

shackles and cringles

canadian albacore association's
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1978 ISSUES

September/October

November/December

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September 22nd

November 17th

1977/78 EXECUTIVE:

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ON THE WATER

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Ted Chisholm

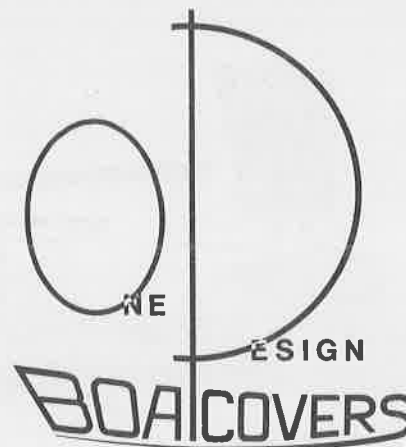
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letters

The Editor
Shackles and Cringles

I would like to offer some comments on the qualification procedures for the 1978 Canadians and their effects on local and club regattas. My viewpoint is that of a Zone 10 sailor some 400 km from the Toronto area.

According to the March/April 1978 issue of "Shackles and Cringles", two qualifying regattas will be held within Zone 10. This enforces at least one trip to the Toronto area or CORK. In the event of not being able to attend one of the local qualifiers, a Zone 10 sailor must then attend at least two others in distant locations. Since anyone can have a bad regatta because of gear failure, disqualification, etc., it might even be necessary to attend three distant regattas, 800 km or so each trip. Inevitably, these clash with local or club events, which therefore suffer by losing the keener competitors. Travelling by car with a boat behind can be quite tiring and expensive, not to mention the cost of commercial accommodation. This is particularly hard on junior sailors who might wish to try to qualify for the Championship fleet.

Increasing the number of qualifying regattas within the local area could eliminate the travelling problem for local sailors, but weekend club events may suffer even more.

I personally believe that the business of qualification has become too demanding. I see no reason why a keen local sailor should not be able to compete locally and only travel to attend the Nationals if he so wishes. I know the committee is trying to be fair and I appreciate their efforts; however, I, for one, do not relish a lot of summer travel.

I suggest that the qualification procedure for the Nationals could be similar to that in the soccer leagues in the U.K. For example, the top half of the championship fleet could automatically qualify for the championship fleet the following year. The remaining places could then be filled by some of the top boats from the Challenger fleet and a number of boats from each district.

I realize that there are going to be problems with any qualification system, but I do think it should be easier physically and financially on those attempting to qualify. Qualification procedures for the World Championships might be different, but, in any event, should be worked out in cooperation with the zone representatives.

A. C. C. Warnock
Britannia Yacht Club

DOCKSIDE '78 COMING UP

Dockside '78, Toronto's floating boat show, is scheduled for September 14th to 17th at Ontario Place Marina. It's produced in support of conservation and Canada's Boating Industry by the Canadian National Sportsmen's Shows. Over 150 exhibits will be displayed daily from 10 a.m. until 8 p.m.

over the transom

* An audited financial statement and minutes of the 1977 C.A.A. Annual General Meeting will be distributed at the upcoming A.G.M. at Cleavelands House, September 22nd.

* Coming soon: C.A.A. teeshirts! Get yours at the Canadian Albacore Championships.

* Looks like there will be a rebirth of the Associate Member. Definition? A non Albacore boat owner who is interested in the Association. He/she will have a right to speak at C.A.A. meetings and hold office but may not exercise a vote.

* Have you noticed there are more enclosures than "Shackles" with this mailing? In addition to race applications (blue), look for the following (white) material:

1. Notice of Meeting/Agenda
2. Proxy
3. Slate of Officers
4. Notices of Motion

* John Duncan, a C.A.A. member who lives in Potomac, Md. but races with Muskoka Lakes Sailing Club each summer, sends these comments about "Memories", a pictorial stroll down memory lane featured in the March/April issue of "Shackles".

"The lower left picture on page 4 also includes Dave Wallerstein, then president of the U.S.A.A. The lower right picture on page 4 is Dick Zimmerman of Kettles Sailing Club, Muskoka. Most of these pictures were taken by Gordie Corbin of Rockville, Maryland. Lower left picture on page 5 includes, I believe, Art "Foxy" Keith, _____, _____, Mrs. Gooderham, Dick McLaughlin, Mrs. Giffin (?), _____, Bill Gooderham, _____, Harvey Doherty, Peter McLaughlin and Don Giffin. The picture was taken in front of the Windermere House and I believe it was on September 15, 1963 at the close of the Canadian Championships won by Harvey Doherty, followed by Giffin, Gooderham, McLaughlin, Keith and Langmaid."

* The new Albacore boat package is in its final stages. Following proof reading by Don Giffin and illustration by Gil Parcell, it will undergo cost analysis by the executive. Hopefully the package will be ready for distribution in the new year.

* Consideration is being given to make CORK the permanent site of the North American Albacore Championships. Comments?

* Names can be mighty confusing, especially when the first and last can be inverted. C.A.A. members Milne Dick and Gordon Dennis fall into the "confusing names" category. Or is it Dick Milne and Dennis Gordon?

from the districts

FLEET CAPTAINS' MEETING A SUCCESS

The Annual Fleet Captains' Meeting was held on April 28th, 1978 at the Toronto Sailing and Canoe Club. The fine weather that day provided a nice setting for this annual early season meeting and it was well attended.

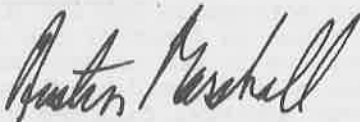
This year, the agenda contained several items of business for presentation and discussion. The topic of membership was the first item of business as membership is lagging this year and the Association is most concerned to enlist the support of all Albacore sailors to enable it to carry on the business of keeping the Albacore a growing and flourishing class.

With this in mind, each of the District Captains was encouraged to use his efforts to identify all of the Albacores sailing in his district and try to get their owners to join the Association. The Association feels it can be successful in increasing the membership if all members put their efforts into this programme. Anyone who has any comment on how to increase membership is encouraged to pass it on to his District Captain or to the Vice Commodore.

