is no question but that it is of a very high standard.

To my knowledge none of the existing, or recently licensed, builders devote their efforts solely to the building of Albacores and they don't for very obvious and sound business reasons. Like the builders we, the C.A.A., must be equally aware of the potential problems of putting "all OUR eggs in one basket".

While your executive is looking at the situation of licensed builders on a national basis, I will, for the moment, concentrate on the area under discussion --- Ontario. Based strictly on the number of boats constructed/sold (determined by the numbers allocated by the C.A.A.) it would appear that we do seem to have the majority of our eggs in one basket.

The licensing of Racing Sailboat Services is not going to solve our problem but may fill an existing void. They intend to cater to the person who wants a custom built boat. Bob Whitehouse will be concentrating on the construction of all wood boats but will all produce a few composite boats using wood for the decks, buoyancy tanks and centreboard case (he will not be producing the fibreglass hulls himself). Their production will be limited but they hope to compete against and gain some of the wooden Albacore and Flying Dutchman market now being filled from abroad.

We have now approved the licensing of Hallman Manufacturing in Stoney Creek, Ontario. We have every confidence that Richard Navin will produce a quality Albacore. He hopes, in conjunction with a sailmaker, to have one of his boats campaigned on the regatta circuit in 1978 but will also be hoping to attract the non-competitive sailor with his standard (but with the same hull) version of the Albacore. We believe, and hope, that Hallman intend to market their Albacore, along with their Nordic Hallman 20, beyond just the Ontario market to both the east and west and maybe even across the border.

Jerry Selwyn
Builder Liaison

Editor's note:

The C.A.A. executive would like to know how you feel about the subject. Please forward your letters to "Shackles" before the next deadline date, May 19th.

ON THE WATER

Hosted by
Ted Chisholm

6:55 p.m. Thursday & Friday

9:00 & 11:00 a.m.
Saturday & Sunday

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Don't miss "On the Water" on CKFM all this sailing season. It's your guide to marine weather reports, as well as regattas and water shows, safety regulations and boating tips.

MEMORIES...



Above and below left: Competitors at the first World Albacore Championships in 1971, Lake Ontario.

Below: The champs, Jack and Nancy Langmaid at R.C.Y.C. with their trophy.



C.A.A. Commodore Seymour Mogford with 1971 North American Champions Bill & Bryan Gooderham.



And at Tampa Bay, #333 races in the Mid-Winter Championships. Where's the rest of the fleet?





The 1965 Canadian Albacore Championships at Lake Rosseau...when the Beatles, mini-skirts and psychedelic go-fast jibs were in style.



Smiling faces. Anybody recognize these winners. Or remember the occasion? (Shackles doesn't.)

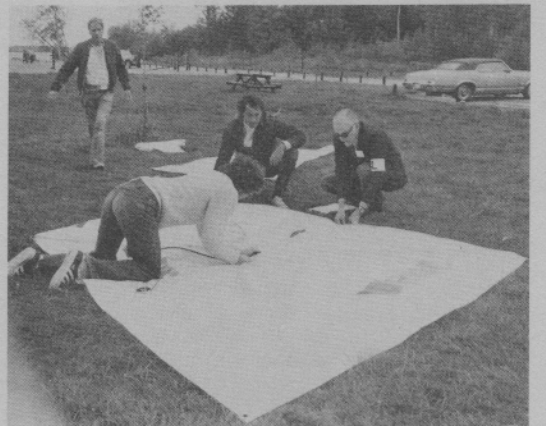


#2502 heads for home...

Measuring sails was a serious business at the Canadians that year.



Again, at Orillia, some adjustments before the Canadians begin.



from the commodore

With the ski season coming to an end and the disappearance of ice from sailing waters, I trust that all of you are impatiently thinking of "Albacoring".

The 1978 sailing calendar is shaping up beautifully! For those of you who could not make the Mid-Winters (won by Bill and Bonnie Shore), you can look forward to participating in many other regattas this season, beginning with TARTS in May. Of significant interest are CORK, a qualifying regatta for the 1978 Canadians and the 1979 World Albacore Championships in Torquay, England; and the North Americans which will be held in Annapolis, Maryland Thanksgiving weekend.

Your executive has been busy throughout the winter months. In January, the C.A.A. successfully exhibited an Albacore at the Toronto and Montreal Boat Shows. I was fortunate enough to see the London Boat Show at Earls Court in January and touched base with many of our Albacore friends in the U.K. They are excited about hosting the Worlds next year and are looking forward to meeting as many Canadian sailors as possible.

The rules and specifications of the three Albacore Associations --- the B.A.A., the U.S.A.A. and the C.A.A. --- have been standardized. You'll receive a copy with your next edition of "Shackles".

In allowing builders to build to the lines as an alternative to building from the C.A.A. plug and to ensure that the completed hulls conform with the lines and permitted tolerances, the C.A.A. has purchased a set of templates for measuring.

On April 15th, the C.A.A. executive will be presenting a brief to the Canadian Yachting Association for status as a development class.

April 28th is the date of our annual Fleet Captains Meeting at Toronto Sailing and Canoe Club. All district and fleet captains are urged to attend. The following day there will be an in-depth seminar for measurers, headed by David Sturch and Ian Meller.

In this issue as you follow "Shackles" down memory lane, many of you will recall those wonderful days at Cleavelands House. Circle September 22nd to 24th on your calendar because the Canadian Albacore Association returns to Lake Rosseau for the '78 Canadians.

Ian Bates
Commodore

IS MONEY A PROBLEM?

Do you need financial assistance for competitive sailing? Or money to subsidize an Albacore event? Don't forget that funding is available through the CYA/OSA, C.A.A. and Wintario. Contact John Leitch for more details. His address and telephone number appear on Page 2 of "Shackles" under C.A.A. Executive.

THE POET'S CORNER

"Shackles" brings you a verse from British Albacore owner Brian Wild whose boat, #AL24, was "the oldest competitor" at their last National Championships.

Brilliant new Albacores gleaming and bright,
Dancing in sunshine a marvellous sight.
But what of those older boats far behind,
Dwindling rapidly, another kind!
The racing is fierce, the infighting fast,
It's an old boat again that slotted in last.
The new owners, proud of their latest delivery,
Say "how did you do?" in the oft quoted mutter,
And more sailors indulge in this expensive flutter.

The new boat is seen like a magical potion,
It's so beautifully laminated it must have motion,
Far faster of course than the old tried and trusted!
It's polished, caressed, I suggest even dusted.
Off she planes madly the crew full of zest,
It may even give trouble to the hard racing best.
But what is this magic ingredient of speed?
Exchanging your boat, or new skill indeed?
With such psychological boost to extra dedication,
A renewed racer is born from previous meditation!
But consider the plight of the poor young sailor,
Who cannot afford the "in boat" tailor,
Has he a chance to prove his worth
With a boat long discarded and considered with mirth?
Of course we can't win with a boat so sad,
"Buy me a new one" a son pleads with his Dad.
But if father is wise he will not subscribe
To such a request whether with taunt or jibe.

Think what's being raced and what's being sold,
All are Albacores from a one design mould,
But the shape does vary your son cries out,
Though so subtle and fine it may matter nowt.
But if an old boat is heavy, displacement's a fact,
She'll be sluggish and slow and here you must act,
Cut out all those timbers so solid and strong,
If you're clever with tools you won't go wrong,
Mahogany out and spruce fitted in,
The ply that is thick is replaced with thin,
But is such a challenge worth all this trouble?
You must rig her as well if the speed is to double.
Well rigged and tuned, you'll be truly amazed,
Your competitors will wallow astern looking dazed,
And may the day come when your old boats do pass
The new and the beautiful whose owners put yours out to grass.

BEATING TO WINDWARD
IN SURVIVAL CONDITIONS

(An article by Eric
Twiname from March
1978 "Sail" magazine.)

If you find yourself sailing in survival conditions (and if you race long enough you are going to), the basic ingredient for success is to get yourself around the course without capsizing. When the wind is blowing 20-to-25 knots that is going to be quite an achievement. If you can be successful in staying upright in such extreme conditions you will automatically finish well up in the fleet. But to stay upright in that kind of wind you first have to know what makes you capsize, so let's look at the most "popular" ways of tipping over.

When beating in very heavy gusts, the knock-down is probably the most widely favoured type capsize among middle- and back-of-the-fleet sailors. A helmsman and crew may believe that survival in a sudden 20-knot gust is impossible and that nothing they could do would save them from capsizing. They're wrong. Any properly sailed centreboard dinghy will survive such a gust on a beat. Most boats can survive a 25-knot gust; some will even stand up to more. It all depends on how the boat is handled.

