

# shackles and cringles

canadian albacore association's  
bi-monthly newsletter

WINTER 1980 VOLUME XIX NUMBER 1



"Shackles & Cringles" is published bi-monthly by:

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P.O. Box 1028  
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Toronto, Ontario  
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Printed by Ontario Sports Administrative Centre  
through the Ontario Sailing Association.

DEADLINE DATES for 1980

January 14	July 14
March 14	September 14
May 14	November 14

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

Cover "AT EASE" by Judy Whitfield.

David Medhurst and David Whitfield  
caught between races at a regatta in  
Toronto's Outer Harbour.

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# from your executive

## COMMODORE'S MESSAGE

The Toronto Boat Show again reflected the activity and vitality of our class, and elsewhere in this issue is a more detailed report on the show. Our appreciation goes out to all those who helped in presentation of the exhibits, manning the display, the pool demonstration etc.

Elsewhere also you will note the qualifying procedures for the 1980 Canadians (Championship Fleet) and the 1981 Worlds. I suppose that this will always be a difficult subject on which to please everyone, but we have tried to meet most objectives.

For our Canadian Championship Fleet we have established criteria to permit entry to regular competitive sailors. By encouraging up to 4 qualifying regattas in a district, this qualification procedure should result in better regatta attendance, without the need for extensive travel to find 3 regattas.

The Worlds qualification criteria give just and most extensive opportunity to the regular competitive sailors. By having two individual make-up regattas we try to recognise the needs of those who, for business or personal commitments, could not qualify through the Canadians, and finally to avoid 'cheap entry' this is limited to the top half of what are usually competitive fleets.

Your Executive have tried to be fair, I hope you will see it as fair.

Haakon Kierulf.

## QUALIFICATION FOR 1980 CANADIANS AND 1981 WORLDS

Qualification Procedures for 1980 Canadian Albacore Championship and 1981 World Albacore Championship.

### 1980 Canadians;- Championship Fleet.

The qualifying procedure for the Championship Fleet at the Canadians has been designed to promote participation in local and district Albacore Regattas.

To qualify for the Championship Fleet, sailors will only be required to sail in any three regattas, which have been designated as qualifying regattas by the C.A.A. District Fleet Captains may ask that up to four regattas in their respective districts be designated as a Qualifying Regatta.

Anyone wishing to nominate a regatta for consideration as a 1980 Qualifier should contact Paul Heron (416 279-7300 Bus.; 416 823-8833 Home) as soon as possible. The DEADLINE for consideration is MARCH 15 1980. All qualifiers will be listed in the next issue of "Shackles and Cringles".

To be eligible for consideration as a "qualifier" the regatta must meet the following criteria:

1 All participants must be current members of the C.A.A. or the participant must pay the \$3.0 non-members registration fee.

2 All participants must produce a valid measurement certificate and buoyancy endorsement.

3 There must be a separate Albacore start if the fleets of other class boats are also participating in the regatta.

4 Regatta organisers must undertake to provide the C.A.A. with the regatta results within 10 days of the regatta.

We have already designated the following regattas as qualifying regattas for the 1980 Canadians:

- 1 TARTS Toronto 24&25 May
- 2 Parkway Invitational - District 3 Champs. Fort Erie 12&13 July
- 3 Muskoka District 21&22 July
- 4 Muskoka Lakes Regatta, Lake Rosseau August
- 5 Lake Ontario Challenge Bronte Harbour 6 September

We welcome and encourage all Districts to submit names of other regattas for consideration. As stated, any sailor who competes in any three designated regattas will automatically qualify for the Championship Fleet, if the individual wishes to sail in that fleet. As in the past, there are no qualifying requirements for those who wish to sail in the Masters, Challengers or Funtastic Fleets.

### 1981 World Albacore Championship U.S.A.

At the present time we expect to have 25 to 30 places allocated to Canadian entries for the 1981 World Championships, which have been tentatively scheduled to be held in the Chesapeake Bay area in the late summer of 1981.

Initially, two thirds of the total number of places will be determined by the order of finish in the Championship Fleet in the 1980 Canadian Albacore Championships.

Half the remaining places will be determined at TARTS, 1981 and half at ARK, 1981, for those who have not already qualified. At both TARTS '81 and ARK '81, only finishes in the top half of the fleet will be considered.

If any places still remain unfilled after TARTS '81 and ARK '81, the remaining places will be offered according to the order of finish in the Championship Fleet at the 1980 Canadians.

## SHROUD LEVERS GET C.A.A. APPROVAL.

With the approval by the C.A.A. Executive of shroud levers, the last remaining difference between the Canadian and the International Association rules has been removed.

The Executive moved to accept the use of shroud adjusting mechanism after carefully considering many factors, and after inviting the participation of the U.S.A.A.

At the 1979 Annual General Meeting there was a debate which was intended to canvass the arguments both for and against the use of shroud levers. As a result of the vote taken at the meeting there was a very strong and clear mandate given to the Executive to move ahead with the acceptance of the devices.

Primarily, the membership felt that the use of shroud levers would increase the Albacore's off-wind performance. Use of shroud levers would reduce wear and tear on the main sail, which presently results from the contact with the spreaders.

Sailors who have sailed in boats equipped with with shroud levers rejected arguments that the devices were complicated or difficult to operate. In fact, those crews who sailed in the World Championships in England (where shroud levers have been used for years) remarked how quickly one learned to operate the levers and how much they enjoyed having the opportunity to further participate in the operation of the boat.

The Executive also considered the concerns of those who felt that all boats could not take full advantage of shroud levers, due to their deck construction. After discussing the matter with experts in the field it was felt that there was no significant disadvantage accruing to those who owned boats with the shorter mast slot.

Commodore Haakon Kierulf also communicated with the President of the U.S.A.A. to advise them of our desire to remove the restriction. For reasons unknown, the U.S.A.A. did not raise the matter at their Annual General Meeting, as had been agreed at the I.A.A. meeting last July in Torquay.

Having considered all the factors, including the desire to remove this last exception between the C.A.A. and the I.A.A. rules, the Executive decided to approve the use of shroud levers.

Effective with the 1980 sailing season all boats registered with the C.A.A. will be permitted to install shroud levers or any other devices designed to control shroud length. Presently these devices would include "high-field" type shroud levers, which are attached above the deck; quadrant levers, which are affixed below the deck; "magic boxes" affixed below the deck and a variety of home-made devices designed to allow adjustment of shrouds. The decision as to whether any sailor installs these devices is up to the individual.

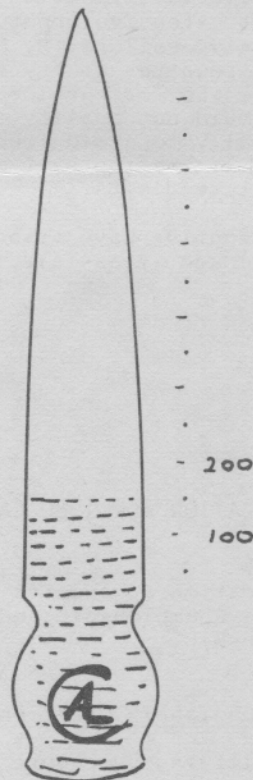
Published with this issue of "Shackles and Cringles" is an excellent article by Steve Taylor explaining how to tune your dinghy rig. We encourage you to read this article. Furthermore, if you have any questions concerning the use and operation of shroud levers please write to the Editor of "Shackles and Cringles" and we will undertake to answer them.

The C.A.A. Executive.

## MEMBERSHIP

Remember to return your C.A.A. membership application forms as soon as possible - there's another copy enclosed with this issue. The initial response has been quite good and an encouraging percentage of members renewing have already taken advantage of the Insurance Package. This is only available to members of the C.A.A. and, again, there is an application form enclosed, to be completed when applying for insurance cover through the Association.

January 1980



## C.A.A. YEAR BOOK

It is hoped that a new style mini Year Book will be mailed to members in the early summer. To be sure YOUR name, address and your boat number are included in this handy publication, mail your membership renewal to Judy Whitfield just as soon as possible.





Picture - David Whitfield

Now that it is successfully over, I would like to thank the 56 people from the following clubs, who volunteered to man the ALBACORE stand.

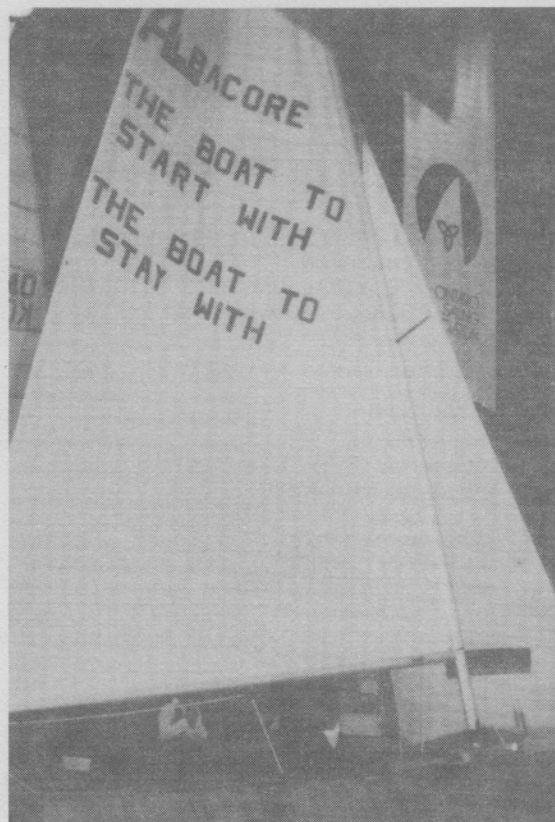
Boulevard Club.  
 Bronte Harbour Yacht Club.  
 Grimsby Yacht Club.  
 Lake of Bays Sailing Club.  
 Mooredale Sailing Club.  
 Royal Canadian Yacht Club.  
 Royal Hamilton Yacht Club.  
 St. Jamestown Sailing Club.  
 Toronto Sailing & Canoe Club.  
 Westwood Sailing Club.

