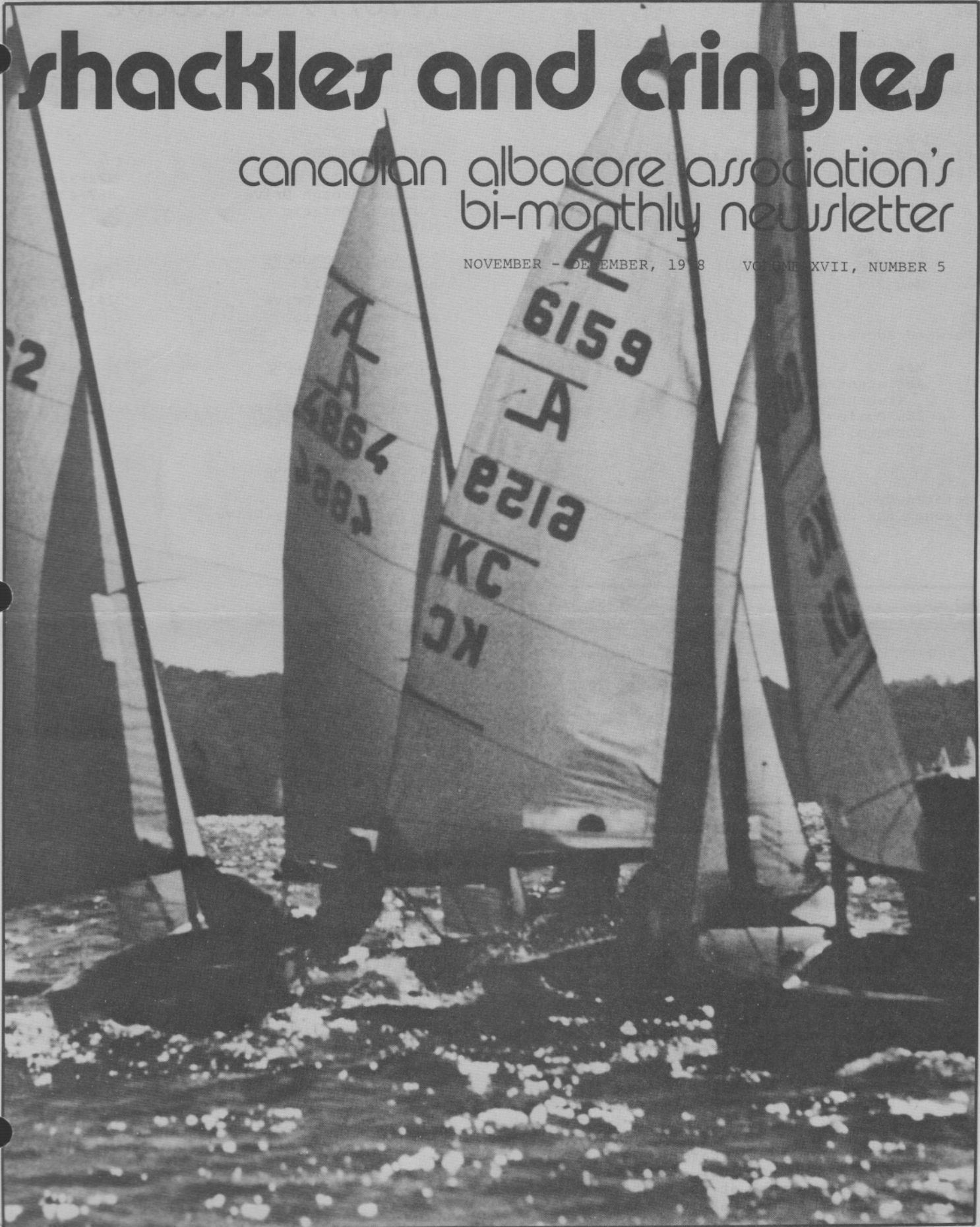


shackles and cringles

canadian albacore association's
bi-monthly newsletter

NOVEMBER - DECEMBER, 1978 VOLUME XVII, NUMBER 5



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January/February	January 12th
March/April	March 16th
May/June	May 11th
July/August	July 13th
September/October	September 14th
November/December	November 16th

O.S.A. NOT RESPONSIBLE FOR MISSING "SHACKLES"

In a special mailing sent to members last summer, it might have been construed that the unfortunate loss of the paste-up sheets for the July/August edition of "Shackles & Cringles" was the fault of the Ontario Sailing Association. This was not the case. The C.A.A. appreciates O.S.A.'s assistance and support and wishes to make it clear that O.S.A. was in no way responsible for the loss.

* * *

COVER photograph taken by Carol Ogden, St. James Town Sailing Club. (Challenger fleet rounding the mark at the 1978 Canadian Albacore Championships, Lake Rosseau.)

1978/79 executive

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from the commodore

The Canadians, held the weekend of September 3rd at Cleavelands House on Lake Rosseau, were enjoyed by approximately 260 sailors. The weather was very cooperative as the heavy rains of the previous week cleared away to three days of sunshine and warm temperatures. I would like to thank the many volunteers who helped with the running of this regatta --- without their assistance it would not have been possible.

I would like to make a few comments about the current membership level in the Association. Many of our fleets have experienced a waning level of participation during the past few years. While this may not be the only reason for the decrease in the number of members in the Association, it is clear that if the present trend continues, the Albacore will cease to be recognized as one of the strongest dinghy classes in Canada. If the Association is to become more active in meeting the needs of racing and non-racing Albacore sailors, it will be necessary to achieve a significant increase in membership level. This will be one of our major objectives for the coming year.

For those of you who have been thinking of attending the 1979 Worlds in England, please note that this issue contains an important message from Dick Gallant. If anyone is interested in attending this event and has not yet made application, there may be several spots open.

Finally I would like to congratulate our "Shackles" editor, Judy Hardcastle, on the interesting editions she has put out during the past year. I hope the membership will lend her full support during the coming year by sending in ideas for articles of general interest and details of local fleet news.

David Medhurst
Commodore

NEW U.S.A.A. PRESIDENT

The U.S. Albacore Association executive recently experienced a shuffle of officers. After four years of outstanding leadership, Roger Thomas stepped down as President, giving the helm to Douglas Marsh.

Their newsletter, The Albacourier, will be edited by Stevii Graves beginning with the November issue; current editor Kay Marsh claims that with husband Doug as President, "we would just have too much Albacore work in this family".

For a copy of their 1979 executive list, write to Class Secretary Joe Boyer, 713 Calvert Lane, Fort Washington, MD 20022.

over the transom

* B.Y.O.A. (bring your own Albacore) regattas were popular in 1978. Women competing in the Ontario Women's Doublehanded Championship at the Boulevard Club in Toronto July 1st, 2nd and 3rd sailed Albacores. And the Royal Hamilton Yacht Club hosted the B.Y.O.A. Ontario Juvenile (19 and under) Doublehanded Championship, August 19th and 20th.

* Inasmuch as three-quarters of the earth's surface is water and only one-fourth land, the good Lord's intentions are very clear. A man's time should be divided three-fourths for boating and one-fourth for work.

-- Bronx Power Squadron

* Diane Groome, a seasoned Albacore sailor, placed 10th overall with her crew, Charlotte deHeinrich, in the doublehanded 420 event in the first official Women's World Championships sailed in Holland in August. Diane placed 20th overall in the Championship fleet at the 1978 Canadian Albacore Championships.

* Called "the boating event of the year", the 1979 Boat Show will be held coast to coast in four major Canadian cities:

Toronto
January 12 to 21
Coliseum, Exhibition Place

Vancouver
February 2 to 11
Exhibition Park

Halifax
February 7 to 11
Metro Centre

Winnipeg
April 4 to 8
Convention Centre

Rear Commodore David Whitfield is organizing the Canadian Albacore Association's class exhibit at the Toronto Boat Show. Contact David or Judy (767-4447) if you'd like to help with the display. The Toronto Boat Show hours are:

Weekdays - noon to 10:30 p.m.
Saturdays - 10:30 a.m. to 10:30 p.m.
Sundays - 1:00 p.m. to 7:00 p.m.