Knockdown capsizes on a beat usually happen because the jib is cleated in very flat and the helmsman spills wind by completely letting go the mainsheet. In moderate winds you won't capsize this way, but given enough wind this is a sure way to go over. The jib pushes the bow off and, with no mainsail to balance the helm, the boat develops excessive lee helm. Nothing you do with the rudder will bring her back up to a close-hauled course. The result is that the boat is forced beam on to the wind; forward way is lost because the jib stalls; and the whole mainsail flogs uselessly. With a jib cleated square to the wind and the enormous drag of a flogging mainsail, the capsizing moment of the rig becomes greater than any righting moment that the fully extended weight of helmsman and crew can provide.

This type capsize can easily be avoided. First, if you keep the boat approximately on a close-hauled course and do not allow it to lose way and fall beam on to the wind, excessive capsizing forces cannot develop. By sailing with the jib eased so that both jib and mainsail spill wind, lee helm will not develop, nor will the full area of a stalled jib be presented to the wind if the boat does fall much below a close-hauled course. Not only will the boat survive the gust with the jib eased but it'll also be surviving with even greater speed than before the gust.

By spilling wind on the jib and main together it is possible to stay upright until the wind becomes so strong that, with both mainsail and jib flogging, the heeling moment of the rig finally exceeds the righting moment of the fully extended weight of the helmsman and crew. For most dinghies, this only happens in winds of 30 knots or more.

When the wind is so strong that you have to ease the jib, it still pays to sail to windward pinching with the jib lifting several inches back from the luff. You should ease the mainsail too, so that the first third or so is backwinding. Then the boat is balanced on the helm and you can feather it to windward in such a way that the heeling moment of the rig always balances the crew weight. In the heaviest winds you can feather the boat higher on the wind so that you are backwinding even half the jib and half the mainsail; in less extreme wind you can drive the boat off with the whole jib and most of the mainsail drawing. Heavy-weather sailing is a balancing act --- the art is to use your sense of balance and feel to keep the heeling forces of the rig and the righting moment of the crew weight in equilibrium.

Since the big gusts are what cause the trouble, you can usually avoid a capsize by spotting the gusts before they arrive. Fortunately you can't mistake the darker and more threatening-looking patches of water that gusts send out as calling cards. All you need do to predict their arrival is to glance upwind every 20 seconds at the surface of the water. With practice you should be able to read the water well enough to predict to the second the moment the full force of the gust will strike. This will enable you to ease the jib and to sit out fully before the gust strikes. Then the first impact of the gust drives the boat forward rather than sideways or, worst of all, horizontally.

Your aim when sailing a dinghy to windward in heavy weather should be to always keep the boat level. Get maximum crew weight over the side to achieve that; otherwise you will need to sacrifice extra sail power to compensate for the lack of sitting-out power. But once you have your crew and yourself sitting out to the limit, you must then sail the boat level doing whatever it takes to achieve that. This includes spilling wind from most of the mainsail and most of the jib. Keep your boat level and you'll have more control, more speed and a higher finishing position.

Lifting the centreboard a third of the way up will make most dinghies easier to hold up on a beat in the heaviest weather, even though you increase leeway. By sailing with two-thirds board, you decrease the heeling moment of the boat because the lateral resistance of the hull is brought closer to the sideways (heeling) forces of the rig. This brings a significant reduction in the heeling tendency of the boat so you need to spill less wind. The risk of being blown flat is further reduced because, as the boat heels, even more of the centreboard comes out of the water and the hull slides off to leeward rather than capsizing. Some classes actually sail more quickly to windward in very heavy weather with the board partially raised.

There is a temptation to relax and sit in as soon as the boat becomes level. Don't --- that's just the time your sitting out provides the biggest righting moment. I always try to sail upwind heeled slightly to windward and fail by just enough to leave the boat perfectly upright most of the time.

As long as you and your crew are sitting out hard and spilling and feathering up to windward as much as is necessary to keep the boat upright, good windward speed is an automatic result. You will also have an easier and faster ride when a gust strikes even if you don't spot it coming. With the boat sailing level and crew weight well over the side, the wind has much more to do to heel the boat; it has to lift you and your crew several feet into the air. As this begins to happen you have time to ease the mainsheet and to pinch up before the boat heels way over.

If you and your crew are not sitting out hard or are not holding the boat level before the gust, first, you must get your collective weight properly over the side. While you are attempting to do this, the boat may heel too far and the moment will be lost for playing the mainsheet and helm for maximum boat speed. Instead you may flounder sideways at reduced speed until control is regained, or swim! It is a mistake to sit out hard only when things are going wrong.

Many people have the idea that spilling wind is bad because it's sacrificing power. In fact much more power is lost in a dinghy by allowing the boat to heel. Spilling wind in the mainsail and, when conditions really get heavy, in the jib, gets rid of excessive and unmanageable heeling and leeward forces in the rig, yet retains the essential forward driving forces. The result: good forward speed without excessive heeling or leeway.

One technique works really well for holding the boat flat as a gust first strikes without sacrificing unnecessary power. At the moment of the gust's initial impact, let go an arm's length of sheet and immediately pull most of it back in again, while at the same time, push the helm to leeward to keep the boat pointing up. If the boat still wants to heel, let out an arm's length of sheet again, then sheet back in. You may have to pump the mainsail this way two or three times before the boat is properly under control, pointing fairly high on a close-hauled course and moving quickly.

The purpose of mainsail pumping is two-fold. By letting out the mainsail as the gust strikes, the initial blast passes without causing the boat to heel unduly. Then immediately hauling in most of the released sheet fills the aft part of the mainsail and it acts like an air-borne rudder holding the boat on a close-hauled course. Two or three repeated pumps of the mainsheet allow you to hold the boat level and on a high close-hauled course until the main impact of the gust has passed. The technique is particularly useful in a sudden lifting gust.

Usually it is better to over-prepare for an imminent gust than to be caught unaware. If you ease the jib too much it can easily be sheeted in right away with little lost. Near a windward shore in gusty weather the gusts tend to be more vicious, more variable in direction and shorter lived. In these conditions it usually pays in survival weather to sail with the jib uncleated, or at least freed off a few inches.

At the back end of a gust you can get an extra kick of speed by sitting out hard a moment longer than you think you should while at the same time sheeting the mainsail back in to its usual, more central, close-hauled position. This gives an extra two-or-three feet of gain after the gust has gone. Repeated after each gust, these small gains become boat lengths and, finally, places picked up by the end of the windward leg.

A gusty wind always has one devastating trump card up its sleeve: the slam header --- the sharp gust that attacks you suddenly from ahead, backing the jib and tipping you over to windward. Everyone knows that this can happen, but the middle- and back-of-the-fleet helmsmen and crews tend to sail gusty heavy-weather beats as though it's always going to happen.

They shouldn't be so worried. A slam header that is violent enough to make a capsize certain is extremely rare. I can remember only one in all my racing and that was when beating in the lee of a mountain in an unusually fluky 20-knot breeze. The fear of the slam header has a far more devastating effect on your attitude toward heavy-weather windward sailing than the event itself has.

Curiously, helmsmen and crews who don't sit out hard when they are beating in a gusty wind make themselves more vulnerable, not less, to the sudden violent header. All dinghies have one thing in common with bicycles: they tend to be more easily controlled and kept upright when they are travelling quickly. If you fail to drive your boat hard upwind it goes more slowly and does not respond as positively to rudder movements. When you work hard, the boat is more responsive and will bear off more sharply as the header strikes.

The state of extra alertness and agility that helmsmen and crews enter into when sailing hard means that their own responses to a slam header are faster, more definite, and therefore more effective. An alert crew can be sitting out hard one moment, then be diving for the lee side of the boat with jib already uncleated. A crew whose sitting-out efforts are tentative in the first place tends to react tentatively to a slam header. A keenly aware helmsman working his boat to windward for all he's worth will bear off more quickly and more positively than someone who is sailing very cautiously.

As I have already mentioned, a really perceptive helmsman and crew will know that a slam header is coming before it arrives; it will not catch them unaware. If they scrutinize the water upwind, they will know not only when a gust is about to arrive, but also the direction of the wind in that gust.

In shifty wind a top-flight helmsman will be taking a continual read-out of the water immediately upwind so that he not only adjusts his mainsheet but also alters his boat direction to anticipate the gust. This naturally helps his survival on a gusty beat, and enables him to sail more confidently and more quickly than those whose only clues to wind strength and direction are their wind indicator and sails. Boats that are ahead are also excellent wind-

direction indicators. Many a windward capsize has been a warning to the helmsmen behind to prepare themselves for a slam header.

One of the all-time favourite ways of capsizing, and it is as widely used today as it was when the jam cleat was invented, is the backed-jib tack. The crew fails to uncleat the jib during the tack so that once past head-to-wind, the boat is flipped over by the backed jib. In survival conditions even uncleating the jib requires a determined effort.

