

shackles and cringles

canadian albacore association's
bi-monthly newsletter

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DEADLINE

It is hoped that the Christmas issue of Shackles will be in the mail by the first week in December. Please send any copy and outstanding results to the Editor as soon as possible but no later than November 20.

Cover Picture by David Whitfield.
Taken during the last race at the North Americans at St. Mary's River.

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from your executive

COMMODORE'S MESSAGE

In my last message I referred to the coming expiry of my term of office. Those of you who attended our General Meeting at Cleveland's House know that I am continuing as Commodore for the current year.

This a departure from previous practice, and arises from an unfortunate turnover in the ranks of your Executive. This is not a special problem or an indication of any division, but a natural evolution of a group comprising volunteer members with diverse calls on their time.

Our General Meeting was enlivened by the discussion on shroud levers, or perhaps more appropriately, adjustable shrouds. Because of the spirited discussion and the positions advanced, it was decided to submit this question to a wider membership than those present at the meeting. Accordingly the next issue will contain "pro" and "con" arguments, as well as a ballot on the issue.

Our Canadian Championships were a success from the participants point of view, and I extend my thanks to Alex MacNaughton as Regatta Chairman, and also his individual assistants. I also would like to recognize the contribution to our affairs by departing Executive members Jerry Selwyn and Paul Heron.

Jerry leaves to pursue his sailing interests in a Shark, and our loss is their gain. I hope and expect that we will continue to see something of his influence in our class and sailing as a whole.

Paul has weighed the pressures of a new home, young family and a new business, and I am sure that we will continue to benefit from his membership. Maybe he will manage more sailing as he is not leaving the class.

Our raffle was again a popular event, and our thanks to the following firms who donated prizes. Angus Sailcraft, Racing Sailboat Services, Skene Boats and Storer Sails.

Haakon Kierulf.

OPEN LETTER TO FLEET CAPTAINS AND MEASURERS.

re. Annual buoyancy tests.

During the 1980 Canadian National Championship Regatta I witnessed a very distressing set of capsize on the race course, one involving a wooden boat and one involving a G.R.P. Allen boat. Both craft proved to be unable to self-rescue. In the case of the wooden boat the air bags were improperly secured and broke free, while the crew was attempting to right the boat. We can only assume that the annual buoyancy test was not done correctly. In the case of the Allen boat I must accept at least part of the blame, since I sail an Allen boat myself and have been aware for at least two years of the inadequate flotation in these hulls.

For this reason I strongly suggest that additional flotation should be added to Allen hulls. In my own boat I have added two 36" x 10" diameter air bags between the seats and the transom

Next spring I would ask that each of you be especially diligent when doing buoyancy tests. Please enforce the rules to their fullest extent. The whole point of our rules is to ensure that our boats are as safe as possible, especially in extreme conditions. If you are not satisfied that the boat being tested can be self-rescued then do your fellow sailor a personal favour and insist that he fix his boat so that it is safe BEFORE you endorse the buoyancy certificate for the boat.

I cannot stress too strongly the need for maintaining the self-rescuing capability in our boats.

The incidents cited occurred while safty craft were on duty and close at hand. However, for these two boats and, regrettably, many others in our fleet a capsize in an open lake, alone, could prove fatal.

Paul D. Pudwel
Chief Measurer.

CHANGE OF ADDRESS

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All other enquiries, transfer of insurance, change of address, increase in coverage and all payments should be sent to Candian Albacore Association P.O. Box 1028, Station 'Q', Toronto. M4T 2P2

ALBACORE SET-UP AND TUNING HINTS.

Following his close association with the class, both as a sailmaker and a very successful competitor, RICHARD STORER has given the above some considerable thought and we are pleased to be able to pass his ideas on to the whole membership of the CAA.

The following are some points that should be observed in endeavouring to get maximum performance from your Albacore, whether it be a new hull that you have just purchased or a second-hand one that you are refurbishing.

1) The simplest thing is overlooked by 98% of all sailors and that is to check that the mast, centreboard and rudder, indeed the general hull form, all complement each other and line up. The only way to check for this is that the Albacore be put on trestles, with the mast in the boat rigged but with no sails attached. The centreboard should then be lowered and the rudder hung with the blade fully down. A bubble level should be laid across the side decks in order to level the whole boat. When this has been done quite simply walk back some 20 paces from the bow and position yourself so that you can try to line up in vertical planes all the surfaces of the mast, centreboard and the rudder, (the tiller, obviously, should have been centred for this purpose). If any of these items are at an angle one to the other vertically, then you have spotted one of most speed robbing problems for all sailboats. It is not unknown for the mast gate to be off centre from the centre line of the boat or the mast step to be screwed in crooked, or simply off centre. The centreboard box may be angled one way or another apart from any obvious warping in the centreboard, if it is an older one. The most obvious culprit on most boats, for being out of alignment, is the rudder, which is very often hung off centre and crooked. The human eye has the ability to register even the very slightest differences in fairness and alignment. The test I have just described is perhaps the most accurate for checking this alignment situation.

2) Assuming that you are one of the few people who does not have the above problem we will move to the next point, which is to check hull fairness. This again can be done by eye or best of all by running a board with a flat surface over the hull and ensuring that you mark any points that are proud with a marker pen. The most accurate method of checking hull fairness is to use a mechanic's feeler gauge, which measures differences in thousandths of an inch. This feeler gauge should be suspended within a square frame, with all bottom surface projections of frame and gauge flush and in plane, and then pass over the hull, once again marking any high or low spots that are encountered. The remedy to hull unfairness, which there will be on every boat, is to long sand the offending points and, if it is a wooden boat, perhaps to use a certain amount of filler. Hull fairness is one of the most rewarding items to pay attention to, in terms of boat speed made good.

3) Many boats have the point of intersection of the transom and the bottom of the hull rounded off. This should be a perfectly sharp edge. Apart from the obvious advantage when planing (in providing a perfectly clean cut off for the water leaving the hull) it will prevent a rooster tail of water being thrown up onto the rudder stock and creating further drag at the speeds of displacement sailing.

4) The entry of water over the stem should not have to encounter any lumps or angles caused by the construction of the stem head, as on many wooden boats, or a very slight chicken breast, as on a number of glass fibre boats. This is best remedied with filler.

5) It is obvious that one needs a perfectly prepared set of centreboard gaskets. These may be in mylar, sailcloth or canvas reinforced neoprene rubber. It is vital that the gaskets form a perfect seal. All screw heads of the keel band holding the centreboard gasket down should be filled, (ordinary car body filler is perfectly good for this). If there is any ridge or depression where the keel bands are fitted to the bottom of the boat fairing pieces should be constructed and sanded into shape, using body filler. The object of this exercise is perfect smoothness and fairness for the easy passage of water over the bottom of your boat. Attention to this will show itself in greatly improved downwind performance in light air, when the hull surface drag is a tremendous speed robbing factor.

6) The hull surface should simply be as smooth as possible. The classic formula being wet and dry sandpaper through the grades up to and including 600 and then the use of medium and then fine rubbing compound to produce a highly burnished surface.

7) The centreboard trunk on most boats is longer than is needed to house the centreboard. The trick is to cut out a filler piece from a block of unicellular foam/styrofoam and fit it at the back end of the inside of the centreboard box, inside the gaskets. This foam filler will be lighter than the excess water that you were carrying around before. More speed to be gained.

8) Preparation of the rudder and centreboard is in fact very simple. First of all both foils should be perfectly smooth and have sharp trailing edges. A slow boat like an Albacore needs a blunter nose section variety such as NACA 009. A highly burnished surface is mandatory for these items. The centreboard should have no slop within the centreboard box so that when a puff hits the rig the board does not deflect in relation to the hull and so there is no power loss. Similarly the rudder blade should be held perfectly firmly within the cheeks of the head assembly, if you are using a lifting pick up rudder. Best of all, the lightest rudder is a fixed assembly.

9) At this point I should mention that most Albacore tillers are a good six inches too short to enable one to steer, when sitting forward by the shrouds in light air. It is no solution to have an over length tiller extension.

10) Hull stiffness is always a controversial subject but really very simple. Unless you are doing something very strange the front half of the boat hits the waves first of all and it also contains most of the rig, centreboard and crew stress loading. Consequently, to avoid any power loss, the hull should be as stiff as possible in this area. Providing that the hull cannot twist and shear longitudinally throughout its length it is not necessary to have a massively strong aft six feet on an Albacore. From the centre thwart aft the loading is relatively little. As in many other classes, you will notice that most of the exotic boats and very successful boats in the class are extremely light in this back six feet of the hull and indeed the hull skin may be quite flexible and soft. If one is being fanatical, ensure that the heavier items of hardware are positioned as low in the boat as possible and that anything that is a corrector, either official or unofficial, is low and close to the centre of the boat as you can get it, ie. between the mast step and the centreboard pin is the best place for the weight.

