

# shackles and cringles

canadian albacore association's  
bi-monthly newsletter

SEPTEMBER - OCTOBER 1979 VOL XV111 Number 5



From right to left the skippers are John Luard, U.S.A., Dennis Sherwood, Canada, David Sinnock, England and David Urquart, Scotland.

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1979 ISSUES

DEADLINE FOR  
MATERIAL

November/December

November 16th

# from your executive

In his report to our Annual General Meeting on September 21, David Medhurst outlined the activities in the past year, and in so doing, commented on plans for 1980.

The level of Membership remains an ongoing concern, and several plans are underway to improve services to members.

Shackles and Cringles will form part of mailings in connection with membership solicitations.

Our Assistant Secretary Treasurer has available some articles on tuning, handling, repairs, etc. which are sent out to new members and are available on request to any member.

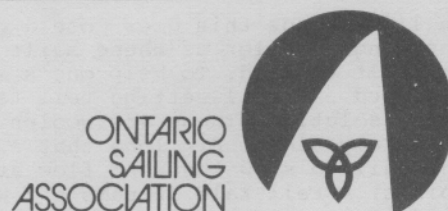
The new Insurance Package will only be available to members and the cost savings arising from a Group Plan will cover most or all of the dues.

We propose to revive the Albacore Year Book and Nick Hancock has undertaken to spearhead this project.

I look forward to the challenge of this office for 1980, as I am sure, do all the officers of the Association. We will benefit

from the support and encouragement of all of you and with your help will ensure that we remain one of the premier dinghy classes in Canada.

Haakon Kierulf  
Commodore.



Ontario Sailing Association

Invites Application for the Position of  
Technical Director

The successful applicant will be an experienced, competitive sailor with national and international exposure, having coaching and technical capabilities.

Starting salary in the area of \$17,500, based on experience and qualifications. Based in Toronto, the Technical Director will plan, co-ordinate and implement provincial competitions and developmental sailing programs. Written applications will be accepted up to noon, November 2, 1979.

Send applications.

c/o Chairman, Selection Committee  
Ontario Sailing Association  
160, Vanderhoof Ave.  
Toronto, Ontario.  
M4G 4B8

TELL TALES

by Eddie Warden-Owen

More and more sailmakers are turning towards firmer finished and heavier materials in order to produce longer lasting and more competitive racing sails. Most of the sails for the Olympic Class boats and the large National racing classes are produced from a very crisp finished CYT (Condition Yarn Tempered) material.

In light winds this does pose a problem for the dinghy sailor as these sails are very difficult to read. To help one's sailing to windward and sail setting tell tales are the ideal solution. These are woollen tufts approximately 6in to 8in long that are placed on the sail to show the wind flow at various points. A tell tale streams aft with the wind in a smooth manner when there is laminar flow over that part of the sail. When turbulence exists the tell tale reacts violently and shows clearly the point of turbulent air.

Many people take the use of tell tales too far and cover their sails with these woollen tufts. Most of the race is spent adjusting the sail setting to try to get the wool tufts lined up like little soldiers, with no regard to taken to the more important wind shifts and tactics. A few strategically placed tell tales are all that is necessary and on the jib only three are needed spaced equally up the luff and about 8in back from the wire. Use a fine needle to pass preferably dark coloured woollen tufts through the cloth. Tie a knot on either side of the sail and you will have a tell tale on both sides of the sail. Also ensure that the tell tales are away from any stitching as they may catch and defeat the object of having them there. On larger overlapping genoas, such as that of the FD, it is often worthwhile having tell tales on the leech for light weather setting of the genoa. The crew can then keep an eye on these in light winds when sitting in the middle of the boat and adjust the sheet tension to keep the tell tales streaming.

The most worthwhile place to put tell tales on the main is at the leech. A quick glance upwards is all that is required to see what is happening with the tell tales and adjustments can be made accordingly. I prefer the tell tales to be made of strips of spinnaker nylon and sewn into the leech. Wool tufts have the habit of catching in the stitching and should be avoided. Always use a bright colour for easy recognition against the sky.

Jib Tell Tales

The tell tales on the luff have two uses. Firstly as an aid to sailing upwind and secondly to ensure the correct setting of the sail.

1) As an aid to sailing upwind.  
When using heavy or hard finished material tell tales on the jib are an invaluable aid when sailing close hauled. Ideally all the

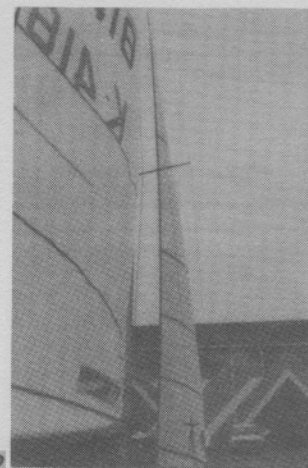
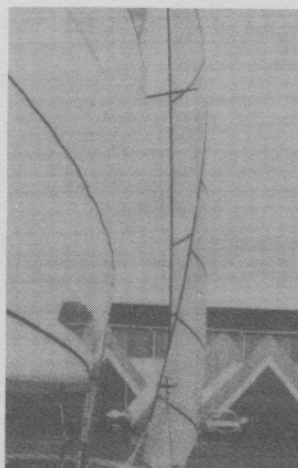
tell tales should stream aft on both sides of the sail when sailing at the correct angle to the wind. If we bear away too much the leeward tell tales will flutter violently as the air flow breaks away from the lee side of the sail (Fig.3).

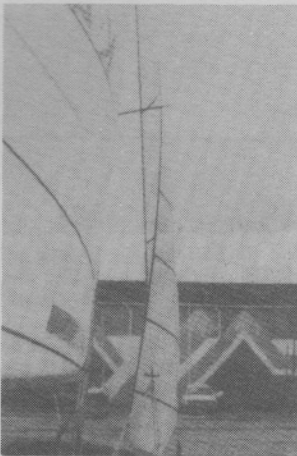
By luffing up to the correct angle to the wind laminar flow over the lee side of the sail will be achieved again and both tell tales will stream correctly (Fig.4).

2) Setting the sail.

We should be looking for an even angle of attack all the way up the jib luff. When sailing upwind all the tell tales should stream aft when the sail is correctly set and at the correct angle to the wind. Photograph 1 shows the jib with far too much twist and the leech very open. The reason could be two-fold. Either the jib fairlead is too far aft or, the jib sheet has been eased too much. As a result of this the upper tell tale would fail to stream aft and flick about in turbulent air as we sail upwind. The remedy is to move the fairlead forward or pull in the jib tighter.

Photograph 2 shows the jib over sheeted and producing a closed slot. Either the jib lead is too far forward or the jib has been pulled in too tightly. When sailing upwind with the lowest tell tales streaming correctly, the upper and possibly the middle leeward, tell tales would flutter and twist away in turbulent air. This is because the luff angle of attack would become smaller as we move up the sail. The remedy is to ease the jib sheet until the tell tales stream aft and if that fails, move the fairlead back until it does.





3

Photograph 3 shows the leech with the correct amount of twist producing a parallel slot shape. The jib lead and jib sheet tension are correct for the conditions and when sailing upwind on the correct close hauled course all the tell tales would steam correctly.

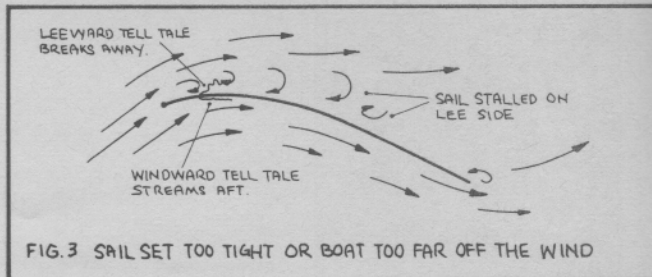


FIG. 3 SAIL SET TOO TIGHT OR BOAT TOO FAR OFF THE WIND

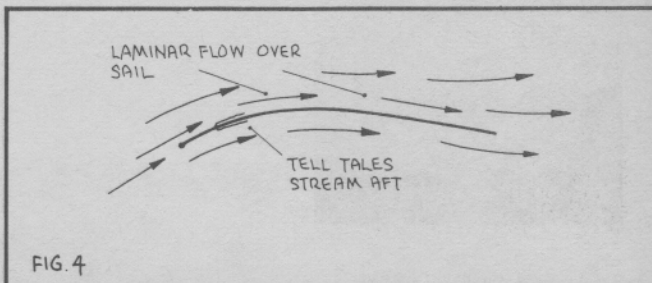


FIG. 4

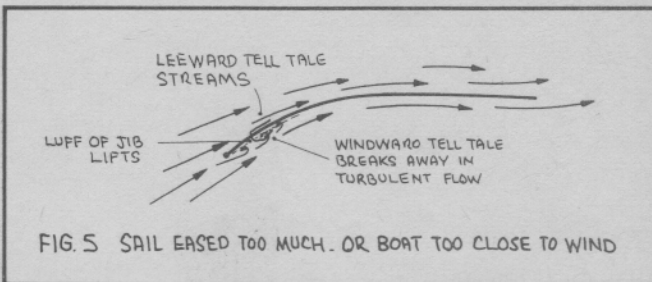


FIG. 5 SAIL EASED TOO MUCH - OR BOAT TOO CLOSE TO WIND

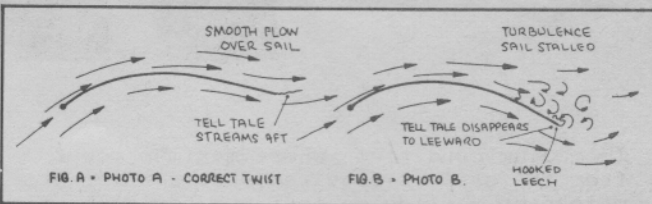


FIG. A - PHOTO A - CORRECT TWIST

FIG. B - PHOTO B. HOOKED LEECH

### Jib Leech Tell Tales

These are useful in light winds for ensuring that the jib is not over-sheeted. Photograph 2 would show very clearly how the air around the leech is stalled. The tell tales on the leech would be found hidden behind the leech and just easing the sheet would provide an immediate response and improved performance.

The jib setting in Photograph 2 would also give excessive back winding of the mainsail in any wind above force 1.