The District organization was also a main item of business on the agenda and an active discussion ensued on this topic. In particular, the matters to be dealt with by the District Captains during his course of duty were discussed in some detail and the Association distributed a check-list to be used by them.

The recent changes in specifications and the introduction of the lines into Canada for future manufacture of Albacores are both matters of interest to Albacore sailors and part of the evening was spent in discussing both of these topics.

The contributions of everyone who attended made the meeting a great success. We look forward to another active sailing season.



Austin Marshall
Vice Commodore

PARKWAY SAILING CLUB NOW IN DISTRICT 3

As a result of an executive decision, Austin Marshall, Vice Commodore, advises that Parkway Sailing Club will be treated as part of District 3 and that the balance of District 2 will be considered vacant until future notice.

FLEET CAPTAIN POSITIONS REMAIN VACANT

There are still no District Fleet Captains for British Columbia (District 14) or Bluewater (District 5). It's better late than never: if you would like to take on the job (and continue during the 1979 season), please contact Austin Marshall.

1978 DISTRICT 3 CHAMPIONSHIPS

The 1978 C.A.A. District 3 Championships were held at the Conestoga Sailing Club on July 1st and 2nd. The winds were light but reasonable for the first race and faded thereafter. The second race was essentially a drifter with winds as tricky as Conestoga can offer. Bob and Fran Drinkwater found the right way to go on the first windward leg and left the fleet far behind. However, even they were happy that the third race was postponed to the next day.

Sunday brought good winds, 10 - 15 knots plus, and three races were sailed. Some of the most unlikely people showed us the bottom of their boats. Congratulations to Dave Hobden and his crew Frank Huyberts, our 1978 District 3 champions. There were 17 competitors and the placings were:

	RACE					
	1	2	3	4	5	PTS.
1. Dave Hobden Frank Huyberts	1	3	2	1	DNS	8.7
2. Dave Weaver Peter Ramshaw	2	8	1	6	1	14.7
3. Peter Bruns Gretel Bruns	7	2	5	5	3	28.7
4. Bob Drinkwater Fran Drinkwater	6	1	6	3	DSQ	29.1
5. Paul Magnini Mike Bailey	5	9	4	2	DNF	36

D. Weaver
District 3 Fleet Captain

1978 DISTRICT 1 CHAMPIONSHIPS

District 1 Fleet Captain Joe Pol reports the following results from their 1978 District Championship Regatta:

First Place: David Glew
Mike Glew

Second Place: Joe Pol
Will Pol

Third Place: Ken Stuart
Allen Stuart

HAVE YOU SENT "SHACKLES" YOUR REGATTA RESULTS?

Please send along your District Regatta results as quickly as possible after the event so that they can be published in "Shackles & Cringles". A short story about your regatta (weather conditions, people, unusual happenings) as well as the names of skippers and crew and their placings would be appreciated. Don't forget the next deadline date for "Shackles" --- September 22nd.

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RACE IT LEVEL

by Alex MacNaughton

If an average centreboard helmsman were to ask the top sailor in his club how to improve his racing, the top sailor might suggest that he try harder to keep his boat level. Likely as not, the average sailor would reply, "Yes, I know that and I do try to keep the boat level but what about...?"

The average sailor would have missed the point. It is not enough to "know" that one should keep one's boat level. It takes considerable concentration. There should be an element of fanaticism about one's efforts. Some boats seem to sail without any conscious effort to keep them level at a 10° to 20° angle of heel. From the point of view of winning races, this comfortable angle is a trap for the unwary. The boat should be sailed level. There are several reasons. Seven of them are as follows:

1. The power generated by any sail, mainsail, jib or spinnaker, when beating, reaching or running, is always at right angles to the sailcloth at any and every point on the sail. In sailing texts, the power of a sail is often shown in diagrams by arrows (vectors) representing the power and its direction. The arrows are at right angles to the sailcloth. The arrows on a sail in a diagram will be pointed downwards somewhat towards the water if the sailcloth is at less than a right angle to the water, i.e. the sail is heeled. Yves-Louis Pinaud (former French Olympic Finn sailor and National Team Coach), in "Sailing From Start to Finish", sets out in heavy type the principle of physics involved. "The resultant force of a current striking a surface is at right angles to that surface, irrespective of the direction of the current." The rule as set out by Pinaud refers to "a moving current striking a surface". It also applies to "a moving current sucking a surface", as is the case on the leeward side of a sail.

If the force of a sail is given a downward slant because the boat is not level, some of the force normally dissipating itself against the centreboard or keel and causing insignificant leeway, is now drawing the boat down into the water, significantly increasing displacement of water and slowing the boat.

2. The draft of your sail has been designed by your sailmaker to be a specific proportion of its chord (straight, usually horizontal line from luff to leech at any given height). If you allow the boat to heel, the wind will then travel on a slant upwards across the sail elongating the chord and so flattening the sail, causing a loss of power.

3. With relation to most centreboarders, the more the boat heels, the more the leeward side of the bow will have a tendency to turn the boat upwind, and the more the counteracting effect of the windward bow will be reduced. This can help to push you up to windward unless the rudder must be used to counteract a windward helm, as usually occurs. Almost any use of the rudder is a brake on the boat's progress and is to be avoided.

4. When a boat is heeled, the power of the sails is shifted from being above the boat to being out to leeward. This also causes the boat to have a windward helm and causes unnecessary use of the rudder.

5. When a boat is heeled, the rudder is heeled also. The more the rudder is heeled, the more the power of the rudder is unnecessarily attempting to lift up the stern and the less its power is counteracting weather helm. Therefore, when you need your rudder most, i.e. when the boat is heeled considerably, the rudder is least effective.

6. Hiking is less effective when a boat is heeled and is most effective when a boat is level.

7. Dr. Stuart Walker in his first book, "The Techniques of Small Boat Racing", gives another important disadvantage of heeling. You cannot beat as close to the wind.

