

shackles and cringles

canadian albacore association's
bi-monthly newsletter

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1979 ISSUES

DEADLINE FOR MATERIAL

September/October	September 14th
November/December	November 16th

from your executive

NEWS FLASH

WORLD'S 1979

COMMODORE'S MESSA E

By the time this issue of Shackles reaches you the World Albacore Championships at Torquay, England will be over and a new World Champion will have been established. On behalf of the Association, congratulations to all our members who competed in this event. I am sure many old friendships will have been renewed and new friends added to the list of overseas sailors.

I am pleased to report that good progress has been made with our plans to initiate a special insurance program for Association members. The objective of this program is to provide boat and possibly general insurance cover to members through a group plan, which would effect sufficient savings to more than cover our present annual membership fee. It is intended that a formal proposal will be presented to the members at the annual general meeting in September. For those of you who will be unable to attend the meeting, details will be published in the next issue of Shackles and Cringles.

The Canadian Championships are being hosted this year by the Boulevard Club in Toronto on September 21, 22 and 23. Bruce Sutherland, the Canadian Regatta Chairman, and his committee have prepared an interesting and exciting program. I hope that many of you are planning to attend this regatta.

See YOU in September.

David Medhurst.

Commodore.

Mike Holmes new World Champion.



Action ...from the 1978 Nationals at Stokes Bay

Until 1978 Mike Holmes, of Covenham Water Sailing Club and Grimsby Sailing Club, was best known in the National Albacore Fleet for his successes, both nationally and internationally, in the Enterprise Fleet. Last year he teamed up with Dennis Froggat, in the latter's Woolf boat and proceeded to win various events. These included the Southern Area Championship, which was sailed in very light air and extremely fluky conditions and the National Championship, which was dominated by strong winds for most of the week.

The World Championship was held in Torbay, which is in the south-western English Channel, from 22nd July through 27th July. The weather was clear and hot and the winds ranged between force 1 and force 3. Mike Holmes counted three first places, a third place and a fifth place to become a very worthy World Albacore Champion.

OVERALL PLACINGS.

1	M.HOLMES	Covenham Water S.C.
2	S.Fitzgerald	Grimsby S.C.
3	R.Holness	Herne Bay S.C.
4	M.McNamara	Grimsby S.C.
5	D.Pearce	Queen Mary S.C.

1st North American

6 J.LUARD

1st Canadian

21	D.SHERWOOD	Royal Canadian Yacht Club
23	A.Humphreys	Boulevard Club
24	D.West	Brittania Yacht Club

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COVERING with ERIC TWINAME
from Yachts and Yachting

A boat sailing to windward leaves a trail of disturbed, or dirty, wind which is not only slowed down but is curved. Any following boat sailing in this second hand wind therefore sails slower and cannot point as high as the upwind boat. The closer the two boats are to each other the more disastrous the dirty wind is to the boat sailing in the middle of the wind shadow. When ten lengths apart the down wind boat is hardly affected. Within five lengths the windshadow starts to make a noticeable difference to the leeward boat. And at two lengths distance the effect of windshadow is dramatic.

A helmsman who decides to cover must tack so that the centre of his windshadow (indicated by the direction his masthead wind indicator is pointing) lies exactly on the centre of the rig of the other boat. When the other boat tacks to clear wind the covering boat will also tack to keep the pursuer sailing in his used power supply.

In a determined covering match the leader will forget about everything except holding the pursuing boat exactly in the centre of his wind shadow. And this is where the majority of helmsmen at some time or another have run into problems. The covering match may be won, but in the process the race is lost. One of the most important things to know about covering is when not to. The helmsman who becomes too keen on covering tactics, and uses them too often, forgets the main purpose of tactics—to provide the fastest route round the course.

Covering duels should be used only when one boat is threatening from behind and there is negligible chance of catching the boat ahead. Which means that covering battles should be rather rare.

This is not to say that helmsmen should avoid tacking on each others wind on the beat. But there is a big difference between a covering match and timing a tack to lay a mark, or follow a windshift so that the tack also happens to place a windshadow on another boat. That's not a covering match but a covering tack; the windshadow imposed on the downwind boat is a tactical aside, not the main reason for the windward boat tacking. If the following boat tacks immediately, the upwind boat would not tack to cover but would stay on the favourable windshift. In this situation the windward helmsman has worked a cover tack into his main strategy, which is to reach the windward mark as soon as possible. The effect of the covering tack will be to hold back the covered boat, which will either be slowed by dirty wind or will lose out on an unfavourable tack if she tacks away for clear wind.

Not only does a good cover tack slow the following boat but it breaks the rhythm of that helmsman's beat and the leader achieves this advantage with minimum loss to himself. A well placed covering tack, provided it takes you in the direction you already want to go, can be used successfully at any time in a race. A covering match cannot.

Some people genuinely enjoy covering duels and luffing matches and if they prefer that to winning races far be it for anyone to discourage them. But if it is a higher place that they are going for they should look at their tactics logically, viewing not just the danger of loosing one place by failing to cover, but of loosing several places by becoming sidetracked into a serious covering duel. You can only cover one boat continuously, so close covering can only save one place. Yet by going too earnestly into a close covering duel five places can quickly be lost. It is perhaps not surprising that more is often lost than gained in covering duels. Our interest is in possible gains.

The ideal time for a covering duel is when a leading boat is being caught on a beat by the second boat, both boats being well clear of the others. The race for first place then effectively becomes a match race, and the only way the slower leading boat will hold on to the lead is by flawless close covering of the challenger.

The challenger must be made to sail every beat in dirty wind, since this is the only way he will be kept in second place. Windshifts, tidal differences and other natural elements which would normally influence the leader's tactics must now be ignored in the quest to cover the second boat. Every time she tacks the leader tacks to maintain cover.