When reaching the tell tales are useful to obtain the correct setting of the jib by the crew. Remember that on a reach the jib has excessive twist that can only be cured by barber haulers. Ignore the top tell tale and use the middle and bottom tell tales. When the leeward tell tale flicks up ease the sheet until it streams aft; when the windward tell tale becomes erratic the sheet needs to be pulled in.

### Mainsail Tell Tales

Tell tales on the leech of a mainsail are useful to obtain the correct setting of the sail twist. In light winds it is very easy to over sheet the mainsail with too much kicking strap or mainsheet tension. The upper part of the sail then stalls in the leech area and the sail loses power.

Just look at photographs A and B. Photograph A shows the correct amount of twist for light airs whereas Photograph B has no twist and the leech is closed and will cause a lot of drag.

If we take a cross-section at the top batten we can see the differences in A and B.

Of all the leech tell tales the one at the top batten is the most important to ensure the correct amount of twist. When the middle and lower tell tales fail to stream it is usually a sign that the boom is too near the centreline or the sail is too full thus giving too tight a leech.

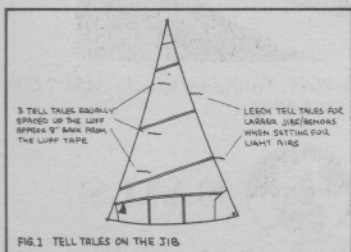


FIG. 1 TELL TALES ON THE JIB

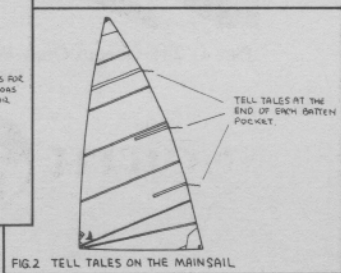
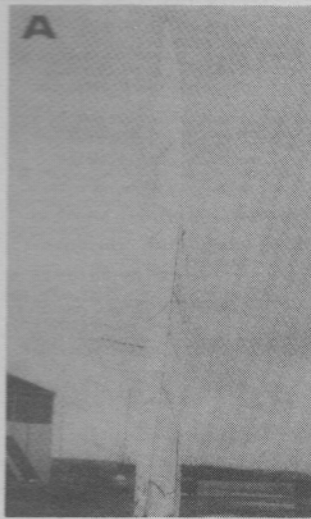


FIG. 2 TELL TALES ON THE MAINSAIL



In medium conditions where maximum power from the sail is required, use sufficient mainsheet tension so that the top tell tale is just on the point of collapsing and then ignore the lower tell tale.

The mainsheet tell tales can be forgotten in strong winds as they will stream all the time. Your aim should be to keep the boat upright by flattening the sail as much as possible with the various adjustments available.

Remember that tell tales are only a guide to setting your sails and you need to experiment and study the reaction of these wool tufts on your sails with different settings. However a good start and a favourable wind shift is far more important for winning races than just looking at your tell tales.

Reprinted from International Dinghy.

# RACING SAILBOATS

IF YOU THINK RESULTS COUNT...  
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# WE BEND WIND FASTER



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**NORTH**  **SAILS**

This is another in the occasional series by Albacore sailors listing their favourite sailing books. This contribution is by Graham Rogers.

I am an avid reader on my hobby activities and, although I have found that reading is one thing and doing another, I feel that books provide at least some short cuts in experience. Like many other sailors, I started the game, (late as it happened), by building a boat and reading Crab Searl's little book on sailing basics. With great caution Jean and I had fun and apprehension coping with a crowded tidal estuary and finding out what tacking, jibing and all that jazz meant. Being competitive we started racing the next year and during the intervening winter I had read almost every book on sailing in the public library, including "Sailing from Start to Finish" and "The Techniques of Small Boat Sailing". The first was just right with lots of pictures and explanations; now I find it a little out of date, particularly on advice on sail trim. The second was far too technical and I think now, some nine years later, that I am just about ready to read it.

A book from which I learned a great deal was "Regatta Sailing" by Per Skjønberg. It is small, only 120 pages, and very much to the point. There are many good pictures and a clear, simple discussion on sail twist.

Jean and I bought our first Albacore after our first season racing and were hooked on the Open Meeting Circuit almost immediately. We had so much room for improvement, ever as we passed the odd boat so they would retire and we were nearly always last. I had two big problems, sailing at all in heavy weather and rounding marks. Even now I have not found a book which tells me what to do to keep a boat flat on a heavy beat and at the same time keep it moving, when you are only 280lb weak. For mark rounding and general boat handling I have carefully preserved the original serialised version of Eric Twiname's "From Back to Front".

Tactics are the next consideration and for me they are only now becoming slightly less hazy. A book on this aspect of sailing is "Tactics and Strategy of Yacht Racing". Every possible situation is analysed from two points of view ( defence and attack ) but not having a photographic memory has hampered my practical application of this work.

I am still hoping that some book will tell me how to do it all and my most recent acquisition is "This Is Racing". This is supposed to be basic and for the beginner but I have picked more than the odd idea.

There is no substitute for sailing and increasing one's experience by meeting and overcoming new and unexpected conditions. Occasionally it is helpful to recall, even vaguely, an armchair experience to help resolve a difficulty. Finally in our winter how else can one keep up one's enthusiasm?

BOOKS

"My Book of Sailing" Crab Searl  
Published by Macdonalds.

"Regatta Sailing" Per Skjønberg  
Published by Adlard Coles.

"Tactics and Strategy in Yacht Racing"  
Joachim Schult  
Published by Nautical.

"This Is Racing" Richard Creagh-Osborn  
Published by Nautical.

**skene**  
BOATS LIMITED

An Open letter to all Albacore Association Members from Skene Boats Ltd.

We at Skene are pleased to have this opportunity to communicate with Association Members and to advise you of our plans concerning the Albacore.

First, some corporate changes:- Mr. F.W. White, our President for many years, has left the company. We wish him the best of luck in his future endeavours. The new President is Carl Strike, a "water rat" with many years boating experience. John Chandler, our most capable Production Manager, remains in that capacity, and we welcome back George Carlyle, one of the original owners of Skene. Mr. Carlyle is Vice-President of the Company.

Now to our future Albacore plans. The much rumoured new plug, which was developed by N.R.C. from the original line drawing, has been completed in our shop. We are presently making the Association's new mould from this plug, and expect to have it completed in mid October. We will then build a new interior for the boat, and top this off by making the racing deck standard. If there are any Association Members who feel strongly about features they would like to see incorporated into the new interior, please drop us a line at Skene Boats Limited, 19, Caesar Avenue, Ottawa, Ontario K2G 0A8. We will welcome your input.

The new boat will be unveiled at the Toronto International Boat Show in January. Please make a point to come and see us.

Best wishes,

Skene Boats Ltd.

# regatta results

The Canadians September 21,22,23.

With the weather forecast fair but windy and cold over 130 Albacores gathered at Humber Bay to compete in the four classes of the Canadian's under the burgee of the Boulevard Club. In the event although at times cold the wind remained relatively light for the duration of the races. Sufficient wind did get down into the bay once or twice to enable the fleet to plane but it was not consistent and a quiet beat often followed a planing reach or a fully hiked out beat a reach sailed in the lee of the Toronto Islands. Consistency was also lacking in most of the competitors. Except for the winners (Barry and Garry Poyntz) and the runners-up (Bill Ewing and Paul Pezzutti) very few could blame their performance on boat speed but rather in not choosing the right side of the course.

From this one might gather that the winds were a little mixed up and unpredictable. Indeed what the race officers thought about on the Saturday is probably unprintable. The championship fleet were on the water from 10.00am to 6.30pm for only two races. The wind varied from Northerly to Easterly and the line and weather mark were laid and relaid so often that the willing (before Saturday) helpers afloat all but mutinied. Added to that were the general recalls that the shifty weather inevitably brought to the tuned up and competitive fleet. Under these circumstances it was only by good management that two races were sailed at all, even if they were somewhat off schedule.

Sunday started cold with one of the first of Southern Ontario's frosts biting at the fingers of the sailors rigging their boats and forcing most of the fleet into wetsuits or sweaters. It also gave one of the most constant winds of the championship and was also notable for the day when the Poyntz brothers chose the wrong side of the first beat. Their down wind speed was greater than all those ahead, however, and by the end of the first reaching legs they had forged their way into the first half dozen. By the end of the second beat, going the right way this time, they had made up even more and by the finish they had achieved third place. Thus they gave the lie to the impossibility of climbing through a championship fleet of almost identical boats.

As in the Championship Fleet consistency brought it's reward in the other competitions and no one could view the results and say that the best men had not won. In the Challenger Fleet, by the way, it was only by the skin of his teeth that a man won at all. He was pushed very closely by all girl crews who have been sailing very fast and competently all through the Toronto sailing season.

With another sailing season all but over the competitors at this years Canadian's will have a lot of memories to take with them into winter and I've no doubt that the winds that were endured on the Saturday will be handed down into the folk lore of Canada's Albacore sailors to join, for example, the line squall at the '75 Worlds.

Bruce Sutherland, the Canadian's Regatta Chairman, would like to say 'THANK YOU' to

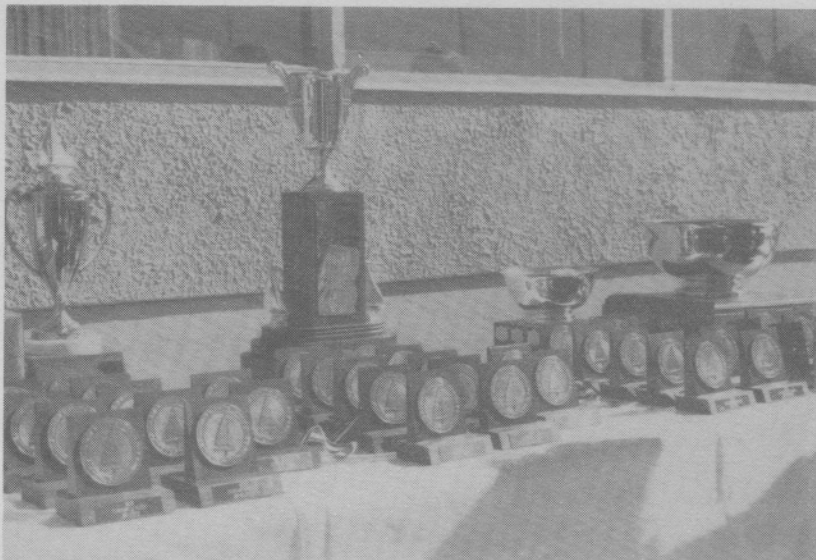
Judy Whitfield	Registration and 101 other things
Peter Cox	Race Committee Chairman on Course A
Hugh Goodwin	Race Committee Chairman on Course B
John Young	Procuring boats for committee use and crash purposes and also people to man the boats.
Fred Black	Beach Master
John Morgan	Host Club's representative. Chairman of Protest Committee
Ernie Fry,	Communications and Security Emergency Services Organization.
Nick Hancock	Signs
Ann Murdock	Prizes
Joan Selwyn	
David Whitfield	
Witold Gesing	Results
Bennet Murdock	Computer Terminal
Peter Urwin	Raffle Prizes
Boulevard Club	Host Club and their Assistant
Guy Charron	Manager - Sports.

