



shackles and cringles

canadian albacore association's
bi-monthly newsletter

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from your executive

COMMODORE'S MESSAGE

Our 1979 membership drive has been proceeding at a pace slightly above that of last year but has a long way to go before reaching our objective for this year. Vice Commodore Paul Heron is in the process of writing to district and fleet captains for lists of Albacore sailors in their areas; so if you are asked to identify non-member Albacore sailors in your area I hope you will help in every way possible.

The cost of mailing Shackles and Cringles continues to rise and unfortunately this will be the last issue of Shackles to be sent to those who have not renewed their membership for this year. If you have not sent in your cheque for \$15 please take this opportunity to renew your membership and support your association.

This issue contains information on two youth competitions which are to be held concurrently at Muskoka Lake's Sailing Club on July 28 & 29. M.L.S.C. is hosting the Canadian Junior Championships and the Ontario 19 and under Double Handed Championships. The latter event is sponsored by the Ontario Sailing Association and is being run again this year in Albacores

Several members of the Association have written to the editor regarding the issue of shroud levers. The prohibition of shroud levers in the United States and Canada constitutes the last major exception in the rules between Canada and the United States and the United Kingdom and all other countries. As this is a World Championship Year, there will be a meeting of the International Specification committee at Torquay, England, in July and the question of uniform agreement on shroud levers will likely be discussed. This issue has generated much discussion over the years. The main arguments against the permissible use of shroud levers appear to be the cost, the further complication of the rigging layout, the safety factor if used incorrectly and the potential obsolescence of many existing boats. The main arguments in favour appear to be that the cost is not that high relative to the cost of the boat and that with the wide variety of "adjustments" on many boats there is no compelling reason to stop at shroud levers. If you have a strong opinion on the question please drop a short note to the editor. Your comments will be helpful to the Canadian representatives at the International Specifications Meeting this summer.

David Medhurst
Commodore

WHY HAVE A C.A.A. ANYWAY?

Like most organizations, the C.A.A. has had it's good and bad years. One barometer of Albacore owner interest is our membership. Last year paid - up members totalled about 450. Of concern is the fact that this number was much higher only a few years ago.

Your executive has set a goal of increasing membership by 50% in 1979. This sounds ambitious, but we are doing some things to make it happen.

BETTER BENEFITS

First, we are ensuring that the benefits of C.A.A. membership are better than ever.

* Shackles and Cringles is being upgraded and the timeliness and frequency of mailings is being improved.

* First time Albacore buyers are receiving a free copy of a new booklet of rigging and sailing tips put together by the C.A.A.

* Our Rear Commodore, David Whitfield, has already organized one tuning session at Harbourfront, in Toronto, and a Race Training Week at Geneva Park has been arranged through the Ontario Sailing Association.

* Regattas at all levels, including this year's North Americans at C.O.R.K., are being run at their usual high level under the Chairmanship of David Weaver.

* Dick Gallant and Jerry Selwyn have been working hard with builders and measurers to preserve the one design character of our class.

* The strong one design appeal of the Albacore has also been strengthened this year through the development of a new master plug, from which builders are being encouraged to build their boats. This plug, built to the Albacore's lines by the National Research Council of Canada, is a major achievement.

SELLING THE C.A.A.

A lot of people are working to improve the C.A.A. but that alone will not increase membership. The second thing we must do is convince non - members that the C.A.A. is worth joining. Here's where you can help.

Talk to Albacore sailors about the C.A.A.

If you are part of the Albacore fleet at your club, send us a copy of your Albacore roster.

If you have sold an Albacore in the past year, send us the name and address of the new owner.

Why have a C.A.A.? Because it's a good thing and getting better.

Paul Herron,
3rd. Vice Commodore.

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REGATTA CHAIRMAN ANNOUNCES NO QUALIFIERS FOR
1979 CANADIANS

David Weaver, Regatta Chairman, has announced that there will be no qualifiers for the 1979 Canadian Championships. Applications for the four fleets will be distributed as indicated by the member. In the event that anyone fleet is over-subscribed Weaver states that the date of the application and previous sailing record may be taken into account by the regatta organizers, in their sole discretion, to redistribute the applications.

The Regatta Chairman also reminds all regatta organizers to send in their regatta notices well in advance of the event if they wish them published with the Shackles and Cringles. The format distributed with the last issue of Shackles is to be followed. Regatta organizers are also reminded to collect the \$3.00 non-members fee from any non-C.A.A. members at sponsored regattas and to forward that money along with the regatta results to the C.A.A..

FROM THE EXPERTS

In the following article Art Ellis, an experienced racer in many different one-design classes, explains the vang sheeting system.

VANG SHEETING

Does your boat have a boom vang, a mainsheet and a traveller? Most boats do, especially those with high aspect rigs. but why? In such a system, the vang is slack upwind but pulls down on the boom for reaching or running. The mainsheet pulls the boom in downwind and pulls it both down and in when beating. The traveller pulls the boom in when beating and is slack off the wind.

Actually, there are only two things you can do to the boom: 1) by pulling it in you can change the angle between the sail and the wind, and 2) by pulling it down, you can change the angle between the top and the bottom of the sail - this angle increases as the boom is raised (more twist) and decreases as the boom is lowered (less twist). With the three control system, there is a certain amount of overlapping of roles in achieving the two functions of boom position.

For approximately 30 percent of all one - design racing boats, vang- sheeting is a viable option to the mainsheet-traveller-vang system. With vang sheeting, the boom vang pulls down on the boom both on and off the wind. and the mainsheet pulls in on the boom both on and off the wind. the main advantage is that one control - the traveller- and several overlapping functions are eliminated, greatly increasing the ease and efficiency of mainsail trim.

