

shackles and cringles

canadian albacore association's
bi-monthly newsletter

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Part of the Championship Fleet rounding a mark during the 1980 Nationals.

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Executive Notes

The time lag between composing this message and the eventual distribution means that I try to think ahead. The Toronto Boat Show is over and, surely, Spring will not be too far behind.

Our exhibit in the OSA display was again a popular checking-in spot and the opportunity to look at a practical racing boat proved a drawing card. My appreciation to all those who took part in preparing and manning our display (not a sexist reference), and to the Rogers for the loan of "Mistress Quickley".

One sad note, which is referred to elsewhere in this issue, was the accidental death of Carl Strike and his family. Carl brought to Skene Boats, and so to our class, an enthusiasm and interest which will be missed.

The question of adjustable shrouds is before us and I ask that each of you consider the merits of the arguments laid before you. Which ever way the voting goes, we will have to live with the decision for some time. Your Executive in presenting the motion last year, took the position that we should not keep making changes, and I am sure this desire will continue.

This year, being a "Worlds" year, will include a meeting of the International Specification Committee, which attempts to insure uniformity in spirit as well as wording of our rules.

I again urge all of you to renew your membership this year and to encourage fellow sailors to join. Our class is healthy and vigorous because of a wide membership, which permits a high level of services.

You will receive further details elsewhere on a sailing seminar at Harbourfront. This is a new format to encourage wider interest and I look forward to seeing many of you there. Hopefully the weather will co-operate and sailing will be underway again at the same time.

Haakon Kierulf
Commodore

INSURANCE PREMIUMS RAISED SLIGHTLY

The cost of insuring your boat under the C.A.A. insurance plan will be raised slightly for the period May 1, 1981 through April 30, 1982. After reviewing the loss experience for the first year, our Insurers have raised the annual premium \$5.00 for each insurance category. In other words, the new premium schedule will be:

\$35.00 for \$3,000.00 coverage
\$45.00 for \$4,000.00 coverage
\$55.00 for \$5,000.00 coverage
\$65.00 for \$6,000.00 coverage etc.

The new rates reflect the fact that over \$5,000 was paid out under the plan during 1980. Approximately 200 members of the C.A.A. took advantage of the savings afforded under the Plan.

One further improvement has been made to the plan. Third-party liability coverages have been increased to \$200,000 from \$100,000, previously available, at no additional cost.

All policies will come due on May 1, 1981. To ensure continued coverage please make sure that you have forwarded your renewal application prior to that date. Cheques may be post-dated to the date on which you wish coverage to commence, if desired.

We're confident that the coverages offered under the C.A.A. Insurance Plan remain one of the BEST insurance buys you can make. Details of the coverages offered, and application forms are included with this issue of Shackles and Cringles.

HELP!!!! WE NEED YOUR HELP

Included with this issue of Shackles and Cringles are two important additional items for your consideration.

First is the "Shroud Lever Referendum". Please read the two articles setting out the positions for and against the adoption of shroud levers which are included with this issue and then return the enclosed ballot. ONLY THOSE BALLOTS RECEIVED ON OR BEFORE MARCH 20, 1981 WILL BE CONSIDERED. All entries are to be mailed to the Canadian Albacore Association, P.O. Box 1028, Station "Q", Toronto, Ontario M4T 2P2. Please use the special self addressed envelope included with this issue. All envelopes must clearly state the name of the senior member on the outside of the envelope. Failure to do so will result in the ballot being declared to be spoiled. Finally, only paid-up 1981 Senior members are allowed to vote in the referendum, so please make sure that you have forwarded your membership renewal prior to March 20th. The results of the referendum will be announced immediately following the counting of the ballots which will take place on March 21, 1981.

This is an important matter for the C.A.A.. Please give the issue the attention it deserves, and be sure to vote.

The second enclosure with this issue of Shackles and Cringles is a questionnaire designed to help your Executive serve you better. We would encourage all members to answer the questionnaire and to return it as soon as possible to the C.A.A.

MARKETING STRATEGY OF THE CANADIAN ALBACORE ASSOCIATION.

Our association, like many groups of Canadians, reflects.

People join our association for many different reasons; to some we are the association that provides cheap boat insurance; the interests of others lie in reading technical articles in Shackles and Cringles; some join so that they may race in Canada's largest two man racing dinghy fleet; others join because they feel it their duty; but the more common reasons are the recognized need to help promote the interests of boat owners to ensure that the class remains in the forefront of all Canadian dinghy classes and that the value of used boats remains high.

To meet these objectives, especially the latter ones, we require a constant stream of new members and boat owners, either sole owners or via community clubs, Sea Scouts, etc., for a class, like a business, seldom remains static - it either goes up or down. I also make the assumption that a person who sails an Albacore is likely to be more highly motivated to further the interests of the Albacore Association if he or she is either a full or associate member, for members are more likely to be drawn into organizing activities, attend seminars or talks, take part in races, cruises, etc. and be kept informed by receipt of Shackles and Cringles.

The funds available for publicity from the \$15.00 subscription are very limited. Only \$600.00 will be available in 1981. The cost of one half-page advertisement in the better known yachting magazines would more than exhaust this sum. We do, however, have many members all over the country and therefore our schemes/plans should utilise people, rather than dollars. I therefore suggest the following for our main thrust.

PEOPLE TALKING TO PEOPLE

The personal recommendation or suggestion from a friend or acquaintance to 'get into sailing with an Albacore' or for an existing Albacore sailor to join the Association is the most productive type of endorsement there is. If every Albacore sailor could gain one new member, think of the effect on our clubs, racing fleets, the likelihood of meeting other sailors when cruising/camping, and the income to the Association to provide better services.

EXHIBITIONS: BOAT SHOWS, SHOPPING MALLS, LIBRARIES.

The costs are usually small, but the exposure to a vast audience is great. Last year a number of Districts/Clubs organized exhibitions in malls and this year, again, the Association has been represented at the Toronto Boat Show and will be represented at the Ottawa Boat Show. Here are a few suggestions.

- 1 Make arrangements in writing with the show organizers/mall owners, preferable, at least one or two months prior to the event.

- 2 The date(s) should be high traffic - avoid the two weeks after a public holiday and try to get in for a minimum of Friday and Saturday. The Friday evening is usually very important. March, April, May and early June are ideal months.

- 3 It is preferable to set up an Albacore with a full sized mast/sail to attract maximum attention, but if there are height limitations be prepared to make a sample form of mast out of wood - it doesn't have to be elaborate as long as some sail can be hoisted.

- 4 Large size posters/photographs should be displayed. The Association can arrange for you to be loaned a suitable set, free of charge.

- 5 Make sure that suitable literature is available and that everybody who will man the stand has been briefed, ie know the price of 2nd hand and new boats, local clubs etc. The Association will supply suitable material.

- 6 Advertise your proposed exhibition - the local Cable TV will usually air community type projects/advertisements free of charge and the local press will usually print a story.
Note. By the fall of 1981 we hope to have a professionally designed and portable display stand to loan out when required.

ORGANIZE SAILING SEMINARS - MEETINGS

Meetings in the Winter and early Spring are an ideal place to generate enthusiasm. Ideally they should be addressed by a well-known local or international yachtsman, sailmaker, etc., and advertised prior to the event in the same way as for an exhibition. The topics chosen ie. racing rules, tactics, go-fast equipment, should all relate to the Albacore. Your Provincial Sailing Association will subsidize the event. In Ontario the Association will endeavour to obtain, on behalf of any group, funds to meet:

- 1 Speaker's honorarium - maximum \$25-\$30
- 11 Speaker's travel expenses - usually only for distances in excess of 100 miles.
- 111 Hotel expenses of speaker, should it be necessary to stay away from home.

Suitable accommodation for seminars etc. is usually available at clubs, libraries, schools, free of charge.

Note - A seminar is being arranged in Toronto on April 30, at Harbourfront, at 7.30pm.

SHACKLES AND CRINGLES

The costs of distribution etc. are high and therefore to make each copy do double work, after reading it, it is suggested that members pass it on to their local sailing club, library, interested friends etc.