Can anything good be said about heeling? In some boats, heeling reduces wetted surface of the boat, increasing speed. In light winds, Fireballs, Y Flyers, Flippers and other scow-type centreboarders, Snipes, Lightnings and other hard chine boats, and most racing keelboats, are in this category. Some heeling under control will actually increase speed for them. In drifters, in all types of boats, it is advisable to heel the boat so that the sails will take shape. The amount of heeling in a drifter should be no more than necessary and whenever a light breeze does occur, the average centreboarder should be brought back to the level position immediately.

A gust will heel the boat of the average sailor. Not so the top sailor. He and his crew are anxious to use the power of the gust. As soon as an approaching gust is sensed they will hike sufficiently to keep the boat level. One of them may have seen the gust coming by the darkening of the water ahead or by the heeling of a boat ahead. They have probably developed an awareness of approaching gusts from the wind on their faces, necks and arms and possibly by the sound of the wind in the rigging. Most racing helmsmen have their eyes glued, for most of the beat, to the luff of the jib (and often to tell-tales sewn thereon). A top racing dinghy helmsman has half an eye on the angle of the mast in relation to the water.

Each time a gust blows on unyielding sails because the boat is being kept level, the boat surges forward with increased speed. After the gust, boatspeed slowly returns to normal. But another gust may give such a well sailed boat another surge forward before the effects of the first gust have completely disappeared. Since the apparent wind moves aft (closer to the true wind) as a gust strikes, you should move the tiller away from you as you hike out, to keep the boat hard on the wind.

What about heavy weather? The reactions of inexperienced dinghy sailors are slower and in order to survive, they tend to sail in strong winds at an angle of heel. But it is more important to keep the boat level in heavy weather than at other times. The sails, especially the mainsail, should be sheeted out further until the boat is level, with both crew members hiking full out. This may include

allowing the mainsail to luff considerably. In gusts, in heavy weather, the boat should be steered so that the jib is feathered (luffed) up into the wind. Some helmsmen raise the centre-board to an angle of about 45° so that in heavy gusts the boat will slide sideways, improving their ability to keep the boat reasonably level. The leverage of a deep centreboard to heel the boat is reduced. Theoretically, the boat should heel to windward as much as it heels to leeward in heavy weather. In practice, capsizing to windward may occur if this principle is used to any extent. But one should try to heel one's boat slightly to windward in lulls in heavy weather so that when the gusts come, one will have a second or so to initiate measures (feathering, easing the mainsail, and lastly, easing the jib) to prevent or minimize heeling.

membership

COMMUNITY CLUB MEMBERSHIP CHANGES PROPOSED

After a lengthy discussion at the June executive meeting of the C.A.A., a revision was approved regarding the treatment of community clubs as follows:

- a) that community clubs advise the C.A.A. of the sail number of those club boats to be registered and thereby entitled to be raced in C.A.A. sponsored regattas;
- b) that each boat so registered is considered a full member of the C.A.A. and any club member in good standing is entitled to sail in C.A.A. sponsored regattas;
- c) that each full paid-up membership per registered boat would permit a full vote in the C.A.A. and these votes would be exercised by designated club representatives;
- d) that five copies of "Shackles and Cringles" are to be sent to each club;
- e) that each community club would encourage its members to join the C.A.A. as associate members.

These proposed membership revisions reflect the wishes of St. James Town, Mooredale, North Toronto and Westwood (community) Sailing Clubs and will be finalized at the C.A.A.'s Annual General Meeting, September 22nd at Cleveland's House, Lake Rosseau. (See Notices of Motion enclosed.)

C.A.A. FUNDING REQUEST REVIEWED

Past Commodore John Leitch reports that a grant of \$600 has been given to the C.A.A. "to use in a headlong spending spree to improve the plight of the Albacorkers in Ontario". The amount, less than 10% of that requested, has been earmarked specifically for the Junior and the 1978 Canadian Albacore Championships.

CANADA'S CUP GETS T.V. BILLING

Sailors everywhere will be standing by their T.V. sets on Saturday, September 23rd at 4 p.m. Canada's Cup '78 --- a two hour long production will be aired on the national CBC network.

Al Rubin and Dana Richardson have spent days of filming throughout the construction of the Canadian contenders and will be on the water during the trials and final races with specially built camera equipment to record the action.

Canada's Cup '78 will be the first mass-audience production about sailing to be aired in North America.

1978 CHAMPIONSHIP OF CHAMPIONS

The 1978 USYRU Championship of Champions regatta will be held at Little Egg Harbour Yacht Club, Beach Haven, New Jersey, from September 27th to October 1st, in Tasers.

Last year, Dave Hobden and Gary Poyntz represent the U.S.A.A. in the annual regatta at Annapolis, Maryland.

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Skene Albacore #666 is now for sale. Excellent racing record. Harken equipped. Complete with two sets of sails, boards and one extra rudder. Call Steve Cerny, 864-1943 (Res.); 252-5711 (Bus.)

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

Fogh sails, measured, made of yarn tempered cloth, window in main and jib. Used one season. Excellent condition. Contact Bob Malby, 676-1191 (Bus.); 622-3867 (Res.)

Musto and Hyde sails. Long luff jib and extra window in main. Used 8 months. \$110. Phone Gil Parcell, 759-0207 (Res.)

McGruer and Clark Albacore #4530. Good to excellent condition. Red fibreglass with white interior. Reinforcing struts for centreboard box; interior layout set up by self. Masts: Elvstrom and Holt Allen. Sails: Elvstrom and Tom Allen. Minimum weight; compass; trailer optional. Used very little past two seasons. \$1,350. (Negotiable) Contact Andrew Campbell, 67 Lawrence Crescent, Toronto M4N 2N3 488-4935 (Res.); 363-3015 (Bus.)

10 RONDAR ALBACORES. Used for 3 seasons by St. James Town Sailing Club. Elvstrom masts, Storer sails. For more information, contact Judy Hardcastle, 8 Mallory Gardens, Apt. 34, Toronto M4V 2A8 964-3459 (Res.)