The heaviest gusts even make tacking hazardous. The enormous drag of the flogging sails as the boat goes head-to-wind may be powerful enough to stop the boat dead in the water and to throw it rapidly into reverse and into irons. So always look for lulls to tack in, and always go into a tack with good boat speed and a determination to get around onto the new tack. It's the tentative or half-hearted attempt that puts a boat into irons.

Also try to attack heavy-weather beats with determination and to drive the boat hard. Not only does this make staying upright more likely, but it's also the right attitude to have to get to the weather mark first. When you do capsize, work out why. Except in the most extreme heavy weather, a capsize is always going to be your own fault --- never the wind's.

sailmate




Don't let the keel boat fool you: this month's SAILMATE, Christine Whaley, is an accomplished Albacore sailor.

In 1975, Chris was slated to compete in Ontario's first Women's Regatta at Harbourfront when it was cancelled at the last minute because of tornado warnings. She managed to show her winning style in a full page action spread in the Toronto Sun the following day. Despite Chris's competitive spirit, she's been known to exchange her race watch for a picnic lunch and a bottle of wine on a summer afternoon.

Chris prefers dinghy sailing but she can often be seen in her navy blue Yves St. Laurent blazer and sailing whites boarding the R.C.Y.C. launch for a relaxing day aboard her friend's Soling. SAILMATE Whaley has been to the Grenadines and the Virgin Islands twice for sailing holidays.

"Shackles" is proud to present an extra special Easter SAILMATE, Christine Whaley.

WOULD YOU LIKE TO BE OUR MAY/JUNE SAILMATE? Send a brief personal resume and picture(s) including your address and telephone number to "Shackles". Or surprise a friend and nominate him/her. Entries must be received by May 19th.



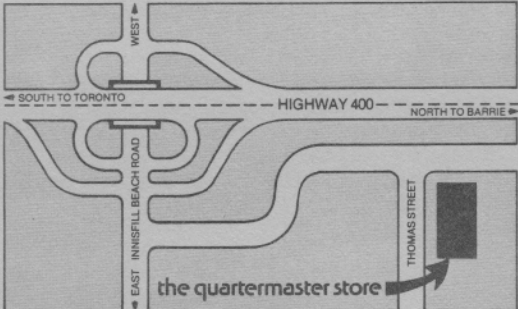
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membership

MEMBERSHIP FEES STILL TRICKLING IN

Membership fees have been trickling in slowly but surely, reports Treasurer Sandy Grant, but there are still many outstanding. Rather than incur the expense of another billing to remind all you procrastinators that your fees are overdue, a blank invoice is printed below for your use. If you haven't paid your 1978 membership fees yet, please fill in the invoice and forward it along with your cheque (payable to the Canadian Albacore Association) to P.O. Box 1028, Station Q, Toronto, Ontario M4T 2P2.

The new mailing list will be compiled May 1st based on paid-up members: that means if your fees haven't been received by then, you won't be getting the May/June edition of "Shackles". So send in your '78 membership dues today!

CANADIAN ALBACORE ASSOCIATION MEMBERSHIP INVOICE

Name: _____
Address: _____

Enclosed is my cheque for:
\$15.00 (Boat owner) _____
\$7.50 (Non boat owner) _____
Sail Number: _____
Club: _____

COMING SOON: DECALS AND MEMBERSHIP CARDS

A new design and change of material is responsible for the delay in getting 1978 C.A.A. decals printed. They'll be ready shortly --- maybe in time to include with "Shackles".

MAJORITY OF C.A.A. SAILORS ONTARIO RESIDENTS

"Shackles" took a look at the current C.A.A. membership roster and discovered that the majority of C.A.A. members live in Ontario. Here's a membership breakdown:

British Columbia	-	7
Saskatchewan	-	3
Manitoba	-	53
Ontario	-	457
Quebec	-	11

In addition, there are 21 C.A.A. club memberships: 7 belonging to the armed forces; 6 to community sailing clubs; and the remaining 8 to other sailing organizations.

Associate memberships number 53, from Canada, the U.S. and Great Britain.

ALBACORE SAILORS "MISSING THE BOAT"

Did you know that there are nearly 5,000 Albacores in North America? And that the majority of those are Canadian boats? Surprisingly, C.A.A. memberships account for only 10% of the total number of Albacore owners in Canada. Those other 90% don't know what they're missing! Isn't it time we tell them?

~~~~~  
SOLD YOUR BOAT? MOVED, YOU SAY?  
WANT INFORMATION? DON'T DELAY!  
WHITFIELD'S JUST A CALL AWAY.  
767-4447  
~~~~~

ALBACRUISE TROPHY UP FOR GRABS

Doesn't anybody go Albacruising anymore? Sounds like it could be a very romantic/fun/adventurous/pleasant thing to do.

Unfortunately, the Albacruise Trophy didn't find a recipient for 1977. Let's restore the Albacruise tradition this season! Here again are the rules:

1. At the time of the cruise, the skipper must be a member of the Association;
2. The trophy is awarded annually although the judges' panel have the discretion to defer an award if entries are not considered adequate;
3. The judges' panel consists of the 2nd Vice Commodore, the Rear Commodore and the editor of "Shackles & Cringles";
4. The boat used must have a buoyancy certificate current for the period of the cruise;
5. The minimum duration of a cruise is three consecutive days;
6. Entries in article and log form with a copy of the boat's buoyancy certificate must be received by the editor of "Shackles & Cringles" not later than October 31st for a cruise undertaken that year;
7. The award will be announced in the first "Shackles & Cringles" in the following year and the winning entry will be published in that issue.

WAS THERE A DEADLINE???

The deadline for "Shackles" material was extended again for this issue to accommodate the slowpokes. Start planning now, everybody, because next month's deadline date really is going to be the deadline. Anything received after May 19th will not appear in "Shackles". Absolutely no exceptions. Please give the editor a break --- after all it's sailing season --- and get your regatta announcements/results, news and views in early.

safety

COLD WATER SURVIVAL

The Art of Staying Live

Question: When is a life jacket not a life jacket?

Answer: When the person wearing it dies.

The above provides a rather grim answer to a childlike riddle, but like many others, it in turn triggers a further question. Why do people die in their life jackets? In most cases they do not die of shock or fatigue but of cold. The body quickly surrenders its heat to the cold Canadian waters, and as the cold blood circulates through the heart and the brain, these vital organs become impaired. The body is an electro-chemical machine and its chemical reactions are slowed by cold. A slowing of the brain chemistry can cause unconsciousness, and the cooling of the heart can lead to the state of electro-chemical anarchy known as fibrillation which, unless it can be checked, leads inevitably to death.

In the past, agencies concerned with water safety showed a very proper concern about drowning, and thus concentrated their efforts on floatation by teaching survival techniques and designing reliable life-jackets. However, if rescue is delayed, floatation alone will not save you and the bright orange jacket that kept you afloat will serve only as a marker to help in the recovery of your lifeless body.

Several years ago a research team at the University of Victoria comprising Dr. John Hayward, Dr. Martin Collis and Dr. John Eckerson began a detailed study of the physiological responses of the body to long-term immersion under actual ocean conditions. Surprisingly this area of research had received very little attention, and despite the work done by the British in the 2nd World War, the macabre concentration camp studies in Dachau, and subsequent small studies of special groups (e.g. channel swimmers), by no means all the data were in on the subject of human hypothermia in water.

Phase one of the project was designed to provide a detailed physiological picture of the response of the human body to cold ocean immersion. The subjects were monitored much like the astronauts at the Houston control centre, so that throughout each immersion the scientists on the ship had a second by second picture of the body's response to cold stress. Of particular interest were the subjects' deep body temperature, tympanic temperature (approximate temperature of blood flow to the brain), heart rate and ECG tracing, oxygen uptake and the electrical activity of specific muscles as an index of shivering. Recording continued during the important rewarming process.

A vital addition to the information about cooling was added when the university scientists used a thermography scanning technique to highlight the critical areas of heat loss in the body during immersion. A thermogram

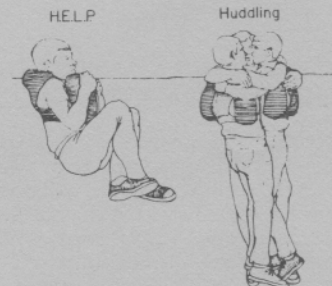
of someone who had been swimming vigorously showed that the arms, shoulders and upper chest are areas of relatively high heat loss. A thermogram of the subject who had been in the water for the same period but this time holding still showed that the high heat loss areas are down the side of the chest and in a V shape in the groin area. It had already been discovered that one cooled more slowly holding still than when swimming and the thermograms provided an explanation why. When you swim you force blood to flow to the large muscles of the upper body, it is cooled as it flows close to the surface. As it returns to the heart and deep body areas in the course of its circulation, this cooled blood in turn lowers the core temperature of the body.