The Sailing Clubs around Metro who loaned boats.

All the other people who helped in one way or another.

The 131 Crews who participated.

Those 131 crews would like to say 'Thank You' too, to Bruce and Lois.

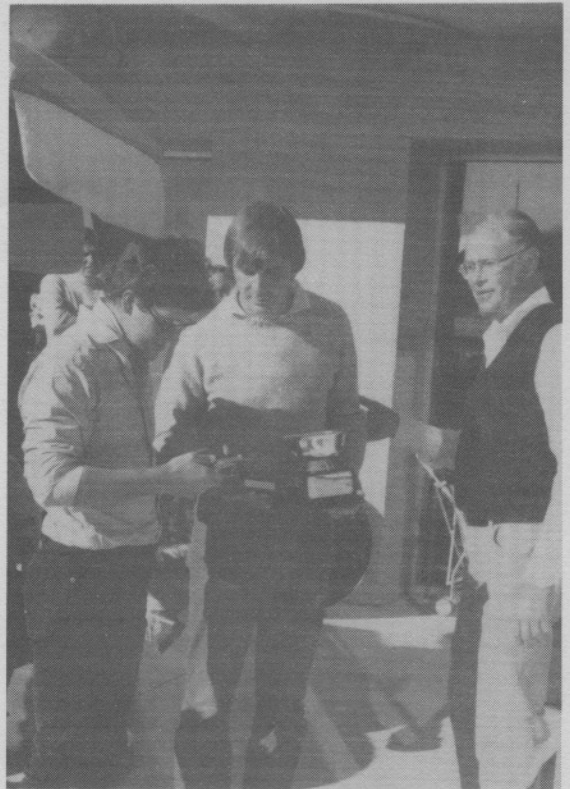


The Trophy Table





Garry & Barry Poyntz, winners of the Championship Fleet.



Haakon Kierulf with Challenger Fleet winners; David Rider, skipper, (centre) and crew, Graham Zimmerman.



Master's Champions John Ashby (left) and crew Steve Parcell.



Funtastic Winners Ian Bates, (left) with crew Robbie Martin.

CANADIAN ALBACORE CHAMPIONSHIP  
 SEPTEMBER 21, 23, 23 1979  
 BOULEVARD CLUB  
 TORONTO, CANADA

CHAMPIONSHIP FLEET

POSITION	NAME AND SAIL NUMBER	1	2	3	4	5	TOTAL	NET
1	BARRY POYNTZ LBSC KC 6731	1	1	1	1	3	5.7	0.0
2	BILL FWING MBC US 6352	2	2	2	2	1	12.0	9.0
3	RICHARD STOKER RCYC KC 6216	5	4	3	4	4	39.7	29.7
4	MICHAEL GLEW SCC KC 6700	8	3	5	3	5	45.4	31.4
5	ALAN HUMPHREYS BC KC 5009	22	6	9	8	9	83.7	55.7
6	RON MOODY SMSC KC 6644	3	28	33	10	2	97.7	58.7
7	GLYN MEREDITH RCPYC K 6841	17	8	24	5	≤12	95.0	65.0
8	JOHN FRANCIS SMSC KC 6655	14	23	4	11	15	95.0	66.0
9	DAVID STURCH SMSC - KC 6803	23	30	6	7	8	103.7	67.7
10	GRAHAM ROGERS TSCC KC 6816	7	22	7	34	13	113.0	73.0
11	DENNIS SHERWOOD RCYC KC 6227	15	14	10	27	10	106.0	73.0
12	NICK HANCOCK TSCC KC 480	18	16	12	DNS	6	133.7	75.7
13	DAVID WEST BYC KC 5791	4	25	25	9	23	114.0	83.0
14	JOHN MORGAN BC KC 6665	21	5	23	14	21	113.0	84.0
15	DICK GALLANT TSCC KC 6159	12	11	11	35	26	125.0	84.0
16	BOB MALBY BC KC 6600	42	13	29	12	11	137.0	89.0
17	SCOTT GIBSON LBSC KC 3765	9	10	37	30	18	134.0	91.0
18	CHARLES COLMAN SMSC KC 6598	24	17	13	20	20	124.0	94.0
19	JEFF MOODY SMSC KC 664	10	26	27	17	19	129.0	96.0
20	BENNET MURDOCK TSCC KC 6494	20	43	21	15	24	153.0	104.0
21	GRAHAM ELLIOTT STJTSC KC 6251	25	7	35	18	43	158.0	109.0
22	IAN ROGERS PABSC KC 6400	29	29	15	32	14	149.0	111.0
23	NORMUNDS BERZINS TSCC KC 6613	32	32	19	6	34	152.7	112.7
24	DAVID MEDHURST TSCC KC 6219	6	DSQ	16	16	DSQ	171.7	113.7
25	PETER BRAYSHAW BHYC KC 6590	19	12	DSQ	DSQ	7	172.0	114.0
26	RON BATT OHCC KC 4869	16	19	20	36	38	159.0	115.0
27	JERRY SELWYN TSCC KG 3103	37	40	14	13	28	162.0	116.0
28	KENT TAYLOR BC KC 5002	28	9	32	25	33	157.0	118.0
29	DAVID NIBLETT MLSC KC 5471	13	24	40	22	37	166.0	120.0
30	DON GIFFIN SLSC KC 652	34	21	18	23	41	167.0	120.0
31	JOHN SHANNON SYC KC 4133	46	36	22	28	17	179.0	127.0
32	DAVID TREISSMAN RCYC KC 6628	11	38	30	29	DSQ	190.0	132.0
33	DON LONG BHYC KC 5503	47	35	17	31	25	185.0	132.0
34	DAVE DURNFORD BYC KC 4129	35	15	39	24	35	178.0	133.0
35	MICHAEL KIMBER RCYC KC 4633	38	18	44	39	16	185.0	135.0
36	JAMIE MCKEE BC KC 6085	31	DNF	8	40	39	200.0	142.0
37	MARK EWEN SLSC KC 6626	36	37	28	26	29	186.0	143.0
38	DON BEHAN CYC KC 6154	40	20	41	37	27	195.0	148.0
39	DICK RAILTON PSC KC 5504	44	39	38	21	32	204.0	154.0
40	ALEX MACNAUGHTON MLSC KC 4834	27	31	26	DNS	DNS	218.0	160.0
41	PETER DUNCAN PRSCX KC 342	45	47	34	19	40	215.0	162.0
42	TONY GRIFFIN BLSC KC 5600	30	45	31	33	44	213.0	162.0
43	GREG YANOFF LBSC KC 3766	33	33	DSQ	DSQ	22	222.0	164.0
44	TED MALLETT LBSC KC 6221	41	27	42	38	36	214.0	166.0
45	LORNA SKEATES HBYSK KC 6177	26	46	43	41	DNS	238.0	180.0
46	ANDREW CAMPBELL MLSC KC 716	39	42	DSQ	DSQ	30	245.0	187.0
47	GORDON MCLORIE RCYC KC 615	49	34	DSQ	DSQ	31	248.0	190.0
48	PAUL GENEST RCYC KC 4818	48	44	36	42	DNS	252.0	194.0
49	CRAIG GAMMIE LVSC KC 5344	43	41	DSQ	DSQ	42	260.0	202.0
50	BILL MACLEOD PKWYSC KC 2704	50	48	DSQ	DSQ	DNS	284.0	226.0
51	STEVE CERNY BC KC 6660	DNS	DNS	DNS	DNS	DNS	290.0	232.0