* Now is the time to order parts and to start tinkering with fittings that have to be home-made. It's also the most economical time to order new sails for your Albacore: sailmakers generally offer discounts on orders placed before the end of the year.

* Attention District Fleet Captains! The deadline to apply for your 1978 district rebate is December 31st. Please forward your written request to Judy Whitfield, Assistant Secretary-Treasurer, C.A.A., P.O. Box 1028, Station "Q", Toronto, Ontario M4T 2P2.

* Do you have questions regarding your measurement certificate? All inquiries and requests for new or replacement certificates should be directed to Chief Measurer Dick Gallant.

* Andy Cumming's consistent sailing at CORK (five firsts and two seconds) earned him the Canadian Yachting Association Trophy for the best performance by a youth. Congratulations, Andy!

CANADA'S CUP FILM: WHO'LL SEE IT?

For film makers Al Rubin and Dana Richardson, the Canada's Cup is not over yet. Their film, which follows the campaigns from designers' boards to finish line, may never be seen by more than a handful of sailors.

Originally scheduled as an hour-long TV special, the project ran into sponsorship problems at about the same time the maverick yacht from Hamilton seemed assured of success against the Royal Canadian Yacht Club entry Mia VI. Rubin suggests that the timing was not coincidental; that the failure of the R.C.Y.C. effort gave Toronto-based national advertisers second thoughts.

TV air time may yet be found and funded thanks to Evergreen's victory. Plans are going ahead for distribution in Britain, Europe and possibly the U.S. "It probably will be seen everywhere else first," says Rubin. "Typically Canadian."

A shortened version was shown at O.S.A.'s annual general meeting in November. Richardson says the film will be made available for screening at yacht clubs and other association meetings across North America.

UNDERSTANDING FAIR-WEATHER CLOUDS

-- from December 1978
issue of SAIL magazine

ALAN WATTS POINTS OUT THAT THEY ARE NOT ALWAYS WHAT THEY SEEM

Those days when cumulus clouds develop are among the best of all sailing days. The fleets of white clouds sail majestically in the blue sky; the sea is lively and sparkles with waves big enough to be noticed, but not so big that they worry you. There is enough wind for everyone from a novice to the more experienced. And those who sail in races win on prowess, not on who has the heaviest crew --- or the lightest.

On these days there is unlimited visibility for making a landfall, and they're the kind of days that tempt a sailor who normally sticks to the coast to make longer passages of the type he or she might not otherwise contemplate. On days like this, it seems that everyone is happy and out on the water. You might even think the whole world has taken up boating. If that seems to be the case, I would like to discuss these

"ideal" conditions and tell you what might go wrong; why that nice sail down the coast could turn into a wet and windy scramble home.

The fair-weather cumulus cloud is perhaps the neatest of all clouds. It is the characteristic cloud of oceans, and in the tropics, the horizon always seems to be populated by banks of them. In more temperate climates, the cumulus has to take its turn with many other cloud formations. But everywhere you go, the benign cumulus has the same attributes: the bases of the clouds are flat and usually uniform in height; and the depth of the cloud from top to bottom is no greater than the distance from the cloud base to the surface.

The cloud base is always rather flat because this is where the air temperature has fallen to the dew point, and the light-to-moderate wind mixes all the layer below the base into a gradation of temperature whose uniformity is quite remarkable. The cloud tops are limited in height by an inversion of temperature above them. This inversion probably gets there because of the showers that fell during the weather history of the previous few days. Otherwise the inversion is caused by air sinking bodily from very high up and creating what is known as subsidence inversion. Such inversions are characteristic of anticyclonic or high-pressure weather which is why the beautiful cumulus cloud is often called fair-weather cumulus. It well deserves its name.

Every cumulus cloud is the visible end product of invisible thermals that are generated at the surface and lift off to find cooler air above. Try to imagine a thermal source --- some patch of ground that warms more than its surroundings. Over this, a mass of air will slowly dome up that is a degree or two warmer than the surrounding air. Soon it will have enough energy to lift off the surface and that is how a thermal is born. The visual picture is like a great ghost jellyfish thrusting up its bulbous top, as jellyfish do, and trailing long tentacles of its wake behind it.

A thermal does not mix with its surroundings except at the edges, and it cools at a fixed rate as it rises. In the morning, which is when a cumulus cloud normally forms first, the cumulus has a base around 2,000 feet. But, as the day progresses, the base lifts so that by evening, when the cloud is beginning to disperse, the base will be closer to 4,000 feet and up.

The wind on a cumulus day has a certain quality. It is variable, but not greatly so, and the differences between gusts and lulls are not marked. Near the coast it is a day when sea breezes will set in. An entirely different kind of wind develops when that happens. It not only shifts its direction seaward, but it also loses what variations it had before. You can gain places in a race by playing wind shifts on cumulus days, but you must forget them when the sea breeze sets in.

You have two main problems to consider when you are assessing the way the sailing wind might develop on a day having cumulus clouds. The first is the inevitable increase in wind

speed which will rise to its maximum by mid-afternoon. The second is the chance that those little cumulus puffs that you find in the morning will develop into great nasty cumulonimbus clouds with squally showers by the afternoon.

Perhaps the best way to tell what is coming is to listen to the forecasts. If they call for showers or even thunderstorms by the afternoon or evening, then listen to what they have to say and act accordingly. You can also look at the clouds themselves. Observe whether they are developing strongly. When the height of the cloud becomes greater than the distance from its own base to the surface, you have a cloud that could develop into a shower cloud. The sight of whitish whale-backs growing among the tops of the clouds that otherwise might not appear too menacing should make you think of showers or even thunderstorms later --- and perhaps not that much later.

A cool morning with a wind that is already blowing 10-12 knots at breakfast will have 20 knots, much more in exposed places, by the afternoon. The showers that often develop on these days will bring even more vicious squalls at their front, along with a big wind shift. This will be followed by a calming period, and then the wind's direction will shift back to what it was before. These shower/shift patterns last on the order of 10 to 20 minutes, which is in direct contrast to the shift patterns of fair-weather cumulus, which have a characteristic "repeat time" of only a few minutes.

If morning cumulus develop with rather hazy or poor visibility, that is a very good clue that you will have thunder and storms later in the day. In this case, the morning cumulus will look rather ragged and not have the uniformity of the true fair-weather sky. There is one other time when ragged cumulus can develop --- with an onshore wind when the sea is too cool to provide a thermal, but the land heats up with a warm day. These ragged clouds may well develop into showers before they go very far inland.

Exactly the reverse situation can occur during the fall months when sea temperatures are highest but the land is beginning to cool down. At that time, the offshore sailor will find himself sailing under cool, cloudy skies while inshore his compatriots drink the last of the summer wine under far clearer conditions.

You should know about these cumulus clouds and be able to recognize when they are beginning to build up into something more than just the puffy white clouds that draw the entire sailing community out onto the water. If you can learn the difference, you will save yourself at least one unpleasant afternoon sailing in rain squalls --- and probably a whole lot more afternoons as well.