Allan Albacore #5509. Yellow deck, white hull, Elvstrom mast. Completely equipped for racing. Many club wins. Call W. J. Armstrong, 961-8604 (Res.); 481-4233 (Bus.); 1-476-4745 (Cottage)

WANTED

Two used spinnakers for Albacores. Contact Walter Tose, Camp Manager, Camp Couchiching, 2920 Bloor St. W., Toronto M8X 1B6. 239-3340 (Bus.)

Trailers for loan or rent to trail community club boats to the Canadian Albacore Championships, September 22nd, 23rd and 24th. Please phone Judy Whitfield, 767-4447.

safety

GREAT MOMENTS IN BOATING

(Brought to you by Transport Canada and The Canadian Red Cross Society)

It's a great feeling to be able to ride out a storm. But can you make sure you always have time to reach shore? Is there a way you can stay ahead of changes in the weather? A way to keep your boating adventures from becoming marine disasters?

Yes there is. Forecasting the weather through watching natural signs is something of a lost art that was second nature to boatmen and sailors of the past. Today's boaters can rely on technological innovations for keeping ahead of the weather.

You can have the best of both worlds, natural and technological, to make yourself weather wise.

Here are a few hints from the Red Cross, for great moments in boating.

How To Spot Storms Before They Spot You

One. Don't go out before finding out. Catch a weather forecast. Radio or TV reports are good for 5 hours to a day. A small craft advisory is your warning to stay put.

Check the barometer. A falling needle can mean trouble. Listen for unusual static on the radio. Could be from an electrical storm.

Two. Once you're out, look out. For natural storm warnings like sudden changes in cloud formations, a drop in temperature or a shift in wind direction, especially when the wind swings from the east. With experience you can develop a sixth sense for the weather. Amaze your friends by learning the lost art of forecasting weather changes from the way the insects bite or leaves droop.

How To Recognize A Warning In The Skies

You can be off to a good start by learning this old sailors' rhyme "Red skies at night; sailors delight. Red skies in the morning; sailors take warning."

Next, learn to "read" the clouds:

High, hazy clouds, the kind that show rings around the sun or the moon, can bring bad storms in twelve hours.

Fish-scale clouded skies can bring rain next day.

Rolling dark clouds are your signal for a storm that can reach you in minutes.

Fleecy white clouds? Relax. Great weather ahead!

How To Beat The Clock When A Storm Blows Up

When the water goes choppy head for shore as though your life depended on it. (It could.) Make sure you're wearing a life jacket or a Personal Flotation Device. Once on shore, head for shelter away from free standing trees.

A Word About Going Out In A Small Boat In Thick Fog

Don't.

Get To Know About PFDs

The PFD --- Personal Flotation Device --- is a relatively new concept in smallcraft wear. Less bulky than traditional lifejackets, PFDs give good ease of movement and their thermal protection can not only keep you afloat but keep you warm longer in cold water. It's also good to know that bright coloured PFDs give great visibility for rescuers to save you.

METRIC TO MILES

To convert kilometers to an approximation of the more familiar miles, simply divide by 10 (drop the last digit) and multiply by six. Twenty kilometers, then, becomes approximately 12 miles; 60 km, approximately 36 miles and 90 km, about 54 miles. This is not exact but close enough for the purpose of sailors looking at the weather.

osa news

O.S.A. INFORMATION OFFICER ARRANGES REGATTA COVERAGE FOR CLUBS

The O.S.A. Executive in June named Penny Caldwell as its Information Officer for 1978, and she has done yeoman service in fulfilling the vital link between the club and class competitions and the media. Penny is in close contact with all areas of media exposure and would be delighted to assist you with your contacts with the press, radio and T.V.

She is eminently qualified to fulfill this role, having crewed on a C&C 33, instructed sailing as a C.Y.A. certified instructor, and above all, having a genuine interest in sailing.

You may contact Penny at (416) 447-0120.

ONTARIO SAILING ASSOCIATION 1978 SEMINAR AND ANNUAL GENERAL MEETING

Mark November 3rd, 4th and 5th on your calendar now: those are the dates of O.S.A.'s 1978 Seminar and Annual General Meeting. Although speakers have not been confirmed yet, Alf Jenkins, O.S.A. Executive Director, expects to have an outstanding list of seminars and experts there to round out the sailing season.

O.S.A. MOBILE SAILING PROGRAMMES, 1978

This year through the efforts of Jan Ellis and her committee, the Mobile Programmes were successfully run throughout the entire province. Three units of the Mobile Sailing School taught over 1,500 Ontario citizens the art of sailing at the novice level. The more advanced Mobile Sailing Clinic operated two units which covered over 50 different class, club and competitive sailing events throughout the summer of 1978. This crew of Trevor Stinson and Norm Playfair was armed with a coach training boat, audio visual equipment and all the training aids necessary to perform a meaningful sailing clinic for more advanced sailors throughout the province. Greater plans are in store for 1979 for a race management mobile team available to classes and clubs throughout Ontario.

sailmate



SAILMATE Ed McGrath preparing for the big race...

There's Ed McGrath contemplating some serious sailing at the 1978 Mid-Winter Albacore Championships in Tampa, Florida! Ed's joie de vivre and love of sailing make him a natural SAILMATE. Though "Shackles" had a difficult time gathering information about Ed's sailing achievements (6th in the 1975 Worlds; 4th in the 1975 North Americans), fellow sailors were anxious to tell McGrath apres (and before) sailing tales to our roving reporter. Ed lives in Midland with his wife and two children and is a veteran C.A.A. member. "Shackles" is delighted to present July/August SAILMATE --- Ed McGrath.

1978 MEASURERS' SEMINAR

On Saturday, April 28th about a dozen current and would be measurers met at Toronto Sailing and Canoe Club. The purpose of the event was to bring all measurers up to date with the changes that resulted from international agreement on the class rules. Such changes include: measurement point for mast at deck level and at the foot; measurement of centreboard and its location in the centreboard box; the changed technique for applying the template at mid-length. All in all, it was a worthwhile morning.

