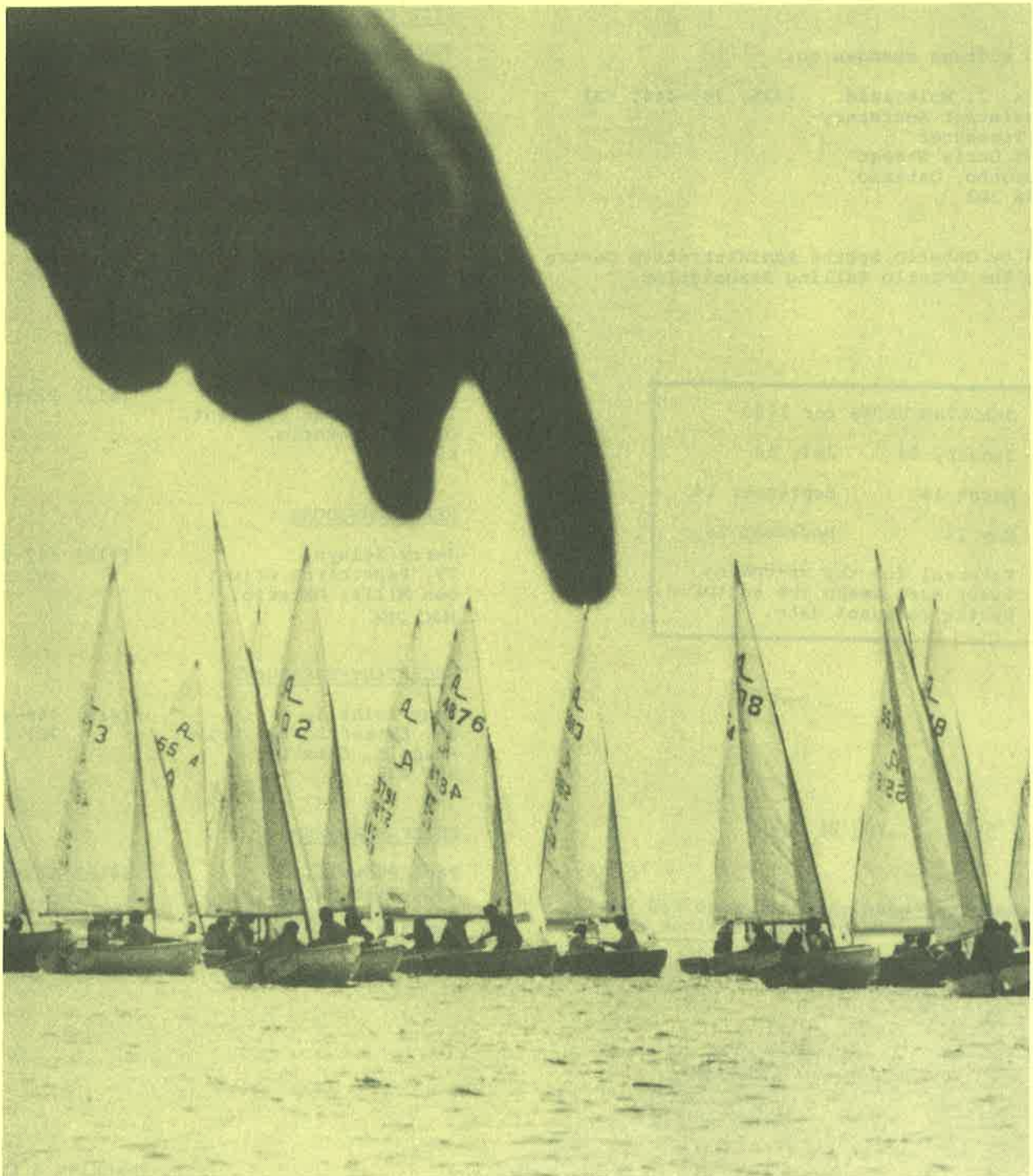


shackles and cringles

canadian albacore association's
bi-monthly newsletter

EARLY SUMMER 1980 VOLUME XX NUMBER 3



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

The Canadian Albacore Association
P.O. Box 1028
Station "Q"
Toronto, Ontario
M4T 2P2

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Toronto, Ontario
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Printed by Ontario Sports Administrative Centre through the Ontario Sailing Association.

DEADLINE DATES for 1980

January 14 July 14

March 14 September 14

May 14 November 14

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

"5613.....YOU'RE OVER"

Race committees have recently acquired new assistance to help curb transgressions at the start line.

Steve Parcell.

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from your executive

COMMODORE'S MESSAGE

This issue closes just at the conclusion of TARTS, and once again the host club are to be congratulated on a well run regatta. It was also very encouraging to see new and keen sailors participating, and familiar boats in new hands.

Our membership campaign continues, with some signs of success, not only in attracting new members but also in renewals of 'old' members. I recently had occasion to review some of the Fleet membership data in comparison with CAA membership. In one anonymous case CAA members numbered about one third of the total fleet membership. In other cases the percentages were around 90%. Since all mailings, services, Shackles, etc. are common, the evident difference is the personal approach. Most of our members join initially, or rejoin, because of a personal contact. Would you individually look around your fleet and make a personal pitch to a sailing colleague, who is not a current CAA member?

As we start another sailing and racing season I wish you all fair winds and good sailing.

Haakon Kierulf.
Commodore.