The leader's most powerful ally in a tacking duel is good tacking technique. If he can out-tack the boat astern most of his problems are solved. These good tacks must be second nature to him since he must watch the boat astern most of the time while actually tacking. In this way he will foil any dummy tack the challenger might try—a dummy tack only works if the helmsman being sold the dummy is not watching for one as he goes into his tack.

Ideally the leader will avoid a long tacking match by establishing his superiority in the duel right from the start; to do this he must gain ground every time they tack and sail his boat so that the challenger stays right in the centre of his wind shadow.

The leader must be prepared to adjust his pointing angle to stay exactly on the challenger's wind. When the challenger bears off with sheets eased to break through to leeward and gain clear wind, the leader must bear off with him and keep him in dirty wind. When the challenger pinches to climb out to windward of the most disturbed wind, the leader pinches too, so that the most disturbed wind stays with the challenger. Each time the challenger tacks, the leader tacks. To begin with he simply does not take his eyes off the boat astern; and that requires a good enough feel for the boat so that it almost sails itself.

With practice it is possible to gauge the position of the boat while looking at the boat astern. In most dinghies, certainly in 470s and Lasers, the way to keep the downwind boat exactly in maximum dirty wind is to align its mast with the far corner of your transom while sitting out normally. The down wind boat will now be further back than most people would expect.

Superior tacking skill is not the only way to dominate a challenger who throws in a great number of tacks. When he tacks off on a wrong wind - shift it is better sometimes not to cover but to sail on a few lengths to wait for the heading shift and tack on it. When he tacks back he will be further astern.

Once the heat goes out of the fight and the following helmsman accepts that he will be sailing the beat in dirty wind fast sailing takes priority again. Attention can be switched off the leeward boat onto sailing as fast as possible through the water. Still keep the leeward boat near the centre of the wind shadow but the occasional glance is now all that is required to do that. The crew should watch for him tacking.

When two boats are challenging from astern the best plan is to stay within the triangle formed between the two boats and the weather mark, then make the best speed to the mark. By covering loosely in this way it is possible to avoid being drawn into any wasteful tacking duel, yet the danger of one boat tacking off to one side and coming back on a winning shift is minimised that cannot be prevented for certain, but by working the shifts properly up the middle the leader will always be close enough to take advantage of the good shift and stay ahead.

So far covering has been looked at from the point of view of the boat ahead, but it is important to know how to break cover from behind.

Even when the boat speed and tacking ability of both boats are identical the pursuer can close on the leader in a shifting wind. He simply tacks on every header. The leader puts in his cover tack, but only after sailing two or three lengths on the headed wind first. So the gap closes until the boats are within two or three lengths. Then real pressure must be applied by the following helmsman if he is to break through. A useful weapon here is to try to divide the attention of the covering helmsman, so that he can hardly help but make a mistake.

Here again faultless tacking is the best weapon. If every time the boat ahead tacks to cover and the leeward boat gains because of more fluent tacking, great pressure is put on the boat ahead. He has only to make one slip and the leeward boat will break through into clear wind. Usually he must be forced into the error - one bad tack will be enough - which will give that break through.

Waves can be used to great advantage. Choose a calmish patch to tack in, leaving the covering helmsman to go about in whatever wave pattern he finds himself in. As soon as a bad wave stops him you will break through his lee and after winning that important psychological advantage you will very likely be able to sail faster through the water for long enough to over-take him.

Any obstruction can be used to prise the covering helmsman off the leeward boat's wind. As the two boats approach the obstruction, the leeward skipper should throw in two or three tacks to make sure he has his opponent's full attention, then tack so that the opponent's cover tack will sail

him straight into the obstruction. Usually he will be half way through his tack when he sees he's been conned and will go back onto his original tack, losing his boat speed, his temper and the duel. Something has to go really wrong for the leeward boat not to be ahead next time the boats cross tacks. The obstruction may be anything from a moored boat or a small island to another sailing boat running through the fleet.

Any weakness in an opponent's tacking ability can be worked on. The crew may grow flustered by quick tacks coming one after another. If he does, throw him the tacks even more quickly so his confusion is shared by the helmsman, who will become so preoccupied with the mess his crew is making that he makes worse and worse tacks himself. With his attention divided overtaking him becomes much easier.

Some years ago a skipper was being covered by a helmsman wearing waterproof trousers held up by an elastic waistband. Each time the leader tacked his non-slip deck would lower his trousers by an inch or two. After several tacks he stood half-up and with his spare hand tried to pull them up. Naturally the challenger tacked again at that very moment - and on the next two occasions on which the leader tried to correct his dress. In no time the trousers were round his ankles, which did not do much for his tacking. By the time he had regained his trousers he had lost first place.

However the danger of becoming too engrossed in a private duel with one other boat should never be forgotten. Both boats can lose a great deal of ground quickly and following boats can be allowed through in the pre-occupation of the duel. A good tactician would not let this happen. He would see the threat astern, give up trying to break cover and settle for sailing the leg as fast as possible going for maximum boat speed and taking all the favourable wind shifts. He would largely ignore the boat on his wind, except sometimes to sail slightly faster and freer than usual, or a touch higher, to steer clear of the centre of the covering boat's wind-shadow. In that way he would stay ahead of those behind and still be close enough to the boat ahead to attack hard on the next downwind leg.

over the transom

* The magazine 'PUNCH' has been running a series entitled 'LET'S PARLER FRANÇAIS', designed to help out in everyday situations. The one following may be of some use to some of our readers!

