

shackles and cringles

canadian albacore association's
bi-monthly newsletter

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from your executive

COMMODORE'S MESSAGE

Most non-profit Associations rely very heavily upon the efforts of their members to further the objectives and goals of the Association. Our Albacore Class is certainly no exception and has had a long list of members who have given their time freely to the Association. During the past two months two members of the Executive group have found it necessary to step down from their positions with the Association and I would like to take this opportunity to thank them both for their contributions to the class.

Ian Meller has been Specifications Chairman for a number of years. Ian has played a major role in the last set of revisions to the Class Rules and Measurements and has most recently been instrumental in a project undertaken by the National Research Council in Ottawa to produce a new official plug for the Association. Ian's report on this project appeared in the last issue of Shackles and Cringles and since that time the pine pattern produced by N.R.C. has been moved to the Skene Boat Works in Ottawa, where it is presently being polished and prepared for mould making. After the completion of this polishing stage Skene Boats will be producing a master female mould in fibreglass and from this replica of the N.R.C. plug all Canadian builders will have access to the results of this project in the very near future. The association owes a large debt of gratitude to Ian for his effort in the specifications area and particularly for the associations new official plug.

This issue of Shackles has a new editor, as Judy Hardcastle, our editor for the past two years has, so she says, "retired" to Vancouver where the weather is more favourable for sailing Albacores year round. Judy has contributed a lot of her free time to make Shackles and Cringles a most interesting and professional news letter and we wish her well in her new endeavour.

Our new editor is Jean Rogers, who with her husband Graham has recently immigrated from England. Both Jean and Graham are keen Albacore sailors and it is a pleasure to welcome them both to Canada and Jean to the job of editor.

You will have received with this issue or by a direct mailing the final details of two Albacore sailing weeks to be held this summer. While both of these events are to be held in Ontario it is hoped that members from other provinces and the United States will also attend. The first is the Racing Clinic to be held at the Ontario Sailing Association's Provincial Sailing Centre on Lake Couchiching August 12-17 and the second is the North American Championships to be held in Kingston August 25-31. I hope many of you will plan to attend these events.

Elsewhere in this issue is an outline of the current C.A.A. position on the adoption of the official lines. I am pleased to report that Halman Manufacturing Company in Stoney Creek, Ontario has applied to build fibreglass boats and have now been provisionally approved by the Association.

Since the next issue of Shackles and Cringles will be in the mail in early June and most of you will be sailing by then, I wish you good winds and fair sailing throughout 1979.

David Medhurst
Commodore

March - April 1979

SPECIFICATIONS

At the last World Council Specification's meeting in Kingston in 1977 the Associations for England, the United States and Canada agreed to adopt a set of official lines and permitted tolerances for the Albacore Class. The tolerances adopted were ± 10 mm for hull template compliance except at the transom and $- 7.5$ mm for transom template compliance and keel rocker deviations. It was generally felt at the time that the adoption of the lines and tolerances constituted a "tightening up" of the then existing definition of the Albacore. It is also interesting to note that the conversion to metric may have contributed to a tighter definition of the class as 10 mm is considerably less than the $\frac{1}{2}$ in tolerance which had previously been recommended by the Royal Yachting Association and had been under consideration for the class.

Our decision to adopt an official definition of the shape of an Albacore enables builders to construct boats "to the lines" as well as from the Association's official plug. All building moulds must be approved by the respective National Associations and in Canada new moulds as well as existing moulds are being measured for compliance with the lines and permitted tolerances.

The following is an outline of the C.A.A. policy in connection with the adoption of the official lines for the production of fibreglass and wooden boats.

a) Fibreglass boats. For the manufacture of fibreglass boats, the C.A.A. permits a builder to use the official C.A.A. plug or a plug constructed by the builder and approved by the C.A.A. If a builder chooses to construct his own plug the C.A.A. measures the plug using templates to ensure its conformity to the official lines within the tolerances. In either case the Association conducts extensive measurements, also using templates, of the first two boats produced and thereafter conducts annual checks on the builder's regular production.

b) Wooden boats. For the manufacture of wooden boats, the C.A.A. official plug cannot be used and the builder must construct his own plug. This plug is measured and approved by the Association. As in the case of fibreglass boats the initial two boats are subjected to careful measurement with templates and thereafter an annual test check would be made providing the volume and quality of production warranted.

BILL SHORE TO LEAD RACE TRAINING COURSE

Bill Shore leads the list of instructors at this year's Albacore Race Training Week, to be held August 12-17, at Ontario's Geneva Park.

Shore, a former World Albacore Champion, and a man renowned for his ability to teach sailing, will be present for two days during the week of intensive race training. Not only will he lead the training sessions, but Bill will also go out with each participant for individual instruction!

This is the second year during which O.S.A. has sponsored a race training program exclusively for Albacore sailors. Participants are being encouraged to bring their own boats, in addition to doing some training in the Sailing Centre's 22 Lasers and 6 Fireballs.

This is NOT a learn-to-sail program, but rather an intensive training program for sailors who wish to improve their race performance - whether it be from the back of the fleet to the middle, or from second place to first. In addition to Bill Shore, the Sailing Centre's Bruce Hamilton and his four instructors will be on hand to teach this highly praised course. It is hoped that other leading Albacore sailors will also be in attendance to pass on their tips on sailing the Albacore.

The training program begins each day with a fitness program followed by seminars and on-water drills. Portable video-tape equipment is used to capture each sailor's performance for analysis later on shore. Mini races are run to allow each sailor to put the training to actual use. In the evenings there are films and lectures on sailing subjects.

