shackles and cringles

canadian albacore association's bi-monthly newsletter

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COVER photograph taken by C.A.A. member Frank Loritz at the Outer Harbour in Toronto last September. (Planes from the C.N.E.'s yearly air show fly past competitors at the District 4 Championship Regatta hosted by St. James Town Sailing Club.)

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from your executive

COMMODORE'S MESSAGE

Although the start of the 1979 sailing season is still many months away, your executive has been working hard on your behalf. This year's Committee has a number of new faces and I am pleased to be able to report that the group is already working effectively on projects in the areas of membership, fleet and builder liaison, publicity, measurement, specifications and regattas.

As we discussed at the Annual General Meeting at Clevelands House, the executive has placed a high priority on our annual membership drive. We have set a target membership level of 650 members in 1979. This represents a 40% increase over 1978 but a very modest goal for a class with a total strength of over 4,500 boats in Canada. I hope you will take the time to send in your 1979 fees as soon as possible and thereby help to ensure the continued success of your Association.

You will have recently received an invoice for $15.00 to cover your 1979 Association fees. Please note that the fee has not increased this year but the executive has decided to terminate the District Rebate system effective January 1, 1979. In spite of the elimination of this programme, we have retained the membership fee at $15.00 because the amount of rebates paid out in the past few years has been considerably less than the $3.00 per member earmarked for this purpose and the Association has in fact required the major portion of this amount for ongoing operations.

There has been much discussion on the topic of rebates over the past several years and I believe this decision requires some clarification. While there is general agreement that there is a need for interaction between the Districts and the Association, the existing programme has not worked well in practice. Many of the Districts did not make use of this source of funds at all or did so only on a sporatic basis. In other cases it is doubtful that the rebates applied for improved the development of the local fleet or the Association since the event or expenditure would likely have taken place in any event. This is not to say that there have been no valid requests for these funds, but the continued existence of the programme could not be justified on the basis of these few applications. The saving to the Association from this change will be channelled into this year's membership drive.

The Rear Commodore has been busy organizing the Association's exhibit at the Toronto International Boat Show. Our display was designed around an interesting motto: "Albacore - the boat to start with, the boat to stay with" which was inscribed on the mainsail of the show boat. To the many people who helped make our display a success, many thanks. If any of the Districts have a need for material to assist with an Albacore display at a show in their area, David Whitfield would like to hear from you.

The Albacore has been invited to participate again at CORK (Canadian Olympic Regatta at Kingston) which is to be held August 25 - 31 at Kingston, Ontario. This week long regatta will also be the Albacore North American Championships for 1979. The Kingston area offers some of the best sailing conditions in Canada and the calibre of race management provided by the CORK race committees is indeed excellent. I hope that many of you plan some holidays in late August and take the opportunity to participate in this regatta.

The District Fleet Captains Meeting is being planned by Vice Commodore Haakon Kierulf for a weekend in late March. The list of District Fleet Captains is never quite complete and if you are interested in helping out in this area, please write to the Association or contact Haakon directly.

I would like to take this opportunity to thank all the members who have written with suggestions for improving various facets of the Association's activities. These suggestions are very helpful and many of them have been implemented or are being considered for implementation this year.

David Medhurst
Commodore

REGATTA CHAIRMAN REQUESTS INFORMATION

The 1979 sailing season is fast approaching and regatta coordination must be commenced. Please send me your 1979 regatta schedule along with the name, address and telephone number of a contact person for each regatta (the local Fleet Captain perhaps). I would also like to have the name, address and telephone number of your District Fleet Captain. The District 3 bulletin published under "District News" in this issue may serve as a guide for the type of information we need.

The vitality of the C.A.A. depends on the support of Albacore sailors. With this in mind, the following directive is brought to your attention.

The organizers of Albacore regattas who wish to advertise their events in "Shackles & Cringles" must require all competitors to be current members of the C.A.A. (or U.S.A.A. or B.A.A.) or charge an extra $3.00 fee payable to the Association. This fee is intended to encourage new or occasional Albacore sailors to join the C.A.A. and may be applied towards full membership anytime during the same calendar year.

As in the past, all national and international qualifiers and events will require full C.A.A. (U.S.A.A. or B.A.A.) membership.

Current buoyancy endorsement on a valid measurement certificate will be required for all Albacore regattas.

David Weaver
Regatta Chairman

NEW PLUG NEARING COMPLETION

To those who like to ravel in quiet contemplation of smooth curves and shapes, the plug is a thing of beauty to behold.

It was accomplished by the combined efforts of scientists and technicians and their sophisticated equipment at the Marine Dynamics and Ship Laboratory of the National Research Council in Ottawa. The new plug is nearing completion and will soon be available to Canadian boat builders for the production of moulds for Albacore hulls.

At the N.R.C. Laboratory, the plug was carved out of four chunks of laminated wood by a computer controlled milling machine which is regularly used by N.R.C. to make models of ships for tests in their tank. Since their models are comparable in size to the Albacore, the task of the milling machine, which was programmed to take horizontal sweeps along the full length of the hull, was simplified. This marvellous machine kept cutting away relentlessly, hour after hour, stepping 1/10" to a new level after each sweep. After machining was completed, the four parts were glued together and hand finished.

Before the milling machine could be set to work, however, it was necessary to interpolate from the official Albacore Lines drawing to determine the x, y, z coordinates of just about every square millimeter on the surface of the hull. This data is and will remain in computer memory.

It is important to note that although N.R.C. hydrodynamicists could have used the tolerances to enhance performance, this was not done on the request of your Association. Consequently, the plug and the data stored in computer memory are superbly accurate copies of the official drawing of Albacore Lines and N.R.C. personnel involved have been very careful to adhere to the Lines. An added advantage is that a novel N.R.C. computer programme was used to interpolate between the points shown on the drawing. As a result, the lines of the plug (and the data in memory) are far smoother than could possibly be achieved even through expert eyeballing. It goes without saying that the plug is perfectly symmetric. This means that the full amount of the available tolerances is there to correct for manufacturing errors and that due to the superb smoothness and symmetry, we may look forward to highly competitive boats.

Notwithstanding the superb quality of the plug, it must be kept in mind that your Association has agreed that the official drawing of the Albacore Lines is the accepted standard of hull shape. Therefore, copies thereof, like the plug and the related data, must be regarded as secondary standards.

A primary role of the National Research Council is to support Canadian industry and this responsibility includes the provision of suitable standards. It is in this context that Syd Mathews, Section Head at the Marine Dynamics and Ship Laboratory of N.R.C. found it possible to accept our request for a plug. It may be apropos to mention that our request stressed the losses of sales by Canadian boat builders to U.K. imports which are reputed to be built to the official Lines and which many Canadian sailors believe to be faster than boats modelled on the aging C.A.A. plug (our standard prior to being replaced by the Lines).

As mentioned earlier, the plug or a glass copy thereof will soon be available to Canadian builders after first use by Skene Boats who have requested and were granted first use of it. What is available now is the data stored in the N.R.C. computer and a Canadian boat builder may be provided, upon request, with a printout of coordinates at any desired stations.

Personally, I found it very gratifying to be associated with this project which meant frequent visits to N.R.C. and discussions with Dave Murdey, the prime mover on this project. Dave is also one of my advisers on matters related to Albacore specifications, and what better advice can you get than from a top hydrodynamics scientist!

The craftsmanship, skill and years of experience were provided by Bill Rigby who, together with his assistants, laminated, glued and smoothed the plug. Somehow I feel that this fine team, surrounded by state-of-the-art equipment and still routed in naval tradition, just could not show indifference to a sailboat and perhaps that is why they have spent countless hours of their own time on our plug. Our very sincere thanks to you gentlemen for what you have done for us sailors and for the Canadian boat builders.