CHALLENGER FLUET

POSITION	NAME AND SAIL NUMBER	1	2	3	4	5	TOTAL	NET
1	DAVID FIDFR KBSC KC 7	2	3	2	2	11	31.7	14.7
2	KAREN JOHNSON RCYC KC 6642	5	8	1	4	1	32.0	18.0
3	SUZANNE CUMMING BHYC KC 6641	1	1	13	1	27	52.0	19.0
4	PETER MAUGHAN WSC KC 6796	4	14	30	6	3	81.4	45.4
5	JEFF CHALMERS PSC KC 5633	3	12	6	14	10	71.4	51.4
6	CARL BALKWILL TSCC KC 6201	14	16	3	7	7	73.7	51.7
7	STEVF JONJEV WSC KC 6797	16	2	10	46	6	104.7	52.7
8	FRANK POSPISIL BC KC 6267	8	10	5	24	16	92.0	62.0
9	IAN BRAYSHAW BHYC KC 5547	9	5	16	49	9	117.0	62.0
10	DOUG SAUER OHCC KC 5347	11	6	20	39	5	109.7	64.7
11	JIM HATELY RCYC KC 6656	12	18	4	29	12	103.0	68.0
12	ROY BRISTOW NTSC KC 6799	27	4	11	34	8	112.0	72.0
13	STU FERRY STJTSC KC 6793	17	25	14	5	15	105.0	74.0
14	SHELAGH HIGGINS RCYC KC 5348	6	15	37	45	2	129.7	78.7
15	JIM HOWE PKWYSC KC 4468	7	13	28	21	47	146.0	93.0
16	GREG HALL WSC KC 6198	10	11	47	12	39	149.0	96.0
17	PEGGY GRAYSTON WSC KC 6795	25	28	8	42	13	146.0	98.0
18	CHRIS FARRFLL NTSC KC 6586	36	20	49	17	4	154.0	99.0
19	RON WALKER WSC KC 6174	24	9	25	43	18	149.0	100.0
20	ROY GIBSON LBSC KC 5502	YMP	DNS	9	18	33	166.0	104.0
21	BOB MOSLFY PABSC KC 5756	15	30	19	33	21	148.0	109.0
22	MICHAEL JONES SEA CADETS KC 6747	28	41	12	13	34	158.0	111.0
23	FRANK LORITZ STJTSC KC 6791	YMP	DNS	7	23	37	175.3	113.3
24	GORDON EWEN SLSC KC 3241	35	32	38	3	23	157.7	113.7
25	JIM O'NEILL LBSC KC 5007	31	38	15	19	25	158.0	114.0
26	GEORGE HUTCHINSON NTSC KC 6585	YMP	DNS	17	9	43	178.0	116.0
27	NORMAN KUNC LBSC KC 6767	20	DSQ	18	35	20	179.0	117.0
28	AILEEN CLARKE RCYC KC 5752	41	22	26	15	35	169.0	122.0
29	TED URQUHART JPYC KC 6563	22	33	40	11	36	172.0	126.0
30	GEORGE PLANT CSC KC 4876	19	31	22	38	30	170.0	126.0
31	BARRY COLGROVE STJTSC KC 6792	26	7	DNF	DNF	14	189.0	127.0
32	ANDY KULIK HBYS KC 5790	33	24	31	31	17	166.0	127.0
33	ROB CORY CFB TRENTON KC 5785	40	17	21	26	53	187.0	128.0
34	GARRY WINSOR WSC KC 6618	13	21	41	30	42	177.0	129.0
35	JACK DAVIES STJTSC KC 6787	YMP	DNS	43	8	28	191.3	129.3
36	MARK OVERBURY LBSC KC 6463	45	27	51	10	24	187.0	130.0
37	CHARLIE FRASER SEA CADETS KC 6746	43	36	24	27	19	179.0	130.0
38	ED MUIR STJTST KC 6786	42	DNS	23	16	31	198.0	136.0
39	TERRY NOBLE BC KC 4877	DNF	23	42	20	29	200.0	138.0
40	CHRIS PURTLE CSC KC 6101	21	35	32	28	41	187.0	140.0
41	CAROLYN STEPHENS KBSC KC 5767	23	29	44	22	46	194.0	142.0
42	PETER CRAWFORD BLSC KC 6148	32	37	27	32	50	208.0	152.0
43	JOHN HOGG PSYC KC 5520	34	19	35	51	44	213.0	156.0
44	SUZANNE MASON NTSC KC 6798	18	39	DSQ	50	26	219.0	157.0
45	DOUGLAS LASH RCYC KC 5630	29	34	45	25	48	211.0	157.0
46	SUSAN MCGREGOR BSBC KC 6169	YMP	DNS	48	37	22	228.7	166.7
47	DAVID YOUNG RCYC KC 4411	30	26	DNF	44	45	231.0	169.0
48	GEORGE ROTH CSC KC 5529	37	42	33	40	51	233.0	176.0
49	MICHAEL FRICKER SLSC KC 2771	39	40	36	41	52	238.0	180.0
50	RICHARD CLAYTON STJTSC KC 6789	YMP	DNS	39	48	32	244.7	182.7
51	DAVID WHITFIELD TSCC KC 5003	YMP	DNS	46	36	38	246.0	184.0
52	TONY MUNROE BSBC KC 6229	38	DNS	34	DNF	40	254.0	192.0
53	FRANK PITMAN WSC KC 6199	46	43	50	47	49	265.0	209.0
54	MARK TREISSMAN RCYC KC 4410	YMP	DNS	29	DNF	DNF	274.0	212.0
55	TED ARMSTRONG PLYC KC 4810	44	DNS	DSQ	DNF	54	296.0	234.0

MASTERS FLEET

POSITION	NAME AND SAIL NUMBER	1	2	3	4	5	TOTAL	NET
1	JOHN ASHBY TSCC KC 4659	1	1	12	1	1	18.0	0.0
2	REG FORTH PSC KC 3236	3	2	1	4	6	28.4	16.7
3	TONY POLHILL TSCC KC 4895	6	5	15	2	3	51.4	30.4
4	KEN BROWNE OHCC KC 6157	5	12	7	3	2	49.7	31.7
5	PAUL WHEELER NSC US 5973	4	3	4	7	10	50.7	34.7
6	HAARON KIERULF RCYC KC 6104	2	4	10	5	9	52.0	35.0
7	DON YOUNG RHYC KC 6151	8	DSQ	2	8	7	69.0	44.0
8	JOE POL FYC KC 6271	11	7	3	6	11	64.4	47.4
9	GORDON DENNIS GYC KC 6195	13	8	5	12	4	69.0	50.0
10	JIM BRADSHAW PABSC KC 4870	10	6	16	9	5	74.7	52.7
11	GORDON MAXFIELD BHYC KC 4833	7	DNS	6	13	15	89.7	64.7
12	MARILYN SONLEY TSCC KC 4266	9	9	11	16	12	87.0	65.0
13	PAUL GODDARD PSC KC 4824	YMP	DNS	13	10	8	90.3	65.3
14	BILL FRASER PLYC KC 6462	YMP	DNS	8	14	13	95.7	70.7
15	ROBERT GUYDER NSC KC 4585	14	10	9	17	16	95.0	73.0
16	IAN COWAN MSA KC 4645	12	11	14	15	14	96.0	75.0
17	BARRY DEANS CFB KC 5656	YMP	DNS	18	11	DNS	113.0	83.0
18	CLIFF RAYMENT TSCC KC 3105	YMP	DNS	17	18	17	118.3	93.3

FUNTASTIC FLEET

POSITION	NAME AND SAIL NUMBER	1	2	3	4	5	TOTAL	NET
1	IAN BATES RCYC KC 6699	1	1	1	1	1	0.0	0.0
2	LIBBY MCHARDY WSC KC 6176	3	2	3	5	4	32.4	22.4
3	DOUG HUNT DHCC KC 4881	2	5	5	3	3	34.4	24.4
4	ANN SAVEGE MSC KC 6760	4	4	2	7	5	42.0	29.0
5	JEAN HANKEY NTSC KC 5786	YMP	DNC	4	2	7	47.0	32.0
6	ROBERT TERRY WSC KC 6617	5	3	7	6	8	54.4	40.4
7	SHEFLAGH TAIT WSC KC 6175	6	6	6	4	6	54.8	43.1
8	CHRIS BAKARR STJTSC KC 6794	YMP	DNC	DNF	DNS	2	59.0	44.0

RESULTS PREPARED BY:  
COMPUTER TERMINAL PROVIDED BY:

WITOLD GESING, TSCC  
BEN MURDOCK, TSCC

## TEAM RACING

Saturday August 4th was the date for our team racing. It was a day carefully selected for good weather, fair winds and not to clash with any major local events. Where were YOU?

Perhaps we were expecting too much but a turnout of only four teams, with two of those made up on the spot by traditional press-gang techniques is a little disappointing. Don't say you didn't know about it, it was in the last few issues of Shackles and was even mentioned in the Globe and Mail on the morning of the event.

In spite of the poor turnout the day was a success, with much fun being had by those who did take part. Three races were sailed by each team, one against each of the other teams, the winning team being selected on a points basis. With three boats to a team low points for the entire team is what counts, not who actually crosses the line first. That's the nice thing about team racing you don't have to be super fast to win - and if you don't win you can always blame your team mates instead of your defenceless crew.

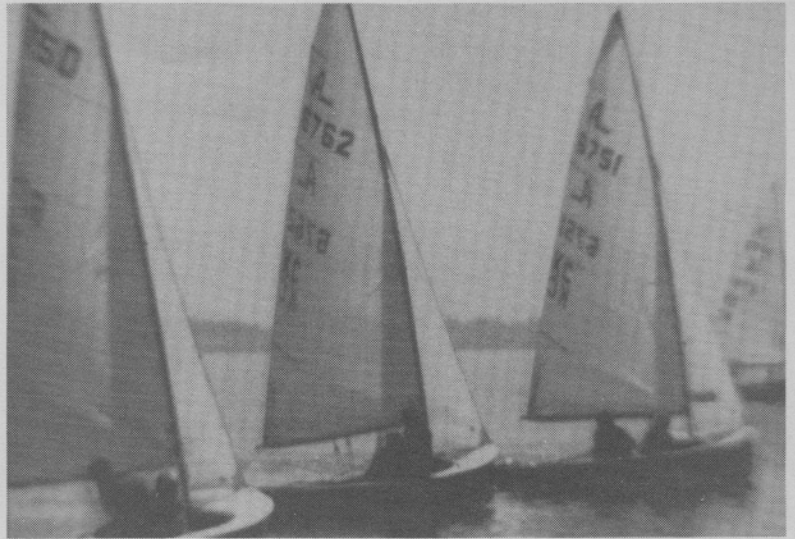
The final analysis saw one of the press-ganged teams, sailing under the name of "Herne Generators" as the winner.

My thanks to the Saint James Town Club and Peter Lister in particular for hosting this event and helping your's truly with the organization.

## RESULTS

- |   |  |     |
|---|--|-----|
| 1 | Herne Generators   | 24½ |
|   | K.Weller&J.Young,<br>K.Browne & D.Browne<br>G.Elliott & B.Kay          |     |
| 2 | St. James Town S.C.  | 27½ |
|   | J.Davis & P.Vasoff<br>P.Lister & E.Bain<br>F. Loritz & Crew            |     |
| 3 | Hybrides   | 33  |
|   | B.Kennedy & E.Davis<br>G.Johnson & D.Matthews<br>N.Bayley & M.Morrison |     |
| 4 | Mooredale s.c.   | 40½ |
|   | D.Payne & A.Savage<br>M.Bayley & A.Bayley<br>C.Fritz & R. Le-Burnel    |     |

Peter Urwin.



## 1979 ALBACORE WORLD CHAMPIONSHIPS

In a later edition of "Shackles" I hope to carry a personal view of the Championships, held last July in Torbay, England. What follows are the daily reports from a "Special Correspondent" which appeared in "THE DAILY TELEGRAPH", a national daily throughout the U.K.