Lesson Quarante

Le Sailing

Capitaine: Welcome aboard, vieux chap! C'est votre première visite dans un boat?

Ami: Oui. C'est à dire, j'ai pris le ferry de Douvres à Calais...

Capitaine: Mais non, mais non ce n'est pas le real thing. Boating, c'est le smack de la mer contre les wellies, le sel dans les cheveux, le vent dans les oreilles....

Femme:(dans le galley).... Le tonic dans le gin?

Capitaine: Oui, merci.. (A l'ami) C'est Liz la femme. Elle déteste le sailing. Pauvre Liz. Maintenant, un peu d'explication. C'est très simple. Ici le helm. Le m'n's'l. Le sp'un'k'h'ly'rd. Le j'b-sh't-w'nch. Et voilà! C'est tout.

Ami: Hmm. Et ceci, ils sont les ropes?

Capitaine: Non,non, ce sont les sheets.

Ami: Je croyais que les sheets étaient les sails?

Capitaine: Non, les sails sont les jibs, les genoas, les m'n's'ls. etc. C'est très simple

Femme: Du citron dans le gin?

Capitaine: Oui, merci ! Maintenant, vieux chap, let's go

Ami: Bon.

Capitaine: OK, cast off.

Ami: Pardon?

Capitaine: Cast off le warp. Le warp, c'est le sheet qui attache le boat à Angleterre. Cast off le warp.

Ami: Bon.

Capitaine: Mais, espèce de flaming idiot, vous avez laissé le warp sur terra firma!

Ami: Mais...

Capitaine: Mais rien. Maintenant hissez le m'n's'l.

Ami: Avec quelle rope? Quel sheet? Quel warp?

Capitaine: Avec le halyard, twitface. Non, pas celui-là, celui-là!

Ami: Celui-là?

Capitaine: Non, celui-là. Oh, for God's sake, prenez le helm, pendant que je fais le straightening out.

Femme: De la glace dans le gin et tonic?

Capitaine: Pas maintenant. Liz, fais-nous une faveur! Oui, deux lumps. OK, squire, steady as she goes Bear away un peu.

Ami: Pardon?

Capitaine: Bear away. Bear Away! Jesus wept, on va frapper cette Contessa 32!! BEAR AWAY!

Femme: Il veut dire donnez un push au morceau de bois dans vos mains.

Ami: Ah. Comme ça?

Capitaine: Oui, très bien. Vous voyez, c'est très simple le sailing. Je suis sûr que vous allez amuser beaucoup

Ami: Je ne suis pas sûr. J'ai un feeling un peu...

Capitaine: Un peu quoi?

Ami: Un peu queasy.

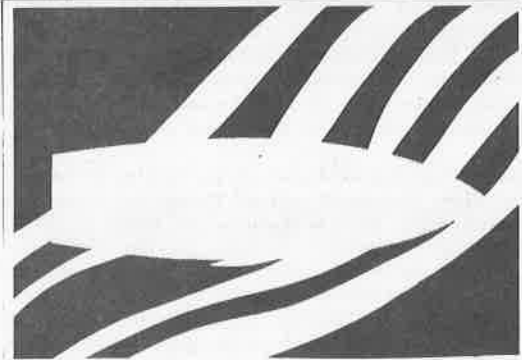
Capitaine: C'est normal. Liz, donne-lui un gin et tonic et Kwells. Maintenant, on va essayer le spinnaker....

* Westwood Sailing Club has asked me to remind YOU of their Open Weekend Regatta on 25th and 26th August. The venue is the Inner Harbour, Toronto and entry forms are included with this issue of Shackles.

* Another very important entry form is that for the CANADIANS. Mail yours NOW! Bruce Sutherland is the Regatta Chairman.

* Brian Baxter, the Fleet Captain at Burlington Sailing and Boating Club, reminds us that the B.S.B.C. Open Centreboard Regatta is on 18th August. There will be three races.

**WE
BEND WIND
FASTER**



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

NORTH  **SAILS**

In reply to my request for news and information I have received the following contribution from the Commodore of Mooredale Sailing Club. Many thanks John

Mooredale Sailing Club

The Mooredale Sailing Club was established in 1972 by a group of sailors from the Rosedale - Moorepark area interested in promoting inexpensive sailing. They were able to purchase a small fleet of boats (5) and along with several other clubs, to place a modest building on a strip of land east of Cherry Beach. That association has grown and Mooredale S.C. is now pleased to be known as one of the founding members of the Outer Harbour Sailing Federation. Through the efforts of the Federation and it's members the Outer Harbour has become a very favourable sailing area.

We are one of two community clubs that are part of the Federation. In the beginning our fleet consisted of five old Grampian Albacores. We now have a fleet of eleven Albacores and four Lasers. Always concerned with promoting sailing and safety the club conducts sailing classes for the new members and we have as well, classes for other members. This year our program consists of beginners, advanced beginners, rusty sailors and racing sailors. Although we have not yet established ourselves as a major force in the racing world, we are slowly developing a core of skilled sailors. You can always tell the Mooredale people at your regatta -

they're the ones, notebook in hand, looking over your shoulder when you are explaining some point of sailing. What we might lack in skill we make up for in determination.

Although we have always stressed that we are a 'sailing' club we manage to run an active social program, often built around a sailing event. the Caribou Cruise and the Flight of the Albacore to name a couple. Our last event of the year is the ever popular Champagne Brunch, complete with a bevy of exotic drinks and appetising delicacies. You cannot go home but with the feeling that you overdid it again.

Each year we run our own one day regatta. This year it is on 11th August and I extend a personal invitation to all Albacore sailors for a day of competitive racing with a social afterwards. We are ready, complete with note books, if you are!