It is no secret that the ability to effectively move the boom in and out is essential to sailing fast upwind. In fact, in this year's Flying Dutchman Nationals, Norm Freeman told me that he steers by letting the boom in and out rather than using the rudder. I remember Dave Curtis using this technique at the Etchells 22 Nationals a few years ago. The problem with a traveller is that the small amount of line normally used and the friction caused by the forces involved combine to make it a difficult control for adjusting the boom in and out.

Not only is the mainsheet an easier line to adjust, but also, on our Fireball, I can use it to play the boom from the trapeze, which is an option that is not feasible with a traveller. This is a tremendous aid in puffy conditions. It allows you to achieve greater range, ease and speed of adjustment. Nothing is more embarrassing than easing the traveller all the way to the end of the track in a puff and finding that it is still not out enough to prevent a capsize.

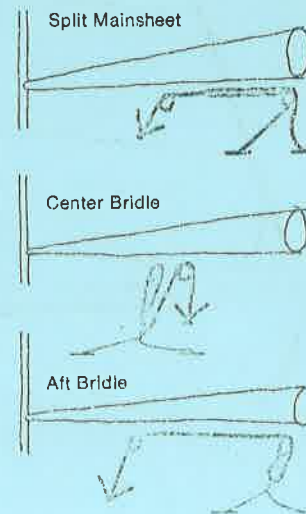
Another advantage of vang sheeting over a traveller system is that the boom can be adjusted in and out without changing the twist. Because of the way most traveller-mainsheet

arrangements are set up, the mainsheet needs to be eased or trimmed everytime the traveller is eased or trimmed. If the mainsheet is not co-ordinated to the traveller, the boom will automatically be pulled down more as the traveller goes out and let up as the traveller comes in. It takes some very expensive and sophisticated traveller set-ups to eliminate problems like this.

In some conditions, a traveller makes it more difficult for the helmsman to tack. Especially in light air, it is important to be able to trim the boom to the centreline of the boat. But, to do this without so much sheet tension that the leech is closed off, the traveller must be pulled in to weather of the centreline. Thus, the traveller must be pulled to weather on each new tack. It is extremely difficult for the helmsman to stay over on the old windward side long enough to roll tack the boat properly and still have time to get the traveller to windward for the new tack.

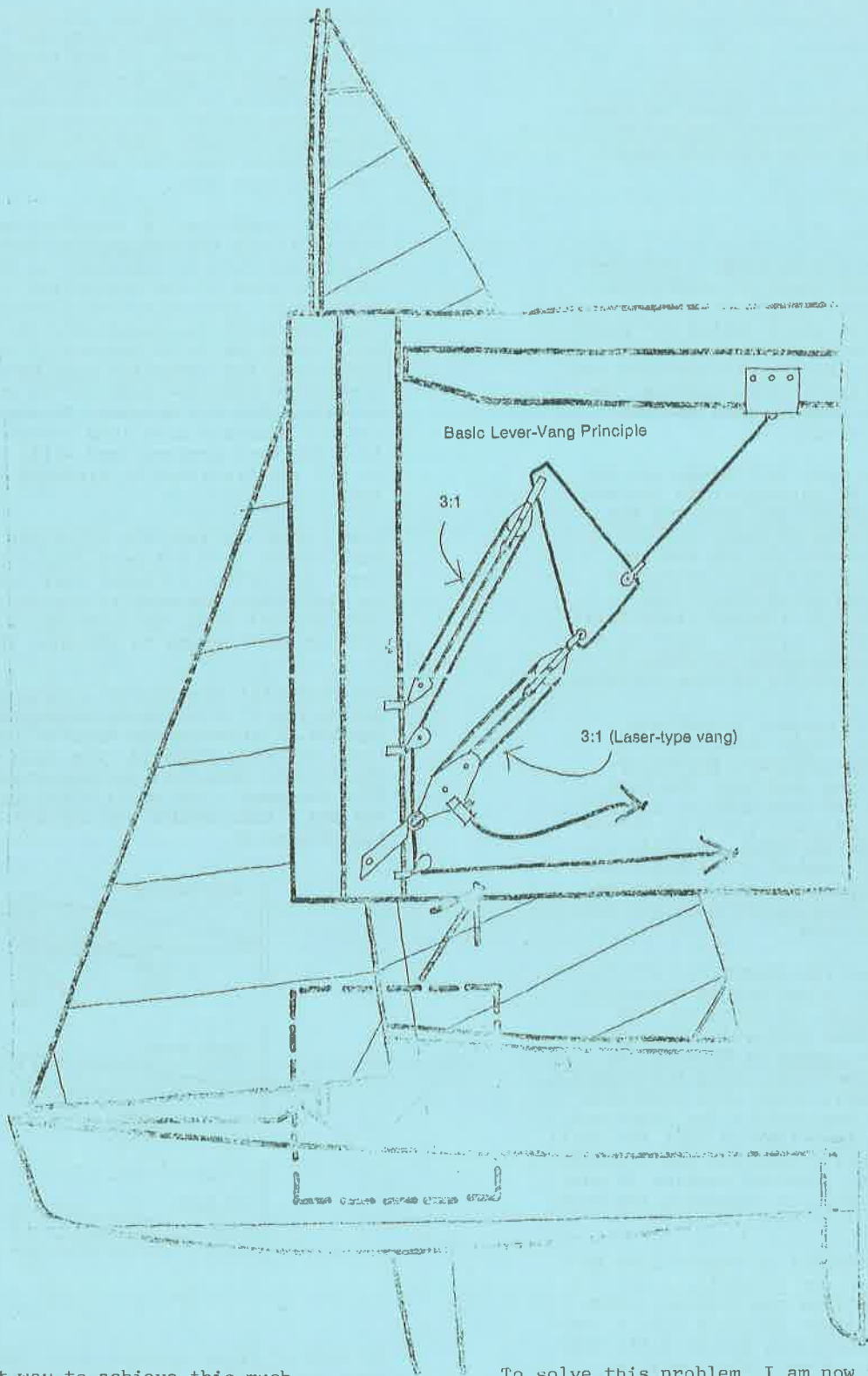
Also, when you take the traveller out of your boat, there is a lot more room for you to move. Too often, it seems that the traveller is just where you need to sit for correct fore-and-aft trim. And nothing is more cumbersome than having to straddle the traveller.