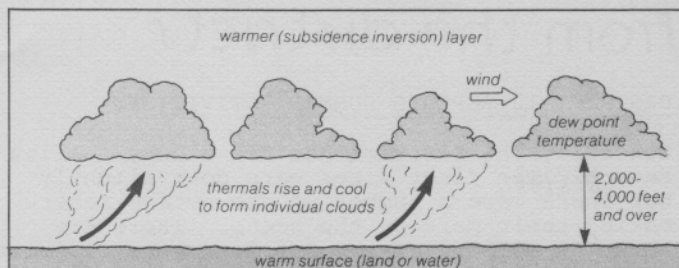


Figure 1: Uniformity of height and depth is basic characteristic of fair-weather cumulus clouds

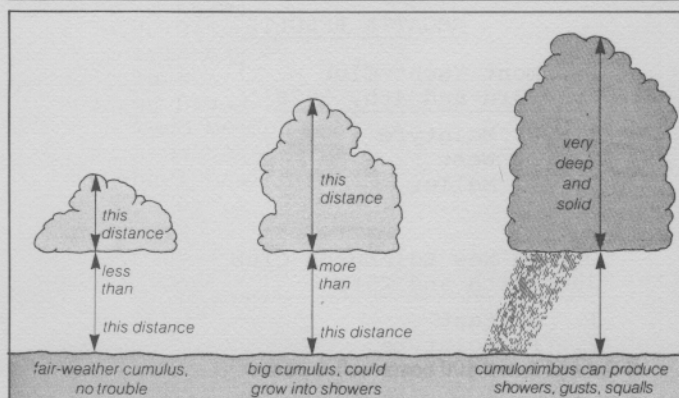


Figure 2: Cumulus cloud can develop into more formidable structure: major element is height of cloud top from base. Higher the top, greater the potential for rain and high winds

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from the districts

DISTRICT 10 REPORTS SUMMER ACTIVITIES

Generally the District has had a busy sailing season. The fleet sizes were down slightly but there were a number of new active racers making their mark on the scene. There are about 60 members of the C.A.A. in our District but we know there are actually many more Albacore owners in the area whom we would like to encourage to join in the activities.

REGATTA RESULTS

Stormont Yacht Club June 3rd and 4th, 1978

1. R. McIntyre
2. D. West
3. I. Meller

Ottawa New Edinburgh Club June 24th and 25th

1. P. East
2. R. McIntyre
3. J. Shadwell

B Fleet

1. K. Dewhurst
2. D. Smith
3. J. Kentell

Gatineau River Yacht Club July 8th and 9th

1. R. McIntyre
2. D. Murdey
3. D. Weir

B Fleet

1. Seargeant
2. J. McIntyre
3. J. Dettman

National Capital Regatta July 15th and 16th

1. J. Chandler
2. R. McIntyre
3. V. Turkington

Lac Deschenes Sailing Club August 5th and 6th

1. B. Andrews
2. R. McIntyre
3. D. Krajcarski

Don Rantz Regatta August 19th and 20th

1. A. Warnock
2. D. West
3. R. McIntyre

District 10 Championship Regatta Stormont Yacht Club September 9th and 10th

1. B. Andrews
2. I. Meller
3. D. West

In addition to the above regattas, several district members attended CORK and had a very enjoyable week in Kingston. Dave West gained third place overall and Ian Meller was sixth.

District 10 Trophies

Thomson Trophy (District Championship):
Bill Andrews/Barry Young, G.R.Y.C.

B Fleet Trophy (District Championship):
Steven Jones

Wood Trophy (for best sailing family):
Don and Iris Krajcarski, B.Y.C.

Traveller's Trophy (for best overall performance at District 10 regattas):
Rory McIntyre, B.Y.C.

Junior Trophy (to be awarded): Bill Andrews,
G.R.Y.C.

We have recently received a rebate on our membership fees from the Association and at least part of this money will be used to purchase the above mentioned Junior Trophy. Lac Deschenes Sailing Club inaugurated team racing this year and we also shall be assisting in the purchase of a trophy for this event.

We do publish a local newssheet, "The AL Tenner" at the beginning of the sailing season but hope to be able to use "Shackles & Cringles" as a means of spreading information in our District. Everyone here looks forward to its arrival very much and we all hope that it will be possible to publish it at frequent intervals during the summer.

-- Rory McIntyre
District Fleet Captain

NEWS FROM DISTRICT 8

1978 Kawartha District Regatta Peterborough Sailing Club Clear Lake August 27th, 1978

Fifteen boats competed in light to medium winds under shifty conditions at our annual District Championship Regatta. The top five places were captured by:

1. Chris and Tony Adamson
2. Dave and Carole Erwin
3. Paul and Mary Goddard
4. Don and Kathy Ruddy
5. Mark Ewen and Jane Quibell

-- Ralph Lloyd
District Fleet Captain

GOOD IDEAS VIA THE U.S.A.A.

This worthwhile bulletin from the USYRU containing ideas to promote fleet growth was published in a recent "Albacourier". Good ideas are very borrowable. Why not latch on to some of these to promote Albacore sailing in your District?

SOME GOOD IDEAS FROM CLASSES AND CLUBS

-- By Ellen Horan

Good ideas are very borrowable. Listed here are a number that we felt were of special merit and that could be adapted easily to your specific needs and interests. All are aimed at fleet growth by one means or another --- through publicity, through encouraging more people to get out and race, and by helping your members have more fun on the water. A number of USYRU programs are directed at just this area. USYRU's Advanced Racing Clinics are a perfect way to encourage both up-and-coming sailors and the top competitors in your fleet into greater participation and involvement. New on the USYRU services list is the USYRU Class Tune-up, a two-day program which may be scheduled immediately before your class midwinter or summer championship and which concentrates on intensive boat-handling drills, practice, tuning and individual analysis. For on-shore off-season activities, your fleets can turn to the USYRU Speakers Bureau as a source of top one-design sailors to talk at class and club functions.

(Note: A similar service is offered by Ontario Sailing Association, 559 Jarvis St., Toronto M4Y 2J1 964-8655)

Helping the New Sailor

Discouragement at being a chronic bottom- or middle-of-the-fleeter is a common complaint, but there are remedies. At Percy Priest Yacht Club in Nashville, Tennessee, for example, special Rent-a-Crew races are held periodically and eligible skippers are those who have sailed in only one or two races and are eager to learn more about the basics of rules and tactics. Non-members are also encouraged to participate --- a good way to interest newcomers in a class and a club --- and each skipper is provided with a crew/tactician/advisor who is knowledgeable and experienced in racing. Special discussions on rules and tactics follow each session.

The Skokie Lagoons Penguin fleet in Illinois keeps all its members on their toes. If the attendance is over 15 boats, they divide themselves into Main Fleet and the Black Watch, the Black Watch being the top third from the previous race. The winner in the Main Fleet moves into the Black Watch fleet the following week and the last boat in the Black Watch goes to the Main Fleet. It allows the Main Fleet skippers to feel competitive among themselves and have their own winners yet also have the chance to challenge the more experienced skippers when they win in their division.

At a Day Sailer Class meeting, a suggestion was made to have A and B fleets at the North American Championship. A novice skipper could

opt for the B Division at the time of registration, but once he won an award in B, he could only sail in the A Division. It was hoped that this system would encourage more new skippers to come to the big championships.

The Race Week concept is popular in a number of classes and can help encourage the new sailor to participate more in class championships and enjoy the experience. Set up to be held along with the major class event, Race Weeks are usually open to those sailors who have not qualified for the National Championship. It offers them the chance to participate, to see what the champions are doing, and to compete, have a good time, and be part of the social activities ashore.

A number of classes have used the mystery-guest approach with great success. A top "outsider" is invited to race in a special class event and is supplied with a good boat and knowledgeable crew. He or she doesn't always win, and it can be great fun (and highly educational) for everyone involved.

Are You Helping Your Members?

Many classes make a point of lending a hand to both new and old members through their newsletters and through the use of special reprints of useful articles. The El Toro Class "Shovel Bulletin" published an article not long ago full of tips and advice on buying a used boat, potentially a great help to the prospective boatowner.

The Flying Scot Class offers two free publications, both of which should be required reading for the newcomer to the class. One is called "Care and Maintenance of Your Flying Scot" and the other is "How to Rig Your Flying Scot".

The Rebel Class publishes a special Membership Issue of its newsletter each February, aimed at helping the fleets. One column is called "An open letter to prospective Rebel owners" and it answers all the questions a newcomer might ask about the background of the boat and the class.

The Lightning Class makes a point of periodically reprinting its best technical information for both new and seasoned sailors.

A top skipper in the Lido 14 Class has taped a series of technical lectures and newsletter articles and they are available to fleets for the asking. The tapes run about 90 minutes and delve into such topics as tuning, getting the most out of your boat, crew psychology, and racing tactics. It would be a terrific off-season highlight for a fleet meeting and is an excellent way to get the go-fast word from the top sailors in the class.