11) Buoyancy - The class rules are not there just for fun. The modern Albacore rules on buoyancy are designed to (a) assist you in preventing drowning, (b) to enable self rescue as quickly as possible, in order that you may continue racing after a capsize. It is imperative that all buoyancy chambers do not leak - silicon around all the hatch covers, bungs etc. and run epoxy or glue around any tank joints that are suspect. Many Albacores do not have sufficient buoyancy close to the transom. Consequently, when the boat is righted after a complete capsize, the transom is so low in the water that the boat is completely swamped by any waves that there may be. It is a mistake to have too much side buoyancy, particularly from the chain plate area aft. If there is too much buoyancy in this area the boat will invert very quickly on capsizing, which may mean that you break your mast by sticking it into the bottom of the lake or ocean and/or exhaust yourself in correcting what will turn out to be a very bad capsize. Chances are, if your boat can be capsized onto its side and come up with only about an inch of water in the bottom and be ready to sail away immediately then you have got too much side buoyancy.

12) Transom flaps, as outlined in the rules, are a must and the control line should be lead to a point where the skipper can easily attach and detach. Self bailers again are mandatory. A pair should be situated eight inches out on either side of the centreboard box at the deepest point of the hull, which on most makes of Albacore is directly under the centre thwart. I have never found that on a slow speed boat, such as an Albacore, that the very largest kind of self bailer, in terms of cross sectional area, is the best but rather a medium sized one that will enable you to bail the boat at slower speeds going up wind in lighter conditions and be more than adequate to drain the boat clear extremely fast after a capsize in heavy air, when used in conjunction with transom flaps.

13) Hiking straps must be comfortable to use (the loop type is preferable) and there should be a two part purchase adjustment for the crew in order to vary the vertical height of the straps and therefore his position over the side of the boat in relation to the wave conditions encountered. In heavy air the Albacore is a very physical boat and comfortable hiking is mandatory. Most Albacores have extremely uncomfortably shaped side decks - the new Skene being a notable exception. Pussy pads of high density neoprene foam inside a canvas cover strapped over the side deck in the area of the crew and the helmsman's windward hiking position will make a tremendous difference to the ability to drive the boat upwind in heavy air for as long as possible.

(to be continued in the next issue)

YOUR ASSOCIATION WISHES TO GIVE ITS SINCEREST THANKS TO THE FOLLOWING, WHO MADE DONATIONS TO THE RAFFLE HELD ON 14 SEPTEMBER.

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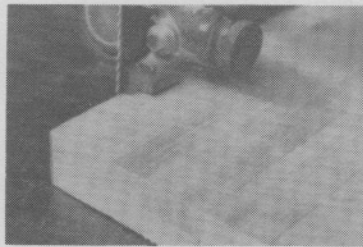
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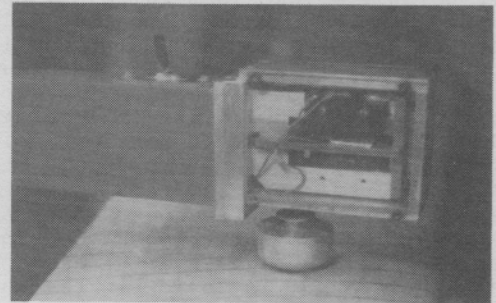
A sailboat is like an airplane with one wing in the air and the other in the water. It can only go as fast as its slowest Foil. You have spent a lot of time getting your sails right, but what about your Board and Rudder? Are they the right shape, stiff, fair?

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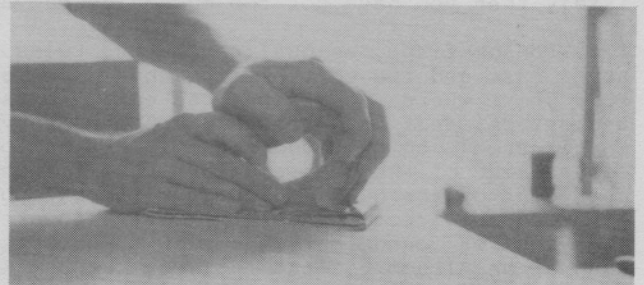
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PUDWELL. 'COMFORTABLE' AS ALBACORE CHAMP.

The following appeared on June 24 1980 and was written by Tom Gaffney, a Courier-Express staff reporter.

Paul Pudwell probably won't be able to afford a boat like the one on which he learned to sail. And, for a long time, he couldn't even afford the 15 footer he sails now.

But there is something he can always "afford" - a regatta championship.

"It's a good feeling to win it. There is always a lot of good sailing here," said Pudwell about winning the Albacore Division title last weekend in the Niagara Frontier Invitational Regatta at the Buffalo Canoe Club.

"I always like to race here because of Abino Bay and the facilities. It is the first time I have won and it is good. Like everyone else, I like to win," added Pudwell, who is a member of the Parkway Sailing Club in Fort Erie.

Pudwell bagged the championship by sailing his 15 foot "Muzbeatson" to victories in three of the four races for a final total of five points. That score was four points better than the Albacore runnerup, who just happened to be his 18 years old son Jeff. (Hence Paul's boat name held up.)

Last weekend's victory further cluttered the trophy case in the Pudwell's Fort Erie home. Besides winning a series of club races through the years, Pudwell also has won the Parkway Club's handicap championship twice and the club's Albacore title four times. Add a third place in the Canadian National Championship Regatta two years ago to those and mix well. The result is an outstanding Albacore career in progress.

But that career looked like it would never get off the ground...er, get out of water might be better... for a while.

"When I was growing up I learned to sail on a 97 foot four masted schooner in Newfoundland. That is when I got the bug to sail. I was fascinated by sailing," said the 42 year old Pudwell.

"Then we moved from Newfoundland and moved around a little, spending a lot of time in Welland. My father was a preacher and we didn't have money for sailing. So I didn't do any for a long time. Even after I got married, I didn't go back to it because I couldn't afford it. Then, after being married three years, I broke down and paid \$300 for a 14 foot dinghy."

Pudwell kept that craft for several years, until 1965, when he purchased an Albacore. He has stayed in that class ever since, a decision he regrets neither then or now.

"At the time, it was the right choice. We had two small children and the Albacore is a good family boat," observed Pudwell, who has been married to the former Elaine Merritt of Kenmore for 20 years. "And it was relatively inexpensive."

"Now, I love it (the Albacore class)," added Pudwell, who is production manager for Industrial Plastics Inc. in Fort Erie. "It is a relatively simple boat, without a spinnaker. But it has a responsive, light hull and it planes very readily. And it is a good sea boat. The 'authorities' don't put it in the same class with the Lightnings, but in a real blow, I will take an Albacore."

Okay, a 97 foot four-masted schooner may even be better yet.

But Pudwell was only a learner on that schooner. Now, aboard his affordable Albacore, he is a Champion.



Paul Pudwell wearing his Chief Measurer's hat
Photo - David Whitfield.

RACING SAILBOATS MOVES TO FLORIDA.

Bob Whitehouse, the affable owner of Racing Sailboat Services Ltd., has decided to move his operations to Clearwater, Florida. The move is being made to give the company an opportunity to build wooden boats for the lucrative "minitoner" market.

While looking forward to the new opportunity afforded by the move, Whitehouse regrets leaving the Toronto market and the many friends he's made in the Albacore Fleet. He hastens to add that he's still producing Albacores in the Florida plant, and will be more than happy to fill any orders for rudders, centreboards and other equipment.

The Toronto racing community has lost a good friend and craftsman. We wish Bob and his family well in their new enterprise.

The last word...



in finishing first.



Breakthroughs in boatspeed are the result of new ideas that work. In sailmaking, that means new approaches to sail shape design, and improvements in sail cloth quality.

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Check us out! We're working hard to make all our sails the leaders of the pack. Join us, and start off the '80's with some proven boat speed.

flash

2nd Canadians 1980

1979 Results

North Americans	3rd
Canadians	5th
Lake of Bays Open	1st
L.S.S.A.	1st, 3rd
Hamilton Invitational	1st
RHYC Turkey Regatta	1st

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MORE THOUGHTS ON BOAT NAMES.....

It may be that there are some members of the CAA who are thinking of changing class, for one reason or another. If you are one of these and you are thinking that it would be so much more relaxing to take to cruising - take note - all may not be plain sailing!

The following is an extract from the section 'Naming a Boat' from the book 'The Art of Coarse Cruising' by Michael Green.

...."However, no matter what the name, never, never, never call a boat after a girl (Law 119). Or a man, if you are that rare person, a female skipper.

Nothing is more embarrassing than to have to sail with a permanent reminder of a love affair that turned sour years ago written all over the stern, the dodgers and the tender. You can't get away from it. In the end the boat is totally identified with the former loved one and is either kicked or caressed, according to the circumstances in which the lovers parted.

Take what happened to Askew before he got married. He used to go about with a lovely brunette called June, so he called his boat 'Beauty of June' (anyone who invents a daft name like that is asking for trouble anyway). June (the girl that is) had a couple of trips, during which she proved supremely useless as a crew member, and on the second voyage she met one of Askew's friends, also a guest on the boat.

To cut a long story short, the inevitable happened and June (the girl) left Askew for his friend, Jim. Worst of all, Askew to this day is convinced that the affair was first physically consummated on board while the craft was lying in Lymington harbour, and he was ashore buying a loaf of bread.

'I knew something was going on when I came out of the baker's shop," he told me bitterly afterwards. 'It was a perfectly calm day, and yet as I walked back I could see "Beauty of June's" mast swaying all over the place as she rocked.'

After that distressing incident, he grew to hate the boat, which had previously been the apple of his eye.