Ian Meller
Specifications Chairman

1979 BOAT SHOW A SUCCESS

A L B A C O R E

the boat to start with
the boat to stay with

lettered on the mainsail, greeted visitors to our Albacore class display at the Toronto International Boat Show held January 12th to 21st, 1979.

The popular Albacore display featured a new composite boat built for St. James Town sailor, Graham Elliott by Bob Whitehouse at Racing Sailboat Services. Attracted by the beautiful wooden deck and carefully laid-out interior of the new boat, many show visitors displayed keen interest in the Albacore class.

The theme "the boat to start with...the boat to stay with" was chosen this year to emphasize the Albacore's versatility as both a training boat for novice sailors and as a racing sailboat which still provides a challenge for the most experienced dinghy sailor.

A large map of Ontario displaying the location of recognized Albacore fleets underlined the unequalled popularity of the boat.

On Saturday, January 20th, the Albacore was the featured sailboat in the O.S.A. pool where short sailing demonstrations were given. This spotlight gave our class an opportunity to increase show visitors' awareness of the features and popularity of the Albacore.

The success of the display was the result of the tremendous assistance given by the many volunteers who manned the booth and the contributions of Graham Elliott, Bob Whitehouse, Richard Storer and Norm Berzins. Many thanks also to Alf Jenkins and the staff at O.S.A. for their planning and organization of the class display at the boat show.

David Whitfield
Rear Commodore

DISTRICT REBATES DISCONTINUED

In the last "Shackles & Cringles" I read about the Fleet Captains' survey regarding district rebates and the implication that if discontinued, a lower membership fee would be possible. Since the Executive found that districts generally had not requested assistance in the form of rebate claims for the 1978 sailing season, it was voted to discontinue rebates per se.

A look at page 9 of the same issue of "Shackles & Cringles" shows a membership of 450 regular members. Had all districts claimed the full rebate, it would have resulted in a net income of $12.00 x 450 = $4,500. As you can see from the Revenue and Expenses Statement on page 9, this amount would not even cover the cost of "Shackles & Cringles" and secretarial services, our main avenues of communication and, therefore, the most important areas to maintain if our Association is to flourish.

In an effort to hold the line and retain the present $15.00 fee (despite ever increasing costs of mailing, printing and office supplies, and the decreasing financial assistance from provincial and federal governments), your Executive is putting a great effort into increasing membership. A target of 600 members minimum for 1979 has been set in an attempt to spread our costs over a larger base.

The only way to increase membership is for each of us to actively recruit new Albacore sailors. This may seem to be a selfish approach but a strong Association has to be built on a wide base --- a wide base ensures minimum dues and maximum benefits for its members. And that's you and I!

Tony Polhill
Secretary-Treasurer

NO RULE CHANGES UNTIL JULY

No additional rule changes are planned until after the World Albacore Championships in July.

This year measurers will be paid directly for boat measurement. A receipt will be issued which will be valid as a measurement certificate for 30 days. It must then be sent to the Chief Measurer who will issue a permanent certificate. The measurement form will be modified to reflect the above change and to simplify the measurement sequence.

I intend to pay particular attention to boats which have been extensively modified (such as my own) and to compliance with minimum weight requirements.

Good sailing!

Dick Gallant
Chief Measurer

1979 EXECUTIVE RESPONSIBILITIES

Bet you've often wondered what each C.A.A. executive position entails or who to approach with a specific inquiry, problem or idea. Outlined below are the responsibilities of your hard-working executive members.

Commodore (David Medhurst)

(a) Coordinates executive activities.

(b) Communicates with chairmen of committees and provides back-up assistance where required.

(c) Visits districts when possible, particularly to participate in district meetings and seminars.

(d) Chairs executive meetings.

(e) Member of World Council.

Past Commodore (Ian Bates)

(a) Liaison with C.Y.A. and O.S.A. on behalf of the Canadian Albacore Association.

(b) Ad hoc committee chairman to review the C.A.A. constitution.

(c) Chairs executive meetings in absence of Commodore.

First Vice Commodore (Haakon Kierulf)

(a) Liaison with district fleet captains to foster fleet development.

(b) Organizes annual district fleet captains' meeting and measurers' seminar.

Second Vice Commodore (Jerry Selwyn)

(a) Liaison with existing builders.

(b) Contacts potential new builders.

(c) Chairman of committee appointed to develop new boat package in lieu of log.

Third Vice Commodore (Paul Heron)

(a) Organizes and coordinates the annual membership drive.

Rear Commodore (David Whitfield)

(a) C.A.A. publicity activities.

(b) Boat shows.

Specifications Chairman (Ian Meller)

(a) Appoints and oversees activities of Chief Measurer.

(b) Arbitrates specification disputes. (All major disputes must be reported to C.A.A. executive.)

(c) Liaison with Chief Measurers of the U.S.A.A. and N.A.A.

Chief Measurer (Dick Gallant)

(a) Updates measurers' manual.

(b) Ensures that each district has ample number of measurers.

(c) Ensures that all measurers on the C.A.A. list are current.

(d) Responsible to Specifications Chairman.

Secretary-Treasurer (Tony Polhill)

(a) Chief financial officer.

(b) Prepares budget, monthly statements, annual statement and application for available grant monies.

Regatta Chairman (David Weaver)

(a) Liaise with chairman of 1979 Canadian Albacore Championship Regatta.

(b) Liaise with chairman of 1979 Junior Canadian Albacore Championship Regatta.

(c) Liaise with CORK re 1979 North American Albacore Championship Regatta.

(d) Liaise with Peter Irwin re Team Racing:
-- Organize team racing event in 1979
-- Provide information for publicity of team racing

(e) Liaise with fleets regarding 1979 regatta schedule.

Assistant Secretary-Treasurer (Judy Whitfield)

(a) Receives and distributes general correspondence.

(b) Organizes and mails annual fee statements.

(c) Maintains C.A.A. membership listings and mailing list.

(d) Receives and banks payments to the C.A.A.

(e) Prepares and distributes meeting agenda and minutes.

(f) Distributes sail numbers.

O.S.A. ANNOUNCES OFFICE/STAFF CHANGES

Don Williams (R.C.Y.C.) has assumed the duties of O.S.A. President from Bill Cheek (R.H.Y.C.) who retired in November.

Jan Ellis, Recreation Sailing Coordinator with the Ontario Sailing Association since 1976, resigned December 31st. Her position has been filled by Steve Martin whose background in sailing, instructor training and competitions will make him a capable replacement.

C.A.A. INCORPORATES

The law firm of Carson, Poultney has been retained to obtain a federal incorporation of the Canadian Albacore Association.

FIBREGLASS REPAIR

-- from January 1979 issue
of YACHT RACING/CRUISING

When Halsey Herreschoff pulled the first fibreglass hull from its plug in 1948, it signalled the end of one era and the beginning of another. The main drawing card of the new fibreglass construction method was quickly realized --- compared to wood, fibreglass was virtually maintenance-free and easy to repair.

Three decades have passed since Herreschoff's first fibreglass boat, and the state of the art in fibreglass construction has grown at leaps and bounds. But with all of the advances, fibreglass has yet to become totally maintenance-free: the sun still fades it, polluted water discolours it, and like wood, it can be scratched, gouged and even punctured. However, with a little preventative maintenance and some basic fibreglass repair know-how, the time spent working on it can be kept to a minimum and the boat kept in top condition.