Class Exposure and Activities

Class exposure takes many forms. Boat shows are great but you can also set up a display of your own by working with the local shopping centre management on a special (crowd-gathering) display of a fully-rigged boat. The Thistle fleet in Tacoma, Washington, did this for a week at the Tacoma Mall Shopping Centre,

staffing the display with local Thistlers (often entire families) every evening and all day long on the weekends. The class film was shown continuously (projected on the mainsail when the lights were dim), and information about the class, local contacts, and the "Bagpipe" magazine was available. A Snipe fleet in Memphis had success with the same thing and exhibited seven Snipes ranging from the newest fibreglass models to older wooden ones. Five manufacturers were represented and data on the class was handed out.

United States Optimist Dinghy enthusiasts tried a youth-sell approach for their promotion kick last March. Top sailor John Jennings held a Midwinter Weekend Workshop at the same time as some major midwinter events with the goal of interesting the youngsters attending these regattas with their parents in sailing the dinghies.

The Pacific Northwest Lightning Class District Midwinter Meeting has grown by leaps and bounds in the last few years. The secret ingredient? Fleet officers turned what might otherwise have been a relatively cut-and-dry meeting into a sparkling one with a combination seminar/business format on one day followed by a day of skiing. A special guest speaker is the main drawing card (along with the slopes) and attendance is usually around 150.

Sol Cat Fleet 26 in Oshkosh, Wisconsin, experienced a big growth last season after the local dealer conducted special clinics in catamaran sailing and tactics. Those who had catamarans brought them and local interest was high.

Over 180 people participated in Fireball Workshop '78 in June at Darien, Connecticut, for both on-the-water drill exposure and rigging and tuning talks ashore. A highlight was the how-to of a fast repair job --- a hole was punched in the side of a boat and sailors were shown how to patch it effectively and quickly. Three groups were set up and rotated from area to area.

The Flying Scot Class has an interesting award for the outstanding fleet of the year, and measures this by such factors as growth; participation in local races, district events and the North American Championship; use of the Flying Scot in junior programs; fleet reports and regattas published in the class newsletter; local publicity; and percentage of individual memberships in USYRU. It encourages activity.

Holding a special championship or giving an award for a series of regattas can make sailing more interesting for everyone, too. The Lido-14 Class holds a Tournament of Champions each spring and there are a number of ways to qualify: the top five in the last championship are automatically invited; ten qualify by their combined scores in the last four class championships (the finishes are scored like a four-race series with two throw-outs); the current junior champion; all trophy winners in the previous year's Tournament of Champions; and top finishers in selected

regattas. It's a powerful group.

Super Sunfish sailors have a special award for their hard work on the race course. Ten Super Sunfish regattas held over a five-month period are designated each year for the Grand Prix Regatta Circuit and competitors must sail in at least five of the events to qualify for the Grand Prix Award. The Cox-Sprague scoring system is used.

It's important to make it fun for those ashore, too. At the Hobie Cat National Championship a few years ago, non-sailing families and friends had an especially good time. Regatta organizers set up a special PA system and provided spectators with a tack-by-tack commentary of the final day's races. It helped make everyone a part of the action.

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DISTRICT FLEET CAPTAINS FAVOUR
LOWER FEES IN LIEU OF REBATES

CANADIAN ALBACORE ASSOCIATION

BALANCE SHEET

AS AT JUNE 30, 1978

An opinion poll was conducted among District Fleet Captains to determine how they felt about the Canadian Albacore Association's current policy of district rebates: are they an effective way to stimulate active interest in the Association or should they be discontinued in 1979 in favour of a reduced membership fee?

The six District Fleet Captains who replied opted for lower membership fees and abolition of rebates. One District Captain felt "the strength of the class should lie in a strong organization and frequent communication rather than 'handouts' which actually discourage local, communal efforts to raise funds." Another said, "If the districts need funds, they can levy an operating fee on their members." He thought there would be no problem selling the idea to area sailors since they "would know what it's for". He also felt "administering the rebate was a pain --- I had to write four letters to get my 1977 rebate."

All favoured reducing the C.A.A. membership fee on the theory that it would encourage more Albacore sailors to join the Association.

C.A.A. ANNUAL GENERAL MEETING

The C.A.A. held its Annual General Meeting at Cleveland's House, Lake Rosseau, Friday, September 22nd, 1978 at 8 o'clock. Commodore Ian Bates recapped the year's activities, then answered questions from the floor.

Discussion centred around these areas of concern:

1. Membership decline (currently only 425)
2. Poor regatta attendance
3. New class specifications/measurement
4. Absence of C.A.A. audited statement
 - * A 1978 Financial Summary is included in this issue of "Shackles & Cringles".
5. Communication

The Notices of Motion which had been mailed to members prior to the meeting regarding constitution changes (Article IV - Membership; Article VI - Voting Privileges) were adopted, as were the proposed officers for 1978/79. (Rory McIntyre declined the nomination for Race Committee Chairman.)

Minutes of the A.G.M. will be distributed to all members in the new year.

Assets

Cash	\$ 3,718
Investments	5,000
Accounts Receivable	3,155
Prepaid Expense	100
	<u>\$11,973</u>

Liabilities and Surplus

Accounts Payable	\$ 1,272
Members' Equity	10,701
	<u>\$11,973</u>

* * *

REVENUE AND EXPENSES

YEAR ENDED JUNE 30, 1978

Revenue

Membership	\$ 6,754
Royalties	2,900
Measurement Fees	812
Interest	1,069
Advertising	443
'77 Canadians (Net)	293
Grants	1,082
Other	380
	<u>\$13,733</u>

Expenses

Secretary	\$ 2,650
"Shackles & Cringles"	3,152
Specifications & Measurement	1,819
District Rebates	1,194
Office Supplies	1,199
Log	776
Fleet Captains Meeting	461
Travel Grants - Regattas	420
Publicity	630
Travel	199
Sundry	930
	<u>\$13,430</u>

Excess of revenue over expenses \$ 303

Members' equity at beginning of year 10,398

Members' equity at end of year \$10,701

* * *

regatta results

CONESTOGA SAILING CLUB REGATTA RESULTS

Warm Water Regatta June 3rd and 4th

SKIPPER	BOAT NO.	R A C E S				
		1	2	3	4	5
1 T. McLaughlin	6660	6	3	1	2	2
2 M. Glew	6700	1	1	3	4	4
3 A. Cumming	6641	9	2	4	1	3
4 D. Douglas	5796	3	4	2	9	9
5 D. Hobden	5238	DNF	6	5	6	1
6 R. Malby	6600	5	7	6	3	6
7 A. MacNaughton	4834	2	5	DNF	13	7
8 F. Wimmer	5008	4	9	9	7	8
9 T. Polhill	4895	8	12	DNF	5	5
10 G. Plant	4876	7	8	8	11	17
11 R. Drinkwater	6657	11	11	DNF	10	10
12 D. Weaver	5852	12	10	7	18	16
13 D. Marshall	4430	13	16	11	12	12
14 P. Bruns	6005	14	19	DNF	8	11
15 B. Torrie	3239	20	15	12	21	13
16 P. Urwin	4554	15	14	DNF	19	15
17 W. Fraser	6462	DNF	20	13	15	18
18 E. Hutley	6525	17	13	10	DNF	DNF
19 G. Dennis	6195	DNS	18	14	17	21
20 D. Sauer	5347	19	DNF	DNF	14	14
21 S. Hockey	5686	18	17	DNF	20	19
22 D. Young	6151	16	DNF	DNF	16	20
23 G. Parcell	4894	10	DNF	DNF	DNF	DNF

*Conestoga's Warm Water Regatta was a qualifier for the Championship fleet at this year's Canadian Albacore Championships.