The essential elements of a vang sheeting system are 1) a mainsheet arrangement capable of trimming the boom to the centreline, and 2) a powerful boom vang. There are three basic mainsheet arrangements that will fill the need - the split - end mainsheet, the mid - boom bridle and the end - boom bridle. (see figure 1)



In each of these systems, with the pull always leading from the windward side, the boom can be trimmed all the way to the centreline before the mainsheet begins to exert any downward pull.

As for the boom vang, you need a purchase of between 20:1 and 25:1. You also need a throw (trim range), depending on your type of boat, between two and four inches. A



lever is the best way to achieve this much mechanical advantage. The advantage is infinite when upright and only decreases when the lever is pulled past 90 degrees. However, throw is limited with a lever. A drum or magic box is capable of providing sufficient throw and purchase but the former eats wire and is prone to failure and the latter has too much friction and eases too slowly.

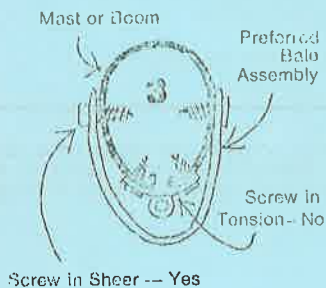
To solve this problem, I am now using a combination of a block and tackle and a lever. The system is set up with either 4:1, 3:1, or 2:1 (depending on the class) on the end of the lever and a self-jamming, 3:1 Laser-type vang running between the base of the mast and the bottom of the lever. The self-jamming part gives a gross adjustment from light to heavy air and allows you to keep the lever working within it's effective

range. The block and tackle provide the throw, and the mechanical advantage.

Before you go right out and switch over to vang sheeting, you should give some thought to whether or not it will work on your boat. Because of the tremendous forces produced by such a powerful vang system, it is necessary to make sure that your rig is physically capable of functioning effectively under the load.

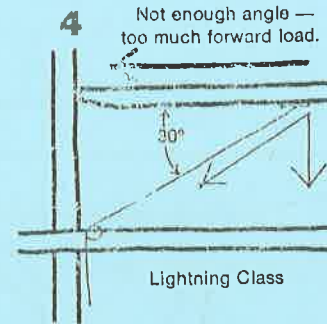
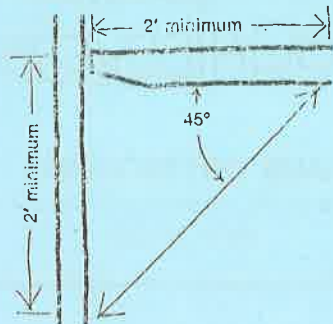
First of all, you must have a boom and gooseneck that are strong enough. Some classes, like the Comet and the Thistle, allow only very small booms which would break under the heavy loads needed to maintain leech control. The gooseneck fitting must be rugged, with a large pin that fits firmly into the boom. Make sure the gooseneck will not slide down the mast when the boom is pulled down. Friction devices seldom hold.

Secondly, the boom bale for the vang should be attached on the sides of the boom rather than on the bottom. This puts the fasteners in sheer (pulling against the side of the hole) rather than in tension (pulling out the hole) and will greatly increase their holding power. Make sure there are no previous holes in the boom near the vang. They could easily weaken the boom to the point of breaking. All of these same precautions should be taken when attaching the mast bale as well.



A third requirement for a working vang sheeting system is the correct angle of lead from the mast to boom for the vang. Some boats cannot meet this requirement because of class rules. For instance, the Lightning class requires the vang to be led through the partners. In other cases, the geometry of the boat simply precludes getting a good angle for the vang. An angle less than 45 degrees will cause the force of the vang on the boom to be more forward than downward, thus driving the boom into the mast and creating a great deal of mast bend. Coping with this forward thrust and the resulting mast bend is really the key to making vang sheeting work.

Minimum Geometry for Vang Sheeting.



In classes such as the Albacore, where the angle for the vang is good and a lot of vang tension is not required to achieve proper leech shape, excessive mast bend is not a problem. However, in the Fireball, we found that there were times when we needed to pull the vang extremely tight for best performance and the resulting forward thrust did cause excessive mast bend.

There are two variables involved in looking at the mast bend problem. One is the amount of leech tension needed and, as a direct result the amount of forward thrust there will be on the mast. The second variable is the height of the boom and the gooseneck above the deck (H). The amount of mast bend is directly proportional to these two variables. In the Fireball, mast bend is a problem because of the height of the boom above the deck and the amount of leech tension required.