This is only part of what makes Mooredale; the most important part is the membership. I don't have enough space and time to talk about the good people, past and present who have been or who are members of this club. I would simply like to thank everyone who has participated or given generously of their time.



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

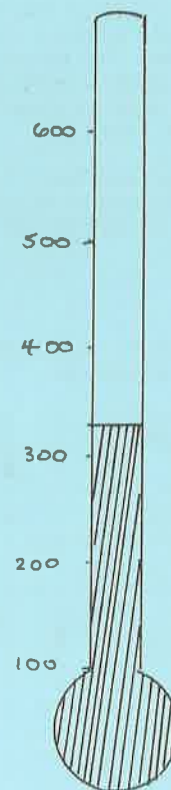
Social events

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.



The C.A.A. Membership continues slowly Are we all doing all we can to encourage new members to join our association?

regatta results

ROYAL HAMILTON REGATTA

1979 District Three Championship

Dave Hobden, sailing one of the new Bronte Harbour Yacht Club Training Division Skene Albacores, once again won the District Three Championship by placing second, first and third in the races.

This year the District Three Championship Regatta was combined with the Lake Ontario Challenge held at Bronte Harbour Yacht Club. Four classes, Laser, Albacore, Fireball and Wayfarer raced, with starts at five minute intervals.

There were fair winds, sunshine and calm water. The Albacore entry list was dominated by the Bronte Harbour Fleet. Unfortunately there was a disappointing turnout from other clubs; only Grimsby and Connestoga from District Three and Boulevard and Outer Harbour from District Four sent entrants.

The course was once around a triangle and then windward, leeward, windward legs; the buoys being left to port. The start and finish lines being at the mid point between the windward and leeward marks.

The wind was about 10 knots from the south-west for the first race. Peter Brayshaw had the misfortune to capsize when in second place.

In the afternoon, at the start of the second race the wind was light and shifting. The windward course was south; the starboard end of the line was favoured and the result was one general recall. After the leading boats rounded the leeward mark the breeze fell, leaving the tail-enders drifting inshore, while the leaders were able to pick up puffs of wind further out in the lake.

The breeze freshened and shifted to the west for the last race. On the second windward leg a shift favoured those who had tacked at the leeward mark.

RESULTS District Three Championship and Lake Ontario Challenge.

* 6733 D Hobden	BHYC.	2	1	3	8.7	1
6734 A.Schonburn	OHCC.	1	4	2	11	2
6665 J.Morgan	BC.	3	3	6	23.1	3
* 5852 I.Weaver	CSC.	4	5	4	26	4
* 5796 I.Douglas	BHYC.	7	2	11	33	5
* 6590 P.Brayshaw	BHYC.	dnf	dns	1	44	6
* 6195 G.Dennis	GYC.	14	7	7	4	7
* 5679 C.Farrow	BHYC.	10	11	8	47	8
* 4657 B.Drinkwater	GYC.	6	8	dns	47.7	9
* 6738 J.Aitchison	BHYC.	13	6	12	48.7	10
* 4554 P.Urwin	BHYC.	11	12	9	50	11
* 4833 C.Maxfield	BHYC.	12	9	10	50	11
* 6005 F.Bruns	GYC.	8	10	dns	52	13
* 2748 I.Brayshaw	BHYC.	dnf	dns	5	54	14
* 6737 L.Leonard	BHYC.	5	dnf	dns	54	14
* 3246 W.Matthews	BHYC.	15	13	13	59	16
* 6736 R.Aitchison	BHYC.	9	dnf	dns	59	16

The 1979 Royal Hamilton Yacht Club Albacore Regatta was held on 23rd June. Winds were 12 - 18 knots and the weather was unbelievably cold. John and Cheryl Morgan sailed consistently for their overall win, followed closely by Bob and Frances Drinkwater. Hard luck award and third place overall was taken by Alan Humphreys and Paul Schram, who finished the wrong side of the finishing buoy and spoiled what would have been a clean sweep of all three races.

RESULTS

1	6665	J.MORGAN C.MORGAN	BC.	2	5	3	18.7
2	6657	R.Drinkwater F.Drinkwater	GYC.	3	6	2	20.4
3	5009	A.Humphreys P.Schram	BC.	1	15	1	21
4	6598	C.Colman P.Colman	SMSC.	4	1	7	21
5	6151	D.Young N.Young	RHYC.	6	2	4	22.7
6	6005	P.Bruns R.Drinkwater	GYC.	7	3	6	30.4
7	5599	J.Hynd B.Laking	RHYC.	5	4	15	39
8	4535	P.Mills K.Mills	RHYC.	8	9	5	39
9	3445	B.Baxter M.Piett	BSBC.	9	11	10	48
10	5529	G.Roth E.Bruckacker	CSC.	10	14	8	50
11	5789	A.Kulik M.Spate	HBYS.	11	7	17	53
12	6590	P.Brayshaw I.Brayshaw	BHYC.	14	13	9	54
13	6734	D.Leonard H.Norman	BHYC.	18	8	14	58
14	6195	G.Dennis K.Murphy	GYC.	12	17	13	60
15	6229	T.Munroe M.Munroe	BSBC.	23	10	12	63
16	4545	R.Scott L.Moore	RHYC.	22	16	11	67
17	5239	D.Long W.Hunter	BHYC.	19	12	21	70
18	4510	R.Ross D.Onions	RHYC.	13	25	18	74
19	2741	R.Robins R.Moxness	GYC.	16	22	19	75
20	5790	L.Skeates D.Potter	HBYS.	17	18	23	76
21	6169	S.McGregor R.Lewis	BSBC.	28	19	16	81
22	5788	H.Grunberg D.Jones	HBYS.	20	21	24	83
23	6703	L.Howarth L.Macleod	HBYS.	21	23	25	87
24	5679	C.Farrow C.Farrow	BHYC.	24	24	22	88
25	6767	N.Kunc T.Dayfoot	LBYS.	25	26	20	89
26	4422	P.Watson H.Seeward	RHYC.	26	20	26	90
27	5650	I.Coutts W.Jackson	RHYC.	15	dns	dns	
28	6177	W.Owsianik D.Spaxman	HBYS.	27	dns	dns	
29	5038	J.Vallance Crew	BSBC.	29	dns	dns	
30	6156	M.Dick J.Dick	RHYC.	dnf	dns	dns	

