

shackles and cringles

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bi-monthly newsletter

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COVER.

Nick Hancock and Paul White in "Fiddlesticks".

from your executive

COMMODORE'S MESSAGE

With winter almost behind us, and thoughts turning again to preparations for sailing, it seems appropriate to comment on some aspects of the Class activities that have been part of the work of your Executive Committee.

The promotion of increased membership, and membership services, is a continuing task, and early in March we sent out a mailing to boat owners who are not currently members, and to others who showed interest at the Toronto Boat Show. This mailing included a complimentary copy of the Winter "Shackles & Cringles", which was one of the best issues we have produced.

The Yearbook is currently in the final stages of production and should be in your hands before the sailing season. Hopefully this will respond to some of the feedback from you, and will be seen as a significant reference publication.

As a Class we strive to break even on a fiscal basis, using all membership income to provide services, and royalty income to promote the class. Your individual comments on these services, and your assistance in promoting membership are a vital part of the whole process.

Our Canadian Championships will return to Cleveland House, and cottage country, again this year. The sailing activities will be managed by the host club, Muskoka Lake, and the Chairmanship of Alex McNaughton. Alex has indicated his intention to impart a "cottage racing" flavour to the event, and encourage participation by sailors in this category. We enjoy (?) a perceived division between the "hot shots" and "cottage sailors", with differing attitudes and preferences, and as a Class try and meet the needs of both. My own observation is that once in a race it's hard to see that there are two "breeds". Good sailors, whatever their background, do well, and usually everyone can have fun.

No general summary can ignore the work of two non-executive members whose contribution of time and effort is ongoing and demanding.

Jean Rogers produces "Shackles & Cringles", and prompts, cajoles and perhaps occasionally nags, all who miss her deadlines, with courtesy and good humour. The quality and success of her efforts is proved by the publication itself.

Judy Whitfield deals with correspondence, maintains all the records, deals with your telephone enquiries, acts as a clearing house for information, and so on. I quote a member "what other Class has a knowledgeable informed person available at a single phone call".

Haakon Kierulf.

TRAVELLERS' TROPHY NAMED FOR ALBACORE PIONEER

The C.A.A. is pleased to announce the establishment of a new travelling racing series. Designed to encourage greater inter-district competition, the new series will be named in honour of the late Bill Gooderham, well-known Albacore pioneer, who was primarily responsible for the class' early development in Canada.

The Executive is confident that the "Bill Gooderham Series" will soon become one of Canada's most prestigious racing series. The winner will be our "league champion" and will be the recipient of a new trophy, presently being commissioned. The top five crews will receive suitable keeper trophies, to be presented for the first time at this year's Canadian's.

In 1980 five regattas will be designated by the Executive to make up the "Bill Gooderham Series". One regatta will be designated in each of the five geographic regions of Ontario where the concentration of Albacores is highest - the Golden Horseshoe, Toronto, Cottage Country, Eastern Lake Ontario and Ottawa. In order to be eligible for the "Bill Gooderham Series" each participant must sail in a minimum of three of the five designated regattas. Those who sail in more of the designated regattas may count their best three finishes.

At this time only the TARTS regatta, to be held May 24 & 25 1980, at Toronto Sailing & Canoe Club has been officially designated as part of the "Bill Gooderham Series" for 1980. Regatta organisers who wish their regatta to be considered for the 1980 series must contact Vice Commodore Paul Heron no later than April 30 1980. The complete series details will be announced in the next issue of "Shackles & Cringles".

We are excited about the new series and proud to recognize Bill Gooderham's many contributions to our Class. Your participation will ensure its success.

David Whitfield.

STOP PRESS

ARK 80 on July 5 & 6 and the Parkway Invitational Albacore Regatta on July 12 & 13 have been designated as Gooderham Series regattas. The designation of regattas to be held in Cottage Country and Ottawa are yet to be decided. These regattas and their dates will be announced in the next edition of "Shackles".

RACE TRAINING WEEK.

There will not be an exclusive Albacore week in 1980, due to the demands from other classes, nor do we plan to make such an application for 1981 since, because of a conflict with the Albacore Worlds in the U.S., we feel the attendance would be lower than desired. In both these years there will be general race training weeks available to all interested sailors, on a first come first served basis. For 1980 these weeks are scheduled as follows.

May 25 - 30 and August 3 - 8
Book early, it's a week you are sure to enjoy.

Phone or write to O.S.A.'s Technical Director, John Weiss, for application forms at
(416) 429-7701

or
160, Vanderhoof Avenue,
Toronto,
Ontario. M4G 4B8.

While on the subject, even though it may seem a long way off, we are making plans for 1982 and a super race training week for either

July 11 - 16 (first choice) or July 4 - 9

In addition to the excellent race instruction, given by O.S.A.'s highly qualified staff, arrangements will be made to have guest speakers of an international calibre, who are familiar or involved with Albacores. At the suggestion of O.S.A. and with the help of their staff we plan to finish the week with a major regatta on the Saturday and Sunday, July 17 & 18 or July 10 & 11. A suggestion is that this regatta be the Albacore Ontario Championship and would of course be open to all C.A.A. members - not just those attending the race training week. Make a mental, or better a written, note to allow a weeks holiday in July 1982 to attend these two events.

C.O.R.K. 1980:- It is with much regret that in spite of two written communications, including an official application, with the organizing committee for this event we are not invited to participate this year. Why? They never heard from us!!!

To many of us it will be a great disappointment not being able to attend one of the best, if not the best, regattas in North America. We do, however, have, and I'm sure you'll agree, a great calendar of events lined up for 1980.

Jerry Selwyn.

IMMERSION TESTING YOUR ALBACORE.

BY PAUL PUDWELL, CHIEF MEASURER.

Much confusion surrounds the annual ritual of the bouyancy test - the Albacore owner's equivalent of the ordeal by fire.

While many fear the day when their boat must pass the annual inspection, we in the C.A.A. feel that the bouyancy test is a most important part of each sailor's preparation for the sailing season. All boats, wood, composite and fibreglass must successfully pass the annual immersion test as set out in Paragraph 4 of Part B of the rules.

First, in order for the test to be properly conducted, it must be witnessed by one of the following: a) a flag officer of your sailing club, b) an official C.A.A. measurer, c) a member of the C.A.A. executive.

Secondly the test must be in accordance with the rules. There are two different but equally acceptable methods of conducting the immersion test.

There are three separate bouyancy compartments in an Albacore. Each tank must be fully immersed for at least 5 minutes

One common method of immersing the boat is to extend the boat on its side, while holding the mast parallel to the water. It is imperative that the side tank and the front bouyancy tank are immersed. This can be accomplished by having someone, preferably your loyal crew, sit on the high side. When immersion testing using this method, each side must be immersed for at least 5 minutes. In addition, the rules require that the boat be flooded in its upright position and 270kg (595lbs) of weight be placed in the boat in the vicinity of the centreboard casing. The boat in that position must float with the gunwales out of the water and be stable. All bouyancy tanks, air bags and positive bouyancy must remain in place to successfully pass this test.

The alternative method of testing an Albacore's bouyancy is to flood the boat in its upright position. One must place at least 270kg (595lbs) of weight in the vicinity of the centreboard trunk, insuring that all three compartments are fully immersed for at least 5 minutes. This test effectively checks all three tanks at one and the same time, while also complying with the test requiring the boat be immersed with at least 270kg. of weight.

Your Albacore will successfully pass the test if there is less than $\frac{1}{2}$ litre of water in each separate compartment, and if the boat, when flooded, remains stable, with the gunwales above the water and all bouyancy remains in place.

OCHING, PUMPING AND ROCKING---

WHAT ARE THEY?

A DEFINITIVE LOOK AT THESE PRACTISES BY DAVID WHITFIELD.

Ooching, pumping and rocking - not the latest disco step but time honoured - and sometimes illegal methods of making a sailboat move faster. At the recent IYRU meeting delegates expressed concern that use of these techniques was becoming so widespread that steps may need to be taken to prevent even greater abuse.

These three techniques fall within the ambit of Rule 60 of the IYRU rules, and Appendix 2 to the Rules. The fundamental principle is that a "yacht shall be propelled only by the natural action of the wind on the sails, spars and hull, and water on the hull...."

ROCKING

"Rocking" is prohibited at all times. It is defined as "persistently rolling a yacht from side to side". In very light winds it is estimated that rocking can double the boat's speed. In some classes, particularly the Lasers and Finns "rocking" has become epidemic and race committees have taken to using video tapes to catch the offenders. The leading case dealing with rocking is IYRU Case 82. It offers a precise and understandable definition of "rocking".

"Rocking consists of persistently rolling a yacht from side to side - which, needless to say, means being rolled by the crew. No mention in the rule is made of planing or surfing or of being in the same category as pumping. Accordingly, rocking is prohibited at all times. Obvious crew motion, which induces persistent rolling, is easily recognised as rocking. Recognition of some more subtle rocking can be assisted by observation of the conditions and the comparative performance of the other yachts in the race. When waves are small or essentially non-existent, persistent crew induced rolling from side to side should be readily recognised by comparison with other boats, whether or not crew motion is obvious, because most masts will be moving from side to side, if at all. When a sea is running and particularly on a broad reach (but not limited thereto) masts will noticeably be swinging from side to side, as the yachts are rolled by passing waves. When the yacht is not being rocked or the rolling is being reduced by counter crew motion, the rhythm will be imposed by the wave pattern. Any yacht whose rhythm is different from and particularly whose rolling is more accentuated than the others may be guilty of being rocked".

PUMPING

"Pumping" and "ooching" are techniques which may be legal. The test is whether or not surfing or planing conditions exist.

Pumping consists of frequent rapid trimming of the sails with no particular reference to a change in true or apparent wind direction. However, if by rapidly trimming the sails planing or surfing is promoted the technique is legal.

If challenged for pumping the sails, the onus is on the skipper being challenged to prove that surfing or planing conditions existed at the time. Generally, the proof will lie in the performance of his own boat or others nearby, as the surfing and planing boats gain positions on those who have not caught a wave.

There's one further note on the rule. "Pumping" can only be used to promote planing or surfing, not to maintain surfing or planing. Once a boat has started to surf or plane you have to let the natural action of wind and water take over.

OCHING

"Ooching" falls into the same category as "pumping". It is legal if surfing or planing conditions exist. "Ooching" is defined as lunging forward and stopping abruptly.

While not required in the rules, it is customary to require the protestor to produce a witness as a protection for the protestee. This is a reasonable protection as there is no possibility of the protestor being penalised if the protest fails.

It is important to recognise the distinctions if one wishes to sail well. Watch the top of the fleet sailors on the reaching legs. They constantly trim their sails and bear off when planing conditions exist with fantastic results. Getting that extra little performance can mean many boat lengths picked up on each leg. On the other hand, if you see one boat madly roll-tacking or gybing around the course, in calm or near calm conditions, or otherwise infringing the rules don't be afraid to challenge the offender. Keeping within the rules will make sailing more enjoyable for all the competitors.

BUYING A SECOND-HAND ALBACORE

BY NICK HANCOCK.

Six important points to consider when buying a second-hand Albacore.

So you're interested in buying a second-hand Albacore.

You've made a sound decision. The class is well established in Canada and has a well-run Class Association. In fact the Albacore, whose numbers in Canada total more than 4,000 boats, is by far the largest two-person dinghy class in Canada.

This means a better resale price for your boat.

But before you buy there are some important points to consider. These are based on your sailing experience, needs, and how you'll keep the boat. Then, when you've assessed these points there are some details you should look for when checking out a boat.

First consider these points in order.

1. What sailing experience do you have?

If you have none there are two routes to take. You could start crewing for a friend and gradually learn the basic skills. But it's slow this way and you learn the skipper's faults too.

A much faster route, and a better one, is to take a course at a sailing school or sailing club. You'll get good tuition in the fundamentals. This will help you start sailing much earlier. You'll soon have more confidence and so will your crew.

Many people are turned off sailing in the early stages, when they're learning basic skills and often making (wet) mistakes. Good tuition helps avoid this.

The time and money spent on learning to sail properly will be one of the best investments you can make.

2. Where are you going to keep the boat during the summer and winter?

at a cottage, sailing club, marina or on a trailer.

Like any other sailing boat the Albacore gets more bumps and bruises during launching, mooring and haul-out manoeuvres than at any other time in its career.

Generally, fibreglass hulls are tougher and easier to repair. Also they are capable of staying on a mooring if necessary. Finally they don't require a great deal of upkeep. Even during the winter they can be upturned and left outside if a cover is placed over the hull.

Wooden hulls need much more care, storage and upkeep time. But many people still prefer them. As a plaque on a wooden boat read - "If

God had wanted plastic boats he would have planted plastic trees."

3. Racing or cruising?

Obviously you have got to learn to sail first. Many newcomers to sailing say at first they are not interested in racing. But the first time they sail alongside another Albacore - even in sailing school - they start to reconsider.

So here are some recommendations:

If you are new to sailing don't buy a brand new boat. Go for a second-hand one, preferably in fibreglass, with not too many 'go-fasts' on it. You don't need them. Then go out and sail. And sail a lot.

At this early stage your boat will take some knocks and you'll have some 'bad' moments. Don't worry - everybody has them, including the experts.

Once you start becoming confident in your sailing skills there's a good chance you'll want to race. There's bound to be a club nearby that races Albacores. First keep your boat - don't upgrade - to see if you enjoy racing. See how some of the top boats in the class are set up. Maybe you can adapt some of these ideas to your boat.

Then if the 'racing bug' really bites you can make the big step to a new boat - perhaps a wooden one with all the 'go-fasts'. But by this time you'll be conversant with which boats have the best speed. By then this article won't be much to you.

4. Where to find your boat.

Among fibreglass Albacores there are a number of builders to choose from. They all vary. Some are downright 'clunkers' and a bad investment for anybody. At the other extreme there are some super boats that are equal in performance with the top wooden craft.

The best tack is to ask people who are active in the class what they think of these different boats. Explain your needs and skills. Check with three or four people. Chances are their comments will be similar. They can also give you some idea about the price being asked for a boat.

The best source is the Canadian Albacore Association newsletter 'Shackles & Cringles'. There are also the sailing magazines. Another source is the notice board of sailing clubs and marinas. Check with club members. They often hear of boats for sale. Some of the clubs, particularly the community clubs, sell off their entire fleets. Usually the price is good. If you are handy they can make a very good first boat.

5. What to look for.

So you've found a boat that sounds promising. If you're unsure take a friend along who is knowledgeable. But remember the final decision is yours.

If you've read this far you'll be looking at a fibreglass boat.

First check its pedigree - owner, builder, sail number, when built, previous use, appearance, the equipment that goes with the sale - and the price.

If you still like it then make a close inspection.

Here's a checklist.

1) Check the hull for signs of damage that has been repaired. It's not hard to see on a fibreglass hull. But it may mean taking a boat off a trailer and rolling the hull over. If in doubt - do it. It's your money. Check for cracks and scratches. Sight along the hull for small bumps and lumps to see if the boat has been improperly stored or trailed.