I would like to extend special thanks to George Roth of Waterloo, who is not only a keen Albacore sailor (KC 5529) at Conestoga but, as you saw, a very talented Graphic Designer. George gave freely of his time and talent to produce the map and associated art work which, aside from the boat, was the focal point of the Albacore exhibit.

For those of you who did not attend the show, the boat at the C.A.A. exhibit was built by Racing Sailboat Services. It is not only beautiful but unique, for at least a couple of reasons. It is the first Canadian commercially built all wood Albacore. The hull is comprised of two layers of western red cedar bonded together with epoxy resins. The exterior of the hull is sheathed with a fine fibre-glass cloth. The "West" epoxy system is used throughout. While not unique, it is worth noting that a vacuum bag system is used during the cold moulding process, thereby eliminating the need for staples---and the holes they leave!

More of this and the super new Skene boat will be seen in David Whitfield's article, elsewhere in this issue.

Jerry Selwyn.



Picture - David Whitfield

#### I.Y.R.U. APPROVES USE OF MYLAR IN SAILS

At its annual meeting, held last summer, the International Yacht Racing Union approved the use of mylar in the manufacture of sails. Mylar, which is a polymer film material, is defined as a "non-woven" material and accordingly is presently not allowed in the manufacture of Albacore sails, according to our rules. The I.Y.R.U. has left it up to each class association as to whether the class will permit the use of the new material.

Visitors to the class display at the Toronto Boat Show may have noticed the suit of mylar sails, manufactured by Storer Sails Ltd., which were displayed on the 505.

Proponents of the use of mylar claim that mylar sails will be more durable than those constructed from a woven material. Mylar will not stretch as easily as a woven material and accordingly the sails should last longer. However, mylar will rip and it is customary to laminate a light spinnaker-type cloth to the mylar to prevent this tenency. This, obviously will increase the cost of the sails. In addition, due to the problem of creasing, it is recommended that the mylar sails be rolled in a tube rather than folded. This can prove unwieldy for those transporting the sails.

## FROM THE EXPERTS

### TUNING THE DINGHY RIG

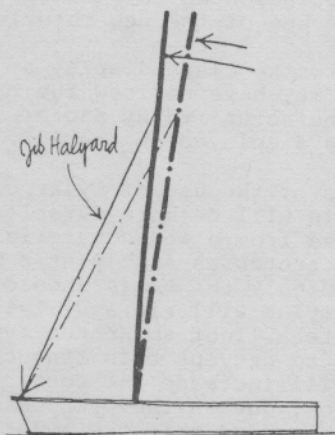
BY STEVE TAYLOR, CURRENT WORLD CHAMPION AND

BY STEVE TAYLOR, CURRENT 5.5 WORLD CHAMPION AND FORMER CHAMPION IN A HOST OF OTHER CLASSES, PROVIDES SOME VITAL INSIGHT INTO TUNING TECHNIQUES FOR TODAY'S MODERN THREE-STAY DINGHY RIGS.

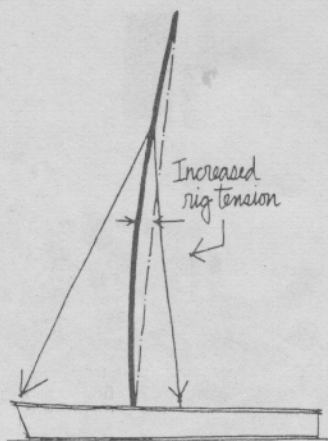
You've fitted out a well-rigged hull with a good board and rudder, and you on your way down to the club with newly acquired sails, ready to step the mast and transform your magnificent efforts with wallet and toolbox into speed on the water.

Naturally, every time you touch a control line, it moves effortlessly, with no friction, and whatever it controls works beautifully - you just don't know quite where to set it. Lots of practice in the old boat has given you some idea where to start and certainly that your boat handling is smooth, your steering second nature and your relationship with your team-mate gracefully established. Ever since your last frostbite season or college race, your starts have been good and your tactics consistent. Now the problem is to learn a little more clearly about how to set up your rig in all conditions, how to adjust it quickly as the conditions change and how to see what shapes are produced in your sails as you make these adjustments.

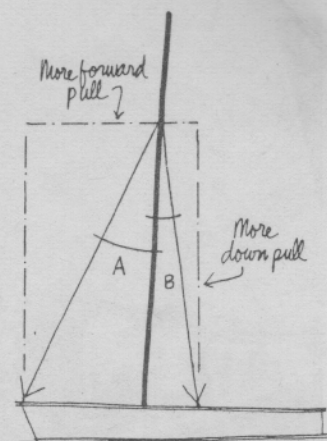
On 420s, 470s, Fireballs, 5.5s, Flying Dutchman, Flying Juniors and any other boat in which the loads of the rig and mast are supported by the luff wire in the jib, the headstay, if there is one, is generally left slack when sailing and it is only used to hold the mast up in the parking lot. Once the shrouds are fixed, increasing tensions on the jib halyard does two things: 1) it straightens the rake, pulling the mast forward more and 2) it pulls against the shrouds and increases rig tension (diag.). Because the fore-and-aft angle of the jib luff to the mast is much greater than that of the shrouds (dia.), a small change in jib



Jib halyard tension straightens the rake.  
Jib halyard tension can also increase rig tension.



Angle A, between the jib luff and the mast, is much larger than angle B, between the shrouds and the mast. This causes the jib luff



tension to be the dominate factor in rake, and shroud length to be the dominate factor in rig tension.

halyard length will affect rake more than rig tension; likewise, a change a change of equal length in the shrouds will affect tension more than the rake (diag.). Depending on the rules of your class, one or the other may be more readily adjustable, but in any event, a good way to start thinking about your rig is to consider the jib halyard as your rake control and the shrouds as your tension control.

Both rake and tension are important adjustments, but with the exception of the FD, which uses rake to control the genoa lead, tension is usually the most important of the two. Therefore, for simplicity's sake you can first choose a basic rake setting and set your jib luff to that point. Then, if your shrouds are adjustable, you will be able to regulate tension easily with a control line. If your shrouds are fixed by chainplates with rows of holes, to effect tension change you may have to first release the jib halyard, then change the shroud pin location and finally put the jib halyard back in the desired position. In any event, remember that it is the shroud length that makes the tension difference - the jib halyard is for rake.

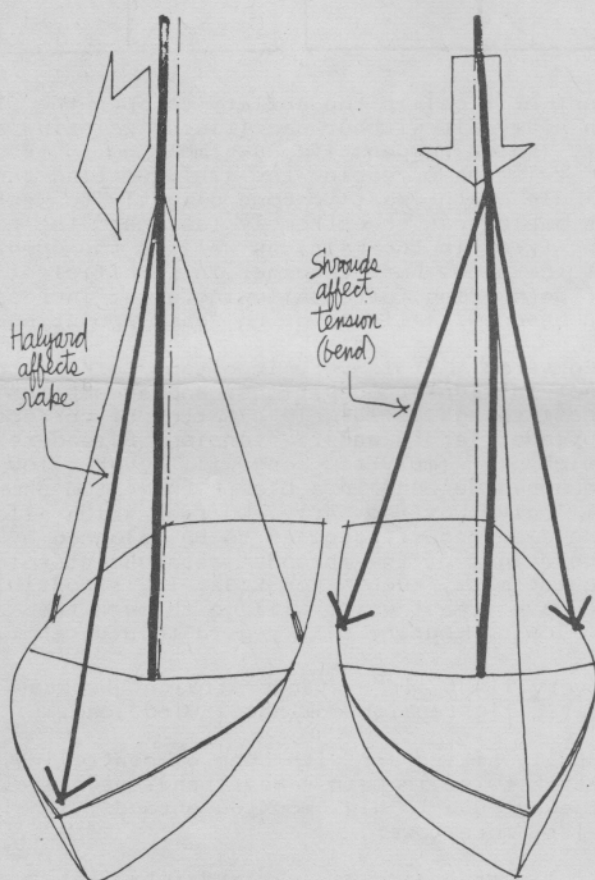
The two most important effects of rig tension jib luff sag and mast bend, both of which control, to a large degree, the shape of the sails to which they are attached. The table shows how jib luff sag affects jib shape.

Understanding how rig tension affects the shape of the mainsail through mast bend is a bit more involved. First, tension affects bend primarily through the spreaders, especially if the shrouds intersect the mast at about the same place as the jib halyard at the hounds. Unlike jib luff sag, which happens in a direction roughly aligned with the wind, mast bend can be controlled and thought of in two different directions - fore and aft and sideways (diag.). More forward cant on the spreaders, coupled with more shroud tension, causes less fore and aft mast bend. A reduction in either cant or tension will allow more fore and aft bend. If the spreaders are swept aft of a neutral position, increasing tension will induce more fore and aft bend. At this point, it should be mentioned that this is true only while the mast is still basically in column, or only up to the point where further shortening the shrouds ceases to add tension.