'Faithless bitch!' he would shout, if the yacht wouldn't come round quickly enough and he would actually kick the poor boat.

'Dirty rotten whore!' he bellowed as 'Beauty of June' gybed.

'Adulteress!' he boomed as she broached on the bar.

He eventually changed the name of the yacht, but his bitterness remained. He called it 'Whore of the Solent' and filled it with women until it looked like a floating brothel. But even then he couldn't forget the past, so he sold it and got another. At the same time he got another girl friend, called Anne, so he called the new boat 'My Bonnie Anne'.

He had a lot of fun with this craft, and all seemed well until one day I found him on the hard painting out the name 'My Bonnie Anne', which was in huge letters all over the boat.

'Changing the name again?' I asked tentatively.

'Yes,' he snarled. 'In future it is going to be 'May Anne Rot'.

I forbore to probe further.

But let the above be a lesson. It costs money to change the name of a registered boat, and the name one picks in the pub at ten o'clock on a Saturday night may have to last a long, long time.

THANK YOU

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The CAA is greatly indebted to Ingams Boat House Marina and encourages your support with these our special friends.

over the transom

The A.G.M. was held during the evening of 12th September, at Cleveland's House. Following the acceptance of the minutes of the previous A.G.M., your Executive Officer's reports were presented and these appear in this issue of 'Shackles', with the exception of the Treasurer's report and the audited financial statements. There has been some delay in auditing these and so they will be forwarded to the membership with the Christmas 'Shackles'. Since no questions were raised regarding these reports it was presumed that the Executive had done a good job.

There was a very protracted discussion on the ratification of the rules, particularly in relation to the usage of shroud levers. Finally an ammendment to the motion was passed to the effect that members would be asked to cast their vote on this subject, via a postal ballot. It is hoped that the main protagonists in the debate will set forth their arguments, for and against the use of shroud levers, in a future issue of this newsletter.

The vote on the incorporation of the C.A.A. was carried almost unanimously, as was the election of the two new members to the executive. (Please see page two for complete details.)

The only further question raised regarded the positioning of correctors in boats lacking a centre thwart. Chief Measurer, Paul Pudwell, replied that he has asked that any weights be placed as high on the centreboard trunk cap as possible.

One subject that has cropped up several times in the last few weeks is the need for a concerted effort to produce a racing calender early in the season - with NO conflicting open meetings. Please do your bit by sending to David Whitfield the relevant information as soon as possible. Let's try to get a tentative schedule ready for January's 'Shackles', with a firm calender to go out in the early spring.

*** *****

Related to the above plea, would each club forward the name, address and 'phone number of the Fleet Captain or, if this is not possible, the same details of a contact person, to the C.A.A. for the attention of David Whitfield.

By now, you must have gathered that David Whitfield has the Fleet Captains and Regatta ticket on this new Executive. Charles Colman will have a special interest in membership and Peter Brayshaw will be handling publicity.

Whatever sort of genie or gremlin was overseeing the draw for the raffle at the Nationals? One that saw to it that the most hard-working person behind the scenes was rewarded by some hockey tickets. Well done Judy, and I don't mean for the luck of the draw! This same 'force' also saw to it that one of our American visitors won the set of shroud levers.

During the summer of 1979 David Triessman, Jim Hately and David Whitfield, among others, attended one of the special Race Training Weeks organized by OSA, at Geneva Park. The following table is worth casting an eye over.

1979 Championship	1980 Championship
D.Treissman 32 A Fleet	12 A Fleet
J.Hately 11 B Fleet	5 B Fleet
D.Whitfield 51 B Fleet	20 A Fleet

OSA will be running a full schedule of Race Training Weeks in 1981. What about a week's holiday at Geneva Park? It seems to pay off.

Harbourfront Marine Department is running a full programme of events this winter. It includes seminars, films and a travelogue series. Watch future issues of Shackles for more details or, better still pick up your own copy of the Harbourfront Newsletter and calender.

UNITED STATES ALBACORE ASSOCIATION

ADVANCE NOTICE

1981

WORLD CHAMPIONSHIP 11-17 OCTOBER

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HUMPHREYS AND SCHRAMM

WIN THE FIRST GOODERHAM SERIES.

Alan Humphreys and Paul Schramm, from Toronto's Boulevard Club, narrowly edged out Graham and Jean Rogers to win the inaugural series of the N.W. "Bill" Gooderham Travelling Series.

Named in memory of the Canadian Albacore pioneer, Bill Gooderham, this series Championship was instituted to encourage inter-district competition. For 1980 five regattas were selected in the areas where Albacores are sailed extensively. TARTS, at Totonto Sailing and Canoe Club, The Parkway Invitational Regatta at Fort Erie, ARK at Kingston, the Balsam Lake Invitational in the Kawartha Lakes and the Lac Deschenes Open at Ottawa made up the series. To be eligible for the Gooderham Series a team had to sail in a minimum of three of the designated regattas. Sailors were allowed to count their best three finishes, if they sailed more than the three required regattas.

Bill Gooderham's contribution to the Albacore Class was immeasurable. He was a member of the original R.C.Y.C. committee which chose the Albacore as that club's new club trainer. Bill then promoted the the class by loading up trailer-loads of boats to show the boat in Ontario's cottage country. Realizing the need for a fibreglass boat, if the Albacore was to be attractive to the general public, Bill developed the first fibreglass boats, in conjunction with Whitby Boatworks. As an Albacore sailor, Bill was superb. Few trophies, with any length of history do not witness his racing excellence. He shared the first National Championship with Jack Langmaid - then followed up with three more National victories - a feat only equalled by Barry Poyntz with his victory at this year's Championships. Bill was internationally recognized for his sailing performances. He was an Olympian in 1948 and 1952. He dominated the 6 metre competitions in North America for many years. In later years, when Bill's health prevented him from taking part in serious competition, he continued to influence Ontario's sailing activities as Technical Director of O.S.A. Such support and involvement with the Albacore Class had to be recognized by the C.A.A. with the presentation of a new trophy named in Bill's honour.

RESULTS - Top five Finishers best three.

Helm & Crew	TARTS	Parkway	ARK	Balsam Lake	Lac Deschenes	Points
A.Humphreys P.Schramm	5	1		2		8
G.Rogers J.Rogers		2	3	4		9
H.Morrin W.Reid		6	1	5		12
R.Batt M.Carr	10		2	3		15
J.Selwyn J.Selwyn		10	5	9		24

The class was honoured by the attendance of Mrs Gooderham and her son and daughter at the awards presentaticn held at the 1980 Nationals. The new trophy, a sculpture by Toronto artist Agnes Ivan, is entitled "Fairings and No Headings". This a reference to Bill's concluding remarks to his final report to O.S.A. in which he stated "I am thankful for the opportunities to meet so many sailors and in the future hope you encounter fairings and no headings, lots of winds and no seas, understanding skippers and flawless crews, perfect sails and lots of luck."

In Alan Humphreys and Paul Schramm, one could not have found a more worthy team. Their enthusiasm, support of the class and sailing skill, as evidenced by their winning the Gooderham series, paid off with a second place finish in this year's Nationals and a third place finish in the North Americans.



GOODERHAM TROPHY WINNERS

Alan Humphreys and Paul Schramm, pictured here after winning the Parkway Regatta, which was one of the qualifying events.

Shackles and Cringles editor, Jean Rogers, and her husband, Graham, sailing in Canada for only their second season, finished second, only one point behind the winners.

Third place was taken by Hugh Morrin and Bill Reid from Kingston Yacht Club. These two junior-aged sailors made a great impression on the Class as they campaigned at almost every major regatta in the Province. Ron Batt and crew, Mike Carr, from Toronto's Outer Harbour Centreboard Club, finished in fourth place followed by Jerry and Joan Selwyn from Toronto Sailing and Canoe Club. The Selwyn's performance is all the more noteworthy, as they were the only team to compete in all five regattas. In fact, Jerry and Joan would be prime candidates for a Yachtsman and Yachtswoman of the Year Award. In one week they travelled from Toronto to Ottawa to compete in the Lac Deschenes Regatta, then moved on to St. Mary's City, Maryland, for the North American Championships in midweek. The Selwyns then packed up for the PABAR regatta at Pointe au Baril on Georgian Bay - a trip of over 2000 miles in nine days!

The Gooderham Series has got off to a great start. We're already planning for 1981, so if you wish to nominate your regatta for inclusion in the 1981 Gooderham series, please advise David Whitfield no later than February 15, 1982. Plan now to join us in 1981 - sail the Gooderham Series.

David Whitfield.

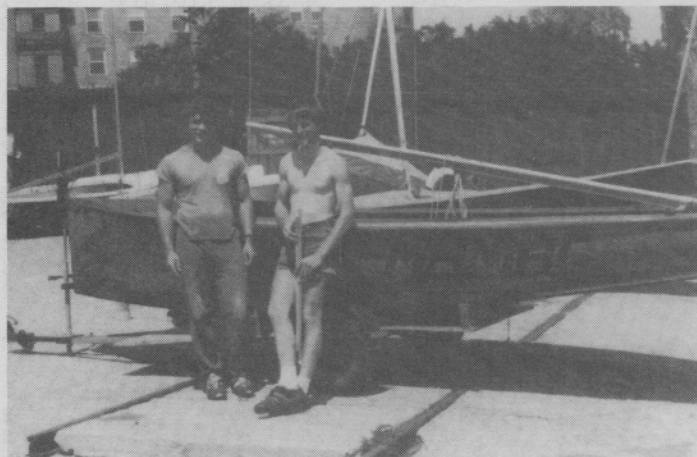
ARK '80 Winners Bill Reid and Hugh Morrin with 'Maniac'.