Look inside the centreboard case and around the slot for wear and chips. Does the centreboard fit smoothly and can it be lowered easily? If not - why not?

Also, check around the stem and transom - two points that are vulnerable to damage. If the danger is minor it's not difficult to repair.

11) Next check the inside of the hull. Stand at the transom and sight along to the stem. Is the centreboard box central in the hull? Or is it twisted? That's a 'no-no'. Again, look for signs of wear or dampness. Check the fastenings for the toe-straps - are they secure? Is there any dampness around the self drainers?

111) Most important. Check the buoyancy tanks - the bow tank and the two side tanks. The Albacore is designed to support its crew if the boat capsizes. But sometimes the buoyancy tanks get damaged or have had fittings attached to them that cause a leak. They can be fixed but it's a time consuming job.

1V) Check the mast and rigging next. Basically there are two types. All are alloy but the cheaper ones are a continuous section top to bottom and very stiff. The better ones have tapered top masts. If in doubt check on the manufacturer. Look carefully at the rigging for signs of wear, chaffing and rust. Replacement is not too expensive. Check that all the fittings are secure too.

V) Sails vary even more than masts. Check the maker and look at the sails laid out. Look for fraying at the end of the batten pockets. Also check for wear along the foot and bolt rope. This means the sails have been used a lot. But they could still suit your needs. Sails are important and their replacement is expensive.

VI) Check the other equipment such as rudders and centreboards. Have they got chips. do they fit properly? What about the sheets - are they worn? Do the blocks work smoothly? Is there a top cover? What condition is it in?

6. Round-up.

1) Shop around for a second-hand boat. Look at a number of them. They all vary. And each deal includes varying amounts of equipment which will effect the price.

11) Prices. There's always a demand for second-hand boats in the spring - particularly for Albacores. So the prices are higher then. Consider buying in the fall.

111) In your first boat go for basics. A good fibreglass hull from a top builder plus sound equipment is the best.

1V) If you're handy you can often pick up a good boat, at a reasonable price, that needs some work. Some of the best bargains are the boats sold off by community clubs after they have had them a few seasons.

V) Finally, and this is important, tell the C.A.A. about your purchase. Join the association. It has a lot to offer.

VI) Good sailing.



The C.A.A. cloth badge is available for only \$1. Contact either David or Judy Whitfield.

TIPS ON TRAILERS

SOME ADVICE FROM CLARENCE HOLMAN.

Boat trailers are usually taken for granted until something happens - then the trip can become a nightmare. As this seems to be a good time of the year for preventive maintenance, we will cover several areas where major breakdown may occur.

Trailers on the road tend to flex quite a bit, so closely inspect the trailer frame for breaks in welds in the trailer itself as well as fender brackets. Pay particular attention to where the springs attach to the trailer and to where the frame bends near the forward cradle.

Check the spring hangers for worn or loose pins. Some of the older trailers have grease fittings on these pins: if so, grease your trailer with chassis grease.

Next, check the coupler - some call this the hitch: there are many different types, but all need adjusting from time to time. The coupler should be snug on the ball but not tight. A drop of oil will help. While in this area, look over the safety chains. Are they worn from dragging on the road? Are they strong enough to control the trailer if comes loose from the car? Are the hooks strong enough and in good working order?

Now turn your attention to the cradles, on which the bottom of the boat rests. Check the condition of the padding on the cradles. A pile carpet for this padding works well because the dirt settles to the bottom and does not scratch the bottom of the boat. Hard padding, such as canvas or rubber, holds the dirt between the boat and the cradle and the working of the trailer on the road grinds this into the bottom of the boat.

Many boats suffer damage to the bottom and chine because of improper shape or adjustment of the cradle. If the cradle is too high at the chine it carries too much of the load and the chine crushes. If it is too low at the chine it will depress or indent the keel. Be sure to position your boat on the trailer at its riding position before adjusting the cradles to fit the bottom. Make a mark on the side of the boat to position it on the trailer properly. A small dot or a piece of tape will do the trick. It will be inconspicuous but will enable you to return the boat to the same position on the trailer each time.

Bearings that have been in the water should be greased TWICE a season. The first greasing should be done mid-season, say, just before your class Districts. The next greasing should take place at the end of the season. This is the most important one, as the boat will be out for the season. If you remove the water from the hubs and bearings and coat them with fresh grease for the winter, you will be ready to go come next season. If you didn't do your fall greasing, you had better do it before the season starts. If you do not immerse the trailer during the season, however, then a once-a-

year grease job is sufficient. The cost of this is minimal compared to the inconvenience and cost of bearing failure on the road.

For you "do-it-yourselfers" here is a step by step description on how to take care of your bearings.

To remove the hub and bearings:

1. Remove the small dust cap on the end of the axle. This may be either screwed on or drive fit. The shape is the key: the screw type will have a hex head, the drive type will have a smooth head with a flange.
2. Remove the cotter in the nut on the end of the axle.
3. Remove the nut on the axle.
4. Pull the wheel towards you - this will remove the tongue washer, hub, outer bearing and the inner bearing and the grease seal will be in the hub.

The tongue washer and outer bearing can now be taken out of the hub and placed in a small can of gasoline for cleaning. The inner bearing is removed by placing a piece of wood approximately 1x1x12 inches through the hub while the wheel is lying flat on the floor, bearing side down: several sharp blows with a hammer on the end of the wood will knock the bearing and seal loose.

Clean all parts, including the axle, with gasoline to remove all the old grease and grime. After drying, work the grease into the clean bearings. Remember, only grease on the bearings is going to do any good. Coat the traces on the axle and in the hub; put the large bearing into the hub and use this last opportunity to force more grease into the bearing. Put the grease seal into place - make sure it is not reversed. Place the wheel on the axle spindle, put the outer bearing in place, then the keyed washer, followed by the hex nut. (Don't waste time and grease by filling the hub with grease.) Tighten the nut until the wheel turns freely, with no end play. Put the cotter pin in place and bend to lock. Install the dust cap and the wheel is set to roll again.

Tires are another source of trouble, most of which is caused by improper tire pressures. Most trailer tires require higher pressures than automotive tires. Low pressures will cause excessive flex with heat build-up. Couple that with a hot day at excessive speed and the tire breaks down with loss of tread or even blowouts. A good simple check while on the road is to feel both the tires and the hubs. They should not be so hot that you cannot place your hand on them.

Re-printed from Yacht Racing/Cruising 3/1975

MANITOULIN MADNESS.

STORY OF AN ALBACORE CRUISE.
BY GORDON LACO.

It all started a few years ago at a bar in Toronto. The four of us had been close friends since primary school and we have had many adventures together, but the summer of 1977 saw a demoralized bunch muttering in the smokey shadows of the "Miller". Everything seemed to be changing, Going into third year at University seemed to place us in a category with the geriatric squad and horror of horrors, the march of disco music had invaded even this most sacred of our refuges. As we watched the dancers cavort on the dance floor and listened to the primal pounding of the sound system a concept took form.

We would go on a cruise that could raise us from our doldrums and be so ambitious that we wouldn't tell anyone the details until it was too late to stop us. The plan was to start from a base at Pointe au Baril on Georgian Bay, trek north and west past Killarney through the North Channel, then home to Pointe au Baril by way of Tobermory via Lake Huron. Although in execution the voyage fell short of this goal it nevertheless proved more than enough to satisfy us.

Over the next several weeks we industriously amassed gear and studied charts. The vehicles would be a pair of Albacores, the dashing "Spiritus" and her sturdy but ageing consort "Black Bottomed Bastard" - the latter so named for the rustic graphite paint she sported. The crew consisted of Barry Moreton and Dave Batch aboard "Spiritus" and Al Revich and myself in "B.B.B.". Equipment included two weeks supply of canned food, a duffle bag of gear for each sailor, a suitcase sized Coleman stove and fifty odd pounds of uncooperative canvas tent. In addition each vessel carried a picnic cooler laced between the hiking straps aft of the centreboard trunk for fresh food. For insurance against a fall in crew morale this larder was stocked with a quart of "Old Sailor Port". Summer jobs and Fall School dictated that the trip had to be accomplished in the last week of August and the first week of September. The nights would be cold but on the brighter side we looked forward to more wind and no insects.

As always, the last few days before departure were hectic. Lists had constantly to be amended and the gear had to be bought or borrowed. My own connection with the marine business eased the equipment end of the burden but there was still plenty to keep us all running around until the eleventh hour. Suddenly it was Friday, the last hours at work had crept by and we were at the Moreton's cottage at Pointe au Baril, waiting for dawn. We were committed.

At 09.45 we departed under steel grey skies and intermittent rain. We took the small craft channel as far as Alexander Inlet, then picked up a 15 knot southerly and surfed north in four foot seas to Cunningham Channel, north of Byng Inlet. We camped at dusk, well satisfied with a good day's run.

On August 28 we beat out past the reefs and picked up our course for the Bustard Islands. As we had to stay a fair distance off shore we soon lost contact with the land as we reached, in mist, through large waves. At mid-afternoon breakers and pine trees appeared ahead. Barry, our navigator, decreed this to be the Bustards and we accordingly altered course west. After several hours of close reaching through growing seas, we decided to run north for a bit to see how we were progressing. According to our dead reckoning we should have been abreast of Beaverstone Bay, about three miles offshore - we were wrong. It took one and a half hours of power reaching, at five knots plus, before we picked up land. Again our view was limited to breakers on the ever present reefs, with musty pines beyond. There was nothing to do but head west again.

By now the wind was increasing and with it the size of the waves. We blasted past fantastic breakers towards the Beaverstone Bell Buoy. The wind was now twenty knots plus, the waves were over six feet and our boats' speed in excess of six knots. We hurtled past the Beaverstone Bell and layed off on a run for some shelter at Philip Edward Island. Both our Albacores were planing at great speeds and the waves had grown to the point where we could only see each other when we were both lifted on crests simultaneously. Aboard "Black Bottomed Bastard" Al and I were practically sitting on the transom to offset the boat's desire to dive as we lunged down each green slope. One larger than usual wave broke over us about shoulder deep but did not capsize us. They say the most efficient bilge pump in the world is a concerned sailor with a bucket. Al confirmed this by emptying the boat in minutes, with a cut-up bleach bottle. Barry and Dave had been unable to stop as they screamed past on another honker of a wave.

At any rate we had made great progress. The fact that the tent and half our clothes were soaked was unimportant beside the realization that we were only a short distance from Killarney, the gateway to the North Channel. In two days we had come over seventy miles and matched the results of four days hard sailing on a previous cruise.



AL ON HEYWOOD ISLAND.

We continued west, now hampered by light winds and the need to thread our way through channels. Two days later, August 30, found us drifting to Bear's Back Island. The next day we headed north to little Detroit and high winds in the Whale's Back Channel. Our egos were greatly inflated by the fact that we were now far enough from Pointe au Baril that sailors we met didn't know where it was.

September 1 gave us fifteen knot winds from the west that romped us across the North Channel from Aird Head to Bayfield Sound. On Fanny Island we were buzzed by an O.P.P. helicopter, who appeared to be looking for someone. That night we camped on a beach under Scott's Bluff, Manitoulin Island. The beach was part of a boy's camp that had apparently closed for the season. Our site was great except for the fact that both boats became infested with insects from the sand. It took hours the next day to drive the little *** overboard. On B.B.B. we had two welcome additions to our crew in the form of a black ant and a large cricket. (WE spotted them straight away because there's no such thing as stowing away on an Albacore!) We promptly dubbed them Uncle Ant and, ofcourse, Jiminy Cricket. Jiminy was a great shipmate as he would find a secure spot and stay there, grinding out his version of "The Good Ship Venus". Uncle Ant, however, was very tiresome as he constantly paced the ship from bilge to bilge to masthead, eventually meeting his end down the centreboard slot.



BECALMED IN THE NORTH CHANNEL. BARRY IN THE FOREGROUND.

That morning the wind was so light we had no choice but to head for home. Although we were reduced to paddling, we dragged the boats nearly fifteen miles through the water to a site near Gore Bay.

We spent September 4 on the South Benjamin Islands, relaxing. Joyfully we met some people on a Grampian 26, who were kind enough to feed us some carrots and letuce.

We drifted and paddled to Skull Point and a camp on a very soggy non-descript and un-named island. The next morning, September 7, brought

us a blustery fifteen knot northerly with frigid temperatures and rain. Our food was running out at this point and our spirits were low all round. It took us all day to reach our campsite of day 2, Philip Edward Island.



CROSSING THE NORTH CHANNEL. WIND 20 KNOTS, SEAS BUILDING TO 4 FEET.



DAVE AND GORD WORKING HARD OVER THE STOVE

The next morning we woke to blue skies and light winds, after a bitterly cold night in damp bags. This was our thirteenth day out. We close reached through mild ten knot winds and reached the Bustards in short order. Visibility was quite good and we were making good time. "Black Bottomed Bastard" with her old sails and centreboard was by far the slower boat in these conditions, so we transferred nearly all the gear and three people into "Spiritus" to slow her down.

We picked up the three Byng Inlet light houses in clear sunshine and stood out for the Magnetewan Ledges Bell Buoy. Al went back aboard B.B.B. to crew for Dave.

We headed south past the ledges and toward home. Lights became apparent ashore when we were three or four miles offshore beating against an imperceptably rising wind. B.B.B. was still having trouble keeping up. By dusk we were really pounding to windward and had to wait longer and longer for Dave and Al at the end of each leg. Our dead reckoning had led us to believe that we would be in Pointe au Baril shortly after sunset.



BEATING TO POINTE AU BARIL, AT DUSK ON THE LAST DAY, BEFORE THE FRONT CAME THROUGH. DAVE AND AL ABOARD 2964.

At 21.30 or 22.00 Barry and I were lining up the range of lights and beginning our beat in between the reefs. My routine flashlight signal failed to raise any response from Dave and Al who should have been only several boat-lengths astern. I signalled again, this time all over the horizon but still no answer. With lumps in our throats, we realized that something was wrong. We came about and blasted back downwind. With the sunset the wind had come up tremendously. The front we had believed was hours away was already here!

We tacked downwind, coming about (not jibing) whenever we heard reefs ahead. Suddenly they were there, in irons and making stern-way, right in our path. Dave later recounted he could hear us coming - an increasing whine, like a jet.

Our first reaction was relief, their's terror. Our's soon followed suit. Barry slammed down the helm to avoid a collision and we careered past dousing them with our bow wave. We finally got together and began beating once more. Things were getting serious for Barry and I and apparently it was worse aboard B.B.B. Once again we were lining up the range lights when we realized that we were alone. What should we do? We had no choice. To go to Pointe au Baril for help would take too long; we had to go back. Grimly we came about in the screaming wind and immediately were swept back down the channel. We were out near the Bell Buoy when catastrophe

struck us. A fluke wave caught our bow as a gust tried to accelerate the rig. Something had to give and the combined shock-loading tore the port shroud out of the mast tang. We quickly downed all sail to save the spar.