IMPROVE THE MARKET FOR 2ND HAND ALBACORES

To try and get boats into the hands of people who will sail them and hopefully join the Association, we should try and obtain the maximum number of listings of boats for sale in the BUY/SELL column of Snackles. We should encourage prospective purchasers to advertise their need for a boat and the price range etc. in Snackles. The new issue of Snackles will contain the Buy/Sell column in the form of a separate NOTICE that we hope members will make a point of putting up on their club/works/school notice board.

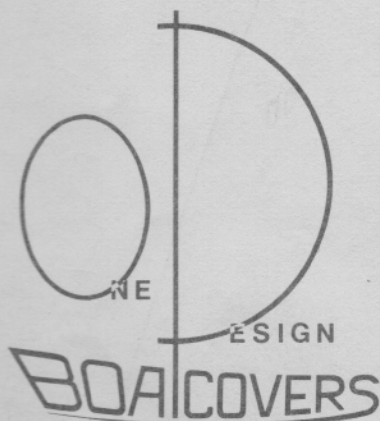
If advertising a boat for sale please be brief but mention:

- a Price required (but be realistic)
- b Name, address and telephone number.
- c Sail number and age of boat and sails.
- d Condition, builder, weight, if known, measurement certificate.
- e List of extras, cover, dolly, trailer.

To summarize, our marketing efforts are largely in the hands of YOU, our members. What have you done recently, what can you do to assist in the immediate future/

Peter Brayshaw
Rear Commodore.

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



HANS GOTTSCHLING

1655 CORAM CR., MISSISSAUGA, ONT. L4X 1L1

PHONE 277-3306

TORONTO BOAT SHOW

.....THE BOAT TO START WITH _ THE BOAT TO STAY

THE BOAT TO START WITH - THE BOAT TO STAY WITH

The mainsail on the show boat again proclaimed the aims of the Canadian Albacore Association, and caught many a visitor's eye as he wandered through the Ontario Sailing Association's section of this year's boat show.

The Albacore on display was A 6816, otherwise known as "Mistress Quickley". She is equipped with most go-fasts, including a jib bar (see article in S & C Spring 1980 ed.) The jib set was the latest design from the Storer loft. It has a flatter exit in the lower leach to enable it to be more closely sheeted. There is also twist off character in the upper leach designed to avoid backwinding the main sail.

The CAA exhibit seemed to attract many of the general public and a considerable number expressed interest in the association and/or boat. It is hoped that when these contacts are followed up the result will be a few more satisfied Albacore owners and CAA members.

The CAA Executive would like to thank the members, from those clubs listed below, who helped to man the stand throughout the evenings and weekends of the show.

Boulevard Club.
Bronte Harbour Yacht Club.
Burlington Sailing and Boating Club.
Conestoga Sailing Club.
Mooredale Sailing Club.
North Toronto Sailing Club.
Outer Harbour Centreboard Club.
Parkway Sailing Club.
Royal Canadian Yacht Club.
Royal Hamilton Yacht Club.
Saint Jamestown Sailing Club.
South Muskoka Sailing Club.
Toronto Sailing and Canoe Club.

BUILDER, FAMILY DIE IN TRAGIC ACCIDENT

CARL STRIKE, President of Skene Boats, his wife and two children died in a tragic mishap on Saturday, January 3, 1981, at their suburban Ottawa home. The cause of death has been attributed to carbon monoxide poisoning resulting from a defective heating system.

Strike became the President of Skene Boats Limited in 1979 when he merged his company B-Y Plastics with Skene Boats Limited, upon the retirement of Wally White. Under his direction Skene produced the new NRC mould and new interior and deck configuration. The firm had just moved its production facility to a new location to accommodate increased demands for the Albacore. Aggressive marketing by Carl in both Canada and the United States had resulted in Albacore production rising over 200% in less than two years.

Carl Strike will be remembered for his enthusiasm and good humour which he brought to his work and to his sailing. In the two years he was associated with the Albacore Class he brought an openness and desire to co-operate with the Association which was already paying dividends not only for his company, but also for the Class. He was the "high-profile" man for Skene boats, always present at regattas both in Canada and the U.S.. We mourn his loss.

In the meantime, it's business as usual at Skene Boats. George Carlyle, whose background includes many years of Albacore production has taken over the Presidency of the firm.

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.

As an Albacore competitor, you should be looking for that extra edge in speed, and asking yourself if only one sailmaker can meet your requirements.

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



NORTH SAILS FOGH
55 Ormskirk Avenue, Toronto M6S 4V6
(416) 762-7531

CANADIANS QUALIFYING PROCEDURES REVISED

Qualifying regattas will still be employed in 1981 to determine eligibility for the 1981 "Canadians" Championship Fleet - with one significant change.

As in 1980, each District may designate 5 regattas as qualifying regattas for the Championship Fleet. All competitors who sail in a minimum of 3 qualifying regattas and who wish to sail in the Championship Fleet for 1981 are guaranteed a position in the Championship Fleet, regardless of the number of the number of starters. This is unchanged from the 1980 procedure. The Executive is satisfied that the holding of qualifying regattas does significantly increase participation in local regattas, and, as such, encourages and supports interest in the Albacore Class.

However, in the past problems have arisen as a result of requiring all competitors to meet the minimum qualifying procedures. Some sailors have legitimate reasons for not having met the qualifying criteria (e.g. business and personal pressures; not having acquired their Albacore until late in the sailing season; other sailing commitments etc.). In addition, sailors from other Classes have often made application to sail in the Championship Fleet, recognizing the high level of competition which is available at our National Championships. The Executive believes their involvement is a benefit to the Albacore Class.

While certain rules, as set out in the Notice of Race did give the Regatta Committee the discretion to allow competitors to sail in the Championship Fleet, application of that discretion was often criticised by those sailors who did not seek exemption from the qualifying criteria and who (albeit grudgingly) agreed to sail in the Challenger or Masters Fleets, for which there were no qualifying requirements.

In order to avoid these problems in the future the Executive has decided to allow a limited number of sailors qualify for the Championship Fleet at the "Canadians", who had not qualified by sailing in 3 qualifying regattas. Under this new provision, to be tried out this year, 10 additional positions will be "up for grabs" at the "Canadians" for all competitors who wish to sail in the Championship Fleet, but who have not met the other qualifying requirements. All "non-qualifiers" who wish to sail in the Championship Fleet will sail with that Fleet for the Friday race(s). At the end of the Friday race(s), the "non-qualifiers' " results will be calculated and the best ten (plus ties, if any) will be deemed to have qualified for further competition in the Championship Fleet. Those "non-qualifiers" whose standings after the Friday race(s) place them eleventh or lower will automatically be dropped out of the Championship Fleet and transferred to the Challenger Fleet for the remainder of the competition. These sailors will be

scored under the normal procedure employed in the past by those who could not sail in Friday's races. In other words, their results in Saturday and Sunday competition will be averaged to develop a score for one race not sailed, and the other race will be deemed to be a throw-out.

The above procedure will apply so long as at least one race is completed on Friday. If, in the unlikely situation, all races scheduled for Friday are cancelled or abandoned for any reason whatsoever, all competitors who had previously indicated at the time of registration that they wished to attempt to qualify under this provision, will be allowed to sail in the Championship Fleet for the balance of the regatta.

As in the past, Albacore sailors who reside outside of the organized Districts of southern Ontario, and accordingly do not have access to the qualifying regattas, will be exempted from the qualifying requirements. Similarly, members of the N.A.A. or the U.S.A.A. who regularly sail in the U.K. or in the U.S.A. are also exempted from the qualifying requirements.

Of course, all competitors who have qualified for the Championship Fleet, but who desire to sail in the Challenger, Masters or Contender Fleets are free to do so.

The purpose of this change to the Qualifying Procedures is two-fold:

First, it will allow all sailors who feel they have the skills required to sail in the Championship Fleet, but who did not otherwise qualify, a second chance to prove their capabilities.

Second, as the number of positions open for qualifications under this alternate method is limited to only 10, most sailors will still find it in their interest to secure a position in the Championship Fleet through the normal qualifying regattas, thus maintaining interest in local regattas.

The procedure set out above is still subject to amendment, if necessary. We invite your comments and suggestions.

David Whitfield
Vice Commodore

THE GREAT DEBATE.....IS THE CAA TO ADOPT ADJUSTABLE SHROUDS?