ARK '80 KINGSTON JULY 5 AND 6.

Although not many boats turned up on the starting line for this year's Albacore regatta at Kingston, those who did manage it had an excellent week-end of racing. On Saturday the winds were the typical Kingston South-West at 15 - 18 knots (gusting to 22 knots) under bright and sunny skies. The weather even held up for an informal dockside barbeque that evening. On Sunday the wind swung round to the North west at 10 knots, with gusts to 18 knots, together with big shifts up the course, which everyone found to be very challenging. Thanks are due to Geoff Hoyle and his trusty race committee for setting courses to challenge fully the wind-reading ability of the crews.

Winners of the Skene Trophy for overall best performance and the Keeble Trophy, for winning the fourth race, were Hugh Morrin and Bill Reid, of Kingston Yacht Club, sailing 'Maniac'. Ron Batt and Mike Carr of Outer Harbour Centreboard Club were the runners up and Graham and Jean Rogers from Toronto Sailing And Canoe Club were in third spot.

Hamish Taylor.



ARK '80 FINAL RESULTS

Pos'n	Sail No.	Skipper and Crew	Pts.	Race	Race	Race	Race	Race
				#1	#2	#3	#4	#5
1	6525	H Morrin/W Reid (KYC)	3	4	1	1	1	1
2	3731	R Batt/M Carr (OHCC)	6.75	1	2	5	2	2
3	6816	G & J Rogers (TSCC)	10	2	3	2	3	3
4	6642	K Johnson/J Normand (RCYC)	15	3	5	4	4	4
5	3103	J & J Selwyn (TSCC)	19	5	4	6	5	5
6	6034	J & L Shadwell (BYC)	22	7	6	3	6	DNF
7	6270	J Mackinnon/S Piper (KYC)	27	6	7	7	7	DNS
8	4581	H Taylor/R van Weringh (KYC)	33	8	8	8	9	DNF
9	6804	F & J Holmes (KYC)	34	10	9	9	10	6
10	6268	D Rutenberg/V Brescinski (KYC)	39	9	10	DNS	10	DNS

BALSAM LAKE S. C. REGATTA AND RESULTS.

Nearly forty Albacores and almost as many Lasers converged, from three launching areas, onto Tony Griffin's cottage on Sunday 3rd August. There was enough wind and the sun shining from a clear sky to make the three scheduled races both possible and pleasant.

From the first, three boats were outstanding. All were wood and all were made to go very fast down wind by their helmsmen Poyntz, Humphreys and Batt. Back in the fleet the speed was more evenly matched and, once buried, it was almost impossible to get out of the procession. This led to a lot of congestion at marks and also on the wind, with rule observance being less than 100%.

<u>Sail No.</u>	<u>Name</u>	<u>Race 1</u>	<u>Race 2</u>	<u>Race 3</u>	<u>Points</u>	<u>Final</u>
6731	Barry Poyntz	2	1	1	3	1
6660	Alan Humphreys	1	3	2	8.7	2
3731	Ron Batt	3	2	3	14.4	3
6816	Graham Rogers	5	8	6	35.7	4
6525	Hugh Morrin	6	5	8	35.7	5
6626	Mark Ewens	4	4	14	36	6
6227	Dennis Sherwood	10	9	4	39	7
6400	Ian Rogers	8	6	10	41.7	8
6159	Dick Gallant	13	7	11	49	9
7004	Dick Railton	14	12	7	51	10
6494	Bennet Murdock	7	11	18	54	11
6840	Dave Stamper	15	13	16	62	12
6221	Ted Mallett	18	16	12	64	13
3104	Haakon Kierulf	12	26	9	65	14
3103	Jerry Selwyn	21	24	5	67	15
6148	Peter Crawford	11	23	19	71	16
652	Don Giffin	9	22	22	71	17
4436	John Hayley	32	10	13	73	18
5004	John Davis	27	14	17	76	19
6250	Paul Pudwell	26	19	15	78	20
3733	Dan Owen	19	18	23	78	21
5003	Dave Whitfield	20	15	25	78	22
6267	Frank Pospisil	23	20	21	82	23
3241	Gord Ewen	24	17	27	86	24
6797	John Langley	34	29	20	89	25
510	Glenn Willson	22	21	28	89	26
6857	Tony Griffin	16	25	DNF	92	27
5464		29	28	24	99	28
6581	John Callum	17	DSQ	DNF	101	29
5005	Grant Helliwell	31	27	26	102	30
4597	Bob Shaw	25	30	DNF	106	31
117	John Shaw	30	31	29	108	32
4689	Bill Masson	33	32	30	113	33

RESULTS FOR SOUTH MUSKOKA SAILING CLUB REGATTA

- 1 Ron Moody & Mike Hart
- 2 Alex & Phyllis McNaughton
- 3 Ron Scott
- 4 Dave Sturch & Rob Payne
- 5 Doug & Joan Sturch
- 6 Don Behan & Karen Cossar
- 7 Jeff Moody & Duncan Hannay
- 8 Jack & Nancy Langmaid
- 9 David Francis & Jackie Hart
- 10 John & Sheila Francis
- 11 Don & Jane Wright
- 12 Jim Kappelle & Chuck Davidson
- 13 Peter & Simon Fitzpatrick

SAINT JAMES TOWN REGATTA LABOUR DAY WEEKEND

Below are the results for the top 20 boats. Five races were sailed, there was one discard, and Olympic scoring was used.

RESULTS.

SAIL #	HELM	POINTS	O/A
6660	A.Humphreys.	6	1
7034	P.Henderson.	14.4	2
480	M.Owen.	26.7	3
3104	D.Howerd.	41.4	4
6617	R.Terry.	43.1	5
3731	R.Batt.	51	6
6628	Treissman	60	7
6157	K.Browne.	60	8
6701	D.Sherwood.	68	9
6251	G.Elliot.	70.7	10
6400	I.Rogers.	75	11
6788	S.Ferry.	75	12
6221	T.Mallet	77	13
6997	D.Medhurst.	84	14
6626	M.Ewen	84	15
6665	J.Selwyn	86	16
7012	G.Hall.	93	17
6797	S.Jonjev.	93	18
6787	J.Davies.	98	19
6791	F.Loritz.	99	20

NATIONAL SEA CADETS

The following report was sent us by Commander Frank Downes of C.F.B. Trenton. Anyone who has been to the Canadians will be familiar with the Sea Cadet boats and the great job they do mark laying, acting as rescue boats and doing any other odd jobs. This year they were sailing too.

The national Sea Cadet Sailing Regatta was held at C.F.B. Trenton, Ontario, between August 22 and August 24. This annual competition was run using standard Albacores owned by the Department of National Defence, for the use of Ontario Sea Cadets. Twenty representative crews from across Canada competed in eight races with the top sailors emerging as the crew from Powell River, B.C., Cadets Wiersma and Smith. Second place crew was from Moosejaw, Saskatchewan, Cadets Hataley and Sheparć. Both of these teams qualified for entry in the Canadian Albacore Championships at Cleveland's House, in September. Both teams competed in the Challenger Fleet.

The past three years has seen a very significant upsurge of interest in the Sea Cadet Sailing program, with the Prairies and Ontario as fore runners and the Maritime provinces close behind. British Columbia is well on the way and Quebec is in the process of mounting an intensive sailing program.

The prime dinghy used for cadet training across Canada is the Albacore, selected by National Defence Headquarters, Ottawa, as the official Sea Cadet Training boat. Albacores are extensively used in summer camps at Halifax N.S., Kingston and North Bay, Ontario, Gimili, Manitoba and Vernon, B.C.

Back in the Spring there were over ten thousand Sea Cadets available for the sailing program. Through local, regional and the National Sea Cadet competitions, we finally arrive at the "Canadians" in September with our best crews from across Canada. The process is long but the results are gratifying when we see our Cadets competing in such auspicious company.



Humphreys and Schramm with the unique trophy by Dave 'Klinker' Matthews. Photo D. Whitfield.

AREA 10 RESULTS

The summer doldrums never reached Area 10 this year. We enjoyed good winds the entire season (could it be that volcano?). Thanks to the Regatta Chairmen in the various clubs for organising the regattas.

Don J. Krajcarski.
Area 10 Fleet Captain &
Measurer.

AREA 10 TROPHY WINNERS

TRAVELLERS' CUP...Don Krajcarski

CHAMPIONSHIP A FLEET...Don Krajcarski

CHAMPIONSHIP B FLEET... Marc Bissonnette

FAMILY TROPHY...Tony Griffin
(highest placed finish in the area 10 championship for a family unit).

LDSC. 1980 August 9 & 10

Races 1 & 2 cancelled due to heavy winds.