1. GENERAL MAINTENANCE

Even boats fresh out of the factory mold need some attention; a quick once over with a high-quality wax or a good automotive polishing compound will help protect the hull from fading or discolouring. To further prevent it from fading, due to the sun's ultra-violet rays, and to keep it clean, obtain a hull cover for the boat when it is being stored or trailered. Canvas or vinyl covers are available for most one-design class boats. Both work well, but some people prefer canvas covers because they feel that the porous nature of canvas allows the hull to breathe more than vinyl.

Maintaining a smooth hull surface is one of the best methods of obtaining peak performance from your boat. Some new boats occasionally come out of the molds with eggshell-like finishes in the gelcoat, or outer layer. This can generally be eliminated by wetsanding the hull, starting with 400-grade paper and working up to 600-grade or higher, if available. When wetsanding, use a wood or rubber sanding block to obtain an even finish, and be sure to use a lot of water, as it helps to lubricate and clean the sandpaper, thus increasing its effectiveness. To bring the gloss back to the hull's finish once the wetsanding is completed, finish off the job with polishing compound.

The finish on older boats can also be restored by wetsanding the hull, followed by a good rubbing with polishing compound. Depending on the hull's condition, it may be necessary to start with fairly coarse wet sandpaper, such as 320-grade, then gradually work up to 600-grade or higher. Be sure you don't sand down through the gelcoat to the layer of fibreglass beneath. If a dark-coloured tinge begins to appear, stop wetsanding; you're getting too close to the fibreglass laminate.

An occasional problem encountered in both new and old boats, particularly lightweight dinghies, is that a faint outline of some of the internal ribbing sections may be visible on the hull. These take the form of slight wavy patterns in the gelcoat. They are not easy to detect, but they can be real performance robbers, as they destroy the trueness of the hull. These and any other protrusions should be wetsanded with 320-grade paper, followed by 400- and 600-grade, until the protruding areas are flush with the rest of the hull. Again, be careful not to sand down through the gelcoat. Polishing compound will make the area blend in visually with the rest of the hull.

Once the hull has been worked into top shape, the next focus of attention should be how the boat is supported when out of the water. The important thing is to support it on as wide an area as possible. Improper supports, such as rubber rollers, concentrate too much stress on small areas and eventually weaken those areas and the entire hull structure. If the boat is trailered a lot or stored right side up, use padded bunkers shaped to fit the contour of the hull, and locate them under the strongest sections of the boat --- the bulkheads. Carpeting is still probably the best padding for bunkers, but be sure to keep it clean. Dust and dirt particles in the carpet can make padding very abrasive.

To eliminate putting too much stress on the hull when storing or trailering, many people carry their boats upside down. Then, the only precaution necessary is to use tie-downs that are wide enough to spread the pressure out over as large an area as possible. Seatbelt strapping or hiking strap material works quite well; line does not. Finally, to prevent discolouration when the boat is not in use, keep the hull off surfaces that will hold moisture against it for extended periods of time, such as wet carpeting, sand or grass.

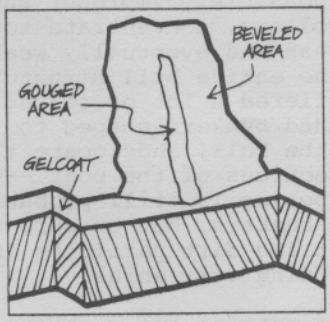
Many people install inspection ports in their boats to help air out closed compartments. This is a good idea, especially if the boat leaks. By keeping the ports off when the boat is not in use, moisture inside the hull will evaporate rather than soak into the small air voids that are present in the fibreglass, where it will only add unnecessary weight. Screw-in ports seem to be the most watertight, and even these occasionally require a liberal coating of vaseline on the threads to ensure a waterproof seal.

2. GELCOAT REPAIRS

Regardless of how careful you are with your boat, sooner or later it will become scratched. Small scratches, ones just on the surface of the gelcoat, can usually be removed with polishing compound or by wetsanding them with 400- and 600-grade paper wrapped around a sanding block. Again, if a dark-coloured tinge appears, quit sanding.

Deep gouges which do not penetrate all the way through the hull, yet are too big to eliminate with polishing compound or wetsanding, require filling with gelcoat. Properly done, gelcoat repairs are fairly simple, inexpensive and generally leave almost no sign that a repair has been done. Follow these steps:

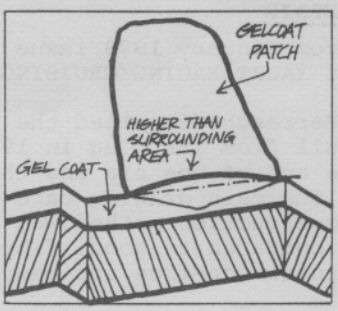
* Scrape away all of the loose material around the gouged area with a chisel or knife. Then scrape the gelcoat on either side of the damaged area to form a long bevel in the surrounding, undamaged gelcoat. This will give the new gelcoat plenty of area to adhere to and will make the patch easier to fair in with the rest of the hull. To further increase the gelcoat's adhesion ability, sand the gouge and the beveled area with dry 60- or 80-grade sandpaper.



* Thoroughly clean the area with acetone. Be careful not to let it remain on the hull in unevaporated pools for more than 30 seconds, as this may damage the gelcoat.

* Now the gelcoat and catalyst can be mixed. Follow the directions on the containers closely, particularly with regard to the gelcoat/catalyst ratio. If you don't use enough catalyst, or if you are working in a location that is too cold, the mixture will not harden. On the other hand, too much catalyst will cause the gelcoat to harden quickly, possibly before you are completely done with the patchwork. Mix the substances in a paper cup. Metal containers, such as coffee cans, tend to get very hot once the chemical reaction begins and are difficult to handle. Other container materials, such as styrofoam, will actually melt under the heat of the reaction. (Be careful to keep the mixture away from your skin and eyes as it may cause severe burns.) Stir the gelcoat and catalyst for several minutes, making sure they are thoroughly mixed. Any parts not mixed will never harden. Let the gelcoat set for five minutes to get the chemical reaction going.

* Dab the gelcoat into the gouged area with a small stick, such as a coffee stirrer, until the damaged area is completely and evenly covered. Since gelcoat shrinks slightly as it hardens, dab in enough so that the new gelcoat rises slightly higher than the surrounding area. To keep the gelcoat in place on sloping surfaces, it may be necessary to thicken it slightly. The necessary consistency can be achieved by adding small amounts of baby powder or talcum to the gelcoat. This will often lighten its colour, but generally the differences between the old and new gelcoat are hardly noticeable.



* Cover the patched area with transparent tape, as gelcoat will not completely cure in the presence of air. Once hardened, any excess gelcoat outside the taped area can be easily scraped off, as it will not have cured completely. Remove the tape and wetsand and polish the patch.

3. SINGLE LAMINATE REPAIRS

Even though the size of the crack or puncture in a single-laminate-constructed hull may be small, if the damage goes entirely through the fibreglass, it will have to be patched with a new layer of fibreglass. Such repairs are often done from the outside of the hull in the following manner:

* Clean out the loose pieces of fibreglass around the damaged area, and sand the area thoroughly with 60- or 80-grade dry sandpaper. This will help the patch adhere to the hull. Then clean the area with acetone.

* Now cut two pieces of one-ounce fibreglass mat to a shape several inches larger than the opening in the hull. If mat cannot be found, use two pieces of nine-ounce fibreglass cloth. (Don't be confused by the numbers --- cloth and woven materials are quoted by the square yard, mats by the square foot.) Mat, however, is preferable to cloth because it is easier to work with.