THE CASE AGAINST THE ADOPTION OF SHROUD ADJUSTERS

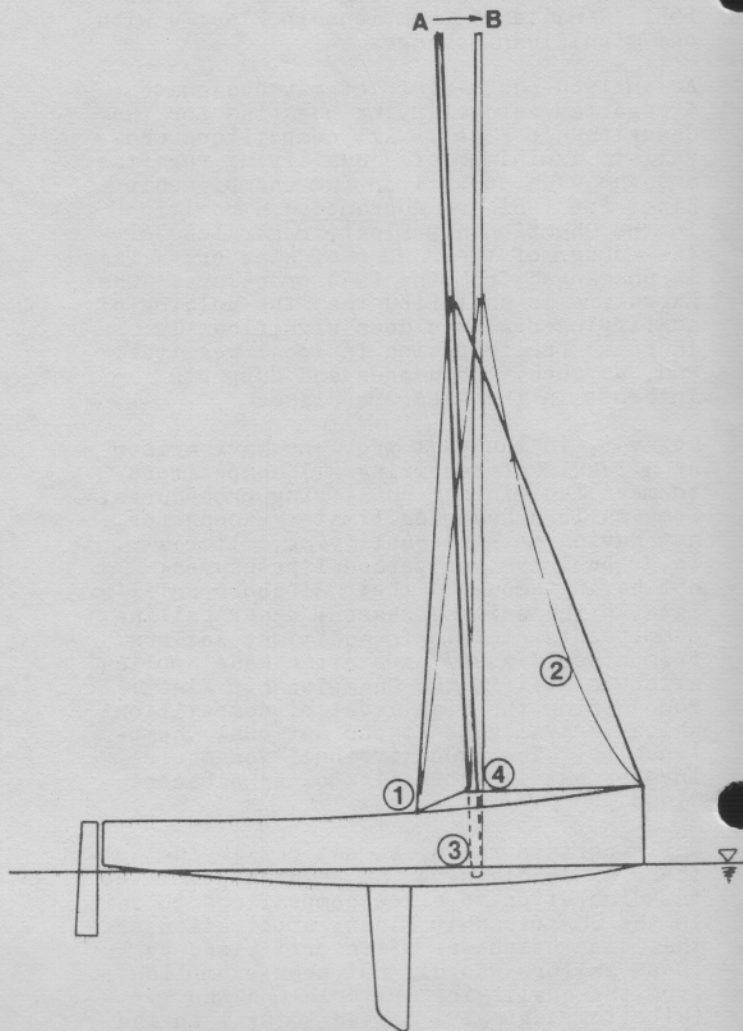
Not since we discovered some out of shape Albacores some years ago has any subject sparked more controversy than the introduction into Canada of shroud adjusters. It is quite appropriate that the CAA executive ask the membership to make the decision on this important matter. The purpose of this article is to attempt to persuade concerned CAA members to vote against the adoption of shroud adjusters. In particular, I intend to show that these devices can significantly increase the cost of an Albacore, create a potential safety hazard, render a number of older Albacores obsolete and create an important difference between the US and Canadian Albacore Association Rules. Longer term effects could be a reduced growth in the class and greater depreciation in the resale value of boats. All of this in return for some additional gadgets, which give only a very marginal improvement in downwind performance.

For the purposes of developing my arguments, it is instructive first to explain the operation and effects of adjusting the shrouds as illustrated in the accompanying figure. Going upwind, it is desirable to have some mast rake (position A in figure). Downwind, the mainsail is slightly more effective if the mast is farther forward (position B in figure). Forward raking is accomplished by letting off the shrouds at point 1. At the same time, room must be made for the mast at the partners, (slot in the deck at point 4) and the slack created in the jib halyard (point 2) must be taken up. This is usually done at the front of the mast or front of the centreboard trunk (point 3). Near the leeward mark, the process is reversed. The mast is raked aft by letting off the jib halyard and tensioning the shrouds again. As the mast must not be loose at the partners, it must either be blocked or fixed using a form of ram.

Let us now examine the liabilities associated with adopting such a system.

EXPENSE

There are some who contend that the addition of shroud adjusters is not an expensive modification. Indeed, if the boat already has a suitable mast slot in the deck (most new boats), if it has already a mast ram (a small minority) and if it already has some device for continuous adjustment of the jib halyard over a significant range (a small minority), the fitting of a pair of tension levers may be done for about \$40.00. If a mast ram and halyard tensioner are required, add another \$60.00-\$100.00 depending on the hardware chosen. Note that a device such as a Harken muscle box (about \$50.00) is required for tensioning the jib halyard as the usual lever device is not satisfactory for the adjustment required. Unfortunately the simple tension levers are rather difficult to use and can be dangerous, as noted below. A superior arrangement is a pair of quadrant levers as is found on many new English boats but these are more than twice as expensive (over \$80.00 plus some hull modification for attachment). Quadrant levers have a number of notches and hence offer incremental rather than



continuous adjustment. The latter can be achieved using a Harken magic box for each shroud at about \$50.00 apiece. These are really the best solution in terms of ease of use and safety.

Thus we see that while the minimum cost could be as little as \$40.00, if a mast ram and proper jib halyard tensioners must be added, the cost will likely exceed \$100.00. If the complete modification is done properly in terms of safety and ease of use, the cost will be considerably more. Those who doubt that would have been convinced at the 1980 Canadians where several boats were fitted with shroud adjusters and related hardware which cost over \$200.00. (The CAA executive adopted as an interim measure the use of shroud adjusters for 1980 in the expectation of having this ratified by the membership at the Annual General Meeting.)

Needless to say, one of the ways of maintaining the popularity of the Albacore Class is to keep its price competitive. A visit to the recent boat show should have been sufficient to convince anyone just how many alternatives boats in the same price range are available to the potential buyer. The last thing we need is

to further inflate the price of a new Albacore by adding gadgets which have such a marginal effect.

SAFETY

The simple shroud tension levers operate mechanically as a 'toggle mechanism'. Thus they have great mechanical advantage and are self-locking by virtue of the linkage snapping over centre. These advantages make such a mechanism ideal for such tools as chain cutters, micro-press clamps and vice grips. At the same time they make the levers a safety hazard. Fingers can get pinched between the lever and the shroud when the lever snaps through to lock. Potentially more hazardous is letting off the levers when there is a load on the shrouds as there certainly will be under any but very light wind conditions. In fact, if the rig is carried very tight, the levers will snap open abruptly even, due to the stored elastic energy in the rig alone. Some sense of this can be obtained by unlocking a pair of vice grips under considerable clamping load. Most honest sailors experienced in the use of these levers will attest to their potential hazards (I overheard more than one curse being uttered about the use of these levers at the 1980 Canadians) These difficulties are, of course, even greater for the neophyte sailor upon whom the class depends for continued vitality and growth.

Beyond personal safety are potential problems with the boat. If one accidentally gybes in a breeze, or rounds up to weather with the shrouds off, there may be insufficient lateral support for the mast, resulting in a broken mast or damage to the deck, which will be carrying the load.

In a class which has always prided itself in its safety record (witness our strict buoyancy requirements), we should not adopt gadgets which create needless safety hazards.

OBSOLESCENCE

Many older boats do not have a mast slot at the partners sufficient for the movement required when raking the mast forward. These boats would become obsolete without significant deck modification, not to mention all the extra hardware required. Furthermore, existing boats with mast slots would have to be retrofitted for adjusters and essential gear if the owners wished to remain truly competitive. Make no mistake, even though the effect of forward raking of the mast downwind is very small, it is, nevertheless, real. No serious racer I know of is willing to give away several boatlengths on a downwind leg if he/she can avoid it. (Note that we are talking about several boatlengths as the total advantage gained by shroud adjusters.) The argument about severe chafing of the mainsail between the boom and the shrouds is not very convincing in the light of experience. Besides, if it is considered a problem, it can be overcome by a knot in the mainsheet.