### The Effects of Jib Luff Sag on Jib Shape

	Too Much Sag	Correct Sag	Too Straight
<b>Draft</b>	draft too far forward	draft in correct position	draft too far aft
<b>Fullness</b>	sail too full, especially head	depth correct	sail too flat, especially entry
<b>Leech</b>	upper leech too close to mainsail when sheet is trimmed	leech twist balanced with sheet and lead	upper leech too open relative to sheet and lead
<b>Luff</b>	loose luff may "pump" in seas, causing rapid shape variations	luff stable, but forgiving	rigid luff unforgiving and prone to stalling — entry too fine
<b>Steering Groove</b>	steering groove too wide; can't get accurate course from telltales	steering groove reasonable; telltales normally responsive	steering groove too narrow; telltales too nervous — both leeward and windward flutter at once

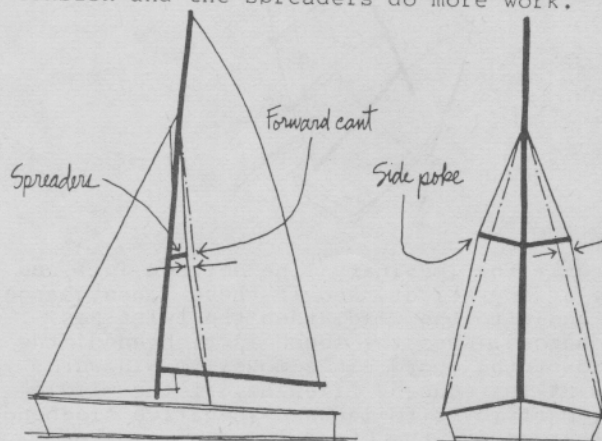


At some point after the mast is bent like an archer's bow, shortening the shrouds will not add tension, but actually reduce it or leave it constant as the mast buckles out of column and simply bends more in whatever direction it had already begun. It very rarely pays to sail with the spar set up this way, and particularly with stiff boats and powerful rigging systems, care should be taken not to attempt to "tighten" the rig past this point of "no return".

Sideways bend is controlled largely by the degree to which the spreaders deflect the shrouds outboard position, or poke. For the

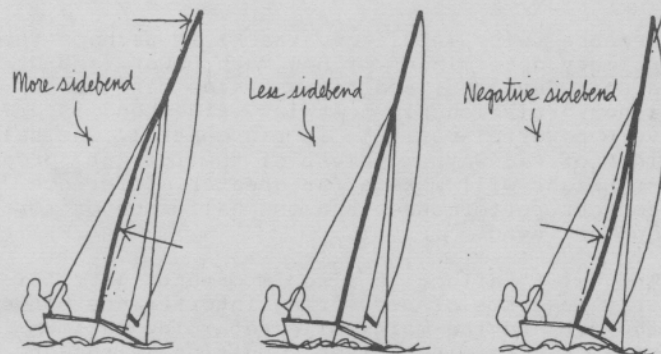
purpose of this discussion, more sidebend means the middle of the mast comes to windward and the tip to leeward; less sidebend means the mast is straight sideways; and negative sidebend means the middle of the spar depresses into the slot to leeward — regardless of whether the tip is also to leeward (S-bend) or is held straight, or to windward, through either natural stiffness or very highly mounted trapeze wires (diag.).

Long spreaders, or more poke, tends to reduce the side bend and can even force it negative. Shorter spreaders allow more side bend. Changes in tension work to increase or decrease the effect of the spreaders correspondingly — more tension and the spreaders do more work.



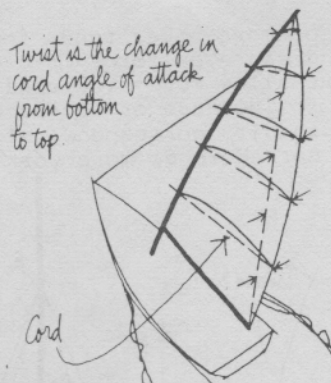
### The Effects of Fore and Aft Bend on Mainsail Shape

	Too Straight	Correct Bend	Too Much Bend
<b>Draft</b>	draft too far forward	draft in correct position	draft too far aft, sail perhaps inverted
<b>Fullness</b>	sail too full	depth correct	sail too flat
<b>Leech</b>	leech too tight, even when sheet and vang eased	leech twist balanced with sheet and vang	too much twist, even with tight sheet and vang
<b>Steering Groove</b>	staying in groove very difficult and/or overpowered	boat powerful, but forgiving	boat underpowered, no punch through seas
<b>Stalling</b>	sail prone to stalling, stopping boat; too much side force, no acceleration, pointing too high, going slow	sail on verge of stalling, but working nicely; points and foots well	can never stall sail, can't point

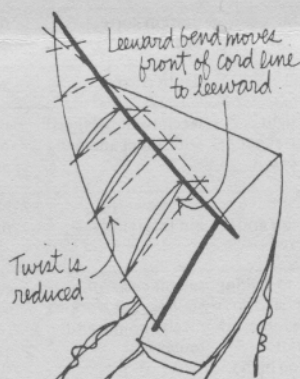


Having established to a degree, how tension and spreader adjustment control mast bend, the important questions become, how does mast bend affect sail shape, and what do you want when? The table shows how fore and aft bend affects mainsail shape.

Although sideways bend also affects the entire shape and twist of the sail in very similar ways to the table on fore and aft mast bend, it is important to discuss it separately in terms of twist and the effect on the size of the slot between the main and the jib. Twist in a sail is defined as the change in the angle of attack of the cross-sectional shapes of the sail in progression up from the foot (diag.).

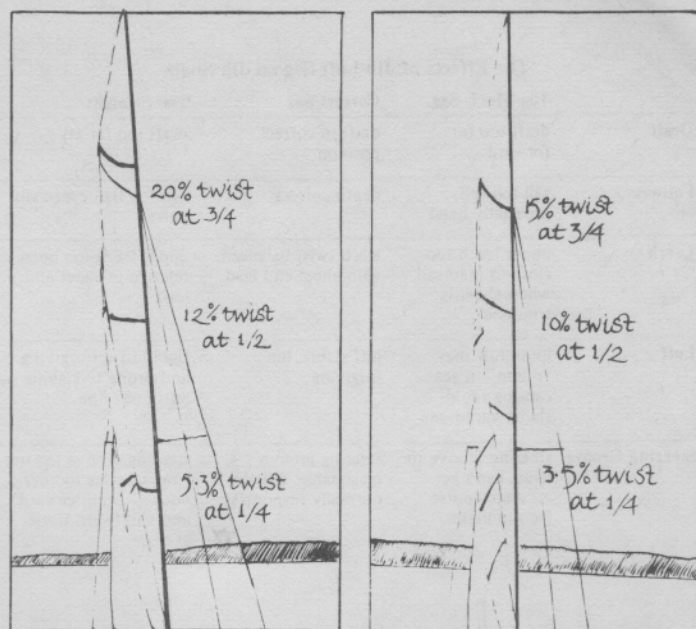


A chord is the imaginary line between luff and leech, at any height, and if these lines change their angle to the wind, then the twist has also changed. When the leech is tightened, the aft end of the chord line moves to windward, and twist is reduced. Likewise, if the middle of the mast moves to leeward (negative sidebend) the front end of the chord line (a point on the luff) moves to leeward, and again twist is reduced.



Because twist (angle of attack) is perhaps the primary determinant of how much power (and drag) a sail develops, and because side bend has a linear relationship to twist, side bend is a very powerful variable in rig control. One half inch of sideways movement of the luff at spreader height will make a far greater difference to your performance than one half inch of fore and aft bend.

The "slot" effect is also important, particularly in terms of preventing interference between the jib and the main while retaining maximum useable power in a given condition. Although traditionally held ideas about the slot working as "Venturi" are not especially accurate (which will be left to the aerodynamicists to explain), there is no question that the jib/main relationship is important.



Most critical is the ability to open the slot in heavy air without sacrificing pointing ability (which happens if you simply go to extremes of twisting or easing the jib). Getting the middle of the mast to come slightly to weather in a blow can be extremely fast, and the resulting twist in the main, as well as the opening of the slot, work together in an efficient means of depowering, often allowing great increases in speed with little or no loss in pointing.

Conversely, it is very important to hold the mast in lighter conditions, and accomplishing these things is largely a matter of correct spreader length and rig tension. Spreaders which are simply too long will never allow enough side bend in a blow - those too short will give way too early. On rigs which allow the side bend tendencies to be balanced by the height of the shrouds' attachment point to the mast, such as on 505s, it is possible to have a mast which will go through the following routine with regard to sidebend:

\* very light air - stands straight because static rig tension dominates wind load.

\* fully hiking air with boom on centreline, little twist in main - mast bends negatively sideways due to high mounted shrouds; less twist, more power.

\* fully trapezing air - stands straight as thrust from boom slightly off centreline coupled with more twisted main pulling tip more sideways and less aft, which counteracts tendencies of high-mounted shrouds to produce negative bend.

\* heavy air - bends to weather in middle, opening slot, twisting main; this is caused by boom well off centreline thrusting mast to weather in loose mast partners and well twisted sail pulling tip even more sideways to leeward, less aft. Short spreaders offer little resistance to this tendency while still working effectively to limit fore and aft bend as desired.