Listed below are the names, addresses and telephone numbers of newly qualified C.A.A. measurers:

Al Dow (416) 769-9065
66 Durie Street
Toronto M6S 3E6

Scott Gibson (416) 444-0734
125 Budeau Crescent
Scarborough M1R 4W2

David Niblett (416) 481-6953
8 Valleyanna Drive
Toronto M4N 1J8

Lawrie Rennie (416) 762-1326
60 Southport Street
Apt. 825
Toronto M6S 3N4

Gary Crawford (416) 482-0673
225 Davisville Ave.
Apt. 1011
Toronto M4S 1G9



David Sturch
Chief Measurer

Editor's Note

A complete list of C.A.A. measurers appeared in the January/February issue of "Shackles & Cringles" and is still valid with the exception of William Darby whose name should be omitted. For extra copies of the most current list, please contact:

David Sturch
Chief Measurer
7 Shippigan Cr.
Willowdale M2J 2G1
(416) 491-0840

Look for your copy of the revised Albacore Class Rules and Measurements with this issue of "Shackles".



Dave Sturch demonstrates measuring technique while Al Dow (far left), Lawrie Rennie (far right) and unidentified participants look on.

MORE SPECIFICATIONS NEWS...

Specifications Chairman Ian Meller would like members to be aware of an interpretation of Rule 14 (e) PROHIBITIONS which the U.S.A.A. has adopted and the C.A.A. approved at a recent meeting. The text of the interpretation is:

"This rule is interpreted as prohibiting any change in shroud length while racing, and any device producing a mechanical advantage for such change."

Regarding centreboards, some in Woof boats are too short to comply with current specifications. According to Ian, discussions are in progress with the National Albacore Association to consider the dispensation of specifications to allow for the 20 mm shorter centreboard. "Shackles" will report the outcome of those discussions.

STORM WARNINGS FOR TORONTO HARBOUR

In an attempt to emphasize the danger of storm forecasts, the Toronto Harbour Commission has begun to display smallcraft storm warnings.

One 6-ft, red, triangular pennant means that winds are expected to exceed 20 knots. Two pennants represent a gale warning --- winds over 34 knots.

The pennants have been displayed at all substations in Toronto Harbour since May. Robert Cornish, Chief of the Port and Harbour Police, in announcing the decision to use storm warnings said, "Many unnecessary, tragic events have occurred when boaters have failed to keep themselves informed of current weather forecasts." He hopes the system will supplement weather sources such as VHF and radio, television and newspaper reports.

DUMPERS RESCUED BY T.H.P.

The Toronto Harbour Police were kept busy by Lake Ontario boaters last summer, according to a recent report.

Chief Robert Cornish reports that 1,365 people were rescued on Toronto's waterfront during the 1977 season. "The number of rescues rose by 228," he said, "mainly because the range of our boat patrols was extended."

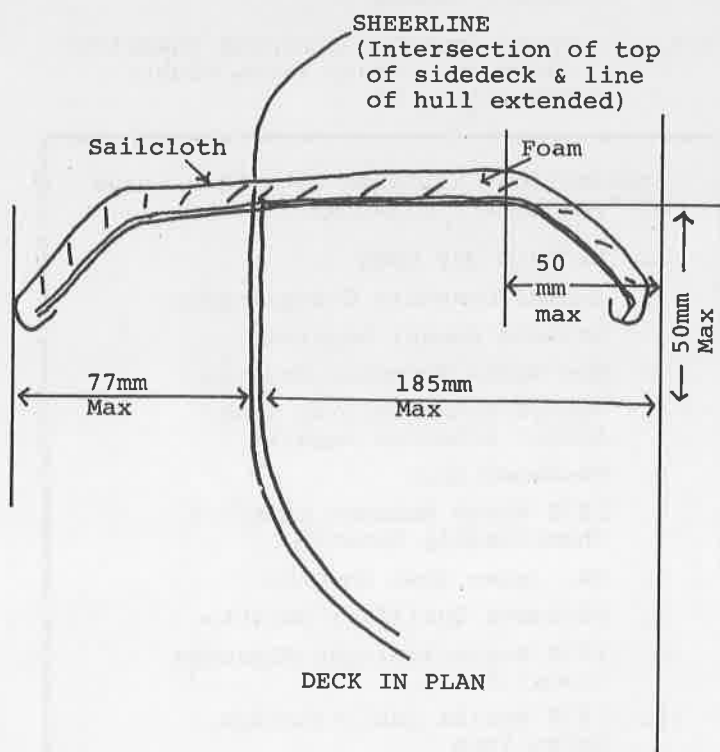
"SHACKLES" TACKLES MEASUREMENT/ SPECIFICATIONS QUESTIONS

Do you have a question regarding specifications or measurement? If so, write to "Shackles" and a reply will be published.

- Q. Is it legal to attach pads to the side deck to make hiking more comfortable? My wife complains of sore legs from hiking.
- A. As long as the boat would measure in with the pads attached, this is perfectly legal. Be careful on the measurements. Remember, the side deck must measure with the foam attached.

Art Ellis of the U.S. used this system at last year's World Albacore Championships and his crew said the foam made hiking "great". He used about $\frac{1}{2}$ " of thick foam enclosed in sailcloth.

DIAGRAM



upcoming regattas

You keen sailors chose the right boat: look how many Albacore regattas there are this month! It would be impossible space-wise to describe each event listed in the calendar so "Shackles" will concentrate on the three major upcoming championships: the Juniors, the Canadians and the North Americans. Please call the contact person on the regatta application forms enclosed if you'd like more information on other regattas. And good luck on the race course!

A REMINDER

In order to participate in any qualifying regatta, a skipper must present at the time of registration for each regatta a current membership card in the C.A.A.; a valid measurement certificate; evidence acceptable to the Race Committee, or other official of the C.A.A. that the boat has passed a 1978 buoyancy test.