classified

FOR SALE

BOATS

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 # 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.
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ALBACORE # 2442 GRAMPAN hull, Taylor sails, Elvstrom bailers, Full flotation, fully equipped and in good condition. Red/White. Trailer and mooring cover. \$1200 or best offer.
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SAILS

MUS10 & HYDE Main and Jib. Only used 12 months.
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(416) 361-3895 (O)

MISCELLANEOUS

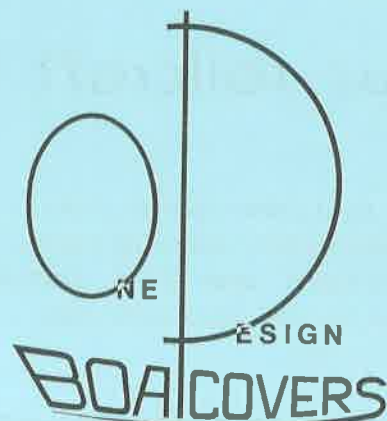
For Sale TWO LIFE JACKETS P.F.D. type, (child-sized).
Call Jerry Selwyn (416) 447-5053 (H)
(416) 361-3895 (O)

WANTED

ONE RUDDER and TILLER for Whitby 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.

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

PERFORMANCE AND PRICE

Are you looking for the best
in fibreglass Albacores?

TRY US.

A Canadian team dedicated to
building a top quality boat
with fleets across the country.

Principle Ontario dealers:

Angus Sailcraft - Toronto
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Boathouse Marina - Port Carling
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skene

BOATS LIMITED

19 Caesar Avenue
Ottawa, Ontario K2G 0A8
Telephone
Area Code (613) 225-0235



S K E N E A L B A C O R E S

NOW AVAILABLE IN
TORONTO FROM

angus sailcraft ltd.

WE ALSO CARRY LASERS, J24s,
WINDSURFERS, ALBACORE PARTS,
WET SUITS, WARM SUITS, TRAILERS,
DOLLIES AND EXCELLENT USED
ALBACORES.

ANGUS IS THE TORONTO DROP-OFF
POINT FOR STORER SAILS.

245 QUEEN'S QUAY WEST
PIER 4 HARBOURFRONT
TORONTO 363-5627

upcoming regattas

AUGUST

- 4 Albacore Team Racing Championship
Saint James Town Sailing Club
Toronto.
- 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.
- 18 Pointe au Baril Albacore Regatta
J.A. Bradshaw
416 302-2401 (O)
653-1385 (H)
- 18 Harbour Master's Series
North Toronto Sailing Club.
- 25 Albacore and 505 Open Regatta
20 Inner Harbour
Toronto.
- 25 Invitational Regatta
Grimsby Sailing Club
Grimsby.
- 25 CORK '79
- North American Championship
- 31 Kingston.

SEPTEMBER

- 1 District 4 Championship Regatta
- 2 Saint James Town Sailing Club
Outer Harbour
Toronto.
- 15 M.Y.R.C.
Queen City Yacht Club
- 10 Harbour Master's Series
Westwood Sailing Club
- 21 CANADIAN NATIONAL CHAMPIONSHIP
- 22 Boulevard Club
- 23 Toronto

OCTOBER

- 6 Pumpkin Regatta
- 7 Fanshaw Yacht Club
- 8 London.
- . American National Championship
- 7 Monmouth Boat Club
- 8 Red Bank
New Jersey.

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

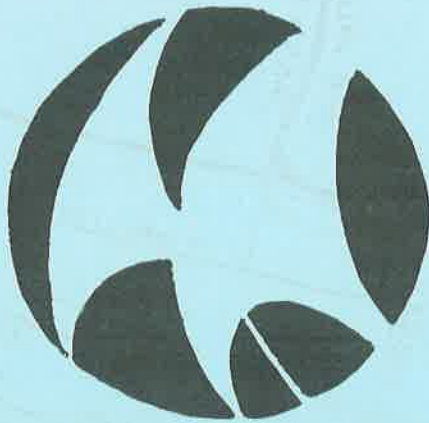
Sails built by ALBACORE SAILORS



storer sails Ltd
Innisfil 400 Industrial Park
Innisfil, Ontario L0L 2N0
Canada. 705-436-5550

September 1&2
1979

Outer Harbour
Toronto



SAINT JAME'S TOWN SAILING CLUB ALBACORE REGATTA - DISTRICT 4 CHAMPIONSHIP

Get ready for the "Canadians"

- See map on the reverse for location
- Four races, three to count, Olympic scoring, 720 rule
- Skipper's meeting at 1000hrs Sept. 1, First race at 1100hrs both days
- For extra racing, there is a race at 1900hrs Aug 31 that you are welcome to join
- Boat storage and launching near the club house
- Coffee, donuts, and suppers included; Party

Contact person: Peter D. Lister
73 Woodfield Rd.
Toronto, M4L 2W5
(416) 465-2314

Detach and mail to P. Lister with cheque made out to St. Jame's Town Sailing Club.