1978 District 3 Championship

The 1978 C.A.A. District 3 Championship regatta was 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. The top five competitors were:

1. Dave Hobden/Frank Huyberts
2. Dave Weaver/Peter Ramshaw
3. Peter Bruns/Gretel Bruns
4. Bob Drinkwater/Fran Drinkwater
5. Paul Magnini/Mike Bailey

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1977 Regatta Results
Midwinter Champ. Tampa 1st Can. 5. 6.
TART 2. 3.
Conestoga 1. 2.
RHC Alb Inv. Reg. 1. 2.
Ontario Games 2. 4.
St. Janestown 2. 4.

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ANDY CUMMINGS AND CREW WIN 1978 CANADIAN JUNIOR ALBACORE CHAMPIONSHIP

19 and Under Results

The 1978 Canadian Junior Albacore Championship regatta was held at Lake of Bays Sailing Club on August 12th and 13th. Although the number of entrants at 26 boats was substantially less than in 1977, the competition was keen in hot and hazy mid-August weather, conditions typical for Ontario.

On Saturday, winds were virtually non-existent, affording only a swimming party, but a short search produced a location on the lake where very light and variable winds were sufficient for one race, relieving everyone's frustration to some degree. Sunday, in spite of weather predictions to the contrary, excellent conditions existed and three races were run in steady 8-10 MPH winds. At the finish, Andy Cummings was the overall and 19 and under winner, earning the title of Canadian Junior Albacore Champion. Winner in the 16 and under category was Colin Brown; in the 13 and under division, David McGregor.

Visiting crews were billeted around the lake at LBSC members' cottages and a dance was held on Saturday evening for competitors. All in all, it was an excellent regatta producing worthy champions in each age class.

	SKIPPER	BOAT #	RACES			
1	A. Cummings	6641	1	2	1	1
2	B. Andrews	4856	2	1	2	4
3	M. Hart	5005	3	4	8	2
4	T. Mallett	6221	4	3	4	3
5	K. Johnson	6642	7	5	3	9
6	A. Redfern	4297	5	6	5	5
7	B. Topp	5501	8	7	6	7
8	G. Yaneff	3766	9	DSQ	7	6
9	C. Duncan	342	6	8	9	8

Overall Results

	SKIPPER	BOAT #	RACES			
1	A. Cummings	6641	1	2	1	1
2	B. Andrews	4856	2	1	2	4
3	T. Mallett	6221	5	3	5	3
4	M. Hart	5005	4	6	12	2
5	D. Benan	6154	3	14	10	6
6	C. Brown	5517	7	10	6	5
7	K. Johnson	6642	14	8	3	22
8	F. Pospail	6267	6	5	DSQ	12
9	A. Redfern	4297	9	9	7	7
10	J. O'Neill	5007	21	15	4	10
11	G. Bailey	5657	8	11	9	13
12	B. Topp	5501	15	16	8	9
13	I. Brayshaw	6590	16	4	16	15
14	G. Yaneff	3766	17	DSQ	11	8
15	J. Overbury	6463	12	17	13	11
16	D. McGregor	6232	10	13	15	18
17	H. Box	3451	13	12	14	14
18	C. Duncan	342	11	20	17	17
19	G. Hately	6656	18	7	DSQ	DSQ
20	P. McDonald	4505	20	19	21	16
21	G. Hamilton	6220	DSQ	21	20	19
22	P. Lash	503	23	18	DSQ	20
23	J. McDonald	3726	22	24	18	21
24	D. Rusein	6131	19	23	19	23
25	D. Jarvis	4500	24	22	23	25
26	C. Smallman	4208	25	25	22	24

13 and Under Results

	SKIPPER	BOAT #	RACES			
1	D. McGregor	6232	1	1	1	2
2	P. McDonald	4505	3	2	4	1
3	D. Rusein	6131	2	5	2	4
4	G. Hamilton	6220	DSQ	3	3	3
5	D. Jarvis	4500	4	4	6	6
6	C. Smallman	4208	6	6	5	5

16 and Under Results

	SKIPPER	BOAT #	RACES			
1	C. Brown	5517	3	4	2	1
2	D. Benan	6154	1	7	4	2
3	F. Pospail	6267	2	2	DSQ	5
4	J. O'Neill	5007	9	8	1	3
5	G. Bailey	5657	4	5	3	6
6	I. Brayshaw	6590	7	1	7	8
7	J. Overbury	6463	5	9	5	4
8	H. Box	3451	6	6	6	7
9	G. Hately	6656	8	3	DSQ	DSQ
10	J. McDonald	3726	10	11	8	10
11	P. Lash	503	11	10	DSQ	9

C O R K

Nine classes each competed in a best seven-out-of-nine-race series at CORK (Canadian Olympic Training Regatta, Kingston) from August 25th to September 1st. Twenty-four Albacores raced for the first time this year, replacing the Flying Dutchman Class.

The winds ran the gamut of light to heavy and were extremely shifty, usually from the west or northwest, atypical for Kingston in late August. The second day of racing was especially unusual. It brought sudden rain squalls and a south wind with gusts reaching 25 knots which caused havoc. The last two days of racing were begun in light air.

CORK organizers instituted two new changes which were hailed enthusiastically by the end of the regatta. The courses were set as close inshore to Olympic Harbour as possible instead of out in Lake Ontario, and for the first time an all-female race committee led by Sheila Murphy presided over a course.

The top three Albacore sailors at CORK were:

1. Andy Cumming/Scott Baker
2. Roger Green/Jocelyn Green
3. David West/Doug Weir

ST. JAMES TOWN SAILING CLUB REGATTA

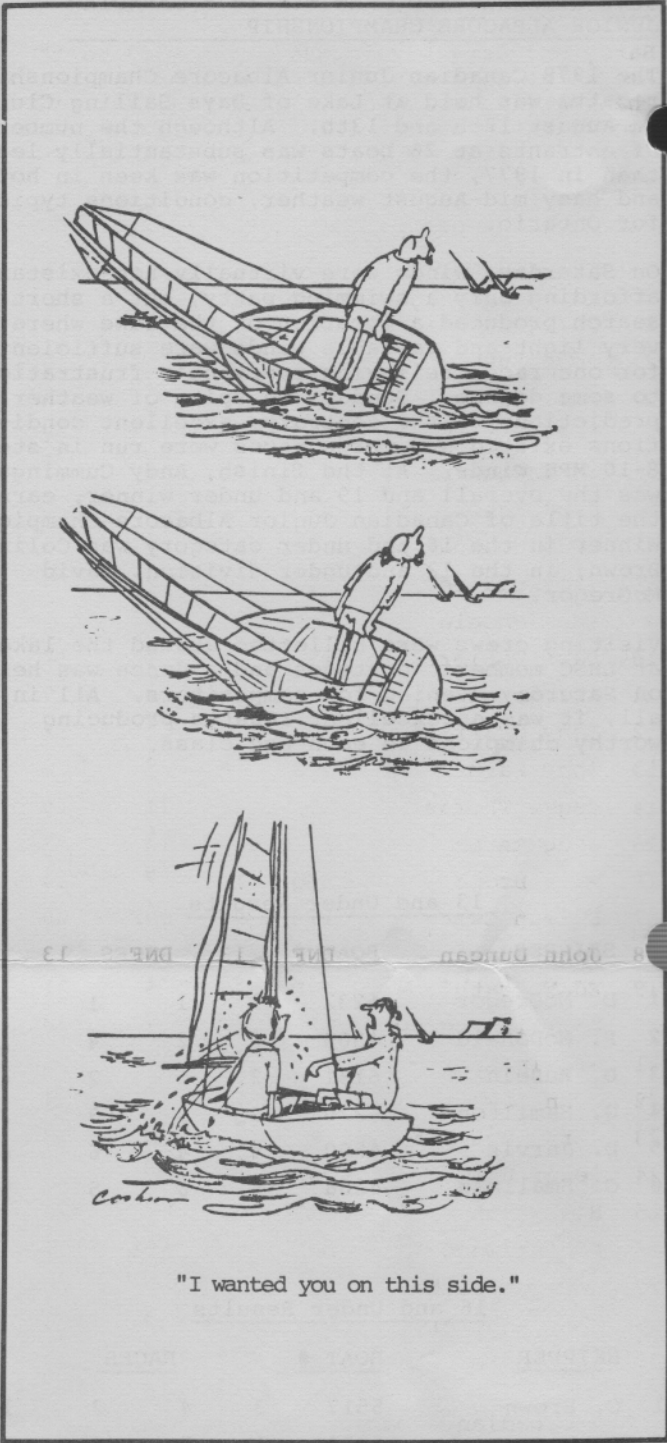
Fifty-three boats competed in St. James Town Sailing Club's annual Labour Day regatta September 2nd and 3rd. The event was a qualifier for the '78 Canadians, the '79 Worlds and was also the District 4 Championship Regatta.