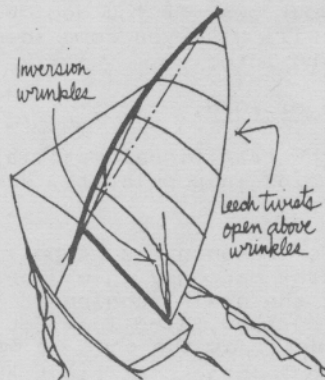
The 5.5 offers nearly ideal opportunities for controlling side bend, due to the optional height of the shrouds. Some other boats (420, 470) require that the shrouds be so low that longer spreaders are required to keep the mast from developing too much side bend too early; therefore, it is impossible to attain negative bend in power conditions without spreaders so long that the mast will never open up in a breeze. The best compromise on these boats is to hold the mast straight up until you get in heavy air (fairly long, but not extreme spreaders), then let some side bend into the rig when the wind gets really heavy.

Extreme conditions so often require special attention to keep the sails working well. In very light air, no tension can be put on the main-sheet or vang without over-tightening the leech. Therefore, there are no natural forces to bend the mast. The luff curve in the main, which is necessary for more wind will hang lifeless behind the mast, and the sail will be much too full, with the draft forward and the leech tight (slow). Something must be done to force bend without pulling on the leech. If the bend is attained with aft-canted spreaders and rig tension, the jib sag is undoubtedly too straight, the jib entry too fine, etc. So the mast must be "pre-bent" by pushing it or pulling it forward at or above deck level with blocks, wires, "mighty screws," struts or something. This is no problem, except on 470s, which prohibit all such devices. Once pre-bend is attained, proper draft and twist will fall into the mainsail, the jib will sag appropriately and speed becomes possible. 470s either suffice with compromises or get creative in the form of high-friction mast gates or, in some cases, pre-bending with rig tension against a shortened headstay, jib luff still sagging some.

Light air usually requires the mast rake to be a little less (more vertical), and it is an unfortunate trade-off to have to ease the jib halyard to attain sag - better to ease the shrouds. In short, boats which are allowed variably adjusted shrouds really ought to have them - it is also very fast downwind to be able to let the rig lean forward.

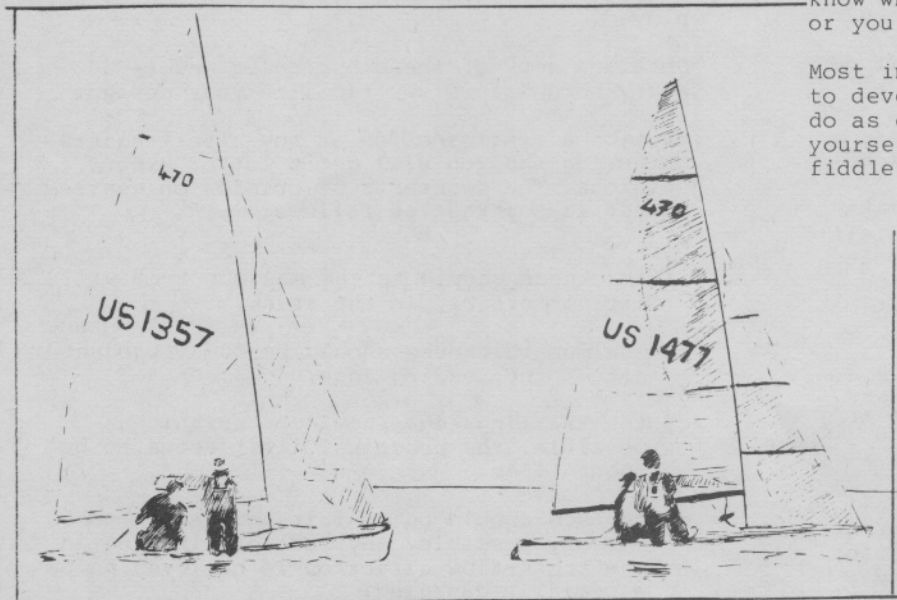
Heavy air often requires more rake and also, more tension, again calling for a change in the shrouds and not simply easing the jib halyard. In particularly heavy air, extremes of mast bend can sometimes be very fast. A mainsail which is "inverted" (bent beyond its luff curve) develops large diagonal wrinkles that run roughly from clew to spreader (diag.), almost as though the back of the boom was bent off to leeward. This can provide a means of depowering without easing the sail too far outboard, retaining pointing ability.

In fact, very good control over the angle of the bottom batten (lower leech) can be had in some sail designs even before the inversion wrinkle develops. More lower mast bend can help open the leech, if the sail is right as well. This can extend the effect of opening and closing the lower leech into more moderate as well as very heavy air.



There are very few magic numbers which will solve all one's problems in a given class. Even with a specific suit of sails for a given boat, for which some guidelines could be offered (most sailmakers do), changing sea conditions will grossly alter what shapes you want, even for the same wind velocity. However, knowing how your controls affect your shapes, and arranging your boat so that the controls work easily and within the range you need, will allow you to make decisions as you sail and try them out. Experience will let you know what works and what doesn't, but it's important to know what's going on (and why) as things change or you change them.

Most important, it is vital to practice enough to develop a ready feel for what you need to do as conditions vary; otherwise, you'll find yourself off beyond the layline while you fiddle with the rig.



Reprinted from Yacht Racing/Cruising

## BUILDING YOUR OWN HYDROFOILS

BY DICK GALLANT

Dick started sailing an Albacore in 1966 and has owned several boats since then - all Albacores. He was the C.A.A. Chief Measurer in 1979 and is presently Fleet Captain at Toronto Sailing and Canoe Club.

Next to the sails, the centreboard and rudder are the most important factors having an influence on windward performance. They must resist ~~only~~ all the side force produced by the sails. Hydrofoils with the largest possible lift/drag ratio are a must for the serious racer. While such foils are commercially available, they are very expensive. The alternative is to build your own. If you decide to do so, this article will give you some idea of what you are getting into.

### 1. Selection of Wood.

Mahogany is the traditional material but sitka spruce is gaining in popularity, due to its light weight.

The strength of mahogany is proportional to its weight. Honduras mahogany should be used. Watch out for the grain running at an angle to the major surface. Also look for "shakes" (shrinkage cracks) at the ends of boards and "thunder shakes" (cracks at right angles to the grain, caused by impact during felling of the tree).

Mahogany is easy to cut with hand or power tools and takes a good finish.

Sitka spruce has a long, straight grain, excellent strength to weight ratio and is relatively soft. It is very susceptible to shrinkage cracks. Hidden knots can be a problem. It is relatively difficult to cut cleanly and sharp tools are essential. It is extremely difficult to achieve a ripple-free finish unless quarter sawn boards (with the grain perpendicular to the major surface) are used. If sitka is used, the finished product should be coated with fibreglass cloth and epoxy resin to prevent the development of longitudinal cracks.

To prevent warping, it is customary to make centreboards and rudders from strips of wood about 2" wide, edge glued to make up the required width. Check the end grain and make sure that it angles alternatively to the left and right on adjacent strips. Don't be fooled by saw marks. Sand the end of the board and wet it to positively identify the orientation of the grain.

Buy your wood from a lumberyard which is familiar with boat building. Make sure that it is kiln dried wood and completely free of knots.

### 2. Adhesives.

In my experience, a mixture of resin and reinforcing fibre produces the best glued joint. There are a great number of types of epoxy resin on the market. I use only "WEST" (TM.)

brand resin and additives (available from Noah's in Toronto). Heed their warnings about skin contact or you could develop a nasty allergy to epoxy.

Order your wood "planed four sides". Check that the edges are truly square before you take delivery. Make up a jig to hold the strips flat and to apply clamping pressure. Use waxed paper to prevent the glue from sticking to the jig. Epoxies only require a light clamping pressure. Too much pressure tends to squeeze the resin out of the joint and could weaken the bond.

Remove excess adhesive with acetone. It is hard to sand off after it sets.

### 3. Design Considerations.

Check your class rules and decide upon the profile and airfoil section that you intend to use before you buy the wood. Lay out the profile full size and determine the best width of strip to use. Consult your wood merchant to obtain prices on different widths. You could save quite a bit of money here.

The Albacore class rules governing the design of the centreboard and rudder are rules 7 and 8, in the 1978 edition. The centreboard width is 350+10mm at the centreline of the pin and 280+10mm at a distance 1000mm from the centreline of the pin. Overall length from the centreline of the pin to the tip is a minimum of 1220mm and a maximum of 1270mm. Thickness is not specified. It should be approximately 1.5mm less than the width of the centreboard trunk on your boat. This limited to a maximum of 30mm by rule 39p). Check your trunk carefully using wooden blocks cut to various lengths. Sand out any high spots. It is essential to maximize the thickness of the centreboard for hydrodynamic and strength considerations.

The only controlled dimension on the rudder is the length. It must project at least 550mm below the lowest point of the hull at the transom. Thickness is not controlled. Hence, a relatively thick airfoil section can be employed.

Obtain a copy of the class rules and read every word before you finalize your design.

Mention airfoil section at any after-regatta gathering and you will get a lot of expert opinions. The consensus of opinion on centreboards is somewhat as follows:

- a) thickness should be the maximum that will fit comfortably in the trunk.
- b) maximum thickness should be 30-35 percent aft of the leading edge.
- c) the trailing edge should be as thin as possible. the practical limit seems to be about 1.5mm.
- d) surface should be as fair and smooth as is humanly possible. Any sort of rippling in the cross-flow direction is believed to be especially damaging.



