

shackles and cringles

canadian albacore association's
bi-monthly newsletter

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Material for the up-coming issue must reach the editor by the relevant date.

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from your executive

1980 Membership Fees Remain Unchanged

COMMODORE'S MESSAGE

At the time of writing Toronto has yet to experience its first substantial snowfall, and some hardy souls have mentioned they are still sailing Albacores in mid November. However, this is the Christmas issue, and perhaps it is time to plan for that season.

Your Executive continues to deal with the business of the Association and elsewhere in this issue there is news and reports on several items.

I have written to our colleagues in the U.S.A. to attempt to coordinate our activities on shroud levers (or perhaps more accurately--adjustable shrouds), and the December meeting will deal formally with this item.

May I extend to all of you my best wishes for Christmas, and health, happiness, good sailing and prosperity for 1980 and beyond.

Haakon Kierulf.

TREASURER'S COMMENT.

With my reputation as a tight fisted cheapie, I cannot but agree with Norman Kunc, when he comments on the high cost of regattas. As treasurer of your association, I would hasten to correct what I read as an implication that our Association increases its funds as a result of regatta fees. I can only assume that the non-member fee might indicate this, however, the purpose of the \$3 fee is to try to get more members to join our association, so that it can continue to serve us all at the now low \$15 annual fee. As you are probably aware the association prints and mails out regatta notices and results at no charge to the regatta organisers and this comes out of your annual dues. Therefore it is unreasonable to think that non-members should enjoy the regatta and not contribute to these funds.

Possibly the Canadians fees might seem excessive, however, the board met to approve the regatta chairman's budget, which was prepared as a break even budget for approximately 140 boats, registered at \$40 per boat.

The regatta this year resulted in a surplus of \$136. However, had all the boats (134) registered at the \$40 figure we would have resulted in a loss of \$154. Due to the extra work caused by late entries I cannot really say I am glad we had so many but at least it does act as a buffer, when participation falls below our modest expectations.

As it is not your executive's intention to operate regattas at a profit and as the C.Y.A. is appealing for funds for the Olympic Training Program, a donation has been made on behalf of Albacore sailors.

Tony Polhill.

The C.A.A. Executive is pleased to announce that the 1980 membership fees will remain the same as last year--\$15.00 for senior members. Despite rising mailing and other costs, your Executive has managed to hold the line. We think this makes the Albacore Association one of the best buys in the sailing market.

Consider this. For your \$15.00 you will receive six issues of Shackles and Cringles plus the new 1980 Class Yearbook. Your membership fee also goes to support the Association's sailing activities and helps us ensure that the Albacore remains as the premier dinghy class in Canada! On top of that, this year you can insure your boat under the Albacore Group Insurance Plan. This insurance package is, we feel, the most comprehensive boat insurance package offered. The rates, I'm sure you'll agree are very competitive. Most sailors can probably save the cost of their C.A.A. dues out of their insurance savings alone. But remember, only current members of the C.A.A. may enrol.

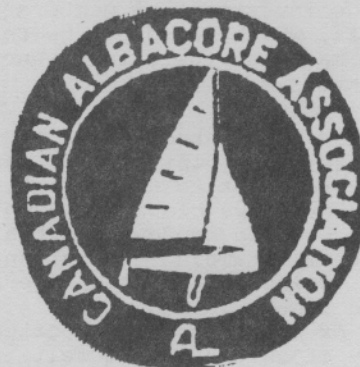
So why not join us? Please complete the membership application enclosed with this issue of Shackles and Cringles and mail it in to-day, so you can receive all the benefits of membership in the Canadian Albacore Association.

C.A.A. CRESTS NOW AVAILABLE

We're pleased to announce that Albacore Class Association crests are now available from the C.A.A. offices at the cost of \$1.00 each.

These attractive crests are embroidered in gold on dark navy and are approximately 3" in diameter.

To order your own crests please write to the C.A.A. enclosing payment for each crest ordered.



Executive Given Mandate to Negotiate Shroud
Lever Introduction

The perennial question of whether to implement shroud levers on Canadian Albacores was debated at the 1979 Annual General Meeting.

The discussion was opened with a "debate" between Jerry Selwyn and David Whitfield speaking on the question "Resolved: that the Executive of the Canadian Albacore Association negotiate with the U.S.A.A. for the introduction of shroud levers on North American Albacores."

Speaking for the resolution Selwyn made the points that shroud levers

1. increase off-wind performance
2. reduce wear and tear on sails by allowing the rig to flop forward out of the way of the sail and boom.
3. do not represent a large capital outlay, particularly when compared to the cost of mast rams and pushers and other fittings now found on most Albacores racing competitively
4. were shown to be easy to operate by crews who raced in boats equipped with shroud levers at the 1979 Worlds in Torquay.

In opposing the resolution Whitfield expressed concern that the introduction of shroud levers

1. would result in a real or perceived obsolescence of older boats, whose moulded decks would not allow for longer mast slots to take maximum advantage of the increased rig control
2. would tend overly complicate the rigging and operation of the Albacore, thus diminishing the boat's attraction as a family racing boat
3. would add unnecessarily to the cost of the boat through the addition of quadrant levers and above the deck shroud levers.

In the floor discussion, which followed this debate, members quickly formed into pro and anti shroud lever groups. Those who opposed the introduction of shroud levers expressed deep concern that the Association was obliged to protect the investment of members who owned older boats, which could not be readily converted to maximise the effectiveness of the shroud levers.

Those supporting the introduction of shroud levers expressed the point that it was time for the Albacore Class to demonstrate itself as being a progressive class, by adopting equipment which would improve the boat's performance, thus maintaining the current membership base, while at the same time attracting newer and younger blood to the Albacore. The majority of speakers who supported the introduction of shroud levers felt that the

concern that older boats would become obsolete upon the introduction of shroud levers was grossly overstated. Those with technical knowledge indicated the great advantage of shroud levers was derived from allowing the boom and sails to move forward unobstructed and did not relate to the distance the mast was allowed to move forward in the mast slot.

The Executive then sought direction from the membership by conducting a straw vote. While the results do not bind the Executive, there was overwhelming support for the introduction of shroud levers. Acting on this mandate the 79-80 C.A.A. Executive will soon open discussions with our U.S. counterparts to determine if the two Associations can agree on a timetable which would lead to the simultaneous introduction of shroud levers by the North American Associations.

ALBACORE

KC 1980

TORONTO BOAT SHOW

January 11 to 20

at the C.N.E.

Jerry Selwyn is co-ordinating the exhibit and will be very pleased to have you help for manning the stand. It is hoped that each club in the Toronto area will be responsible for one day.