The top five competitors (and recipients of special hand-crafted "Klinger" awards and Club pennants) were:

BOAT #	SKIPPER & CREW	R A C E S				
1	6641 Cumming/Baker	1	1	1	DNS	
2	6219 Medhurst/Medhurst	4	DNF	7	3	
3	6227 Sherwood/Sherwood	14	4	6	5	
4	6657 R. Drinkwater & crew	18	2	8	11	
5	6600 R. Malby & crew	6	9	4	DSQ	

THE ALBACORE: IS IT A SINGLEHANDED BOAT?

It's been mentioned before but is worth repeating. Last year Bill Gooderham, Technical Director at O.S.A., commented that crew were consistently absent in our regatta coverage. Take a look at most of the results in this issue: notice something missing? CREW! Although the Albacore is a doublehanded boat, names of crew are usually omitted from regatta results sent to the Canadian Albacore Association. "Shackles" is surprised that all you hard-working crew haven't rebelled and demanded due recognition. Won't you please make a new year's resolution to include the names of skipper and crew in 1979 regatta reports?



POYNTZ BROTHERS WIN 1978 NORTH AMERICANS

Barry and Gary Poyntz added the 1978 North Americans to their list of Albacore victories Thanksgiving weekend at Annapolis, Maryland. According to second place winner John Luard, "they did it on superior tactical and strategic skill".

Here are the official results:

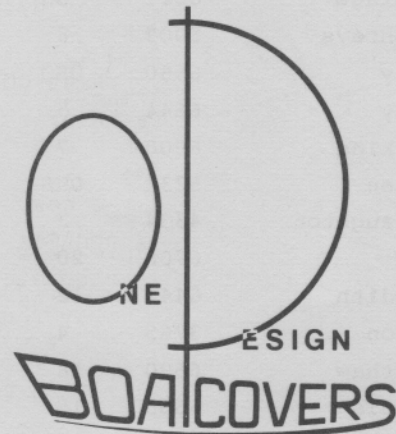
	SKIPPER	RACES				
		1	2	3	4	5
1	Barry Poyntz*	1	1	4	2	3
2	John Luard	4	2	1	5	5
3	Bill Ewing	5	5	2	1	12
4	Andy Cummings*	2	DSQ	3	4	8
5	Carl Cheney	3	7	13	7	1
6	John Eggers	9	3	6	6	4
7	Dave Hobden*	6	6	9	3	DSQ
8	Troy Blanton	11	4	14	9	10
9	Paul Wheeler	7	8	8	16	21
10	Dave Wallerstein	15	15	11	10	7
11	Art Mohan	8	11	7	19	18
12	Tony Griffin*	10	14	12	12	13
13	Tony Parker	DNS	10	20	15	2
14	Roger Thomas	19	18	21	8	6
15	Doug Marsh	13	DSQ	10	22	14
16	Mike Brown	DSQ	12	17	14	16
17	Eileen Ewing	17	9	DNF	26	9
18	John Duncan	DNF	13	DNF	13	11
19	Ed McGrath*	DNF	16	5	21	DNS
20	Carroll Andrews	12	24	19	20	17
21	Philip East	14	17	15	DNF	DNS
22	John Lawser	16	22	18	24	19
23	Jerry Selwyn*	18	23	16	25	DNS
24	Peter Watts	DNF	20	DNF	17	22
25	Bill Buck	DNS	19	DNS	23	15
26	Bob Harwood	DNS	DNF	DNS	11	20
27	George Holthaus	DNF	21	DNF	DNS	DNS
28	Fred Kistler	DNF	21	DNF	DNS	DNS
29	Ann White	DNS	DNS	DNS	DNF	DNS

* Canadian Albacore sailors

Equipment Used By Top Finishers:

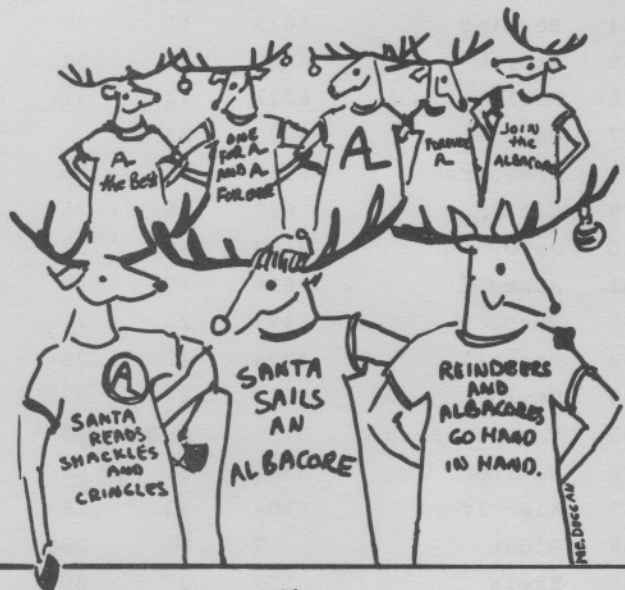
	HULL	SPARS	SAILS
Poyntz	Woof	Proctor (beta)	Storer
Luard	Allen	Elvstrom	Eggers
Ewing	Rondar	Proctor (alpha)	Eggers/Storer
Cummings	Young	Proctor (D)	McNamara/Storer
Cheney	Allen	Proctor (alpha)	Hard
Eggers	Rondar	Proctor (beta)	Eggers

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Have yourself
a merry little christmas Health
and happiness in the New Year.
Judy (Ed.)

1978 CANADIAN ALBACORE CHAMPIONSHIP RESULTS
 SEPTEMBER 22, 23 AND 24, LAKE ROSSEAU, ONTARIO

CHAMPIONSHIP FLEET

	SKIPPER	SAIL NO.	R A C E S				
			1	2	3	4	5
1	Poyntz	6731	1	3	1	1	2
2	Cummings	6641	3	27	3	2	4
3	Humphreys	5009	8	4	2	6	14
4	Cerny	6660	DSQ	7	7	7	3
5	Moody	6644	5	6	5	DNS	9
6	Adelkind	6800	7	20	4	9	6
7	Hobden	5238	DNS	1	DSQ	3	1
8	MacNaughton	4834	2	2	25	13	31
9	Glew	6700	20	5	22	5	5
10	Meredith	6447	12	9	14	11	8
11	Gibson	3765	4	11	DNF	15	15
12	Brayshaw	6590	18	8	20	4	36
13	Francis	6655	15	15	13	8	13
14	Ewen	6626	14	12	19	12	11
15	Payne	6216	19	14	8	20	12
16	Meller	4862	9	26	6	DSQ	20
17	Colman	6598	13	17	17	25	16
18	Gallant	6159	29	13	11	27	17
19	Malby	6600	30	18	12	18	21
20	Groome	6147	34	16	15	16	24
21	Spirk	4864	10	10	DSQ	35	18
22	Rogers	6400	16	37	30	26	7
23	Weaver	5852	24	24	18	19	19
24	Berzins	6613	11	29	32	36	10
25	Sturch	6803	6	34	34	17	27
26	Mallett	6221	21	31	9	24	34
27	Hart	5005	23	23	31	21	26
28	Krajcarski	6140	26	36	36	10	25
29	Giffin	652	35	25	27	14	33
30	Selwyn	3103	38	22	35	22	22
31	Adamson	5614	17	19	DNF	32	35
32	Murdock	6494	25	21	33	29	28
33	Parcell	4894	22	35	21	33	29
34	Taylor	5512	27	32	DNF	23	23
35	Van Den Berg	5790	DSQ	33	10	28	37
36	Railton	5504	31	40	29	30	32
37	Kierulf	6104	33	28	26	37	39
38	Rider	7	36	DSQ	16	DNS	30
39	Ekels	6157	37	30	24	DNS	DNS
40	Fraser	6462	DNS	41	23	34	38
41	Batt	4869	32	39	28	38	DNS
42	Marshall	52387	28	38	DNF	31	DNS
43	Hutley	6525	DNS	42	DNS	DNS	DNS