All of the program is run at the Sailing Centre located at Geneva Park on Lake Couchiching. It is a residential course with all means, accommodation and instruction included for \$195.00 - undoubtedly the best sailing bargain around!

There is limited accommodation for non-sailing members of your family. The rates vary depending on the accommodation desired, but generally would cost about \$150.00 per adult. Special reduced children's rates are also available. If you are interested in taking non-sailing members of your family along, please contact Geneva Park directly. Their direct line from Toronto is 364-3963. Ask for Mrs. Lynda Csumrick and be sure to tell her that you will be attending the Race Training Program. All reservations for the program itself MUST be made through Marilyn Hamilton at Georgian College in Orillia. A registration form is included with this issue of Shackles and Cringles for your convenience. A full activity program ranging from canoeing and swimming, tennis, crafts and gym exercises is available at no additional charge. Accommodation is limited, so if you are interested early action is advised.

Canada's national sailing team trains at Geneva Park. The Sailing Centre is a first rate program which deserves our support. Make plans now to attend August 12th through 17th.

STORER TO HELP YOU "GET TUNED"

Can't make your boat go up-wind? Are boats passing you to weather? If so, then plan to attend a seminar on how to tune your Albacore, being given on April 12th, 1979 at 7 P.M. at Harbourfront (222 Queen's Quay in Toronto).

The seminar will be lead by Richard Storer, leading Albacore sail maker, and Barry Poyntz, who in addition to being the defending Canadian and World Albacore Champion is now employed at the Storer loft.

Using space provided through the auspices of Harbourfront and O.S.A. in a large warehouse, we'll be able to actually hoist a suit of sails on an Albacore and view the entire tuning procedure with the aid of these two knowledgeable sailors. There will be lots of opportunity to ask questions and to discuss the advantages of the different rigs.

In addition, Chief Measurer Dick Gallant will be on hand with other Albacore measurers to measure in any sails which have been purchased over the winter. So avoid that frustrating last minute rush and get your sails measured BEFORE the sailing season begins.

Free coffee and doughnuts will be provided, and C.A.A. Executive members will be on hand to discuss plans for the 1979 sailing season.

C.O.R.K. selected as site of '79 NORTH AMERICANS.

Kingston's Olympic Harbour will be the venue of the 1979 North American Albacore Championships, to be held August 25th through 31st. Albacore sailors will join Finn, Fireball, 470, 420, Tanzer 22, Soling and Tornado sailors from around the world for one of the premier sailing events of the season. Plan now to join in all the activities with the U.S. Albacore sailors at this most prestigious event.

C.O.R.K. '79 NORTH AMERICAN ALBACORE CHAMPIONSHIPS

Why is C.O.R.K. an event you can't afford to miss?

If you think that C.O.R.K. is either too awesome, too expensive or too time consuming then please take a few minutes to read the following. I hope I can change your mind and talk you into a great week's holiday.

AWESOME ? NO. IMPRESSIVE ? YES.

Your favourite sailing publication is filled with articles by people like Stewart Walker, Major Hall, Buddy Melges, Hans Fogh, etc. and they are writing articles about sailors such as Glen Dexter (Soling), Jay Cross (470), Sandy Reilly (Finn), Terry Neilson (Laser), Buddy Melges (Star/Soling), Hans Fogh, Stewart Walker (Solings) and many more.

At C.O.R.K. you will not only have the chance of meeting and talking with these people but also seeing and experiencing that which will later be appearing in print in most major publications.

The Location - the 1976 Kingston Olympic complex - is magnificent. there are lots of volunteers - wearing C.O.R.K. T-shirts - to show you to boat, trailer and car parks, to help you launch and recover your boat (quite a few dollies are provided) and to give or tell you where to get any and all information you will need about the regatta, spectator boats, accommodation or events and places in Kingston. In other words they really make you feel welcome.

Because of the Kingston area's geology (the rocks) you always get a thermal (a wind). Unlike Association Island, however, Kingston is protected from the occasional heavy sea that might build up in Lake Ontario.

The race management is superb as is their large team of support craft - mostly armed forces personnel & equipment - they are never obvious but are there to help in seconds if you need them. In 1978 the Albacores sailed on the same course as the 470's and Finns (separate starts of course). Our race committee was an all woman, pink T-shirted committee who were not only extremely efficient but at the same time added a degree of light-heartedness to the week. A large 'Happy Face' with 'Good Morning' on it was attached to the bridge of the large and luxurious looking committee boat - owned by the race chairman (even though she was a woman it is apparently wrong to say chairperson). A large green inflatable frog was on display all week and after the last race it was presented to one of the Finn sailors - I never did hear what the award was for, does anyone know?

Accommodation - the best deal anywhere for a weeks vacation. If you take advantage of what Queens University has to offer, you can get both food (lots of it) and accommodation very reasonably at one of the student residences. Another choice is one of the student co-ops such as Elrond college where, for example, two couples can share a highrise apartment with two bedrooms, kitchen and bathroom and including all cooking utensils, dishes and bedding for \$80.00 - that's not each but for all four---- There is a coin-operated laundry facility on the premises (great for wet sailing gear) and parking is included.

Entry Fee - too high? not really when you consider that it covers ALL the following:

*A week of racing that requires a Race Committee and Support Craft.

*A reception with copious quantities of beer, wine and submarine sandwiches.

*A dinner (for skipper & crew) at the very good Olympic site restaurant. The guest speakers and dignitaries are piped (bagpipes) to the head of the table. Because of the numbers one such dinner is held on each of three nights for each of the three race courses.

Until you have experienced it, you can't appreciate the efficiency of the organization (you don't notice it because everything happens quietly and without a hitch). The other thing that is hard to describe is the camaraderie that exists amongst all sailors of all classes and from all countries.