1978 JUNIOR CANADIAN ALBACORE CHAMPIONSHIP August 12th and 13th

The 1978 Junior Canadian Albacore Championship will be held August 12th and 13th at Lake of Bays Sailing Club, Muskoka. Participants will sail four races in three classes: 13 years and under, 16 years and under and 19 years and under. Registration is scheduled Friday, August 11th from 7:30 to 9:30 p.m. and August 12th between 8:00 and 10:30 a.m. at the Club. Meals and billeting will be provided as noted on the enclosed registration form.

1978 CANADIAN ALBACORE CHAMPIONSHIP September 22nd, 23rd and 24th

Race Chairman David Medhurst mailed each of you a Canadian information package a few weeks ago which included entry and accommodation reservation forms. If you haven't registered yet to race, do it now: you'll save \$5 by signing up before September 1st. Please mail your accommodation reservation form directly to Clevelands House. Choice lodging is on a first come, first serve basis so reserve soon to avoid disappointment.

Lake Rosseau is an ideal place to sail and Clevelands House, in its 109th year of service, is one of Ontario's most beautiful resorts --- a winning combination, sure to guarantee the best Canadians yet. See you there!

1978 NORTH AMERICAN ALBACORE CHAMPIONSHIP October 7th, 8th and 9th

The North American Albacore Championship will take place at the Podickory Yacht Club at Annapolis, Maryland Thanksgiving weekend, October 7th, 8th and 9th. Enclosed with "Shackles" are your Notice of Race and Housing Application form. Motel rooms in Annapolis are difficult to book during regatta time because of the concurrently running U.S. Sailboat Show. The U.S.A.A. has reserved a number of rooms in the area but they must be booked by August 30th through Janice Fischer --- (301) 464-0485.

Please note that Canadian entries ARE LIMITED TO 20 BOATS on a first come, first serve basis.

REMINDER FOR WORLDS 1979 HOPEFULS

Have you notified the qualifications committee of your intention to try to qualify for the Canadian team at Torquay next year? If not, please send the enclosed entry form to Kent Taylor today, otherwise you will not be considered!

These upcoming regattas are qualifiers:

1979 WORLDS

August 12/13 Midland Bay Open (Midland Bay Sailing Club)
August 19/20 Don Rantz Memorial Regatta Aylmer, Quebec
August 28 - September 1 CORK - Kingston
September 2/3 St. James Town Regatta (St. James Town Sailing Club); Toronto Outer Harbour
Sept. 9/10 Stormont Open (Stormont Yacht Club); Cornwall

QUALIFYING REGATTAS

1978 CANADIANS "A" FLEET

All regattas designated as qualifiers for the 1979 Worlds plus:

1978 Junior Canadian Champion
1978 District Champion from each district

UPCOMING REGATTAS

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 Mooredale Albacore Regatta (Mooredale Sailing Club); Toronto Outer Harbour
12/13 Midland Bay Open (Midland Bay Sailing Club)
12/13 Junior Canadian Championships (Lake of Bays Sailing Club)
19 Pointe-au-Baril Albacore Regatta (Pointe-au-Baril Sailing Club)
19/20 Grimsby Annual Regatta (Grimsby Yacht Club)

19/20 Don Rantz Memorial Regatta Aylmer, Quebec
25/26/27 U.S. National Albacore Championships (Cambridge Yacht Club); Cambridge, Maryland
26 Westwood Open (Westwood Sailing Club); Toronto Harbour
27 1978 North Muskoka District Championship (Peninsula Lake Yacht Club); Huntsville
27 District 8 Championship (Peterborough 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 (District 4 Championship), St. James Town Sailing Club; Toronto Outer Harbour
9/10 Stormont Qualifier Regatta (Stormont Yacht Club); Cornwall
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.

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

1. Midland Bay Open
2. Junior Canadian Championship
3. Grimsby Annual Regatta
4. Don Rantz Memorial Regatta
5. Shadow Lakes Sailing Club Annual Albacore Regatta
6. Westwood Open
7. 1978 North Muskoka District Championship Regatta
8. St. James Town Regatta
9. Stormont Qualifier Regatta
10. 1978 North American Albacore Championship
11. 1979 Worlds Qualification Entry Form

regatta results

TARTS '78

World Albacore champions Barry and Gary Poyntz displayed their usual consistency to win the 4th Annual TARTS Regatta, held on May 27th and 28th at Toronto Sailing and Canoe Club. The 50-boat fleet sailed all five races in steady, light winds in Toronto's Humber Bay.

But the real story behind the 1978 TARTS results lies in the strong finish by veteran Albacore sailors. Alex and Phyllis MacNaughton finished second, Ian Meller and his crew third, followed by Gil and Steve Parcell in fourth place and Andy Cumming and Scott Baker in fifth spot.

It was not the first time the MacNaughtons had finished second to the Poyntz brothers. Last summer they placed second to them in the Muskoka District Championships.

MacNaughton felt his overall finish was important for several reasons. First, age is not a factor in sailing Albacores. (Alex stated he'll be 63 this month.) Secondly, a wooden hull is not needed to be competitive. Alex sailed an older model of a Skene fibreglass boat. Thirdly, everyone has a good opportunity to be competitive in the Albacore fleet. The best finish in two previous TARTS regattas for the MacNaughtons was in the mid-twenties.

Alex is a veteran Albacore sailor, sailing out of the Royal Canadian Yacht Club and Muskoka Lakes Sailing Club. It was at Muskoka Lakes that the Albacore fleet first got established in the early 1960s. M.L.S.C. was looking for a new club boat and Bill Gooderham recommended the Albacore --- the new R.C.Y.C. Junior training boat. Alex purchased one of the original eleven Fairey Marine boats --- total price, including cover, was only \$950.00!! He finally sold the boat in 1975 (15 years later) for more than he originally paid, proving the wisdom of purchasing a popular sail boat supported by an active membership within a strong class association.

Along with Kettles Sailing Club, Lake of Bays and Shadow Lake, M.L.S.C. formed the nucleus of the Canadian Albacore Association and held their first regatta at Windemere House on Lake Rosseau.