RACE TRAINING WEEK RECEIVES TOP MARKS

Bill Shore, the advertised special lecturer, didn't show up but 16 enthusiastic Albacore sailors did, for the special Albacore Race Training Week, held last August at O.S.A.'s Sailing Centre near Orillia, Ontario. The sailors came from as far West as Manitoba and as far East as Ottawa. They came as families and as individuals. Some brought their own boats and crews, others came planning to pick up crews at the course.

Shore's absence, apparently the result of a "communications breakdown" between O.S.A. organisers and the noted American sailmaker, was the only disappointing aspect of the whole week. On very short notice O.S.A. did manage to line up Andy Cumming as an alternative lecturer. Despite his youth, Andy proved himself to be a top notch replacement for Shore.

What is a "race training week"?

It's not a learn-to-sail seminar, although the experience of the participants ranged from some who were novices to others whose sailing background included world championship sailing.

Under the direction of Bruce Hamilton, Karen MacRae, Duncan Lewis and Tony Snell our days started early with warm-up exercises designed by the Fitness Institute especially for O.S.A. It was pointed out that these exercises were not designed to turn us into perfectly conditioned athletes. Rather, the exercises were being demonstrated to show how properly to prepare for a day's sailing, without exposing oneself to needless injury.

Following breakfast the course instructors would hold a class room discussion, in which details of the morning's on-water exercises would be revealed. Primarily these would involve drills designed to increase boat handling skills by racing in close quarters around a variety of short courses. The instructors would offer individual aid and criticism until each crew had mastered the manoeuvre. Portable video-taping was also employed to record execution of the drills for more thorough analysis onshore.

Afternoon sessions would build on the morning's program with more detailed analysis of each crew's performance under the unblinking eye of the video taped performances. More on-water practise sessions would follow culminating in a mini race series where each participant, still under the watchful eye of the instructors, could gauge his performance and progress.

Evening sessions would be occupied with round table discussions of racing theory and related subjects.

What do you learn? Roll tacks, roll gybes, mark rounding, running starts, long and short line starts, tactics - you name it. We did it over....and over....and over again.

And that's not meant to be a criticism of the course. Just take a second to analyze your own sailing season. How many competitive starts would even the most active sailor make in a season? Fifty or sixty at the most? How many roll tacks and roll gybes have you ever done?

What the race training week offers is the opportunity to practice til perfect (we hope) under the eye of experts, who could offer instant help in executing these manoeuvres, which must be mastered if any Albacore sailor wishes to be a competitive racing sailor.

Was the course worth the \$190 fee and a week's holidays, even without the presence of Bill Shore? Of that there is no question. The race training week is a first class operation, starting with the accomodation and food through the course content and quality of construction.

Did I become a front-of-the-fleet racer after one week? Well the first club racing night at T.S.&C.C. I was hot on the heels of Nick Hancock - a well-known front runner, at the first mark. Unfortunately 6 more legs of racing later I had dropped 3 more places. So no - the course doesn't promise to turn a landlubber into a veritable Paul Elvstrom. But practising the skills learned and developed at the course will undoubtedly make the path to the top of the fleet easier and faster. I do know that my own sense of boat balance and my confidence in boat handling was improved immeasurably after attending the course

It is to be hoped that O.S.A. will offer a special Albacore Race Training Week during the 1980 sailing season. If they do I certainly plan to attend. If you have any design on moving up the fleet, whether it's from the back of the fleet to the middle - or whether you're tired of sailing in Poyntz's dirty air you cannot go wrong by enrolling in the course

David Whitfield.

BIRTH OF THE ALBACORE CLASS IN CANADA

The Albacore, a son of Uffa Fox's Swordfish, has reached it's 25th birthday, but it's Canadian roots go back only to 1959. We recently talked to Bill Gooderham, the now retired Technical Director of O.S.A., about the Class's early days. Bill is widely regarded as the key person in developing the Albacore Class in Canada.

The story actually began with a three man committee set up at the R.C.Y.C. Paul Henderson, Bud Whittaker and Bill Gooderham were given the task of selecting a new club training boat to replace an ancient fleet of "brutal beasts" - hard chined cat boats, which had served the R.C.Y.C. for more than a quarter of a century. The committee reviewed the wide array of 13'-17' boats then available and were attracted to the Albacore. Bill notes that the Albacore bore a striking resemblance to the International 14 of the day, except that the Albacore had higher sides, was slightly flatter and was more stable - carrying only 125 sq. ft. of sail compared to 160 sq. ft. carried by the International 14s.

The Albacore won out and was selected as the R.C.Y.C.'s new club trainer for delivery in 1959. Canadian Northern Company, which included George Cuthbertson of C&C yachts fame, received the original licence to import the Albacore from Fairey Marine. Many of the first shipment of ten boats can still be seen racing competitively in Southern Ontario. The boats, bearing sail numbers in the 470-480 range, arrived at an initial selling price of \$875.00 f.o.b. Toronto.

Those original boats were, of course, of all wood construction. Their centreboards were steel plates. The original boats also had a rear deck, under which was stored a large buoyancy bag. Bill remembers those boats as being equipped with a minimum of rigging, leaving the boat largely clutter free. The boats were set up with rear main haul and single boom vang. The Fairey Marine boats were equipped with tackle to raise and lower the centreboard plate.

The original sail design was kept fairly strict. Jibs were all high cut and the jib sheets were led out to the gunwales.

The original masts were aluminium - but not the extruded tapered spars carried by most boats today. Above the jumpers was a wooden tapered section, known as a "wooden Thomas", which allowed for some mast bend. The boats had a fixed gooseneck so that when the boom went out the mast would rotate. Bill Gooderham recalls many instances when the "wooden Thomas" would be blown right off the top of the mast, if the sails were allowed to flog.

In addition to the R.C.Y.C.'s needs, the "cottage country" residents in the Muskokas were also looking for a family racing dinghy, at about the same time. Gooderham became actively involved in selling boats throughout Southern Ontario. Weekends would see Bill pulling two boats on a trailer and a further basked on top of his car, as he set out to

spread the word about the Albacore. Bill confesses that many purchasers couldn't tell the difference between the stem and the stern but they couldn't resist the lure of sailing, when he placed the Albacore in front of their cottages.

The market was apparently ready for the Albacore. There just weren't many good two-man boats around. The International 14 was too sophisticated a boat for recreational sailors. The Snipe, which had dominated the market, was losing popularity, Bill felt, due to the heavy weight, lack of room and cumbersome docking requirements.