ANNUAL FLEET CAPTAINS' MEETING

The annual meeting of Fleet Captains, District Fleet Captains and Measurers was held on Saturday 26th April at TS&CC. Last year's format of Fleet Captains' meeting brunch and then a Measurers' workshop was repeated. About 20 people attended, representing the C.A.A. and various fleets and districts.

FLEET CAPTAINS' MEETING.

Among the items discussed by the C.A.A. executive members were the new Albacore boat owner's insurance plan, the yearbook, membership and the 1980 Canadians qualifying procedure. This was followed by general discussion and fleet feedback.

The two items of widespread interest in the general discussion were;

- a) increasing Albacore owner involvement within fleets
- b) running successful regattas

involvement, especially of people who buy a used Albacore as a first boat, was considered a priority by most present. One idea that seemed feasible was the creation of a "B fleet" at each club. This fleet would be comprised primarily of older boats, including those which were built as Albacores but do not presently have valid measurement certificates. Current buoyancy certificates would of course be a must for all racing boats.

On the subject of buoyancy certificates, the practice of setting club testing deadlines in mid-summer - after the most dangerous part of the season - was acknowledged as being somewhat self-defeating.

Regattas, and how to run them successfully, was another topic of understandable interest. Finances were the major concern, and it was apparent that there was widespread disparity between the "old hands" and the "new recruits" in such skills as getting sponsorship, organizing dinners and the like. My feeling was that there is a good pool of knowledge on regatta organization that should be available to all fleet captains and that either an article in a future Shackles, or perhaps better, a Fleet Captains' Package of this sort of information would be welcomed by first timers.

BRUNCH AND SHROUD LEVERS.

Following an excellent TS&CC brunch we heard from two sailors on the use and value of shroud levers.

Graham Rogers, a British Albacore sailor until 1979 (and incidentally the husband of Shackles editor, Jean Rogers) took the "pro" side and described various ways to use the levers and their effectiveness. Graham brought along several photos showing rigging methods and sailing shots with levers in use.

Terry Moss, an active Fireball sailor, took the "con" side. Fireballs, until a few years ago were all equipped with shroud levers but have recently moved away from them.

Although both discussion leaders permitted themselves grimaces of disagreement, gentlemanly behaviour prevailed and no blows were struck. Terry acknowledged that trapezes and spinnakers make shroud levers less attractive on a Fireball than they might be on an Albacore, while Graham admitted that, having sailed without them for a year, he might just leave them off his boat.

In the end it was clear that neither shroud levers nor their absence would provide an elixir or an excuse for our 1980 sailing fortunes.

Paul Heron.

1980 MEMBERSHIP SHOWS MARKED INCREASE

Membership in the C.A.A. for 1980 is up dramatically from 1979 according to Vice Commodore David Whitfield. Currently there are more than 400 paid-up 1980 members - more than at the end of last year.

The increase in membership is attributed to several key factors. Firstly, the Executive has been engaged in an active campaign to contact known Albacore owners, both former members, and those who are members of Sailing Clubs who have never been members of the C.A.A.. You can assist us in this area by sending in the names of any known Albacore owners at your sailing club. We'll compare their names to our membership list, and if there are any non-members we'll forward our new member package outlining the many benefits of being a C.A.A. member. Secondly, the Group Insurance Plan has proved to be a very effective tool in recruiting new members. Our records indicate that approximately one-half of the new members have enrolled in the Plan.

Treasurer Tony Polhill indicates that it currently costs the C.A.A. about \$18.00 to service each member. The additional three dollars comes from our additional revenue sources such as advertising in Shackles and Cringles and the Yearbook, and from royalties paid by the builders for new boats.

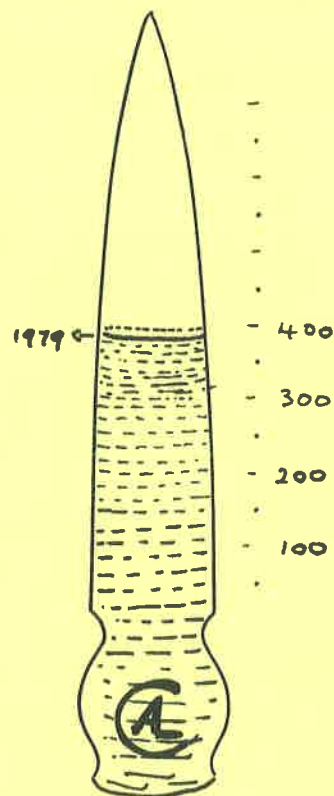
Anyone who reads Shackles and Cringles has to be impressed with the quality of our Class newsletter. Members have just been sent their copy of our 1980 Yearbook, complete with membership roster, class rules, and a complete record of our major regatta winners. Coupled with our many other programs and regattas, your Executive is confident that there is no better "buy" than membership in the C.A.A.. Please help us to build the Class by encouraging your fellow sailors to join the C.A.A.

C.A.A. Executive

LOST YOUR MEASUREMENT CERTIFICATE? HAVE WE GOT ONE FOR YOU?

Do you have an Albacore but no measurement certificate? Many Albacore owners find themselves in that position and wonder how do they get a measurement certificate.

If you own a new boat, or one that has never been measured, it must be measured by a recognized C.A.A. measurer. A current list was published in the last issue of Shackles and Cringles, and may also be found in the 1980 C.A.A. Yearbook. If you have any problems locating a recognized C.A.A. Measurer please contact Paul Pudwell, the Chief Measurer. Paul's address and phone number can be found on the inside cover of this issue of Shackles and Cringles. There is a charge of \$15.00 which is payable to the Measurer for his services in measuring your boat. If your boat "measures in" the Measurer will issue to you a temporary Measurement Certificate, pending the issuance of an official C.A.A. Measurement Certificate.