For 22nd July The Practice Race

### Big Wind Shift Upsets Fleet

The Royal Torbay Y.C. are hosting the Albacore World Championship, for a selected fleet of 60 boats from Britain, Canada and the United States.

For the Practice Race, race officer Nigel Waller set a triangular course in a fitful breeze, which varied 30 degrees either side of N.E. and from 0 to force 2. A port biased start line changed dramatically 10 seconds before the start, when a massive shift left those on the port side stranded and although the shifts evened out, the right hand side of the course was favoured. The second reach turned into a dead run, causing the race officer to move the windward mark and the wing mark for the second lap. Again those who went left lost out, notably John Teanby (6912) who dropped from 2nd to 14th place. The fleet was led home on a shortened course by Sean Fitzgerald closely followed by Peter Unwin and Gordon Taylor.

- 1 S.Fitzgerald Grimsby & Cleethorpes S.C.
- 2 P.Unwin Bala S.C.
- 3 G.Taylor
- 4 M.Holmes Grimsby & Cleethorpes S.C.
- 5 P.Dickie Covenham Water S.C.
- 6 D.Sherwood Canada

For 23rd July 1st Race

### Holmes Stages Good Recovery

Defending National Champion Mike Holmes of Grimsby and Cleethorpes Y.C. came from behind to win the first race of the Albacore World Championships at Torquay, Devon. But Holmes had to fight hard before overtaking club-mate Bill Bacon, who hung on grimly to first place until the second downwind leg of the first lap. Three other Grimsby crews finished in the first six in a race sailed in a W.S.W.breeze that had increased to force 4 by the finish.

- 1 M.Holmes & D.Froggatt Grimsby & Cleethorpes
- 2 W.Bacon & P.Smith " "
- 3 M.McNamara & R.Wilmott " "

For 24th July 2nd Race

### Holmes In No Trouble

The wind at Torbay was at it's most fickle for the second race of the championship but not even a 180 degree shift soon after the start could stop Mike Holmes from winning again. Holmes shot into the lead from the

start. Followed by the bulk of the 58 strong fleet, he sailed a long starboard tack close to the shore, to stay in the westerly land breeze. But those who started at the starboard end of the line were immediately becalmed and after a frustrating 30 minutes they decided to run to the windward mark before an easterly sea breeze.

### Pearce Presumes

Holmes was checked only once. when David Pearce slipped by him on the first lap, but Pearce's advantage lasted only 100 yards. After being 250 yards ahead at one time, Holmes won by 50 yards. He was followed over the line by the 1977 Inland Champion, David Sinnock, who in turn just beat Pearce. John Luard, the American Champion, finished a creditable 4th and is the only overseas entrant in contention.

- 1 M.Holmes & D.Froggatt Grimsby & Cleethorpes
- 2 D.Sinnock & P.Aitkin Hern Bay
- 3 D.&T.Pearce Queen Mary Sailing Club
- 4 J.Luard & E.Ewing U.S.
- 5 K.&R.Ayrton Winsford Flash S.C.
- 6 R.&T.Walkinson Grimsby & Cleethorpes

For 25th July 3rd Race

### Holmes Slips the Fleet Again

Mike Holmes made almost certain of taking the World Championship back to Grimsby & Cleethorpes Y.C. with his third and most convincing win to date. Holmes shrugged off six general recalls, as the fleet continually bulged over the starting line, and he eventually finished 100 yards clear of Bill Bacon. Bacon and third placed Mike McNamara, a National Champion in '73, '75, '76 and '77 battled furiously for second place with Bacon squeezing past 400 yards from the finish. Twelve yachts were disqualified for being over the line at the start.

- 1 M.Holmes & D.Froggatt Grimsby & Cleethorpes
- 2 W.Bacon & P.Smith " "
- 3 M.McNamara & R.Wilmott " "

### Overall Leaders

- 1 M.Holmes & D.Froggatt Grimsby & Cleethorpes
- 2 D. & T.Pearce Queen Mary Sailing Club
- 3 S.Fitzgerald & M.Cochrane Grimsby & C'thorpes

For 26th July 4th Race

### Holmes Seals World Crown

Mike Holmes and Dennis Froggatt clinched the Championship when they sailed "DOG WOOF" to 6th place, after a controversial fourth race. The only other helmsman who could have caught Holmes was his Grimsby club-mate Bill Bacon - but he dipped to 11th and out of the running. Holmes lost his grip on first place for the first time in the shifting light Southerly breeze. Peter and Andrew Unwin of Bala S.C. took over to win convincingly by a quarter of a mile, from the nearest challenger, Sean Fitzgerald.

- 1 P. & A. Unwin Bala S.C.
- 2 S. Fitzgerald & M. Cochrane Grimsby & Cleethorpes
- 3 D. & A. Glenn King George S.C.
- 4 J. Luard & E. Ewing U.S.A.
- 5 M. McNamara & R. Wilmott Grimsby & Cleethorpes
- 6 M. Holmes & D. Froggatt " "

#### Overall Leaders

- 1 M. Holmes & D. Froggatt Grimsby
- 2 M. McNamara & R. Wilmott " "
- 3 W. Bacon & P. Smith " "
- 4 D. & T. Pearce Queen Mary S.C.
- 5 S. Fitzgerald & M. Cochrane Grimsby
- 6 J. Luard & E. Ewing U.S.A.

For 27th July Final Race

#### Some Late Glory for Cullum

Jack Cullum, of Stokes Bay S.C., won the last race of the Championship. In a light and shifting S.E. breeze that frustrated most helmsmen Cullum stole a little glory from the new champion.

Cullum took a flyer away from the fleet to search for wind under the cliffs on the Torquay side of the Bay. Often such gambles spell disaster but this worked for Cullum, who went on to win by 30 yards.

Second was Hern Bay's Dick Holness, who sailed a thoroughly consistent championship and this elevated him to third place overall.

- 1 J. Cullum Stokes Bay Sailing Club
- 2 R. Holness Hern Bay Sailing Club
- 3 M. Holmes Grimsby & Cleethorpes
- 4 S. Fitzgerald Grimsby & Cleethorpes
- 5 P. Tasker Chichester Yacht Club
- 6 J. Teanby Grimsby & Cleethorpes

Full Results for the 1979 Worlds appear on pages 16 & 17.

#### ARK '79 June 30 and July 1

Three firsts on Saturday virtually assured the K.Y.C. team of Kay Cartwright and Geoff Hoyle the Skene Trophy for placing first overall in the fifth two-day Albacore Regatta Kingston.

George Stuart and Vic Turkington of Ottawa placed second overall and Lynne and James Shadwell of Ottawa placed third. The Shadwells also captured the Keeble Trophy for winning the first race on Sunday.

#### Results

Helm	Club	R#1	R#2	R#3	R#4	R#5	O/A
Cartwright	Kingston	1	1	1	3	6	1
Turkington	Ottawa	4	2	6	2	1	2
Shadwell	Ottawa	7	5	5	1	2	3
Cropp	Kingston	2	4	3	5	5	4
Deans	Trenton	5	7	2	6	8	5
Houldsworth	Ottawa	3	6	4	7	11	6
Simpson	Kingston	6	3	8	8	4	7
Chalmers	Ottawa	9	11	11	4	3	8
Taylor	Kingston	8	10	10	9	9	9
Kunc	Toronto	dnf	9	12	10	7	10
Bailey	Trenton	10	8	9	12	10	11
Cory	Trenton	11	12	7	11	13	12
Rutenberg	Kingston	dnf	dnf	13	13	12	13

#### North Toronto Sailing Club Albacore Regatta

The Race Committee, Organisers, and Sailors of North Toronto Sailing Club extend a vote of thanks to all those who attended the club's regatta last month. Given the necessity of cancelling all the races on 18th August, winds that refused to co-operate on the 19th August, when racing did take place, and the Island ferry that insisted on running over the windward mark, it was a sore trial for us on the Race Committee. However, as committee chairman, I had the pleasure at the end of the day to present well deserved prizes to three husband and wife teams, Dennis and Sheila Sherwood, R.C.Y.C.; Ron and Lesley Batt, O.H.C.C.; and Graham and Jean Rogers, T.S.&C.C. Best of luck to all of the competitors for what is left of this season.

Jim Weir.

#### Results

Sail #	Helm	Club	R#1	R#2	R#3	O/A
6227	Sherwood	RCYC	4	1	1	1
4869	Batt	OHCC	2	3	2	2
6816	Rogers	TS&CC	1	4	4	3
7695	Grayston	WSC	3	6	5	4
6157	Browne	OHCC	12	2	3	5
6799	Gast	NTSC	7	8	8	6
6617	Winter	WSC	17	5	7	7
6618	Hall	WSC	5	15	10	8
5786	Hutchinson	NTSC	10	16	9	9
6085	McKee	BC	13	10	12	10
6176	Walker	WSC	8	9	19	11
6791	Loritz	SJTSC	19	11	6	12
1	Elliot	CBC	6	7	dnf	13
6787	Davies	SJTSC	9	13	17	14
6188	Mason	NTSC	16	17	14	15
6586	Harris	NTSC	22	12	18	16
6145	Shipman	NTSC	21	18	16	17
6762	Savege	MSC	15	19	22	18
6144	Cole	NTSC	24	21	11	19
6797	Stuart	WSC	21	23	13	20
6190	Hankey	NTSC	14	20	24	21
6175	McHardy	WSC	11	24	dnf	22
6798	Gillespie	NTSC	18	25	20	23
6796	Burke	WSC	23	26	15	24
6189	Baker	NTSC	dsq	14	21	25
5787	Wondergem	NTSC	25	22	23	26
6792	Clayton	SJTSC	dnf	dns	dns	27

ALBACORE POSITION CHAMPIONSHIP 1979  
 OVERALL RACE POSITION (SUBJECT TO PROTEST)  
 SPOONS... SURF... & MACHAIL SCOTCH WHISKY VENTURA, FOR ELDT, AND TIDE OF PLYMOUTH  
 HOST... ROYAL TURKEY YACHT CLUB