But, while there was lots of interest in the Albacore, many cottagers were looking for the ease of maintenance provided by a fibreglass hull. Gooderham tried to convince Fairey Marine of the need but they were not interested in producing g.r.p. hulls for the Canadian market. So, in 1961, in conjunction with Whitby Boat Works, Bill had a mould taken off a Fairey Marine hull and the first Canadian produced Albacores were sold in Ontario. However, when Fairey Marine, sole holders of a licence to build, heard of this enterprise a trans-Atlantic legal battle was launched. For a brief period of time those Whitby - produced fibreglass boats bore the name "Albatross". Fortunately Fairey Marine were convinced of the need for a fibreglass boat and they finally agreed to licence Whitby to build fibreglass Albacores for the Canadian market.

That step was all that was needed. Sales of Albacores rose dramatically. Gooderham says that in 1965 he sold over 85 boats himself.

Soon the Albacore was the dominant sailing class in Ontario's cottage country, as well as the most popular club boat on Toronto's busy harbourfront.

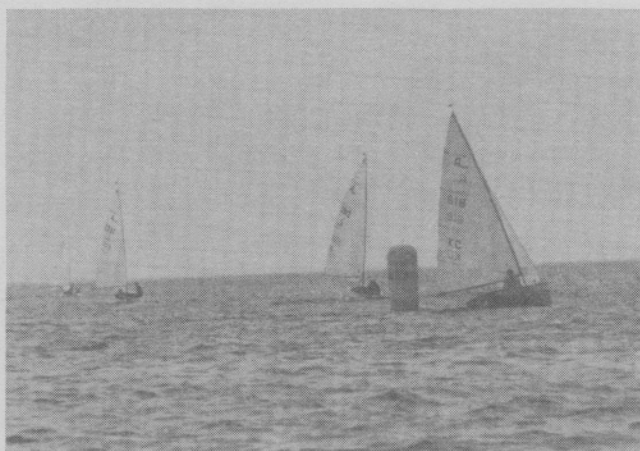
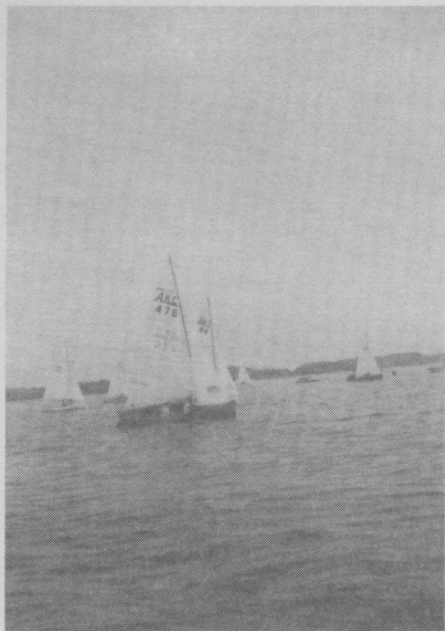
The Canadian Albacore Association was formed as a natural outgrowth of the class's phenomenal popularity. Top sailors on each lake sought to prove who was the best Albacore sailor in Canada. Finally in 1961, largely as a result of the efforts of Albacore sailors on Balsam Lake, Shadow Lake and Muskoka, the first Canadian Albacore Championship was held - attracting a fleet of 37 boats.

The rest is familiar history. National Championships have been known to draw up to 200 boats. Interest in the class is as high as ever - a fitting testimony to the genius of design and the effort and interest of the C.A.A. and its members.

On the 25th birthday of the Albacore we wish to salute the contribution of Bill Gooderham and his colleagues for their role in developing the Albacore as Canada's premier sailing class.

David Whitfield.

Vintage Albacores - pictures found in the Shackles "archives". The editor cannot say who's who but is sure that some of you can.



Have you ever wondered what a World Championship is like, aside from the sailing that is? Following "Torquay 1979", I have received the story behind, or beyond, the results from Stan Tapp. It was Stan's picture that was on the cover of the last Shackles, by the way. Stan describes himself as a "leading expert" on the social side.

For Nita and I the Championships began on the Saturday afternoon, when we went along to the Royal Torbay Yacht Club dinghy park, on the quay in Torquay. It's a grand time to meet your friends, as they all assemble, and lots of people gave us a greeting as we went by. Jerry Selwyn heard them and came over and said 'you must be Stan Tapp, the author! I've read your article in Shackles' and we got on like a house on fire!

The Briefing was held in the evening at the R.T.Y.C., a gracious Victorian building, solid, friendly and long established. There were several valuable paintings of old sailing ships on the walls and a glass case containing a model ship made, from bits of mutton bone, by Napoleonic prisoners of war. It was a good evening and we met most of the Canadians, although it was difficult to circulate with so many friends around.

Sunday's Practice Race was sailed in very light airs. The two masted square rigged Training Ship "Royalist" was apparently sailing on the same course, which may have made mark rounding interesting. She had her engine running at first but later set her sails and, looking very lovely, sailed away. The Commodore provided free beer at his reception and we had a super party. Why does free beer always taste so much better than ordinary beer?

Monday's Civic Reception was quite a highlight in the week. This was held at Oldway Mansion, a truly magnificent building, now the Civic Centre of the Torbay area. It was built, as a gift, by the multi-millionaire Singer, of sewing machine fame, for his friend Isadora Duncan, the dancer. The marble hall and twin curved staircases (his and hers?) lead to a mirrored balcony, copied from the Hall of Mirrors, in Versailles, which gives access to the other rooms. The Mayor's party should only have lasted an hour but the girls kept circulating with trays of drinks long after that. The evening finished with a disco back at the Club. If Isadora enjoyed herself half as much as we did, Mr. Singer must have been satisfied.

On Tuesday evening we went to Brixham Sailing Club. The R.T.Y.C. had hired three large motor boats to take 140 of us across the bay, free of charge. We landed at the Clubhouse landing pier and had a very hospitable welcome from the Commodore of the B.S.C., and

were treated to a lavish buffet. About twenty of us, largely Canadians, slipped out and had a fascinating trip around the back alleys of this gorgeous old fishing town, including the quay, where the replica of Drake's "Golden Hind" was moored. Our boats had to be back in Torquay not later than one hour after sunset but it was dusk before we left Brixham. It was a perfect night and the lights of the villages around the bay looked most romantic.

The Dinner Dance was held on Wednesday at the New Grand, a four star hotel. As you would expect it was superbly done, except for a slight faux-pas, when more people turned up than there were places laid! The speeches were short, there was dancing afterwards and at about midnight we noticed that it was much easier to talk because the band had gone home.