It is a terrific holiday/sailing week for the whole family.

EXPERIENCE C.O.R.K. IN 1979

Jerry Selwyn
2nd Vice Commodore.

Application forms are included with this issue of Shackles & Cringles, for further information contact: Kingston Yacht Club
13, Maitland,
Kingston, Ontario.

'79 CANADIANS.

Toronto's Boulevard Club to host '79 Canadians.

The '79 Canadian Championships will return to Toronto's Humber Bay, September 21-23, 1979. After a one year absence, the Executive decided to bring Canada's largest single class regatta back to Toronto for several reasons. Cost, availability of cheap accommodation, easier access for community club and junior sailors and the geographic proximity of the majority of Albacore sailors, all were considered when making the choice. The Boulevard Club, located next to Toronto Sailing and Canoe Club on Lakeshore Boulevard offers superb accommodation for this size of regatta. Plans are already underway to make the '79 Canadians the best ever. Bruce Sutherland of T.S. & C.C. has agreed to be the Regatta chairman. You will be hearing more from Bruce in the next issue of Shackles.

ATTENTION JUNIOR SAILORS.

The 1979 National Youth Sailing Championships will be held at the Royal Vancouver Yacht Club, June 25 - 28, 1979. This event will be run in new chartered Lasers and 420's. The winner of each event will be selected to represent Canada in the Youth World Championships in Italy in August. Participants must be 19 years or under on December 31, 1979. Application forms for this event are available from the Canadian Yachting Association, Provincial Sailing Associations, and C.Y.A. Member Yacht Clubs.

For more information, contact:
Allan Broadribb,
Technical Director, C.Y.A. Racing Division,
Canadian Yachting Association,
11th Floor, 333, River Road,
Vanier, Ontario, K1L 8B9.

BOOK REVIEW

ADVANCED SAILING SKILLS by Don Giffin
Canadian Yachting Association, Ottawa, 1979.

This book is a sequel to Don's first book "Basic Sailing Skills", which has sold 70,000 copies to date and is still going strong.

Unlike most sailing books, this one contains a lot of new material. Where else, for instance, would you find detailed instructions as to what to do if caught off-shore in a thunder storm? Or how the distribution of buoyancy affects a dinghy's self-rescue capability? Or how long you are likely to survive in Lake Ontario in May with and without a wet suit?

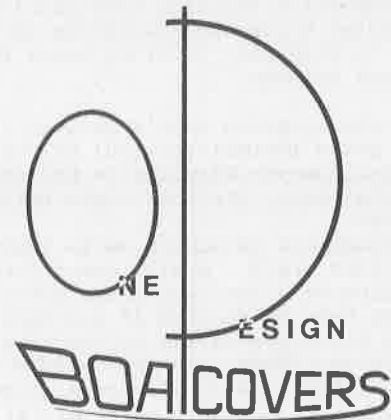
Among the many topics covered in the book are weather, safety, theory of sailing, rigging and tuning, boat handling, maintenance and fitness. Don has handled these and many other topics thoroughly and concisely, using plain language and many very clear illustrations (produced by himself). This book at \$5.50 is a fantastic bargain. Even if you can't read, the drawings alone are worth the price.

The book contains a number of typographical errors which will, no doubt, be corrected in later editions. In some places the sentence structuring left me a little perplexed.

This book is intended to be used as a training aid for instructors and students at the bronze sail level of the C.Y.A. Proficiency Standards. Any sailor, whether novice or veteran, will improve his understanding of the fundamentals of the sport by reading this book.

Dick Gallant

A BETTER BOAT COVER, TOP OR BOTTOM, DESIGNED AND MADE BY SOMEONE WHO SAILS A WOODEN DINGHY AND KNOWS THE IMPORTANCE OF A GOOD FIT.



HANS GOTTSCHLING

1655 CORAM CR., MISSISSAUGA, ONT. L4X 1L1

PHONE 277-3306

FROM THE EXPERTS.

Canadian World Champion, Barry Poyntz, discusses how he sails his Albacore.

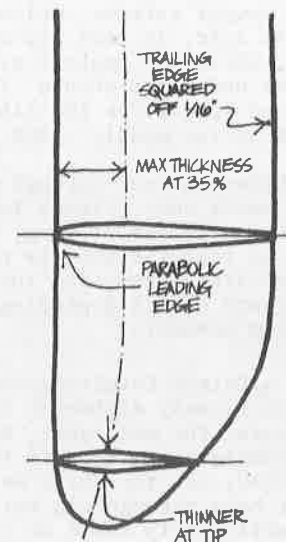
Since its introduction by Uffa Fox in 1954, the number of Albacores worldwide has risen to over 8000, with fleets concentrated in England, Canada and several sections of the U.S. With a vast majority of these boats racing, competition in the class is often tough, and tactics rather than boat speed usually provide the winning or losing determinate.

But if you don't have boat speed that is at least equivalent to that of the better sailors in the class, no amount of tactics will ever pull you consistently to the top. The first area to attend to in obtaining this speed is the hull. It should be well down to the minimum class hull weight of 240 pounds and as stiff and light as possible in the ends. We often add extra stiffening to crucial areas, such as the centerboard trunk, to prevent any flexing, which can slow the boat considerably. The hull should have a smooth finish, which often means fairing any indentations with micro-balloons or epoxy, or sanding down any rough spots and protrusions. In addition, we glue and screw all fittings to the boat. A fast boat is not much use if it breaks down.