Membership

If you have had your boat measured in the past, but have lost your Measurement Certificate, we will be pleased to issue to you a new one simply by writing to the C.A.A., or to the Chief Measurer directly. There is no charge for a re-issued certificate.

Finally, you may have purchased a boat second hand and not know whether the boat has ever been measured, or, you may have been given an old certificate by the former owner. The C.A.A. retains in its files copies of most Measurement Forms. If we have record of your boat we will be pleased to re-issue a certificate in your name, once again, at no cost. Please direct your inquiries to the Chief Measurer directly, or through the C.A.A.'s Postal Box. Members selling boats can assist the C.A.A. by forwarding their old certificate to the C.A.A. with a note as to the new owner's name and address.

Whenever corresponding with the C.A.A. regarding a measurement matter you must indicate the boat's number. It can be found engraved either on the transom or on the hog.

MODIFICATIONS TO INSURANCE PLAN ANNOUNCED

The Albacore Group Insurance Plan has been an unqualified success. Approximately 1/3 of all 1980 members have taken advantage of the low-cost coverages offered. The savings, available only to C.A.A. members have been achieved largely through a reduction in the administrative costs in running the program. All advertising and mailing costs are borne by the C.A.A., with the resultant savings being passed on to the membership.

As with any new venture there have been some demands for changes in the original plan, which we trust will aid our membership in taking advantage of the program. It must be appreciated that the program must be kept relatively straightforward in order to ensure the continued low-cost of the administration.

We are pleased to announce that members wishing to enrol in the program after July 31, 1980 may purchase coverage to April 30, 1981 at one-half the normal premium (e.g. \$3,000 coverage for \$15.00, \$4,000 coverage for \$20.00 etc.). Any member who wishes to enrol after September 30, 1980 may purchase coverage for a flat \$10.00 through to April 30, 1981, regardless of the insured value desired. Please note that this latter coverage requires that the boat be laid-up during the period of coverage.

Should you desire coverage it is recommended that you forward your application in good time so that the Certificate of Insurance can be forwarded prior to the commencement of the insurance period. All cheques are to be made payable to JARVIS INSURANCE AGENCY LIMITED. If preferred, your cheque may be post-dated to the date you desire the coverage to begin. The Insurance Company has agreed to hold as covered anyone applying for insurance from the post-mark shown on your application, if immediate coverage is desired. In other words, insurance coverage will start on the date shown on the post-mark of your letter, unless your application form indicates a later starting date.

Unfortunately, the Insurance Company is not prepared to extend coverage to boats sailed regularly in tidal waters, under the C.A.A. Plan. Similarly, we cannot extend coverage to boats owned by Community Clubs or Sailing Clubs, as the exposure under such uses is much higher than under single owner use. Finally, coverage under the Program is not cancellable. You may, however

transfer the policy to the new owner, simply by returning your Insurance Certificate to Jarvis Insurance Agency Limited. There is no charge for this service. Alternatively, if you have purchased a new Albacore the coverage may be transferred to your new boat.

There are a few other points to remember when enrolling under the Albacore Group Insurance Plan.

1. Don't lose your Insurance Certificate. It's your record of insurance and must be returned if the coverage is transferred.

2. Be realistic in valuing your boat. Remember that the C.A.A. Plan will provide replacement cost coverage - new for old - up to the insured value. With to-day's inflation rates, realistic values for new boats are close to \$4,000, while boat trailers cost at least \$350.00, and boat covers around \$150.00. If at any time you wish to increase your coverages please notify the C.A.A. and forward the appropriate premium (\$10.00 per additional \$1,000 of coverage).
3. Coverage under the C.A.A. Group Insurance Plan extends for up to 500 miles from your home port, while being sailed or trailered. If you plan to take your boat outside that zone you MUST notify Jarvis Insurance Agency Limited prior to your trip, to ensure continuing coverage. Jarvis Insurance Agency Limited is located at 29 Traymore Cres., Toronto, Ontario M6S 4K4 (telephone (416) 766-7216. There will be a small additional charge depending on the length and duration of the trip, and also the time of year. One can readily appreciate that there is a far greater risk to a boat being trailered to Florida in the winter than during the more seasonable parts of the year, and therefore, this fee will vary.
4. Always indicate to Jarvis Insurance Agency Limited that you are contacting them regarding the C.A.A. Group Insurance Plan to ensure prompt attention to your inquiries.

The Canadian Albacore Association hopes that this plan will serve its members well. If you have any problems or suggestions please advise us.

SOUTH MUSKOKA OPEN REGATTA

JULY 19 1980

5 SEPARATE STARTS
CENTREBOARD,
KEEL BOATS
LASERS
ALBACORES
CATAMARANS

FOR FURTHER INFORMATION
CALL:

JOHN FRANCIS AT 705 645-4295

-----TUNING-----

The most basic skill in boat tuning is to start with a fast boat. While this sounds rather obvious, a failure to appreciate it fully can result in a frustrating season unsuccessfully trying to find the little bit of extra 'sparkle' that makes the crucial difference between fast boats and the rest.

SOME ARE MORE EQUAL THAN OTHERS.

It is also important to appreciate that even in strict one design classes, where all craft are in theory equal, some may be more equal than others. Some tolerances in a grp hull lay up, a sail cut from an abnormal 'lot' of cloth, good or bad workmanship - these can all combine to produce a 'dog' (a slowboat) or a fast one.