SAIL#	HELM	#3	#4	#5	O/A
5858	McIntyre	3	1	5	1
6626	Ewen	2	8	1	2
4862	Mellor	4	3	4	3
6642	Johnson	7	6	2	4
5659	Wachmann	8	5	6	5
5593	Bryant	11	9	3	6
7040	Strike	6	4	12	6
7060	Chandler	9	7	9	8
3103	Selwyn	12	2	dnf	9
6034	Shadwell	1	dns	dnf	9
4420	East	5	11	dnf	11
858	Hayley	10	dsq	7	12
5830	Parker	dnf	dns	8	13
3499	Reekie	dns	12	11	14
5776	Doyle	dsq	10	10	15
6616	Jones	dns	dnd	13	16
5348	Gardiner	dns	dns	14	17
6026	Gordon	13	dns	dnf	17
3499	Nowosielski	dns	dns	dns	19
5328	Whitla	dns	dns	dns	19

DON RANBY REGATTA AUGUST 16 & 17

SAIL#	HELM	#1	#2	#3	#4	#5	POINTS	O/A
4862	Mellor	2	1	2	1	2	5.5	1
6140	Krajcarski	1	2	1	6	3	6.5	2
7017	Turkington	3	4	3	4	1	10.75	3
5550	Bury	5	5	5	8	4	19	4
5593	King	7	3	7	2	dnf	19	5
5583	Woodley	8	8	4	5	6	23	6
5760	Kentell	4	7	8	9	8	27	7
858	Hayley	6	9	9	3	dns	27	8
5777	Slater	9	10	6	7	7	29	9
5594	Brown	10	6	10	11	9	35	10
5588	Jones	dnf	dnf	dnf	10	5	41	11
5858	McIntyre	dns	dns	dns	dns	dns	52	12

B FLEET

A FLEET

5585	MacDiarmid	dnf	1	4	1	1	6.25	1
5592	McKellar	1	3	2	8	3	8.75	2
5587	Doyle	2	dns	3	2	2	9	3
5589	Laskoski	4	2	1	4	5	10.75	4
4130	Rance	3	4	6	6	dnf	19	5
5581	Biesenthal	5	dns	8	3	4	20	6
5776	Deyored	dnf	dnf	5	7	6	27	7
5311	Elder	dnf	dnf	7	5	dnf	30	8

AREA 10 CHAMPIONSHIPS STORMONT SEPTEMBER 6 & 7

A FLEET

6140	Krajcarski	3	2	2	6	1	7.75	1
4420	East	1	6	3	4	2	9.75	2
6875	Griffin	5	1	4	2	5	11.75	3
7017	Turkington	2	3	5	3	6	13	4
6400	Rogers	4	4	10	1	8	16.75	5
6034	Shadwell	6	5	11	7	3	21	6
4139	MacAuley	7	8	6	5	4	22	7
4862	Mellor	dsq	7	1	dns	dns	31.75	8
3484	MacCallum	8	9	7	11	dns	35	9
6757	Guy	11	12	8	10	7	36	10
4803	Chaput	10	10	9	9	dnf	38	11

B FLEET

6757	Bissonette	1	1	1	1	2	3	1
4142	Foster	2	2	2	2	1	6.75	2

US NATIONAL CHAMPIONSHIP AND

NORTH AMERICAN CHAMPIONSHIP.

The 1980 US National Championship and the North American Championship were held back to back on the St. Mary's River, St. Mary's, Maryland, from August 8-10 and 12-14.

Three Canadian crews made the trek to this rustic site for the first regatta. Five more Canadian crews joined them for the North Americans. Light winds and scorching humidity were the unavoidable weather conditions unleashed on sailors and spectators alike. Refuge was sought by those on the shore in the air-conditioned Student Union Hall on the campus of St. Mary's College. The accommodation included an indoor swimming pool which was filled to capacity with bodies, after each day's racing.

The water temperature was frosty at first, as the pool had been refilled, following repairs, shortly before our arrival. After seven days of the immersion of steamed sailors the water temperature must have risen 15 degrees Celsius!

As for the racing itself, the title was hotly contested in both regattas by skippers Barry Poyntz and Bill Ewing, with their able crews. The Poyntz brothers came through on top in the US Nationals, by a margin of three quarters of a point. Bill Ewing and Paul Pezutti took the North Americans prize with a half point lead. The Canadian contingent made an admirable showing in the latter regatta, with four of the competitors finishing in the top ten.

Many thanks go to the US Albacore Association for their hospitality and warm reception.

Leslie Batt.

US NATIONAL RESULTS

Poyntz	KC6731	3	2	4	1	2	7.75	1
Ewing	6352	1	4	3	1/3	1	8.5	2
Latifullah	6865	4	1	7	3	4	11.75	3
Cheyney	6385	2	1/1	6	4	3	15	4
Luard	6398	1/1	6	2	2	7	17	5
Morrin	KC6525	7	5	7	5	8	24	6
Batt	KC3731	15	3	1/8	14	17	49	13

NORTH AMERICANS RESULTS

A FLEET

Ewing	6352	1	1	4	5	11	dnf	11.25	1
Poyntz	KC6731	8	2	3	2	4	1	11.75	2
Humphreys	KC6660	5	7	5	1	2	3	15.75	3
Latifullah	6865	2	8	2	4	6	2	16	4
Cotter	5959	6	5	6	3	8	5	25	5
Luard	6398	9	3	1	6	1/0	8	26.75	6
Millican	6878	7	1/0	8	7	5	7	34	7
Morrin	KC6525	4	dnf	12	8	7	4	35	8
Cheney	6385	3	1/5	7	13	3	11	37	9
Batt	KC3731	11	4	10	1/6	11	10	46	10
Colman	KC7000	15	2/3	11	12	13	6	57	12
Elliott	KC6251	12	11	19	14	19	dnf	75	16
Strike	KC7141	17	2/5	24	22	24	dnf	24	108
Selwyn	KC3103	20	24	26	20	dnf	dns	116	26

POYNTZ WINS FOURTH NATIONAL TITLE

Barry Poyntz, sailing with amazing consistency in a fleet loaded with National Sailing Team members, won his fourth Canadian Albacore National Championship on the weekend of September 12 - 14, 1980, at Ontario's Cleavelands House. With his victory Poyntz tied the record held by the late Bill Gooderham for most national titles. Poyntz's victories, three with his brother, Gary, (1977, 1979, 1980) and one with Barry Himsworth as crew (1978) represents the first time any helmsman has ever won four consecutive titles.

The 50 boat Championship Fleet managed only one race on the Friday, as unexpectedly light winds followed a 30 knot blow-out on the Thursday, when the National Team Racing Championship had been sailed. Friday's race was started in near drifter conditions, with the boats at the starboard end almost rafting as the start gun went off. Those fortunate to have selected the pin end jumped off to an early lead, playing a persistent lift right up to the weather mark. Only as the first boats rounded the weather mark did some of the favourites, who had started near the committee boat, manage to shake loose.

However, a dramatic wind shift turned the second leg from a beam reach to a buck by the wing mark. Rounding on to the third leg, the leaders were greeted with the sound of two guns, shortening the course on this close reach. Middle-of-the-pack sailors, caught by the sudden wind shift found themselves once again rafting, at the wing mark, as those who started the leg on a high course sought mark rounding room. Positions switched drastically as the tail-enders sailed round the mess for the reach home.

Top finishers in the Championship Fleet were Jeff Moody 1st, Barry Poyntz 2nd, Alex MacNaughton 3rd, Phil East 4th and Dennis Sherwood 5th. The most interesting story, however, was the performance of Doris and Ken Browne, from Toronto's Outer Harbour Centreboard Club. Although the Brownes were sailing in the Masters' Fleet, which had started 5 minutes after the Championship Fleet, they finished 4th overall - a truly remarkable performance. Other top finishers in the 14 boat Masters' Fleet were Chris Adamson 2nd, Daphne Payne 3rd, Reg Forth 4th, and Henry Wilson 5th.

The Challenger Fleet, sailed in a fleet of 49 boats, was won by David Weaver followed by Craig Gammie 2nd, Tod Hataley 3rd, Greg Yaneff 4th and Don Ruddy 5th.

Due to insufficient registrations the Contender Fleet was not sailed.

Saturday brought the wind... and the cold... and the rain. A day which saw competitors stay out in the dreary weather for over eight hours, as the race committee worked to get two full course races in.

With decent winds blowing, and after several general recalls, the fleet started quickly to sort itself out into more predictable groupings.

Poyntz won his only race, followed by Mike Glew 2nd, Alan Humphreys 3rd, Jeff Zimmerman 4th and Tam Matthews 5th.

Paul Goddard won the Masters' Fleet race followed by Jim Hynd 2nd, Buffalo sailor Paul Wheeler 4th, and Chris Adamson 5th.

David Weaver continued his domination of the Challenger Fleet with his second straight win. Barry Moreton placed 2nd, Vicky Stephens 3rd, Jim Hatley 4th and Greg Yaneff 5th.

The third race was started after what seemed like an interminable wait, caused by the late finishing Challenger Fleet sailors. Most competitors huddled in the lee of an island, seeking shelter from the cold, damp winds. The winds blew 15 - 20 knots. The rain fell incessantly as the fleets started the course. Once again the fleet sorted out into fairly predictable finishes with Tam Matthews coming across the finish line first. Poyntz finished 2nd, followed by USAA Specifications Chairman, John Luard, 3rd, Alan Humphreys 5th and Ron Batt 6th.