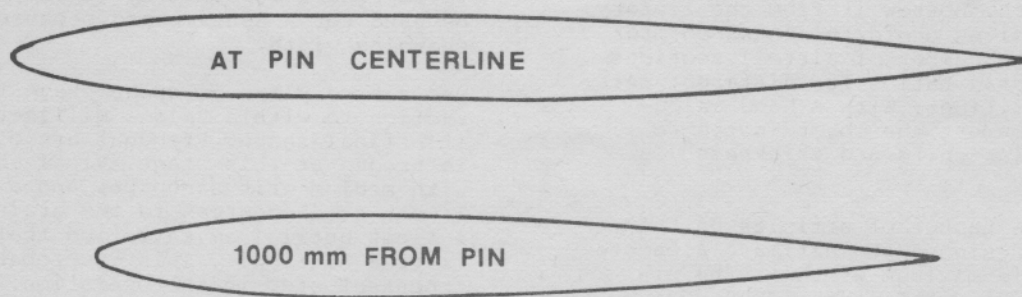


FIG.1 - CENTERBOARD SECTIONS

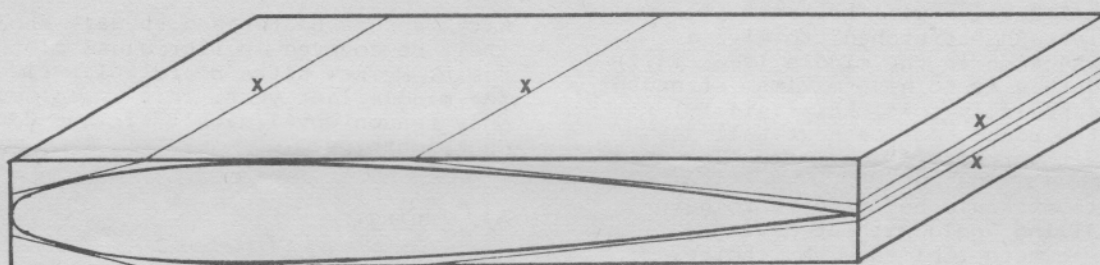


FIG.2 - RUDDER SECTION  
Stock removal lines are marked with an x.

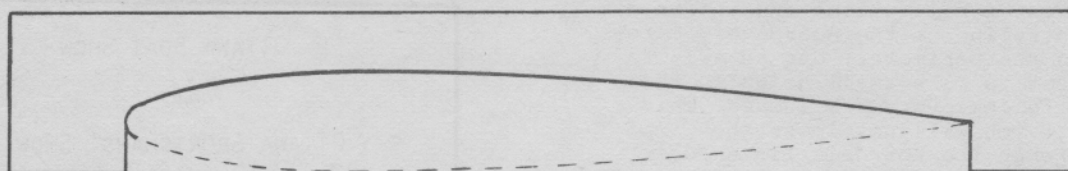


FIG.3 - HALF-TEMPLATE FOR RUDDER

The real experts, such as the writer, can quote at length from "Theory of Wing Sections" by I.H. Abbott and A.E. von Doenhoff, Dover Publications Inc. Unfortunately, it is no longer in print. If you are developing a centreboard fetish, borrow it from the library and copy it. It gives chord/thickness co-ordinates for a large number of airfoil sections as well as lift/drag ratios for different sets of operating conditions. With a hand calculator, you can convert the co-ordinates to suit the particular chord and thickness you require.

After reviewing a number of articles on the subject, I have designed the ultimate Albacore centreboard. It is maximum width at the pin (360mm) and minimum width at the 1000mm distance (270). The length will be the maximum permitted (1270). I will reduce this to the minimum (1220) if the board proves slow. The tip will be cut of square (unlike traditional design) with a rounded toe and sharp corners at the bottom and trailing edge. The objective is to keep tip turbulence from creeping up the back edge of the board. The only problem is that this board will not fit into the centreboard trunk in my boat. A bit of surgery will solve this problem. The maximum thickness will be a uniform 28.5mm over the whole length. The airfoil will be a NACA 64-009 section modified to suit a chord of 270mm and thickness of 28.5mm. For wider sections of the board the airfoil section will be "cut" at it's widest point and "stretched" to give a parallel-sided section in the middle (see Fig.1) The idea behind this is to give maximum strength and rigidity (especially torsional rigidity) to the top of the board. Ask me next Fall whether or not it works!

The rudder section should be selected to have a very high stalling angle without having excessive drag at zero incidence. My choice here is a NACA 0012 section modified to fit a chord of 210mm and a thickness of 24mm. Immersed length should be about 600mm but it might be prudent to start at 650mm and cut it down later. I like a good firm feel on the tiller and will give the rudder blade 7 degree of sweep-back to move the centre of pressure further away from the hinge line.

#### 4. Shaping and Finishing.

The first step in shaping a rudder or centreboard is to produce a blank which is perfectly flat and cut to the final outline and thickness. Mark off the centreline of the board very carefully all around the perimeter. Use an awl or other sharp object to make small holes in the wood on the centreline every few inches. This will ensure that you will not lose the centreline even when the board is finished.

Next, draw "stock removal lines" as shown in Fig. 2. Remove all the wood outside these lines. I use a hand-held power plane followed by a belt sander for this operation. A hand plane would do the job just as well but take much longer. Use a straightedge to ensure that the surfaces joining the "stock removal lines" are flat and true. Check all dimensions before you proceed any further. From now on, you will be working with curved surfaces.

Make up half-templates of the airfoil section as shown on Fig.3. I use one-sixteenth inch brass plates for this but thin plywood would do, in a pinch. Both are available from hobby supply stores. A single template will suffice for a rudder constant width but three should be used for a centreboard because of the changing width.

Use a hand plane or spoke shave to cut the section to within half a millimeter or so of it's final shape. Frequent use of the template is needed at this stage. Final shaping is done with medium grit sandpaper and a sanding block. I work at 45 degrees to the grain in both directions until I am satisfied that the surface is free of ripple. This is probably the most important step in the operation. In my opinion, a fair surface free of any sudden changes in curvature is absolutely essential. Depart from the NACA section if you must but make sure that the finished product is symmetrical.

Finish sanding is carried out with the grain, using fine grit paper and a sanding block. A solid rubber sanding block is best.

Mahogany should be given at least two coats of WEST(TM) epoxy resin and wet sanded with 400 grit paper. Most "experts" agree that too smooth a surface is detrimental because it promotes the onset of boundary layer separation. Who knows? Maybe they are right, for a change!

Sitka spruce boards and rudders should definitely be covered in fibreglass cloth and epoxy resin. My new sitka board split right down the middle last year. This is, ofcourse, the only reason why I didn't win the Canadian Championships.

#### 5. Tuning.

A parting thought from Chairman Mao. A boat is balanced when the tiller is on the centreline. The force required to hold it there depends mostly upon the design of the rudder blade. Set the leading edge of your centreboard to the vertical position. Adjust the location and rake of the mast and the trim of the sails to balance the boat. Sail it Flat. Good Luck.

OTTAWA BOAT SHOW  
AT  
OTTAWA SPORTSMANS' SHOW  
FEBRUARY 20-24  
SEE THE NEW SKENE ALBACORE THERE



27 MARCH 1980 AT 7.30PM.

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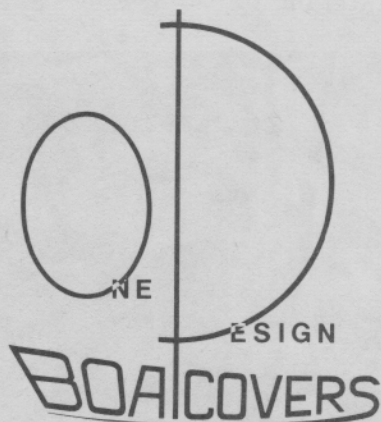
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PHONE 277-3306

Bill Gooderham, the man who is widely credited with the early promotion and development of the Albacore class in Canada, died suddenly on December 15 1979.

Bill's participation in active sailing had declined in recent years, due to faulty health. It is almost impossible, however, to find an Albacore trophy which does not bear his name. On four occasions since the Canadian Championships were held in 1961 Bill was the winner. He was also the 1970 winner of the Mid-Winters. He was undefeated for 10 years in the R.C.Y.C. club championships, until he retired in 1975. Countless local regatta trophies also attest to Bill's dominance as an Albacore sailor.

Those who sailed against Bill claim you would always remember a mark rounding in close quarters with him. Bill's "foghorn" voice carried his interpretation of the rules, along with a string of good natured profanity, not soon to be forgotten.

Bill's efforts to promote the Albacore were recalled in greater detail in the last issue of "Shackles and Cringles". It is fair to say that without Bill's efforts to promote the class it is unlikely that the Albacore would have become the dominant sailing class in Ontario. Weekend after weekend Bill loaded up his trailer with Albacores and headed to the Muskoka cottage country, where he demonstrated the boat's unique features. He was the man behind the development of the fibreglass Albacore. For many years he played an active role on the Association's Executive Committee.

In addition to his activities with his Albacore, Bill was an expert sailor in many other classes. He represented Canada as a Star sailor at the 1948 Olympics and as a 6 Meter sailor in the Olympic Games in 1952. For the past few years he had been Technical Director of O.S.A. and was to have retired early in 1980.

The Association's debt to Bill Gooderham could never have been repaid. His presence dominated the boat's early years in Canada.

We extend our sympathy to Bill's family.

David Whitfield.