Perhaps another skill is the ability to appreciate when one's own current run of success may not be solely due to enormous personal talent - even the superstars can look a little bit ordinary in a 'dog'. Anyone who clings to the idea that there is no such thing as a fast boat in a one design class is just making hard work for themselves.

NO UNESSENTIALS.

A boat is like an efficient organisation. It should carry nothing that is not essential. All components should have a specific function.

Tuning is the process by which we develop the layout and organisation of the boat so that it meets these requisites. We are then able to develop speed.

Rudder.

This should be strong and the fittings should be rigidly attached to the boat. When specifying the sections for a new rudder or altering your old ones, remember that a rudder with too fine a leading edge will stall easily at high angles of attack e.g. when broaching. A blunter one with maximum thickness about 30% aft will steer well. It is more difficult to make a parabolic leading edge on a blunt rudder section than on a finer board section.

Choose a mast.

As far as masts are concerned, you cannot go far wrong by examining what the current stars in the class, who are closest to your weight, are using. Then get the same for yourself. It might be a useful idea to talk to your sailmaker and ask for his advice on a choice of mast.

Once in touch with a loft who will give the required assistance, it is wise to find out from the sailmaker exactly how he recommends the mast be rigged. There are tolerances allowed where your hounds, jib halyard and spreaders are positioned. Your mast specialist can rig the section as required from the word 'Go!'.

Pre-bending.

Pre-bending has become more important in recent years because mainsails are being made from harder, more stretchable cloth. Although the shape of such sails can be controlled more precisely they cannot be made to cope with as wide a range of mast bend as soft cloth sails. If your sails are made from hard cloth you could benefit from pre-bend - that is bending the mast without using the leech of the mainsail. There are two popular methods of mast bend control, one employs long spreaders and rig tension and the other a strut that pulls the gooseneck area of the mast forward.

A mast that is set up so that it will bend between the black bands to a maximum of 120mm will be prebent by 60mm. With some pushing and pulling it will bend to a maximum of 120mm but it has a maximum range of deflection of only 60mm. This pre-bend now allows the sailmaker to make faster sails out of harder cloth.

SIMPLICITY A VIRTUE

Having equipped yourself with good foils, securely attached to your stiff, fast hull and a rig ready to transfer its dynamic energy to the boat with minimum loss, we can think about its fittings. It is important here to remember the rule of only using what is absolutely necessary. The basics would be a mainsheet, jib-sheet, toestraps, efficient kicking strap, a rig tensioning system, such as shroud levers, (see Shackles & Cringles Winter 1980), good bailers and extruded alloy rudder fittings. Many boats can be seen with yards of control lines which only serve to confuse the helmsman, who normally has to hunt for the required rope.

Total Sailing Weight

Try to have as many fittings attached immovably to the hull so that they are weighed as part of the hull's total weight.

Mainsheets - High or Traveller?

A common source of argument is how to rig the mainsheet. There are two schools of thought, centre main traveller school and the high or transom sheeting school. The idea is to have the ability to pull the boom into the centre line of the boat without having to pull down very hard as well - thus being able to twist the main when sailing hard on the wind, if required. The traveller can do better than this by pulling the sail to windward if necessary, but it suffers from greater complexity when tacking. Many classes now favour a high sheeting point, although these tend to obstruct the centre of the boat, with a pylon or wire strops. An alternative that many North American sailors have used for ages is sheeting from the transom bridle but then using a centre take out point by running the sheet along the boom and down to a central jammer.

Laser Influence

This system was unusual in the U.K. before the Laser arrived. But now many classes use it. They are attracted by the simplicity, low cost and effectiveness in controlling the mainsail.

BASIC TUNING

So we can now identify the basic features of good tuning:

1. Start out simple - only add equipment if it is absolutely necessary. (More time sailing and less time pulling = speed)
2. Ensure a maximum of equipment is weighed in with the hull - aim for minimum sailing weight.
3. Minimise loss of dynamic energy through movement, stretching and flexing.
4. Make or buy good foils.
5. Choose a good sailmaker and use his advice to help you rig your mast - use pre-bend if that is possible on your boat.

Edited for the Albacore sailor, by Nick Hancock, from an article by Nicholas Lightbody in International Dinghy, December 1979.

MUSKOKA DISTRICT ALBACORE REGATTA

AT

SOUTH MUSKOKA SAILING CLUB

ON

19 JULY

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Small differences count

Do'nt make things too complicated. The Albacore is a SAILOR'S BOAT.