Reg Forth sailed through much of the Championship Fleet to win the Masters' Fleet. Paul Wheeler finished 2nd, Chris Adamson 3rd, Don Young 4th and Ken Browne 5th.

Stu Ferry won the Challenger Fleet race ahead of Vicky Stephens. Ross Kappele was 3rd, David Weaver 4th and Greg Hall 5th.

Sunday's weather brought even more wind and cold, but fortunately not the rain. Bone chilling cold and grey skies greeted sailors who had hoped to start two races before the 11 o'clock deadline, to ensure a five race regatta. Problems in setting the course soon scuppered that hope, and it soon became apparent that only one race would be started - there would be no throw-out so consistency was all-important. And once again the front runners displayed their ability to stay up in the top ten. The race was won by John Luard followed by Alan Humphreys. Barry Poyntz was 3rd, John Francis 4th and David Sturch 5th.

Reg and Molly Forth finished 4th for the third time to win first overall in the Masters' Fleet. Don Young won that fleet's final race ahead of Paul Goddard 2nd, Paul Wheeler 3rd and Ken Browne 5th.

John Lawler romped home ahead of David Weaver to win the Challenger Fleet race. Vicky Stephens placed 3rd ahead of John MacLaughlin 4th and Robert Beadon 5th.

Besides Poyntz's remarkable consecutive win record, the 1980 Canadians will be remembered as a competition where some of Canada's best sailors showed up to challenge the Albacore fleet's finest. Despite many early fears that Olympians such as Jay Cross and Tam Matthews and nationally recognized sailors such as Jamie Kidd, Diane Groome and Greg Tawaststjern might run away with the competition, in the end only Tam Matthews, sailing with Iain Dobson was able to make the top five.

Barry and Gary Poyntz finished with 11.7 points for first place. Gooderham series winners Alan Humphreys and Paul Schramm were second with

29.7 points, followed by New York City sailors John Luard and Toni Gahn were third with 33.4 points. Matthews and Dobson were in fourth place with 40.7 points. Brothers-in-law John Francis (crewed by Rick Clayton) and David Sturch (crewed by Robert Payne) finished tied with 67 points, but Francis was awarded 5th place as a result of better boat-to-boat finishes.

Reg and Molly Forth won the Masters' Fleet with 24 points, followed by US sailors Paul Wheeler and Norm Jensen with 30.4 points. Chris and Tony Adamson were close behind in third spot with 31.7. Ken and Doris Browne placed fourth overall with 33 points, only .7 points ahead of Don and Norma Young, who finished 5th with 33.7

Conestoga Sailing Club's David Weaver and Robert Spachman led a strong contingent from that club to win the Challenger Fleet Championship with 11 points. Vicky and Jim Stephens placed second with 27.4 points, followed by John MacLaughlin and Nancy Langmaid in third place with 59.7 points. John Lawler and Bob Mosley finished fourth with 64 points, ahead of Jim and George Hatley with 68 points.

The Championship Fleet Club Championship (best three finishers from one sailing club) was won by the RCYC team of Tam Matthews/Iain Dobson, Diane Groome/Jamie Kidd and Jeff Zimmerman/Jay Cross.

The Masters' Fleet Club Championship was won by the Peterborough Sailing Club team of Reg and Molly Forth, Chris and Tony Adamson and Paul Goddard/Sylvia Cashmore.

Conestoga Sailing Club's team of David Weaver/Robert Spachman, Dieter and Mary Ann Lenz and George Roth/Murray Spachman won the Challenger Fleet Club Championship.

Family Trophy winners (best finish by skipper and related crew not finishing in the top five) were Mike and Jenny Glew, with an 11th place finish, in the Championship Fleet; Jim and Ann Hynd, with a 6th overall, won the Masters' Fleet and Don and Kathy Ruddy, with a 5th (tied) took the title in the Challenger Fleet.

In addition to winning the overall title Barry and Gary Poyntz also won the Fibreglass of Canada Trophy for the top finish by a skipper and crew resident in Ontario.

The Tre Behan Trophy awarded to the top junior aged skipper and crew sailing in the Championship Fleet was won by the RCYC sailors Karen Johnson and Jenny Norman.

The Championship held added importance for those sailors contemplating sailing in the World Albacore Championships next Autumn in the US. The CAA Executive has determined that two thirds of the total Canadian positions will be awarded to those skippers who had qualified for the Canadian Championship Fleet based on their finishes at the 1980 Canadians. The initial allocation of positions to Canada is 25 boats. The remaining 8 positions will be awarded equally from finishes at TARTS '81 and a

regatta held in Eastern Ontario (probably ARK '81) to those who had not previously qualified, so long as they finish in the top 50% of the fleet. Any positions not so filled will be offered according to placings in the Championship Fleet at the 1980 Canadians.

Our National Championships are a major undertaking. No other class annually hosts a regatta of the size. To run a regatta such as our Nationals requires the efforts of many volunteers. At the risk of failing to mention someone, it is imperative that we recognize the great contribution made by Regatta Chairman Alex MacNaughton and the host club members from MLSC. We extend our thanks to friends of the class such as Race Committee Chairmen Rob Purves and Lou Spence, who performed admirably under very trying conditions: to Beach-Master, Fraser Dewar whose stern hand, strong voice and good humour got the large fleet to sea and back with a minimum of fuss: to Bob and Mike Ingram from the Boathouse Marina, who so generously donated their boats and then time to guarantee the success of the regatta: to Frank Down and Jack Birk and their compatriots from the Royal Canadian Sea Cadets, who provided the manpower and crash boats to ensure the safety of the competitors: and to the many volunteers who assisted the Regatta Committee with the preparations, registrations, Protest Committees and the many other parts which make up this outstanding weekend of sailing.

See you all in Toronto next September!

Special Correspondent - David Whitfield.



Photos by David Whitfield.

Barry Poyntz receiving the Ontario Championship Trophy from Alex MacNaughton



David Weaver & Robert Spachman
Challenger Fleet Winners.



Regatta Chairman, Alex MacNaughton, with
Masters' Fleet Winners Reg and Molly Forth.

More pictures in the next issue.

CHAMPIONSHIP FLEET

SAIL #	HELM	RACE # 1	RACE # 2	RACE # 3	RACE #4	O/A					
6731	Poyntz	2	3	1	0	2	3	3	5.7	1	11.7
6660	Humphreys	7	13	3	5.7	4	8	2	3	2	29.7
US6832	Luard	10	16	6	11.7	3	3.7	1	0	3	33.4
6227	Matthews	6	11.7	5	10	1	0	13	19	4	40.7
6655	Francis	26	32	7	13	8	14	4	8	5	67
6803	Sturch	17	23	12	18	8	14	5	10	5	67
624	Cross	27	33	8	14	6	11.7	10	16	7	74.7
5009	Tawaststjerna	23	29	13	19	12	18	9	15	8	81
3731	Batt	33	39	11	17	5	10	14	20	9	86
7034	Zimmerman	37	43	4	8	18	22	11	17	10	90
6700	Glew	13	19	2	3	dsq	57	8	14	11	93
6628	Treissman	46	52	9	15	9	15	7	13	12	95
480	Owen	30	36	24	30	7	13	12	18	13	97
6701	Sherwood	5	10	23	29	39	45	15	21	14	105
6626	Ewen	9	15	16	22	35	41	26	32	15	110
4824	McNaughton	3	5.7	35	41	26	32	27	33	16	111.7
6999	Moody R.	40	46	10	16	20	26	18	24	17	112
6857	Griffin	41	47	15	21	15	21	19	25	18	114
6642	Johnson	24	30	19	25	13	19	35	41	19	115
5003	Whitfield	8	14	29	35	32	38	25	31	20	118
6644	Moody J.	1	0	20	26	dsq	57	31	37	21	120
4420	East	4	8	34	40	28	34	34	40	22	126
858	Hayley	15	21	37	43	14	20	36	42	23	126
5858	McIntyre	20	26	28	34	17	23	37	43	23	126
6816	Rogers G.	31	37	33	39	25	31	16	21	25	129
5547	Brayshaw	25	31	26	32	18	24	38	44	26	131
3104	Howard	dsq	57	27	33	11	17	20	26	27	133
6221	Mallet	16	22	16	23	36	42	40	46	27	133
6641	Cumming	18	24	46	52	23	29	22	28	27	133
6525	Morrin	11	17	21	27	dsq	57	30	36	30	137
3765	Gibson	47	53	18	24	22	28	29	35	31	140
6232	Behan	21	27	25	31	dsq	57	23	29	32	144
7000	Colman	35	41	22	28	dsq	57	17	23	33	149
6005	Topp	14	20	40	46	30	36	42	48	34	150
7060	Chandler	48	54	30	36	19	25	32	38	35	153
6997	Medhurst	45	51	32	38	27	33	28	34	36	156
4129	Durnford	39	45	44	50	44	50	6	11.7	37	156.7
7019	Baxter	38	44	36	42	38	44	21	27	38	157
6210	Safrata	29	35	14	20	dsq	57	43	49	39	161
6400	Rogers I.	12	18	45	51	37	43	44	50	40	162
6840	Stamper	28	34	47	53	21	27	46	52	41	166
5471	Niblett	32	38	31	37	29	35	dnf	57	42	167
6590	Brayshaw P.	49	55	39	45	24	30	33	39	43	169
6104	Kierulf	19	25	41	47	41	47	45	51	44	170
6250	Pudwell	43	49	dsq	57	31	37	24	30	45	172
590	Doherty	22	28	42	48	43	49	47	53	46	178
US5403	Clements	34	40	38	44	33	39	dnf	57	47	180
6494	Murdock	42	48	dsq	57	34	40	41	47	48	192
7040	Strike	44	50	43	49	42	48	39	45	48	192
6665	Selwyn	36	42	48	54	40	46	dnf	57	50	199

Scoring for all fleets was Olympic:- 1st - 0,
 2 - 3, 3 - 5.7, 4 - 8, 5 - 10, 6 - 11.7, 7 or
 more place + 6. DNS, DNF, DSQ, registrants + 1.