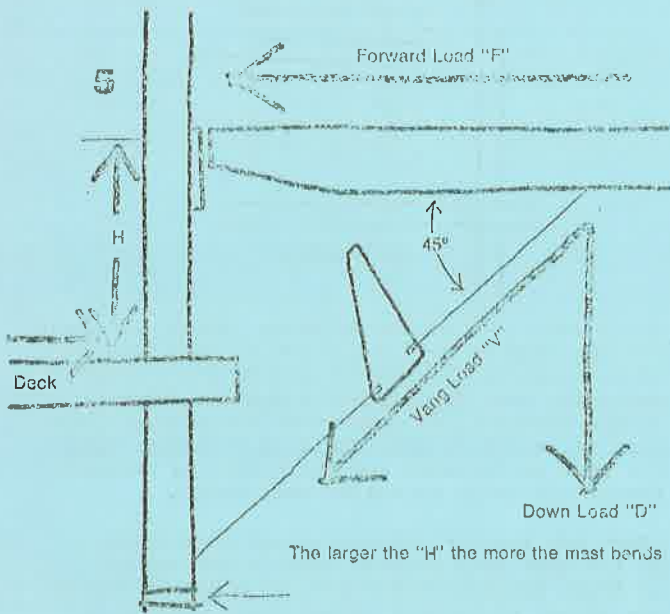
The most common solution to this problem is to install a strut between the foredeck and the mast, just below the gooseneck. This effectively reduces H and helps to bring the mast bend under control.

In the 470 class, struts are illegal but H is relatively small, so that vang sheeting will work well. In 470's it is also illegal to replace the traveller with a bridle or split end mainsheet. However, by simply pulling the traveller all the way to weather on each tack the vang and mainsheet will function together as a vang sheeting system.

The 505 also has a small H but the need for tremendous vang tension to control the leech creates loads even greater than the Fireball or the 470. Therefore the 505 needs a strut to restrict mast bend. The Flying Dutchman rules do not allow struts to control mast bend but they do allow lower shrouds like the ones John Loveday uses on his FD to effectively reduce the H dimension.

Once you have rigged your boat for vang sheeting, you will probably have to prepare your mind for it. The mental gymnastics of relearning what controls what can be difficult. A good exercise is to set the sails with the boat on the trailer or at a mooring and visually go over the effects of the boom vang and the mainsheet. Remember the vang does what your mainsheet used to do and the mainsheet does what your traveller used to do.

Most likely you will be surprised at how hard you have to pull the vang to achieve the correct twist. Generally, the vang should be tensioned hard enough to get the last six inches of the top batten pointing aft, parallel to the centreline of the boat. One of the most common mistakes for those just learning how to use vang sheeting



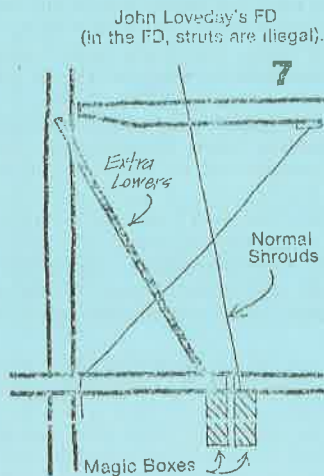
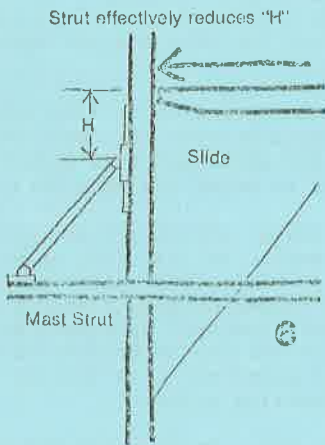
is to under tension the vang. Until you get the hang of it, keep checking aloft to make sure the leech isn't too open.

Another common mistake is to trim the boom too close to the centreline. This overtrimming is generally both a result of habit and a result of not pulling the vang hard enough. With vang sheeting there is significantly less pressure on the mainsheet and if you are used to trimming to a certain feel you will find yourself pulling far too much on the sheet. Similarly, if your vang is not trimmed hard enough and you get the sensation that you are under powered, your first reaction will be to trim the mainsheet harder. Don't! Pull the vang instead!

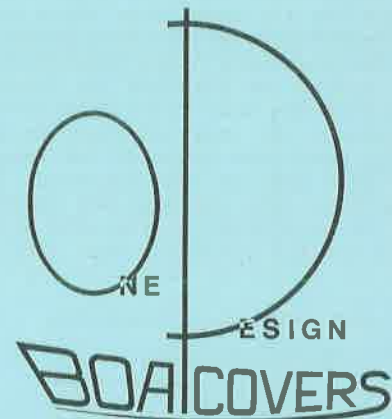
A third common error to avoid is allowing too much mast bend. Vang sheeting does increase mast bend. Invariably, you should restrict bend more than you think you need to. If you are going to err, make sure that it is on the side of making your mast too straight.

Vang sheeting is not a particularly new idea. Fifteen or twenty years ago the experts were talking about how tight they kept their boom vang upwind. However it wasn't until about three years ago that the vang sheeting concept really came alive. Now that technology has made available strong, lightweight hardware and sailors have developed revolutionary techniques, I am completely sold on vang sheeting as the best means available for simple efficient mainsail trim.

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JUNIOUR NATIONALS AND ONTARIO DOUBLE-HANDED TO BE SAILED TOGETHER

The Canadian Albacore Junior Championships will be sailed this year in conjunction with the O.S.A. 19 and Under Ontario Double Handed Championships, July 28th and 29th at the Muskoka Lakes Sailing Club. An official entry form for this event is included with this issue of Shackles and Cringles.