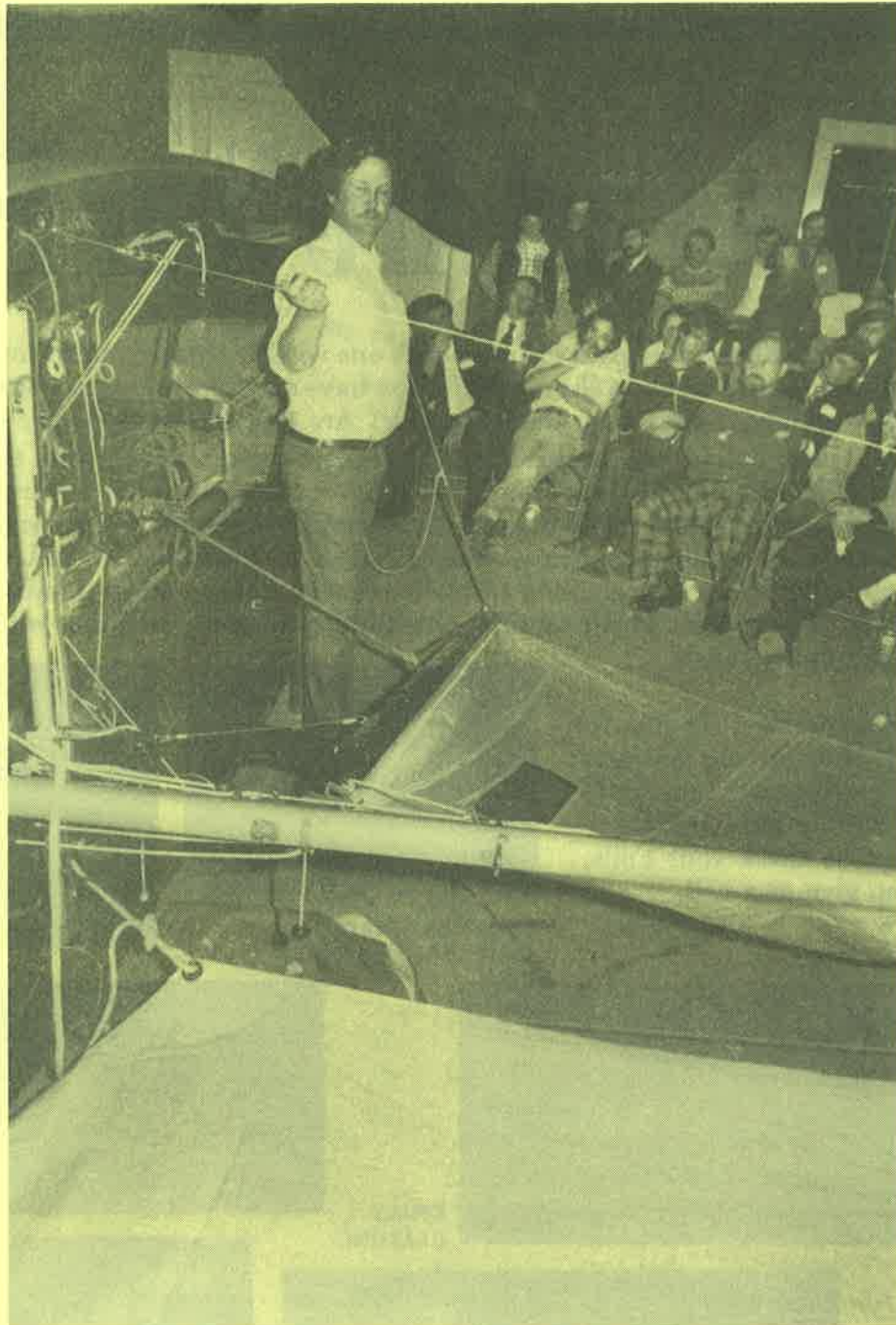
Lots of experimentation required.

The new full jibs must be sheeted much closer to the centre line than the old flat jibs. Hence the introduction of the jib bar.

Mainsail twist is more critical on the Albacore than on spinnaker boats. Top part of main not helped by the jib. Correct sheeting is helped by tell tails on the leach. The top ones should be almost streaming. A good boom vang with at least 8 to 1 purchase is required to control the mainsail twist.

Shroud levers will make a difference.

Mainsail draft controlled by cunningham and outhall. Cunningham of little use untill overpowered then pull in hard. Creases do not matter in drifters. The outhaul should be out as far as possible in both heahy and light airs to flatten the sail. It should be loosened to give power on a reach.



BOB WHITEHOUSE

Boat must be sound and strong and at least 15lb underweight. Light ends help planing, especially a light bow.

A stiff board is no good without a stiff trunk.

Use a good slot gasket (sailcloth and mylar recommended).

Make sure hull and foils are smooth. Fair in the bailers. Have a good sharp edge on the transom to keep the water flow down below the rudder head.

Make sure every thing works. Loose scews and shackles lose races.

Prepare well and keep a racing log.



How Fast Are Your Foils?

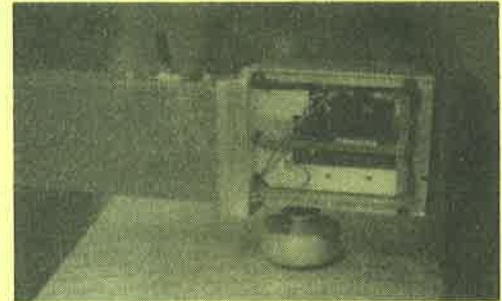
A sailboat is like an airplane with one wing in the air and the other in the water. It can only go as fast as its slowest Foil. You have spent a lot of time getting your sails right, but what about your Board and Rudder? Are they the right shape, stiff, fair?