Based on this information a science of cold water survival began to develop and be tested.

It was discovered that one's survival time could be increased by about one-third merely by holding still in the water instead of swimming. This meant that in 10°C water a person who might survive two hours while swimming would have a predicted survival time of 2 3/4 hours if they held still. As a result of further experimentation, it was predicted that in 10°C water an average person would be able to swim a little less than a mile before being completely incapacitated by cold.

If no life-jacket is available, some sort of swimming is inevitable. The much publicized drown-proofing technique where the head is lowered slowly down into the water and gently raised to breathe was compared with treading water. It was discovered that drown-proofing brought about quicker cooling than any other technique yet tried. A tremendous amount of heat can be lost from the head, and the cooling rate while drown-proofing was 35% faster than while treading water which keeps the head clear of the surface. Comparing drown-proofing to holding still in a life-jacket showed that someone would be able to survive nearly twice as long holding still with their head clear of the water than by drown-proofing.

Carrying the research to the next stage, it was reasoned that if you could somehow protect the critical areas of heat loss, then theoretically the cooling process would be slowed and survival time would increase. With this in mind a position called HELP (Heat Escape Lessening Posture) was developed for those in the water alone, while the Huddle was proposed for small groups. The theory worked out in practice and survival time proved to be nearly 4 hours in 10°C water for each technique which is approximately double the survival time of a swimmer.



An aspect of cold water survival which is often overlooked is the rewarming technique. If someone is very hypothermic, merely covering them with blankets may not be enough to enable them to generate sufficient heat to rewarm themselves. The key to rewarming therefore is to provide some external source of heat for the victim. Recently the University of Victoria group studied this problem with the U.S. Coast Guard and had considerable success by using a hot air inhalation technique whereby the body was warmed internally and there was a minimal "afterdrop" in the deep body temperature. A hot whirlpool bath has also proved an effective and pleasant method of rewarming chilled bodies.

Obviously these special rewarming aids are not always available and if they are not, then improvisation is the order of the day. Hot drinks, electric blankets and hot water bottles can help, and at times you have to resort to the technique long practised by mountaineers, namely removing your own clothes and those of the victim and covering yourselves so that some of your own body heat can be transferred to the chilled body whom you have rescued.

After more than 500 immersions in temperatures ranging from 4°C to 15°C the University of Victoria team make the following suggestions:

- (1) Whatever happens, try to keep your head clear of the water.
- (2) Unless land is within easy reach, holding still in the water is preferable to swimming or other vigorous movement.
- (3) The HELP or Huddle procedures can cover areas of high heat loss and lead to increased survival time.
- (4) If you can get out of the water onto a log or upturned boat, do so.
- (5) A life jacket is not really a life jacket unless it provides a measure of thermal protection, so if you are going to buy something to keep you afloat, invest in a garment that also keeps you warm.

1978 BOATING SAFETY GUIDE A MUST FOR SAILORS

A free publication that every sailor should read. It's yours for the asking from the Department of Transport, Ottawa K1A 0N5. In the Metro Toronto area, call Paul Roach at 369-2176 for your copy. Or pick one up at the offices of the Canadian Coast Guard, 20th floor of the Star Building, 1 Yonge St., Toronto.

C.A.A. TO PRESENT FUNDING REQUEST AT APRIL 19TH CLASS ASSOCIATIONS MEETING

C.A.A. Past Commodore John Leitch will present the Association's submission for class funding at the April 19th Class Associations Meeting at National Yacht Club. O.S.A.'s Sailing Competitions Committee will meet shortly thereafter to approve the amount of funding assistance. "Shackles" will report the outcome of that meeting in the May/June edition.

over the transom

The final draft of revised class rules, which became effective January 1, 1978, has been approved by all three Albacore Associations and will be included with the May/June issue of "Shackles".

The Quartermaster Store Ltd. opened April 1st in the new Storer Sail Building located at Innisfil 400 Industrial Park, Innisfil, Ontario. In stock are maintenance supplies, rope fastenings, marine paint, foul weather gear, books and other marine items.

In the December/January edition of Air Canada's magazine "En Route", Hans Fogh describes the Albacore as "one of the most popular two-man dinghies in North America". Accompanying the article is an action shot of one of C.A.A.'s most notorious boats --- #6600 --- sailing Toronto Harbour.

Toronto Sailing and Canoe Club's education nights wind up with two seminars on "Racing Rules" Wednesday, April 12th and 19th at 8 p.m. If racing rules are like a foreign language to you, plan to attend. The slide presentation and discussion will cover starts, upwind legs, mark roundings and finishes.

Some news regarding measuring and sail numbers. At the March executive meeting, the C.A.A. agreed to work with the builders in implementing new measurement procedures as a result of allowing builders to construct Albacores to the lines and tolerances. In the future sail numbers will be assigned in order and although there will be no limit to the numbers issued at one time, they must be prepaid.

Does your club or cottage have a fireplace? You'll save money as well as energy by using newspaper logs instead of wood. Simply roll a bundle of newspapers tightly, then tie it with a light wire. (Newspaper logs will last as long as wood and give off just as much heat.)

An increase in CYA membership fees of \$1.00 per club member, to become effective January 1, 1979, was endorsed by delegates at the recent Annual General Meeting of the Canadian Yachting Association. This increase, the first since 1976, reflects the increased cost of CYA operations and administration support. CYA/OSA club membership will cost \$6.50 per person in 1979.

Lake of Bays Sailing Club will host the 1978 Junior Albacore Championships August 12th and 13th. The winner of this event is automatically qualified to compete in "A" Fleet at the Canadians. Check subsequent "Shackles" for regatta details.

After a lengthy discussion at the March executive meeting about the fairness of "A" Fleet qualification criteria and the resulting level of competition, somebody suggested a solution: open "A" Fleet to everybody. Comments?

classified

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YOUNG AND SON WOODEN ALBACORE #5009. A well equipped fast hull in excellent condition. Proctor spars, boat cover, trailer. Contact: Philip Thompson, 119 Mason Terrace, Ottawa, Ontario K1S 0L2. (613) 233-1812.

SKENE ALBACORE #5678. White hull, green deck. Always stored out of weather. Lightly used. Excellent condition. Wiscot trailer. Boat and trailer - \$2,500.00
Boat only - \$2,000.00
Contact: Gord Elford, R.R. #1, Cannington, Ontario L0E 1E0. (705) 432-2526.

SKENE ALBACORE #4877. Excellent condition. Minimum weight, trailer. Winner 1974 "B" Canadians. Boat, trailer, motor - \$1,725.00
Boat and trailer - \$1,575.00
Contact: Wayne Sansom, 715 Don Mills Road, Apt. 2607, Don Mills, Ontario M3C 1S5. (416) 429-0146 (Res.); 922-2153 (Bus.)

McGRUER AND CLARK ALBACORE #4573. Two sets of sails, Explorer trailer. \$1,450.00. Contact: John Thompson, London, Ontario. (519) 433-3724 (Res.); 433-8919 (Bus.)

McGRUER AND CLARK ALBACORE #4239. Green fibreglass hull, minimum weight, good racing record. Seahorse mast. Two sets of Musto sails, boat cover, tilt trailer and dolly. Best offer. Contact: David Armstrong (416) 661-0831 (Res.); 782-0895 (Bus.)

2 SKENE ALBACORES #4882 and #4884 from North Toronto Sailing Club. Good condition. Proctor spars, Musto sails. Purchased 1973. \$1,595.00 and \$1,695.00. Contact: Dave Belyea, 30 Rosehill Avenue, Toronto, Ontario M4T 1G5. (416) 592-4172 (Bus.); 964-6528 (Res.)

SKENE ALBACORE #4148. Proctor D mast, Storer sails. Used one season. Excellent condition. Contact: Dianne Groom, (416) 967-9401 evenings.

MUSTO AND HYDE SAILS, one suit, used 12 months. \$100.00. 2 tactical compasses, Suunto - \$10.00 each. Contact: Jerry Selwyn (416) 447-5053 (Res.)

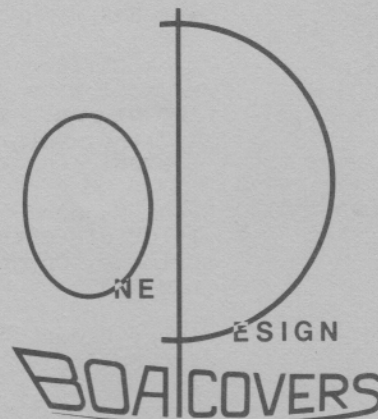
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WANTED

REPORTERS/PHOTOGRAPHERS, to cover 1978 Albacore regattas for "Shackles". No experience necessary. All applicants eagerly and gratefully accepted!!! Call Judy, (416) 964-3459.