Now we were in serious trouble. The boat was no longer capable of beating and every minute swept us further away from safety. The thought of making fast to the Bell Buoy was immediately discounted because we knew we probably couldn't last.

Since we had not already contacted B.B.B. we figured they must have capsized and were in difficulty themselves. We decided we must sail to leeward and hope to meet them. We set off, myself holding the jib aloft in my hands, with Barry steering. This proved to be the right choice as a half hour later we regained contact with our friends. They were upright, also under bare poles. Their boat had capsized and was righted only after Dave took off his life jacket and dove under the turtled hull to loose the halyards.

Everyone yelled "man are we glad to see you" a few times, then we set about getting our act together. I jumped aboard B.B.B. and traded places with Al, putting one dry person in each boat. Several attempts to tow "Spiritus" to windward proved fruitless. We had another conference. It was determined that we must run for Byng Inlet. Byng was the nearest shelter to leeward equipped with range lights to help us through the reefs.

B.B.B.'s jib halyard was a ball of spaghetti ten feet up the mast so Dave and I felt we had to use the mainsail. (If I had to do it again, guess I might try rigging the jib aft of the mast on the main halyard, and use the jib sheet as an outhaul.)

At any rate Dave and I composed ourselves and after a shout to Barry, cut the tow-line from our stern. It was imperative that this be done quickly as the boats were surging together and it was only a matter of time before a boat or person was injured. Even without "Spiritus" drag astern it was difficult to get under way. When we finally did it was terrifying.

The main filled with a crack and the old boat accelerated fantastically. It was like being sent off the top of a steep toboggan run with a shove. In seconds we were crashing through unseen crests with spray flying all over. "Spiritus" near dis-masting was fresh in my mind so we tried to head up onto a broad reach to ease the power on the main. After several minutes we realised that our course was taking us too far offshore, so we came about.

Once again the acceleration was bone-wrenching. This time, however, we could not reach, as we were afraid of sheering too close inshore. The waves were now quite large and the boat was alternating nose-dives with heart stopping impacts. I kept thinking that Albacores aren't built for this sort of thing, and hoped, no, beseached, that the old war horse keep going. We had not seen Barry and Al for a while but before we could worry about that a more immediate concern appeared.

Previously our visual impressions were confined to the stars overhead, the crashing of our bow wave mingled with the white caps and the occasional slash of spray to leeward as the boom struck the water. Suddenly the dark bulk of the wave ahead collapsed, it could only mean one thing - a reef. We vainly tried to round-up but as we were already surfing at eight knots plus, down the face of a wave, it was far too late. The steel centreboard rang sharply a few times then slammed up into the trunk, as I felt the tiller jar. We grated to a halt as the foam subsided around us. The rudder was not of the kick-up type so we ripped at it to try and get it unshipped before we lost it. About then the next wave came across the reef and we were flung clear, into deep water. Down went the board and we threw the boat about.

For the next while we were both galvanized with one thought, beat off that reef!! Finally we calmed down enough to stop and check the boat. The hull was still sound and as far down as I could reach the rudder was intact. With the fear of immediate extinction gone, we remembered Barry and Al. If they had run on that reef as we had, we couldn't see how they could claw off, as we did. We desperately hoped they had stayed offshore.

It later turned out that they had. After cutting the towline they raised a jib, only to watch us shoot out into the bay. Unable to follow our headlong rush, they set course for the Magnetewan Ledges Bell Buoy. Barry steered a curving course, missing the Hangdog Bank, which had caught us. He said that under bare poles the boat made about three knots and that by steering 10 degrees to port or starboard of downwind he could almost anticipate the action of the waves. The boat was surprisingly dry, considering the conditions. As they neared Byng Inlet, however, things went from bad to worse - in a hurry.

The approaches are charted with a light at the Bell Buoy and range lights ashore. In reality, those lights existed that night but with the near fatal addition of radio masts several miles inland. Barry thought the masts to be the range lights and the range lights to be the buoy at the outer end of the ledges. By the time he saw his mistake it was too late to close reach five miles offshore to clear the reefs. The seas at this point in the night were a solid twelve feet plus! With over thirty knot winds and nearly a hundred mile fetch, this is no exaggeration! They had no choice but to continue and hope for the best. Under bare poles they threaded their way through tremendous surf to the calmer water to leeward of the ledges. Seconds must have seemed like hours as the boat whizzed so hard that the unstayed mast tore it's step out of the bilge. A course was set up Byng Inlet; they could just lay it under jib, with tremendous lee helm on. They drained the last amp of power in their flashlight trying to signal us, in case we made it through, as they had. Ofcourse there was no answer and this only increased their anxiety.

At that point, we were miles to windward trying to beat back to Pointe au Baril. The wind had been increasing all night and, as we became weaker, the storm seemed only to get stronger. As each wave loomed ahead, I would ease up the

bow until a crash and a burst of spray signalled we had reached the crest. The tiller was then cranked up and we laid off to gain speed for the next wave as we arched our spines out over the water.

Tacking was a self imposed crisis we undertook as rarely as possible. The only way to get around was to lay off until the boat was hurtling through the water then rounding up, hopefully in a lull. As often as not the poor boat was sent slamming into a solid wall of water. Swamped and in irons, we would struggle to regain control. Often in the confused aftermath of a particularly bad wave we would get under way only to realise that we were on the old tack and the whole operation had to be started again.

In an effort to ease the weather helm (as well as hiking) we sailed with the board 75% down. This moved our lateral resistance aft to compensate for the missing jib but also reduced the board's effectiveness. As we finally swept by the Pointe au Baril Bell Buoy it was evident that we were making about fifteen degrees of leeway.

At approximately 04.30 the "Black Bottomed Bastard" carried Dave and I into the lee of the Pointe au Baril Lighthouse. We both had experienced interesting hallucinations on the last beat, the only explanation I can offer, besides water on our glasses, is fatigue and/or exposure. (The Old Sailor Port had bit the dirt several days back.)

Our relief was overshadowed by our ignorance of how Barry and Al were faring. Since there was no-one at home at the light, we felt obliged to break in to call for help. Of course there was no phone but the house was equipped with a C.B. base station. Although we could hear conversations, it was some time before we got a response to our Mayday. Once we did, however, it was a short time before a member of the auxiliary Coast Guard was out to take us ashore to the O.P.P.

By 05.30 the O.P.P. had a full description of "Spiritus", her crew and probable destination. All Dave and I could do was stare at each other, over the phone, and wait. No search could be sent out till dawn because of the violence of the storm.

What could we tell their parents? Why had we allowed ourselves to become separated? Facing these questions seemed harder than fighting the storm had been.

Finally, as the scudding clouds were lit by a pale rising sun, the phone rang. Barry's tired voice answered mine - they were safe. By incredible good fortune Barry had chosen to land at the precise spot where Officer Mike O'Brien, of the Britt O.P.P. started his check of the coast. Our phone call ended with Barry explaining that Mike would drive them back to Pointe au Baril, and my weak attempt at a joke - I asked him why he didn't just sail over and pick us up!!!

All in all the "Manitoulin Madness" cruise of '77 had been a sobering experience. Tonight, in the winter of 1980, the four of us are

scattered all over the world. I am in the marine trade full time, following last spring's graduation. Dave is somewhere in the Carribean heading for the Antigua Race Week. Al is tending livestock on Israeli soil and Barry is completing his degree at Queen's. But, apart from the fact that we have our specially lettered T-shirts in the back of our closets, there is something special between us. It is the knowledge that we have been pushed to our limits in a way that is rare in today's regulated society.

What lies ahead for us? Recently Barry and I were together in Kingston, yarning over some suds. We talked of a cruise - the last of the Clipper races - first Albacore to Little Current takes all! But first we'll have to beef up the rigging, perhaps buy a lighter tent, maybe get old sails and put reefing points on 'em.....



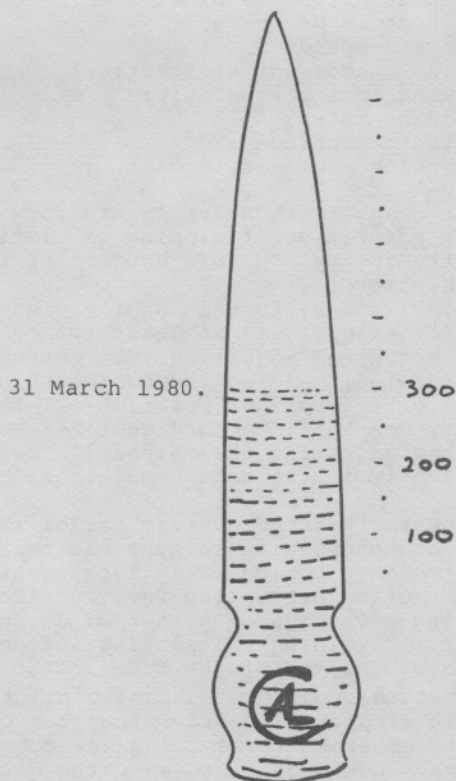
AFTER THE CRUISE,
AL REVICH, BARRY MORETON, DAVE BATCH AND
GORD LACO. (L TO R)

A BETTER BOAT COVER, TOP OR BOTTOM, DESIGNED AND MADE BY SOMEONE WHO SAILS A WOODEN DINGHY AND KNOWS THE IMPORTANCE OF A GOOD FIT.

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BOOK APPRAISAL
BY ALEX MCNAUGHTON.

START TO WIN BY ERIC TWINAME

PUBLISHED BY ADLARD COLES LTD. IN 1973 \$17.95

For those of you who have not read the book or read it recently, Alex Macnaughton has written an excellent review.

And for those of you, like myself, who have not had the pleasure of meeting Alex or his wife and crew, Phyllis, he is a past Commodore of the C.A.A. and at the moment he and his wife are Albacore Champions of both the Royal Canadian Yacht Club and the South Muskoka Sailing Club.

This is an excellent book for the racing sailor, on firstly, the tactics of racing, and on secondly, how to handle your sails, tiller, centreboard and your boat generally. Twiname states frankly that if you wish to learn how to rig and tune your boat correctly, you should read other books.

The two hundred and thirty-two pages of the book are divided into ten chapters with the following headings.

1. Winning without magic;
2. Tapping the power supply;
3. The beat as race against time;
4. The beat as an obstacle race;
5. Downwind speed;
6. Taking chance out of starting;
7. Crewing is a partnership;
8. Rounding marks;
9. Protest techniques;
10. The rules made easy.

In the first chapter of "Start To Win", Twiname sets out the priorities of winning as distinct from the nitty-gritty. On this subject of the priorities he states:

"...Working windshifts well on the windward legs, for example, is at least twenty times as important as adjusting the centreboard correctly downwind; holding the boat within five degrees of the upright position all the time in heavy weather is a hundred times more important than adjusting the mainsail's outhaul tension correctly in the same conditions."

Twiname suggests that the average sailor is usually too concerned with sailing his boat to spend a few moments periodically looking around to see what tactics are called for. Tactics include taking advantage of better winds and windshifts, and avoiding the slowing influence of other boats. The top of the fleet sailor is able to put the boat on "automatic pilot" (available in airplanes in order that the pilot can attend to other matters) for a few moments so that he can look around and make the correct tactical decisions.

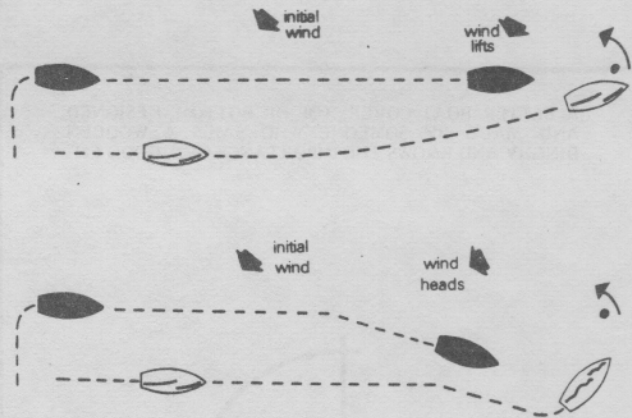
Following is a paragraph from Chapter 2, "Tapping the Power Supply", in which instruction is given on how to set sails.

"Once the jib is set with the right sheet tension (which you can only find by trial and error over many races in different conditions), the mainsail should be allowed out as far as it will go without lifting unduly, since what you are doing in letting the main out is to bring force F round to do as much forward work as possible. Let the boom out from within 5 degrees of the centreline to 10 degrees and forward drive from the main doubles - a startling fact and one worth remembering when you try to rid the mainsail of a lifting luff by trimming the boom central. You may stop the mainsail lifting, but you'll probably stop the boat as well."

The Chapter of "Start to Win" headed "The beat as a race against time" has useful information on how to recognize and how to handle windshifts. One paragraph in the chapter follows.

"The biggest heading shifts are easy to recognize. The moment you sail into one the jib lifts appreciably at the luff, forcing you to bear away to keep the boat moving fast. These are the shifts to tack on - immediately in medium and light air; after a couple of seconds' hesitation to make sure the header remains in sharply gusting winds."

A diagram with its caption from this chapter on windshifts is reproduced.



On a one-sided beat the boat which first takes the tack towards the next mark (white) gains whichever the wind shifts. When the wind lifts (a) white is lifted round the mark; when the wind heads (b) she tacks clear ahead of the black, which took the short hitch first.

The chapter "The beat as an obstacle race" is on problems caused by other boats.

Twiname's chapter on Downwind speed" is good. Incidentally, two interesting paragraphs from this chapter on the invention of the boomvang (called kicking straps in Britain) by an Englishman, W.H. Godfrey, follow. The racing was in International 14's. Briggs Cunningham and the Barber brothers, all of the U.S.A., have had their names given to gadgets on the modern racing dinghy (the cunningham and the barber-hauler) but Godfrey has not been so honoured.

"The 1932 Prince of Wales Cup week was notable for the first victory of Stewart Morris, but even more so for the appearance of a new device that enormously enhanced downwind performance. W.H. Godfrey had not troubled the leaders unduly in previous years, but that year produced such a remarkable turn of speed downwind that he led for most of the week."

"Between races his boat was scrutinised by other competitors anxious to discover the speed-giving innovation, but they could see nothing, since there was nothing obvious to see. The boat appeared to be entirely standard. But it wasn't; W.H. Godfrey carried in his pocket a length of wire with a metal key at each end and, when afloat, slipped one key into a slot on the boom and the other into a slot on the foot of the mast. This primitive kicking strap was the invention of Captain Boyd who had first used the idea on model yachts."

The chapter on starting, thirty-one pages, contains many good suggestions. Twiname is quite enthusiastic about the gate start for large fleets and has eleven pages of text, diagrams and pictures on it. The gate start has been used up to the present more extensively in Britain than in Canada and the U.S.A.

The book "Start To Win" is written basically for dinghy sailors. At least one of the pictures shows an Albacore as an example. Eric Twiname has written one previous book "Dinghy Team Racing", the standard work on the subject, and is a frequent contributor to yachting magazines in Britain and North America.