PCS.	NAME	SAIL NO.	RACE 1 Pts	RACE 2 Pts	RACE 3 Pts	RACE 4 Pts	RACE 5 Pts	RACE 6 Pts	TOTAL Pts	Less SURST	TOTAL Pts
1	M FOLMES	0094	1	1	1	1	1	1	11.00	3.25	14.25
2	S FITZGERALD	0351	2	10	3	2	2	4	29.00	19.00	10.00
3	R FOLGESS	0350	13	15	10	10	3	2	42.00	29.00	13.00
4	M MCGRAWA	0312	3	3	3	3	3	15	62.00	30.00	32.00
5	J J PEARCE	0300	4	4	7	17	17	24	55.00	31.00	24.00
6	J LJARK	0390	3	4	15	4	4	21	52.00	31.00	21.00
7	J TEANEY	0412	5	15	6	21	21	6	54.00	33.00	21.00
8	P Gwynn	0314	11	14	13	1	1	13	51.75	37.75	14.00
9	M P BACON	0371	2	31	2	4	4	34	78.00	44.00	34.00
10	D SINGOCK	0315	7	2	24	12	12	23	58.00	44.00	14.00
11	S TAYLOR	0339	22	3	4	14	14	28	76.00	48.00	28.00
12	G OLEN	0403	25	7	054	3	3	16	120.00	51.00	69.00
13	S SCIT	0440	13	11	27	7	7	10	83.00	56.00	27.00
14	P TACKER	0333	14	27	12	32	32	3	90.00	58.00	32.00
15	G CHILDS	0413	12	44	11	16	16	26	109.00	65.00	44.00
16	A HARRISON	0423	20	21	14	48	48	12	115.00	67.00	48.00
17	J COLLI	0340	34	24	36	13	13	1	104.75	68.75	36.00
18	R E WATKINS	0422	15	6	054	15	15	30	135.00	70.00	65.00
19	G MERRIFTH	0341	9	11	31	20	20	31	142.00	71.00	71.00
20	P DICKIE	0372	13	39	69	11	11	7	144.00	73.00	71.00
21	G SPENCER	0344	33	16	32	19	19	8	113.00	75.00	38.00
22	M PICKERING	0326	10	30	21	28	28	25	114.00	84.00	30.00
23	A POMPHREYS	0309	31	17	20	42	42	17	127.00	85.00	42.00
24	J WEST	0371	23	13	69	40	40	15	160.00	91.00	69.00
25	J EVANS	0405	17	22	25	55	55	29	146.00	93.00	53.00
26	K W SMITH	0417	50	18	26	22	22	27	143.00	93.00	50.00
27	D A GUNNART	0370	19	23	22	39	39	36	135.00	96.00	39.00
28	P ALLAN	0344	26	36	5	30	30	44	141.00	97.00	44.00
29	K PICKTHALL	0075	24	45	16	35	35	22	142.00	97.00	45.00
30	C J HIGBERT	0336	35	34	33	26	26	5	135.00	101.00	34.00
31	S CLEMY	0437	32	50	23	13	13	38	136.00	106.00	30.00



PUS.	NAME	MAIL NO.	RECEIVED PUS PTS	RACE 1 PUS PTS	RACE 2 PUS PTS	RACE 3 PUS PTS	RACE 4 PUS PTS	RACE 5 PUS PTS	TOTAL PUS PTS	TOTAL LESS RACE 5	PCS
32	K WAIRE	0000	DNF 62.00	29 29.00	9 9.00	23 23.00	40 40.00	109.00	107.00	32	
33	J TAYLOR	2382	27 27.00	35 35.00	05Q 09.00	30 30.00	20 20.00	184.00	115.00	33	
34	E HAYRUE	6632	29 29.00	19 19.00	30 30.00	40 40.00	39 39.00	163.00	117.00	34	
35	B MALBY	6600	41 41.00	12 12.00	41 41.00	29 29.00	41 41.00	164.00	123.00	35	
36	K CAUSE	6694	50 50.00	43 43.00	39 39.00	15 15.00	35 35.00	168.00	125.00	36	
37	C F OLLMAN	6595	55 55.00	48 48.00	18 18.00	37 37.00	31 31.00	173.00	125.00	37	
38	R ADAMS	2133	40 40.00	28 28.00	17 17.00	41 41.00	47 47.00	162.00	133.00	38	
39	K S AYFLU	0009	42 42.00	5 5.00	43 43.00	47 47.00	56 56.00	193.00	137.00	39	
40	P FORTES	0019	40 40.00	51 51.00	29 29.00	32 32.00	11 11.00	169.00	137.00	40	
41	K MCINTYRE	2330	44 44.00	20 20.00	44 44.00	25 25.00	42 42.00	181.00	139.00	41	
42	R TAYLOR	3315	57 57.00	53 53.00	19 19.00	53 53.00	14 14.00	190.00	144.00	42	
43	I FLIGERS	6430	40 40.00	40 40.00	054 09.00	27 27.00	37 37.00	213.00	144.00	43	
44	E LARONEN	0492	50 50.00	49 49.00	23 23.00	34 34.00	05 05.00	212.00	146.00	44	
45	J K OLYN	5358	30 30.00	41 41.00	40 40.00	36 36.00	46 46.00	197.00	149.00	45	
46	K JAMES	6731	21 21.00	46 46.00	054 09.00	44 44.00	40 40.00	220.00	151.00	46	
47	D BROWN	0845	28 28.00	05 05.00	34 34.00	30 30.00	55 55.00	215.00	151.00	47	
48	J J ADAMI	0052	47 47.00	29 29.00	054 09.00	05 05.00	18 18.00	221.00	152.00	48	
49	D ADAMS	1440	50 50.00	54 54.00	37 37.00	31 31.00	32 32.00	239.00	154.00	49	
50	D INNES	0075	40 40.00	30 30.00	054 09.00	45 45.00	33 33.00	226.00	159.00	50	
51	S GILSON	3705	51 51.00	47 47.00	45 45.00	24 24.00	35 35.00	222.00	167.00	51	
52	R D BUCKLE	0417	52 52.00	37 37.00	42 42.00	50 50.00	57 57.00	238.00	161.00	52	
53	C ANDREWS	0434	37 37.00	42 42.00	054 09.00	05 05.00	45 45.00	200.00	155.00	53	
54	B MURDOCK	0474	50 50.00	33 33.00	054 09.00	51 51.00	52 52.00	261.00	192.00	54	
55	R THOMAS	0595	05 05.00	35 35.00	40 40.00	43 43.00	45 45.00	259.00	193.00	55	
56	C MEDHURST	0217	40 40.00	05 05.00	38 38.00	34 34.00	54 54.00	256.00	194.00	56	
57	L SAFRATA	0210	45 45.00	52 52.00	054 09.00	57 57.00	43 43.00	260.00	197.00	57	
58	J SELWY	3135	34 34.00	30 30.00	054 09.00	49 49.00	50 50.00	278.00	209.00	58	
59	J N LINDS	5330	50 50.00	39 39.00	30 30.00	50 50.00	69 69.00	279.00	210.00	59	
60	H KILGUB	0000	05 05.00	05 05.00	05 05.00	05 05.00	05 05.00	330.00	264.00	60	
60	K CAFTAKIUKHI	0000	05 05.00	05 05.00	05 05.00	05 05.00	05 05.00	330.00	264.00	60	
60	D PIIRAN	0001	05 05.00	05 05.00	05 05.00	05 05.00	05 05.00	330.00	264.00	60	

RESULTS PREPARED BY S. BROUUGH OF TORBAY DATA PROCESSING SECTION



\* Does your stop watch need overhauling? I am reliably informed that Fuchs Watch Service of 501 Yonge Street offer a very reasonably priced and speedy service. Their telephone number is 925-7951.

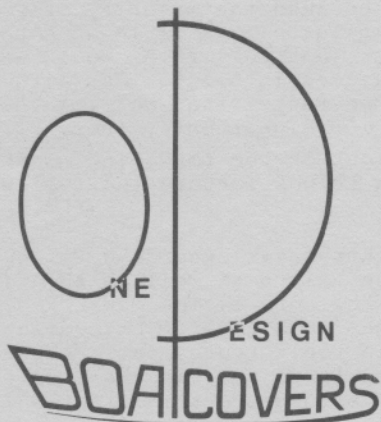
\* Regatta Secretarys:- Please could you let me have your results lists for the next issue.

\* REGATTAS 1980 Please could I have dates, and entry forms were possible, to be included in the March - April issue of Shackles. I am sure this would save both organisers and would-be competitors a great deal of frustration.

\* Has anyone photos of the Worlds or the Canadians? I should like to print a picture page in the next issue. While on the subject of pictures (prints not slides please) they are also very welcome accompaniments to regatta reports.

\* Congratulations are in order. Judy and David Whitfield are the proud parents of another baby - a daughter born on October 1st.

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

## FOR SALE

### BOATS

ALBACORE # 6598 "SUNBURN" Skene, minimum weight, Elvstom mast, new Storar sails, trailer, cover.

Call Charles Colman 416 923-2632 (H)

ALBACORE # 5005 Built by Young of England. Good condition, refinished 1979. Elvstrom spars, two suits of sails, fitted cover. Fully equipped for racing. Excellent racing record. Must sell. Best Offer.

Call Michael Hart 416 449-1007

ALBACORE # 2783 Mcgruer Clark. Little used Storar sails.

Call Ralph Schofield 416 576-1680

ALBACORE # 5512 Allan hull. Underweight, refinished, like new. Racing rig available or suitable for day sailing. Two suits of sails.

Call Ron Taylor 416 961-3030

WINTER PROJECT ALBACORE # 545 Fairey hot moulded wooden hull, presently down to the bare wood. Needs further work & revarnishing. Hull only \$1,050. Rig also available.

Call Ron Taylor 416 961-3030

### SAILS

SHORE SAILS Only used for five races in the Worlds and five races in the Canadian's. Price \$200.

Call Bob Malby 416 676-1191 (B)  
622-3862 (H)

### MISCELLANEOUS

CENTREBOARD Wooden, never used. Don Young boat but adaptable to Skene, Mcgruer or Whitby. Reasonable.

Call Tony Griffen 366-0718 (Daytime)

### WANTED

For ALBACORE used Mast, Boom, Sails and Rudder. Mast can be either tapered or straight, with or without rigging. Call Giri Spirk 705 743-4159  
524, Woodland Drive,  
Peterborough,  
Ontario.

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.

## OPINIONS

### The Canadians

Is it time to try something else?