It has been suggested that we need not concern ourselves with the older boats or 'cottage sailors' even though the latter probably constitute the majority of Albacore owners. This argument is shortsighted and should be rejected

on several counts. Firstly, the excellent resale value of our 'racing' boats is maintained by their popularity with buyers who may have no intention to race, at least at the time of purchase. Such buyers often have no interest in the Albacore Class per se but are interested in a quality boat at a competitive price. Excessive capital outlay in the form of unnecessary gadgetry will be rewarded by greater depreciation on resale. Secondly, our builders must maintain certain volume sales of new boats to remain in business. New boat availability is essential to survival of the class and these boats must be both competitively priced and at least readily modifiable to be competitively raced. The majority of new boat buyers are cottage type sailors and, with due respect to Woolf and Whitenhouse and the superb craft they build, we would be in a disastrous state if relatively inexpensive fibreglass boats were not available.

Lastly, much of the keen new blood in our class started sailing in used Albacores and had no intent to race. However, they were much encouraged by their ability to be competitive in their used boat and their perception that it was not obsolete.

DIFFERENCE BETWEEN CANADIAN AND US RULES

The US Albacore Association has no intention of adopting shroud adjusters. Thus, if the Canadian Albacore Association adopts these devices, it will create a difference far more important than that removed between Canada and the UK. Obviously we race far more regularly against our American neighbours than against UK sailors.

Finally, it has been suggested that the class must continue to evolve its rules to improve boat performance and attract sailors to the class. I do not agree with these objectives but suggest that the adoption of shroud adjusters will be counterproductive for the reasons outlined above.

If a sailor wants a sophisticated racing dinghy with all the go-rasts, there are a number of excellent boats to choose from. Indeed, no matter what we do to the class rules, the Albacore will not sustain the interest of many of these people. However, the greater popularity of the Albacore in Canada suggests that cost, availability, low maintenance and potential for safe family sailing are much more important factors. There is no need to tell this audience that we can also boast exciting performance and truly excellent competition.

In 1969, the CAA executive ruled against adjustable shrouds. The membership now has an opportunity to ratify that decision (and reverse that made tentatively by the CAA executive last year). I hope that every member exercises his/her right and suggest that a vote against shroud adjusters is a vote for the Albacore Class in Canada.

D.S. Weaver.
AL KC 5852

LADIES, ADJUST YOUR STAYS

(AND OTHER CREWS AS WELL) by Dennis Sherwood

During the last thirty or so years, I have sailed and raced a variety of yachts from small uni-rigged prams to large machines with all the comforts of home.

In dinghies, the range extends from strict 'One Designs' to highly sophisticated development class boats that permit, within broad rule parameters, extremes of design, some so much so that they were impossible to hold up in more than a 15 knot breeze, or were so unpredictable that swimming became an integral part of the race. The former are rarely as fair as the 'One Design' concept intends because there is no way to compensate for varying crew weights (to an inveterate fiddler they are also utterly boring ashore), whilst the latter tend to be too demanding of both pocket and mental energy - is my hull too: beamy/narrow; fine/bluff; flat/veed? That's before one gets to mast and sail plan variations.

However, longer ago than I care to remember, I was fortunate to be introduced to the Albacore, an efficient and often exciting dinghy with a one design sea kindly hull, almost a one design sail plan, and sensible class rules that permit a certain choice of interior layout and fittings. A combination that provides a boat capable of accommodating a range of crew weights and satisfying the mildly innovative urge in most of us, whilst preserving desirable one design longevity, strength and safety principles.

This does not mean that the Albacore has lived for more than twenty years without a few radical changes. The first and most dramatic rule amendment allowed wooden centreboards as an alternative to the original heavy, sheet steel centreplates. The next major change permitted dacron (terylene) sails, and who would want cotton sails these days? Lastly came the acceptance of glass-reinforced plastic hulls. Each of these major changes was accompanied at the time by much furore and predictions that such alterations would kill the Class. In retrospect they helped the class to stay healthy. We are all painfully aware of how fast some of those Fairey Marine Albacores imported in 1959 still are, and only about three years ago ~~ML~~ finished thirteenth out of over a hundred competitors in the British Nationals. In comparison consider the fate of the Swordfish Class. This was to be the racing version of the Albacore, it came off the same mould although the freeboard was trimmed down several inches, and its equipment included a spinnaker. Both classes started with similar growth patterns but at the time the Albacore class voted for wooden centreboards, the Swordfish owners voted against them. I don't think more than 150 Swordfish were ever built!

In short, limited and reasonable change strengthens rather than weakens a boat's appeal.

So, to the subject of 'Me ladies' stays' (if you happen to have a crew of sex other than male) and the adjustment thereof. For several years the International Albacore Association has been successfully working towards a truly uniform set of rules and the only remaining item is the minor issue of shroud levers, or more specifically, devices which permit the alteration of effective shroud length whilst racing. At last year's A.G.M. it was decided to put this question to a referendum and I was requested to write in support of such devices. There, at last, you have the *raison d'etre* of this article.

I think we are representative of the average Albacore racer. Unconnected with the 'trade' I race whenever business commitments allow, crewed by my good wife most of the time. We are neither spring chickens, nor over the hill, despite what my friends say.

Apart from the fact that adoption of these devices will complete several years of dedicated work by specification committees, I support the use of shroud adjusters for several reasons.

Orf The Wind

Lacking a spinnaker - and this is a particular strength of the class - the Albacore can be a bit boring downwind. The ability to jiggle around with mast rake to endeavour to coach that extra bit of speed adds interest.

Tuning

With as short a sailing season as we enjoy in Ontario, it is essential to tune one's rig as quickly as possible. Under the old rules, altering effective shroud length whilst racing was not permitted. Experimentation with mast rake was limited to changes between races sometimes by using the unsafe practice of disconnecting one, or both, shrouds completely while afloat. Unseamanlike, even if you don't lose the clevis pin overboard. On the other hand, several types of shroud adjustment systems permit rake to be changed almost at will between tacks, allowing a number of boat speed comparisons to be made in each race, without the risk of losing your mast. These same devices can also be used to rake the mast appropriately for different wind strengths, thus taking pressure off the rudder.

Sail Shape

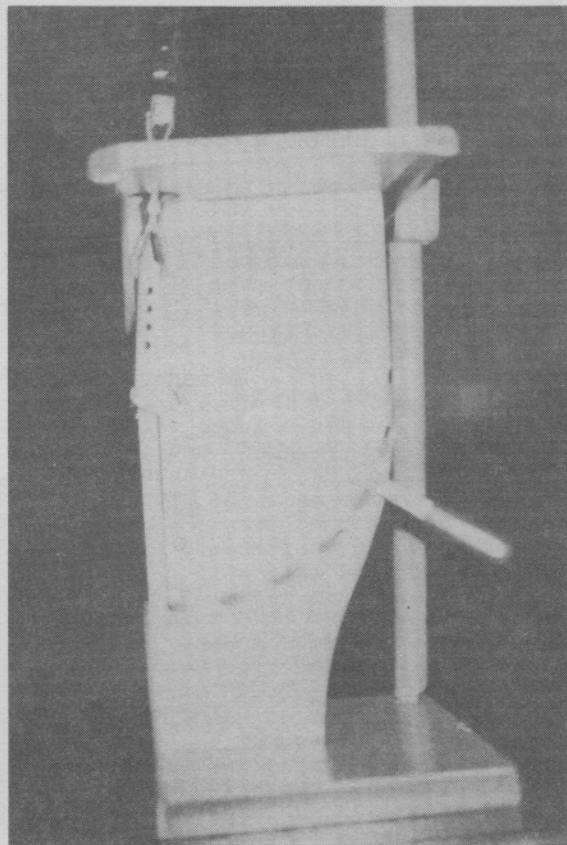
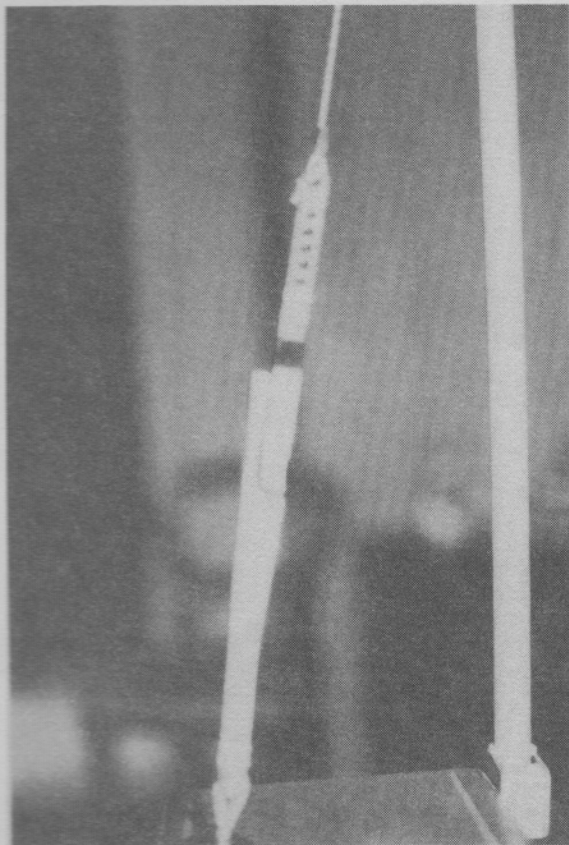
The development and use of extremely powerful boom vang (which came in without a murmur) influence sail shape and performance far more than shroud adjusters ever will. Nevertheless, it is a joy to release the leeward shroud downwind and watch the main take up its natural shape rather than endure the ugly sight of those two bags dissected by a taught wire. This also greatly reduces wear at the point the spreader end chafes.