The serious racing helmsman will want to own the book "Start To Win". He may re-read it once a year as a refresher course.

DISTRICT 3 NEWS.

On Thursday, January 31, 1980 a meeting of District 3 Albacore sailors was held at Bronte Harbour Yacht Club to elect the new officers for 1980 and to make plans for the coming year. The meeting was followed by a few toasts to the coming sailing season and a darts match. Many thanks to Peter Brayshaw for arranging a most enjoyable evening.

There is a list of the 1980 Fleet Captains for District 3 elsewhere in this issue.

The Albacore Association was represented at Mohawk College Sailing Seminar in Hamilton on March 15, 1980. We had a rigged Albacore on display on the stage along with the Association picture boards and brochures. The boat was used for a demonstration on rigging a boat and was therefore brought to the attention of potential buyers as well as Association members.

Also enclosed with this issue is our schedule of regattas for 1980 in District 3. Hope to see you at regattas this summer.

Sue McGregor
District 3 Fleet Captain.

WHAT'S IN A NAME?

Sailboats have been given names since man first took to the seas. One can't imagine the launching of a ship without the selection of an appropriate name. In England the selection of a boat's name is usually given the care and attention of naming one's child. For some reason many Albacore sailors in Canada prefer the anonymity of their assigned sail number. Let's make an effort to change that.

Your boat's name can be inspired from any source. Some sailors look to ancient mythology for their name. For instance Norm Berzins named his boat "Icarus" after the Greek mythological figure, who became so enamoured at his ability to fly that he flew so close to the sun that the wax holding on his feathers melted and he plunged to his death in the sea.

Other boat names are inspired by the boat's physical appearance. Charles Colman's bright red Albacore bears the name "Sunburn", while David Medhurst's yellow decked, white hulled Albacore is called "Sunnyside Up".

Steven Cerny's string of Albacores bear names which reflect the owner's concern that each boat will represent his final opportunity to win a National Championship. "Last Chance" has now given way to "Penultimate Chance". Will his next boat be "Absolute Penultimate Chance"?

John Lawler's Albacore sports an acronym worthy of the best government program. John's boat is called "P.F.Q.S.O.B." - a real puzzler. Perhaps it means "Pretty Fair Queen Seeks Other Boats"?

A nautical pun was the obvious inspiration for Peter Bruns "Luft Affair". And what better name could be selected from English literature than "MacDuff" for Andy Cummings perennial pack leader?

Every time I see Graham Rogers' "Mistress Quickley" the question arises if the name was intended to be punctuated "Mistress, Quickley!" Nick Hancock's beautifully rebuilt Fairey Marine boat is named "Fiddlesticks" - an epitaph for oft quoted expletive detail muttered during the boat's reconstruction.

Some sailors pun their names, as Ron Taylor did with his "Taylor Maid", while others have chosen more classical names such as the Poyntz brothers' "Windsong" or David Sturch's "Mariah"

It really doesn't matter what your inspiration is. Don't let another season pass without giving your boat a name. See you on the water.

AL 5003 - "Whit's End".

BARRED FOR LIFE

BY GRAHAM ROGERS.

So you think that a bar in a boat means constant gin and tonic on the runs and reaches? Well it's not quite like that in our Albacore.

What is it then? It's a new method of jib sheeting, which has become popular in the U.K. The bar first appeared on a development dinghy in England in 1976 and was applied to an Albacore by Michael McNamara, when he won the 1977 U.K. Nationals. In 1978 quite a few Albacores sported the bar and, as with most new tricks, many of the leading boats were among this select band.

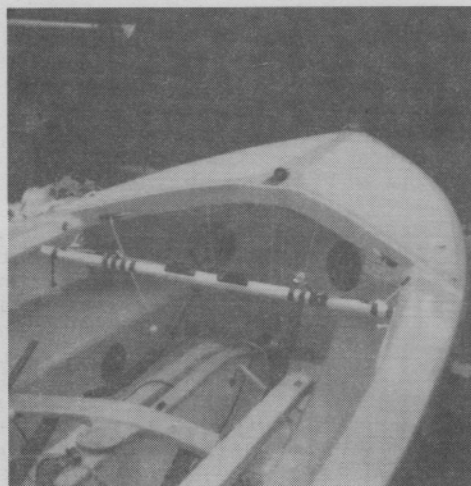


Fig.1. General view of the bar.

When Jean and I came to Canada, at the end of the 1978 sailing season, we decided that we would try this method out in 1979. Now, after a good few races just getting the feel of things, we are convinced that the bar will remain in "Mistress Quickley". My version of the bar is a copy of the system installed by Graham Child which is shown in Fig. 1. It is just a length of $1\frac{1}{2}$ " aluminium tube. The tube is fixed across the boat about 5" behind the shrouds. Sliding on the bar are two plastic rings and to these are fixed the fairleads, two small ball bearing blocks. To prevent the fairleads from sliding into the centre of the boat an adjustable line is led out towards the side deck, over a sheave fitted into the bar and back through the bar to a cleat close to the opposite side deck, Fig. 2. Tension on the sheet, while sailing in all wind strengths, is sufficient to place the ring as far towards the centre as it is allowed to go by the control line and no shock cord tensioner is required. Besides the control line cleats two large clam cleats are fitted, for cleating the sheet when beating. Adjustment across the boat is obvious but fore and aft adjustment is also important when setting up the system. This is achieved by fixing the ends of the bar so that they slide in a length of aluminium mast step extrusion, Fig. 3. Mine is rather longer than the normal mast step used on an Albacore and it allows 11" of fore and aft movement.

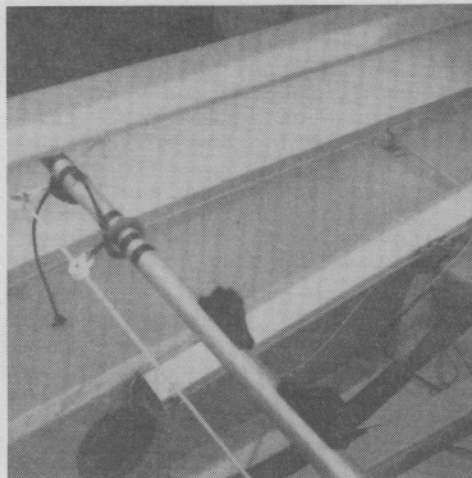


Fig.2. The main cleats, the small ball bearing block fairlead and the control line cleat.

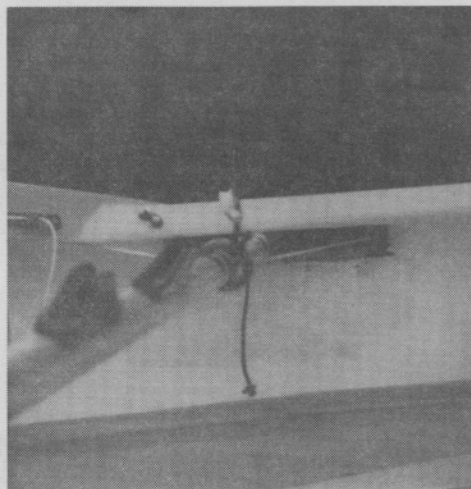
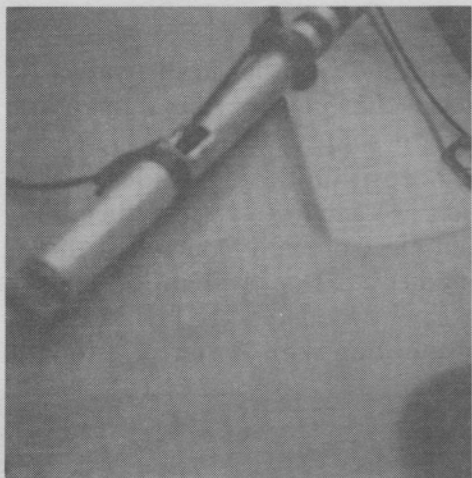


Fig.3. The under-deck mast step.

What does the bar do? It allows control over the leach of the jib. The jib leach tension and the twist in the jib must be controlled accurately if speed and pointing are to be optimised. The amount of tension varies with the wind strength and will be different in very light winds, in medium winds and in strong winds. It will also depend on the cut of the jib and upon the cut of the main and so a lot of experimentation is required to get it all right. From our experience the bar enables the settings, found to be the fastest, to be set up consistently and easily on similar occasions.

We have found that quite large changes in sheet pressure are needed as the wind picks up from, say, 5 to 10 mph. We have also found that athwartships adjustment is critical and an error of ½" can slow an Albacore considerably on a medium wind beat. We have noticed that the main sail controls are more sensitive and that we need a full range of boom vang tension, from zero in ultra light winds to heavy at the top end of medium winds.



A close up of the end of the bar showing the shaped 'Tufo' end which fits in the mast step.



The position of the bar in relation to the shrouds.

At first sight, the bar in a boat, just behind the shrouds, looks a bit restrictive on crew's space. I know that Jean was very critical of the arrangement, before we sailed the boat last Spring. In fact the bar is handy to brace against, while putting in the whisker pole on a run and Jean used it to hook a foot under to get out further in heavy weather. The fairleads on the bar means that the buoyancy tanks can be left alone, with no holes to take the fixing screws for normal fairlead track.

The idea is worth trying but like all other ideas it is not an instant pathway to success. It is not an expensive system to install and for new boats it is probably cheaper than a conventional system. Why don't you try it on your Albacore this year?

REGATTA NEWS.

HARBOUR MASTER'S SERIES

Two races are held on each date with the first start at 13.30, using the RCYC marks in the Inner Harbour. The series is intended to provide a good forum for local sailors to learn and improve racing skills and have fun, as well as providing some good competition. Contacts this year are Tom Cundill, W.S.C. (485-2547(H) 923-6661-320 (O), Dieter Gast, N.T.S.C., (689-7967 (H) and Mike Kimber, RCYC, (767-4476(H) 361-5047(O)

RESULTS for the 1979 Series.

1. David Treissman RCYC.
2. Peggy Grayston WSC.
3. Alan Humphrey BC.
4. Dan Kimber RCYC.
5. N. Bristow NTSC.

David Treissman repeated his 1978 success by winning the Mann Trophy, for the best 8 results.

Dates for 1980 Series:

JUNE 1 & 29.

JULY 6, 13, 20 & 27.

AUGUST 10.

LAKE of BAYS INVITATIONAL REGATTA

Date: July 5 1980

Location: Lake of Bays Sailing Club.

Contact: Scott Gibson 416 366-7261 (B)
or
Barry Poyntz 705 491-1536 (H)
416 883-1399 (B)

U.S. MID WINTERS LAKE DORA, FLORIDA.

1. Bill Ewing
2. Carl Cheney
3. Dick Railton
4. Richard Storer.

It is hoped that there will be a full report of this regatta in the next issue of "Shackles"



How Fast Are Your Foils?

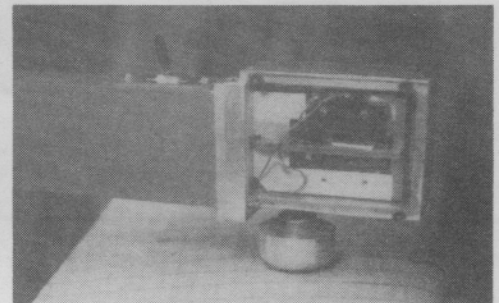
A sailboat is like an airplane with one wing in the air and the other in the water. It can only go as fast as its slowest Foil. You have spent a lot of time getting your sails right, but what about your Board and Rudder? Are they the right shape, stiff, fair?

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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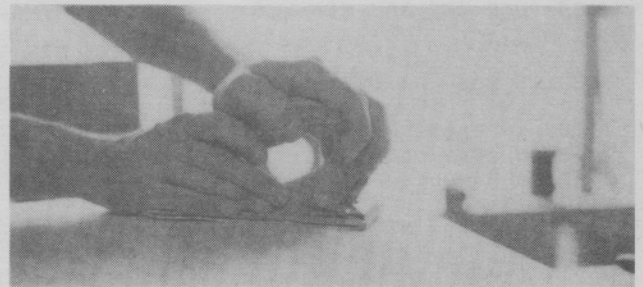
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* First of all may I commiserate with all those members whose last issue of "Shackles" took up to THREE weeks to wander through the maze of the Canadian postal system. So far as I know no copies were delivered in under a week. Perhaps this would be a good opportunity to explain why it always seems so long between 'deadline' dates and your receiving the magazine.

1. All the copy doesn't arrive by the deadline. It is not unusual to wait a further two weeks for important information to arrive. During this time all the copy is typed up, which takes me ages, checked and then re-typed (I'm a very inexpert typist).

2. All the copy is layed up. This is fun but a little exhausting as the cat always wants to help or go out or come in; and we have a dog too!

3. The prepared copy is taken to O.S.A. who print it for us. They require two working weeks or longer, depending on pressure of work.

4. Magazines are collected from O.S.A. and addressed envelopes from Judy Whitfield. These are then put together by whoever can be persuaded to help and entrusted to the mail. It would be a very great help if deadline dates could be looked on as the latest for submitting copy, especially when it is regatta information. During the summer "Shackles" may be a little thin so that dates and entry forms are in members hands before the events.

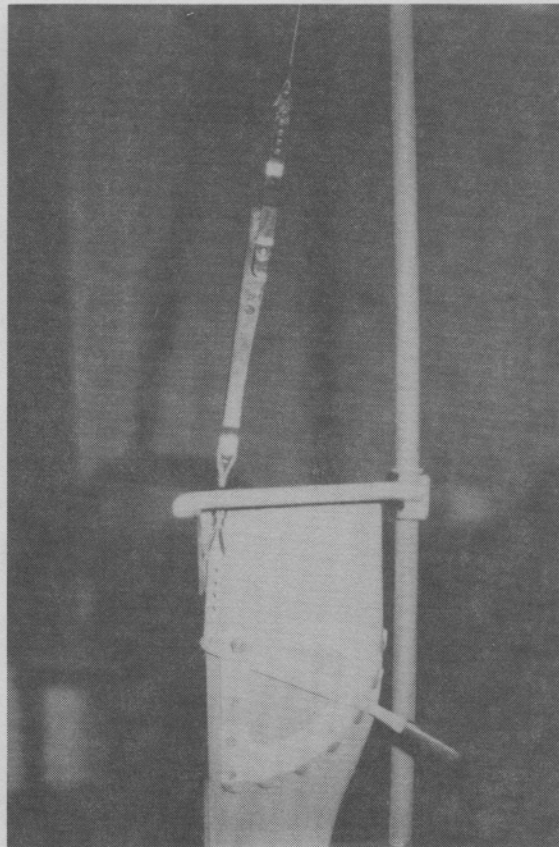
* To all 19 and under sailors; please mark August 23 & 24 in your diary and enter the Ontario Double Handed Championship. This will be held at Peterborough Sailing Club, in conjunction with O.S.A. and C.A.A. It is part of the Ontario Summer Games. Open to all those who are eligible across Ontario, it is limited to the first 25 entries. Make sure that you enter NOW. There is an application form included with this issue of "Shackles".