Thursday will live in the annals of the Albacore Championships as the evening of evenings. Through the sponsorship of MacDonald and Muir, distillers of Highland Queen whiskey (and it is no coincidence that David Urquhart's boat is called "My Highland Queen"), we were invited to a Whiskey Tasting, at the R.T.Y.C. Twelve distillers, no less, had donated gallons of the stuff and David and his wife, Sheila, were rushed off their feet all night giving it away. My Canadian friend, Doug, and I decided this was a superb opportunity to do a much needed comparibility study, on the whole range of brands. Not for us the straight sloshing it back. We gave each one due and careful consideration. We sampled Dewar's, Haigh's, Lang's Supreme, using Grouse as a yardstick in between samples. Unfortunately, we somehow confused the White Horse with the Highland Queen, a silly mistake, which invalidated all our previous gradings. We had either to fiddle the result or start all over again. I can't remember which we decided but I know our conclusions were inconclusive!

Friday's pre-Prizegiving Supper, held in the R.T.Y.C. Dining Room, which limited the numbers dramatically, was consequently rather a disappointment. We made up for it at the actual Prizegiving, which is always a jolly affair. This was followed by the usual disco, the group valiantly made noises in one room, whilst people were drinking and relaxing in the bar or on the verandah, overlooking the Harbour. It was all over, for some of us for another six years. It didn't seem quite the right time for dancing and some of us were a little tired. It was just right for saying "It was fun - see you all next time. If your anywhere near us at any time, drop in, we'd love to see you." - and meaning every word.

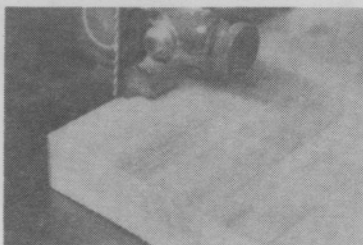
Best Wishes to you all from Stan and Nita Tapp

How Fast Are Your Foils?

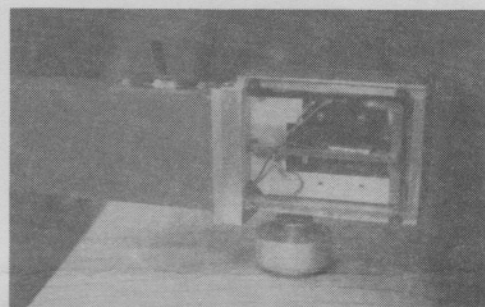
A sailboat is like an airplane with one wing in the air and the other in the water. It can only go as fast as its slowest Foil. You have spent a lot of time getting your sails right, but what about your Board and Rudder? Are they the right shape, stiff, fair?

ML FOILS are designed to get the most performance within the class rules. THE SHAPES are high lift low drag N.A.C.A. sections which are accurately reproduced by our shaping machine. The machine is a custom designed electronically controlled three dimensional milling machine. STIFFNESS is obtained by ML's system of epoxy laminating and epoxy glassing specially selected quarter sawn woods. FAIRNESS is the result of 4 separate finish sanding operations and spray painting with Awlgrip, a tough high quality finish.

Foils are not a sideline for us! They are our business and we put the time and effort into building the best. So check your Foils, then give us a call.



EPOXY LAMINATED
QUARTER SAWN WOOD



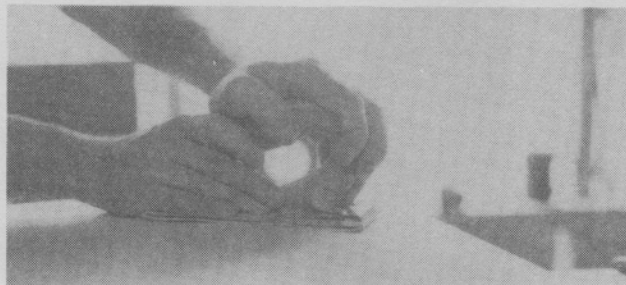
MACHINE
SHAPING



EPOXY
GLASSING

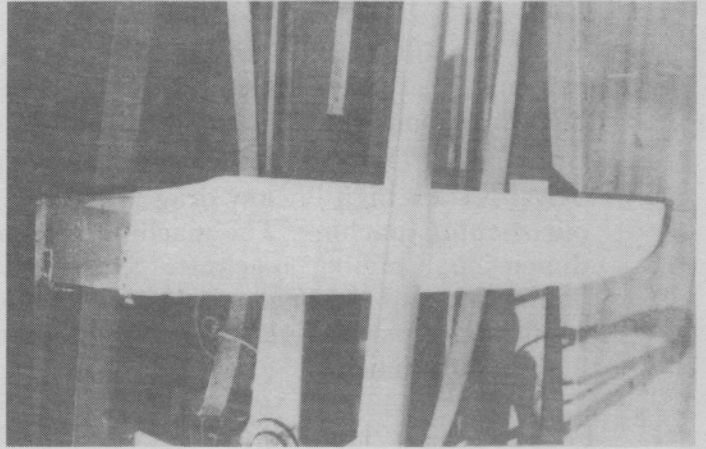
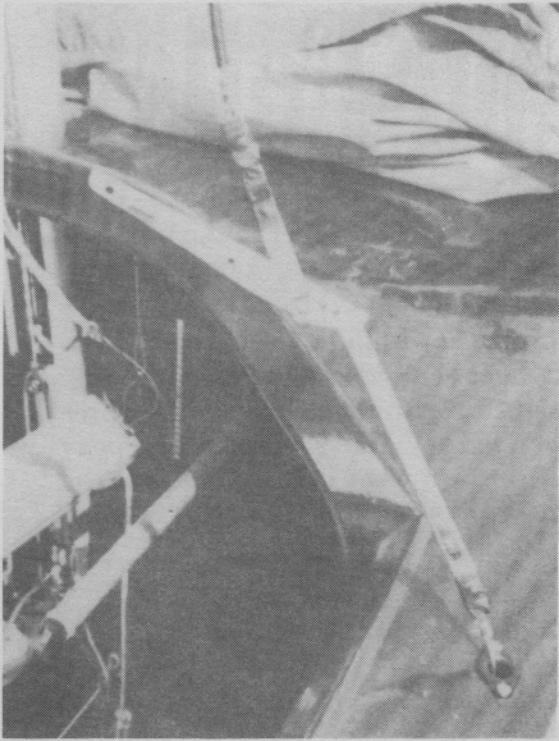