Contrary to detractors' belief, shroud adjusters are not difficult to use. Like the centreboard, it's all a matter of timing. Neither are they expensive, the most simple will cost you the price of a couple of tanks of gas and the more elaborate, but not necessarily more effective, arrangements may treble that figure.

That's it, a more interesting and safer boat to race at minimum expense. I emphasize race because the strength of the Class Association comes from the keen racing owners, without them the Albacore would decline and eventually die. When the referendum arrives, vote to support the adoption of shroud adjusters and next year the waters of Southern Ontario will ring with cries of "Ladies, adjust your stays!"

Bilbo Baggins

(alias Super Louis)



The Proctor quadrant lever which can be used alone or in conjunction with the RWO lever.

The RWO lever, which many sailors consider produces sufficient adjustment alone.

by RICHARD STORER.

20) Centreboard position. Whilst there are many variations throughout the top of the fleet in centreboard position it is true to say that the very fastest boats over a period of time in the class have all had the leading edge of the centreboard at the maximum aft under the rules. In addition it is important to have the ability to be able to put the centreboard down sufficiently far so that it may tilt forward of vertical by up to five degrees for light air performance. This latter feature gives the same effect as having a jibing centreboard in terms of pointing ability. Please note that if you are having trouble holding the boat up when the wind is heavy and you are a light crew do not be afraid to pull up the centreboard by as much as 1/4 (3/4 of board still down) in order to let the boat make slightly more leeward and so be able to sail it more upright on a fast set of water lines.

Whilst there are no magic measurements the following numbers will give excellent performance if used in conjunction with our current design of Albacore sails, and the leading edge of the centreboard on or within five millimetres of maximum aft. The separation of the aft face of the mast from the leading edge of the centreboard (centreboard vertical) 25 3/4". To check the mast rake attach a tape measure to the main halyard which is then hoisted so that the shackle of that main halyard is in its normal position (as when the mainsail is fully hoisted to the top measurement band) then measure to the crown of the transom 21'10" For light air and flat water the rake measurement may be increased by up to 5", in addition, when going downwind at any time it is advantageous to use shroud levers and allow the mast to come much more upright in the boat or even to be raked slightly forward vertical. For downwind sailing this effectively exposes the sail plan to give better projected area and high rig balance,

21) Regarding shroud levers for shroud adjustment. This should only be regarded as a tool to increase down wind speed by allowing the mast to come more upright in the boat. Personally, I favour the over deck style of shroud levers as being the more simple to operate. Multi purchases from the end of the shroud triangulated down to the mast step maybe used to adjust the shrouds at any one time. A problem with this scheme is that it is very difficult to reproduce the same shroud tension going upwind each time the shrouds have been released. The Albacore is such a tactical boat that one should be concentrating 99% of the time on boat positioning relative to the other competitors and not fiddling with strings in the bilge.

22) Barber haulers should be positioned as far outboard as is possible, bearing in mind the construction of the particular boat, the fairlead should be positioned between 6" and 9" forward of the shroud. It is important that the barber hauler should consist of a very light line with a lightweight plastic ring and most definitely not a heavy block to hang off the jib sheet in light winds. The barber hauler

control line should be led to the opposite side of the boat, to a point at the aft edge of the fore deck where the crew can easily operate and cleat the line.

23) Mast control has been mentioned in terms of pre bend and deck lever control, however, the deck problem of mast control sailing upwind in a breeze should be dealt with. The most successful mast in the Albacore class in the last twenty years has been the Proctor 'D' section with fixed spreaders set at a height above the deck of 9/16 the distance between the crown of the deck and the hounds. Whilst spreader deflections vary between light and heavy crews (heavy crews requiring more spreader deflection) a typical set of deflections for a 280lb to 300lb Albacore crew (combined weight of skipper and crew) would be 1 1/2" out from neutral and 1 1/4" forward. The Elvstrom Mark 11 mast (basically a thick walled 'D' section) was successful in the class in the years 1973 to 1977, in many cases without spreaders, as the wall thickness was sufficient for a light crew not to over extend the basic properties of the mast. However, it is possible with a lighter section mast utilising spreaders to achieve as good, if not better, mainsail control than with a heavier section and no spreader, plus a very obvious advantage of weight reduction. It is important to remember that if the mast is allowed to over bend for a given crew weight and set of wind/wave conditions that not only is it most likely that the mainsail will assume a very distorted shape but the boat will lose pointing ability and become slow.

GETTING THE MOST FROM A WEATHER FORECAST

COLLEEN LEARY with some ways to read between the millibars.

Almost everyone has either listened to or has read a weather forecast that later turned out to be wrong. Sometimes a fair day follows a forecast of bad weather, and at other times sudden windshifts and storms not mentioned in the forecast surprise the unwary. These errors loom large in our memories and can colour our attitudes towards weather forecasting. Fortunately many forecasts have clues to help a very careful listener interpret them correctly, and even to anticipate possible forecasting errors.

Some terms used in weather forecasting have special meanings, but time limitations imposed on a broadcast prevent forecasters from defining them. Precipitation probability forecasting is a case in point. Most forecasts contain an estimate of the probability of precipitation during some future time period, usually a 12 hour interval. The probability forecast allows the forecaster to express the degree of his uncertainty about the possibility of precipitation at any given point in the area covered by the forecast during the time period covered by the forecast. This uncertainty actually consists of two separate uncertainties multiplied together.

For example, if a forecaster concludes that there exists an 80% chance for a storm to pass through the area, and if that storm passes through, 50% of the area will experience precipitation, his forecast will call for a precipitation probability of 40% because $0.8 \times 0.5 = 0.4$. Thus, the forecaster expects that in four cases out of ten with the same weather situation, at least 0.01" of precipitation will occur at any particular location in the forecast area within the forecast period.

Sometimes weather forecasters discuss wind speed, wind direction, temperature and pressure in unfamiliar terms. Wind speeds over land are usually reported in miles per hour, but marine forecasts usually express wind speeds in knots. One knot is the same as one nautical mile per hour. The difference between miles per hour and knots is relatively small. A statute mile contains 5280 feet, a nautical mile 6080 feet. Since the nautical mile is 15% longer, a wind speed expressed in knots is 15% less than the same wind expressed in miles per hour.

(This article has been taken from an American magazine, I think, and we must further convert miles to kilometres. Ed.)

The wind direction in a weather forecast or report describes the direction from which the wind blows. For example, a northerly wind blows out of the north. Mariners use the opposite convention for currents, by defining the current direction as the direction toward which the current is flowing. Forecasters use the term onshore wind to describe a wind that blows from the water to the land. The familiar sea breeze is an onshore wind. Offshore winds, on the other hand, blow from the land towards the water.

Pressure is reported in millibars (abbreviated to mb) or in inches of mercury. A pressure of 1012mb corresponds to 29.88 inches of mercury, and a pressure change of 1mb is the same as a change of 0.03 inches of mercury.

(Table 2 shows the comparison of temperature in degrees C & degrees F for any of you who may be referring to a forecast originating in the US.)