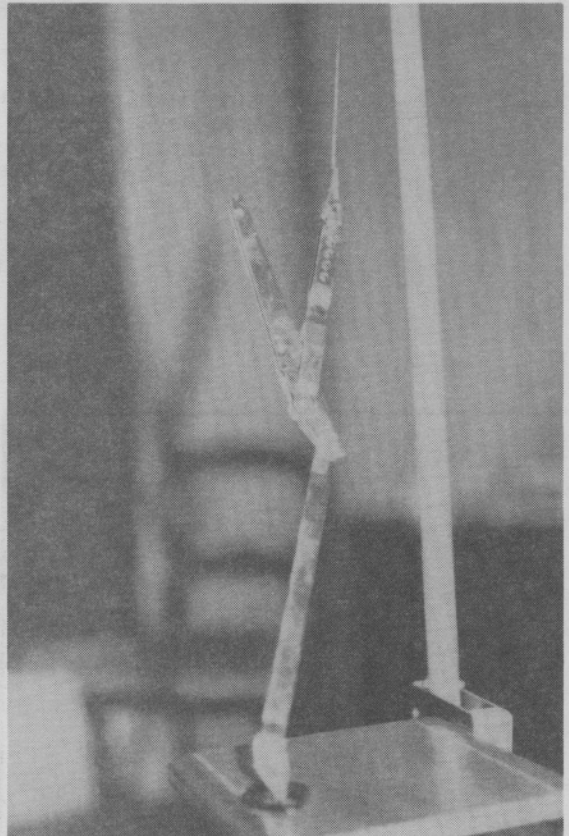
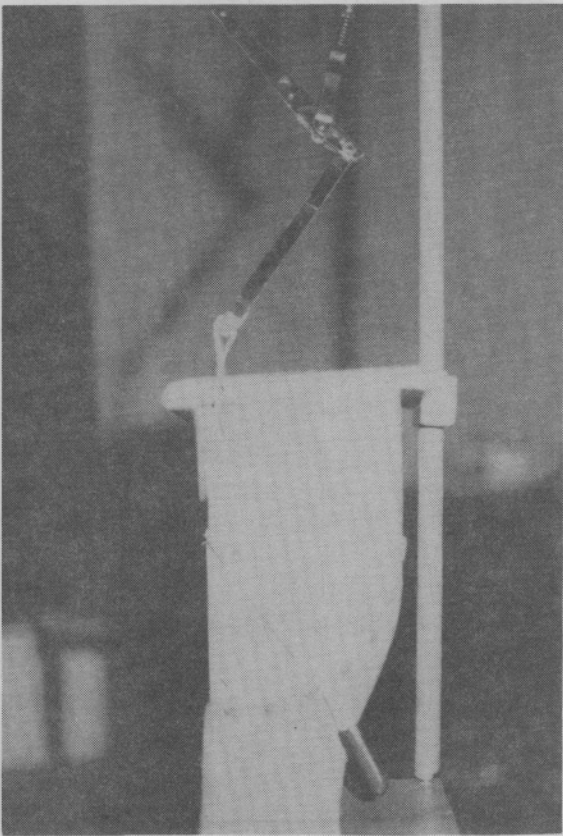
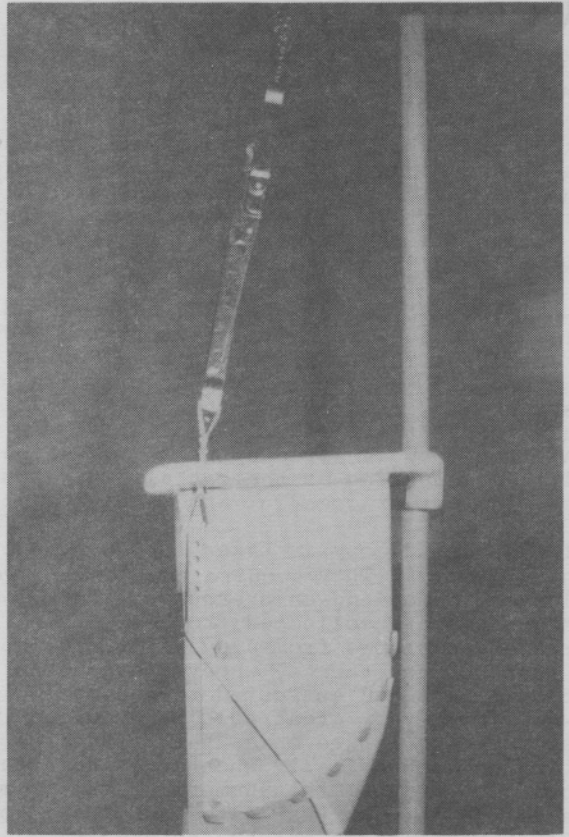
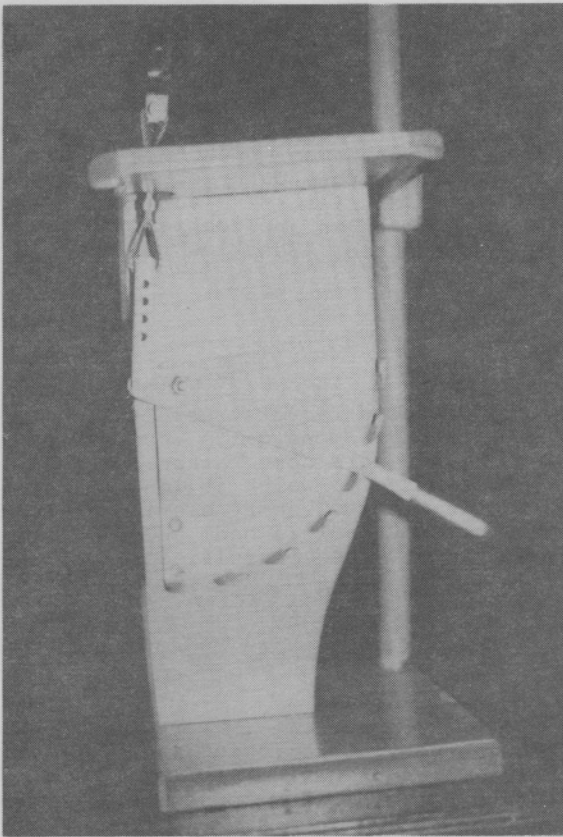
* Dennis Sherwood recently celebrated a rather special birthday. Among gifts received from sailing friends were some rather splendid shackles, reputed to weigh at least 5lbs, and an up-to-the-minute T shirt bearing the legend "If you think my bark is bad" and "Wait till you see my Wool" (see classified for explanation. Ed,)

* Below and on the following page are some pictures, taken by David Whitfield, of the rig built by Dennis Sherwood to show off the RWO and Proctor shroud levers.

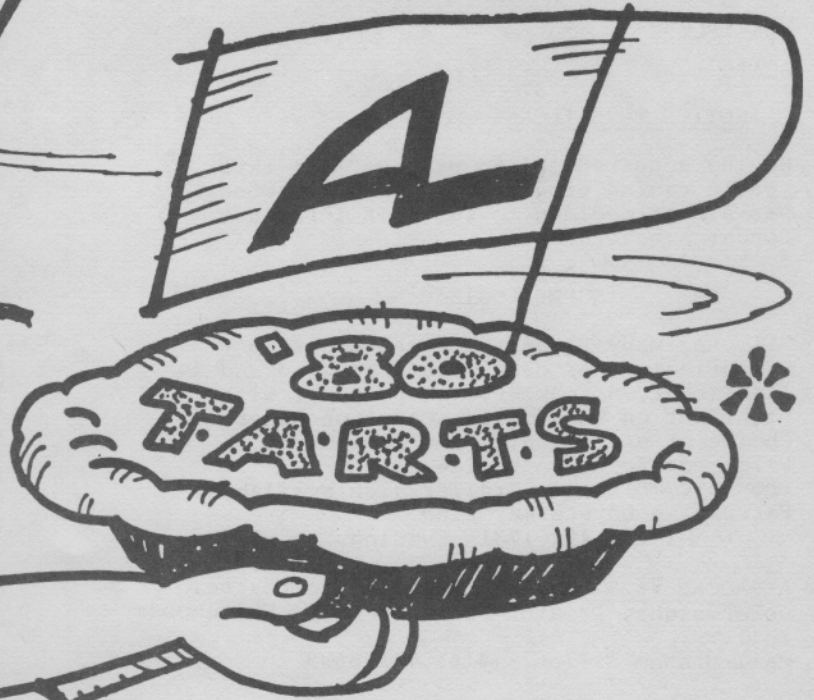
* FLEET CAPTAINS. There's a meeting in late April, possibly 26th. If you have recently become a Fleet Captain please contact Paul Heron so that you will be advised of the definite date and location.

Does Anyone Know the Whereabouts of
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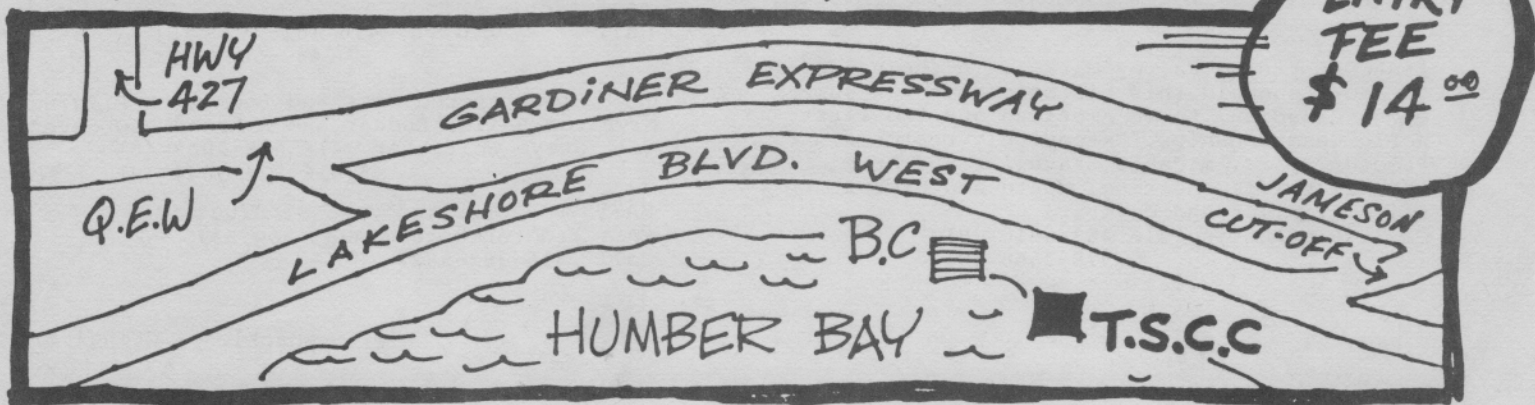
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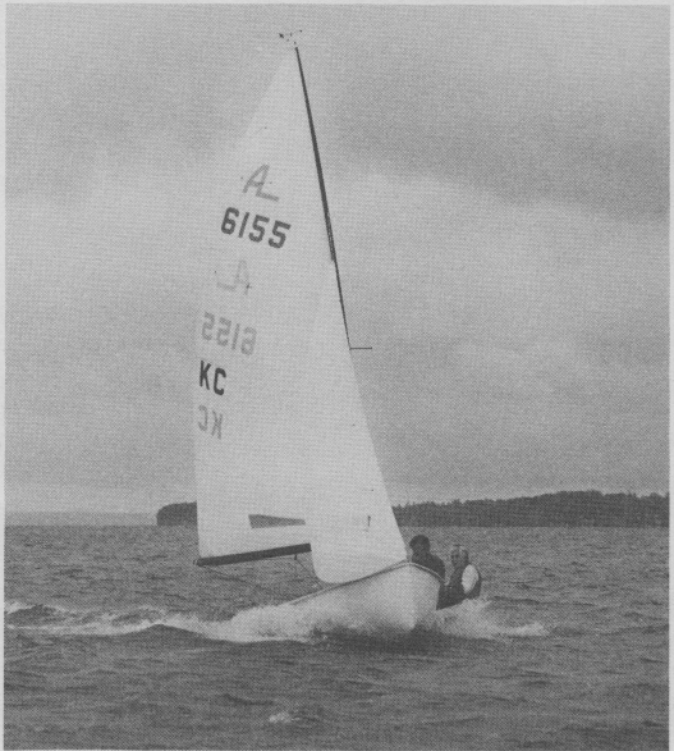
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A BASIC CONDITIONING PROGRAM FOR SAILING

PREPARED BY DOUG MACLENNAN, TECHNICAL DIRECTOR OF THE FITNESS INSTITUTE.

THIS PROGRAM WAS ORIGINALLY PREPARED FOR THE USE OF O.S.A. AT THE SAILING CENTRE AT GENEVA PARK.

A BASIC CONDITIONING PROGRAM FOR SAILING.

Successful participation in any physically active sport demands a high level of physical fitness. In fact, the athlete's muscle strength and endurance, cardio-respiratory efficiency, agility, speed of movement and reaction time are the basic ingredients which will greatly affect the degree of success that he or she will enjoy. Most sports involve the basic physical abilities of one athlete being matched against those of another such as in sprinting, or swimming, or putting the shot, but even in sports which involve less direct man vs man competition, such as in equestrian events or in sailing in which the performance of the horse or the vagaries of the wind and current play a part, the quality of the physical "ammunition" in the athlete's arsenal can greatly affect the final outcome.

It has been clearly demonstrated that physical attributes such as muscle strength, muscle endurance, aerobic (heart-lung) power, anaerobic capacity, which basically is the ability to work exceptionally hard and fast, and balance have a marked bearing on the outcome of dinghy sailing contests, particularly when the wind velocity is high. Since the practice of a sport, by itself, is not sufficient to develop the proper degree of strength and all-round physical condition, nor the extra reserves which are so important to success in sports, it is necessary to follow a well-planned program of conditioning drills to provide that all-important extra edge.

Even for those who are not going to be participating in top-level competition but participating only for fitness, fun and recreation, following a suitable exercise program will develop a degree of fitness that will enable you to participate for longer periods of time without fatigue and, therefore, with greater enjoyment.

Many different approaches can be used to develop the physical requisites for successful sailing. Many of Canada's Olympic Sailing Team members have used specific conditioning programs with good success. Such programs usually involve weight training or circuit training or a combination of the two, but it is also possible to achieve great overall improvement without using specialized equipment. The following program, for example, has been designed to produce a high level of strength and all-round physical fitness without the use of special equipment. It stresses the most important areas for the sailor to develop and yet, because it does not require a gym or exercise equipment, it can be performed almost anywhere, even right at home.

The following program, because it might be used by both men and women of all ages and varying levels of physical condition, should

be started at a fairly mild level, as indicated in the exercise instructions. Those who enjoy a reasonably high level of fitness, however, can add moderately to the repetitions suggested in order to make the program more suited to their needs and abilities. With any exercise program, however, it is wise to start easy and work up gradually as you feel able to handle more effort.