At one time one entered "A" fleet, now called Championship Fleet on the basis of who you knew or how well you were known. Then came the qualifying regattas and people wearied of feeling it necessary to travel from venue to venue to qualify. Many people said they wanted to sail but would not if they couldn't get into the championship fleet and yet they were not willing to trail around, therefore, they did not participate.

This year the qualification for the championship fleet was a postmark and a personal choice requirement, hardly much of a criteria for a National Championship.

I therefore suggest an alternative. Why not have two races on Friday where half those interested in Championship and Challenger fleets sail on course "odd" and half on course "even"? Boats assigned arbitrarily to each fleet alternately as registrations are received.

After two races are completed points are totalled and the top 25 from each course move to the Championship fleet and the others to the Challenger fleet for the remaining 3 races. Each boat carries it's scores forward so, providing that three more races are sailed over Saturday and Sunday, there should be no real problem with ties.

Masters and Funtastic could still be handled as at present and the enjoyment level should be stressed to increase participation.

This way we would have properly qualified boats in our National Championship Fleet without the need for a lot of travel to qualifying regattas.

In making this suggestion I hope I am able to create some kind of interest and I look forward to reading your comments in the next Shackles and Cringles.

A.E.Polhill  
Pisces 1

### Regattas in General.

I am writing this letter because I feel that the C.A.A. is in the process of cutting it's own throat and I would like to save our beloved Association before it completely decapitates itself. I am referring to dramatic increases in entry fees, which is probably the only monetary increase which makes inflation look insignificant.

Now, undoubtedly, the hike in entry fees makes little or no difference to the older

generation of Albacore sailors, who have a steady job and don't mind spending \$20 plus for a weekend's racing. Unfortunately, the group of sailors that feels the increase the most are the young sailors; the future generation of Albacore sailors which the C.A.A. is trying to support.

The first thing one must realise is that if the regatta is out of town - and most of them are - the entry fee is only the beginning. Add on to that \$20, at least, for gas, \$10 for camping ground, \$30 for food and before you know it, a weekend's racing has a price tag of about \$80. And that's the rock-bottom price! Even if the skipper and crew split the cost, \$40 plus is still an expensive weekend, especially if you are university students, as in the case of my crew and myself. Moreover, this year my crew simply could not afford \$40 for a weekend's racing, so I dug into the depths of my bank account and covered his share. Now, I didn't mind that simply because I enjoy racing, but my crew couldn't help but feel a little guilty for not paying his way.

Also, if you spend \$80 in order to sail five races and one race gets cancelled, you are simply out \$16. OW!

Since the C.A.A. is trying to promote sailing among younger sailors, it would seem to make sense for the C.A.A. to make it as easy as possible for the young beginners to gain the experience of sailing in large competitive fleets. But can the C.A.A. reasonably expect the young recruits to pay that kind of money to sail? And in response to the argument that parents usually foot the bill, firstly I wouldn't be surprised if the parents were turned off sailing altogether by those kind of fees, and secondly, I feel that in an organisation such as the C.A.A. provisions should be made so that the younger sailors don't have to sweet talk their Dad, just so that they can get him to fork out the entry fee.

Finally, the Albacore Class has an incredible advantage over other classes in recruiting new sailors, because the majority of young sailors first learn to sail in an Albacore. I would think that the C.A.A. would welcome these new sailors into our midst with special considerations rather than chasing them into Lasers with our higher entry fees.

So in the light of the foregoing observations, I would like to put forward the following suggestions:

1. Vary the entry fees according to age and status of the sailor as well as the fleet in which he/she enters, The Chess Federation of Canada uses this type of breakdown for the entry fees in their tournaments: the entry fee for an adult to play in the Premier section is \$20 as opposed to \$12 for a Junior, 19 and under, to play in the Novice section. As a result, there is always a large number of new young chess players entering tournaments.

2. Do not make the meals compulsory for juniors and students. We have usually already

Continued on page 21.

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.

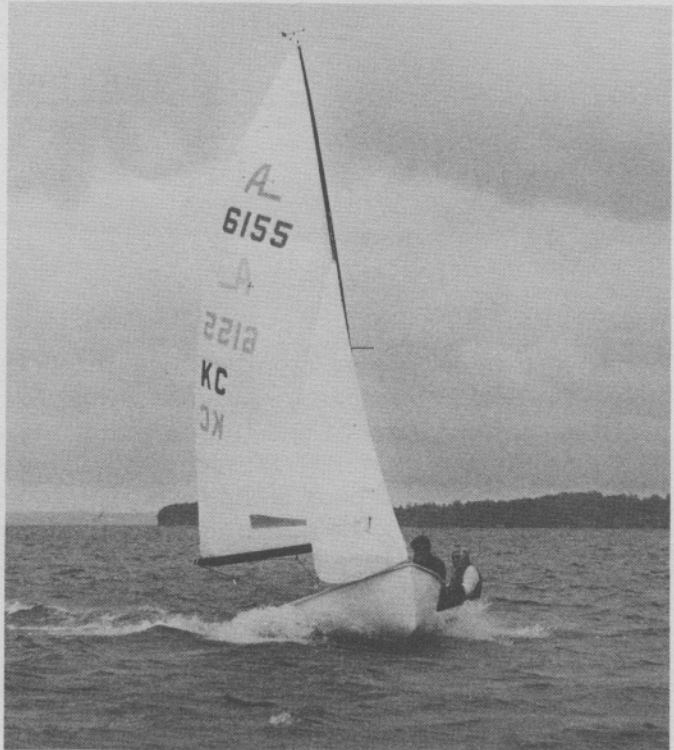
Principle Ontario dealers:

Angus Sailcraft - Toronto  
Blackburn's Marina - Huntsville  
Boathouse Marina - Port Carling  
Leatherdale Marine - Orillia  
Paul's Marine - Grimsby

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19 Caesar Avenue  
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SKENE ALBACORES

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TORONTO FROM

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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

saved up our nickles to pay the entry fee. To be told that a \$10 dinner for each crew member is compulsory is often the straw that breaks the camel's bank account.

3. Try to minimize regatta expenses as much as possible, especially in the area of trophies. Although those shiny little ornaments do wonders for one's ego, I would think that the majority of sailors are out there to enjoy a weekend of racing, not just trying to win a gold-painted-sailboat stuck on a piece of arborite. Aren't they? At ARK this year, the trophies were made by the local high school and were bought, I expect, at a fraction of the price paid by other regatta committees. I didn't hear any one complain

4. I would urge that an effort be made by all regatta organizers to try to keep the entry fee within the pocket-book range of all sailors. Although those entry fees may help your club, you are severely hurting the class.

The Albacore is, and always has been, a family boat. It's success has been largely dependent on the fact that the average family could afford to buy an Albacore and enter various regattas if they so wished. I feel the Albacore has a lot to offer to the dinghy racer and, as a class, we can compete against other one-designs in recruiting new sailors. We can, that is, if we don't price ourselves out of the race.

Norman Kunc.

## CANADIAN ALBACORE ASSOCIATION

### COMMODORE'S REPORT - 1979

It has now been twelve months since the 1978 Canadians were held at Cleveland's House on Lake Rosseau. At that time I commented on the waning level of participation in many of our fleets during the past several years and the coincident decrease in the number of members in the Association. One of our major objectives for the past year was to achieve a significant increase in our membership level. The target level of membership was set at 600 members - a level I regret to say we have not reached. In fact our membership list has not changed significantly from the previous year.

While lack of response from non-member Albacore sailors has been disappointing, I believe the frame work has now been established to permit a large increase in membership this year. We are in the process of compiling a master listing of the non-member Albacore owners in each district. While not yet complete, this project is well on the way and I would ask those fleet captains who have not yet responded to the request for such a list of sailors in their area to do so as soon as possible. This "prospects list" will be used to periodically forward complimentary copies of Shackles and Cringles to prospective members and mail membership solicitations during our annual membership drive.

As a major inducement to existing and prospective members in coming years, we have approved in principle a group boat insurance program for the class. This plan would provide 12 month all risk insurance, including racing and trailering, for a cost of approximately \$30.00 for most Association members. Based upon the current cost of equivalent insurance the savings through the Association group plan would be more than sufficient to pay the annual membership fee in the Association. In fact, a cash savings should also result. The full details of this program will be published in the next issue of Shackles and Cringles.

While membership is only one of many issues which concerns the Association I remain convinced that it is of paramount importance for us to deal with this problem if the Albacore Class is to continue as one of the strongest dinghy classes in Canada.

Your executive has been active in many areas during the past year. Although the reports of the officers will deal with the various achievements in some detail, I would like to highlight the committee's activities during the past twelve months.

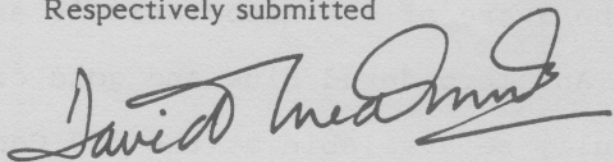
Under the broad area of membership development we have now completed the new boat package "Getting it all together with your new Albacore". This colourful and informative booklet is available to all new boat owners through our builders. The

past year also saw the completion of the new Association plug produced through the kind auspices of the National Research Council. Here in Toronto another successful boat show exhibit was organized around the motto "Albacore - the boat to start with, the boat to finish with" and at the Ontario Provincial Sailing Centre an Albacore race training week was held during August. An active racing program has been maintained through the many local regattas and the Canadian Junior Championships held at the Muskoka Lakes Sailing Club, the North American Championship held at Kingston in conjunction with CORK '79 and the annual Canadians now being run at the Boulevard Club in Toronto. In addition, a contingent of some thirty Canadian sailors travelled to Torquay, England to compete in the 1979 World Championships. On the administrative side, the approval of the last annual general meeting to incorporate the CAA has been carried forward and a federally incorporated company is in the final stages of incorporation. In the future, the CAA will have a French name to complement the English version: L'Association D'Albacore du Canada. During the year a satisfactory settlement was arranged with one of our builders for certain outstanding royalty payments and a new licensing agreement has been drafted and is presently being incorporated in the Association's arrangements with all new and existing licensed builders. In the area of communications, the very high standard of Shackles and Cringles has again been maintained during the past year and our plans for 1980 include the revival of the Albacore Year Book.