THE 1978 CANADIANS

Our "nostalgic return to
 Clevelands House" is only a
 memory now. Here are the
 official race results ---
 and a big thank you to:

Regatta Chairman David
 Medhurst for organizing the
 best ever Canadian Albacore
 Championship Regatta;

Beth Medhurst for tabulating
 the race results --- and
 helping David;

Judy Whitfield for hours of
 pre-regatta preparation,
 for patiently answering a
 million questions at the
 registration desk and for
 being two places at once
 all weekend;

Commodore Ian Bates for
 missing the Commodore's
 Reception;

South Muskoka Sailing Club
 for lending their Committee
 Boat and not getting upset
 when it was returned de-
 masted and minus its steer-
 ing;

Carol Ogden for capturing
 the Canadians on film;

CHALLENGER FLEET

	SKIPPER	SAIL NO.	R A C E S				
			1	2	3	4	5
1	Moody	6232	DSQ	7	1	3	3
2	Campbell	716	1	17	3	11	5
3	Francis	6101	6	25	5	2	4
4	Pudwell	6250	2	10	16	1	10
5	Niblett	5471	4	4	DNF	34	1
6	Johnson	6642	15	29	7	4	9
7	Pospisil	6267	27	2	2	23	18
8	Wright	3451	3	11	10	DSQ	15
9	Chalmers	5633	DNS	YMP	4	16	8
10	Lawler	6141	9	8	17	10	DSQ
11	Yanoff	3766	18	32	8	15	7
12	Cranfield	3102	19	9	15	6	41
13	Howe	4468	5	15	DSQ	5	26
14	Sauer	5347	10	18	13	9	29
15	Knowles	614	17	33	9	13	12
16	Paterson	6222	24	24	11	14	6
17	Gast	6586	7	12	14	22	25
18	Scott	4545	12	16	DNF	21	16
19	Behan	6154	29	3	DNF	8	37
20	Gammie	5344	14	27	DNF	7	27
21	Urwin	4554	22	DSQ	6	27	23
22	Walker	6617	33	21	DNF	12	13
23	Grayston	6618	13	34	12	31	28
24	Hately	6656	16	30	18	30	44
25	Stephens	5767	20	36	DNF	20	20
26	Jonjev	6174	25	28	DNF	17	30
27	Gillespie	6585	36	1	DNF	49	22
28	Truemmer	5000	DNS	YMP	DNF	19	2
29	Martin	6064	31	20	DNF	41	11
30	Winsor	6175	26	19	DNF	26	35
31	Elliott	6761	23	5	DNF	24	DNS
32	White	6564	34	22	DNF	32	24
33	Hogg	5520	DSQ	26	DNF	18	19
34	Jarrett	711	21	38	DNF	47	14
35	Munroe	6229	8	23	DNF	35	DNS
36	Young	4411	35	6	DNF	50	34
37	Crawford	6148	DSQ	14	DNF	38	21
38	Francis	6150	11	13	DNF	DSQ	DNS
39	Skeates	6177	40	40	DNF	25	38
40	Pool	4106	30	37	DNF	43	36
41	Cory	5785	38	45	DNF	28	42
42	Heron	6580	28	35	DNF	46	46
43	Hutchinson	6128	37	39	DNF	48	31
44	Lash	5630	32	31	DSQ	37	DSQ
45	Adams	5789	42	42	DNF	42	33
46	Woods	6760	DNS	YMP	DNF	45	17

John Rae for running races with a smile under trying conditions;

The Unidentified O.P.P. for his R.C. boat spot check ten minutes before the start --- and for his concern about the shotgun blasts. (John was found innocent of illegal duck hunting.)

Ontario Sailing Association for their crash boat and for video tape replays of race course action;

Lake of Bays Sailing Club for their enthusiastic sailors. Their funtastic team raced on to victory and provided R.C. personnel with two days of non-stop entertainment;

The Skipper and Crew of boat #6860 (Funtastic), #4285 (Masters), #4236 (Challenger) and #6525 (Championship) for finishing last in their fleet;

Graham Elliott for living up to his "SAILMATE" reputation by missing Sunday's races. (SAILMATE Elliott felt poorly after celebrating Saturday night!)

Clevelands House for good food, good accommodation and good service;

CHALLENGER FLEET (Continued)

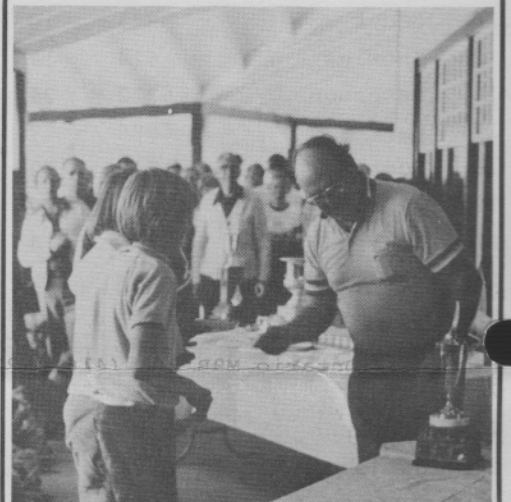
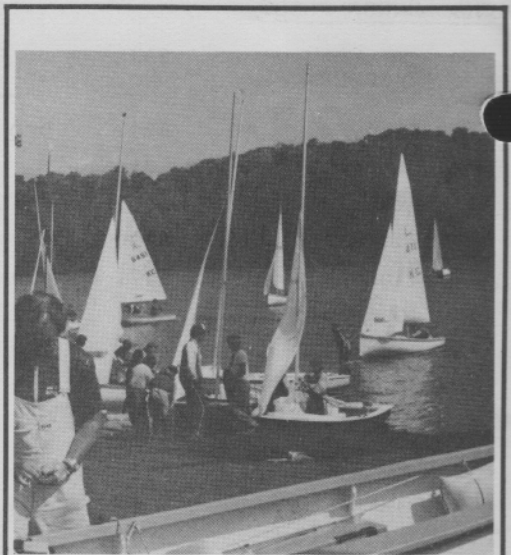
SKIPPER	SAIL NO.	R A C E S				
		1	2	3	4	5
47 Loritz	6451	DNS	YMP	DNF	33	32
48 Hall	6176	DNS	41	DNF	36	43
49 Young	6763	DNS	YMP	DNF	29	45
50 Marshall	6223	DNS	YMP	DNF	40	39
51 Piett	5788	41	43	DNF	51	DNS
52 Mighty Muir	6458	DNS	YMP	DNF	44	40
53 Cohen	6453	43	DNS	DNS	39	DSQ
54 Bates	6699	39	44	DNF	DNS	DSQ
55 Stewart	4236	DNS	YMP	DNS	DNS	DSQ