## TORONTO INTERNATIONAL BOAT SHOW

### ALBACORES MAKE THEIR MARK

Two exciting "firsts" marked the Albacore boat displays at the 1980 Toronto International Boat Show. For the Silver Anniversary Year Skene Boats displayed the first fibreglass Albacore built on the computer-cut mould developed by the National Research Council. Meanwhile, the Albacore class display featured the first wooden Albacore ever built in Canada. This boat was the work of Racing Sailboat Services.

The new Skene Albacore represents a real milestone for Canadian boat production. Under the new direction of Carl Strike and John Chandler, their boat has been completely reworked - literally from stem to stern. The hull comes off the N.R.C. mould and is the "perfect" Albacore hull, as close to Uffa Fox lines as could ever be produced. It produces a fairness unequalled from any other mould. It should be noted that the production of the mould is the result of the close co-operation between government, (N.R.C.) amateur sport (C.A.A. funding) and industry (Skene Boats Ltd.).

However the perfection of the hull shape is only part of the story. After several years when no major alterations had been made to the interior of their boat, Skene has completely reworked the interior - with smashing results.

### NEW LOOK INTERIOR

The first item to catch your eye is the configuration of the buoyancy tanks - they have been constructed from a one piece mould, which has been cleverly engineered so that the required three separate buoyancy tanks serve to provide additional stiffening, just where it's needed. Large moulded floor flanges should insure that the annual anxiety of passing the buoyancy test should be a thing of the past. In addition Skene is now encasing all permanent styrofoam flotation in plastic bags to prevent the absorption of water, which adds unnecessary weight to the boat.

The designers have also added special moulded knees near the shrouds to further stiffen the boat.

The centreboard cap has also been redesigned. The cap and thwart are of one piece, which is both bolted and bonded to the side tanks and hog. The fore edge of the cap slopes to the mast step - similar to the Rondar design - once again stiffening the boat, a further aluminum strut, just forward of the mast, joins the foredeck and the hog, thus providing even more stiffening.

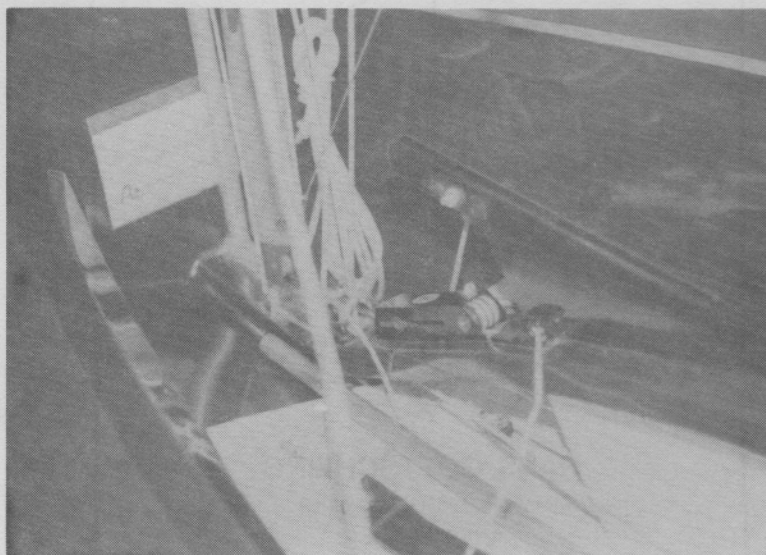
Skene has also changed its marketing strategy. They will no longer produce separate hulls for the recreational sailing market and for the racing sailor market. There is now only the basic hull and deck combination. The only difference between a "standard" Skene hull and the "racing" hull will be in the extent of fittings and rigging ordered.

It's clear even to the casual observer, that a great deal of thought has gone into the "new" Skene boat. Quality control is evident throughout - and even with the additional stiffening the boat still weighs in at the 240 pound minimum!

Customer response to the new Skene is quite enthusiastic, if the bulging order books are any proof. Canadian Albacore sailors who desire a first rate fibreglass boat are bound to be impressed by this new offering.



The interior of the new Skene boat.



Pictures - David Whitfield

Shackles & Cringles





Picture - Nick Hancock

The Bob Whitehouse boat surrounded by some of her admirers.

The other "first":- The first Canadian built wooden Albacore displayed in the class display is equally exciting.

Crafted by Bob Whitehouse of Racing Sailboat Services in Toronto, the boat was a magnet drawing large crowds to our class display.

#### COLD MOULDED IN CANADA

There are many unique features of this boat. The hulls will be constructed of two layers of 1/8th inch western red cedar veneers, which produces a hull thickness of 7mm. Using a male mould the builder has layed up the hull using the vacuum bag technique. This ensures that there are no voids between the layers, and also ensures maximum penetration of the epoxy into the veneers. One further benefit arising out of the use of the vacuum bag is the elimination of the need for staples. This produces a cosmetically better boat.

Whitehouse has selected the western red cedar for several reasons. These boats are the first Albacores ever built which employ the WEST system (Wood Epoxy Saturation Technique) developed by the famous Gougeon Brothers. Using their special epoxy resin this technique literally "plasticizes" the wood by replacing

the moisture in the kiln dried veneers with epoxy resins. This technique apparently increases the strength of the wood by about 25%. Cedar has a large advantage over mahogany as it has better absorption qualities. Further benefits are gained from a cost standpoint as the cedar is not imported.

As further protection and strengthening to the cedar hull, a sheathing coat of fibreglass has been applied to the hull, followed by several coats of varnish.

Although a newcomer to the Albacore building business, Bob Whitehouse is no stranger to the business and sport of sailing. He is National Coach for Canada's Flying Dutchman team and is an experienced sailor in many other high-performance classes. His custom boat building business has quickly gained him an international reputation among Olympic class sailors. He's carried some of the techniques used in those other classes over into his Albacores. For example the shrouds are not attached to chainplates under the deck, as found in most other Albacores. Instead, the shrouds are carried down through the deck and are attached to the hog at the foot of the mast. This is called triangulation of the rig. This technique isolates the compression load of the mast into the mast itself, rather than into the bottom of the boat.



Past Chief Measurer, Dick Gallant, explains some of the finer points of the new cold moulded Albacore.



## BAR IS STANDARD

Also, as standard equipment on his Albacores Whitehouse is installing the jib fairlead "bar". For those who haven't seen this innovation, the bar is an aluminum tube running between the gunwales at the shroud position. The fairlead track is run along the bar, thus allowing sheeting closer to the centre of the boat than is possible with the fairlead tracks mounted on the side-tanks. Not only does this give greater control of the jib sheeting angle, but there is the additional benefit in that the bar adds further stiffness to the boat at the point where the shrouds are exerting tremendous pressure on the side decks.

## ADDITIONAL STIFFNESS

In designing the interior layout great attention has been paid to many details. The ends of the boat have been kept light to reduce the pitching moment, which is experienced, particularly, upwind. While there is no thwart in the boat, extra knees have been built in to support the centreboard trunk, particularly at the front end, where the load is greatest. In addition, the centreboard trunk has been extended forward to allow a square head on the centreboard, thus allowing for maximum head area in the centreboard. This will reduce the

board's tendency to twist under load. At the same time the centreboard slot has been reduced to the minimum length to reduce drag and water carrying volume. Extra knees have been placed under the side decks in the crew position to support the hiking power.

With the attention to design and craftsmanship shown in the Whitehouse Albacore it is hoped that Canadian sailors desiring a custom built wooden Albacore will no longer feel it necessary to import boats from the U.K.

Twenty five years old and still going strong. And with builders such as Skene Boats Ltd. and Racing Sailboat Services giving time, care and attention to designing and building their Albacores the boat, based on an Uffa Fox design, is bound to remain Canada's most popular family class.

Picture - Nick Hancock

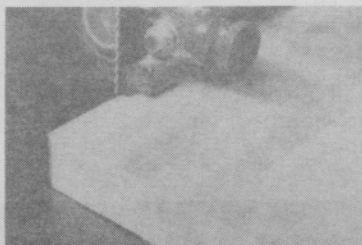


# How Fast Are Your Foils?

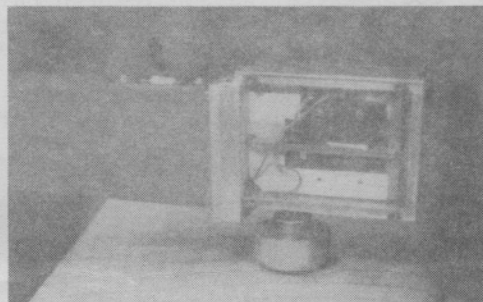
A sailboat is like an airplane with one wing in the air and the other in the water. It can only go as fast as its slowest Foil. You have spent a lot of time getting your sails right, but what about your Board and Rudder? Are they the right shape, stiff, fair?

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.



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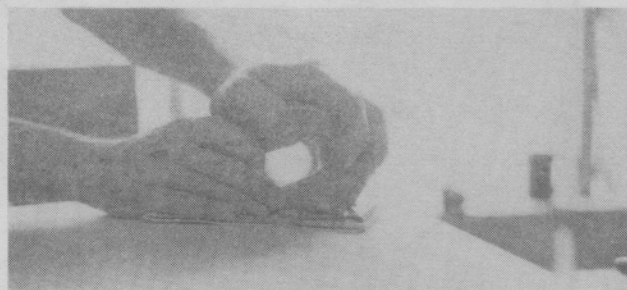
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FINISH WET SANDING



FINISH SANDING

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



# over the transom

\* During the winter, it helps to pass the time by sampling the various sailing magazines available at your local book store. Two popular ones that are more easily available by subscription are "Yacht Racing and Cruising" from the Circulation Dept., 401, North Broad Street, Philadelphia. PA. 19108., and "Dinghy International" from Ocean Publications Ltd., 168, Victoria Street, London. S.W.1. England. Subscription rates are as follows: US\$15 for "Yacht Racing and Cruising" and US\$24 (surface) or US\$40 (airmail) for "Dinghy International".