FINISH WET SANDING

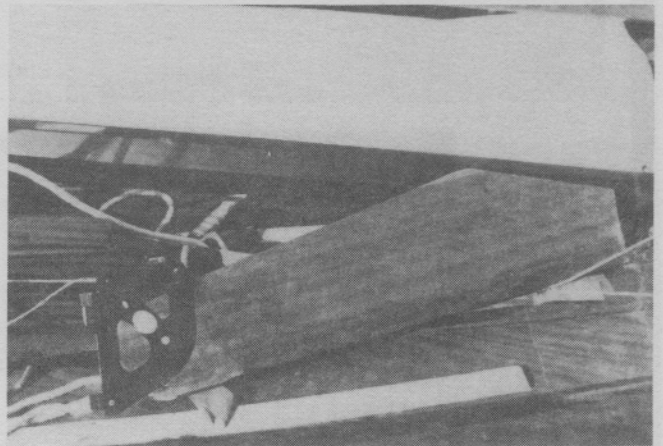
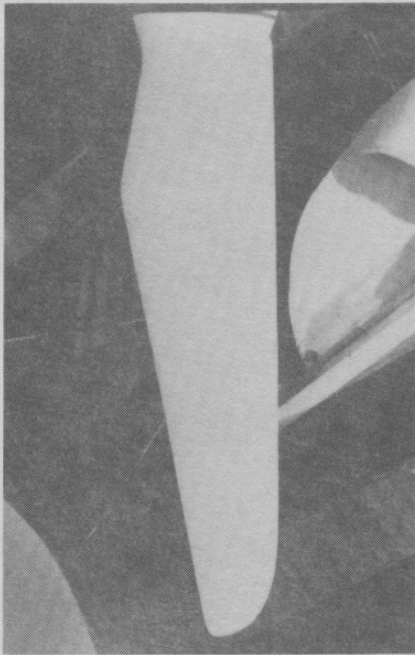


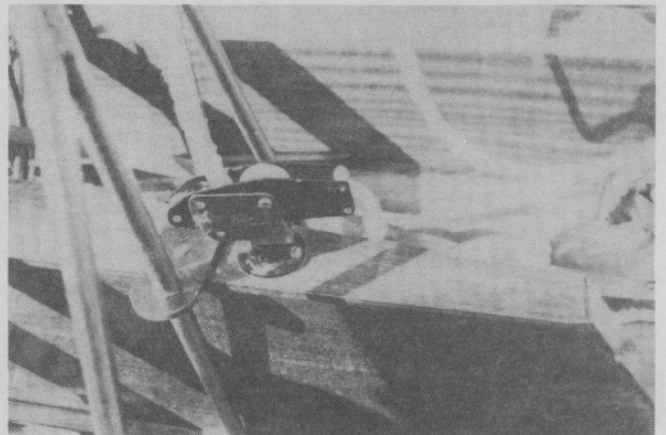
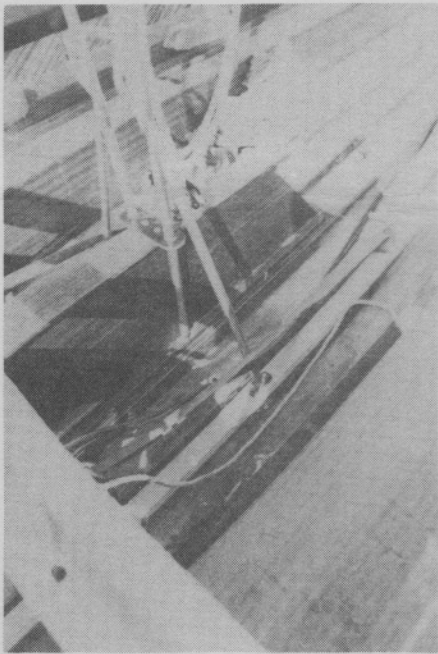
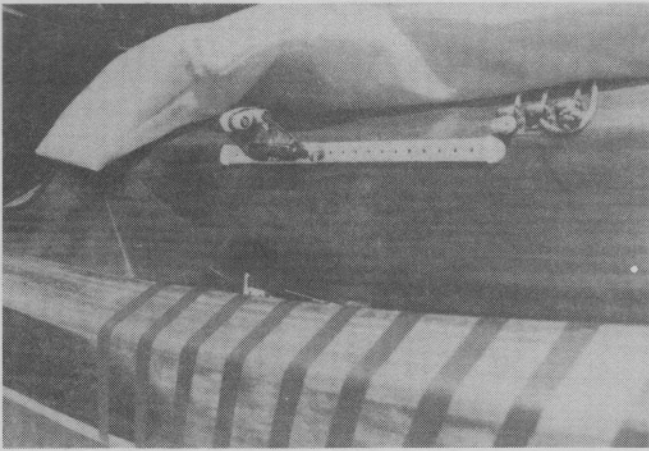
FINISH SANDING

Albacore Centerboard \$190; Rudder \$130
50% deposit required with a order



Thanks are due to Jerry Selwyn for these pictures of Albacore bits and pieces seen around the dinghy park at Torquay.







More Winners from the Canadians 1979



over the transom

* Attention Ottawa Albacore Sailors! Ottawa Sportsman's Show February 20 - 24. For the first time the Albacore Class will be running a class exhibit at the Ottawa Boat Show, held in conjunction with the Sportsman's Show. The display, featuring a new Skene boat - one of the first off the new N.R.C. plug - is being co-ordinated by Rory McIntyre and David West, who would welcome offers of assistance from members. Call one of them now and volunteer your services to help promote Albacore sailing in the Ottawa area.

* Ontario chooses the Albacore. The Albacore has been selected for the sailing events in the 1980 Ontario Summer Games to be held in Peterborough. Paul Goddard will be organising this part of the Games.



David Medhurst, on behalf of the Canadian participants at the Worlds, presenting a cartoon by Gil Parcell to the Commodore of the Royal Torbay Yacht Club.

* The Executive gave formal approval to re-instating the annual Year Book, which Nick Hancock has undertaken to compile. The approximate publication date is April 1980. Anyone with information or pictures should contact Nick through the Association's P.O. box. Everyone renewing his membership receives a free copy.

* The C.A.A. has donated \$100.00 to the C.Y.A. Olympic Training Program fund raising.