To be eligible for the Ontario Championships the competitors must be Ontario residents and must not have attained his or her 20th birthday at any time prior to December 31, 1979. To compete in the C.A.A. Juniors all C.A.A. members who have not attained their 20th birthday by September 30th, 1979 are eligible. There will be only one registration fee even if you are participating in both events. Competitors must indicate their desire to sail in the events at registration and be prepared to prove their eligibility.

For further information please contact Dr. Henry Wilson, 54 Brant Street, Orillia, Ontario (705) 765-3057.



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FOR YOUR BOOKSHELF.

Through the next few issues of "Shackles" various well-known Albacore sailors will discuss, briefly, their favorite sailing books and, perhaps, a few un-favorite ones too. The series kicks off with Nick Hancock's selection.

There are a great many books on the shelves dealing with sailboat racing; in fact almost too many. In my opinion none of them cover the topic completely to suit my needs.

But for the Albacore sailor who wants to win races I would recommend these four books

'WINNING' by John Oakley.
Published by Nautical Publishing Co. 210 pages

An excellent book for the sailor who is fairly new to competitive dinghy racing but who is keen to learn the finer points of the sport. Good section on preparation of the boat and tuning, which will be useful to Albacore sailors. However, some of the 'go-fast' equipment described in the second edition is a bit out of date. The second section on preparation for regattas and racing tactics is first class. Also useful is the check list at the back of the book which includes a log book to record the boat's performance.

'START TO WIN' by Eric Twiname.
Published by Adlard Coles. 234 pages.

Super book. Designed for the club sailor who wants to win regattas and even national championships but who's not interested in the Olympics. Hardly any mention of boat tuning. Book concentrates, with excellent photographs and charts, on how to make the right decisions that win races. Author is noted authority on rules and this section is also first class.

'BOAT TUNING FOR SPEED' by Fred Imhoff and
Lex Pranger.
Published by Nautical Publishing Co. 143 pages.

This a translation but it is done well with good layouts and colorful illustrations. Covers all aspects of boat tuning step-by-step for hull, mast and sails. Concentrates on Olympic class boats but the information easily adapts, due to the good layout of text and illustrations, to the Albacore.

'SAILING FROM START TO FINISH' by Yves-Louis
by Yves-Louis Pinard, French national team coach.
Published by Adlard Coles.

This is an excellent book but it suffers sometimes from translation as it's a bit ponderous in places. However it's worth the effort to read as it starts at first principles and then goes right up through boat tuning and handling to racing rules, tactics and strategy. Some good illustrations. An interesting chapter on diet and fitness for small boat sailors.

SILVER JUBILEE OF THE NATIONAL ALBACORE ASSOCIATION

1979 sees the 25th. year of the United Kingdom Association. To mark this occasion "Shackles" asked Stan Tapp, a past commodore of the N.A.A., to relate some of the Albacore's early story. Stan, along with his wife Nita, is still active, sailing AL. 730 "ISSY" in Stokes Bay club events and local regattas in the Portsmouth and Southampton areas. Stan is also well-known as a photographer and many of the U.K. boats have been caught in action, to the delight of their crews.

It was in 1954 that a group of sailors in the Solent area got together to design a new dinghy. There was Charles Currey, of Fairey Marine, Eric Roberts, later Commodore of Hardway Sailing Club, Roy Windebanke, Eric Downing, later Commodore of Stokes Bay Sailing Club, Messrs Perry and Gregory, perhaps a couple of others and Jack Bowers. Their first meetings were held in the Stokes Bay Sailing Club premises.

This was before I arrived in the Portsmouth area but my friends, the two Erics and Jack, have told me many stories of those early days.

They wanted a larger version of the Firefly, the first hot-moulded 12ft. sailing dinghy. To digress slightly (at which I am a past master), Fairey Aviation Company made plywood wings for their legendary fighter aircraft the Mosquito, baking them in a huge autoclave. At the end of the war they were left with an oven much too big for anyone's Sunday joint, so Uffa Fox was commissioned to design a boat that could be cooked in it. The Firefly was a huge success and many famous helmsmen learnt their skills in this class.

The 15ft. Swordfish came a little later, again from the Uffa Fox drawing board. I asked Jack Bowers why he did not choose this dinghy and he said that he would compare it to a 'Pop Tune' - some catch on and some do not. Another reason may have been that the Swordfish was only sold as a complete boat and this was a time of 'Do It Yourself' boat builders.

The Stokes Bay 'Committee' decided to base their new design on a Swordfish hull but giving it 3in. more freeboard on the transom, fairing the sheer through to the stem. The name Albacore was chosen to commemorate the Fairey Torpedo Bomber Aircraft, just as successful, though less well-known than the Swordfish..

Although Fairey's made the majority of the early boats, some were made from kits. The first of these was built by Jack Bowers, and when the rules were being drawn up the committee often went round to his boat to decide on the width of the decks or side-tanks or whatever. His boat, 'Plain Jane' was, therefore, the first true Albacore, AL5.

AL5, the first Albacore? Well:- At the time that the Albacore was being planned two young chaps from Locks Sailing Club bought a couple

of Swordfish hulls, which they were going to finish themselves. They would not have been able to register them as Swordfish, so when they heard of the new class they were eager to join. This the Committee allowed and so they were registered as AL1 and AL2. Fairey Marine built a sub-standard boat, AL3, which they loaned out to any interested club for assessment. This experimental AL3 had only two skins and she has not survived, as far as is known. Eric Roberts, of Hardway Sailing Club, registered his boat before completion and became the owner of AL4 and then Jack Bowers' boat was AL5.