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

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



EPOXY LAMINATED
QUARTER SAWN WOOD



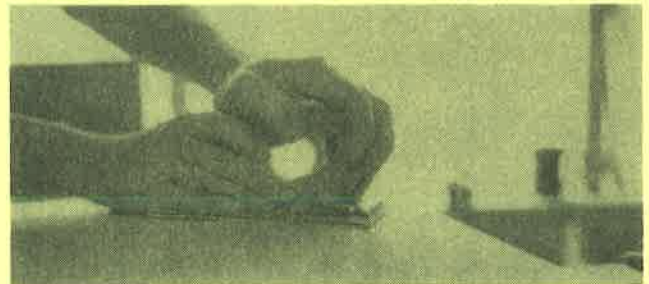
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FINISH WET SANDING



FINISH SANDING

**Albacore Centerboard \$210; Rudder \$150;
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Prices effective as of June 1, 1980

50% deposit required with an order

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HEAVY WEATHER GYBING

In heavy weather races, a large proportion of capsizes can be attributed to unsuccessful gybing. For the predatory rescue launch, the gybe mark is its happy hunting ground and often the graveyard of leading boats and tailenders. I was fortunate enough to sail a Fourteen with the Finn Olympic silver medalist, Charles Curry. Not only did I have the thrill of being in a winning POW boat, but also enjoyed a two hour lesson on how to sail champion-style. Included in this lesson was a method of gybing which was both simple and effective. Charles assured me that one only had to count up to four and all would be well. As he attributed this method to Peter Scott, who he crewed for in pre-war days, one could hardly have anything but one hundred percent faith in his words. Having just finished my National Service, I immediately dubbed this method 'Gybing to Numbers'!

GYBING TO NUMBERS

The method is carried out in four definite phases. The numbers one, two, three and four are called out by the helmsman (singlehanders should mutter them to themselves!) and the crew complies precisely with each number.

One: This number commences the gybe sequence and warns the crew that a gybe is about to take place. The helmsman should work the boat right downwind, at the same time planning where and when he wishes the gybe to take place. Attention must be given to the mainsheet and traveller so that the boom can be allowed out almost to the shroud, a knot in the mainsheet should prevent the boom moving any further.

NB: The leeward traveller control line should be checked so that the traveller can move an equal amount out after the boom has been gybed across the centreline. Should the traveller be restrained after the gybe, a tendency to broach will occur. The crew meanwhile should check that the plate is well up, leaving only a fin under the boat.

The amount of plate is determined by each boat's characteristics but essentially to slide is better than to trip. Assuming no spinnaker is being flown, the crew should sheet the jib out to windward and both crew and helm should move to the middle of the boat, keeping their weight well aft and both facing forwards. By keeping the weight aft, the bow is prevented from digging in, whilst the rudder is kept well in to afford the best control.

Two: On two, the crew takes a firm grip on the boom or kicking strap, at the same time keeping the jib goose-winged. The helmsman should balance on both feet alongside or astride the tiller. The decision to gybe now rests with the helmsman. As one usually gybes at a mark, the chance of a lull occurring is remote, so gybing at high speed is likely to be the order of the day. At high speed, the wind pressure is lessened, so conversely, one must not gybe when the boat is decelerating on the front of a

wave. The maestro, Stewart Morris, tells us that for speed in a dinghy, the helm must be light, so during the gybe, excessive rudder angle must be avoided. If the helmsman has difficulty in bearing off, the gybe can be promoted by the crew pulling the jib in, and/or moving his weight gently to windward. This last operation must be carried out under the helmsman's orders.

At this point, by altering the tiller, the helmsman bears off to the new gybe.

Three: On three, the crew pulls the boom across the boat and on feeling the wind pressure on the other side of the mainsail, lets go, allowing the sail to fly out to the new leeward side. The gybing knot will prevent excessive travel. At no point must the jib sheet be let go by the crew.

Four: This number at first appears unnecessary as the gybe has been executed. It is, however, the most important. During this phase recovery from the gybe and continuation of the next leg is assured. On four, both crew and helmsman grip the new weather gunwale, and firmly use their weight to counteract the force of the sail going out to the leeward side.

The crew must sheet the jib in to prevent broaching; do not over sheet, as this will depress the bow. The helmsman must grip the tiller very firmly, first to prevent the tendency of the boat to broach and then for it to roll to windward. So after the gybe, the helmsman should anticipate weather helm followed by lee helm. The correction for lee helm is also made by pulling in the mainsheet.

Conclusion: Although this method of gybing is very successful, it should be stressed that it would need to be tailored to different boats and styles of sailing them. For instance, with centre mainsheet boats, some helmsman may prefer to pull the boom over themselves. Also, the amount of plate up or down varies from boat to boat. On this point, I do not agree with the reason given to me by one crew, who said, "I leave the plate down for the gybe, so that it's ready to stand on after the capsize"! Nevertheless, if one remembers, gybe at speed, gybe with determination and confidence and gybe by numbers, all will be well.

Just one last note. Do not shout four too loudly, as I am apt to do, or your crew will say, as mine did on one very rough day, "Fore, now I suppose we're playing golf"! HEAVEN FORBID!!!!

Reprinted from Yacht and Yachting of April 1970

NEWS ROUNDUP

ADVANCE NOTICE.

1983 ALBACORE WORLD CHAMPIONSHIP.

We are host country for this event, and I'm happy to announce that the Royal Canadian Yacht Club has undertaken to host this event.

Haakon Kierulf.

LAKE ONTARIO CHALLENGE

Bronte Harbour Yacht Club sends a warm invitation to all Albacore sailore to come to the Lake Ontario Challenge regatta on Saturday, June 21st n.b. see notice in this issue.

The event is a qualifier for the Canadians Championship Fleet. There will be three races, all to count. One will be sailed in the morning and two back to back after lunch.

Bronte is easy to get to. Exit from the Q.E.W. at Bronte Road (Highway 25).

Chris Farrow.
Fleet Captain.