Beyond understanding the words used by the weather forecasters we also would like to be able to anticipate any errors they might make. In general, short-range forecasts are the most accurate. Air motions and weather systems too small to find a place on conventional weather maps contribute energy in an unpredictable fashion to larger weather systems. As time goes on, the effects of these smaller systems contaminate the large-scale systems, making forecasts less accurate at longer time ranges. In fact, some meteorologists believe that even if weather forecasting techniques are perfected, the inherent unpredictability of small-scale air motions will limit the range of accurate forecasts to a few days.

Many forecast errors fall into one of two categories: errors in the speed and errors in the intensity of moving weather systems. Take the summertime passage of a cold front, for exam-

ple. If it stalls or picks up speed unexpectedly, a predicted wind shift and accompanying showers occur hours sooner (or later) than the forecasts predicts. A careful watch on the sky can help you to anticipate such changes in the speed of a weather system at short range, because the weather system seldom arrives without warning in the form of cloud patterns.

Unexpected changes in the intensity of weather systems are more difficult to anticipate. The real surprise is the appearance of a storm that wasn't forecast at all. In summer, these often take the form of squall lines that move out ahead of cold fronts.

The intensity of a storm, as measured by its highest winds and lowest pressure, does not always give a clear indication of how much precipitation to expect. So precipitation amounts remain more difficult to forecast than the probability that some precipitation will occur.

A small error in forecasting temperature can result in a large discrepancy between predicted and observed weather. Often, the difference depends on a temperature difference of only a degree or two, or 100 or so feet of elevation. Such small temperature differences are not only difficult to forecast, but are well within the natural variation of temperature over a forecast area. Watch for sudden switch-overs in type of precipitation when the surface temperature hovers close to the freezing point.

Unanticipated changes in large-scale weather systems can also produce unexpected changes in local weather systems, particularly near a coastline. Sea breezes become stronger when the pressure increases significantly from land to sea. Even a slight change in the position or intensity of a high-pressure system in summer can effect the strength of the sea breeze. An intensifying high-pressure system over the land can destroy a sea breeze, while a very strong sea breeze can develop if the same high-pressure system happens to be located offshore.

No two weather systems are exactly alike, which is what makes weather forecasting both interesting and challenging. By paying careful attention to the type of system that the forecasters expect will influence your weather you may be able to anticipate the unexpected.

How Fast Are Your Foils?

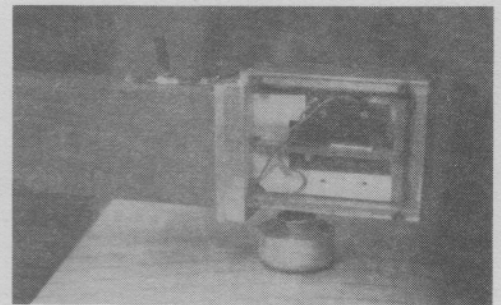
A sailboat is like an airplane with one wing in the air and the other in the water. It can only go as fast as its slowest Foil. You have spent a lot of time getting your sails right, but what about your Board and Rudder? Are they the right shape, stiff, fair?

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

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



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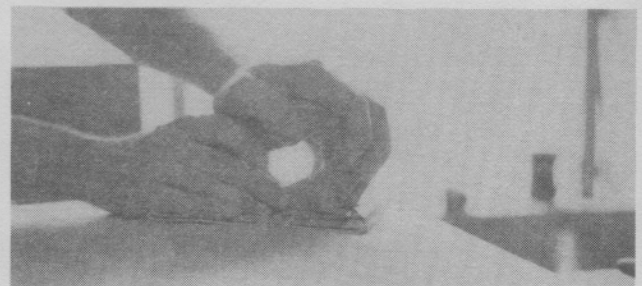
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ROCK AND ROLLERS SIDELINED BY I.Y.R.U.
RULE CHANGES

The Racing Rules Committee of the I.Y.R.U. responding to an aggressive campaign led by Canadian Vice-President Paul Henderson decided in November to take the "body English" out of yacht racing. Hender son, a Canadian Olympic sailor has recently purchased an Albacore and sailed last season in the Toronto area with his daughter Martha.

The new racing rules come into effect April 1, 1981 and will be in force for the next four years.

Rule 60, governing illegal propulsion of boats has been amended under Rule 60.1(b) which reads:

"However, except as provided in rules 60.1(c) and 60.3, no actions, including tacking or gybing, shall be performed which propel a yacht faster than if the sails, hull and underwater surfaces had been trimmed to best advantage at the time."

The effect of the amendment is not to prohibit roll-tacking in such a way that speed is not lost while tacking, but it does prohibit roll-tacking which is performed so that the yacht is travelling faster when it exits the tack than when she began the tack. Gone are the days (hopefully) when some yachts roll-tack their way up a light-weather buck, fanning their sails as they leave their rule-abiding colleagues in their self-induced wake.

In addition, the definition sections have been revised to reduce some other flagrant methods of illegally propelling the boat. These changes include:

Pumping (fanning the sail to create wind) while going upwind at all times, and when not planing while sailing off-the-wind is illegal. A sailor will be permitted three pumps to promote planing off-the-wind, but once the boat is planing no further pumping is permitted.

Crew members may move fore and aft (ooch) off-the-wind.

Persistent or rapid movements in a vertical plane (power-hiking) to induce mast whipping is also illegal.

The other major change to Rule 60 relates to the Protest section 60.4(b), which moves the onus of proof to the boat charged with illegal propulsion to prove that his acts were not illegal. In essence, if you view a boat which is offending this section in your opinion, you should hail and advise the helmsman. If the offender persists, a protest should be lodged and the onus will be on the defendant to establish his innocence.

Other rules changes effect the wearing of weight jackets. Rule 22.3 limits the total weight of clothing and equipment worn by any competitor to 15kg, unless Class rules prescribe lesser or greater amounts. In no event may the weight exceed 20 kg.. The weights refer to the weight of the clothing and equipment after it has been soaked in water. The rule has been tightened due to concerns that sailors are suffering back injuries and others are drowning as a result of carrying extra weight to increase their hiking power.

Rule 26 relating to advertising and sponsorship has been revised to allow sponsorship under certain special circumstances (e.g. OSTAR and other special events).

Finally, changes have been made to Part VI of the Rules relating to the organization of the materials relating to Protests, Penalties and Appeals, to clear up ambiguities in the Rules.

All competitors are urged to acquire copies of the amended rules at their earliest opportunity. Copies may be obtained through your Provincial sailing authority or through the CYA national office in Ottawa.

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The season starts in April, so don't delay.

For information, phone:- 423-3754 (Henk) or 484-1878



Over the Transom

Alex MacNaughton, the Lecture Programme Chairman for OSA, has been running seminar series for each of the last six years, under the auspices of OSA. Each series consists of three lectures, one by Alex, one by Austin Marshall, another Albacore sailor, and one by Bob Charlton, a keel boat man. Around one hundred people usually attend each lecture and they have proved to be very useful for both novice and inexperienced sailors. Each session starts with a half hour movie followed by a one and a half hour lecture and slide presentation. There is a series already in progress at East York Public Library, 170, Memorial Park Ave. A further series will be held in April, on 1st, 8th and 15th at Etobicoke Public Library at Islington and Summitcrest Avenues. All lectures start at 8.00pm.

Alan Phillips of the Canadian Wayfarer Association, operates a lending library of cruising logs. He tells me that any cruising sailors are welcome to borrow these logs on the same terms as CWA members. He will also welcome articles from Albacore and other sailors to add to his collection. Indeed he hopes to include a copy of Gord Laco's "Manitoulin Madness" in the forthcoming catalogue. This catalogue is in various sections, Georgian Bay, North Channel, Lake Superior, Open Water and US logs. The logs are available by mail for a period of three weeks plus one week for return mail. There is no charge made but there is a deposit required and an overdue charge. Alan also offers a cruising advisory service.

Anyone interested in obtaining a copy of the catalogue and full details of the scheme, or wanting to talk cruising, should contact Alan F. Phillips, 980, Concession Street, Hamilton, Ontario. L8T 1A1

I have one copy of the catalogue and will be happy to read it off to anyone requiring immediate info.