Experience has taught us that top performance can only be achieved with a sound set of foils. Many sailors in the Albacore class make their own rudder and centerboard, which usually involves only a moderate amount of time and money. The homemade boards often prove to be as good as or better than blades that are commercially manufactured. When Gary builds an Albacore centerboard or rudder, his primary goal is to build them as light as possible while retaining stiffness and strength. This is best achieved by laminating three-quarter inch strips of cedar, sitka spruce and several weights of mahogany, cutting them and sanding them to shape and then coating the entire surface with Gougeon resin. For added protection and strength, he lays a light grade of fibre glass cloth over the leading and trailing edges of both foils.

For the centerboard shape, it's important that the board be as thick as possible to reduce slop in the centerboard trunk. The class allows a maximum width of three centimeters, and the board should definitely be no thinner than that. The best centerboard shape appears to be one of maximum width with the cord 35% of the way back. Class rules prescribe that all edges be rounded, but a slightly squared off trailing edge and tip (see diagram) is permissible. This helps minimize turbulence and contributes significantly to overall boat speed. The boat was originally designed with a very large centerboard- perhaps too large- and it has proven beneficial, especially in light conditions, to build as small a board as the rules allow. This gives less wetted surface, yet does not allow the boat to sideslip any more than a larger board does. We also make sure there is a good, snug -fitting gasket at the bottom of the centerboard trunk. This prevents the added turbulence of an open slot and keeps us from carrying the weight of several gallons of water around inside the centerboard trunk.

Most rudders in the class are designed with a very high aspect ratio. But we've discovered that a slightly more conservative design is most practical. The high aspect ratio foils tend to stall earlier in heavy air and during light-



air jibes because of their short cord length. A rudder with a slightly lower aspect ratio is a bit more controllable in such situations. To reduce turbulence between the rudder and the boat, be sure that the rudder is hanging perfectly vertically and that it is tucked up against the hull as tightly as possible. In addition, to provide a light sensitive feel, the rudder fittings should have virtually no play in them.

One of the prime keys to all-around boat speed is sail control. It is crucial to be able to adjust the sails and the rig for each change in wind velocity or wave conditions. With our relatively light crew weight - 285 pounds - Gary is usually droop-hiking whenever there's much wind, putting most controls out of his reach. Consequently, most of the controls- vang, cunningham, mast ram, outhaul - are led aft to the skipper. This allows us to "shift gears" or change the rig and sail shape for the conditions without having to move in from a hiked position. In addition, we have set up the hiking straps so that they are easily adjustable, allowing us to use our weight to its maximum advantage.

Many Albacore sailors are switching over to vang sheeting- see Oct., 1977 YACHT RACING - which, although a bit trickier to use than a traveler, is excellent in heavy air, especially when jibing. We still have a thwart traveller on our boat mainly because that is what I am used to, and because of our success with it, I'm hesitant to switch over.

Unlike the trend in a lot of modern dinghies, the Albacore rig is set up fairly loosely.

This allows the mast to be raked forward downwind for added speed, and upwind the jib luff can still be tensioned by a combination of mainsheet and vang tension. Spreader height is set according to crew weight. The more weight you are carrying, the lower the spreaders should be. This provides extra spar stiffness. The spreaders can be adjusted over approximately a one-foot range. The lowest extreme, which provides the stiffest spar, is best for crews over 320 pounds, while the highest extreme is best for crews under 285 pounds. The optimum all-around weight for the Albacore falls just about in the middle - 300 pounds.

To establish a balanced boat through mast rake, raise the sails and, without tensioning either the mainsheet or vang, adjust the rake so that the boom is parallel to the water-line. From here the mast can be raked forward or aft depending on the amount of helm present.

The Albacore is a fairly forgiving boat upwind and easily adapts to many different types of steering techniques. The main goal, however, regardless of techniques is to sail the boat as flat as possible, all the while maintaining a nearly neutral helm through rig balance. Most sailors, particularly those on inland lakes where there are few waves, feather the boat through the puffs. But in more open waters where large waves and heavy gusts are common, it is better to bear off when hit by a puff or large wave, which keeps the boat flat and allows it to be driven through the waves more easily. We found out about this technique the hard way in 1973 during the Albacore Worlds, held in Plymouth, England. There, the waves were very large, particularly compared to those encountered on Canada's small lakes. The best technique in England was to twist the sails off to reduce power (yet maintain good drive) and bear off in the puffs. We generally keep our crew weight close together, especially in wavy conditions, to cut down any tendency the boat has towards hobby-horsing.

In light air upwind, we prebend the mast about two inches, keep the main traveller all the way to windward and move the jib fairleads as far inboard as possible. Both sails are then sheeted loosely to allow a lot of twist. The important thing is to keep the boat moving at all costs, even if you must bear off to maintain speed. The crew should sit right behind the shrouds with the skipper right behind him. To reduce the wetted surface, keep the boat slightly heeled to leeward.

Once the wind begins building up to between seven and twelve knots, we reduce the prebend to about one and a half inches for more fullness. The sails should still be sheeted to roughly the same spot as in light winds but, to reduce twist, the jib should be sheeted slightly tighter and the vang should be tightened or the traveller moved down to leeward a little. The crew should move aft from their light-wind position so that they are now situated in the center of the boat.

As the wind picks up to over twelve knots, the jib leads are moved out farther and the jib is

sheeted tighter. The main traveller or boom vang should be played in the puffs and lulls and careful attention should be paid to keeping the boat flat and moving well at all times.