The Class did very well and over 30 boats were registered in the first year and all to keen racing types, obviously, as 28 boats contested the 1st National Championship in 1955. This was held over a weekend, with two races to count out of three. The winner was Jack Bowers, crewed by Squadron Leader Eddie Lewis and as Jack was 51 and Eddie 49 their combined age was 100 years.

Captain Currey donated a silver salver as the overall Championship trophy and as he presented it to Jack he said "Now Jack whatever you do, don't let it be called the Currey Plate" but he was too late and it has been that ever since.

Some years ago another friend of mine, Denis Haresign, acquired AL1 and had her modernised. He could have bought two new Albacores with the money that he spent on "Marlin", she really looked superb. Marlin was exhibited on the Albacore Stand at one of the Dinghy Exhibitions in London and as an official of the R.Y.A. remarked, "there aren't many of the big classes that have such a well preserved prototype". She did very well on the water and was among the prizewinners at the Nationals in 1970. AL4 too, was a regular competitor at the Nationals, until recently, and AL24 is still one of the top boats at Stokes Bay.

At last year's Nationals, held at Stokes Bay, I was talking to Don Young, the Albacore builder, and I wondered what had become of AL5, winner of the first Nationals, also held at Stokes Bay. Imagine my surprise when Don said "She's in my shed. Every year the owner comes along and gives a year's rent. When I ask him why he doesn't sell her, he asks me the price of a new Albacore. I give him the current quotation and he decides to keep her another year and maybe sail." Don says this has been going on for seventeen years and AL5 must be dried out by now.

I have digressed again; all I have left to say is that 1979 is our Silver Jubilee Year and the National Albacore Association are planning to celebrate it.

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BOATS

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).

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

Albacore # 6600 RONDAR hull, 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 on 622-3867 (H)
676-1191 (O)

ALBACORE # 6157 SKENE Minimum weight hull completely equipped for racing - all go-fasts and controls - compass - Harken blocks. Two suits of sails both used one season and including trailer and launching dolly. Good racing record. Owner transferred. Call John Ekels (416) 563-4167

ALBACORE # 2442 GRAMPIAN hull, Taylor sails, Elvstrom bailers, full flotation, fully equipped and in good condition. Red/White. Trailer and mooring cover. \$1200 or best offer. Call J.R. Luton (416) 356-3007

SAILS

MUSTO & HYDE Main and Jib. Only used 12 months. Call Jerry Selwyn (416) 447-5053 (H)
(416) 361-3895 (O)

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For Sale TWO LIFE JACKETS P.F.D. type. (child-sized). Call Jerry Selwyn (416) 447-5053 (H)
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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.

WANTED

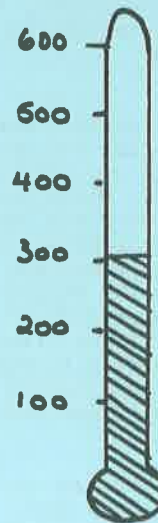
4 Complete suits of Albacore sails Please contact Gary Newton, 856, Antonio St., Pickering. (416) 839-3383.

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.

ONE RUDDER and TILLER for Whitty Boat Works
Albacore.
Contact Gary Crawford 245-2768 (H)
533-8575 (O)

Please Note that all small ads. will be run for two consecutive issues, unless otherwise requested.



1979 C.A.A. MEMBERSHIP DRIVE

regatta results

THE MIDWINTERS.

U.S. Albacore Association Executives this year moved the Midwinters inland, hoping to provide more consistent warm weather for the Northern escapists, who had shivered (grinning) through two years at Tampa in 50 degrees F. The 1979 event was held on Lake Dora, approximately 15 miles N.W. of Orlando, and run out of the Lakeside Inn, Mount Dora. We enjoyed warm sun and warm water all week; Roger Thomas assured us that next year he'll get the message to the wind too. But for this year it was all or nothing.

Gentle winds for the week leading up to the event let everyone who came early enjoy and explore the large shallow lake. The hotel swimming pool became very popular after a few locals advised that a 10ft. alligator had been seen in the lake; a very dead garfish with a bin. bill was enough to dissuade us!

RACE # 1 Wind 0-2-5 N-W

Racing started on Thursday in a very shifty, light wind. The fleet of 17 boats though lacking in quantity had quality. Flukey winds caused big swings in positions frequently during the race. Generally, winds were steadier along the shore, a large hole in the middle of the lake had to be negotiated sooner or later, since the leeward mark was located there. Richard Storer was the master in this one at picking shifts and avoiding holes, winning handily.

RACE # 2 Wind 2-5

This race, in the afternoon, had slightly more wind but holes remained. The Storers found a large one and sat in it, while the whole fleet sailed by- eventually finishing 13th This was doubly disastrous in view of subsequent developments.

RACE # 3 Wind 15-25

Friday dawned with considerably more wind. The Storers and Jeff Cotton and Bruce Robertson both had good starts and battled for the lead throughout the race. Winds were puffy and shifty, blowing 15-20 K.P.H. and swinging 30 degrees at times. Fine planing, but the shifts made it survival conditions for most boats! At the gybe mark the second time around, a long massive gust dumped four of the first six boats, including Bill and Eileen Ewing, who had sailed very steadily to that point. The Cartwright - Hoyle combination picked their way through the wreckage and stayed upright to finish third.

The committee tried to run back-to-back races, before the wind strengthened again but when several crews headed for the beach, including past Commodore Roger Thomas, they succumbed.

Bob Horwood's boat at that time was firmly anchored about 20 yards below the gybe mark, with, clearly, several feet of mast stuck in the sandy bottom. While everyone else lounged on the beach drinking beer, Paul Magnini ferried Hoyle and Thomas out to the wreck. After a twenty minute struggle, the mast was extracted and the boat sailed back, with no

damage whatsoever, not even the racing pennant.