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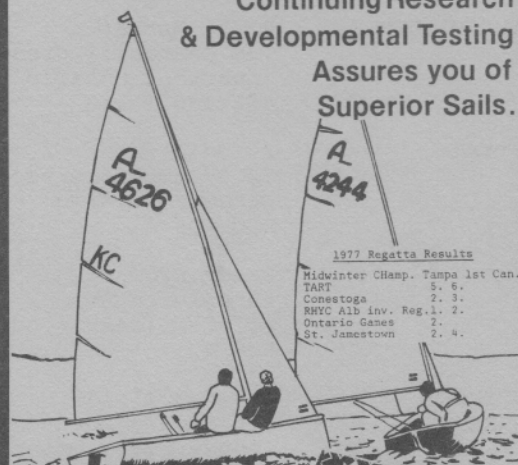
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from the districts

1978 DISTRICT CAPTAINS

DISTRICT NO. AND AREA	CAPTAIN
1 - WESTERN ONTARIO	Joe Poll 203 King Edward Ave. London, Ontario N5Z 3T8
2 - NIAGARA	Dick Railton Medical Arts Building 165 Plymouth Road Welland, Ontario L3B 3E1
3 - HAMILTON	Paul Magnini 19 Oriole Crescent Grimsby, Ontario L3M 3X3
4 - TORONTO	Garry Brown 240 Wellesley St. E. Apt. 321 Toronto, Ontario M4X 1G5
5 - BLUEWATER	VACANT
6 - SIMCOE	VACANT
7 - MUSKOKA SOUTH	Jim Kappelle 279 Lytton Blvd. Toronto, Ontario M5N 1R7
MUSKOKA NORTH	Ian Bates 172 Roxborough Drive Toronto, Ontario M4W 1X8
8 - KAWARTHA	Ralph Lloyd 1477 Sherwood Crescent Peterborough, Ontario K9J 6T6
9 - BAY OF QUINTE	P. J. Murray 168 Churchill Crescent Kingston, Ontario K7L 4N2
10 - OTTAWA	R. McIntyre 1216 Lampman Crescent Ottawa, Ontario K2C 1P8
11 - MONTREAL	David Browne 29 Drayton Road Pointe Claire, Quebec H9S 4V1
12 - NORTHERN ONTARIO	Kevin Holloway 610 Strand Avenue Thunder Bay, Ontario P7B 5B3
13 - MANITOBA	VACANT
14 - BRITISH COLUMBIA	VACANT

ANNUAL FLEET CAPTAINS MEETING, FRIDAY,
APRIL 28TH AT TORONTO SAILING AND CANOE CLUB

A reminder about the Canadian Albacore Association's upcoming Annual Fleet Captains Meeting. "Shackles" goofed in its January/February announcement: the meeting will be held on the 28th of April, not the 18th. Cocktails will be served from 6 o'clock; a roast beef dinner at 7:30 p.m. The business part of the gathering starts at 8:30.

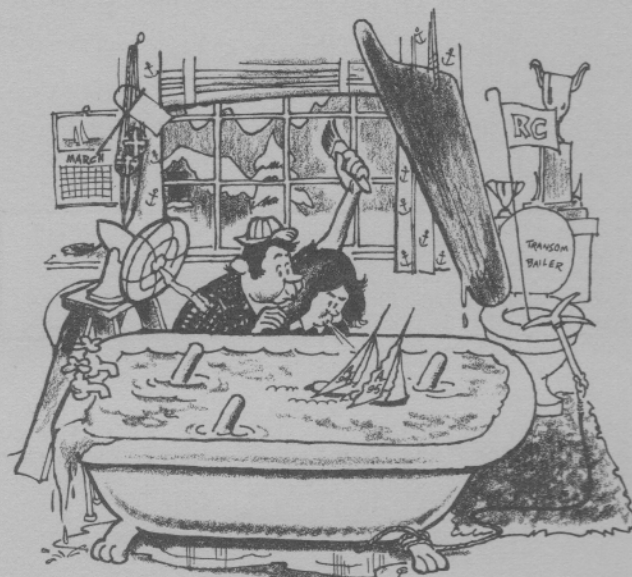
MEASURERS TO MEET SATURDAY, APRIL 29TH

A seminar for all measurers and would-be measurers is scheduled the next day at T.S. & C.C. from 9:00 a.m. until noon. With the recent revisions to Class specs, it's especially important for a good turn-out.

MORE DISTRICT ACTIVITY NEEDED FOR C.A.A. GROWTH

How about a party? A district newsletter? A moonlight Albacruise, a regatta, a sail seminar? Three dollars per member won't go far but it might be enough to get one of those projects rolling. Put your collective heads together and think of ways to use your rebate. The C.A.A. is only as strong as its districts. We're counting on you to set the wheel in motion; to entice non-members to the fold; to create an even stronger Albacore class through district activity.

Remember, "Shackles" is always on the look-out for district news. Send your stories to "Shackles" c/o P.O. Box 1028, Station Q, Toronto M4T 2P2. If you don't have time to write, a phone call will suffice.



HOW TO APPROACH THE MEDIA

Locally

The job one Communications Officer in Toronto cannot possibly do is see that a paper in Peterborough, for example, covers a race on Clear Lake, which certainly would be of interest to the local sailing community. Someone specially designated on the regatta committee must do that. We have found that local publications are often starved for news and would welcome the chance to cover a regatta in the area if one knowledgeable person on the organizing committee follows four steps:

- a) Select a "Publicity Officer" --- perhaps someone on the Race Committee.
- b) About three or four days before the regatta, have your "Publicity Officer" go down and talk personally to the Sports Editor or Broadcaster. The personal approach is the most successful.
- c) Give them the schedule and how to contact you by phone or at the regatta site.
- d) Follow up with instant results phoned in as soon as you get them. If no one has shown up to cover the regatta, that doesn't mean they don't want the material. If each step is followed, we guarantee success.

Regionally

If you are staging a regional championship where your regatta will likely attract participants from outside your regular area, there are five important steps to follow:

- 1) Appoint a Public Relations Officer at your first organizational meeting.
- 2) Have your Public Relations person contact either the Communications Officer or an Administrative Officer at your provincial sailing association to let them know
 - a) that you exist;
 - b) how they can contact you;
 - c) how to contact the press and what to expect.
- 3) Before the event, mail out a notice of events to the media that the Communication Officer feels will use your story.
- 4) Get the phone numbers of the Canadian Press representative in your area.
- 5) Write up the story and results as soon as possible and get on the phone even if it means missing the prize-giving. Speed is of the essence.
- 6) Relax and read all about it the next morning.

Nationally

If the event is of national significance the story will sell itself. If the headline reads something like "160 top sailors from 6 nations vied for the Canadian National Nutshell Championship," there is no need for advance work but it never hurt. The most important way to achieve national coverage is for the story to be at the Canadian Press re-write desk in the regional headquarters, i.e. Toronto, Montreal, Vancouver as soon as it happens and as complete as possible. The story should always

contain the following:

- 1) Name of regatta and place held.
- 2) Date (how many days).
- 3) Host and/or sponsor.
- 4) Top 10% of finishers including:
 - a) Full first and last names of crew and skipper.
 - b) Total points of all top finishers.
 - c) Each race finish of top 1 or 2.
 - d) The reason which best described why the winner won.
- 5) The nature of the weather.
- 6) Any unusual events.
- 7) Get all of the above into as few words as possible.

That all may sound simple but it's funny how sometimes the best reports omit something very important.

International Coverage

If you're going to Zambia to compete in a regatta, it doesn't matter how you do --- people back home love to hear. And it's often easier to tell them than you think. The following are recommended steps which those going away (even the U.S. is considered an away game) should take.

- 1) Let your provincial sailing association or C.Y.A. know you're going to let their Communications Officer know how to contact you beforehand.
- 2) Then the Communications Officer will tell you who is the closest Canadian Press re-write desk. It may be another agency like Reuters, but you must know this before going.
- 3) Follow the steps laid out under Nationally for putting the story together.
- 4) After each race call the re-write desk: it only takes 10 minutes but it's sure to get back.

The Tornado fleet have done this very successfully, as we're sure everyone who saw the stories will agree.

A New Twist

Consider asking your local radio station if they will start your first race from their studio. This technique has been used very successfully in Newfoundland to increase media coverage, as well as start races. The studio disc jockey merely acts as your official timer and the Race Committee responds with the appropriate flags and audible signals.

This year establish the fact that given the right material at the right time, the press and radio will give our sport all the attention they can. But one thing is for certain: the press cannot cover our sport the way most are covered. As Dick Beddoes infamously declared, watching a sailboat race is like watching grass

grow. For Dick Beddoes, that may be true. Personally, I feel the metaphor more applicable to a baseball game but it does hit the nail in the right place as far as ninety-nine percent of sports professionals are concerned.