Once the boat starts becoming overpowered, which for our weight is around eighteen knots, some of the sail must be de-powered, either by allowing twist or sheeting farther outboard. To keep the main pulling, we sheet the jib on the inside edge of the leeward seat and allow it to twist off. This also provides a slight weather helm, a desirable factor. The main traveller car should be positioned in the middle of the track and twist should be controlled with the vang. Even with our light weight, this keeps us competitive in winds up to thirty knots. If the waves begin building, it may be necessary to move the crew weight aft a foot or so from the center of the boat to keep the bow from diving under.

Since the Albacore has no spinnaker, extreme care must be paid to the way main and jib are sheeted on a reach. Regardless of the wind velocity, the helm should be kept as neutral as possible through sail trim and weight placement. Often this means heeling the boat slightly to windward.

As soon as the reach becomes broad enough, the whisker pole should be used - see YR/C, Sept. 1978. Having the jib winged out also makes it easier to bear off when a puff hits. If the waves are big enough the boat will start surfing.

A minimum weight, well balanced Albacore will plane easily off the wind if a certain technique is followed. We do three things at once. As a puff hits, we give one good, solid pump to the main and jib, which often heels the boat to windward, and hike out hard. This actually increases the speed of the wind striking the sails, sending us off a faster than if we just allowed the puff to hit without reacting at all. Also, as we pump the sails and hike, we bear away sharply, which allows us to ride out the puff a bit longer and increases the potential for surfing, since we are now moving more with the waves. The combination of pumping, hiking and bearing off is usually enough to pop the boat up onto a plane rather quickly. As the puff eases, we head back up until the next one hits.

When running, it is best to sail the rumb line, unless there is a decided advantage to one side of the course or the wind is coming down in steaks. In those cases steer for the areas of stronger wind or the advantaged side. Sail trim on the runs is much like other dinghies - everything should be eased a little and the board raised until it just keeps the boat tracking. The jib should be out on the whisker pole. Most teams have the skipper to windward controlling the jib while the crew sits out to leeward, holding the mainsheet out.

We are often asked why we usually have such good speed. That is a difficult question to answer, since it is hard to point to any one factor. Boatspeed is a combination of the boat, rig and sails plus one of the most important factors of all - teamwork. We have found that we can win some races on teamwork alone. This entails not only efficient maneuvering, such as jibing and tacking, but good communication as well. For instance, after the start, Gary keeps a watch on our boat speed relative to the boats around us. He also watches where our main competitors are headed. If we're using the compass, he also

informs me of the headings. This allows me to focus all of my concentration on making the boat go as fast as possible.

Once our boatspeed is at least equal to that of the other top competitors, the race becomes a tactical game involving both the skipper and the crew. If we do make a mistake, we generally try to forget about it until after the race. When you fall behind early on, it's vital that you have enough confidence in your speed, technique and tactics to dig down and sail your race. More often than not, you'll soon be able to back into the thick of things.

Reprinted from Yacht Racing

METRO AREA CLUBS OFFER HOMES TO ALBACORES.

BRONTE HARBOUR YACHT CLUB.

If you have any non-sailing friends living in the Burlington / Oakville area who are interested in taking up the sport please advise them that Bronte Harbour Yacht Club, 2514, Lakeshore Rd. West, Oakville, Ontario, are taking delivery of 8 new Skene Albacores, which with existing boats will bring the club owned fleet to 12 Albacores. An eight week course for juniors, 9 a.m. - 3.30 p.m. each week-day, commencing Tuesday 3rd July will be offered at \$130. Tuition for White, Bronze, and Silver (Gold if warranted) will be provided by six C.Y.A. certificate/approved instructors. Selected juniors will be allowed to race the new boats in club races and local regattas. Adult courses consisting of eight on the water lessons, plus dry land orientation will be offered on Tuesday and Thursday evenings during June, July and August, costing \$50 per person.

In addition to the club owned fleet, there are 10 privately owned Albacores at Bronte Harbour Y.C. which race as a class on Wednesdays and Sundays. The club premises are under the control of a full time manager and offer comprehensive facilities. At the present time there are still a small number of berths available in the dinghy park for the new season. New Albacore owning members would be welcome. Annual membership \$100 and if interested contact Gordon Maxfield, Membership Director, at 1-416-822-9839



Mooredale Sailing Club

IS FOR

Old salts (skilled sailors without boats)

New salts (beginner sailors)

Anyone 18 and over

Membership includes:

Use of club facilities for the entire season (boats, including 14 Albacores, and clubhouse)

Lessons (a MUST for beginners)

Participation in local races and regattas

Social events

Location

At Toronto Outer Harbour on Unwin Avenue
(Cherry Beach area)

For further information contact:

Mooredale Sailing Club
c/o Rosedale-Moore Park Association
146 Crescent Road
Toronto, Ontario.
M4W 1V2.

BLUFFERS PARK BOATING FEDERATION.

Bluffers Park Boating Federation has plans underway to develop some limited day-sailing facilities at Bluffers Park for the summer of 1979. Bluffers Park is a Metro Toronto and Region Conservation Authority land-fill project at the foot of the most scenic section of Scarborough Bluffs. To get there drive South from Kingston Road on Brimley Road until you reach Lake Ontario at the bottom of a steep hill. The yacht basin is at the eastern end of the development, and land filling in this section is not yet complete.

Bluffers Park Boating Federation is a do-it-yourself group of boaters who are undertaking to develop boat ing facilities in the large new yacht basin at Bluffers Park. Cathedral Bluffs Yacht Club has been formed by Federation members who worked there in the summer of 1978, and they are taking a very active part in this years plans.

Projected cost of day-sailing for the 1979 season is \$100, plus \$15 for membership in Bluffers Park Boating Federation. In addition, participants are expected to contribute personal time and effort in helping to plan and build the necessary facilities, membership in Cathedral Bluffs Yacht Club is an optional cost of \$10.