That afternoon the Fleet returned to the race-course in a 20 K.P.H. blow, with gusts up to 30 K.P.H. The committee had started a sequence, when they cancelled, in the increasing gusts and a new storm warning

Saturday morning dawned with the wind still blowing hard. The committee first postponed, then eventually cancelled racing for the day, abbreviating the regatta to three races. They simply decided that a steady 25 gusting 30 was too much for the fleet. One had to feel sorry for the Storers, who had to count their 13th. position in race # 2. The Cartwright - Hoyle combination sailed steadily, and with two or three lucky breaks, took second overall and top Canadian spot - by far their best showing. Eileen and Bill Ewing tried the same system of the female at the helm and were very happy with their performance overall.

MIDWINTERS RESULTS.

1	4717 Eileen & Bill Ewing	3	1	0	9 $\frac{3}{4}$
2	6266 Kay Cartwright Geoff Hoyle	4	4	3	11
3	6385 Carl Cheney Terry Jarvis	2	2	10	14
4	6376 Richard & Kay Storer	1	13	1	14 $\frac{1}{2}$
5	6354 Jeff Cotton Bruce Robertson	9	5	2	16

KAY CARTWRIGHT

WE BEND WIND FASTER



Pier 4, 245 Queens Quay West, Toronto, Ontario M5J 2K9
364-2790

NORTH  SAILS

The forecast was wind and rain. Expected gusts of up to 45 km/hr made at least one Albacore skipper and crew wonder if their boat would last the weekend. In the event the prayers of the lightweights were answered and only one race went the full distance, owing to the light winds.

On Saturday a thick lake mist came in, as the course was being laid and the competitors sailed to the start. Contact was eventually made between all interested parties and the eagerness of the fleet to start the season's first regatta, was shown by the three or was it four general recalls. The race pattern soon settled to that of the fleet splitting in two, one going out and one going in. The "outs" had the day on the first beat but after two processional down wind legs conditions had changed and a more inshore course paid. This fickleness was the undoing of most of the fleet and consistent performances were not in evidence, except for the eventual overall winners, Alan Humphreys and Paul Schram and those wily light airs tacticians Gil and Steve Parcell. The wind had picked up a little at the start of the second race but half way up the first leg it dropped again and the following run was painfully slow. There can't have been too many disappointed crews when the shortened course was signalled.

Sunday's wind was just as light but less fickle and although the first race was shortened the second was able to go the full distance. Starting discipline had improved, due to all the practice on the previous day, and both races were away first time.

Despite the difficulty in knowing the right way to go, which resulted in inconsistency among most of the fleet, there were no complaints from the thirty five competitors about the race management, which was excellent, under the chairmanship of John Ashby.

1	Alan Humphreys Paul Schram	B.C.	5009 YUM SENG	13
2	Gil Parcell Steve Parcell	T.S.C.C.	4894 TANGLE FOOT	23.4
3	Steve Wimmer Tom Cumming	T.S.C.C.	5008	28
4	David Medhurst Beih Medhurst	T.S.C.C.	6219 SUNNY SIDE UP	28.7
5	Graham Rogers Jean Rogers	T.S.C.C.	6816 MISTRESS QUICKLEY	30.4
6	Scott Gibson Dan Stott	L.B.S.C.	3765	32
7	Jeff Moody Dave Sturch	S.M.S.C.	6644	32
8	Nick Hancock Lesley Hancock	T.S.C.C.	480 FIDDLESTICKS	35.7
9	John Francis Richard Clayton	T.S.C.C.	6655 WINDBLOWN	38
10	Ian Rogers Joan Rogers	R.C.Y.C.	6400 THE PIANO	38.7
11	Tony Polhill Brenda Polhill	T.S.C.C.	4895 PISCES 1	41
12	Dick Gallant	T.S.C.C.	6159 T'GALLANT	45

RACING SAILBOATS

IF YOU THINK RESULTS COUNT...
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WE UTILIZE THE LATEST BOAT BUILDING MATERIALS AND
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OVERALL WINNERS ALAN HUMPHREYS AND PAUL SCHRAM

over the transom

NATIONAL TEAM RACING CHAMPIONSHIPS SET FOR
TORONTO, AUGUST 4th, 1979

* What is happening in YOUR area? I have heard that there are Albacores in Kingston and Ottawa and even in other Provinces - Quebec and British Columbia have been mentioned. Shackles and Cringles is the Newsletter for the Canadian Albacore Association so PLEASE send in your news, upcoming regattas and results. Don't leave it to the other fellow let's have your views.

POINTE au BARIL ALBACORE REGATTA is scheduled to be held on Saturday August 18 at Shawanaga Bay, approximately 8 miles West of Pointe au Baril Station. This is situated on Highway 69 25 North of Parry Sound. Anyone interested in participating in this regatta, which will consist of three races followed by a dinner, should contact

J.A. Bradshaw,
P.O. Box 36,
Toronto - Dominion Centre,
Toronto. M.5.K. 1.C.5.

(416) 362-2401 (O)
653-1385 (H)

RACE TRAINING SESSION BOOKED FOR AUGUST 12th-17th

All Albacore sailors are reminded of the O.S.A. race training week scheduled for August 12th-17th at Geneva Park. Internationally renowned Bill Shore, a former Canadian, U.S., and World Albacore Champion will be in attendance during the week to give personal in-boat instruction. For \$195.00 including meals and accomodation you just won't find a better buy!!! Enrol now using the application form enclosed with this issue. If you have any questions on this programme please contact David Whitfield (416) 767-4447.