TARTS 1980

There will be a full report of this first major regatta of the season, at least in the Toronto area, in the next issue. However, it was, by all accounts an "interesting" regatta, with plenty of sun and sometimes wind. The top five finishers were:

1. Barry & Garry Poyntz.
2. John Ashby & Steve Parcell.
3. Steve & Pam Cerny.
4. John Francis & Richard Clayton.
5. Alan Humphreys & Paul Schram.

Buoyancy Certificates

Further to the article in the last issue District and Club Fleet Captains have the authority to sign buoyancy certificates.

1980 MIDWINTER REGATTA

Reprinted from Albacourier.

The 1980 Midwinters were again held at Mount Dora, Florida. Despite the higher gasoline prices, twenty one skippers converged on the Lakeside Inn to open their 1980 racing season. Eight races over four days were scheduled in the hope to get in at least five races in case heavy weather was encountered. This turned out to be the case on the third day.

The first day of racing opened with light to medium winds. The first race was tightly contested with Dick Storer, Bill Ewing, Dick Railton Fred Kistler and Carl Cheney rounding the first mark together. Eventually Bill Ewing managed to break away late in the race to post the first of five straight wins. The second race found "B" skipper Dan Garris posting a fourth place which began for him and Bob Watts a tight race for the first place "B" Trophy. The day concluded with an outstanding barbecue in the city park, which featured ribs and chicken.

The second day found the same winds and the same first and second place finishers in the "A" division and Dan Garris finishing fifth in the first race. The second race found Carl Cheney leading for most of the race with Bill Ewing and Dick Storer close behind, on the final leg Bill managed to work his way past Carl to take the win. Meanwhile, in the "B" division Bob Watts posted a sixth place while Dan Garris, Joe Boyer and two other boats were engaged in a four boat traffic jam at the last mark. This incident caused Dan to take a penalty "720" which dropped him back to nineteenth at the finish.

The third day was a no race day because of heavy winds, however, the day did give Roger Thomas the opportunity to test the water tightness of a new boat. The day concluded with the outstanding evening banquet hosted by Lakeside Inn.

The fourth day opened with good winds but by the start of the first race they were light. Bill Ewing, off with a good start, rounded the first mark and never looked back. Dick Railton looked as if he would finish in second place, but Bob Harwood sneaked in on the last leg and beat Dick. The "B" division race was still tight between Dan Garris and Bob Watts with Dan needing to finish close to Bob in the last race. However in the last race Bob finished five places ahead of Dan and clinched the "B" trophy. Dick Railton finished third to take the third place "A" trophy.

Many thanks go to the race committee chairman Bill Friedman and to Alex Boyer who assisted him for putting together six outstanding races. We would also like to thank the people at Lakeside Inn whose hospitality made us all feel welcome and to Bubbles, the water skiing elephant, whose acting debut we all don't want to miss. SEE YOU ALL NEXT YEAR.

SKIPPER	CREW	1980 MIDWINTER REGATTA STANDING								FINAL POINTS	FLEET STANDING
		BOAT NUMBER	1	2	3	4	5	6			
B. EWING	E. EWING	6352	1	1	1	1	1	*DNS	3 3/4	1	
C. CHENEY	P. SQUIRES	6385	2	2	2	2	5	*DNF	13	2	
D. RAILTON	B. RAILTON	7004	3	*5	3	5	3	1	14 3/4	3	
D. STORER	K. STORER	6868R	4	*14	4	3	10	2	23	4	
B. HARWOOD	R. KNIGHT	6353	7	3	*11	11	2	6	29	5	
R. THOMAS	K. MARSH	6868B	8	6	8	*9	4	5	31	6	
H. KIERULF	A. KIERULF	6104	13	7	*13	8	7	3	38	7	
F. KISTLER	J. KISTLER	5978	6	12	7	4	12	*13	41	8	
G. HOLTHAUS	M. HOLTHAUS	5238	12	8	*14	4	11	7	45	9	
C. SLAUTER	L. RICE	5267	9	10	6	15	6	*15	46	10	
B. WATTS	D. WATTS	5240	*14	13	12	6	13	9	53	1-8	
D. GARRIS	C. ALLEN	3738	17	4	5	*19	15	14	55	2-8	
B. JACKSON	J. McEVAIN	4743	15	*19	16	13	8	4	56	11	
A. MARSH	M. MARSH	6864	5	17	*19	10	16	11	59	3-8	
P. JAYNE	M. JAYNE	6336	11	9	15	16	9	*DNF	60	12	
P. KUCH	P. KUCH	6866	10	*20	9	17	19	10	65	4-8	
B. BUCK	B. LAUGHLIN	6332	*16	15	10	14	14	12	65	13	
J. BOYER	D. BOYER	6376	*18	11	17	12	17	16	73	5-8	
C. PIERCE	C. PIERCE	5211	*19	16	18	18	18	17	87	6-8	
E. STRAUBRINGER	J. STRAUBRINGER	6387	20	19	DNS	20	DNS	*DSQ	101	7-8	
T. JARVIS		5920	DSQ	DSQ	DSQ	*DSQ	DNS	DNS	106	8-8	

* DENOTES THROW OUT RACE

Editor's note.

The fourth place overall, not to mention the third position in the first race, of the new Skene boat in the capable hand of Dick Railton, is particularly noteworthy. The Railtons arrived at Mount Dora in time to see some of the competitors already afloat for the first race.