THE PROGRAM

This basic program consists of a warm-up section, a "Special" segment of strength development exercises, a circuit for the development of stamina, heart-lung efficiency, quickness and agility and a cool-off section. The program should be done in its entirety, and in the sequence indicated, at least 3-4 times per week. If you have a medical condition or have any reason to doubt your ability to undertake vigorous exercise, you are advised to arrange for a thorough medical examination before embarking on the program.

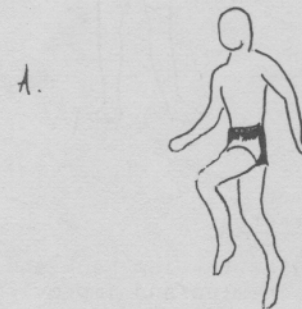
WARM-UP:

A. Warm-Up Jog:

The purpose of this drill is to moderately stimulate the circulation, increasing the blood flow to the muscles and stepping up the heart rate and respiration.

Simply run in place (or moving about if possible). Begin at a very slow, easy pace, keeping the arms and shoulders as loose and relaxed as possible.

A slow comfortable pace should be used because the purpose of the drill is simply to moderately stimulate the body and prepare it for the more vigorous exercise to follow. Continue the jogging for at least 2-3 minutes, gradually working up to 5 minutes.

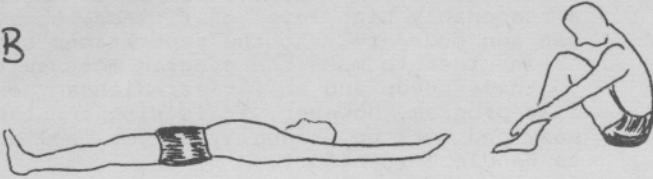


B. Roll Up and Tuck:

This exercise continues the warm-up procedure and brings the abdominal muscles more directly into play. It is done lying down and, if possible should be done on a soft, padded surface.

Lie on your back, arms and legs fully extended. Begin by swinging your arms forward and sitting up while, at the same time, bending your knees and bringing your feet close to your hips.

B

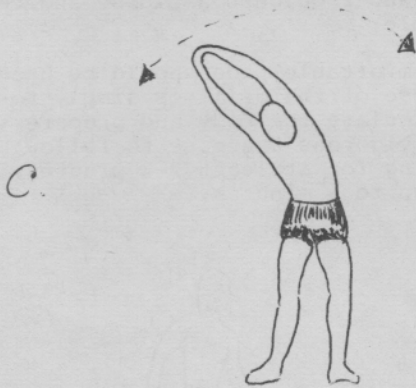


Touch your feet with your hands then immediately return to the starting position and repeat. This should be continued at a brisk tempo for at least 10 repetitions, preferably for 15-20. Younger, more fit individuals should build up to at least 25 repetitions. Avoid holding your breath during this exercise - breath in rhythm with the movement.

C. Willow Stretch:

This movement stretches and conditions the muscles along each side of the torso and helps to improve torso flexibility.

Stand with feet comfortably spaced but no more than 12" apart, hands joined, arms stretched high overhead. Keeping your arms straight, slowly bend directly to one side as far as you can comfortably go, then reverse the action and bend to the opposite side. Do this slowly and gradually coax the muscles to stretch more and more. Do a total of 12 stretches, 6 to each side.

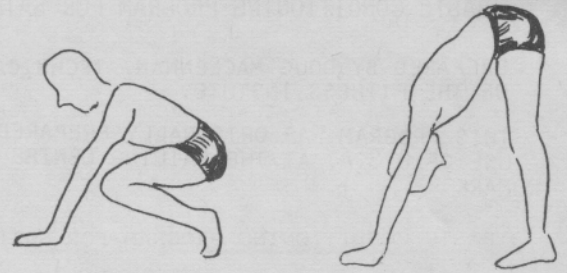


D. Back Thigh Stretch:

This drill stretches the low back and hamstring muscles, warming them up and improving the flexibility in these areas.

From a standing position, squat down and place both hands on the ground, about 18" in front of the toes. From this position, and keeping the palms of the hands perfectly flat on the ground, slowly raise your hips and try to get both legs as straight as possible while keeping the heels flat on the ground. Hold the maximum position for 2-3 seconds then return to the crouch position and repeat for a total of 6 repetitions.

D



If no "stretch" is felt in the above position then move the hands closer to the toes until a position is reached in which a slight degree of discomfort is felt behind the knees when the legs are being moved to the stretch position. The ultimate is to be doing this exercise with the heels of the hands placed right up against the toes.

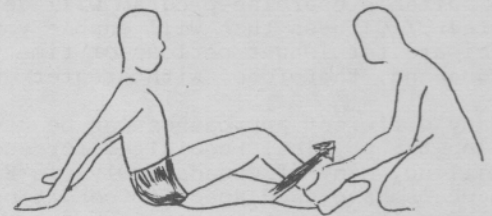
Remember to do all stretching exercises slowly and without undue forcing or "bouncing".

SPECIAL PURPOSE EXERCISES:

SP1. Static Leg Extension:

The purpose of this exercise is to strengthen the quadriceps muscles in the front of the upper leg, an area which can come under considerable stress in sailing. The exercise is done sitting on the floor and requires either a very heavy fixed object under which to anchor the feet, or a partner to provide the necessary resistance. Sitting on the floor place the right foot under the "anchor" (or have someone hold it down for you), keeping your right knee bent to nearly a right angle. From this position push against the "anchor" with the right foot, contracting the thigh muscles of the right leg as you try to straighten your leg. Continue this "all-out" effort for 6-10 seconds then change feet and repeat with the opposite leg. Maximum force must be used in order to gain greatest benefits.

SP1

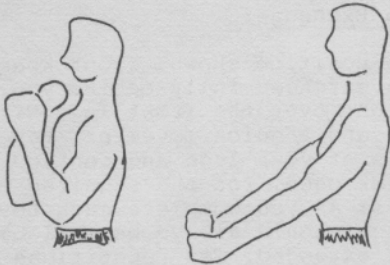


SP2. Fist Push and Pull:

This exercise strengthens all the muscles of the upper arm in addition to some of the major muscles of the forearms. Strength in these areas makes tugging, pushing and pulling actions easier to perform, and less taxing.

Place your right fist against your left, holding both hands in front of your chin, elbows well bent and near your sides. With strong pressure from fist nearer your chin, push

SP2.



against firm resistance from the other fist until both arms are extended out straight. Then reverse the action, pulling back with the bottom fist against pressure from the other. Then reverse the positions of your hands and repeat. Continue until you have done 6 pushes with each hand.

Continue to use maximum force in order to achieve maximum results. Avoid holding your breath.

SP3 Bent Knees Sit Back Hold:

This exercise helps to strengthen the upper legs and especially the abdominal muscles, both areas which are strongly involved in the hiking position.

Sit on the floor with the knees well bent, hands clasped behind your head, feet anchored or held down by a partner. From the sitting position lower the upper body back and down until you reach the "half-way" position. Stop at this point, holding the position for at least 3-5 seconds for a start, then lower all the way down. After a 5 second pause, sit back up to the starting position and repeat until you have done 6 repetitions. As your strength improves, increase the length of the "hold" until you are doing at least 15 seconds each time but work up very gradually.

SP3



SP4. Resistance Pulls:

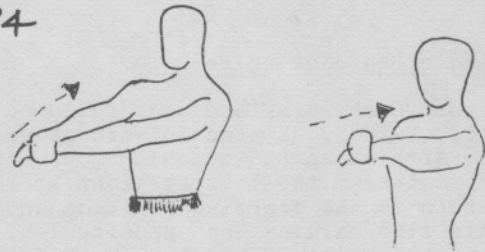
This exercise strengthens the pulling muscles of the arms, shoulders and upper back, areas strongly involved when pulling on ropes and cables.

Stand with both arms extended in front at shoulder level. Place your right hand on the back of your left, grasping it firmly. From this starting position, pull your left hand in towards your right shoulder while strongly resisting the action with your left arm. After pulling it as far as possible, relax the effort, return to the starting position and repeat, doing three more pulls in all. Then

switch positions and do three more repetitions pulling your right in towards your left shoulder. Repeat on both sides once more for a total of 6 pulls on each side.

Remember that strong effort produces strong muscles and avoid holding your breath during this exercise.

SP4



THE CIRCUIT

The following six exercises are to be done one after the other as quickly as can be handled. One time through all six exercises, for the required number of repetitions for each exercise, represents one "trip". The circuit is continued for 15 minutes with the goal being to complete as many "trips" as possible in the time limit. Rests may be taken at any point during the circuit as required, either between exercises or at any point during an exercise. The goal is eventually to be able to work at a good pace "non-stop" for the entire 15 minutes.

Go slowly at first and settle for just one or two "trips" for the first couple of work-outs until you have become somewhat accustomed to the routine. Then you can start pushing yourself to avoid rests and work more quickly in order to complete as many "trips" and extra repetitions as possible. These performances should be noted so you can keep track of your progress.

Each exercise should be continued for 10 repetitions initially, making 60 repetitions per "trip". After a week or so, the number should be gradually increased until you are doing 20 repetitions of each exercise. A convenient way to score your performance in the circuit is to use a code such as 2:20 which would mean two full trips completed plus 20 additional repetitions. A 4:36 figure would mean four complete trips plus 36 additional repetitions into the fifth trip.

The exercises are performed in the following sequence and as follows:

Cl. Half Squat:

Stand with feet comfortably spaced, arms extended at shoulder level in front. Keeping your heels flat on the floor, sit down until your upper legs are parallel with the floor then quickly rise to the starting position and repeat.



C2. Single Leg Jack-knife: _

Lie on your back, arms and legs fully out-stretched. Swing your arms forward as you raise one leg, sitting up and touching your hands to your foot. Keep the legs straight at the knee. Return to the starting position and repeat, this time raising the opposite leg. Ten repetitions consist of touching each foot five times.

C3. Sprinter's Drill:

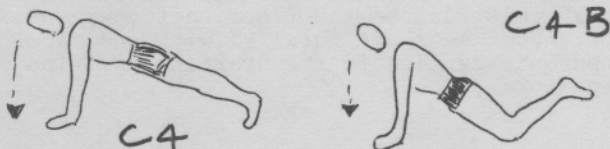
Take the position shown, both hands flat on the floor, one leg in under your body, the other leg extended fully behind you. Keeping the majority of your body weight supported on your hands, quickly reverse the positions of your legs in a "running" type of action. Do this at a fairly brisk pace and make sure the rear leg is fully extended each time.

Ten repetitions consist of reversing the positions of the legs ten times; in other words, each reversal of your position counts as one repetition.



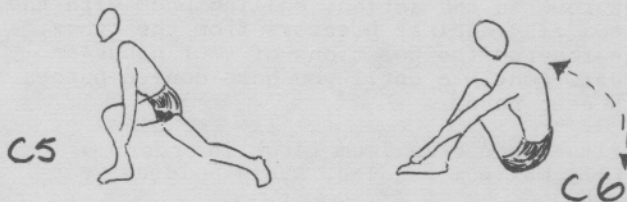
C4. Push-Up:

Remaining in basically the same position as you were in for the preceding exercise, extend both legs straight out behind you, assuming a completed push-up position. Women, and weaker individuals, should use the kneeling position shown in the illustration B. Keeping the entire body in a straight line from head to feet (or from head to knees), bend the elbows and lower the upper body until the chest touches the floor. Immediately push right back up to full arm's length and repeat. If the full number of repetitions is too much for you at first, take brief rest periods after each two or three repetitions until you have completed the full number.



C5. Leg Exchange:

Take the position shown, front knee well bent, rear leg extended fully behind you. Keep your body weight over the front leg. With a very low hop, and a quick movement, reverse the positions of your legs and continue the action, at a brisk pace, for the required number of repetitions. As you complete each reverse the front knee should always be well bent, rear leg well extended. Ten repetitions consist of reversing the positions of the legs ten times.



C6. Bent Knee Sit Up - Toe Touch:

Take a position lying on your back, knees well bent, arms extended back beyond your head. Without having your feet anchored, and keeping them flat on the floor throughout, swing your arms forward and sit up, touching your hands to your toes. Immediately return to the starting position and continue for the required number of repetitions.

This concludes the Circuit exercises. After completing exercise #6 you immediately start back at #1 again and continue through the Circuit as before, Completing as many "trips" as you can within the 15 minute time limit.

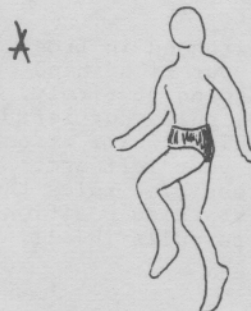
NOTE: When you have become accustomed to the effort involved in performing the Circuit and you are working fast in order to complete as many "trips" as possible, you must guard against performing the exercise incorrectly or in a sloppy fashion in the interests of greater speed. Move quickly but be sure to maintain correct exercise performance.

Upon completion of the Circuit proceed immediately with the Cool-Off exercises. This is important and it will speed your recovery from the hard effort involved in the Circuit.

COOL-OFF.

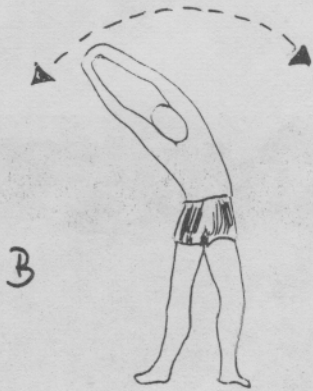
A. Cool-Off Jog:

Jog at a very easy, relaxed pace, either in place or moving about, if space permits. Keep very loose and relaxed and jog at a slow, easy pace. This is a "slowing down" activity which should involve only mild movement. Continue to jog for 2-3 minutes.



B. Willow Stretch:

This is done exactly as it was done in the warm-up and for the same number of repetitions.



designed to ease muscle tension, slow your system and bring you back to a normal pre-exercise state.

This concludes the work-out.

D i)



D ii)



C. Torso Twist:

Stand with your feet comfortably spaced, arms hanging loosely at your sides, hands relaxed. Twist to the right as far as you can, turning your head in the same direction so that you finish looking behind you. Then reverse the action and swing the upper body around to the opposite side being sure to turn your head at the same time. Continue at a moderate pace in a very loose, relaxed fashion until you have completed at least 10 turns to each side.



IN CONCLUSION.....

Remember to start out easy and build up gradually. Improvement will come about, though, only if you progressively increase the effort you expend, gradually increase the intensity of your work-outs as your state of fitness improves. Regularity of work-outs is also extremely important. Try to complete the full program at least three times per week, and even more often, if possible. Occasionally, if time is limited, you may do only the Warm-Up, Circuit and Cool-Off sections and do the "specials" at a more convenient time.

Remember---high-level fitness is the key to maximum success and the fullest possible enjoyment of any sport. Proper physical preparation pays off. Happy sailing.