Proctor Masts Canada:- Following Bob Whitehouse's departure to Florida this business will now be managed by Simon and Hugh Lewis. The facilities are at 98, Farnham Avenue, Toronto. M4V 1H4. (416) 925-5283 evenings. Simon tells me that there is a full selection of Albacore masts, booms and jibsticks, and that they will be happy to service any Albacore owners with their requirements. In addition they offer a rigging service and some chandlery, including ropes and Harken blocks.

Membership at the time of going to press stands at the same figure as this time last year. While this is not bad we should all aim to introduce one new member to the CAA this year. That friend or colleague you have always assumed to be a member maybe isn't after all, ask him and see. To be eligible to vote in the referendum you must be a fully paid up member of the CAA.

I hope that all readers of S & C this time will excuse the 'f' syndrome. As you will have noticed it more often reads as 'r' and can easily be mistaken for an 'r' with rather odd results. Watch for improvement in the next issue.

I should like to draw your attention to the Youth Membership Program of Toronto Sailing & Canoe Club.



'In 1980, The Toronto Sailing and Canoe Club introduced a new membership category which may be of interest to the younger members in your Class Association.

Known as a Youth Member, the membership category is offered at nominal fee to centreboard sailors in the 14 thru 21 age group (or up to 25 if in full time attendance at a school or university) and will provide a limited number of dry sailing spaces for those with centreboard dinghies and rack space for those with Lasers.

The program was initiated to attract the younger sailors who will participate in a strong competitive racing program at the club, regional, provincial or national level for the 1981 season and to offer all this at a very nominal fee.

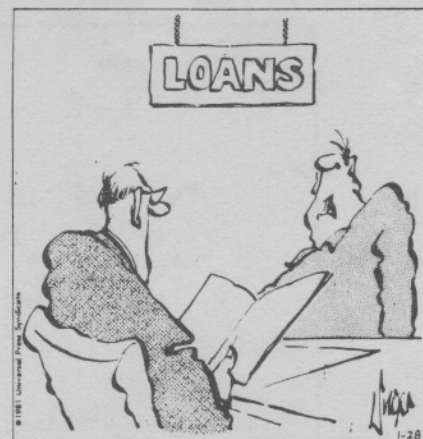
The TS & CC is one of Toronto's oldest sailing clubs (it celebrated its 100th birthday in 1980) and is home to many of Canada's top dinghy helmsmen. Ideally located on Humber Bay, the Club hosts many major regattas each season, provides easy water access to the MYRC centreboard course and is noted for its strong competitive club race program each Tuesday and Thursday evening, Spring thru Fall.'

Like to learn more about this youth Membership Program at TS&CC? Then contact:

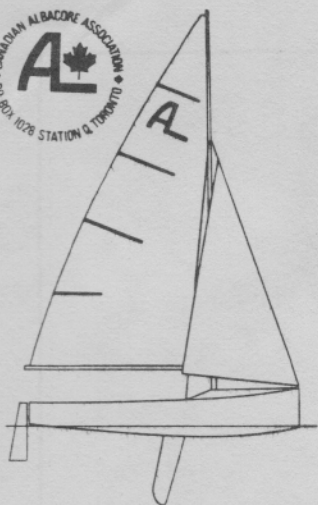
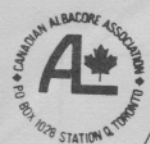
Terry Moss,
Chairman, Youth Committee,
1/, Caulfield Road,
Rexdale, Ontario.
M9W 1X1

This cartoon, which appeared in the Globe and Mail on 28 January, was spotted by John Bleasby.

HERMAN



"This won't take long, will it? The first race starts in 20 minutes."



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board down 4'9"
Sail area 125sq ft.

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252-7121 (B)

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Contact Hugh Morrin (613) 546-2880 (evenings)

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LAUNCHING DOLLY suitable for Albacore is required.
Contact Norman Kunc
303 Vanier Residence
York University
4700 Keele Street
Downsview, Ontario
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Classified ads. are inserted in two consecutive issues, unless other instructions are given. Should the advertiser require the ad. to be in further issues it is up to him to advise the editor.

Boats for Sale

A 6105 Allen hull in superb condition, white with yellow deck. Elvstrom mast, Fogh boom, 2 suits sails (1 suit Storers hardly used), Suunto compass, Certificate, Wiscot trailer, launching dolly, fitted top cover, paddles, life jackets, wet wear. \$2350 ono.
Contact Bob Drinkwater,
22 Woodlawn Drive,
Grimsby, Ontario.

(416) 945-3836 (H)
233-3216 (B)

A 6665 Don Young hull, built 1977, wood. Fully refinished following 1980 sailing season. Included is one suit Fogh sails, only 1 year old, mast, boom, rudder, centreboard. Racing gear includes compasses, shroud levers, mast pusher, Harken/Sail Speed ball bearing blocks. Good racing record.
Contact John Morgan (416) 276-6142 (H)
928-4479 (B)

A 6251 'ELLIYACHT' Finished by Racing Sailboat Services in Jan. 1979, minimum weight. 2 centreboards, 2 rudders (1 rixed, 1 flip up), 2 suits Storer sails, Harken equipment throughout, mast ram, jib tensioner, shroud adjusters, all controls to windward side. Adjustable hiking straps. Jib bar. Extra Klegicell stiffening in the floor. Good race record. Excellent condition.
Contact Graham Elliott (416) 762-8659 (H)
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A 5858 Rondar hull. Many extras. Very good condition. North American Champion 1975. 2nd place 1975 Worlds.
Contact Rory McIntyre (613) 225-8718 Ottawa

A 3105 Grampian hull, white with red deck, repainted. 2 suits of sails, Storer and Rockall. Boat cover. \$1200 or best offer.
Contact Cliff Rayment (416) 491-151 (H)
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A 3892 Grampian hull in good condition. 2 suits of sails and basic racing equipment.
Contact Eugene Duynstee (416) 822-6696 (wk. eve)
270-5978 (w/e)

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RONDAR hull, white with blue deck. Elvstrom spars, Fogh sails, refinished rudder and centreboard, 2 paddles, cover, dolly. Can be seen at The Boulevard Club, Toronto.
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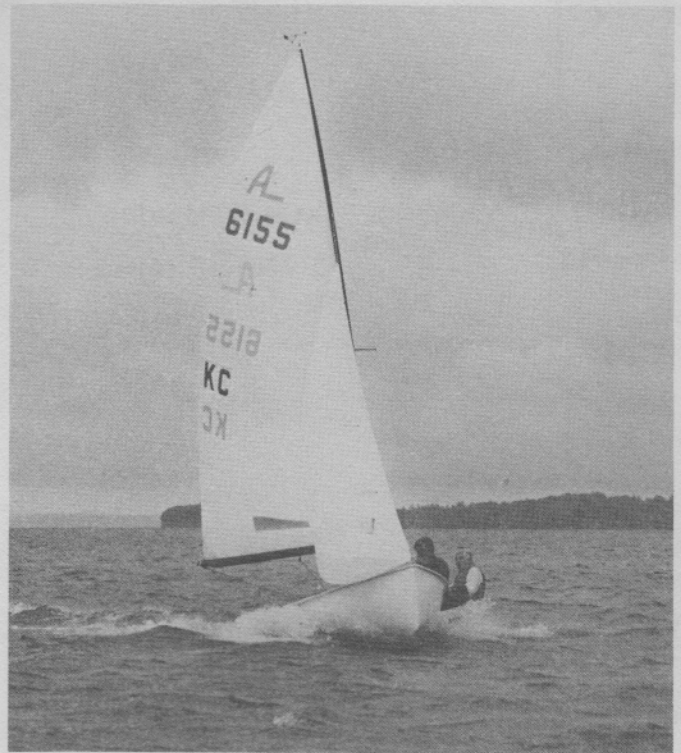
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Regatta Dates

MARCH

18 - 21 Midwinters, Sandford, Florida

MAY

23, 24 TARTS, Toronto Sailing & Canoe Club

JUNE

6 & 7 Conestoga SC, Warm Water Regatta
7 Harbourmaster's Series
19, 20, 21 North American Champs. South Muskoka SC
21 Harbourmaster's Series
27 Bronte Harbour Sailing Club Regatta
28 Harbourmaster's Series

JULY

4 & 5 Parkway SC Regatta - District 3 Champs
5 Harbourmaster's Series
12 Harbourmaster's Series
19 Harbourmaster's Series
26 Harbourmaster's Series

AUGUST

2 Balsam Lake SC Open Regatta
8 Mooredale Sailing Club Regatta
8 & 9 Ontario 19 & under Double-handed Champs. TS&CC
15 & 16 Canadian Albacore Junior Champs. SMSC
21, 22, 23 US Nationals, Niagara Sailing Club
23 Harbourmaster's Series

SEPTEMBER

National Champs. Toronto Saing & Canoe Club

OCTOBER

11 - 17 World Champs. Gwynn's Island, Va. USA

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Active board sailors, dinghy sailors, waterskiers and canoeists really appreciate the difference LD-3 makes too. O'Neills have *less* of the seams and zippers that bulge or restrict movement, and *more* of the sculpted designs and angle-tapered knees that result in a better, easier-to-wear fit that looks terrific and lasts for years.