And while the Albacore has progressed from those small regattas in the Muskokas to become the most popular two-man sail boat in Canada, it has been the support of veterans such as MacNaughton, Meller, Parcell, Polhill, Taylor, Cerny and Moody as well as the enthusiastic interest of youth --- Poyntz, Cumming and Sauer, which continues to make Albacore regattas competitive and exciting.

Many thanks to Nick and Lesley Hancock who ably chaired the TARTS committee and to Peter Cox and his race committee for setting good lines and courses for this regatta.

David Whitfield
Toronto Sailing and
Canoe Club



Judy Whitfield presents first place prize to Gary and Barry Poyntz, winners of TARTS '78.

1978 ROYAL HAMILTON YACHT CLUB ALBACORE OPEN

A record entry of 53 boats competed in light but fair winds in Hamilton Harbour June 24th. Many local skippers experienced a big start for the first time.

Nick Hancock, by consistent sailing, emerged the winner with Dave Hobden a close second. The races were hotly contested and the fleet was never really strung out. After the first race, lunch was served ashore before everyone set out for the afternoon races.

With fair winds, sunshine and a race course very accessible, everyone had a most enjoyable day.

T. M. Dick
Albacore Fleet
R.H.Y.C.

WHO WON?

"Shackles" would like to publish the results of the qualifying regattas for the Canadians and the Worlds. TARTS, The Royal Hamilton Yacht Club Albacore Open and Lake Ontario Challenge results appear in this issue. Missing are Lake of Bays Albacore Open and Conestoga Warm Water Regatta. Race Chairmen, please forward the results before the September 22nd publication deadline!

TARTS RACE RESULTS

May 27th and 28th, 1978

<u>SAIL NO.</u>	<u>SKIPPER</u>	<u>CLUB</u>	<u>RACE #1</u>	<u>RACE #2</u>	<u>RACE #3</u>	<u>RACE #4</u>	<u>FINAL TOTAL</u>	<u>FINAL PLACE</u>
6731	Barry Poyntz	L.B.	1	2	2	1	3	1
4834	Alex MacNaughton	R.C.Y.C.	4	1	1	16	8	2
4862	Ian Meller	B.Y.C.	2	4	14	8	25	3
4894	Gil Parcell	T.S.C.C.	16	5	3	9	30.7	4
6641	Andy Cumming	R.C.Y.C.	8	3	DSQ	6	31.4	5
4895	Tony Polhill	T.S.C.C.	7	17	4	11	38	6
5002	Kent Taylor	B.C.	5	12	5	DNF	38	6
6666	Steve Cerny	B.C.	DNF	8	13	3	38.7	8
6644	Ron Moody	S.M.S.C.	3	20	25	5	41.7	9
5347	Doug Sauer	O.H.S.C.	6	10	9	12	42.7	10
6600	Bob Malby	B.C.	10	24	10	7	45	11
3236	Reg Forth	P.S.C.	14	6	8	26	45.7	12
6655	John Francis	T.S.C.C.	12	13	6	14	48.7	13
5512	Ron Taylor	T.S.C.C.	24	18	17	4	55	14
5003	W. Gesing		9	11	DSQ	17	55	14
6159	Dick Gallant	T.S.C.C.	11	7	24	20	56	16
6400	Ian Rogers	R.C.Y.C.	15	25	18	13	64	17
6219	David Medhurst	T.S.C.C.	19	14	23	15	65	18
4548	Greg Cockburn	T.S.C.C.	21	19	12	22	70	19
5858	Rory McIntyre	B.Y.C.	38	9	22	27	76	20
5238	Dave Hobden	B.H.Y.C.	DSQ	DSQ	11	2	77	21
3765	Scott Gibson	L.B.S.C.	20	22	40	23	77	21
480	Nick Hancock	T.S.C.C.	13	15	31	DNF	77	21
6628	David Treissman	R.C.Y.C.	23	21	36	30	78	24
5008	Frank Wimmer	T.S.C.C.	18	26	21	24	81	25
6613	Norm Berzins	T.S.C.C.	22	37	7	34	81	25
6453	Stew Ferry	St. J.T.S.C.	33	16	29	19	82	27
4659	John Ashby	T.S.C.C.	27	31	16	21	82	27
6494	Bennet Murdock	T.S.C.C.	25	23	33	18	84	29
5504	Dick RAILTON	P.S.C.	29	34	27	10	84	29
6464	Neil Gunn	R.C.Y.C.	17	30	20	31	85	31
4824	Paul Goddard	P.S.C.	39	29	15	33	95	32
6104	Harkim Kierulf	R.C.Y.C.	28	39	19	32	97	33
6525	Eric Hutley	P.L.Y.C.	35	35	28	25	106	34
6140	Don Kraicarski	B.Y.C.	31	28	30	DNF	107	35
4869	Ron Batt		30	36	26	35	109	36
5796	Don Douglas	B.H.Y.C.	32	33	34	28	111	37
6150	Ron Francis		34	32	32	DNF	116	38
3103	Jerry Selwyn	T.S.C.C.	26	38	42	36	118	39
5005	Mike Hart	S.M.S.C.	40	27	38	DNF	123	40
6457	Tony Patt	St. J.T.S.C.	37	41	35	40	130	41
4686	John Eastmure	P.L.Y.C.	36	40	39	37	130	41
6462	Bill Fraser	P.L.Y.C.	DSQ	DSQ	37	29	135	43
5625	Gord Telford	T.S.C.C.	DNF	DNF	43	39	147	44
4500	Mike Jarvis	B.C.	41	42	41	DNF	148	45
4420	Phil East	B.Y.C.	DSQ	DSQ	DNF	38	153	46
6660	Richard Storer	H.Y.C.	DSQ	DNQ	DNF	DNF	163	47