ST. JAME'S TOWN SAILING CLUB ALBACORE REGATTA ENTRY FORM - 1979

Skipper name:
Address:

Crew name:
Address:

Phone number:

Boat No.:	Boat Name:	Club:
CAA Member: Yes No	Measurement certificate with current buoyancy endorsement	

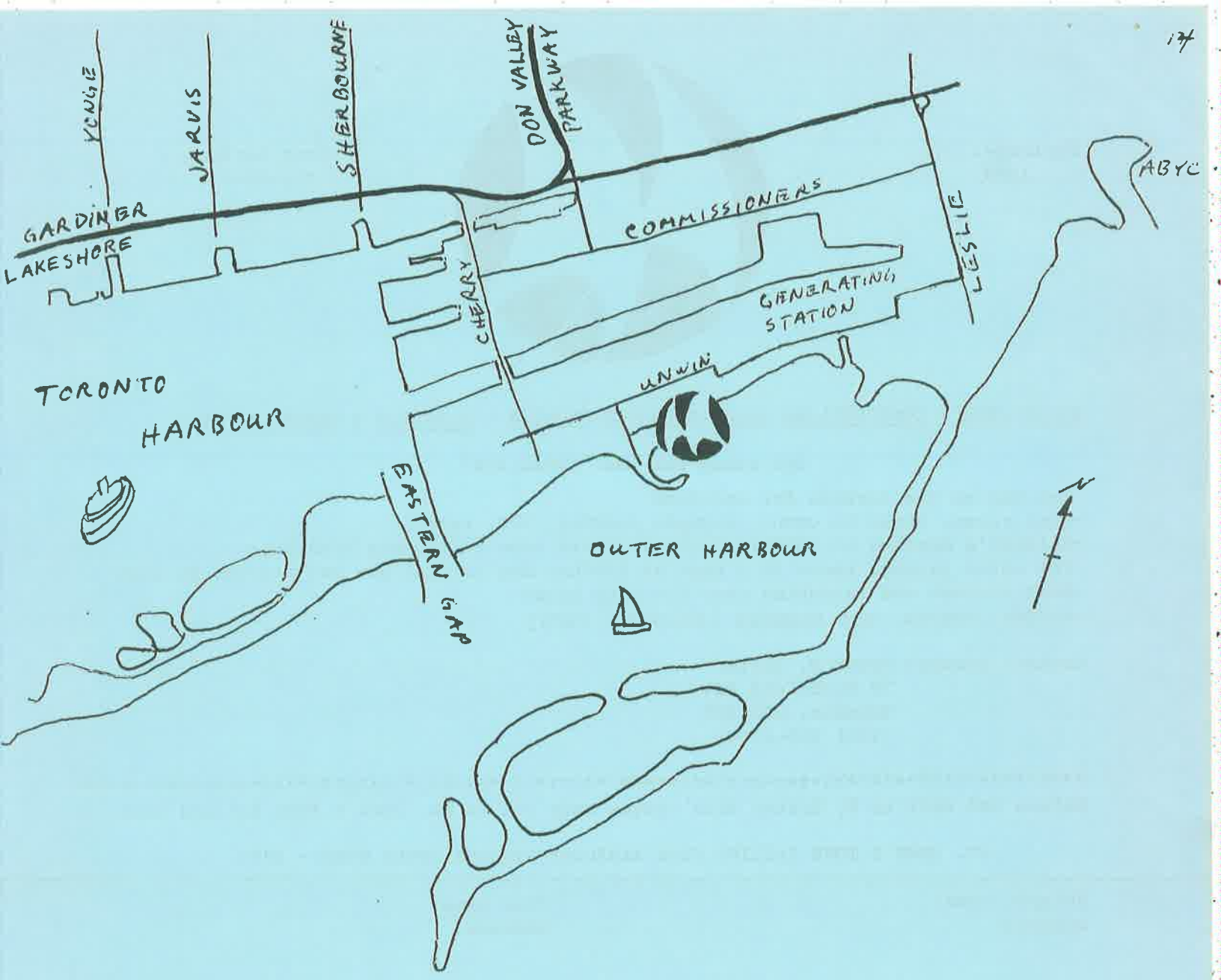
Entry Fee: \$23 (\$25 after Aug. 28)
Non CAA Member Fee: \$3.00

WAIVER OF LIABILITY: By participation in this regatta, I understand that I voluntarily assume and am knowledgeable of the risks of sailing and I assume sole responsibility for myself, my crew and boat.I agree to hold harmless and free of any liability the sponsoring club, its members, employees or individuals appointed or volunteering for the regatta and the Canadian Albacore Association for any damage, material or personal, suffered by me during racing or otherwise.

Dated: _____ Signature: _____

FOR REGATTA COMMITTEE USE ONLY

CAA MEMBER _____ NON-MEMBER FEE _____ BOUYANCY _____ MEASUREMENT _____



ABYC

TORONTO HARBOUR

OUTER HARBOUR

GENERATING STATION

UNWIN

EASTERN GAP

CHERRY

COMMISSIONERS

LESLIE

DON VALLEY PARKWAY

SHERBOURNE

JARVIS

YONGE

GARDINER LAKESHORE



WELCOME TO THE 1979 U.S. NATIONALS

15

LINK RICE, REGATTA CHAIRPERSON

The 1979 Albacore National Championship Regatta will be held October 6, 7, and 8, 1979, on the beautiful Navesink River at Monmouth Boat Club, Red Bank, New Jersey. Since the sailing area - which is 1/4 mile from the Club - is less than a mile across, the courses are not large and the low surrounding hills make for interesting wind patterns. But, since there is very little current and waves have almost no chance to build, you can concentrate on the air.