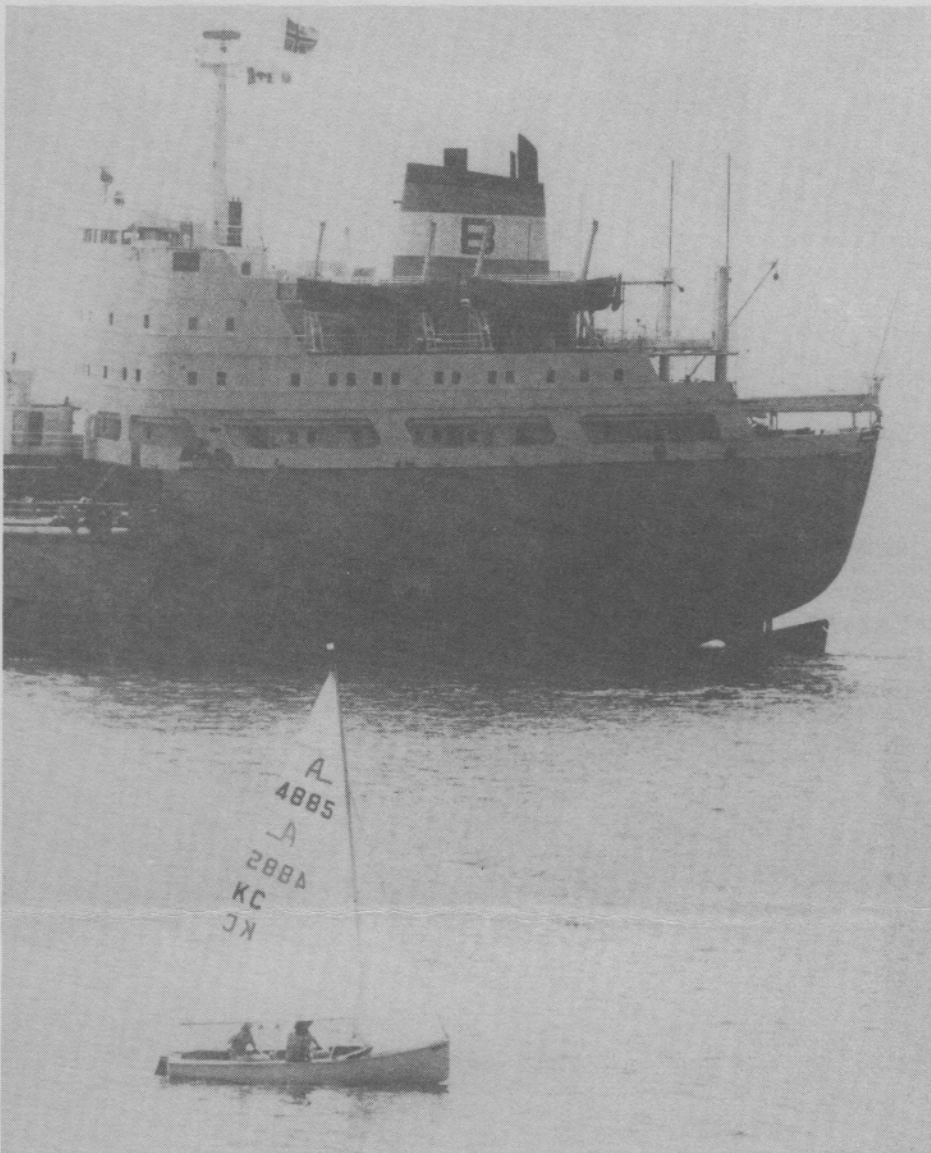
Don Williams, the President of O.S.A., accepting, on behalf of the association, a gift from the C.A.A. The presentation was made by the retiring Commodore, David Medhurst, at the Annual Dinner Dance during the Canadians.

* At the Executive Meeting held on 19 November it was decided to re-instate qualification for the 1980 Canadians, the 1980 North Americans and the 1981 World Championship Details of which regattas will be released in the next issue of Shackles. If any regatta organisers wish their regatta to be considered they should contact Paul Herron.

* Bob Whitehouse of Racing Sailboat Services has advised the Association that the first wooden Albacore hull (to be made in Canada) has come off the mould.

* C.Y.A. Draw. Have you got "one foot itis"? Would you like a Kirby 25 as a tender for your Albacore? Well, the C.Y.A. is running a draw in support of Canada's promising Olympic sailors. First prize is the Kirby 25, second prize is a Laser and the third prize will be a Windsurfer. Tickets are \$2 each and can be obtained through your local representatives to the C.Y.A. or through the C.Y.A. office. The draw is to be held in mid-April. We encourage your support of our Olympic sailors through this money raising venture.

* Bill Gooderham, Technical Director at O.S.A. for the past few years, has retired from that post. Bill was instrumental in organising and promoting the Albacore Class in the formative years. We all wish Bill a happy, active and enjoyable retirement.



This photo was taken from one of the three grounded ship hulls, which form the break-water for Ontario Place, by Steve Parcell. It was several years ago and he thinks that the Albacore belonged to N.T.S.C. The origin of the non-Albacore may be evident from the flag atop the mast (Norway, perhaps), just above the upside-down Canadian flag.

On Re-Vamping the Canadians.

I am writing this brief note in order to completely concur with Mr. A.E. Polhill on his proposed theme of re-vamping the Canadian Championship. I believe that it is vital to have the very best of our sailors in the Championship Fleet because, after all, it is the National Championship.

The prospect of not having to travel to qualifying regattas is solved by Mr. Polhill's excellent idea.

I would hope that the organising committee for the Canadians 1980 takes this suggestion into serious consideration.

Peter Nasoff.
Saint Jamestown Sailing Club.

Does Anyone Know the Whereabouts of
The POYNTZ Trophy

for the 19 & Under Champion

or

The MCGREGOR-RENE Trophy

for the 13 & Under Champion

If So Please Contact the C.A.A. at
P.O. Box 1028, Station "Q", Toronto.

regatta results

Royal Hamilton Yacht Club Turkey Regatta

Although only advertised by word of mouth, the R.H.Y.C. Turkey Regatta attracted an excellent fleet of 23 Albacores. The total entry of keel-boats and dinghies was 110. Separate starts for each class kept confusion to the minimum but the traffic in the starting area was drastic at times. What price the edible prize?

The morning started with sunshine and a clear sky but deteriorated as the day progressed. The last race really felt like the end of the season. The rain and cold wind took the joy out of the sailing but made the clubhouse bar a great place to warm up. See you all next year.

Don Young.

RESULTS.

Sail#	Skipper	Club	#1	#2	#3	O/A
6665	J.Morgan	BC	1	2	7	1
6005	P.Bruns	GYC	2	8	1	2
6590	P.Brayshaw	BHYC	3	4	4	3
5790	A.Kulik	HBYS	6	1	5	4
5599	J.Hynd	RHYC	4	6	3	5
2748	M.Milner	BHYC	11	3	2	6
6151	D.Young	RHYC	7	7	6	7
5547	I.Brayshaw	BHYC	8	5	dns	8
6169	S.McGregor	BSBC	21	9	8	9=
3103	J.Selwyn	TS&CC	5	dsq	9	9=
3445	B.Baxter	BSBC	9	10	dns	11
6703	L.Skeates	HBYS	12	12	dns	12
5788	H.Gruneberg	LBYS	17	11	dns	13=
4554	C.Farrow	BHYC	14	14	dns	13=
6177	R.Adams	HBYS	10	20	dns	15
6194			19	13	dns	16
6101	C.Purtle	CSC	18	15	dns	17
4510	R.Ross	RHYC	15	19	dns	18=
5529	G.Roth	CSC	16	18	dns	18=
4468	Howe		20	17	dns	20=
4833	G.Maxfield	BHYC	13	dns	dns	20=
1598	Soroka		22	16	dns	22
5789	J.Norak	HBYS	23	dns	dns	23

With apologies for the few blank spaces.