BRONTE HARBOUR ALBACORE REGATTA

JULY 15TH AND 16TH, 1978

<u>SKIPPER</u>	<u>SAIL NO.</u>	<u>RACE #1</u>	<u>RACE #2</u>	<u>RACE #3</u>	<u>RACE #4</u>	<u>FINAL TOTAL</u>	<u>FINAL PLACE</u>
A. Cummings	6641	1	4	1	2	3	1
D. Hobden	5238	5	1	3	1	5.7	2
D. Douglas	5796	3	2	7	3	14.4	3
H. Humphreys	5009	2	14	2	DNF	20	4
G. Parcell	4894	4	14	4	5	26	5
S. Gibson	3765	11	3	8	8	33.7	6
T. Polhill	4895	10	6	5	14	37.7	7
P. Brayshaw	6590	6	18	15	4	40.7	8
E. Duynstee	3892	20	5	10	11	43	9
M. Dick	6156	14	9	11	6	43.7	10
R. Drinkwater	6657	8	DNF	9	9	44	11

R. Forth	3236	15	17	6	DNS	49.7	12
D. Young	6151	13	20	12	7	50	13
J. Ekels	6157	7	13	16	12	50	14
J. Hynd	5599	9	10	18	15	52	15
D. Gallant	6159	12	12	13	18	55	16
C. Farrow	5679	18	22	14	10	60	17
N. Berzins	6613	16	17	17	DNS	68	18
G. Maxfield	4833	21	19	20	16	73	19
S. Cerny	6666	17	7	DNS	DNS	75	20
P. Bloemen	4329	28	21	DNS	13	80	21
C. Oswald	27481*	24	23	23	17	81	22
J. Selwyn	3103	22	DSQ	19	DNF	82	23
M. Milner	2748	23	24	22	20	83	24
G. Dennis	6195	27	26	21	19	84	25
S. Hockey	5686	19	16	DNS	DNS	86	26
B. Mathews	3246	26	27	24	21	89	27
R. Sissingh	4330	31	DSQ	DNF	22	95	28
P. Magnini	6103	DSQ	15	DNS	DNS	99	29
F. Lui	2694	29	25	DNS	DNS	105	30
D. Scragg	52387*	25	DNF	DNS	DNS	108	31
S. Mannell	15238*	30	DNF	DNS	DNS	113	32
R. Railton	5504	DNS	DNS	DNS	DNS	117	33

* Bronte Harbour Junior Club Boats

ROYAL HAMILTON YACHT CLUB

ANNUAL ALBACORE REGATTA

June 24th, 1978

<u>SAIL NO.</u>	<u>SKIPPER AND CREW</u>	<u>RACE #1</u>	<u>RACE #2</u>	<u>RACE #3</u>	<u>FINAL TOTAL</u>	<u>FINAL PLACE</u>
480	N. Hancock/L. Hancock	2	1	2	6	1
5238	D. Hobden/F. Huyberts	1	5	1	10	2
6600	B. Malby/D. VanKleef	3	4	6	25.4	3
5512	R. Taylor/	7	10	4	37	4
6598	C. Colman/	9	3	12	38.7	5
5009	A. Humphries/P. Cerny	16	2	9	40	6
6666	S. Cerny/H. Kettle	6	14	5	41.7	7
6005	P. Bruns/G. Bruns	8	12	11	49	8
5852	D. Weaver/R. Spakman	5	16	14	52	9
4430	K. Marshall/J. Barclay	14	24	3	55.7	10
6657	R. Drinkwater/F. Drinkwater	11	11	16	56	11
5796	D. Douglas/D. Flannigan	21	6	17	61.7	12
6613	N. Berzins/D. Whitfield	12	9	24	63	13
6764	P. Magnini/M. Bailey	10	33	7	68	14
4895	T. Polhill/B. Polhill	18	7	31	74	15
6658	K. Stuart/A. Stuart	23	18	19	78	16
6665	J. Morgan/	20	20	21	79	17
5599	J. Hynd/A. Hynd	15	8	39	80	18
6159	D. Gallant/G. Hughes	25	13	25	81	19
5504	R. Railton/R. Railton	27	28	10	83	20
6494	B. Murdoch/A. Murdoch	34	17	15	84	21
5686	R. Drinkwater/M. Drinkwater	30	30	8	86	22
4825	M. Skafel/J. Skafel	22	21	26	87	23
6462	W. Fraser/C. Fraser	13	39	18	88	24
4545	R. Scott/T. Donaldson	28	15	30	91	25
6590	P. Brayshaw/I. Brayshaw	39	26	13	96	26
6271	J. Pol/	29	23	28	98	27
6156	M. Dick/J. Dick	32	19	29	98	28
6151	D. Young/N. Young	33	27	20	98	29
3103	J. Selwyn/J. Selwyn	17	38	27	100	30
6157	J. Ekels/W. Ekels	26	22	40	106	31
2661	R. Moxness/D. Moxness	31	25	35	109	32
6195	G. Dennis/A. Dennis	24	29	38	109	33
5679	C. Farrow/C. Farrow	37	32	23	110	34

5650	I. Coutts/M. Dick	40	31	22	111	35
4869	R. Batt/L. Batt	35	37	32	122	36
4894	G. Parcell/S. Parcell	4	DNS	DNS	126	37
4554	P. Urwin/	38	40	33	129	38
4329	P. Bloemen/M. Bloemen	44	34	36	132	39
4559	J. Wilder/T. Wilder	42	36	37	133	40
3445	B. Baxter/T. Baxter	36	46	34	134	41
6177	R. Adams/M. Adams	41	35	43	137	42
4824	P. Goddard/M. Goddard	19	DNF	DNF	143	43
4833	G. Maxfield/R. Maxfield	43	42	46	149	44
6162	R. Robbins/D. Robbins	46	44	42	150	45
5609	N. Stewart/G. Stewart	51	41	41	151	46
4510	R. Ross/	47	43	45	153	47
5788	T. Metcalfe/J. Metcalfe	45	45	47	155	48
5789	L. Skeates/L. Howarth	49	48	44	159	49
4680	J. Laughran/R. Fordan	48	47	50	163	50
6169	S. McGregor/B. Bradley	52	49	48	167	51
5790	J. Norek/H. Solomon	53	50	49	170	52
4590	D. Edwards/L. Edwards	50	DNS	DNS	174	53

**come to
the Canadians...**