Anyone who is interested in joining should send \$15 along with name, address, telephone numbers and boat information to:

Bluffers Park Boating Federation,
P.O. Box 448,
Don Mills,

Ontario. M3C 2E0.

or call Ben Prowse 484-4838 (H) 486-4240 (O)
or call David Eastaugh 261-3083 (H) 868-0254 (O).

78 CANADIANS TOP 10 BOATS and their EQUIPMENT

<u>Pos.</u>	<u>Helmsman</u>	<u>Hull and Sail #</u>	<u>Sails</u>	<u>Mainsheet System</u>	<u>Mast</u>	<u>Club</u>
1	B. Poyntz	Woof;wood 6731	Storer	Centre	Proctor Beta	Lake of Bays S.C.
2	A. Cummings	Young;wood 6641	Mac's	Stern	Proctor D	R.C.Y.C.
3	A. Humphrey	Allen;F.G. 5009	Storer	Centre	Proctor Beta -	Boulevard Club
4	S. Cerney	Woof;wood 6660	Storer	Stern	Proctor D	Boulevard Club
5	R. Moody	Woof;wood 6644	Storer	Stern	Proctor	S.M.S.C.
6	A. Adelkind	Skene;F.G. 6800	Storer	Centre	Proctor	Island Y.C.
7	D. Hobden	Allen;F.G. 5238	Storer	Stern	Elvstrom Mk. 1	Bronte Harbour
8	A. Macnaughten	Skene;F.G. 4834	Storer North	Stern	Fairy Ma.	R.C.Y.C. M.L.S.C.
9	D. Glew	Young;wood 6700	Storer	Centre	Proctor D	Sarnia C/B C.
10	G. Meredith	Rondar;F.G. 5858	Mac's	Stern	Proctor Beta -	Royal Cingque Ports

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).

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.

ALBACORE SKENE #6666 racing condition, all go-fasts, excellent record, spare c/b, rudder, sails. Please call Steve Cerny, 252-5711 (days), 482-2080 (evgns).

ALBACORE #2684 GRAMPIAN hull, Charlie Smith and Musto and Hyde sails, trailer, light rack, launching dolly, Elvstrom bailers. Best offer. Contact Barry Holtzkenner, (416) 881-3426. (home).

9 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, Rhyll Avenue, Toronto, M4L 1R7. (416) 691-8658 (home), 745-9680, Ext. 377 (office).

ALBACORE #4151 SKENE, Proctor B mast, stiff boom, transome traveller. 1978 Storer sails and 1975 Smith sails. Boat in excellent racing condition. Plus Wiscot tilting trailer. Call Keith Bull (416) 483-3745 (H) (416) 367-2854 (O)

ALBACORE # 506 FAIREY MARINE wood, excellent condition, must be seen. Elvstrob and transom bailers and with a Gator trailer. Contact: Jack Erickson 839-1309 (H) 1936, Spruce Hill Road, 978-6530 (O) Pickering, Ontario. L1V 1S7

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).

WANTED

4 Complete suits of Albacore sails Please contact Gary Newton, 856, Antonio St., Pickering. (416) 839-3383.

Good suit of used Albacore sails. Please contact Peter King, 1220, Lambeth Road, Oakville, Ontario. (416) 845-6413.

Road trailer suitable for Albacore. Please contact David Whitfield, 285 Durie Street, Toronto. (416) 767-4447.

LOST

CLEVELANDS HOUSE '78 CANADIANS.

1 lady's gold Shetland pullover
1 navy sweater.
1 red nylon shell.

If you found any of the above items please contact Pamela Behan.

136, Matchadash Street North,
Orillia, Ontario.
L3V 4V1.

FOR SALE-RONDAR ALBACORE # 6600

Immaculate condition - excellent racing record - BRAND NEW FOGH SAILS - Mighty-screw - twin compasses - custom trailer - rack support for spars - fitted cover - three rudders - Fogh spars. Contact BOB MALBY 622-3867 (res.) or 676-1191 (bus.)

COMMODORE SETS '79 MEMBERSHIP GOAL

Commodore Medhurst has set a target of 650 members for the 1979 sailing season. This will represent an increase in membership of approximately 200 over the 1978' figure.

Second Vice Commodore Paul Heron has been given the responsibility of heading up the membership drive. Plans are already in place to contact every club where there are known to be Albacores to determine what boat owners are not members of our Association. Non-members will then be contacted and the benefits of belonging to the Association will be explained. We know that there are many Albacore owners' who are not members of the CAA. It is important to us all that there be a strong Class Association to maintain value in the boats, promote the racing, cruising and social activities of sailing an Albacore.

We ask for your support. First, by renewing your membership for 1979. Secondly by advising the Association of changes in

over the transom

* You will perhaps have noticed that there is a new editor for Shackles. Please bear with me for the first few issues and be kind, by sending in plenty of information, news and ideas (dare I say it?) before the deadline date. I would like to thank David Whitfield very much for devoting much of his time and expertise to helping with the preparation of this issue.

* Environment Canada has introduced a continuous weather information service on VHF/FM 162.475MHz. For an information leaflet send to: Atmospheric Environment Service, 25, St. Clair Avenue East, Toronto, Ontario. M4T 1M2.

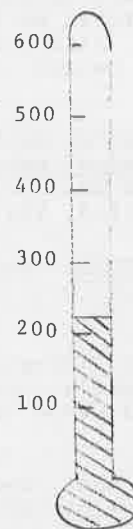
* Commander Frank Downs of C.F.B. Trenton reports that the armed forces have purchased more than a dozen new Albacores. Plans are afoot for the Forces fleet to compete in more regional regattas this year.