MASTERS' FLEET

SAiL #	HELM	RACE # 1	RACE # 2	RACE # 3	RACE # 4	O/A					
3236	Forth	4	8	4	8	1	24				
US5933	Wheeler	10	16	3	5.7	2	30.4				
5614	Adamson	2	3	5	10	3	31.7				
6157	Browne	1	0	7	13	5	10	4	33		
6151	Young	8	14	6	11.7	4	8	1	0	5	33.3
5599	Hynd	7	13	2	3	6	11.7	6	11.7	6	39.4
4824	Goddard	dns	21	1	0	13	19	2	3	7	43
6462	Fraser	6	11.7	9	15	9	15	8	14	8	55.7
6109	Wilson	5	10	13	19	8	14	10	16	9	59
6760	Payne	3	5.7	14	20	11	17	13	19	10	61.7
5005	Helliwell	12	18	8	14	12	18	11	17	11	67
5503	Long	9	15	10	16	dns	21	9	15	11	67
4276	Fitzpatrick	11	17	12	18	10	16	12	18	13	69
6503	Hill	dns	21	11	17	7	13	dns	21	14	72

CHALLENGER FLEET

SAIL #	HELM	RACE # 1	RACE # 2	RACE # 3	RACE # 4	O/A					
5852	Weaver	1	0	1	0	4	8	2	3	1	11
6216	Stephens	7	13	3	5.7	2	3	3	5.7	2	27.4
716	Maclaughlin	17	23	6	11.7	11	17	4	8	3	59.7
6141	Lawler	12	18	16	22	18	24	1	0	4	64
6656	Hatley	9	15	4	8	21	27	12	18	5	68
5240	Ruddy	5	10	7	13	10	16	23	29	5	68
6738	Ferry	25	31	8	14	1	0	20	26	7	71
7010	Jonjev	20	26	10	16	9	15	8	14	7	71
4864	Mireton	21	27	2	3	20	26	17	23	9	79
7011	Hall	15	21	17	23	5	10	21	27	10	81
3766	Yaneff	4	8	5	10	6	11.7	dsq	56	11	85.7
6657	Roth	24	30	15	21	14	20	9	15	12	86
6437	Overbury	18	24	18	24	13	19	14	20	13	87
4473	Kappelle	dns	56	9	15	3	5.7	10	16	14	92.7
6600	Lenz	36	42	13	19	15	21	6	11.7	15	93.7
6747	Hataley	3	5.7	19	25	27	33	26	32	16	95.7
210	Ryder	28	34	25	31	12	18	7	13	17	96
3892	Duynstee	6	11.7	27	33	8	14	32	38	18	96.7
1367	Beadon	42	48	14	20	17	23	5	10	19	101
5344	Gammie	41	47	11	17	16	22	15	21	20	105
614	Langford	41	47	11	17	16	22	15	21	21	107
5935	Stewart	34	40	35	41	7	13	13	19	22	113
6699	Bates	8	14	12	18	22	28	dnf	56	23	116
6269	Shaw	10	16	29	35	28	34	30	36	24	121
7012	Winsor	38	44	20	26	25	31	19	25	25	126
5310	Pudwell J.	39	45	21	27	26	32	16	22	25	126
5502	Gibson R.	29	35	36	42	24	30	24	30	27	137
6746	Wiersma	11	17	26	32	41	47	37	43	28	139
484	Wilson	14	20	39	45	36	42	27	33	29	140
6148	Crawford	22	28	34	40	35	41	29	35	30	144
4876	Blant	32	38	37	43	23	29	28	34	31	146
6799	Bristow	33	39	31	37	40	46	18	24	32	146
3102	Cranfield	dns	56	23	29	19	25	31	37	33	147
5520	Hogg	19	25	24	30	dnf	56	38	44	34	155
5784	Loudon	16	22	40	46	34	40	42	48	35	156
6796	Pitman	31	37	41	47	dnf	56	11	17	36	157
4468	Howe	40	46	22	28	dsq	56	25	31	37	161
6194	Moor	dns	56	28	34	31	37	34	40	38	167
7009	Benjamin	27	33	46	52	37	43	36	42	39	170
7006	Farrell	30	36	45	51	33	39	41	47	40	173
6299	Tait	26	32	47	53	42	48	35	41	41	174
5630	Lash	35	41	44	50	39	45	33	39	42	175
7777	Rider	37	43	38	44	38	44	39	45	43	176
6169	McGregor	dns	56	33	39	29	35	40	46	43	176
6585	Harris	13	19	43	49	dsq	56	dsq	56	45	185
4881	Flemming	dns	56	30	36	32	38	dns	56	46	186
6767	Kunc	23	29	49	55	dnf	56	43	49	47	189
1998	Hannay	dns	56	42	48	dnf	56	dns	56	48	216
6967	Beecroft	dns	56	48	54	dns	56	dns	56	49	222

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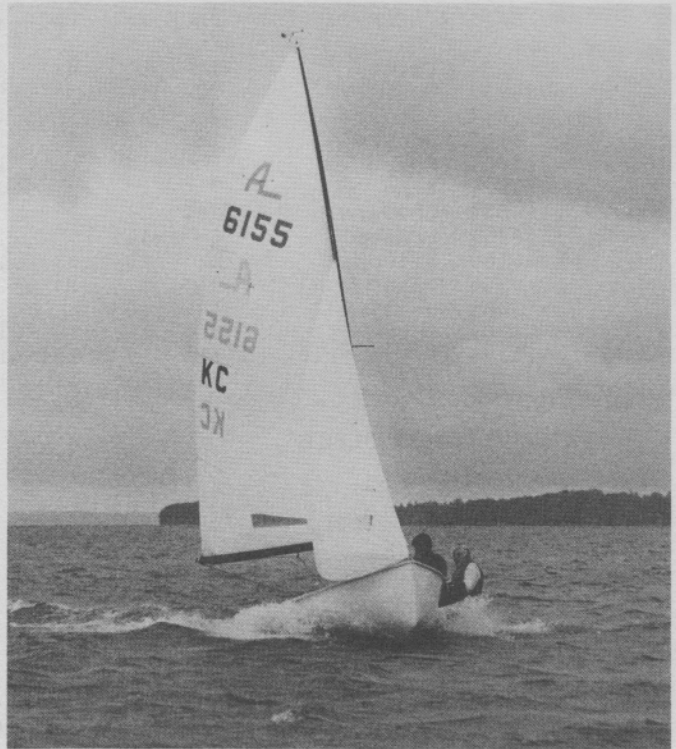
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CANADIAN ALBACORE ASSOCIATION

COMMODORE'S REPORT - 1980

In his 1979 Message our Commodore commented on our level of membership, and outlined the steps being put in place to attack this problem. During the past year there has been an encouraging increase in membership and for further information I would refer you to the detailed report.

This year has seen the Insurance Programme put into place, and flourish. It is undoubtedly a popular and significant benefit available to Members, and the response during the first year has exceeded the projections.

Your Executive has met regularly during the year and while detail reports are included on specific areas of activities, I propose to highlight in a general way, the activities during the past year.

Following on the Annual General meeting discussions were opened with the USAA to inform them of the results of our discussions on shroud levers. This was part of the decisions reached in Torquay. Various discussions followed on this approach, but the USAA did not apparently hold the "straw vote", and did not propose to pursue the matter. Accordingly, your Executive approved the deletion of this exception as applicable to Canada. This rule change is the subject of a specific ratification at this meeting.

Also on the topic of rules, there were suggestions to be considered from the International Association and a question raised by one of the builders. Because of these matters a Task force, outside the Executive was established to deal with these matters. The task force reported back and the rule items were accepted.

Skene boats produced their new boats this year, using the Association plug and it appears that this cooperative approach with a builder has been beneficial to the builder and the Class. Racing Sailboat Services also began production of their wooden boat with evident quality and desire to work with the Class.

The Yearbook was re-introduced under the capable direction of Nick Hancock, and it is intended to continue this publication on a yearly basis.

The untimely death of Bill Gooderham was a loss to the Class as a whole, as well as the many sailors who had been exposed to his influence over many years. Our Class is particularly indebted to Bill, and in recognition of this we have established the Bill Gooderham Trophy.

Forward planning beyond the 1980 activities has included consideration of major regatta sites. The 1981 Canadians will be hosted by TS&CC and South Muskoka has agreed to host the 1982 event. We are responsible for the 1983 Worlds, and RCYC has agreed to host this event.