* Mix up some polyester resin and hardener, again paying strict attention to the ratio given in the instructions on the labels. With a natural-bristle brush (nylon ones melt once the chemical reaction begins), paint the damaged area on the hull with resin as well as thoroughly saturating the two pieces of mat. Lay the pieces of mat over the damaged area and smooth out the bubbles and wrinkles with the brush.

* Once the new fibreglass hardens, sand it until it is smooth. Do not sand until the patch is flush with the surrounding hull area, as this will remove most of the patch. Since the patch is convex, it is difficult to get the gelcoat to adhere to the area, so the repair work is finished.

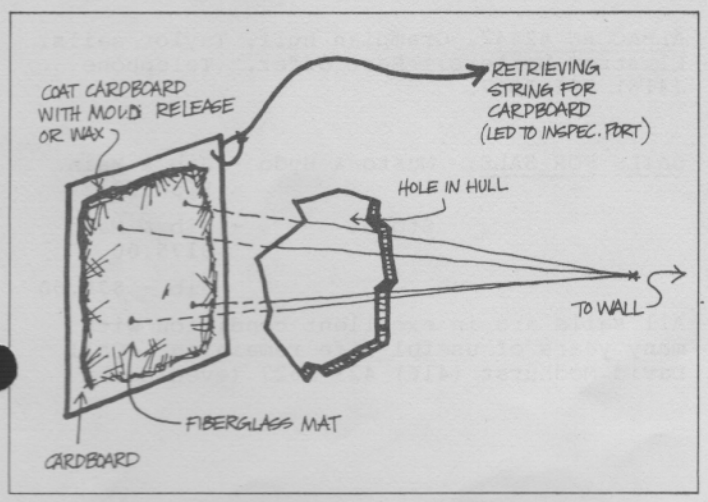
The above method works well if you are solely concerned with keeping water out of the hull and maintaining the hull's structural integrity. But if you are concerned about the shape or finish of the hull and its cosmetics, an outside patch will not suffice. Besides looking exactly like what it is --- a patch

--- it will leave a small bump on the hull. For a truly professional job, inside patches are the only way to go. This is no problem at all for boats without side or bottom tanks, such as Interclubs. In such cases, the crack or puncture can be sealed from the inside using a piece of fibreglass mat, using the same procedure as described for making an outside patch. Outside the hull, body filler is used to bring the patch up to just below the gelcoat layer. Then a gelcoat patch is made.

But boats with no direct access from the inside to the damaged area, such as Sunfish, Lasers and Hobie Cats, pose more of a problem. One option is to install an inspection port in the deck just above the damaged area. This will provide access to the crack or puncture from inside the hull, and fibreglass mat can be applied through the port, although it does take a certain amount of dexterity.

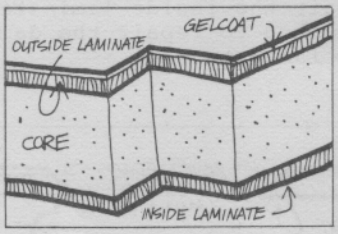
If you can't or simply don't want to install an inspection port, there is another method, one particularly suitable for fairly large punctures and wide cracks. Essentially, the resin-saturated mat is laid over a piece of cardboard, both cut just larger than the opening in the hull. Several strings are threaded through the cardboard from the side the mat is on and knotted on the other side of the cardboard. Then the cardboard and mat, together in one rather flexible mass, are squeezed through the hole in the boat and opened up inside the hull. The strings are pulled, drawing the cardboard and mat up against the hole from the inside of the boat and are secured to a nearby ceiling or wall to hold the patch in place. Once the patch hardens, the strings are cut, the patch is brought up to the gelcoat level with body filler and a gelcoat patch is used to finish the task.

For the weight-conscious, the cardboard backing can be coated with mold-release, or even wax, to allow it to eventually separate from the mat and be retrieved by a string previously led from the cardboard to a nearby inspection port or hatch. This will leave a structurally strong patch that is light in weight, maintains the trueness of the hull and is cosmetically acceptable.



4. CORE CONSTRUCTION REPAIRS

Core-construction hulls are becoming quite popular, not only for their light weight, but because they are remarkably durable. Basically, they consist of two layers of fibreglass sandwiched around one layer of foam, balsa or other lightweight material.



When cracks or punctures are incurred in the hull, they seldom pass entirely through all three laminates. This makes repairs much easier. To repair damaged areas less than one inch in diameter, follow these steps:

* Clean out the loose pieces of fibreglass and core material and bevel and sand the outside fibreglass layer around the damaged area.

* Fill the crack or puncture with automotive body filler until the filler comes up just below the gelcoat layer.

* Once the filler has hardened, scrape and sand it, then proceed as if you were making a gelcoat repair.

If the damage is larger than one inch in size, the entire outside fibreglass laminate around the puncture or crack should be replaced to help maintain the hull's structural integrity:

* Using a circular disc mounted on an electric drill, grind away the loose laminate and remove all loose pieces of core material. Be careful not to cut or damage the inside laminate.

* Bevel the edges of the outside laminate around the damaged area, and undercut the edges, if possible, to help hold the filler in place.

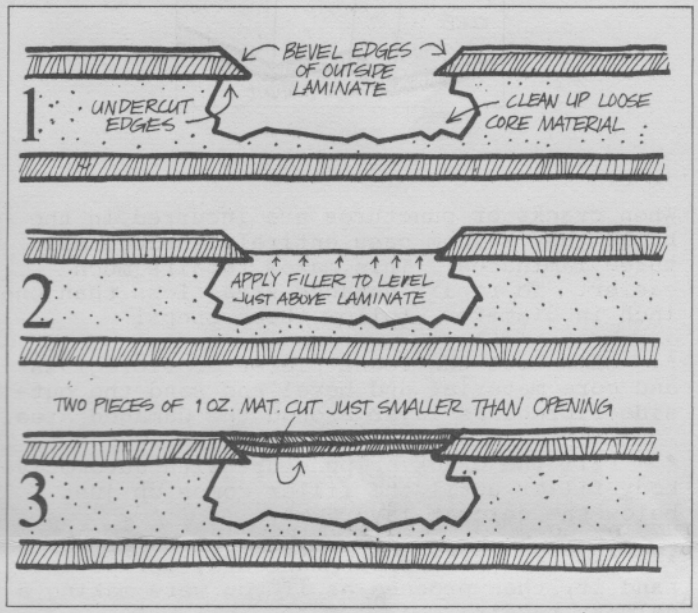
* Apply enough body filler so that it comes up and slightly over the outside laminate.

* Once the filler has hardened, grind it down so that all of the outside laminate is exposed. Clean the area thoroughly with acetone.

* Cut two small pieces of one-ounce fibreglass mat to a shape just smaller than the opening. Mix up some polyester resin and hardener, paint the damaged area of the hull with resin as well as saturating the two layers of mat. Then lay the pieces of mat over the damaged area and smooth out the bubbles and wrinkles.

Once the new laminate layer has hardened, grind down its edges until the gelcoat is exposed. Don't grind down to the original laminate. The rest of the patch can now be sanded, cleaned and the repair finished with gelcoat.

If a puncture severe enough to go entirely through both fibreglass laminates is sustained, follow the methods prescribed earlier for making an inside patch on a single-laminate hull to repair the inside laminate, then use the above method to repair the damaged core and outside laminate.