Balsam Lake Sailing Club Regatta 5 August

Results

Skipper	Points	O/A Pos.
N.Hancock	5.7	1
A.Griffin	11	2
M.Ewan	15	3
R.Forth	16	4
D.Behan	19.7	5
D.Giffin	25	6
H.Kierulf	27.7	7
P.Crawford	28.7	8
G.Willson	30	9
G.Ewan	30	10=
J.Beak	30	10=

A Date for your next year's Diary

Balsam Lake Regatta will be held on Sunday August 5th.

C.O.R.K. 1979 NORTH AMERICAN CHAMPIONSHIPS.

Results.

Sail #	Skipper	Points	O/A
US 6352	W.Ewing	6	1
KC 6700	M.Glew	31	2
KC 6220	K.McRae	31.1	3
KC 6655	J.Francis	65.4	4
KC 6641	H.Morrin	74.8	5
KC 6626	M.Ewan	90.7	6
KC 5537	D.Browne	96	7
KC 6266	G.Hoyle	114.7	8
KC 6154	D.Behan	120	9
KC 4869	R.Batt	121.7	10
KC 3766	G.Yaneff	128	11
US 6355	J.Lawser	129.7	12
KC 4133	J.Shannon	131	13
KC 6644	J.Moody	134.7	14
KC 6642	K.Johnson	135	15
KC 5695	K.Houldsworth	137.4	16
KC 6151	D.Young	145	17
KC 4581	A.Taylor	145	18
KC 6613	A.Schonborn	146	19
US 6333	R.Bear	147	20
KC 5005	M.Hart	164	21
KC 4106	H.Pool	174	22
KC 6733	M.Kleiner	188	23

upcoming regattas

U.S.A.A. MIDWINTER REGATTA

March 19,20,21,22 1980 Mount Dora Florida.

Hopefully the longer duration will allow for a full schedule of races, even if the wind blows up. The hotel rate is expected to be under \$30 (U.S.) and arrangements have been made for the dinner to be held in a private dining room this time.

Entry Fee not yet established but will be

\$35 - \$40 u.s.

1981 WORLDS

Preliminary information is that this will be held during the first week in October 1981 in the Chesapeake Bay area. It is hoped to arrange an accomodation to permit participants to stay in the same facility.

FOR SALE

BOATS

ALBACORE # 6598 "SUNBURN" Skene, minimum weight, Elvstrom 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

ALBACORE # 6657 'Quicksilver'. British built composite by David Linton. Glass hull with beautiful wooden deck. All go-fasts. 2 centreboards, 2 suits of sails.
Call Bob Drinkwater 416 945-3836 (H)
416 233-3216 (O)

ALBACORE #5009. Built by Don Young. Down to weight wood boat with excellent racing record. Two suits of sails.
Call Alan Humphreys 416 231-6187 (H)
416 863-3518 (O)

ALBACORE # 6857. Built in July 1979 by Woof. Sailed in Worlds and Canadians. New condition. All go fasts including lever and quadrant shroud adjusters. Proctor 'D' section mast. Storer and McNamara sails. Compass, spare centreboard, spare rudder blade, top and bottom covers. R.Y.A. measurement certificate and insurance to August 1980 included. Price \$6,000.
Call Steve Cerny 416 482-2080 (H)
416 252-5711 (O)
or write to 328, Russell Hill Road,
Toronto,
Ontario. M4V 2T8

Is Anyone Interested in my 'LUFF-AFFAIR?'

ALBACORE #6005 is for sale. It's light and very competitive. \$2,000 with launching dolly and cover.
Call Peter Bruns 416 945-4512

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 Whiby. Reasonable.
Call Tony Griffen 366-0718 (Daytime)

Holt Alan tapered Mast and Boom with Rigging. Elvstrom Sails, Rudder and a brand new Cover.
Call Steve Whittaker 416 678-2909 (B)
416 924-5644 (H)

MAST Proctor beta, used \$200.00
MAST Proctor beta minus, new \$375.00
Call 416 363-5627 (B)

ALBACORE TRAILER/DOLLY combination. Modified FMC design with ramps and built in tool box, moulded-to-fit support. Super easy hauling and launching. Ideal for older weak or younger lazy sailor, Price \$450. Available after #6857 is sold.
Call Steve Cerny 416 482-2080 (H)
416 252-5711 (O)
or write to 328, Russell Hill Road,
Toronto,
Ontario. M4V 2T8

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.

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

PERFORMANCE AND PRICE

Are you looking for the best
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TRY US.

A Canadian team dedicated to
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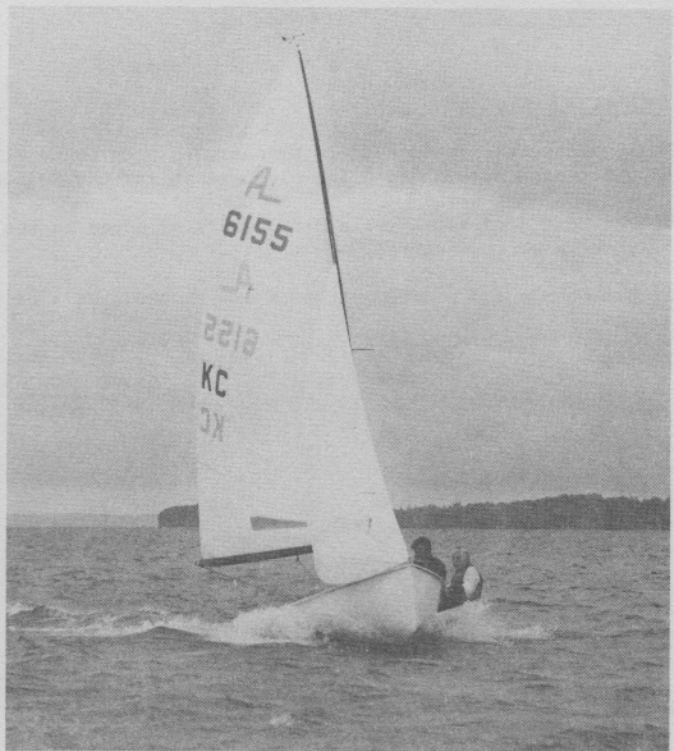
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CANADIAN ALBACORE ASSOCIATION

NOTE TO FINANCIAL STATEMENTS

JUNE 30, 1979

1. ACCOUNTING POLICIES

These financial statements are prepared in accordance with generally accepted accounting principles except for the following:

- i) The cost of fixed asset additions are expensed in the year in which incurred;
- ii) Membership and measurement fees are recorded on a cash basis.