We must give them the stories --- they won't come to us.

HOW TO APPROACH THE MEDIA by
John Gorrie originally appeared
in the June/July 1977 issue of
"Canadian Sailing Forum".

WHERE TO GO FOR SAFETY MATERIAL

Sail safely this summer. You'll find posters, booklets, slides, films, speakers --- all the water and small craft safety information you'll need to be safety conscious this season --- from the following sources:

The Ontario Sailing Association
559 Jarvis Street
Toronto, Ontario M4Y 2J1
(416) 964-8655

The Canadian Power Squadrons
26 Golden Gate Court
Scarborough, Ontario M1P 3A5
(416) 293-2438

The Canadian Red Cross Society
95 Wellesley St. E.
Toronto, Ontario M4V 1H9
(416) 923-6692

MORE SAILING FACTS

Here are some highlights of the recently completed Ontario Recreation Survey:

- * Out of 73 activities, sailing ranked 41st in popularity.
- * In the population of 6,145,000 individuals, 385,000 persons participated.
- * The average age of the participants is 30 years old.
- * 59 per cent of the participants are males and 41 per cent are females.
- * The average annual household income of participants is \$14,500.

(The Ontario Recreation Survey was a project of the Tourism and Outdoor Recreation Planning Study Committee, a committee made up of representatives from the ministries of the Ontario government which play a major role in the provision of recreation and tourism opportunities in Canada. Conclusions are based on a data bank containing the results of over 10,000 scientifically conducted personal interviews of a carefully selected group of Ontario residents.)

osa news

559 Jarvis Street has been a hive of activity lately with the sailing season about to begin. Plans for many events are in their final stages. Here's an activity report from Alf Jenkins, Executive Director:

*Applications are available from O.S.A. for mooring space at the Aquatic Park. The 1978 Mooring Exercise is run in conjunction with the Outer Harbour Sailing Federation. Applicants must be a CYA/OSA member or belong to a member club. Cost: \$200. There will be limited car access to the site and a possibility of jitney service along the spit during the summer months.

*O.S.A.'s annual Race Management Programme will be held at the Ontario Sailing Centre at Geneva Park, May 26th, 27th and 28th. A maximum of 30 sailors (two per club) will be allowed to participate. It's a terrific opportunity to learn the basics of running a race and this year, practical on-the-water experience is included in the course outline. Be sure to apply early for this programme so that your club will be represented. At press time, the cost hadn't been determined.

*The Provincial Youth Championships (for sailors 19 years and under) will be hosted on August 5th and 6th by the Royal Hamilton Yacht Club. The top three sailors in this event will be named to the 1978 Ontario Youth Sailing Team. Please note that this is a BYOB --- bring your own boat --- affair. (Albacores, of course.) O.S.A. will financially assist those sailors who must travel a distance to compete.

For more information about any of the above, please call Alf at (416) 964-8655. Or write to him at 559 Jarvis Street, Toronto M4Y 2J1. He'll be happy to answer your questions.

PROJECTORS AT BARGAIN PRICES

Why pay up to \$16.00 to rent a projector from a commercial outfit when they're available from your local library or school board for a fraction of the price? In Toronto, the film library on Orchard View Blvd. will lend you a projector for \$3.00 and presentation of your library card. (Be sure to reserve in advance.) The same service is probably available in your community. The money you'll save is worth a little checking.

FILM AND BOOK LISTS AVAILABLE FROM C.Y.A.

Did you know C.Y.A. publishes free film and book lists for sailors? Get yours by writing to: The Canadian Yachting Association, 333 River Road, 11th Floor, Ottawa, Ontario K1L 8B9.

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upcoming regattas

CHAMPLAIN YACHT CLUB HOSTS SEASON'S FIRST REGATTA

Champlain Yacht Club will host their annual Open Regatta Sunday, May 21st (Victoria Day weekend). There will be starts for five classes, including the Albacore and Laser. First race is scheduled for 11:00 a.m.; second race at 2:00 p.m., following lunch. Place: Couchiching Beach. Entrance fee: \$3.00 per boat.

SEVENTY-EIGHT TARTS

Get an early start on the busy '78 season by entering now for the fourth annual TARTS regatta to be held from Toronto Sailing and Canoe Club, May 27th and 28th.

It's one of the earliest and most popular regattas of the season for Albacore sailors. This year's event has been sanctioned by the Canadian Albacore Association as a qualification regatta for next year's World Championships in Torquay, England and also for this year's Canadian Championships.

Two races will be held back-to-back each day on Humber Bay with the first warning gun at noon on Saturday. A roast beef dinner has been organized for Saturday night.

To compete in TARTS (Toronto Albacore Regatta at Toronto Sailing in case you're wondering), the skipper must present at registration a '78 C.A.A. membership card, a current measurement certificate for the boat with an endorsement showing a '78 buoyancy test.

Please forward the completed entry form (enclosed with this issue of "Shackles") and cheque payable to SEVENTY-EIGHT TARTS to Nick Hancock, 37 Mallow Road, Don Mills, Ontario M3B 1G2 before May 15th, 1978.

CONESTOGA WARM WATER REGATTA

Warm up after TARTS! Head for Conestoga Sailing Club's annual regatta, June 3rd and 4th in Kitchener. It's a qualifier for the Canadians. There will be three races on Saturday, two on Sunday. Limited camping is available at the Clubhouse; unlimited camping at the conservation area just a mile away; or good motel accommodation in Kitchener and Elmira.

Entry requirements are:

- 1) 1978 Buoyancy Certificate
- 2) Proof of membership in C.Y.A. recognized club
- 3) Proof of membership in the Canadian Albacore Association

Directions:

From Toronto - Hwy. 401 west to 6 north, (to Guelph) to 7 west, to 86 west (to Elmira) to Dorking. Turn right to lake.

From London - Hwy. 401 east to 8 west, (Kitchener) to 7 east, to 85 north (to Elmira) to 86 west to Dorking. Turn right to lake.

LAKE ONTARIO CHALLENGE SCHEDULED FOR JULY 15TH AND 16TH

Bronte Harbour Yacht Club will host their annual Lake Ontario Challenge Albacore Regatta, a qualifying event for the '78 Canadians, on July 15th and 16th. Their club is situated on Lake Ontario approximately 30 miles west of Toronto along the Queen Elizabeth Way and 15 miles east of Hamilton.

You can save yourself a dollar by registering before July 7th by mail or pay the full \$6.00 entrance fee in person Friday night, July 14th from 8:00 to 10:00 p.m. Registration continues Saturday morning until 10:00 a.m. There will be an informal dance that night.

More detailed information is included on the application form (enclosed with "Shackles") or from P. Brayshaw (416) 632-8586 and G. Waxfield (416) 822-9839.

BALSAM LAKE SAILING CLUB'S 16TH ANNUAL REGATTA TO BE HELD AUGUST 6TH

This midsummer regatta, always held on the first Sunday in August, has invariably drawn a high-class entry. In the fifteen years of its existence, the two-race, one-day series has been won by such names as Jack Langmaid, the Poyntz brothers, Don Giffin, Bill Gooderham, Sicotte Hamilton, John Dakin, Len Davis and David Medhurst.

In the past, the regatta has been an invitation event but the Balsam Lake Sailing Club has changed it to an open regatta this year. However, fifty Albacores maximum will be allowed to compete, first come, first served. Lasers are also invited to participate (maximum 50 with a separate start).

Both starts will be gate starts in preparation for the 1979 World Albacore Championships in England. There will be separate prizes for Albacores (Griffin Trophy) and for Lasers.

Tony and Kitty Griffin will host a post-race supper. A maximum of 100 boats could involve over 200 hungry people so please apply early to help the catering operations run smoothly.

Entrance fee: \$10.00 per Albacore; \$7.50 per Laser until July 15th. Thereafter the fees are \$15.00 per Albacore and \$10.00 per Laser. Your application form is enclosed.

Applications enclosed with this issue of "Shackles & Cringles":

1. TARTS (Toronto Sailing & Canoe Club)
2. Conestoga Sailing Club's Warm Water Regatta
3. Bronte Harbour Yacht Club's Lake Ontario Challenge
4. Balsam Lake Sailing Club's 16th Annual Regatta
5. ALBACORE CLASS ASSOCIATION WEEK

SAILING SOUTH OF THE BORDER

United States Albacore Association Commodore Roger Thomas gave "Shackles" a rundown of their 1978 regatta schedule and extended an invitation to Canadian Albacore sailors to join them at any or all of these sailing championships:

1978 U.S. Middle Atlantic Albacore Regatta
May 20th and 21st at the Podickory Yacht Club, Annapolis, Maryland. Five races are scheduled beginning at 11 a.m. on the 20th. The \$10 entry fee includes dinner on Saturday night. If you'd like to be billeted with local fleet members, please call Ralph Fischer at (301) 464-0485.