\* The Canadians in 1980 will be returning to Cleavelands House. They will be sailed under the burgee of Muskoka Lake Sailing Club in collaboration with Kettle Lake Sailing Club and South Muskoka Sailing Club. Alex MacNaughton is the co-ordinating Chairman.

\* There will be a Fleet Captains and Measurers Meeting in the not too distant future. If your club has elected a new Fleet Captain please let Paul Heron have his address.

\* CORK will not this year be the venue for the North American Championship. This will be held, on a date to be announced, at St. Mary's College, near Washington, D.C.

\* Sailing Calender-- Franz Rosenbaum used an Albacore picture in his 1980 Sailing Calender. It is a really super shot of a heavy weather reach, taken during the 1977 Canadians. For anyone who hasn't seen it there still seem to be a few copies about.

\* The I.Y.R.U. has approved, in general, the use of Mylar as a sail-making medium, after the 1980 Olympic Games. It will be left to individual class associations as to whether it will be adopted. Your Executive will be discussing this subject in the near future. (NB. The sails hung on the 5<sup>0</sup>5 at the recent Boat Show were made of Mylar.)

Does Anyone Know the Whereabouts of

The POYNTZ Trophy

for the 19 & Under Champion

or

The McGREROR-MARINE Trophy

for the 13 & Under Champion

If So Please Contact the C.A.A. at

P.O. Box 1028, Station "Q", Toronto.

\* Were you aware that some regatta committees have the benefit of a set of "Back-Up Racing Rules"? Westwood Sailing Club Regatta Committee were kind enough to advise competitors of this fact, and to provide each one with a copy, at the regatta held last August.

## \*\*\*\*BACK-UP RACING RULES\*\*\*\*

The following gems have been passed from one generation of Racing Chairmen to the next; They will be used in the event of the Race Committee finding the old I.Y.R.U. Rules Boring.

1. Anyone admitting to a knowledge of the I.Y.R.U. Rules (1973 amended) must 720 twice per leg.
2. Any motion to speak with the committee will meet with the accidental discharge of our faulty 12 gauge.
3. There is a special prize for the first sailor to find the hidden mine-field.
4. Do not toss your empties at the Regatta Committee, excepting beer bottles which have a 5¢ deposit.
5. Fending off at marks. Use only
  - a) Paddle
  - b) Whisker pole
  - c) Feet
  - d) Tiller extension
  - e) Harpoons (see para. 2 additional equipment)
6. Setting fire to an opponent's spinnaker more than twice per lap is not fair and quite bad sportsmanship. Any decent arsonist only needs one attempt.
7. The Finish Line will be cruising at 10 knots upwind. If the committee boat gets through the Western Gap the race is abandoned.
8. The Finish Line is between the large pile of empties on the Committee Boat and a large, hungry, white shark, on loan from Columbia Pictures.
9. Rabbit Start. A large white rabbit, with pink eyes, will water-ski through the fleet asking skill-testing questions from "Alice in Wonderland". Any skipper knowing an answer is a smart alec and is penalized 2 legs and quite possibly an arm.
10. Sponges for propulsion through the water are on sale. Sizes - medium, large, king-size and the Andy Watt special.
11. In the event of a tidal wave races are cancelled

# upcoming regattas

## REGATTAS 1980

Attn. Regatta Chairmen and Fleet Captains.

Will you please send in your regatta notices as soon as possible. It is hoped to run a Regatta Calender in the next issue of "Shackles" For any of you who haven't the C.A.A. preferred Entry Form to hand one is reproduced below.

Detach and mail with cheque to contact person above

Name of event here please

SKIPPER NAME:

CREW NAME:

ADDRESS:

ADDRESS:

PHONE NUMBER:

BOAT NO.:

BOAT NAME:

CLUB:

CAA MEMBER

☐

YES

☐

NO

MEASUREMENT CERTIFICATE WITH  
CURRENT BUOYANCY ENDORSEMENT

☐

ENTRY FEE: \$5.00

NON CAA MEMBER FEE \$3.00

Total Payment Enclosed \$

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

Dated: \_\_\_\_\_

Signature: \_\_\_\_\_

### DATES TO HAND.

MID-WINTERS MARCH 19 -22 MOUNT DORA FLORIDA

TARTS MAY 24-25 TORONTO

PARKWAY INVITATIONAL JULY 12-13 FORT ERIE

MUSKOKA DISTRICT JULY 21-22

MUSKOKA LAKES AUGUST LAKE ROSSEAU

LAKE ONTARIO CHALLENGE SEPTEMBER 6 BRONTE HARBOUR

CANADIAN CHAMPIONSHIPS SEPTEMBER 12-14  
CLEVELANDS HOUSE



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Leatherdale Marine - Orillia  
Paul's Marine - Grimsby

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TARTS 1980

DATE: 24-25 MAY

LOCATION: TORONTO, HUMBER BAY.

HOST: TORONTO SAILING & CANOE CLUB

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PLAN NOW TO ATTEND.  
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1979 - CANADIAN JUNIOR ALBACORE CHAMPIONSHIPS

and

O.S.A. 19 AND 2 MAN CHAMPIONSHIPS

C.A.A.

- |                      | <u>Skipper</u>                                      | <u>Crew</u> |
|----------------------|---|-------------|
| <u>19 and under:</u> | (1) Tom Cumming & Steve Wimmer                      |             |
|                      | (2) Karon Johnson & Jenny Norman                    |             |
|                      | (3) Greg Yaneff & Colin Brown                       |             |
| <u>16 and under:</u> | (1) Ian Brayshaw & Jeff Beitz                       |             |
|                      | (2) Shelagh Higgins & June Muir                     |             |
|                      | (3) John Shannon & Bruce Callum                     |             |
| <u>13 and under:</u> | (1) David Jarvis & Fiona Jarvis                     |             |
|                      | (2) Andrew McCallum & Tim Griffon                   |             |
|                      | (3) Simon Fitzpatrick & David Kappel & Jeff Bazoian |             |

O.S.A. RESULTS & C.A.A. OVERALL

Sail Number	Event	Skipper	Crew
(1) 6641	C.A.A.-19-O.S.A.	T. Cumming	S. Wimmer
(2) 6590	C.A.A.-16-O.S.A.	I. Brayshaw	J. Beitz
(3) 5348	C.A.A.-16-O.S.A.	S. Higgins	J. Muir
(4) 6642	C.A.A.-19-O.S.A.	K. Johnson	J. Normand
(5) 3766	C.A.A.-19-O.S.A.	G. Yaneff	C. Brown
(6) 6644	C.A.A.-19	J. Moody	D. Hannay
(7) 4133	C.A.A.-16-O.S.A.	J. Shannon	B. Callum
(8) 6628	C.A.A.-16	M. Treissman	S. Treissman
(9) 5519	C.A.A.-16-O.S.A.	J. Clark	R. French
(10) 6267	C.A.A.-16-O.S.A.	F. Pospisil	D. Ruskin
(11) 6159	C.A.A.-19-O.S.A.	R. Mew	J. Kettle
(12) 6803	C.A.A.-19-O.S.A.	B. Cossar	L. Mitchel
(13) 342	C.A.A.-19-O.S.A.	B. Topp	C. Duncan
(14) 2748	C.A.A.-19-O.S.A.	S. Mannel	M. Sysiuk
(15) 5541	C.A.A.-19-O.S.A.	D. Leonard	H. Normand
(16) 6154	C.A.A.-19-O.S.A.	D. Behan	I. Clark
(17) 5007	C.A.A.-16-O.S.A.	J. O'Neill	P. Kelly
(18) 716	C.A.A.-19-O.S.A.	J. McLaughlin	C. Barcham
(19) 4473	C.A.A.-16	R. Kappel	R. Pegg
(19) 5543	C.A.A.-16-O.S.A.	J. Mannell	B. Maher
(21) 6463	C.A.A.-19-O.S.A.	J. Overbury	A. Humphreys
(21) 3451	C.A.A.-16-O.S.A.	H. Box	C. McCoy
(23) 5544	C.A.A.-19-O.S.A.	D. Mannell	J. Rhodes
(24) 4500	C.A.A.-13	D. Jarvis	F. Jarvis
(25) 5694	C.A.A.-19-O.S.A.	J. Dihgle	J. Osborne
(26) 270	C.A.A.-16	S. Duncan	C. Smallman
(27) 6039	C.A.A.-19-O.S.A.	P. Ramshaw	C. Weber
(28) 5514	C.A.A.-16	K. Cossar	J. Cummings
(29) 5767	C.A.A.-19-O.S.A.	C. Stephens	S. Stephens
(30) 5784	C.A.A.-19	Jeff Loudon	Janice Loudon
(31) 3241	C.A.A.-16	G. Ewen	K. Keith
(32) 2660	C.A.A.-16-O.S.A.	M. Smith	S. Stanbury
(33) 484	C.A.A.-16	T. Wilson	L. Grogan
(33) 6657	C.A.A.-19-O.S.A.	M. Drinkwater	K. Murphy
(35) 4468	C.A.A.-19-O.S.A.	C. Howe	S. Howe
(36) 7007	C.A.A.-16-O.S.A.	D. McGregor	J. Mitchell
(37) 6581	C.A.A.-13	A. Callum	T. Griffin
(38) 4276	C.A.A.-13	S. Fitzpatrick	J. Bazoian & D. Cappeli
(39) 6641	C.A.A.-16	S. Cumming	D. McMurchy
(40) 3729	C.A.A.-13	D. Robinson	J. Wilson
(41) 552	C.A.A.-16	J. Stark	S. Barcham
(42) 4003	C.A.A.-13	J. Woollcombe	T. Duncan
(43) 4666	C.A.A.-19	P. Osak	M. Goad
(44) 6109	C.A.A.-13-O.S.A.	D. Wilson	M. Lewis
(45) 4552	C.A.A.-16	S. Palmer	R. Coleman
(46) 4245	C.A.A.-19	M. Cummings	M. McCleary
(47) 2242	C.A.A.-16	C. Sebben	T. Seagram
(48) 5504	C.A.A.-19-O.S.A.	R. Railton	J. Willet