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ALBACORES three used boats for Junior Sailing Program.
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over the transom

* The CYA has announced the appointment of Geoff Wheatley as their new Executive Director. After reading Economics and Business Administration at London University, he worked as a marketing executive and then as a management consultant. During this time he was a volunteer advisor to a number of sailing organizations. In 1971 he took up the post of Development Director for a wildlife conservation organization, based in Geneva. He travelled extensively through Europe, Africa and the Far East. In this last area, to quote him "he managed to sail on some of the strangest boats in the world, including a Chinese Junk and three logs tied together with bailing wire."

* "The man who wants to be tully employed should procure a ship, or a woman, for no two things produce more trouble."
So wrote the Roman, Plautus. There are a great many Albacore helmsmen who like to do things the hard way!

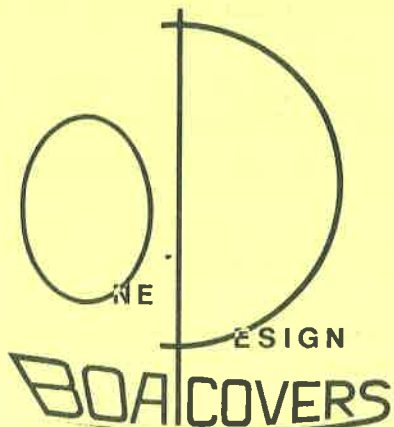
* Current World Albacore Champion, Mike Holmes, has added another title to his already impressive list. He is now "Top Dog"! Well of course we already knew that. The event was raced in Toppers back in March and was for the winning helms in the various National Championship fleets, unlike the Endeavour Trophy, which is held in the Fall, for the champion crews. Mike counted two 1sts and a 5th to win from the Enterprise representative, Ian Southworth,

* We have finally arrived! In the May issue of "Chatelaine" there is a major article, by Abby Hoffman, on women sailing. This features Diane Groome and Charlotte Turnbull, both from Toronto.

* Will race officers please send me a copy of regatta results, for inclusion in Shackles, please? Also any late season regatta notices, that is, after the beginning of August.

* While on the subject of regatta notices, it does seem a great pity that some weekends have several regattas whilst others have none. Perhaps a tentative calender could be drawn up before Christmas and then there would be time to juggle around with the dates.

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NOTICE OF REGATTA

CANADIAN ALBACORE ASSOCIATION JUNIOR CANADIAN CHAMPIONSHIPS

DATE: AUGUST 16-17

PLACE: WINDERMERE BAY

REGATTA CHAIRMAN: DAVID NIBLETT
 8, VALLEYANNA DRIVE,
 TORONTO, ONTARIO.
 M4N 1J8

(416) 481-6953 until July 1
 (705) 769-3637 after July 1

More details in next issue of Shackles & Cringles.

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upcoming regattas

JUNE

- 1 Harbour Master's Series.
- 7 & 8 Conestoga Warm Water Regatta
* Conestoga Sailing Club.
- 7 MYRC
National Yacht Club.
- 7 & 8 Upper Canada Regatta
Stormont Yacht Club.
- 8 Examiner Regatta (open handicap, c/b)
Peterborough Sailing 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.

AUGUST

- 3 17th Annual Albacore Regatta.
* + Balsam Lake Sailing Club.
- 2 & 3 24 Hour Race.
Stormont Yacht Club.
- 9&10 Lac Deschenes Invitational Regatta.
* + Lac Deschenes Yacht Club.
- 9 Albacore Regatta.
Mooredale Sailing Club.
- 9 Open Regatta
Bronte Harbour Yacht Club.
- 10 Harbour Master's Series.
- 8 & 9 U.S. Nationals.
& 10 Saint Mary's Sailing Club. MD.
- 12,13 North American Championships
&14 Saint Mary's Sailing Club. MD.
- 16&17 CAA Junior Canadian Championship
Windermere Bay.
- 16&17 Don Rantz Invitational Regatta
* Ottawa - New Edinburgh Yacht Club.
- 16 PABAR
Pointe au Baril Sailing Club.
- 16 Albacore Regatta
North Toronto Sailing Club.
- 16 Open Centreboard Regatta
Burlington Sailing & Boating Club.
- 23&24 Albacore Regatta
Westwood Sailing Club.
- 30&31 St. James Town Albacore Regatta
* St. James Town Sailing Club.

JULY

- 5 & 6 ARK '80
* + Kingston Yacht Club
- 5 & 6 Gatineau River 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.
- 6 Centeniel Regatta (open regatta, c/b)
- 12&13 Invitational Albacore Regatta.
* + Parkway Sailing Club.
- 12&13 National Capital Regatta.
Brittannia Yacht Club.
- 12 MYRC
12 Island Yacht Club.
- 13 Harbour Master's Series.
- 13 Ladies Race (open handicap c/b)
Peterborough Sailing Club.
- 19 South Muskoka Open Regatta.
South Muskoka Sailing Club.
- 19 Open Regatta.
Burlington Sailing & Boating Club.
- 19 MYRC
Boulevard Club.
- 20 Harbour Master's Series.
- 26 Muskoka District Albacore Regatta.
* South Muskoka Sailing Club.
- 26 District 3 Championship
* Burlington Sailing & Boating Club.
- 26 MYRC
Toronto Sailing & Canoe Club.
- 27 Harbour Master's Series.

SEPTEMBER

- 6 & 7 Area 10 Championships
* Stormont Yacht Club.
- 12, 13 Canadian National Championships.
14 Cleveland House.
- 13 MYRC.
Queen City Yacht Club.

* Canadian's Qualifier + 'Bill Gooderham Series'