I should like to take this opportunity to thank each member of last year's executive for their efforts on behalf of the Association. I would also like to thank the members of the Association who took time to communicate their thoughts and concerns to me in the past year. Their counsel and input to the affairs of the Association has been invaluable.

Finally I am very pleased to report to you that our Association is alive and well, sailing on an even keel and in the hands of a very capable slate of officers for the coming year.

Respectively submitted

A handwritten signature in dark ink, reading "David H. Medhurst". The signature is written in a cursive, flowing style with a long horizontal stroke at the end.

David H. Medhurst

## REAR COMMODORE'S REPORT

"Albacore- the boat to start with-the boat to stay with" was the slogan for the Albacore Class Exhibit at this year's Toronto International Boat Show. The slogan was displayed on the mainsail of a composite boat owned by Graham Elliott. New brochures and display materials were prepared to support the theme. Response to the CAA display was very encouraging.

The display materials were also loaned to the Kingston, Bronte, and Niagara fleets for use in regional boat shows. Your Association assisted those fleets financially to offset printing costs for their brochures.

Distinctive "ALBACORE" stickers have been produced for application to the port quarter section of all Albacores. The stickers are being distributed free of charge through selected CAA officers. Additional stickers are available at their cost through the CAA offices. 'Based on the stickers developed by the USAA, our stickers have, in addition, the mailing address of the Association so that subsequent purchasers will be aware of the Association's existence.

An embroidered blue and gold crest has been developed and will hopefully be available at the '79 Canadians. The crest bears the sail plan of the Albacore and will be available at \$1.00 each through the Association's offices. Arrangements are also being made with the NAA for the sale in Canada of other Albacore paraphernalia which they have developed for sale in Great Britain.

continued...



The publication of "Shackles and Cringles" also falls under the direction of the Rear Commodore. Judy Hardcastle, our editor since 1977, resigned her post in January to move to British Columbia. We wish to record our thanks to Judy for her tremendous effort in upgrading our newsletter during her tenure. The Association was most fortunate to receive the outstanding assistance of Jean Rogers to complete Judy's term and are happy to report the Jean has agreed to continue as editor of Shackles and Cringles through 1980.

Publication costs have been dramatically reduced over the past year through the assistance of the Ontario Sailing Association. While publication lead time maybe longer than we might desire, the cost savings dictate the continued use of their facilities. Other economies have been achieved through the use of third class mail to the point where the basic newsletter is almost self-sufficient. We welcome and encourage your comments on the format, articles and content of Shackles and Cringles.

For the 1980 sailing season there are plans already under discussion for the production of clothing and other items which will increase the sailing community's awareness of the Albacore class. There is also an article to be printed in the near future in Gam discussing the popularity of the Albacore class.

D. Whitfield  
Rear Commodore

## CHIEF MEASURER'S REPORT

As of September 1979, thirty-three new measurement certificates and sixteen transfers have been issued. Most of the new boats were purchased by Community Clubs and Sailing Clubs.

One administrative change was made to the measurement procedure. The fifteen dollar fee is to be paid directly to the measurer and he will issue a receipt which is valid as a measurement certificate for thirty days. The measurer will send the completed measurement form to the chief measurer who will issue a permanent certificate.

A plug for the construction of fibreglas boats was measured for Halman Manufacturing Ltd. and a plug for wooden boats was measured for Racing Sailboat Services. Let's hope that a greater choice of Canadian made boats will result in an increase in the number of Albacores measured in the near future.

R. Gallant  
Chief Measurer

## VICE-COMMODORE'S REPORT - FLEET LIAISON

The joint meeting of the Fleet Captains and the Measurers was held at Toronto Sailing and Canoe Club in March this year. Approximately fifty people attended. The Fleet Captains had few concerns regarding the Association's dealing with their respective districts. The main thrust was in the area of regatta organization and promotions to increase the public's awareness of the Albacore as a strong class boat. It is to these ends that the C.A.A. strives to liaise with the various fleets across the country.

H. Kierulf  
Vice-Commodore, Fleets

## BUILDERS' LIAISON REPORT

### EXCITING PROSPECTS FOR 1980

One of the biggest events that has, or will have, a bearing on "what's new in the world of Albacore building" is the new plug produced by the National Research Centre (NRC) in Ottawa. This plug was carved out of a large block of laminated pine by a computer-controlled ball end cutter to the exact Albacore shape as determined by the official class lines, which had been fed into the computer. While the shape is important, and will be strictly controlled by the C.A.A. for all builders, the significance of the NRC produced plug is its fairness and symmetry. It seems to be generally agreed that our new plug is, due to the sophisticated technology employed, the best and most precise piece of tooling (from which to make hull moulds) in the entire Canadian boat building industry.

BUILDERS' LIAISON REPORT CON'T.

All C.A.A. licensed builders have been approached with a view to each of them writing an article for Shackles and Cringles on the boat they produce and their future plans. We look forward to these articles and hope that our builders make more frequent use of the class publication.

Skene Boats Ltd., Carlyle Woodcraft and BY Plastics in Ottawa have merged. The new company which will continue to operate under the Skene name will be headed by Carl Strike, George Carlyle, and John Chandler. We wish these men success and expect that they will maintain the high standards of quality established by Wally White. I am sure that all Albacore sailors join with me in wishing Wally White all the very best and much happiness in retirement. Wally has been a significant force in the success of our class. Not only has he been responsible for producing more Albacores than any other individual builder in Canada, the U.S. and the U.K., but he may very well have produced more than all the other builders combined.

Halman Manufacturing Ltd., of Stoney Creek, in consultation with a former C. & C. naval architect, have put a lot of thought and work into producing their plug and hope not only to have a boat ready for the January Toronto Boat Show, but also, they plan to campaign one of their boats during the 1980 season, in conjunction with a major sailmaker.

Bob Whitehouse, of Racing Sailboat Services Ltd. has enjoyed success with the Flying Dutchmen boats that he has built. This summer he also succeeded with the International 14 that he built, for it came second in the International 14's World Championships. This excellent reputation that he has established for himself as a boat builder bodes well for the Albacore class, as Bob moves into building racing Albacores, mostly in wood, for which he has two orders, and some composite boats, of which he has built and sold two so far. Bob hopes that one of the wood boats currently in production will be ready for competition at the U.S. Nationals at Thanksgiving this year.

Jerry Selwyn

Vice-Commodore, Builder Liaison

## Canadian Albacore Association

### Membership Report 1979

C.A.A. membership has shown a disappointing tendency toward no growth and even decline in recent years. To address this problem, the executive has taken action in 1979 to:

- a) increase awareness of the Association among Albacore owners
- b) improve the benefits of C.A.A. membership

New boat buyers are being made aware of the C.A.A. through an Association-sponsored booklet of Albacore rigging and sailing tips being distributed by builders with each new boat. We are also canvassing clubs to get the names and addresses of Albacore owners for direct contact by the C.A.A. The response to our canvas has been encouraging so far.

In the area of benefits, Shackles and Cringles has received the most attention. Our plans are to make the newsletter more useful and to mail more frequently. The economics of producing Shackles have been greatly improved this year, and the funds saved here will be used to increase member benefits in other areas.

Paul Heron  
Vice Commodore, Membership



# CANADIAN ALBACORE ASSOCIATION

P.O. BOX 1028, Stn. "Q", Toronto, Ontario M4T 2P2

## 1979/80 PROPOSED SLATE OF OFFICERS

The nominating committee presents the following list of members who are willing to stand for office for the 1979/80 season.

PAST COMMODORE:	David Medhurst, T.S.C.C.
COMMODORE:	Haakon Kierulf, R.C.Y.C.
VICE-COMMODORE - FLEET & REGATTAS	Paul Heron, R.C.Y.C.
VICE-COMMODORE - MEMBERSHIP	David Whitfield, T.S.C.C.
VICE-COMMODORE - BUILDER LIAISON	Rory McIntyre, B.Y.C.
REAR COMMODORE - PUBLICITY & BOAT SHOWS	Jerry Selwyn, T.S.C.C.
SECRETARY-TREASURER	Tony Polhill, T.S.C.C.
CHIEF MEASURER	Paul Pudwell, Pkwy. S.C.
SPECIFICATIONS COMMITTEE CHAIRMAN	To Be Announced
YEARBOOK EDITOR	Nick Hancock, T.S.C.C.
ASSISTANT SECRETARY-TREASURER	Judy Whitfield, T.S.C.C.
SHACKLES AND CRINGLES EDITOR	Jean Rogers, T.S.C.C.
CANADIANS '80 REGATTA CHAIRMAN	To Be Announced

The nominating committee was made up of David Medhurst, Commodore and Haakon Kierulf, First Vice-Commodore, 1979 C.A.A.

CANADIAN ALBACORE ASSOCIATION

BALANCE SHEET

AS AT JUNE 30, 1979

CURRENT ASSETS

Cash	\$5,192
Term deposits	5,000
Accounts receivable	881
Prepaid expense	200

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\$11,273

FIXED ASSETS, at nominal value

1

-----  
\$11,274  
=====

LIABILITIES & MEMBERS' EQUITY

Accounts payable	\$ 768
Members' equity	10,506

-----  
\$11,274  
=====

APPROVED BY THE EXECUTIVE David H. Medhurst,  
Commodore.

Anthony E. Polhill,  
Secretary-Treasurer.

CANADIAN ALBACORE ASSOCIATION

STATEMENT OF REVENUE AND EXPENSES & MEMBERS' EQUITY

YEAR ENDED JUNE 30, 1979

REVENUE

Membership fees	\$5,823
Royalties	2,800
Measurement fees	496
Interest	566
Advertising	1,089
Grants	876
Other	180
	<hr/>
	\$11,830
	<hr/>

EXPENSES

Secretarial services	2,550
Shackles and Cringles	3,553
Specifications and measurement	3,341
Office supplies	1,101
1978 Canadians (net)	116
Travel grants	320
Publicity	723
Sundry	321
	<hr/>
	\$12,025
	<hr/>

EXCESS OF EXPENSES OVER REVENUE \$195

MEMBERS' EQUITY AT BEGINNING OF YEAR 10,701

MEMBERS' EQUITY AT END OF YEAR \$10,506

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# 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



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Innisfil, Ontario L0L 2N0  
Canada. 705-436-5550