U.S. Nationals at the Cambridge Yacht Club, Cambridge, Maryland, August 25th to 27th.

North American Championships, October 7th to 9th at the Podickory Yacht Club, Annapolis, Maryland. What better way to spend Thanksgiving weekend than sailing in this end-of-the-season event? Roger "guarantees" typically warm Annapolis weather and a colourful autumn countryside. There might even be turkey-bird on the menu!

opinion

From the March/April 1978 issue of "International Dinghy" comes this concern from Editor, Barry Pickthall.

"Are travelling trophies killing classes? It is a point of view that has been put forward by Ian Matthew in the latest Merlin Rocket Newsletter. His view, and it is shared by many in other classes, is that class circuits such as the Silver Tiller, Blue Jib and other travellers trophies encourage the better helmsmen to compete in open meetings every weekend rather than supporting club events. The effect is that home fleets are depleted dramatically and newcomers are not encouraged to compete.

At his own club at Grafham all the top crews travel to open meetings leaving only one or two boats to support club events.

Club racing is the grass roots of our sport. Unless this remains strong, the classes themselves will start to wither. It would be both to their advantage and clubs if the lesser meetings were to be pruned out of the National fixtures. The events that were left would doubtless benefit from even better support and prestige and club points series would start to take on some meaning."

Are the number of qualifiers scheduled this year for the Canadians and the '79 Worlds discouraging our top Albacore racers from competing "at home"?

albacore week

The Canadian Albacore Association is sponsoring a RACE TRAINING WEEK at Geneva Park's Ontario Sailing Centre, July 30th to August 4th. All C.A.A. members are invited to participate.

The Centre is a racing camp for sailors which provides an opportunity for you to concentrate on and improve your racing skills and boat handling techniques. You'll be working on every aspect of Albacore racing, from a physical fitness programme to an in-depth study of the rules, from roll tacking to mark rounding. Top Albacore racers will be on hand to give special lectures.

The Centre's Director is the noted sailor and International Sailing Coach, Doug Keary. Doug wrote the book on Coaching for Race Training and is, without a doubt, the most knowledgeable person in Ontario on Race Training. Doug's coaching staff are all of the highest calibre possible in the CYA/OSA Instructor programme.

Geneva Park is located near Orillia on Lake Couchiching. If you're still game after each day's sailing, their full facilities are available to you: swimming, tennis, baseball, a gymnasium and jogging trails. The \$190.00 course fee includes excellent meals, accommodation and instruction --- a real bargain!

The programme is limited to 26 participants so send your application and \$20.00 deposit to Chris Bakarr, c/o the Canadian Albacore Association, as quickly as possible. Please note that your deposit is non-refundable and that full payment must be received no later than June 30th.

Questions? Please telephone Chris at (416) 762-4592 (evenings) or Bill Gooderham, Technical Director, O.S.A. at (416) 964-8655 (days).

LET'S MAKE THE ASSOCIATION'S FIRST CLASS WEEK A RESOUNDING SUCCESS! PLAN TO ATTEND!

regatta results

BILL AND BONNIE SHORE WIN 1978 MID-WINTER ALBACORE CHAMPIONSHIPS

The second successive year of good Canadian November weather may have forced a change of venue for next year's Albacore event. Saturday, March 11th was everything a Canadian sailor could ask for --- a warm breeze of about 10 knots and a temperature of about 75 degrees F. Unfortunately, the first and second days of the regatta were totally different. Those who came early had time to get acclimatized since Sunday and Monday of the preceding week were reasonably warm. By Wednesday, a low had moved in with rain and raw winds, preparing us for the first race on Thursday.

First race: skies were overcast, with winds from the southwest at 3 to 5 on the way out. There was intermittent rain, heavy at times. The scheduled starting time of 10 a.m. was postponed for over an hour due to shifting winds, then none at all. The race finally started at 11:30 with the wind apparently filling from the southeast, and a soaking shower for the first beat.

The bulk of the fleet headed to the left side of the course; Geoff Hoyle, crewing in #6266, correctly assessed the incoming tide and resultant lift, and keeping to the right of the rhumb line, arrived first at the weather mark by a couple of boat lengths. That was our moment of glory! We held the lead for the first reach but when I started looking for the leeward mark on rounding the gybe mark (a fine time to look for it), two boats went through our weather --- Carl Cheney and Mark Bryant.

The second beat turned into a planing reach. (A shift that was smelled by the Shores as they rounded the leeward mark in 6th place and immediately eased sheets.) Others remained hard on the wind for varying periods of time. The Shores sailed a long, arcing reach with the shift to take over second place at the windward mark. We were enjoying the scenery for too long, allowing three more boats to plane past us while we were still thinking we were beating! Cheney hung onto first place and stayed in front for the last two legs. The finish line was shifted to provide a short beat which again was in heavy rain with very little wind.

The second race of the day was cancelled when the wind came up.

Friday dawned sunny but with winds already at 20 to 25, and with the forecast for more, the races were at first postponed (to contemplate the white caps on the hotel swimming pool) and then at 1:00 p.m., cancelled completely for the day. Keen types moped around looking for alternative games. Success story of the event had to be Bob Brooks who won \$56.20 on the horses! Thrills were provided by a windsurfer at Clearwater Beach who happily reached back and forth among 8 to 10 foot waves, occasionally dumping when the wind simply went clean over him. Meanwhile, back

at the Bay Harbour Inn, the Canadians in Florida lay in the sun. Natives put on their overcoats with a temperature of 50 degrees. Would you believe sunburned goose bumps?

On Saturday, the day arrived that we had all been waiting for: sunny and warm with a temperature of about 65 degrees F. and a light breeze which promised to increase. A severe wind shift after the 10 minute gun made the first beat almost a close reach on starboard. Buoys to starboard compounded the problem; a pile-up at the starboard end of the line, and several "over earlys" were ignored by the Race Committee who had escaped to the port end.

The wind continued to veer throughout the race in varying degrees, making the second leg a dead run and the second beat a reach. The committee shortened the course at the end of the fourth leg. Paul Magnini and Ed McGrath produced the best finish for a Canadian boat in this race, reading the shifts very well (or perhaps being better at in-fighting!).

Since the third race was sailed immediately following the second race, the committee had to acknowledge the continually veering wind and shift marks. As in the first race, the starboard tack was the lifted tack, both by wind and tide. The wind continued to oscillate, at times seemingly up to about 20 degrees. A full race was sailed, consisting of two triangles and a third beat. About the middle of the race, the wind veered but it later backed on the last reach, making that leg a very close reach and also making it impossible to catch the leaders.

Standings were close going into the race: Carl Cheney was second for most of the way around, while the Shores were fifth --- positions which would have given Cheney the regatta. However, he sailed into a hole on the last beat, dropping from second to fourth, letting John and Ann Luard through and giving the Shores the regatta.

Among Canadians, Ron Taylor and Graham Elliott sailed consistently for sixth place overall. We had our flash of brilliance in the first race and then made two poor starts from which we were unable to recover. We gained many boats during both races, starting last in the second race and approximately third from last in the third race.

The Race Committee, while admittedly on a holiday and working under difficult conditions, showed an unwillingness to ever recall anyone. Six to eight boats appeared to be consistently over early and while everyone exhibited good sportsmanship on the race course, at the start we do need some policing! 1976 Mid-Winter Champion Drew Wallio was extremely apologetic after racing for creating havoc at the starboard end of the starting line in race #2. He explained that he had expected to have enough speed to catch a hole that was opening up, but could not turn it on when needed. Unfortunately, he never did get it together, finishing 16, 15 and 12 in the fleet of 25.

Bill and Bonnie Shore took the regatta with finishes of 2, 2 and 4; Carl Cheney and Ginny Schwenk were second with 1, 5 and 3; the Bryant brothers were one point behind. Probably a dozen boats were capable of winning any race, making for good competition.

No matter what the weather is, the Mid-Winters has compensations, not the least of which is the high quality seafood available in restaurants at ridiculous prices (by Toronto standards). However, the U.S. Albacore Association has decided to try to guarantee warmth for the event. Roger Thomas announced at closing ceremonies that next year's Mid-Winters will be held on a large inland lake at Orlando, Florida.