NOTE:

At the boat show there were inquiries from members regarding location of fibreglass repairmen. Two capable people in the Toronto area who have experience working on Albacores are:

Bruce Price
26 Marsh Road
Scarborough
M1K 1Y8

261-8883

Bob Whitehouse
29 Mercer Street
Toronto
M5V 1H8

368-3444

classified

FOR SALE

"Luff-Affair" ALBACORE #6005. Skene hull, white/turquoise with launching dolly. Very competitive boat. $2,000. Call F. Bruns, (416) 945-4512.

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.

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).

1975 J. D. YOUNG COLD MOULDED ALBACORE. Minimum weight hull. Super pronto trailer and integral launching dolly. Top and bottom covers. Proctor beta minus spars; centre main sheeting and roller bearing traveller. Two centreboards; kick-up rudder; several sails. $2,500 U.S. Contact K. James Weilmuenster, 209 Aspen Blvd., Yorktown, Virginia (804) 898-7361.

10 RONDAR ALBACORES with Elvstrom masts and booms, Fogh sails, racing equipment. 3 years old. St. James Town Sailing Club. $1,800 each. Contact Garry Brown, 22 Rhyl Avenue, Toronto M4L 1R7 (416) 691-8658 (home); 745-9680, Ext. 377 (office).

FAIREY MARINE WOODEN HULL. Telephone Ron Taylor (416) 961-3030.

ALBACORE #6101 (Allen) Fibreglass hull, wooden deck. Storer sails. $1,800. Call David Francis (416) 593-4954 (home).

ALBACORE #6218, Allen hull, wooden deck. Telephone Roger Green (705) 487-3625.

ALBACORE #2442, Grampian hull, Taylor sails. Elvstrom bailers. Best offer. Telephone (416) 356-3007.

SAILS FOR SALE: Musto & Hydo - 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).

CAPSIZES: BE PREPARED

The Albacore is considered a fairly stable boat but when sailed in winds of 20 to 35 m.p.h. it requires technique and practice to avoid capsizing once in a while. The C.A.A. considers safety of prime importance --- the rules require and all new boats have --- built-in sufficient buoyancy to support four adults for long periods. The most important thing if capsize occurs is a knowledge of what to do to rescue your own boat. The suggestions given here have been based on actual experience of Albacore Association members and can be summed up in two words: "Be Prepared".

If capsize happens to you, keep in mind these main objectives:

(1) Try to right the boat quickly by climbing up on the side and thus preventing the mast going straight down.

(2) If thrown clear, do not let the boat blow away from you.

(3) Do not leave the boat and try to swim ashore.

(4) Avoid getting numbed and helpless by cold water or cool wind.

(5) Reserve energy to avoid exhaustion.

BUOYANCY

Side buoyancy tanks are excellent for quick righting if the boat is on its side. You should let go of the tiller, climb upon the high side, put your weight on the centreboard and hop in again as she rights. If your crew is in the sail or hanging on to the inside of the boat it will tend to push the mast straight down. Under this condition the side tank lowest in the water will exert a buoyant force resisting righting efforts.

Buoyancy in the ends, in the form of buoyancy bags, tank or bulkhead will assist in counteracting this force especially when enough weight is on the boat to submerge the lower tank. The crew should stand on the gunwale and pull on the centreboard or opposite jib sheet. Some skippers have added shock cord or other means to prevent the centreboard from dropping into the trunk. If you capsize to windward on a planing reach in large waves or to leeward as you gybe around a mark, there may be some delay in getting up on the side. Get clear of sheets, check for crew and prevent the mast going down.

If the mast is not properly sealed or foam filled, it will fill with water and be very difficult to raise, especially when it just clears the water. The boat should be headed to wind before righting to prevent the sail being caught by the wind as it comes up and blowing over the other side. It may be necessary to lower the main if conditions are such that there is danger of capsizing again and becoming exhausted.

SELF-RESCUE

Once the boat is up and the crew aboard, sail off on a beam reach with sails partly luffing while bailing. Transom scuppers are helpful here when racing and automatic bailers work quickly once sufficient water is removed to travel over 5 m.p.h. The additional safety advantage of bow buoyancy is to prevent water rushing forward when on a broad reach and burying the bow. Water will run out of the centreboard slot and the boat will float high enough to bail in 5 minutes providing you wisely clipped or tied your pails to the boat.

Be prepared to self-rescue your own boat because even in races when rescue boats take a while to arrive, it is better not to be dependent on them in case of cold or exhaustion. A boat cannot be towed without damage to rigging when upside down or on its side and will also blow over if the sails are not lowered.

If a line squall is noticed approaching, it is safer to lower the main and try to control the boat on a reach with the jib partly luffing and the board half way up. You can safely return to shore after a race on the jib alone with the centreboard right down providing it is not a beat or close reach.

One necessary preparation for racing is good physical condition not only for long hiking periods but to have the necessary stamina left for self-rescue if necessary. Swimming and running help to build stamina along with 5BX programme and hiking exercises.

A person with wet light clothing who is exposed to a cool wind or immersed in cold water soon becomes incapable of doing much to help himself or his crew. It is most important to wear heavy woollens and waterproof suits and life jackets. Even when soaked or in cold water the insulating layer will act like a diver's wet suit and keep you warm long enough to get the boat ashore.

The following summarizes the points to remember for the sailor who wants to be ready for any emergency:

(1) Add buoyancy in the bow and have your buoyancy test each season.

(2) Carry two large plastic pails clipped or tied to the boat.

(3) Be in good physical condition to avoid rescue fatigue.

(4) Climb to the high side quickly and put a foot on the centreboard.

(5) Be sure the mast is sealed completely or foam-filled above the spreaders.

(6) Wear woollens, storm wear and a life jacket in cool conditions.

(7) Carry a 5 lb. anchor and 100 ft. of 3/16th nylon line to prevent drifting on to rocks.

(8) Prevent mast going right down if possible.

(9) Use shock cord or a jam cleated line to prevent the board from dropping into the trunk if upside down.

(10) Fasten loose gear and be prepared to drop sails quickly.

(11) Use a pair of leather faced gloves with the fingers cut off to prevent slipping off the board or boat and to hold sheets easier.

(12) Brief your passengers and crew on what to do in case of capsize and always insist on children wearing lifejackets.

(13) If you must wait for help, tie a jib sheet across the hull to the opposite fairlead to hold on to.

Many Albacore sailors never capsize, others do just often enough to gain experience that gives them the confidence to sail in the exciting planing conditions for which the Albacore is so well suited.

over the transom

* Inflation strikes again. At the December 18th C.A.A. executive meeting, a motion was passed to raise the annual associate membership fee from $7.50 to $10.00.

* A weather fact: Toronto has an average of 22 thunderstorms a year; Vancouver only 4.

* Builder liaison Jerry Selwyn reports that negotiations have been initiated with a boat builder in Calgary for possible licensing. Due to the builder's existing production commitments, however, a license is not expected to be issued until 1980.

* Racing Sailboats has a new home: 29 Mercer Street, Toronto M5V 1H8. Their telephone number (368-3444) remains the same.

* Thanks to the combined efforts of the British and Canadian postal departments, the September issue of "ALIVE", the N.A.A.'s magazine, finally reached our postal box after 121 days! in transit. (The envelope was dated September 25, 1978.)

* The C.A.A.'s new boat package is hot off the press and ready for distribution to builders. "Getting It All Together With Your New Albacore" is a six page publication which includes safety tips for the novice sailor, a step-by-step guide to rigging the Albacore (with diagrams) and a reply card that ensures a free first year C.A.A. membership for the new owner.

"Getting It All Together" is a useful learning aid for any novice Albacore sailor --- second-hand boat owners, junior sailors, community club members. For a copy, please call or write to Judy Whitfield.

Thanks to Tony Polhill, Don Giffin and Gil and Steve Parcell for preparing the material --- they did a fine job!