* ??? Are there any local Boat Shows in your area? If your Albacore Fleet is interested in participating the C.A.A. is prepared to assist by loaning display material and also by subsidising any printing cost. Please contact: David Whitfield, 285, Durie Street, Toronto, Ontario. M6S 3G2.

* Wedding bells will be ringing in late June for Past Commodore Ian Bates. Congratulations.

ownership in boats so that we can contact the new owners. Thirdly, by informing the Association of the names, addresses and sail numbers of non-members so that we may inform them of the Association's activities.

As a special inducement to join the Association, new owners of Albacores (whether they have purchased a new or used boat) will be offered a complimentary membership for 1979.



1979 CAA MEMBERSHIP DRIVE

Westwood Sailing Club

WHAT ARE YOU DOING THIS SUMMER?

If you like sailing, people and barbeques: join us! 1979 is going to be a year to remember at Westwood Sailing Club.

For the serious sailor we have Albacores and 505s, skipper training, racing and championships. For the not so serious sailor we have barbeques, dances, parties and a weekend trip.

We're young. We're fun. We're friendly. We're sailors. Join us!

For further information contact:



Elizabeth Gidlow
Membership Chairman
P.O. Box 387
Station "Q"
Toronto, Ontario
M4T 1L0

Or visit up at Dry School on March 27th at the Lord Simcoe Hotel (Ontario Room) at 7 o'clock.

SEE YOU THERE!

PERFORMANCE AND PRICE

Are you looking for the best
in fibreglass Albacores?

TRY US.

A Canadian team dedicated to
building a top quality boat
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BALSAM LAKE TO HOST 16th ANNUAL REGATTA.

The ever popular Balsam Lake Open Albacore regatta will be sailed on 5th August 1979. Held off Tony Griffen's property in the Kawartha Lake's district this regatta never fails to attract a large fleet. Past winners of the Griffen Trophy include Bill Gooderham, Barry Poyntz, David Medhurst and Nick Hancock.

The event is a two race regatta sailed with a gate start, a novelty in Ontario, but a common practice in the U.K. Nationals. Aside from the sailing, however, this event is renowned for the hospitality of the Balsam Lake Sailors. Last year sailors came back to shore to feast on enormous roast beef sandwiches and a variety of salads prepared by local cottagers.

Balsam Lake is a truly unique regatta - renowned for its friendliness and good sailing. Plan now to join us on August 5th. at Balsam Lake.

2 BY 2 INTO ARK '79.

The 5th. Albacore Regatta at Kingston will be held on 30th. June and 1st. July. Why not treat it as the practice race for C.O.R.K? Entry forms are included with this issue of Shackles, along with several others.

LETTER to the EDITOR.

Here is a letter in response to Bob Drinkwater's suggestion in the last issue of "Shackles".

My wife, Jean and I have been sailing an Albacore, fitted with shroud levers, for five years in England and it has been suggested that you may be interested in our experience. First, I must say that if shroud levers were allowed in Canada I would fit them like a shot. The above deck, highfield type levers, are cheap, strong and easy to operate. No modifications are required to the hull but the shrouds may need to be shortened to fit this type of lever.

The levers allow tight rigging on the wind, enable the leeward shroud to be loosened on a reach and the mast to be raked forward on a run. Jean finds that she can operate the levers in winds up to force 4 quite easily. Above that on a long reach it is often worth using the levers but one must take care to make sure that they are both on when jibing and the right moment must be chosen for retightening before the leeward mark.

Compared to other dinghy fittings the levers are not expensive. They seem to be adequately robust; I do not know of any rig failures caused by faulty levers. They have been proved to help in rig control and no British boat seriously racing is now without them.

Graham Rogers.

TEAM RACING CHAMPIONSHIPS SET FOR JULY 22, 1979

The National ALBACORE Team Racing Championships will be sailed July 22, 1979 in Toronto's Outer Harbour. Teams will be competing for the SAFRATA TROPHY, undoubtedly one of the most handsome trophies awarded in Canadian Sailing. Members of the top three teams will also receive Olympic-style medallions.

The Outer Harbour site has been selected by Regatta Chairman, Peter Urwin, because its protected waters offer ample room for racing, while at the same time providing good spectator facilities for the teams awaiting their turn to compete. The number of races to be sailed will depend on the number of teams entered.

Not sure what Team Racing is? Let me explain. In an ordinary race you compete against everyone else in the race. Not so in team racing.

In team racing each team consists of three boats. At any one time two teams compete against one another on a shortened triangular course. Three boats are sailing against you, while you have two other team boats trying to help. The object is to sail so that your team's boats end with a better overall finishing score than your opponents (i.e. a 2,3,4 finish is a better score than a 1,5,6 finish). All teams entered will sail against every other team and the Champion will be determined by the overall record.