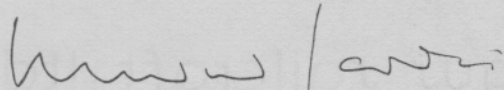
AUDITOR'S REPORT

To the Members of the
Canadian Albacore Association.

I have examined the balance sheet of the Canadian Albacore Association as at June 30, 1979, and the statement of revenue and expenses and members' equity for the year then ended. My examination was made in accordance with generally accepted auditing standards, and accordingly included such tests and other procedures as I considered necessary in the circumstances, except as explained in the following paragraph.

Due to the nature of membership and measurement fees, it was not practical for me to extend my examination of them beyond accounting for the amounts so recorded.

In my opinion, except for the effect, if any, of any adjustments that might have been required had it been practical to extend my verification of membership and measurement fees, these financial statements present fairly the financial position of the Association as at June 30, 1979 and the results of its operations for the year then ended in accordance with the accounting policies as set out in note 1 to the financial statements, applied on a basis consistent with that of the preceding period.



Michael Jarvis
Chartered Accountant

Toronto, Ontario.
September 18, 1979

The Executive and Membership of the Canadian Albacore Association wish to extend their thanks to Michael Jarvis, for auditing the accounts of the C.A.A.

ALBACORE GROUP INSURANCE PLAN
SPECIAL ANNOUNCEMENT

The Canadian Albacore Association is very pleased to announce the introduction of an Albacore Group Insurance Plan at very special rates only for C.A.A. members.

In conjunction with the Drake Insurance Company, a firm specializing in marine insurance and Jarvis Insurance Agency, the C.A.A. has developed a special Group Insurance Plan which will mean lower premiums and increased coverages for most sailors.

The Albacore Group Plan will offer insurance at very attractive premium rates - \$10.00 per \$1,000.00 of coverage. There will be a minimum insurance limit of \$3,000.00 and additional coverage may be purchased in units of \$1,000.00 (i.e. \$30.00 for \$3,000.00; \$40.00 for \$4,000.00; \$50.00 for \$5,000.00, etc).

What coverages are offered under our Albacore Group Plan? Just compare these features with your present insurance.

1. All-risk basis including collision, theft, fire or lightning - including full racing risks!
2. Coverage of boat, spars, sails and equipment including boat dolly and trailer for loss or physical damage.
3. Coverage for boat and trailer while in transit up to 500 miles from your home base.
4. Replacement cost coverage - no depreciation will be taken (even on sails) after payment of the \$50.00 deductible - up to the insured value of the boat. In other words, the damaged item will be repaired or replaced new for old.
5. Medical coverage for injuries sustained for up to one year after the date of the accident.
6. Personal liability coverage of \$100,000.00. With to-day's trends even the non-racer cannot afford to be without personal liability coverage.
7. All claims will be adjusted locally by experienced adjusters, thus assuring prompt repairs to your Albacore.

This plan has been developed with the assistance of Peter Jarvis, a well-known centreboard sailor who knows and understands the problems faced by centreboard sailors in insuring and repairing their boats.

The very competitive rates are being made available only to members of the C.A.A. under a special group plan. These rates and coverages are not available through any other source.

A comparison of rates currently being charged for Albacore insurance under other plans indicates that, depending on the level of insurance selected, most sailors will save the entire cost of their membership in the Canadian Albacore Association and still have a few dollars left over, if they enrol in the special Albacore Group Insurance Plan!

Compare these coverages and rates with your present policy. We are sure you'll find the special Albacore Group Plan your best insurance buy.

ALBACORE GROUP INSURANCE - just one more good reason for belonging to the Canadian Albacore Association.

APPLICATION FOR ALBACORE GROUP INSURANCE PLAN 20

N.B. ALL SECTIONS MUST BE FULLY COMPLETED BEFORE APPLICATION CAN BE ACCEPTED. PLEASE TYPE OR PRINT CLEARLY.

NAME: _____

ADDRESS: _____

number and street city/town

PROVINCE POSTAL CODE

TELEPHONE: _____

AREA CODE RESIDENCE BUSINESS

C.A.A. MEMBER: _____ SAILING CLUB: _____

yes no (if applicable)

SAIL NUMBER: _____ BOAT BUILDER: _____

YEAR OF MANUFACTURE: _____ CONSTRUCTION OF HULL: _____

MAKE OF SPARS: _____

MAST BOOM

SAILS: _____

SAILMAKER YEAR

BOAT TRAILER: _____ DOLLY: _____ BOAT COVER: _____

value value value

PERIOD OF COVERAGE : MAY 1, 1980 - APRIL 30, 1981
 (SEE TERMS AND CONDITIONS OF POLICY FOR FURTHER INFORMATION)

INSURANCE COVERAGE DESIRED - PLEASE MARK " X " IN DESIRED BOX.

\$3000.00	insurance coverage -	May 1/80-Apr.30/81	premium =	\$30.00	<input type="checkbox"/>
\$4000.00	" "	" "	" =	\$40.00	<input type="checkbox"/>
\$5000.00	" "	" "	" =	\$50.00	<input type="checkbox"/>
\$6000.00	" "	" "	" =	\$60.00	<input type="checkbox"/>
\$7000.00	" "	" "	" =	\$70.00	<input type="checkbox"/>

** ALL CHEQUES ARE TO BE MADE PAYABLE TO JARVIS INSURANCE AGENCY LTD.
 IF DESIRED, CHEQUES MAY BE POST-DATED NO LATER THAN MAY 1, 1980.

INTERIM COVERAGE: If insurance coverage is desired for period prior to May 1, 1980, there is a flat fee of \$10.00. Please enclose a SEPARATE cheque for \$10.00 payable to JARVIS INSURANCE AGENCY LTD., DATED NO LATER than the date coverage is to commence.

INTERIM COVERAGE DESIRED: YES _____ NO _____

COVERAGE TO COMMENCE: _____
 date

I HEREBY CERTIFY that I am a current member of the C.A.A. and that the information contained in this application is correct as of the date of signing.

DATED: _____ SIGNATURE: _____

**All application forms must be mailed to: Canadian Albacore Association,
 P.O.Box 1028, Station Q,
 Toronto, Ontario, M4T 2P2

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OUR 1979 RESULTS SPEAK FOR THEMSELVES

1st NORTH AMERICAN CHAMPIONSHIP (3rd consecutive year)

1st CANADIAN CHAMPIONSHIP (4th consecutive year)

1st U.S. NATIONALS (3rd consecutive year)

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