* Leaders have two important characteristics: first, they are going somewhere; second, they are able to persuade other people to go with them.

* Congratulations to C.A.A. sailors Ron Francis and Lynne Gibson on their recent engagement. Their wedding date is tentatively set for September 29th (subject to final scheduling of the Canadian Albacore Championships!).

* Wondering where to sail your Albacore this year? The Outer Harbour Centreboard Club in Toronto currently has an 18 Albacore fleet and openings for more. The $100.00 initiation fee and $50.00 Club membership is a real bargain! For more information, please contact Mike Bell, Membership Chairman, 1049 Albertson Crescent, Mississauga L5H 3C6 (416) 278-8360 (H); 231-4111 (O).

TUNING FOR SPEED IN LIGHT AIR

Eric Twiname analyzes how you can get the best from your rig

Sailing in light air requires delicacy, patience and the long-term strategic thinking of a chess player. If you analyze what happens in a light-air race, you'll find that there are only a few crucial moments of decision but they set the pattern for your entire race. Between these key moments you coax the boat along as best you can with whatever wind there is, watching the results of the last important decision you made. It could have been a wide leeward course taken on a run or a tack made to one side of the beat.

We'll leave those key moments of tactical decision aside for the moment because first I want to talk about how to develop maximum sail power to push your boat along more quickly than everyone else's.

Winners can't keep their rigs and sail shapes secret: they are there for everyone to see, study and even photograph. The winners have made their boats go fast by studying what others were doing, by trying the same things and by experimenting with minor, and occasionally major, improvements. There's nothing at all to stop you from utilizing their ideas. But if you're to do it successfully, you have to sharpen your own powers of observation, not only of their rigs, but also of your own.

Ideally, the first step is to see your own boat sailing. Sails and rig look very different when they are viewed from outside the boat rather than from your helming position. Comparisons are far easier to make when you can stand off and see your boat sailing, for that's how you see other people's boats. So if you're going into the comparison business seriously, which you must do if you're going to out-tune the champions, compare one boat with another. Otherwise you'll be doing far more guessing than you need to.

Comparisons are useful not only with the fast rigs, but also with slow ones. Why does one boat go upwind slowly in medium weather, and another one do nothing on runs? If you study their rigs and sail shapes, as well as the way they're sailed --- that's often the main problem --- you should be able to see what's wrong. And if you know what's wrong, doing the opposite has a good chance of being right.

Fine tuning. Making adjustments on your boat is very similar to tuning a radio. The only way you know when you're on the station is to drift just off the station frequency one way, then just off the station frequency the other way. Exactly between the two is the point you are looking for. So experiment. Deliberately flatten your mainsail more than you usually would in light air and see how it works. Do so with an open mind, hoping it will make you go faster. It may do just that but if it doesn't, try setting the sail fuller than usual. That may work. And if that doesn't, you know that the normal fullness you have been giving it is about right.

The exact same principle applies to jibsheet tension. Some helmsmen sail for years with their jibs sheeted in too hard in light air. They are so sure they know how the jib should be set that they don't experiment. And if they don't experiment, they don't find their error, and just watch other people go faster every time the wind is light.

For windward work in light air, the jib is actually the most important sail. The mainsail is sailing in a tactically dreadful position for it is being lee-bowed the whole time by the jib whereas the jib gets the first, clean force of the wind.

In very light and drifting conditions, many jibs, particularly ones that have been in a few hard blows, develop a tight luff which ruins the set of the sail at that crucial point where the wind first meets it. Instead of a clean flowing curve, the luff is gathered up in a deep hollow which runs the length of the luff. It is as though the first six inches of the sail had been patterned on a long thin sheet of corrugated-iron roofing.

A tight jib luff is caused by the stretching of the jib luff wire, and it destroys the air flow over the jib, quite apart from making it impossible to tell whether or not the jib luff is luffing as you work your boat to windward. Usually it's easy to get rid of this hollow by cutting the lashing that fixes the luff sleeve to the eye at the foot of the jib and by redoing the lashing with half an inch or more of extra slack on the luff sleeve.

Don't have the jib too slack on its luff wire or it will end up being too flat at the point of entry. Curiously, a jib that is too flat at the luff makes the boat point less well. Even a monosail like a Laser tends to point higher in certain conditions with a small amount of fullness in the sail rather than with everything sweated out bar taut. Once you have taken this six-inch ridge out of the luff you should find that light-air power returns to your rig and the boat comes more to life and is sensitive to the lightest breeze.

Here are a few guidelines you can follow in setting up and trimming your jib correctly. After that, it's all trial and error. In light air, the jibsheet has to be eased to give the sail ample curvature. The bigger the jib or genoa, the more important this sheet-easing is. Without this adjustment, the sail becomes fuller under increased pressure of wind, which is exactly the opposite of what's required. For a gust, you must sheet in hard enough to compensate for the sail's tendency to become fuller. Sheeting in also flattens the sail to its optimum shape for the increased wind.

Finding the best jib fairlead position is also a matter of trial and error, so here's a list of the effects of some possible adjustments to guide you in the experimenting process.

Moving fairleads forward tightens the leech of the jib and brings the flow farther back in the sail. It can, however, produce a hooked leech which ruins the slot and backwinds the main.

Moving fairleads back loosens the leech and opens the slot. The jib will begin to luff at the top before it luffs lower down. Ideally, the jib should luff at the same time along its whole length, but this may close the slot too much higher up, so it is sometimes necessary to move the fairleads a little farther back.

Moving fairleads inboard gives the boat better pointing ability but it also allows the jib to be trimmed for beating with the jibsheet eased and with more fullness in the sail. Some boats, like the Fireball, love a properly cut jib set up like this. Moving the fairlead inboard can also reduce weather helm.

Raking the mast. When people alter their mast without touching the jib fairleads they alter the angle the jibsheet makes with the jib just as surely as though they had moved the fairlead positions. Mast rake by itself makes much less difference than you might think, but it can alter the set of the jib by making the jib tack nearer to or farther from the deck (which alters the sheeting angle). The effect can be considerable.

Adding a pennant to the tack of the jib also alters the sheeting angle. Putting on a pennant to raise the jib off the deck has the same effect on the jib as moving the fairleads forward. I feel you should avoid using pennants as much as possible for a jib is more efficient when it sweeps the deck.

Tune the mainsail after your jib has been sheeted correctly for the conditions. The mistake many people make is to set the mainsail too full. This hooks the leech up to windward and gives the wind too great a curve to flow around. The result is that the flow on the back end of the sail breaks down and a lot of drive is lost. The hooked-up mainsail leech acts as a brake which slows the boat down and can even stop it from pointing properly.

The maximum draft in the mainsail should be 45-50 percent back. To get it that far back in light air, you usually need to ease the luff tension by raising the gooseneck, by letting the cunningham control right off, and probably also by introducing some mast bend. The best way of getting light-air mast bend is to rake your spreaders aft so they will kick the mast forward halfway up just as soon as tension goes on the jib halyard. You can also bend the mast by tightening the vang or kicking strap, although the disadvantage to this is that the leech will tighten and the mainsail cannot twist away as it should in the area above the top of the jib where there is clear undeflected wind. Even so, in all but the lightest air, a mainsail will twist off reasonably well with the traveller set centrally and the vang tensioned moderately. But in boats like 470s and Half-Tonners, to name but two, the necessary mainsail twist in light air can only be produced by pulling the traveller to windward of the centreline, then easing the mainsheet well off.