D. Tight and Loose:

Standing with your feet comfortably spaced lightly close your fists and place them high on your upper chest. In this position, take a full, deep breath, moderately tighten all the muscles throughout your body (legs, torso, arms, hands, etc.) then exhale in a long easy sigh. As you exhale, allow all the muscles to go as loose as possible. Let the shoulders sag the head drop forward, the arms drop to your sides and let your knees "give" a little. After 5 seconds of relaxation in this position return to the starting position and repeat the action, doing a total of 5 repetitions. Remember: breathe in, hold it in for 3-5 seconds while you moderately tighten all your muscles then exhale and slowly release all muscle tension - "melt like a snowman in the warm sun". Don't rush this one - take it slow and easy because this is a relaxation drill

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

upcoming regattas

MAY

24 & 25 TARTS.
* † Toronto Sailing & Canoe Club

JUNE

1 Harbour Master's Series.
7 & 8 Conestoga Warm Water Regatta.
* Conestoga Sailing Club.
7 MYRC.
National Yacht Club
14 MYRC.
Royal Canadian Yacht Club.
21 Lake Ontario Challenge.
* Bronte Harbour Yacht Club.
21 MYRC.
Ashbridges Bay Yacht Club.
28 Open Regatta.
Royal Hamilton Yacht Club.
29 Harbour Master's Series.

* Canadian's Qualifier † 'Bill Gooderham Series

JULY

5 & 6 ARK '80
† Kingston Yacht Club.
5 Invitational Albacore Regatta.
Royal Hamilton Yacht Club.
5 Lake of Bays Invitational Regatta.
Lake of Bays Sailing Club.
5 MYRC.
Port Credit Yacht Club.
6 Harbour Master's Series.
12 & 13 Invitational Albacore Regatta.
* † Parkway Sailing Club.
12 MYRC.
Island Yacht Club.
13 Harbour Master's Series.
19 Open Regatta.
Burlington Sailing & Boating Club.
19 MYRC.
Boulevard Club.
20 Harbour Master's Series.
26 District 3 Championship
Burlington Sailing & Boating Club.
26 MYRC.
Toronto Sailing & Canoe Club.
27 Harbour Master's Series.

AUGUST

3 17th Annual Albacore Regatta.
Balsam Lake Sailing Club.
9 Open Regatta.
Bronte Harbour Yacht Club.
10 Harbour Master's Series.
16 Open Centreboard Regatta.
Burlington Sailing & Boating Club.
23 Invitational Albacore Regatta.
Grimsby Sailing Club.
23 & 24 Albacore Regatta.
Westwood Sailing Club.

SEPTEMBER

12, 13 Canadian National Championships.
14 Cleveland House.
13 MYRC.
Queen City Yacht Club.

CANADIAN ALBACORE ASSOCIATION MEASURERS - 1980

CHIEF MEASURER

Paul Pudwell 871-2016
 235 High Street,
 Fort Erie, Ont.,
 L2A 3R4 Parkway S.C.

Ian Coutts, Suite 20-33 2869 Battleford Rd., Mississauga, Ont., L5N 2S5	826-3284 R.H.Y.C.	Sicotte Hamilton, 243 Fittons Rd.,E., Orillia, Ont., L3V 2J7	325-6339 CYC
Peter M. Dixon, 411 Sundial Drive, Orillia, Ont., L3V 4A7	(705) 325-3208 CYC	Nick Hancock, 37 Mallow Rd., Don Mills, Ontario, M3B 1G2	449-3768 (H) 445-6641 (O) TSCC
Bob Drinkwater, 22 Woodlawn Drive, Grimsby, Ont., L3M 3T7	945-3836 GYC	John S. Hogg, 41 Maple Avenue, Toronto, Ontario, M4W 2T8	921-6707 PSYC
John Eastmure, 14 Tally Lane, Willowdale, Ont., M2K 1V4	221-2303 PLYC	Kevin Holloway, 475 Parkwood St., Thunder Bay, Ont., P7A 2J3	683-5759 TBYC
David Francis, 25 Tudor Gate, Willowdale, Ont., M2L 1N3	447-1466 or 924-0235 SMSC	Don Krajcarski, (613) 26 Withrow Ave., Ottawa, Ont., K2G 2H8	992-6541(O) 224-4685(H) BYC
R.(Dick) Gallant 11 Martinview Ct., Islington, Ont., M9B 2P6	622-6052 (H) 592-5438 (O) TSCC	David Niblett, 8 Valleyanna Dr., Toronto, Ont., M4N 1J8	481-6953 (705) 769-3637 MLSC
Scott Gibson, 125 Budea Cres., Scarborough, Ont., M1R 4W2	444-0739 (H) 366-7261 (O) LBSC	Joe Pol, (519) 203 King Edward Ave., London, Ont., N5Z 3T8	686-9867 FYC
Don Giffin 1242 Albion Rd., Rexdale, Ont., M9V 1A8	741-1392 (H) 247-2144 (O) SLSC	Harry Pool, (807) 3-328 Archibald St., South, Thunder Bay, Ont., P7E 1G7	623-2891 (H) or 577-8431 TBYC
Neil Gunn, 35 Dundurn Rd., Toronto, Ontario, M4N 2W9	485-4376 (H) 364-2231 (O) RCYC	Lawrie Rennie, 60 Southport St., #825, Toronto, Ont., M6S 3N4	762-1326 StJTSC

Dr. Michael Skafel, 632-0713
352 Seneca Ave.,
Burlington, Ont.,
L7R 3A2 RHYC

Joel Slan, 222-3828
321 Homewood Ave.,
Willowdale, Ont., JPYC
M2R 2N7

David Weaver, (519) 623-4402 (H)
14 Lansdowne Rd., N., or (416)
Cambridge, Ont., 525-9140x4294
N1S 2S8 CSC

OUT OF PROVINCE MEASURERS

Keith Robinson, 739-5928
2750 Bedford Ave.,
#308,
Montreal, Quebec,
H3S 1G1

DISTRICT 3 (HAMILTON) 1980 FLEET CAPTAINS

District Fleet Captain

Sue McGregor
Burlington Sailing & Boating Club
10 Hollywood St. N.
Hamilton, Ontario
L8S 3K6

(416) 522-3040 H
(416) 827-8954 W

George N. Plant
Conestoga Sailing Club
204 Glengrove Place
Waterloo, Ontario

(519) 885-0491

Bob Drinkwater
Grimsby Sailing Club
22 Woodlawn Drive
Grimsby, Ontario
L3M 3T7

(416) 945-3836

Hart Solomon
Hamilton-Burlington "Y" Sailing Club
#1409-123 Carlton Avenue East
Hamilton, Ontario
L8N 3W3

(416) 523-4860

Past District Fleet Captain

Peter Brayshaw
Bronte Harbour Yacht Club
663 Ramsgate Road
Burlington, Ontario

(416) 632-8586

Assistant District Fleet Captain

Jim Howe
Parkway Sailing Club
43 Pearce Avenue
St. Catherines, Ontario
L2M 6N2

(416) 934-0417

Bob Ross
Royal Hamilton Yacht Club
123 Cranbrook Drive
Hamilton, Ontario
L9C 4S5

(416) 385-0136

Chris. Farrow
Bronte Harbour Yacht Club
1832 Delaney Drive
Mississauga, Ontario
L5J 3L1

(416) 823-5083

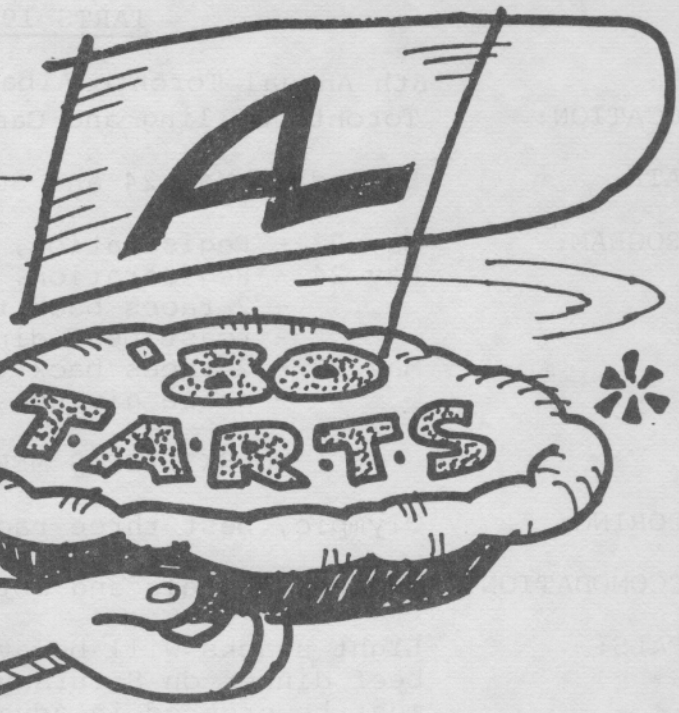
DISTRICT 3 (HAMILTON) 1980 REGATTA SCHEDULE

- June 7 & 8 Conestoga Warm Water Regatta
 Conestoga Sailing Club
 Waterloo
- June 21 * Lake Ontario Challenge
 Bronte Harbour Yacht Club
 Bronte
- June 28 Royal Hamilton Yacht Club Open Regatta
 Hamilton
- July 5 * Invitational Albacore Regatta
 Royal Hamilton Yacht Club
 Hamilton
- July 12 - 13 * Invitational Albacore Regatta
 Parkway Sailing Club
 Fort Erie
- July 19 Burlington Sailing & Boating Club Open Regatta
 Burlington
- July 26 * District 3 Championship Regatta
 Burlington Sailing & Boating Club
 Burlington
- August 9 Bronte Harbour Yacht Club Open Regatta
 Bronte
- August 16 Burlington Sailing & Boating Club
 Open Centre Board Regatta
 Burlington
- August 23 Invitational Albacore Regatta
 Grimsby Sailing Club
 Grimsby

* Qualifier for Championship Fleet - 1980 Canadians

Please note the change of date for the Lake Ontario Challenge

Coming Soon!

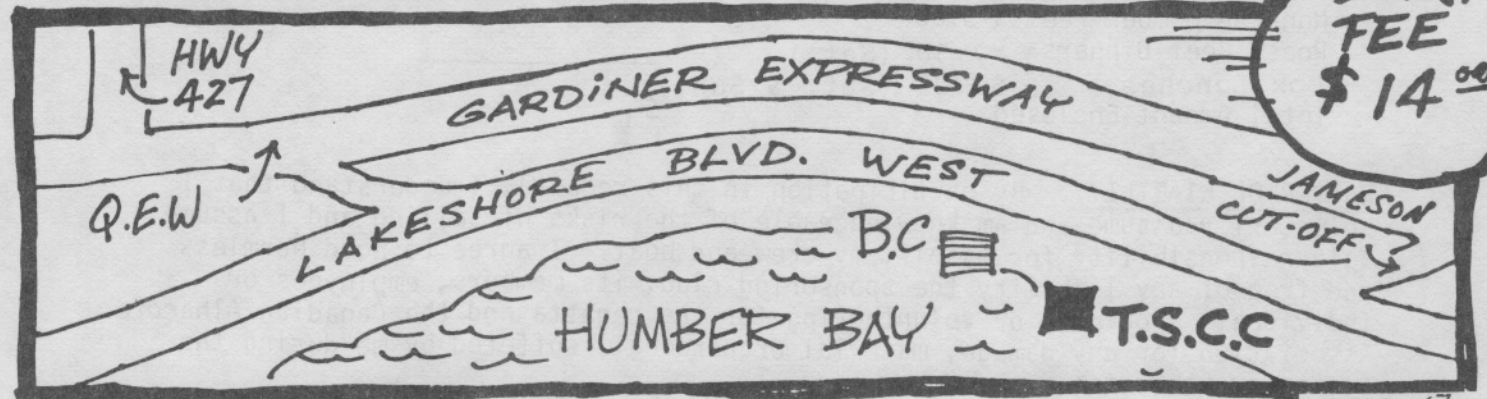


24/25 MAY
at

TORONTO SAILING & C.C
1391 LAKESHORE BLVD. W.
TORONTO

REGISTRATION FRI EVE. & SAT 2 A.M.
SAT. 2 RACES (NOON START)
SUN. 2 RACES (11 A.M START)
FREE COFFEE & (of course) TARTS
BOX LUNCHES 2.25
ROAST BEEF DINNER 7.50

* QUALIFIER FOR "CANADIANS" CHAMPIONSHIP FLEET



CANADIAN ALBACORE ASSOCIATION SPONSORED REGATTA

TARTS 1980

LOCATION: 6th Annual Toronto Albacore Regatta at T.S. & C.C.
 Toronto Sailing and Canoe Club, Humber Bay.

DATE: Saturday, May 24 and Sunday May 25, 1980.

PROGRAM: May 23 - Registration, 8.00pm. to 10.00pm.
 May 24 - Registration, 8.30am. to 10.30am.
 - 2 races back to back, 1st start 12.00 noon.
 - roast beef dinner, 7.00pm.
 May 25 - 2 races back to back, 1st start 11.00am.
 - prize giving.

NO SKIPPER'S MEETING WILL BE HELD

SCORING: Olympic, best three races to count.

ACCOMODATION: Numerous hotels and motels just west of the club.

MEALS: Light snacks will be available on Saturday and Sunday. Roast beef dinner on Saturday and box lunches on Saturday and Sunday must be ordered in advance.

REGATTA CHAIRMAN: Mr Carl Balkwill,
 45, Oakmount Road,
 Toronto. Ontario.
 M6P 2M4.
 (416) 762-7931 (R)
 239-3011 (B)

REGISTRAR: Mrs Judy Whitfield,
 285, Durie Street,
 Toronto. Ontario.
 M6S 3G2.
 (416) 767-4447 (R)

NOTE: This regatta is a qualifier for the Championship Fleet at the 1980 Canadians. It is also designated as one of the "Bill Gooderham Series".

Detach and mail to the contact person above.

TARTS 1980

SKIPPER NAME: _____ CREW NAME: _____
 ADDRESS: _____ ADDRESS: _____

PHONE NUMBER: _____

BOAT NUMBER: _____ BOAT NAME: _____ CLUB: _____

CAA MEMBER: YES NO MEASUREMENT CERTIFICATE WITH CURRENT BUOYANCY ENDORSEMENT

ENTRY FEE: \$14.00
 Non-CAA Member Fee \$ 3.00
 - Roast Beef Dinners \$7.50 (Sat.) _____
 - Box Lunches \$2.25 (Sat. & Sun.) _____
 Total Amount 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 the racing or otherwise.

CONESTOGA SAILING CLUB



BOX 461 KITCHENER,
ONTARIO N2J4B6 CANADA

WARM WATER REGATTA - 1980

JUNE 7 - 8 - 1980

WAYFARER ENTERPRISE MIRROR ALBACORE

QUALIFIER for 1980 Albacore CANADIANS

FIVE RACES (3 SATURDAY AND 2 SUNDAY)

OLYMPIC SCORING

We cordially invite you to participate in our "Warm Water" Regatta which every year attracts many of the leading sailors in these classes. By June 1, 1980, our water temperature will be approximately 15° C (60° F). This plus the interesting winds make the Conestoga Sailing Club's Annual Regatta the ideal first regatta of the season.