KINGSTON AND BRONTE HARBOUR SAILORS PROMOTE THE ALBACORE AT LOCAL DISPLAYS

Kay Cartwright from K.Y.C. and Peter Brayshaw from Bronte Harbour Y.C. both organized displays promoting the Albacore in local shopping Centres. The displays, incorporating a rigged Albacore, brochures and pictures supplied by the C.A.A., were aimed at promoting the Albacore as THE boat to learn to sail in and to race in. Bill McLeod from Parkway S.C. is already preparing for a local shopping centre display in the Niagara Falls area. If you're interested in doing a similar show in your area please contact David Whitfield, Rear Commodore who will be pleased to loan display materials. The C.A.A. will also assist in defraying any costs incurred in putting the show together.

ALBACORE MEMBERS TO GET NEW BOAT STICKERS

The C.A.A. executive recently approved the purchase of "Albacore" stickers (similar to those given out by the U.S.A.A.) for promotion of the Class. The stickers, which are self-adhesive mylar will be distributed at upcoming regattas by members appointed by the board. In addition, builders will be asked to place the stickers on all new boats.

Peter Urwin, regatta chairman for the 1979 Albacore National Team Racing Championships has announced a change in date to August 4th, 1979, at St. Jamestown Sailing Club, in Toronto's Outer Harbour. The revised date was made necessary by a conflict with outhter regattas already planned for the Toronto area. Regatta organizers are looking for a turnout of at least 10 three boat teams.

In order to plan for the event, interested teams are requested to submit their entries directly to:

Peter Urwin
369 Oak Street
MILTON, Ontario
L9T 4E1 (416) 878-8740

on or before July 15th, 1979. The registration fee per team is \$10.00, payable to St. Jamestown S.C. Regatta hosts, St. Jamestown Sailing Club have invited all participants to one of their ever-popular corn roasts following the regatta. Due to lack of kitchen facilites no lunches are available at the club and participants are encouraged to bring their own lunches. Peter advises that a skipper's meeting will be held at 9:30 A.M. in order to go over the rules of team racing and to make the draw for the competition. There will be no boat rotation. Teams will be expected to bring and sail their own boats. While it is desireable that all members of a team be from the same sailing club, it is not essential. More than one team may enter from any sailing club. The only requirement is membership in the C.A.A.. So organize your team now!! Send the skippers' names, boat numbers and the address and telephone number of your team leader right away to Peter Urwin. Copies of the Eric Twiname articles on Team Racing originally printed in Yacht Racing/Cruising are available free of charge by writing to the C.A.A.. These excellent articles will give the uninitiated a solid background in the rules and strategy of Team Racing.



The SAFRATA TROPHY awarded annually to the winner of the Canadian Albacore Association's Team Racing Championships.

Upcoming regattas

JUNE

JULY

AUGUST

Date	Event	Location	Date	Event	Location	Date	Event	Location
2 & 3	Conestoga Warm Water Regatta Conestoga Sailing Club, Waterloo, Ontario.		4	Albacore Team Racing Championships. Peter Urwin, St. James Town Sailing Club, Toronto				
9	M.Y.R.C. Royal Canadian Yacht Club.		5	Balsam Lake Open Regatta.				
10	June Bug Regatta, Fanshawe Yacht Club, London. Ontario.		11	Albacore Regatta. Mooredale Sailing Club Outer Harbour, Toronto.				
16	Harbour Master's Series. Royal Canadian Yacht Club.		18	Burlington Open Centreboard Regatta. Burlington Sailing and Boating Club, Burlington. Ontario.				
16	District 3 Championship Regatta, Bronte Harbour Yacht Club.		18	Pointe au Baril Albacore Regatta, J.A. Bradshaw, (416) 362-2401 (O) 653-1385 (H)				
23	M.Y.R.C. Royal Canadian Yacht Club.		18	Harbour Master's Series. North Toronto Sailing Club.				
23	Invitational Regatta, Royal Hamilton Yacht Club.		25	Invitational Regatta, Grimsby Sailing Club, Grimsby, Ontario.				
24	M.Y.R.C. Ashbridges Bay Yacht Club.		25 - 31	CORK '79. North American Albacore Championships. Kingston, Ontario.				
30	Harbour Master's Series. Royal Canadian Yacht Club.							
	ARK '79 Lake of Bays Invitational Regatta. Scott Gibson 89, Balmoral Avenue, Toronto. (416) 923-4094 (H) 925-5967 (O)							
	M.Y.R.C. Port Credit Yacht Club.							
	Parkway Invitational Albacore Regatta. Port Erie.							
	Harbour Master's Series. North Toronto Sailing Club.							
	M.Y.R.C. Island Yacht Club.							
	Harbour Master's Series. North Toronto Sailing Club.							
	Albacore World Championships. Torbay, England.							
	M.Y.R.C. Boulevard Club.							
	Burlington Open Regatta Burlington Sailing and Boating Club Burlington. Ontario.							
	M.Y.R.C. Toronto Sailing and Canoe Club.							
	Harbour Master's Series. Westwood Sailing Club.							
	M.Y.R.C. Queen's City Yacht Club.							
	Harbour Master's Series. Westwood Sailing Club.							
	Canadian Albacore Championships, Boulevard Club, Toronto.							
	Pumpkin Regatta, Fanshawe Yacht Club, London. Ontario.							

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Storer Sails 1977 Albacore race results speak for themselves.

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

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Series 1st, 2nd.

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

Canadian Juniors
Series 1st.

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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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