A slack mainsail leech gives you extra drive when you are sailing in a light-air slop, for the sail can flex and respond to the wave-induced movements without applying any brake to the boat's forward way. In fact, a slack mainsail leech almost seems to fan the boat along as the rig rolls and pitches over the waves.

Getting the right amount of twist into the mainsail is all part of producing a good slot between your jib and main. This slot has a lot to do with the windward performance of the boat, and it is most efficient when the overlapping parts of the jib and mainsail are parallel to each other. This means the mainsail should never be too full immediately behind the mast or the slot will become constricted and the forward part of the mainsail will begin to luff well before it should.

Always step back first. As I said at the beginning, the answer is to experiment with your own rig ashore and afloat. Study other people's rigs and take pictures of your boat from astern and to leeward. Shoot through the slot as the boat beats to windward. If you can analyze these photos, you will quickly learn about proper rig tune and slots.

Finally, surface finish on the hull is important, but is is not so important as most people think. A good smooth finish on all underwater surfaces is all that is required. Whether the bottom is worked up to a mirror-like sheen or smoothed off with fine wet-and-dry I don't think matters that much unless you're convinced one is better. That's not a piece of obscure advice either, for believing in your boat is essential if you are to get the most enjoyment and success from racing. When you are confident about her underwater finish, you'll not worry about that during a race. In fact, a major part of all boat fiddling and tuning is to build up your confidence in the boat; this confidence is an extremely important contribution to actual boat speed.

Whether any set of adjustments and high polish by themselves make a difference to a boat's speed through the water may be quite irrelevant. If the helmsman firmly believes they do, they do. It is certainly true that if you believe you have a fast boat it will tend to go fast, even if another helmsman can't make it do a thing. But if you convince yourself that your boat is slow, it will be. After all, no one likes to be proved wrong!

from the districts

DISTRICT 3 (HAMILTON) ELECTS NEW OFFICERS

On Friday, January 12th representatives of the various fleets in the district met at the Royal Hamilton Yacht Club to discuss fleet business, elect district officers and set up its regatta schedule for 1979.

The officers are:

District Fleet Captain

Peter Brayshaw
663 Ramsgate Road
Burlington, Ontario

(416) 632-8586

Past Fleet Captain

David Weaver
14 Lansdowne Road N.
Cambridge, Ontario
N1S 2S8

(519) 623-4402

Assistant Fleet Captain

Brian Baxter
114 2nd Road East
R. R. #1
Stoney Creek, Ontario

(416) 692-4761

REGATTA SCHEDULE

June 2 & 3 — Conestoga Warm Water Regatta
Fleet Captain: George Plant
204 Glen Grove Place
Waterloo N2L 4W2
(519) 885-0491

June 16 — District 3 Championship Regatta, Bronte Harbour
Fleet Captain: Chris Farrow
1832 Delaney Drive
Mississauga L5J 3L1
(416) 823-5083

June 23 — Royal Hamilton Yacht Club
Fleet Captain: Don Young
594 Rosedale Cres.
Burlington L7N 2T1
(416) 632-9044

July 7 & 8 — Parkway Invitational (Fort Erie)
Fleet Captain: Paul Pudwell
235 High Street
Fort Erie L2A 3R4
(416) 871-2016

Aug. 18 — Burlington Sailing & Boating Club
Fleet Captain: Brian Baxter
114 2nd Road East
R. R. #1
Stoney Creek
L8G 3X4
(416) 692-4761

Aug. 25 — Grimsby Albacore Regatta
Fleet Captain: Bob Drinkwater
22 Woodlawn Drive
Grimsby L3M 3T7
(416) 945-3836

Upon completion of the business, a slide show of past Albacore events in the District brought back fond memories and kindled enthusiasm for the upcoming season.

Peter Brayshaw
District Fleet Captain

* * *

JOHN FEE NAMED DISTRICT 9 (BAY OF QUINTE) FLEET CAPTAIN

John Fee, recently elected District 9 Fleet Captain, reports that programmes designed to increase Albacore activity within the District will be initiated this year. Included is publication of a newsletter which will contain items of district interest, racing schedules, club events and special regattas. A fun regatta is also planned in order to involve Albacore sailors in the Trenton and Kingston Armed Forces Clubs.

District Fleet Captain

John D. Fee
924 Percy Crescent
Kingston, Ontario
K7M 4P5

* * *

FLEET CAPTAINS MEETING/MEASURERS SEMINAR SCHEDULED MARCH 31ST WEEKEND

The 1979 Fleet Captains Meeting and Measurers Seminar are tentatively scheduled for the March 31st weekend in Toronto. Invitations will be extended to district fleet captains and measurers as soon as details are confirmed.

If you have not done so already, please send your 1979 district executive list (including names, addresses and telephone numbers of officers) to Haakon Kierulf, c/o the Association.

upcoming regattas

1979 MID-WINTERS MOVE TO MOUNT DORA, FLORIDA

As promised, here is an update on the Mid-Winters from Doug Marsh, U.S.A.A. President:

"Dear Member,

Mid-Winters 1979 has been set at the Lakeside Inn, Mount Dora, Florida, March 22nd, 23rd and 24th. Mount Dora is located on Route 441, approximately 25 miles northwest of Orlando. Airline service is excellent to Orlando where rental cars are available.

The accommodation rates at Lakeside Inn are:

$24.00 per night, double occupancy (limited availability of rooms with double beds);

$18.00 per night, single occupancy;

Suites are available for families.

Meals at the Inn cost: $3.50 (breakfast); $6.50 (lunch); $8.50 (dinner). There are several other good places to eat in Mount Dora.

Mount Dora advertises itself as a "New England type" town located midway between Silver Springs and Cypress Gardens on the Orange Blossom Trail. The town is 40 miles from Disney World and one hour to famous Daytona Beach. Incidentally, there is a sand beach and Olympic heated swimming pool at the Inn as well as an 18 hole golf course nearby.

Lake Dora is five miles by two miles in size with adequate depth over the entire lake for good sailing. All regatta activities will be centred at the Inn. There will be beach storage and launching similar to that provided at Clevelands House and the Bay Harbor at Tampa.

The $35.00 regatta fee includes Friday night buffet for two with a cash bar before the meal.

Volunteers to serve on the Race Committee are needed. (Apply to Roger Thomas, (301) 868-1021.)

Hope to see you at Mount Dora in March!

Doug Marsh
President, U.S.A.A."

NOTE

Enclosed with this issue is your official entry form and schedule of events. "Shackles" wishes you good sailing in the sunny south!

THE 1979 WORLDS, JULY 21 - 28

Bill Pickering, Hon. Secretary of the N.A.A., reports that plans for the upcoming Worlds are firming up nicely. Provisional arrangements call for weighing and measurement checks on the Saturday, a practice race on Sunday followed by five points races, one each day Monday to Friday. All races will begin at noon with line starts.