(Race Results lost and not tabulated)



## PARKWAY SAILING CLUB FORT ERIE.

Our Albacore Fleet had a very active year with 9 or 10 regular competitors on Sunday afternoons and Wednesday evenings. Winners for the season were:

### Sunday Series.

1. Dick Railton #5504
2. Paul Pudwell #6250
3. Jeff Pudwell #5310

### Wednesday Series.

1. Paul Pudwell #6250
2. Dick Railton #5504
3. Jeff Pudwell #5310

In our annual Commodore's Regatta (Labour Day Weekend) third place was taken by an Albacore, Jeff Pudwell, in a three race handicap series.

An Albacore, Dick Railton, won 2nd. place in the Club Handicap Series (best 3 out of 5 races).

Albacores were active in our Junior sailing season, representing 6 out of the 9 boats used for this handicap series and winning 2 out of the top 3 places for all events in the season.

One of our young Albacore sailors, Melanie Smith, was awarded the "Dingo Cup" for the most capsizes in the season, a good feat in a club with an active Fireball Fleet!

## CLASSIFIED ADS.

### FOR SALE

#### BOATS

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

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 # 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 # 6598 "SUNBURN" Skene, minimum weight, Elvstrom mast, new Storer sails, trailer, cover.  
Call Charles Colman 416 923-2632 (H)

ALBACORE # 91 Rare low number fibreglass hull. Newly reconditioned and repainted. C/W trailer \$1,500

Contact S. McCann 705 472-6597  
Box 1262  
North Bay  
P1B 8K5

ALBACORE # 4864 Skene hull, mahogany deck, many extras. Good racing record and in excellent condition. Price:- \$2,400.  
Call Jiri Spirk 705 743-4159

ALBACORE # 6266 6H Foam sandwich hull, very stiff, minimum weight, excellent condition. Fogh spars and sails. Cover. Fully equipped for racing including bailers and mast ram. 2nd Mid-winters and 8th North Americans. \$3,500

Call Geoff Hoyle 613 546-4923 (B)  
546-7990 (O)  
or Kay Cartwright 613 544-6212 (B)  
546-7990 (H)

ALBACORE # 618 Fairey Mark 1. In the hands of Jack Langmaid this historic boat won numerous Canadian, three American and the first World Championships. Extensively restored, Proctor spars, midship traveller and/or transom bridle sheeting. Musto and Storer sails. Trailer and cover.

Call Ric Austin 416 463-6810 (H)  
978-2568 (O)

ALBACORE # 6525 Young hull, mahogany, minimum weight. Used 3 seasons. Good racing record. Elvstrom mast, Fogh boom. Trailer, dolly, cover.  
Call Eric Hutley 705 789-9255

ALBACORE # 4869 Skene hull. Good condition. Good sails. Racing equipment.  
Call 416 221-3783

ALBACORES 3boats by Skene. Used 4 seasons. Proctor spars. Asking \$1,650  
Call Sheelagh Tait 416 482-1845

### 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)

MUSTO and HYDE Albacore main and jib in excellent condition, used only 12 months. \$100.00

Call Jerry Selwyn 416 361-3950 (B)  
447-5053 (H)

### MISCELLANEOUS

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)

COVER Green canvas, over boom in very good condition.

Call Jerry Selwyn 416 361-3950 (B)  
447-5053 (H)

### GENERAL

CHIEF SAILING INSTRUCTOR required by Lake of Bays Sailing Club. Summer 1980 for 9 weeks. O.S.A. rating a must.  
Call 416 762-6834 after 6.00pm.

COTTAGE for RENT Highway 28, 20 minutes from Peterborough, on lake next to sailing club. Excellent sailing, good shore-line, boat slip. Competitive sailing Wednesday & Sunday through season. Will rent by week, month or season.  
Call Jiri Spirk 705 743-4159

# Move in fast company



## 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)

We have worked hard on our Sails for 1980.

Remember the World Championships in 1981 will be held in the U.S.

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



**storer sails** ltd

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



# United States **A**LBACORE SSOCIATION

Dear Member,

This year's format for the Midwinter Championship has been changed to four days of racing at the Lakeside Inn, Mount Dora, Florida. Racing starts on Wednesday, March 19 and finishes on Saturday, early enough for all to get a good start homeward.

Mount Dora is located on Route 441, approximately 25 miles northwest of Orlando where excellent airline service and rental cars are available.

The rates at the Lakeside Inn are: \$28.00 per night, double for either twin beds or double bed. They have a very limited availability of rooms with a double bed. There are suites available for families.

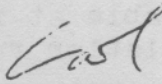
Meals are available at the Inn: breakfast, \$4.00; lunch \$6.50; and dinner \$9.00. There are also several other good and less expensive places to eat in Mount Dora.

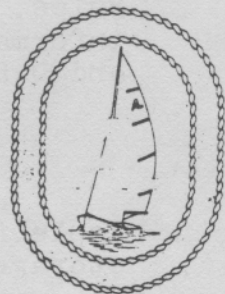
Mount Dora advertises itself as a "New England type" town of the south with lots of antique stores, etc. The town is 40 miles from Disney World, and one hour to the famous Daytona Beach. Incidentally, there is a sand beach and swimming pool at the Inn.

Lake Dora is five miles by two miles in size with adequate depth over the entire lake. All Regatta activities will be centered at the Inn. There will be beach storage and launching. The Regatta fee of \$45.00 includes a Wednesday night Barbeque in the park and a Friday night Buffet for two with a cash bar before the meal.

Volunteers for race committee Chairman and race committee members are needed. Contact Roger Thomas, (301)868-1021.

Good sailing,

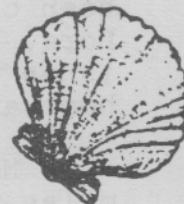
  
Carl Cheney  
President USAA



# Albacore Mid-Winter Championships



## Schedule of Events



Tuesday, March 18, 7 P.M.

Registration

Wednesday, March 19

8:30 - 9:30 A.M.

9:30 - 10 A.M.

10:30 A.M.

4:30 P.M.

Registration

Skipper's Meeting

First & second races  
(back to back)

Barbeque in the Park

Thursday, March 20

10 A.M.

2 P.M.

Third Race

Fourth Race

Friday, March 21

10 A.M.

2 P.M.

7 P.M.

Fifth Race

Sixth Race

Dinner at Lakeside Inn

Saturday, March 22

9:30 A.M.

Seventh & Eighth Races  
(back to back)

Immediately following lunch, Trophy Presentation  
at poolside.

### RACING INSTRUCTIONS

Rules, starting times, signals, courses, scoring, protest information, etc. available at registration. U.S.Y.R.U. and U.S. Albacore Association rules shall prevail.

### FACILITIES

Ample facilities available at the Lakeside Inn for boat storage. Beach launching.



# official entry blank

1980 MIDWINTER CHAMPIONSHIP

March 19, 20, 21, 22

Return to: Roger Thomas, 7905 Anne Court, Clinton, Md. 20735  
(301)868-1021

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

HOME PHONE \_\_\_\_\_

CLUB \_\_\_\_\_ CREW \_\_\_\_\_

BOAT NO. \_\_\_\_\_ COLOR \_\_\_\_\_

ENTRY FEE: \$45.00 includes Friday night buffet for two.  
also Wednesday night barbeque for 2.  
Make check payable to U.S.A.A.

- tear here - - - - -

U.S. ALBSCORE ASSOCIATION REGATTA

## LAKESIDE INN RESERVATION

Reservations must be received before March 12, 1980

NAME (please print or type) \_\_\_\_\_

ADDRESS \_\_\_\_\_ ZIP \_\_\_\_\_

TELEPHONE \_\_\_\_\_ NUMBER IN PARTY \_\_\_\_\_

I desire the following accommodations:

Circle dates:

Twin beds (each is single)	\$28.	16	17	18	19	20	21	22
Double bed for 2 (very limited avail.)	28.	16	17	18	19	20	21	22
Single bed (one twin in room)	20.	16	17	18	19	20	21	22
Suite large room connecting through bath to smaller room; can accommodate 2, 3, 4 people depending on beds								
Cots \$6.00	40.	16	17	18	19	20	21	22

Enclosed is my check for \_\_\_\_\_.

A minimum payment of the cost of the first night's accommodations  
must be mailed to: LAKESIDE INN Tele. 904-383-2151

P.O. Box 175

Mount Dora, Florida 32757

Telephone reservations by MASTER CHARGE/VISA Credit Cards.

## 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

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