The Club has over 400 feet of floats for mooring, three lifts and a large boat storage area. There is no beach landing so bring your lifting tackle. Boats will be sailed in both A and B divisions, so all are encouraged to come and race regardless of ability. This is a chance to renew old acquaintances and make new friends.

For early arrivals or for non-sailing tag-alongs, New York City is less than an hour to the north (by car, for those with gas; by bus or train otherwise). Historic Philadelphia is just over an hour to the south.

Free coffee and doughnuts will be provided each morning. There will be a sit-down banquet served at the Olde Union House restaurant, one block from the club, on Sunday evening, October 7 at 7:00 p.m. The cash bar will be open at 6:00. Dress is informal. Reservations for the banquet should be made by September 14th. The general meeting will follow the banquet back at the Club beginning at 9:00 p.m.

DIRECTIONS TO MONMOUTH BOAT CLUB

Using any good map, you'll be able to find your way to the intersection of Newman Springs Road (Route 520) and the Garden State Parkway - Exit #109. Go east on Newman Springs Road to its end. Turn left onto Broad Street into Red Bank and go north to its end. Make a right onto Front Street and then a quick left immediately onto Wharf Avenue for one block. Finally, turn left onto Union Street and go down the hill to Monmouth Boat Club. See sketch map.

MOTELS

Arrangements have been made to hold rooms for a limited period in two motels. Please make your reservations directly with motel prior to September 25th.

CRYSTAL MOTOR LODGE, Highway 35, Eatontown, NJ 07724. Located 4 miles south of the Club on the west side of the highway. Phone 201-542-4900. Ask for Rosemarie Dangler. Tell her that you are in the Albacore Nationals. Rates are \$26.25 to \$31.50; children free.

PAN AMERICAN MOTEL, Highway 35, Eatontown, NJ 07724. Located 5 miles south of the Club on the east side of the highway. Phone 201-542-4322. Rates are \$21.00 to \$25.00; children \$1.00; cots \$2.00 extra.

CAMPING

Family camping is available in Cheesequake State Park for \$5.00 per night. Reservations are not accepted. Since the park has 53 family campsites, this should not be a problem. There are showers and a laundry. The park is located about 16 miles northwest of Red Bank off Exit 120 of the Garden State Parkway. Turn right (south) onto Laurence Parkway. Turn right at the traffic light onto Cliffwood Avenue. Turn right at the next intersection onto Gordon Road and proceed to the park office. The office is open until 8:00 p.m. However, a park ranger can make campsite assignments later up until about midnight.



M I D D L E

MIDDLETOWN

TOWN BROOK

CHAPEL HILL

HOLLAND

OAK HILL

FAIRVIEW

RACE AREA

MBC



RIVER PLAZA

RED BANK

LINCROFT

BROOKDALE COMMUNITY COLLEGE

SHREWSBURY

PHALANX

SHREWSBURY TWP

L T S
C K

TINNON FALLS

EATONTOWN

SCOBEEVILLE

COOKS MILLS

EATONTOWN

MACEDONIA

OLTS
IECK

18 FREEWAY

ENTRY FORM

1979 U.S. National Albacore Championship Regatta

October 6, 7, 8, 1979

MONMOUTH BOAT CLUB, Red Bank, New Jersey

(Please type or print.)

Skipper _____ Age _____ Yacht Club _____
Name

Address _____ Phone _____

Crew _____ Age _____
Name

Address _____

Boat Number (or Sail Number) _____

Prefer to sail in "A" Fleet _____, "B" Fleet _____

Registration Fee: \$22.50 before September 14 \$ _____
\$25.00 after September 14

Number of Banquet reservations: _____ @ \$9.50 ea. \$ _____
Check or money order enclosed for: Total \$ _____

Banquet Menu Choices:

Combination Seafood Platter - No. _____

Capon Cordon Bleu - No. _____

Make checks payable to U.S. Albacore Association (or USAA)

Mail Entry Form with payment to:

Albacore Nationals
c/o David M. Tutelman
16 Tilton Drive
Ocean, NJ 07712

RESPONSIBILITY

The sponsoring club and its Race Committee are in no way responsible for accidents or injuries to yachts or personnel suffered in any way or from any cause during or related to any race.

The safety of a yacht and her crew is the sole and inescapable responsibility of the owner, who must do his best to be sure that the yacht is fully sound, thoroughly seaworthy and manned by an experienced crew who are physically fit to face bad weather. He must be satisfied as to the soundness of hull, spars, rigging, sails and all gear. He must be certain that all safety equipment is properly maintained and stowed and that the crew knows where it is kept and how it is to be used.

Neither the establishment of these regulations, their use by the sponsor, nor the inspection of the yacht under these regulations in any way limits or reduces the complete and unlimited responsibility of the owners.

It is the sole and exclusive responsibility of each skipper to decide whether to start or continue a race.