Sixteen Canadian skippers (and their crew) will comprise the Canadian Albacore contingent. They are:

Alan Humphries, Toronto
David West, Ottawa
Bob Malby, Etobicoke
David Medhurst, Toronto
Rory McIntyre, Ottawa
Steve Cerny, Toronto
Ron Taylor, Toronto
Charles Colman, Toronto
Ian Rogers, Toronto
Jerry Selwyn, Don Mills
Bill Fraser, Thornhill
Scott Gibson, Toronto
Kay Cartwright, Kingston
Haakon Kierulf, Weston
Dennis Sherwood, Toronto
David Hobden, Burlington

CANADIAN ALBACORE ASSOCIATION
1979 REGATTA SCHEDULE

MARCH	
22, 23 & 24	Mid-Winter Albacore Championship, Mount Dora, Florida
MAY	
26 & 27	TARTS, Toronto Sailing and Canoe Club, Toronto
JUNE	
2 & 3	Conestoga Warm Water Regatta, Conestoga Sailing Club, Waterloo
16	District 3 Championship Regatta, Bronte Harbour Yacht Club
23	Royal Hamilton Yacht Club Invitational Regatta
JULY	
7 & 8	Parkway Invitational Albacore Regatta, Fort Erie
21 - 28	World Albacore Championship, Torquay, England

AUGUST	
5	Balsam Lake Open Regatta
11	Mooredale Sailing Club Albacore Regatta, Outer Harbour, Toronto
18	Burlington Open Centre-board Regatta, Burlington Sailing and Boating Club
25	Grimsby Invitational Regatta
25 - 31	CORK '79 (North American Albacore Championship), Kingston
SEPT.	
1 & 2	St. James Town Sailing Club Annual Albacore Regatta (District 4 Championship Regatta), Outer Harbour, Toronto
21, 22 & 23 (tentative)	Canadian Albacore Championship, Toronto

Is your Club's regatta listed in the 1979 schedule? If not, please forward (a) the name of your regatta; (b) location; (c) date; (d) name, address and telephone number of your Race Chairman to: David Weaver, c/o the Canadian Albacore Association, P.O. Box 1028, Station "Q", Toronto M4T 2P2 as soon as possible. And while you're at it, please mail a copy to Bill Gooderham, Technical Director at O.S.A., 559 Jarvis Street, Toronto M4Y 2J1 for inclusion in their 1979 Provincial Sailing Schedule.

regatta results

LUARDS PLACE 8TH IN CHAMPIONSHIP OF CHAMPIONS REGATTA

The 1978 USYRU Championship of Champions was hosted by Little Egg Harbour Yacht Club, Beach Haven, New Jersey, September 27th to 30th. It featured 18 top invited skippers who sailed new Tasars (supplied by the manufacturer Performance Sailcraft) in the six-race, one throwout series. The competitors were chosen from among the current national, North American and world titlists in USYRU-member classes by a three-member selection committee headed by Hamilton G. Ford.

John and Ann Luard, 1978 U.S. Albacore Champions, placed 8th overall in the event with 66.4 points.

FANSHAWE YACHT CLUB (LONDON) ANNOUNCES 1978 RACE RESULTS

Commodore's Cup

1. Joe and Will Pol
2. John and Ann Thompson
3. Ken and Allen Stuart

June Bug

1. Dave Glue and son
2. Joe and Will Pol
3. Ken and Allen Stuart

Club Championship

1. Joe and Will Pol
2. John and Ann Thompson
3. Ken and Allen Stuart

Pumpkin

1. Joe Pol and John DeSchutter
2. John and Ann Thompson
3. Ken and Allen Stuart

Series Racing

Sunday 1 & 2: Joe and Will Pol
Sunday 3 : Ken and Allen Stuart

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CLASS ASSOCIATION CHAIRMAN ELECTED

On Thursday, December 7th a Class Association Committee Chairman was elected from representatives attending the pre-Boat Show meeting sponsored by Molson's. In the last issue of "Shackles" it was erroneously reported that a C.A.A. representative would be named when in fact it was intended that one person from among all the classes would be selected to work with the Competition Committee at O.S.A. Rear Commodore David Whitfield, who attended the meeting, announced that Chris Hains from the Snipe class was chosen to fill the position.

IAN ROGERS ASKS THE EXPERTS

The February 1979 issue of "Yacht Racing/ Cruising" contains a letter from Ian Rogers concerning the pros and cons of the generally prevailing sloppy rigging used on the Albacore. Reprinted below is his letter, Dr. Walker's response and some comments from Bob Drinkwater.

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On pages 444-447 of his excellent book, "Performance Advances in Small Boat Racing", Dr. Stuart Walker cites the advantages of reducing or eliminating aft mast rake to gain speed off the wind. The Albacore class controls mast rake with jib halyard and mainsheet tension, and as an avid Albacore sailor I have been experimenting with this interesting concept and have some questions I hope Dr. Walker can answer.

If the rig is kept loose and the jib luff is kept tight upwind by means of mainsheet tension, the extra length of windward shroud must allow the mast to bend to leeward by an amount equal to the additional length of the windward shroud. Does this significantly reduce windward performance, and if so, are gains offwind sufficient to offset this loss?

I note that a number of articles suggest that in many dinghy classes, much stress is placed on a very tight rig. Are such classes so restricted that techniques of mast rake adjustment are prohibited, or have they just not been found profitable?

Ian Rogers

We never get something for nothing. However, while running, almost all boats sail faster with reduced rake, preferably with the mast raked forward. As indicated in "Performance Advances", this effect is most pronounced in boats which do not carry spinnakers and are unable to move the centre of lateral resistance aft, i.e., have keels or daggerboards.

The major disadvantage of the loose rig is that the mainsheet, which is best used solely as a leech tensioner, must be used to control jibstay tension and that mainsheet tension alone is insufficient to prevent the jibstay and the mast from bouncing around in a seaway. In smooth water a boat with a sagging jibstay and a mast falling to leeward will point as high and go as fast (or faster) than one with a tight jibstay. But the marked changes in jib (and mainsail) shape which accompany pitching in a seaway are extremely detrimental --- hence tight rigs on 420s, 470s, etc. When the boat hits a wave, the mast bends, the jibstay sags (the camber is reduced precisely when it should be increased) and the reverse occurs in recovery (when the camber should be reduced).

So, to windward in a seaway, one seeks to get the rig as tight as possible. The more aft rake, the more effective the shroud control of mast bend and jibstay tension. If this same rake is carried downwind, the already marked weather yawing moment (or weather helm) is increased, the rudder is dragged through the water at a near stall and the boat slows. The problem can be reduced by shifting the jib to the windward side of the boat, keeping it fuller and the main flatter, raising the centreboard, heeling the boat to windward, immersing the after part of the hull (shifting the crew weight aft) and by raking the mast forward.

The best way to find out if an Albacore will benefit more than it will lose from the compromises you must make is to try it and see --- preferably with another boat alongside in a testing mode, not in a race.

Stuart H. Walker

It seems to me, Ian, that the answer to your (our) problem would be the adoption by the C.A.A. of the use of shroud levers, as our counterparts in the U.K. have always done.

If anyone can give a logical reason for not using them I would very much like to hear it. Please do not use the red herring of cost!! With 'mighty screws' and other exotic forms of mast rams/pushers, etc. costing $50 - $60 plus, new sails at $350 plus, new boats at $3,000 plus (the sky is the limit if you import a wooden boat) then the cost of a pair of shroud levers is small potatoes indeed.

They would allow much better control of mast rake, mast bend, tight or sloppy rigging as required, in fact almost total control of the rigging.

Because of the way that the Albacore has been allowed to develop over the last few years, the continuing ban on the use of shroud levers is ludicrous. Surely they fall into the same category as centre travellers, mast rams, etc. Their acceptance by the C.A.A. would also remove one of the last differences between the national associations.

It would be very interesting to read other members' opinions on this subject. How about it?

Bob Drinkwater
Grimsby Yacht Club

COMING NEXT MONTH

* DAVID WEAVER TALKS ABOUT THE REBIRTH OF ALBACORE TEAM RACING
* SAILING TIPS FROM THE POYNTZ BROTHERS
* 1978'S WINNING ALBACRUISE
* BOAT SURVEY RESULTS
* 1979 CANADIANS UPDATE AND QUALIFICATION REQUIREMENTS

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

Canadian Juniors
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