MASTERS FLEET

SKIPPER	SAIL NO.	R A C E S				
		1	2	3	4	5
1 Bruns	6005	5	2	1	2	3
2 Sherwood	6227	3	3	2	6	4
3 Forth	3236	1	10	8	1	13
4 Pol	6271	2	11	6	15	1
5 Polhill	4895	4	4	4	4	DNF
6 Goddard	4824	DNS	YMP	3	3	11
7 Young	6151	7	9	11	7	2
8 Dick	6156	6	12	7	5	6
9 Lloyd	5640	11	5	14	8	5
10 French	5519	13	1	13	11	14
11 Drinkwater	6657	8	8	16	9	7
12 Hynd	5599	16	6	10	13	10
13 Treissman	6628	14	7	5	14	DNF
14 Overbury	6463	10	15	9	12	DNS
15 Doherty	590	DNS	YMP	12	10	12
16 Kettle	6217	17	13	22	17	8
17 Jarvis	4500	9	16	15	16	18
18 Dennis	6195	15	17	21	21	9
19 Wilson	6109	12	14	19	20	17
20 Sonley	4266	18	18	17	19	16
21 Hill	6593	DNS	YMP	18	18	15
22 Fors	4285	DNS	YMP	20	DSQ	19
23 Leitch	4827	DNS	YMP	DNS	DNS	DNS

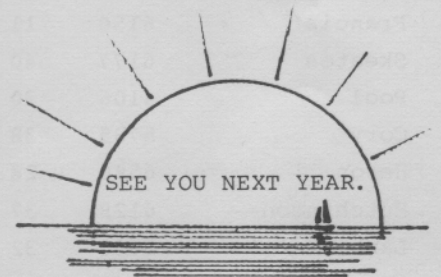
FUNTASTIC FLEET

SKIPPER	SAIL NO.	R A C E S				
		1	2	3	4	5
1 McGreger	6232	1	2	2	1	DNF
2 Gibson	4297	2	1	9	5	2
3 Gibson	3765	4	3	1	2	4
4 Wilson	5501	3	4	4	3	3
5 Noble	4877	5	5	5	DSQ	1
6 Stark	552	DNS	11	3	9	6



All the kind people who helped to make the regatta happen;

YOU for being part of it all!



FUNASTIC FLEET (Continued)

SKIPPER	SAIL NO.	R A C E S				
		1	2	3	4	5
Lash	503	7	6	8	6	8
8 Overbury	4648	6	7	DSQ	4	DNS
9 Carroll	6065	8	9	6	8	7
10 Kunc	6767	10	8	7	7	10
11 Rogers	5787	9	10	10	10	9
12 King	6860	DNS	YMP	11	11	5

upcoming regattas

MID-WINTERS

Bob Harwood and Roger Thomas of the U.S.A.A. will announce details of the 1979 Mid-Winter Albacore Championships in the next edition of "Shackles & Cringles".

* * *

1979 WORLD ALBACORE CHAMPIONSHIPS

Anyone who would like to enter the 1979 Worlds and has not yet sent in their application should contact Dick Gallant, 11 Martinview Ct., Islington, Ontario M9B 2P6 (416) 622-6052 immediately. Financial assistance may be supplied by Wintario to help pay for travel and accommodation expenses. The Worlds will be held at Torquay, England, July 21st to 28th, 1979.

* * *

1979 CANADIANS

It's official: the Canadians will return to Toronto next year! More information will follow in future issues from Regatta Chairman David Weaver.

* * *

1979 NORTH AMERICANS

The North Americans will be hosted by the Canadian Albacore Association and if possible, will be part of CORK next August. Again, more details will be announced as plans are confirmed.

* * *

With your Albacore bedded down for winter, it seems rather premature to be thinking of summertime regattas. However, most Clubs do their major planning in January: that means you should know your 1979 regatta date very soon. Please forward it to the C.A.A. "Shackles" would like to publish a 1979 Albacore Regatta Schedule early in the new year.

CLASS ASSOCIATION COMMITTEE CHAIRMAN TO BE ELECTED

At the November 4th meeting of the Class Associations, it was moved and accepted that the position of Class Association Committee Chairman would become an elected position. The term would be three years and the vote will be held during the pre-Boat Show meeting on Thursday, December 7th.

The Class Association Committee Chairman is directly responsible for the administration of the financial assistance given to the classes. Also, the Chairman is expected to encourage the classes to undertake programmes that will assist their entire class as opposed to those that only help a few.

The Chairman meets and works with other members of the Competition Committee and is expected to lend support to the entire Competition programme within Ontario.

The Canadian Albacore Association's Class Association Committee Chairman will be announced in the January/February issue of "Shackles & Cringles".

SIX ALBACORE BUILDERS CURRENTLY LICENSED IN CANADA

Six builders are currently licensed to produce Albacores in Canada. They are:

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Carman, Manitoba
R0G 0J0

Attn: John Calverly
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Kingston, Ontario
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Attn: Geoff Hoyle/Kay Cartwright
(613) 546-4923

Racing Sailboat Services Ltd.
109 Niagara Street West
Toronto, Ontario
M5V 1C3

Attn: Bob Whitehouse
(416) 368-3444

Halman Manufacturing Company
#3 Pineland Avenue
Stoney Creek, Ontario
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Attn: Richard Navin
(416) 662-3675

TEN RONDAR ALBACORES, #6451 to 6460.
St. James Town Sailing Club is replacing its fleet and is selling ten Rondar Albacores which have been sailed three seasons by Club members. The boats are equipped with many racing extras, including Storer sails. Negotiable prices. For more information, please contact Garry Brown, 22 Rhyl Avenue, Toronto M4L 1R7 (416) 691-8658 (home); 746-1240, Ext. 77 (office).

ALBACORE #2783 (McGruer) in good condition. Good racing record; Storer sails were new in 1976 and used little. \$1,400 or best offer. Contact R. Schofield, Oshawa (416) 576-1680; Coboconk (705) 454-8801.

WOOD ALBACORE #509 (Fairey Marine). Excellent racer. Proctor Beta minus mast. Storer and North sails. Elvstrom bailers. Lever vang. Contact Peter Schell (613) 544-5098 (evenings).

SAILS FOR SALE: Musto & Hyde - Jib & Main \$150.00
Storer - Jib & Main \$175.00
Jib - \$75.00

All sails are in excellent condition with many years of useful life remaining. Call David Medhurst (416) 423-1627 (evenings).

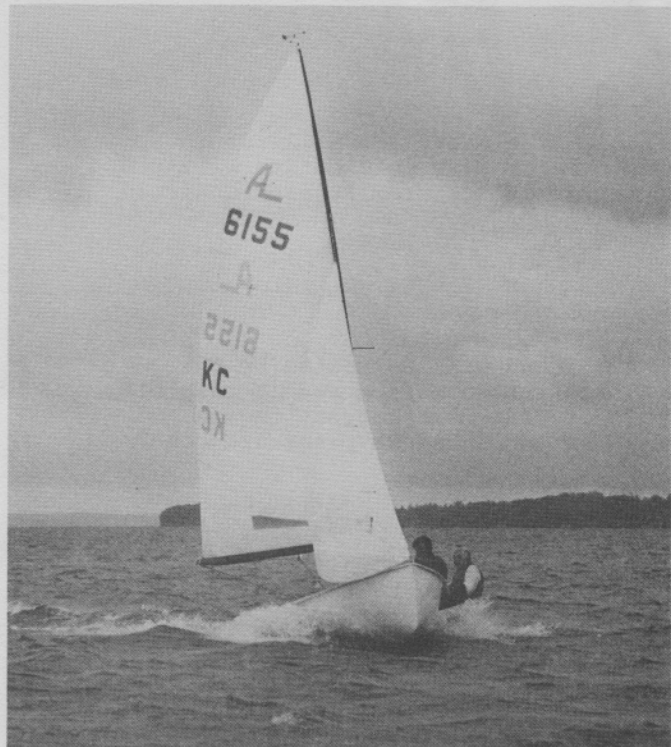
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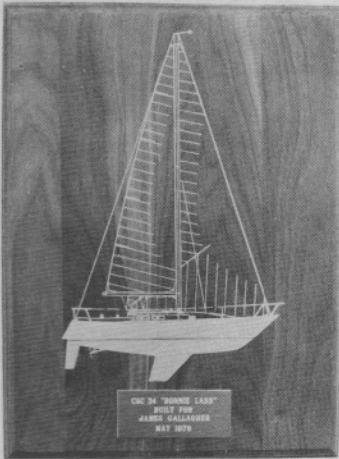
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