Signature of Skipper

Date

19

NOTICE OF RACE

October 6, 7, 8, 1979

1. Racing Rules - Racing will be governed by the current United States Yacht Racing Union Rules, rules of the USAA, and the sailing instructions.
2. Date and Location - October 6, 7, 8, 1979 at Monmouth Boat Club, Red Bank, New Jersey.
3. Schedule -

Friday	1800 to 2200	Measurement and Registration
Saturday	0800 to 1000	Measurement and Registration
		1100 Skippers Meeting
		1230 First Race
Sunday	Racing continues - see Bulletin Board	
	1900 Dinner at Olde Union House (one block from Club)	
Monday	Racing continues, see Bulletin Board	
	Trophy Awards following last race.	
4. Divisions - The fleet of registered yachts will be divided into "A" and "B" Divisions by the Regatta Registration Committee.
5. Eligibility - The Skipper must be a member or associate member of a National Albacore Association. A valid measurement certificate must be presented in order to register.
6. Entries - An entry form is included in this issue of the Albacourier.
7. Prizes - Trophies first to fifth Skipper and crew, "A" and "B" Divisions. Ribbons sixth through tenth Skipper and crew, "A" and "B" Divisions. Family trophy, "A" and "B" Divisions (highest placing family not receiving another trophy). Most improved U.S. Sailor Trophy (from 1978 Nationals). Trophy for highest placing Skipper and crew with combined ages of 80 or over.
8. Sailing Instructions - Sailing Instructions will be available at registration.
9. Scoring - Low point, 3/4 for first.
10. Measurement - All boats shall be subject to measurement at any time. Sails must be presented for measurement as indicated in the schedule. Anchors are required.

REGATTA 79



AUGUST 25 - 26

Westwood
Sailing Club

WHERE?

- * INNER HARBOUR, TORONTO (see map on page 2)

SAILING INFO?

- * OPEN TO ALBACORE & 505 CLASSES
- * KEY TIMES ON SATURDAY, AUGUST 25, 1979 ARE:

SKIPPERS' MEETING - 10:00 a.m.

START OF FIRST RACE - 11:00 a.m.

LUNCH - AT CONCLUSION OF FIRST RACE

- * 5 RACES ARE SCHEDULED: SATURDAY - 3
SUNDAY - 2

ONE THROWOUT IS PERMITTED IF AND ONLY IF 5 RACES ARE SAILED

GENERAL INFO?

- * THE REGATTA FEE IS \$ 19.00 PER BOAT (A \$ 2.00 LATE REGISTRATION SURCHARGE APPLIES TO ENTRIES RECEIVED AFTER FRIDAY, AUG. 24)

THE FEE INCLUDES:

- RACE REGISTRATION
- DINNER (Saturday evening)
- DANCE (Saturday evening)

...FOR BOTH SKIPPER AND CREW. NOTE ALSO:

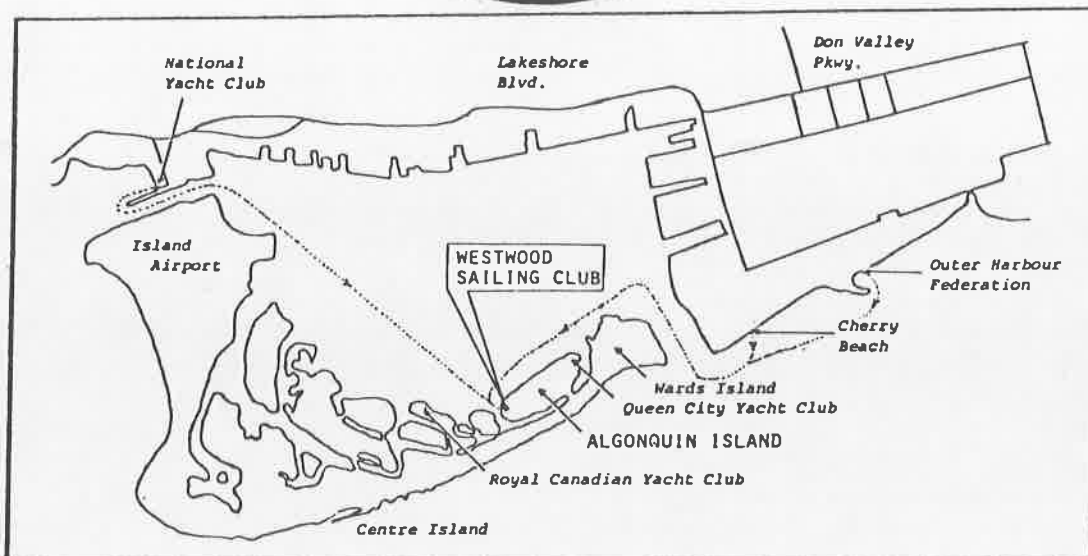
- FREE OVERNIGHT BOAT PARKING AT CLUBHOUSE
- PRIZES - presented to the first three boats (overall) in both classes

HOW TO REGISTER?

- * IN PERSON - at Westwood Clubhouse - Friday, Aug. 24, 7:00 - 9:30 p.m.
- Saturday, Aug. 25, 9:00 - 10:00 a.m.

- * BY MAIL - to the Regatta Registrar (entry form on page 2)
MAILED ENTRY FORMS/ FEES MUST BE RECEIVED
BEFORE FRIDAY, AUGUST 24, 1979

P.O. Box 387, Station "Q", Toronto, Ontario M4T 1L0



NEED MORE INFO?

- * PHONE: Geri Schneider - Regatta Registrar - 752-6707
- or Greg Hall - Racing Chairman - 699-4397 (evgs.)
- or Westwood Clubhouse - 368-6279 (evgs.)

ENTRY FORM

Please complete, detach and send with cheque or money order payable to WESTWOOD SAILING CLUB to:

MRS. GERI SCHNEIDER,
 REGATTA REGISTRAR,
 33 WEXFORD BOULEVARD,
 SCARBOROUGH, ONTARIO M1R 1K9.

 SKIPPER: Name _____
 Address _____

SAIL # _____
 CLASS: _____
 CLUB: _____

CREW: Name _____

REGATTA FEES : \$19.00
 EXTRA DINNER** ___ x \$4.50 : _____
 EXTRA DANCE ___ x \$2.50 : _____

I shall not hold the Executive or Members of Westwood Sailing Club responsible for any misfortune which may occur to myself, my crew or my boat.

** not available after Fri. Aug 24 =====

Signature: _____



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