Simply put, by using legal methods one team tries to sail so that members of the other team will have a worse overall finish than their team-mates. This is accomplished by

- 1) using rights of way as defined in the

rules (i.e. port-starboard situations, mark rounding rules, luffing rights etc.) or

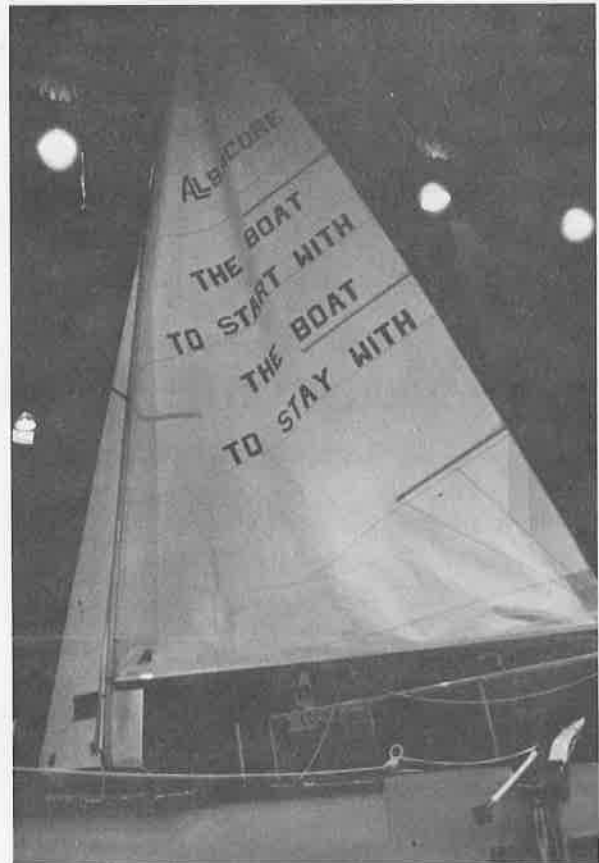
- 2) by sailing a course so as to interfere with your opponent's wind (i.e. covering, lee bowing, creating turbulence etc.)

In team racing resourcefulness, ingenuity, cunning, and knowledge of the racing rules have as much influence on the outcome as pure boat speed.

Team Racing is very popular in Britain, particularly amongst the University sailing clubs. Eric Twiname, renowned dinghy racer, is probably the number one proponent of Team

Racing. He has written the definitive book on the subject ("Dinghy Team Racing"). His other book, "Start to Win" also contains a chapter on the art of Team Racing. In addition, Yacht Racing magazine published a six-part article on the subject which explains the tactics and principles of Team Racing. Copies of these articles are available, FREE OF CHARGE by writing to the CAA. Anyone interested in joining in the fun would be well advised to read the recommended articles.

So organize your team now. Read the Twiname articles. Get out and Practise. Plan to attend the National Team Racing Championships to be held at St. Jamestown Sailing Club, Toronto on July 22, 1979.



ALBACORE - "The boat to start with - the boat to stay with" at the Boat Show in Toronto.

Upcoming regattas

MAY

- 20 Harbour Master's Series
- 20 Royal Canadian Yacht Club Annual Spring Open Regatta Champlain Yacht Club, Orillia.
- 26 & 27 TARTS Toronto Sailing and Canoe Club, Toronto.
- 2 & 3 Conestoga Warm Water Regatta Conestoga Sailing Club, Waterloo, Ontario.
- 9 M.Y.R.C. Royal Canadian Yacht Club.
- 10 Harbour Master's Series. Royal Canadian Yacht Club.
- 16 District 3 Championship Regatta, Bronte Harbour Yacht Club.
- 16 M.Y.R.C. Royal Canadian Yacht Club.
- 23 Invitational Regatta, Royal Hamilton Yacht Club.
- 23 M.Y.R.C. Ashbridges Bay Yacht Club.
- 24 Harbour Master's Series. Royal Canadian Yacht Club.
- 30 ARK '79 5th Annual Albacore Regatta. Geoffrey Hoyle, Regatta Chairman, Kingston Yacht Club, Kingston, Ontario.

JULY

- 1 ARK '79
- 7 Lake of Bays Invitational Regatta. Scot Gibson 89, Balmoral Avenue, Toronto. (416) 923-4094, (H) 925-5967 (0)
- 7 M.Y.R.C. Port Credit Yacht Club.
- 7 & 8 Parkway Invitational Albacore Regatta. Fort Erie.
- 8 Harbour Master's Series. North Toronto Sailing Club.
- 14 M.Y.R.C. Island Yacht Club.
- 15 Harbour Master's Series. North Toronto Sailing Club.
- 21 - 28 Albacore World Championships. Torbay, England.
- 21 M.Y.R.C. Boulevard Club.
- 22 Albacore Team Racing Championships. Peter Urwin, St. James Town Sailing Club, Toronto.
- 28 M.Y.R.C. Toronto Sailing and Canoe Club.
- 29 Harbour Master's Series. Westwood Sailing Club.

JUNE

AUGUST

- 5 Balsam Lake Open Regatta.
- 11 Albacore Regatta. Mooredale Sailing Club Outer Harbour, Toronto.
- 18 Burlington Open Centreboard Regatta. Burlington Sailing and Boating Club, Burlington, Ontario.
- 18 Harbour Master's Series. North Toronto Sailing Club.
- 25 Invitational Regatta, Grimsby Sailing Club, Grimsby, Ontario.
- 25 - 31 CORK '79. North American Albacore Championships. Kingston, Ontario.

SEPTEMBER

- 1 & 2 District 4 Championship Regatta, St. James Town Sailing Club, Outer Harbour, Toronto.
- 15 M.Y.R.C. Queen's City Yacht Club.
- 16 Harbour Master's Series. Westwood Sailing Club.
- 21, 22 & 23 Canadian Albacore Championships, Boulevard Club, Toronto.

Results you can count on.



Storer Sails 1977 Albacore race results speak for themselves.

World Championship, Kingston
Series results: 1st, 2nd, 4th,
7th, 8th, 9th, 10th.

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

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

Canadian Juniors
Series 1st.

Storer Albacore sails are made to
the highest standards using the
best American dacron. Our
reputation is built on quality
you can count on.

1978 RESULTS

1st North American Championship
1st Canadian Championship
1st U.S. Nationals

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Canada. 705-436-5550