Kay Cartwright
#6266

1978 MID-WINTER ALBACORE CHAMPIONSHIPS

March 9th, 10th, 11th

Tampa, Florida

SKIPPER/CREW	BOAT NO.		RACE			POINTS
			1	2	3	
1. Bill Shore/Bonnie Shore	6350	Newport, R.I.	2	2	4	8
2. Carl Cheney/Ginny Schwenk	5920	Staten Island, N.Y.	1	5	3	8.75
3. Mark Bryant/M. Bryant	3582	Buffalo, N.Y.	4	1	5	9.75
4. M. McClintock/S. Thorpe	6355	Newport, R.I.	3	10	1	13.75
5. John Luard/Ann Luard	5239	Annapolis, Md.	5	7	2	14
6. Ron Taylor/Graham Elliott	6459	Toronto, Ontario	7	8	7	22
7. R. Lindmark/P. Lindmark	5917	Red Bank, N.J.	13	3	9	25
8. Kay Cartwright/Geoff Hoyle	6266	Kingston, Ontario	6	11	11	28
9. Harry Sindle/S. Sindle	6344	Gloucester, Va.	8	13	10	31
10. Roger Thomas/Carol Thomas	5995	Clinton, Md.	11	14	6	31
11. Paul Magnini/Ed McGrath	6216	Grimsby, Ontario	15	4	13	32
12. H. Kierulf/A. Kierulf	6266	Kingston, Ontario	18	6	15	39
13. T. Dick/J. Dick	6156	Toronto, Ontario	10	16	14	40
14. Dick Railton/K. Railton	5504	Welland, Ontario	DSQ	9	8	42
15. Bob Harwood/S. Dodge	6353	Washington, D.C.	14	12	16	42
16. Drew Wallio/Michelle Wallio	5959	Hampton, Va.	16	15	12	43
17. B. Jackson/J. Cuffer	4743	Chicago, Ill.	17	18	17	52
18. J. Parrent/K. Hoover	6315	Hampton, Va.	12	17	DNF	53
19. P. Jayne/A. Thomblly	6336	Washington, D.C.	9	DNS	DNS	59
20. B. Bear/S. Hirsch	6333	Washington, D.C.	21	21	18	60
21. Jim Fasset/Bob Brooks	6318	Hampton, Va.	23	19	19	61
22. G. Holthaus/M. Holthaus	5069	Washington, D.C.	20	20	21	61
23. S. Duncan/M. Chilton	2175	Tampa, Florida	19	24	20	63
24. H. Pierce/C. Pierce	5211	Hampton, Va.	22	23	22	67
25. A. Marsh/M. Biglin	5987	Washington, D.C.	24	22	23	69

B DIVISION STANDINGS

1. T. Dick/J. Dick
2. B. Jackson/J. Cuffer
3. B. Bear/S. Hirsch
4. G. Holthaus/M. Holthaus
5. S. Duncan/M. Chilton
6. H. Pierce/C. Pierce
7. A. Marsh/M. Biglin

CANADIAN ALBACORE ASSOCIATION
1978 SCHEDULE OF EVENTS

DATE EVENT AND LOCATION

May

20/21 U.S. Mid-Atlantic Albacore
 Championships (Podickory Yacht
 Club); Annapolis, Md.

21 Harbour Master #1 (North Toronto
 Sailing Club); Toronto Harbour

21 Champlain Regatta (Champlain Yacht
 Club); Lake Couchiching

27/28 TARTS (Toronto Sailing & Canoe
 Club); Humber Bay

June

3/4 Conestoga Warm Water Regatta
 (Conestoga Sailing Club);
 Conestoga Lake near Kitchener

3/4 Upper Canada Regatta (Stormont
 Yacht Club)

10 M.Y.R.C. Regatta (National Yacht
 Club); Humber Bay

10/11 June Bug Regatta (Fanshawe Yacht
 Club); London

11 Examiner Trophy Open (Peterborough
 Sailing Club)

11 Harbour Master #2 (Royal Canadian
 Yacht Club); Toronto Harbour

17 M.Y.R.C. Regatta (Royal Canadian
 Yacht Club); Toronto Harbour

24 R.C.Y.C. Albacore Open (Royal
 Canadian Yacht Club); Toronto
 Harbour

24 Royal Hamilton Albacore Open
 (Royal Hamilton Yacht Club)

24 M.Y.R.C. Regatta (Ashbridge's Bay
 Yacht Club)

25 Harbour Master #3 (Royal Canadian
 Yacht Club); Toronto Harbour

July

1/2 District 3 Championships
 (Conestoga Sailing Club);
 Conestoga Lake near Kitchener

1/2 L.S.S.A. Annual Regatta (National
 Yacht Club); Toronto Harbour

8 M.Y.R.C. Regatta (Port Credit
 Yacht Club)

8 Lake of Bays Albacore Open (Lake
 of Bays Sailing Club)

July

8/9 Parkway Invitation (Parkway
 Sailing Club); Fort Erie

8/9 Gatineau River Regatta (Gatineau
 River Yacht Club)

9 Centennial Regatta Open (Peter-
 borough Sailing Club)

9 Harbour Master #4 (North Toronto
 Sailing Club); Toronto Harbour

15 South Muskoka District Champion-
 ships (Muskoka Lakes Sailing Club)

15 M.Y.R.C. Regatta (Island Yacht
 Club); Humber Bay

15/16 Lake Ontario Challenge (Bronte
 Harbour Yacht Club)

15/16 National Capital Regatta (Britannia
 Yacht Club); Ottawa

16 Harbour Master #5 (Westwood Sailing
 Club); Toronto Harbour

22 M.Y.R.C. Regatta (Boulevard Yacht
 Club); Humber Bay

29 M.Y.R.C. Regatta (Toronto Sailing
 & Canoe Club); Humber Bay

August

5 North Toronto Open (North Toronto
 Sailing Club); Toronto Harbour

6 16th Annual Balsam Lake Regatta
 (Balsam Lake Sailing Club)

6 Harbour Master #6 (Royal Canadian
 Yacht Club); Toronto Harbour

12 Bronte Open (Bronte Harbour Yacht
 Club)

12/13 Mooredale Albacore Regatta
 (Mooredale Sailing Club); Toronto
 Outer Harbour

12/13 Junior Canadian Championships
 (Lake of Bay Sailing Club)

19/20 Grimsby Annual Regatta (Grimsby
 Yacht Club)

25/26/27 U.S. National Albacore Champion-
 ships (Cambridge Yacht Club);
 Cambridge, Md.

26 Westwood Open (Westwood Sailing
 Club); Toronto Harbour

27 District 8 Championships (Peter-
 borough Sailing Club)

27 Harbour Master #7 (Westwood
 Sailing Club); Toronto Harbour

28/29/30/
 31/Sept. 1 CORK - Olympic Yacht Harbour,
 Kingston

September

- 2/3 St. James Town Regatta (St. James Town Sailing Club); Outer Harbour
- 9/10 Stormont Qualifier Regatta (Stormont Yacht Club)
- 16 M.Y.R.C. Regatta (Queen City Yacht Club); Humber Bay
- 22/23/24 CANADIAN ALBACORE CHAMPIONSHIPS, CLEVELANDS HOUSE, LAKE ROSSEAU

October

- 7/8/9 Pumpkin Regatta (Fanshawe Yacht Club); London
- 7/8/9 NORTH AMERICAN ALBACORE CHAMPIONSHIPS (Podickory Yacht Club); Annapolis, Md.

1978 Canadians "A" Fleet

ALL REGATTAS DESIGNATED AS QUALIFIERS FOR THE 1979 WORLDS PLUS THE FOLLOWING:

- June 3/4 Conestoga Warm Water Regatta (Conestoga Sailing Club)
- July 15/16 Lake Ontario Challenge (Bronte Harbour Yacht Club)

Automatic qualification to:

- 1978 Junior Canadian Champion
 - 1978 District Champion from each district
- (For full details of selection criteria, see January/February 1978 "Shackles".)

HAVE WE MISSED YOUR EVENT?
HAVE THE DETAILS CHANGED?

Please advise:

David Medhurst
153 Hanna Road
Toronto, Ontario
M4G 3N6

QUALIFYING REGATTAS

1979 Worlds

- May 27/28 TARTS (Toronto Sailing & Canoe Club); Humber Bay
- June 24 Hamilton Open (Royal Hamilton Yacht Club)
- July 8 Lake of Bays Open (Lake of Bays Sailing Club)
- July 15/16 National Capital Regatta (Britannia Yacht Club); Ottawa
- August 12/13 Midland Bay Open (Midland Bay Sailing Club)
- August 28 - September 1 CORK - Kingston
- Sept. 2/3 St. James Town Regatta (St. James Town Sailing Club); Toronto Outer Harbour
- Sept. 9/10 Stormont Open (Stormont Yacht Club); Cornwall
- Thunder Bay/Lake of the Woods/Gimli - To be announced

COMING NEXT MONTH:

- * Tuning tips from the experts
- * The birds, the boaters and the Aquatic Park
- * An update on "The Canadians"
- * May/June SAILMATE

and much more...

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World Championship, Kingston
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7th, 8th, 9th, 10th.

U.S. Nationals
Series 1st, 2nd.

Canadian Championship
Series 1st, 2nd, 3rd.

Canadian Juniors
Series 1st.

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