FACILITIES:

- Club house, wharf, gravelled launching area, parking and shaded lawn area.
- (PLEASE, NO PETS ALLOWED)

ACCOMMODATION:

- Limited camping at sailing club.
- Camping at Grand River Conservation Authority Park.
- Motels in Kitchener - Waterloo area.

PROGRAM:

- Registration Friday 6:30 p.m. to Saturday 10:00 a.m.
- Skippers' meeting 10:00 a.m., Saturday.
- Sunday, Skippers' meeting announced Saturday p.m.
- Presentation of awards 2:00 p.m. Sunday

FOOD:

- Canteen service for snacks, Saturday and Sunday all day.
- Saturday, there will be a full hot dinner at 6:00 p.m. for all pre-registered competitors who have indicated they want the dinner - roast beef, mashed potatoes, vegetables and desert.

All this, plus the hospitality of the people of the Kitchener - Waterloo area! Bring the family and get the season off to a good start with an enjoyable weekend.

In order to minimize lineups at the registration desk, we would appreciate having as many entrants as possible pre-register, using the registration form. PAGE 59

CONESTOGA WARM WATER REGATTA

PRE-REGISTRATION FORM

(Please print)

NAME _____

Registration Fee \$10.00

ADDRESS _____

\$15.00 late registration after May 26, 1980

POSTAL CODE _____

Fee \$ _____

TELEPHONE NUMBER _____

Dinner at club () @ \$5.00 \$ _____
for adults

() @ \$3.00 \$ _____
for children

(10 and under)

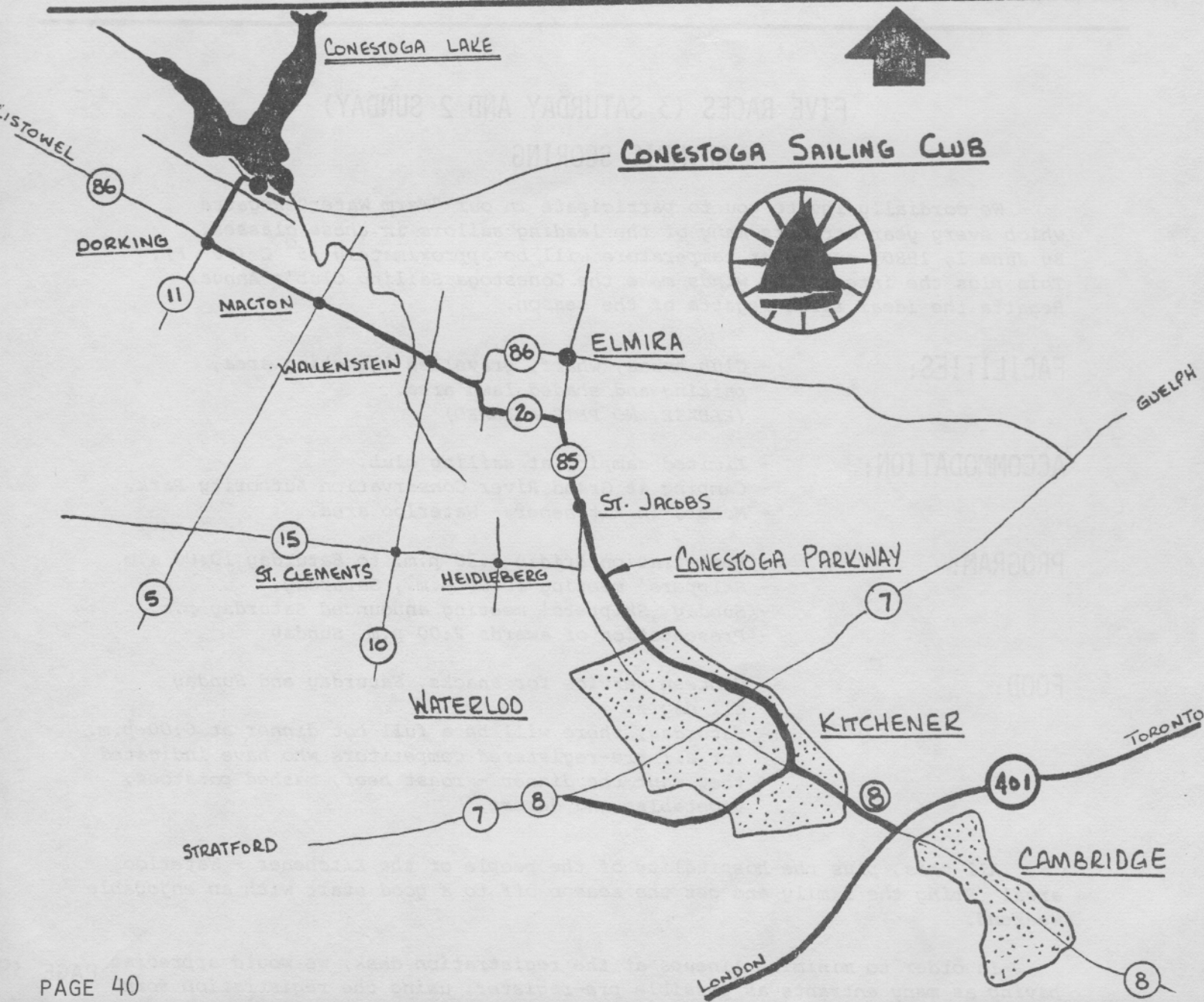
Please mail to: Conestoga Sailing Club
Box 461
KITCHENER, Ontario.
N2J 4N6
Telephone (519) 884-4241

Non C.A.A. Member Fee \$ 3 \$ _____

TOTAL PAYMENT ENCLOSED \$ _____

Class of Boat _____

Sail Number _____



CANADIAN ALBACORE ASSOCIATION SPONSORED REGATTA

DISTRICT 3 ALBACORE CHAMPIONSHIP

LOCATION: Burlington Sailing & Boating Club (See map overleaf)
DATE: Saturday, July 26, 1980
PROGRAM: 3 races - all to count
Skipper's Meeting 0930 Hrs.
First Race 1030 Hrs.
SCORING: Olympic
MEALS: Light Lunch Available
INFORMATION: Sue McGregor
10 Hollywood St. N.
Hamilton, Ontario
L8S 3K6
(416) 522-3040

Detach and mail with cheque to contact person above

DISTRICT 3 ALBACORE CHAMPIONSHIP

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: _____

From
HAMILTON
TAKE
WATERDOWN
ROAD
EXIT

NO
EXIT
FROM
WEST

From
TORONTO
TAKE
HWY #2
EAST

TAKE
HWY #2
EAST
EXIT

Burlington
SAILING
&
BOATING
CRUISES

KASALLE
PARK

NORTHSHORE BLVD E

KASALLE
ROAD

WATERDOWN RD

PLAINSHOPE
ROAD

403

QEW

QEW

#2

Burlington
BAY

FRONTENAC
HURON
&
NIPISGUA
LAKES

LAKIE
OUTARIC

SAILING CLUB



THIS NOTICE IS STRICTLY TENTATIVE. The date and time only are firm.

28th February, 1980.

BALSAM LAKE SAILING CLUB
SEVENTEENTH ANNUAL ALBACORE REGATTA
(Griffin Trophy)

and

THIRD ANNUAL LASER REGATTA
(Willson Trophy)

Sunday, August 3rd, 1980

LOCATION: Mackenzie Point (see map attached)
Go to Kirkfield on Hwy. 48 or Coboconk on Hwy. 35 and 48 and follow map and signs from there.

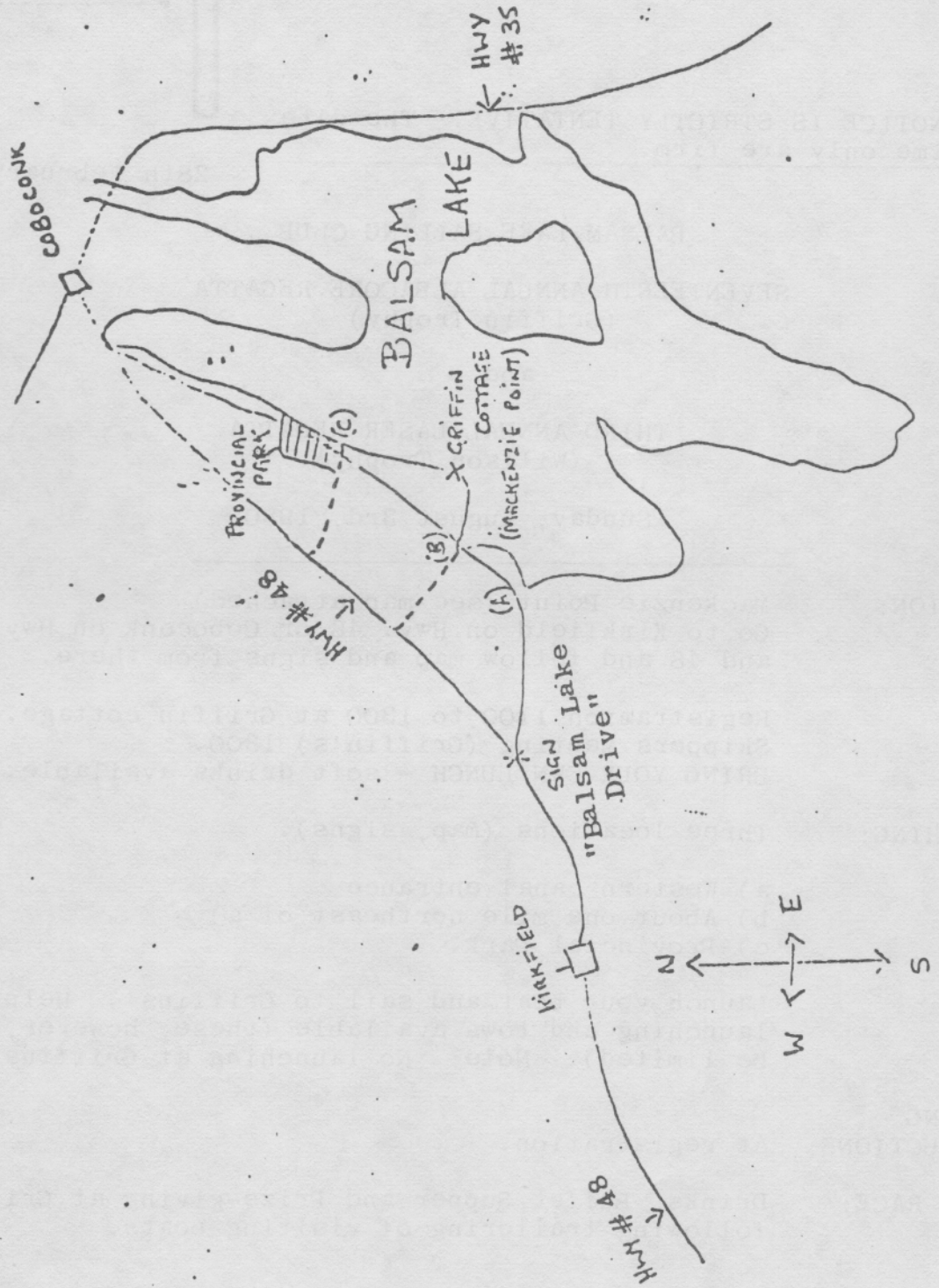
TIME: Registration 1100 to 1300 at Griffin cottage.
Skippers Meeting (Griffin's) 1300.
BRING YOUR OWN LUNCH - soft drinks available.

LAUNCHING: Three locations (map, signs).
a) Western canal entrance
b) About one mile northeast of a)
c) Provincial Park.

Launch your boat and sail to Griffins'. Help with launching and tows available (these, however, will be limited). Note: No launching at Griffins'.

SAILING INSTRUCTIONS: At registration.

AFTER RACE: Drinks, Buffet Supper and Prize-giving at Griffins' following trailering of visiting boats.



(A), (B) & (C) = Launching Sites.

— Paved road
 - - - Gravel road

ARK'80

July 5,6

Kingston Yacht Club

Kingston, Ont.



Kingston Yacht Club's Albacore Fleet looks forward to seeing you at the 6th Annual Albacore Regatta, Kingston to be held July 5&6.

REGISTRATION FEE \$10. per boat to be mailed to ARK'80, 105 Gore St., Kingston, Ont. K7L 2L6

MEASUREMENTS All competitors must present a 1980 buoyancy certificate.

LODGING Camping facilities are available at Lake Ontario Park (2 miles west of K.Y.C.) Tel. 613-542-6574 (No reservations necessary for one or two nights.)

PROGRAMME	Friday	8:00 - 10:00 p.m.	Registration
	Saturday	8:30 a.m.	Registration
			Skippers' Meeting
			Three Races
	Sunday		Two Races
			Presentations

PRIZES Skene Trophy - Overall winner
Keeble Trophy - Winner of 1st race on Sunday
Keepers for the above and individual races

KINGSTON YACHT CLUB
1 Maitland St.
Commodore - J.H.S. Mahood

ARK'80 Chairman & Albacore Fleet
Capt. - Hamish Taylor
105 Gore St., Kingston K7L 2L6
613-542-8761(H) 547-6920(W)

ARK'80 REGISTRATION FORM 105 Gore St., Kingston, Ont. K7L 2L6

NAME ----- CLUB -----

ADDRESS ----- CREW'S NAME -----

----- SAIL NO. -----

PHONE ----- C.A.A. non-member's fee \$3.00

Cheque for \$10. to be made payable to ARK'80.

NOTE - If box lunch(es) desired for Saturday include \$3. per lunch.

ONTARIO SUMMER GAMES AND ONTARIO DOUBLE HANDED CHAMPIONSHIP

AUGUST 23 & 24

FEE \$16.00

Open to the first 25 entries.

Bring your own ALBACORE.

PETERBOROUGH SAILING CLUB.

Regatta co-ordinator: Paul Goddard,
468, Gilmour Street,
Peterborough. K9H 2J9.
705 742-2956

Event: Duoble Handed 24 & 24 August
Age Category at Dec. 31, 1980 ___ 19 & under ___ 16 & under ___ 13 & under

Helmsman: Name _____ CYA/OSA Club Affiliation _____
Address _____ Birth Date _____

Phone _____

Crew: Name _____ CYA/OSA Club Affiliation _____
Address _____ Birth Date _____

Phone _____

The following must be signed.

In consideration of the acceptance of this entry, I agree that neither the Ontario Sailing Association or the host club will be responsible for any loss or damage that may come to any boat, committee boat, other boats, persons or property as a result of the improper use, negligence, violation of the racing rules and other actsof competitors in connection therewith. Responsibility for loss or damage may be determined by the club conducting the race.

Entry Fee \$ _____ (Enclosed cheques payable to host club)

Date _____ Competitor's Signature _____

Parent/Guardian Signature
(if competitor under 18) _____

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.