One of our disappointments this year was the exclusion from CORK. While we understand the need to retain the core of participants from Olympic classes, it is none the less sad that we were dropped from the event. Hopefully this can again become a significant event for our Class.

The proposed change to an Incorporated Association has now gone through all the necessary legal formalities and this meeting is structured to implement the transition.

We have continued to have a full regatta programme, including participation by Junior Sailors in special events, and while numbers go up or down, the enthusiasm and quality remain at a high level. It is particularly encouraging to see new sailors coming into the Class both from Junior ranks and from other classes. We remain one of the premier dinghy classes in Canada both in numbers and quality, because of your participation and your interest.

I cannot close this report without expressing my appreciation to all Members, including your Executive, who have made this year possible. Your interest, support, comment, advice and participation are what makes this Association work.

FLEET CAPTAIN'S REPORT

The annual meeting of Fleet Captains, District Fleet Captains and Measurers was held on Saturday, April 26, 1980 at Toronto Sailing and Canoe Club. Twenty people attended, representing the C.A.A. and various fleets and districts.

During the feedback session, there appeared to be a consensus that communication within the Association had improved over the past couple of years. The participants were especially supportive of recent efforts to upgrade member services, including the changes in Shackles, the new insurance programme, and the 1980 Yearbook.

Much of the discussion at the meeting centred on two concerns common to most fleets: increasing the number of local Albacore owners participating at the fleet level: and organizing and financing successful local and district regattas. Because of the mix of seasoned and relatively new executives present, this session produced a useful exchange of information.

Second Vice Commodore's Report

The second vice-commodore's responsibilities for 1980 included membership, the new insurance program, and general assistance to the Editor of Shackles and Cringles.

Over the past two years your Executive has undertaken a rather extensive membership campaign to locate former Association members whose membership had lapsed, and those Albacore owners who have never been members of the C.A.A.. We are pleased to report that these efforts have resulted in an overall membership increase of approximately 15% over 1979. As of the date of writing (August 18, 1980) there were 446 paid-up 1980 members. Of this number 417 were Senior Members, and 29 were Associate members.

In order to maintain the high level of services being provided to our members, the campaign to attract more members must go on. In this effort we require your assistance. We ask all C.A.A. members to assist in two ways: First by sending in to the C.A.A. a list of all Albacore owners in your club. We will follow-up these lists by comparing the names to our list of active C.A.A. members. A special information package will be forwarded to all non-members. Secondly, your personal contact with members of your sailing club is invaluable in selling the benefits of membership in the C.A.A. We thank our many members who have assisted in this manner and encourage your continued support.

The most major change in C.A.A. benefits over the past year has been the introduction of the C.A.A. Group Insurance Plan. After extensive work by your executive over several years we finally were able to offer what we believe is the most comprehensive boat insurance package available to a dinghy sailor - at very attractive rates. Response to the programme has been very encouraging. To date, (Aug 18(80) 69 members have insured their boats under the Plan. The CAA is pleased that this service has been so enthusiastically received by its' members.

Not only is it a valuable aid to those who race, but it is a very real benefit to even the non-racing sailor. Your efforts in supporting the Group Insurance Plan and in notifying non-members of this new benefit in joining the CAA are appreciated.

Shackles & Cringles, under the editorship of Jean Rogers, has been a tremendous aid to the association. It is a first class publication in every way. Each issue has been full of helpful articles on sailing, news on the Association and upcoming events. I know of no class newsletter which approaches the quality of Shackles and Cringles. On behalf of all members, I extend my deepest thanks to Jean for her dedication, good humour and talent in editing Shackles and Cringles. You can be of great assistance to Jean by reporting your regatta results, Fleet and District news, Albacore gossip, bouquets and criticisms regularly to her.

Much has been accomplished in 1980, but there is much more to be done in 1981. With your continued support the CAA is bound to continue as Canada's leading Class Association.

Rear Commodore's Report - Jerry Selwyn

While it was my responsibility to co-ordinate the Toronto International Boat Show Exhibit, its success was due to the many volunteers who helped to man the display and who contributed to the display materials :- George Roth for the photos and scale model of the new plug -Norm Berzins, David Whitfield and Lt. Commander Jake Birks of the Canadian Forces for the excellent Albacore on-water photos - Wang Laboratories (Canada) Ltd. and their incredible word processing equipment for their help in preparing the brochures which we should be able to use for several future shows - Elizabeth Mitchell for allowing us to display her beautiful new Racing Sailboat Services (Whitehouse) Albacore.

Every year there are many comments concerning the boat selected for display at the Toronto Show. The two differing opinions seem to be equally divided. Some feel that a fully-equipped wood boat is not representative of the class, and tends to put prospective sailors off. Others feel that a basic fibreglass boat attracts fewer people to the stand. In my opinion, our aim is to attract as many people to the Albacore stand so that we, as enthusiastic class members can tell and show visitors about the class and how, due to the **variety** that is available within our One-Design class, the Albacore is the best choice for most dinghy sailors in Canada. An Albacore is easy to learn to sail in - a good family/cottage boat - a good racing craft!

My thanks to guest speakers Richard Storer and Bob Whitehouse on behalf of more than 150 Class members who attended the Albacore tuning/racing seminar at Harbourfront in Toronto. I hope you all enjoyed the evening as much as I. Thanks also to Ron Moody for the loan of his boat as a demonstrators model. Sue McGregor and other Burlington sailors, using the Toronto Boat Show display, put on an excellent exhibit at Mohawk College Burlington sailing seminar this spring. We need more of this. Could you put on a weekend display at your local Shopping Plaza. Library, Community College? The CAA Executive will help with display material, brochures and advice, we're as close as the phone.

Albacore lapel pins, tietacks, stick pins, cuff links and necklase or bracelet charms are now available and will be sold at major regattas or by writing the CAA. Woven crests and mylar Albacore stickers are also available.

My several years at Albacore sailing and the last five or six year on your executive have been a rewarding experiance so it is with much regret that "Chequered" is sold and Joan and I are going to have a crack at Shark sailing. If you see Shark #7 on the water give us a wave and a holler.

Chief Measurer's Report

Two important milestones were reached by the C.A.A. during 1980 relating to the measurement of boats. First, I travelled to Ottawa in February to measure the first new boats off the Association's new mould which was cut by the National Research Council using a computer-controlled cutter. These new Skene boats were, as one would suspect, very close to the official "lines". It is encouraging to see new fibreglass-built boats being manufactured with such care and attention. The second milestone was the production and measurement of the first Canadian-built wooden boat by Bob Whitehouse of Racing Sailboat Services. Wooden boats present different problems from a measurement standpoint, but with the co-operation and assistance of the builder the new boats were successfully measured.

We took the opportunity of measuring one of the wooden boats to demonstrate measurement techniques at a Measurer's seminar held in conjunction with the Fleet Captain's Meeting at T.S.C.C. in May.

As of the date of writing (August 18, 1980) I have issued 35 new measurement certificates, up from 26 issued in 1979. I also issued 23 transfer certificates during the year, up from 18 in 1979. In addition, I issued numerous replacement Measurement Certificates to members who had misplaced their certificates.

Paul Pudwell
Chief Measurer

PLAN TO ATTEND



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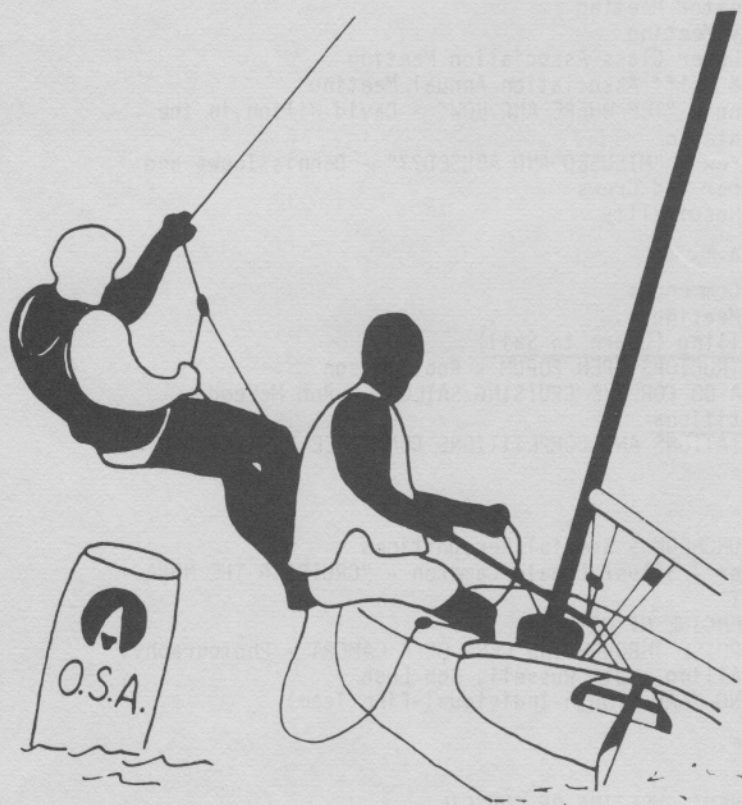
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Author from Nova Scotia
Featured in Sept. Canadian Yachting
Magazine