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The Canadian movement for personal fitness.



Wooden Albacores

We all like to win — that's a fact of life and now you have the opportunity to realize your ambition.

Whitehouse Boat Works offers your hand-built, lightweight wooden Albacores, constructed with the West Epoxy System.

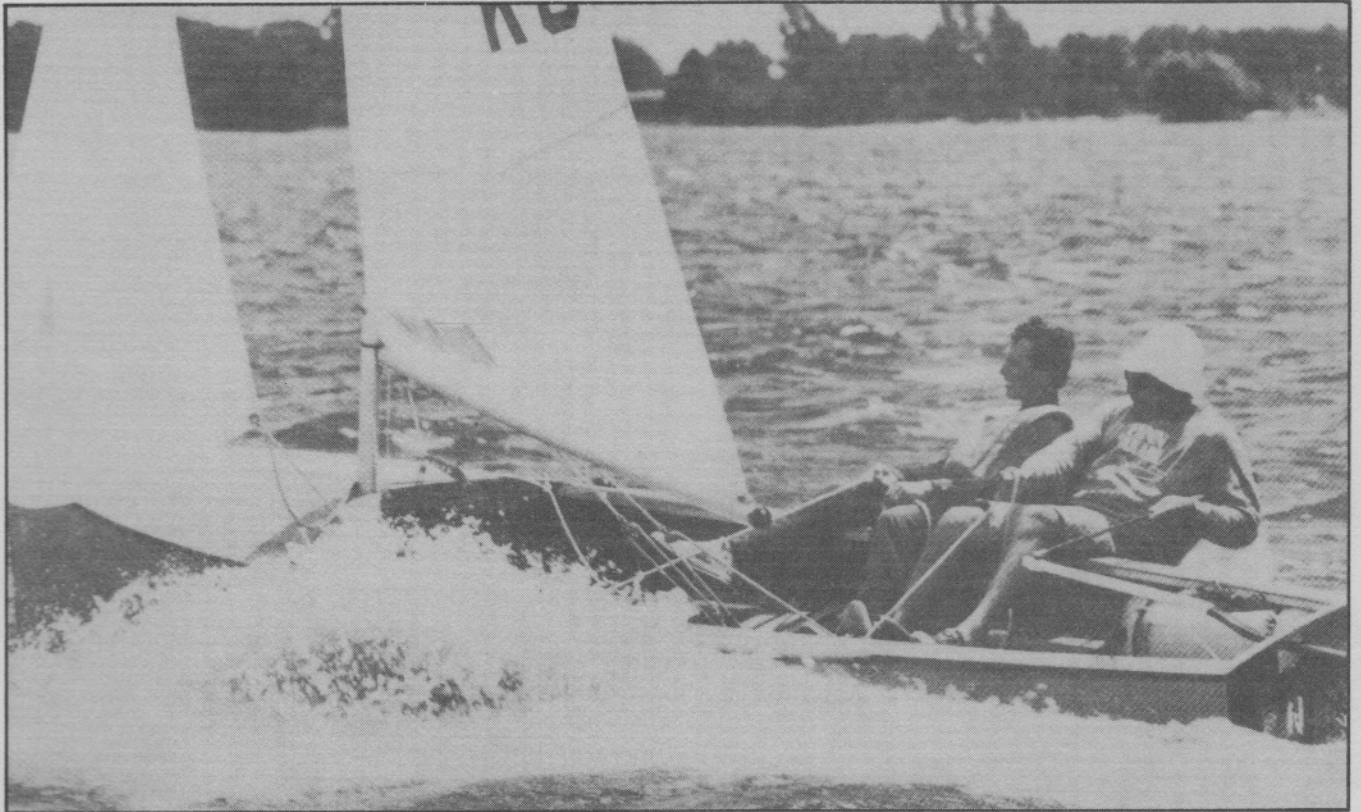
Also offered are high lift, low drag foils finished either in clear or white imron.

Write or Call:

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OUR 1979 RESULTS SPEAK FOR THEMSELVES

1st NORTH AMERICAN CHAMPIONSHIP (3rd consecutive year)

1st CANADIAN CHAMPIONSHIP (4th consecutive year)

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

We have worked hard on our Sails for 1980.

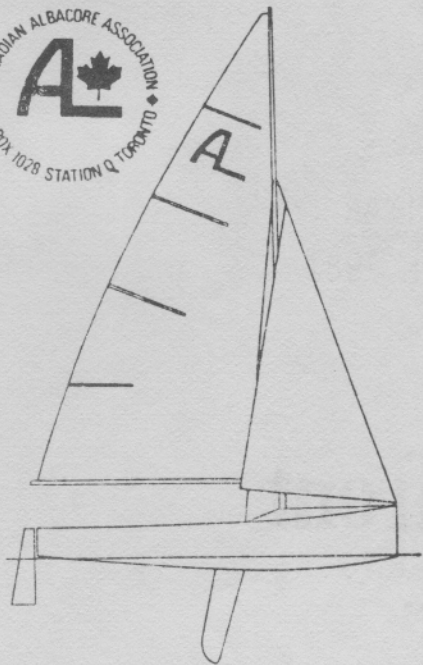
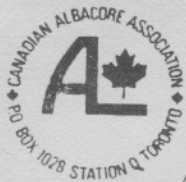
Remember the World Championships in 1981 will be held in the U.S.

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



storer sails Ltd

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DOWNHILL AND CROSS COUNTRY SKIING
ALBION HILLS
ONTARIO

SATURDAY, FEBRUARY 28TH AT 9:30 A.M.

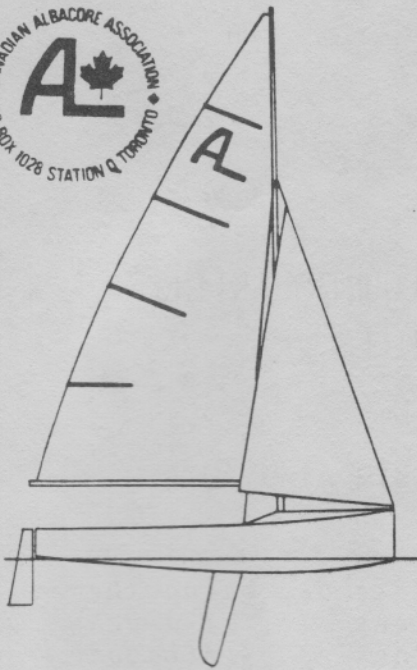
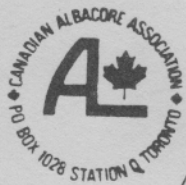
Come and meet all your friends, bring the family, renew acquaintances etc. at a very informal/inexpensive gathering of Albacore Sailors.

Albion Hills Conservation Area, is located on Highway 50, eight kilometres North of Bolton and is approximately 45 minutes drive, North West, from Central Toronto. It is a scenic area with a Chalet at the foot of partially forested hills. There is a variety of cross country tracks to suit skiers of all abilities from the novice to the advanced (19 kilometres of groomed trails). The more ambitious cross country skiers can take a tour to Palgrave Park. The downhill has a 38 metre drop with a run of 215 metres with a rope tow costing \$3 for the day. There are ski and snowshoe rental facilities \$7 per day. \$5 per half day for adults, \$5 and \$3 for children, Car Parking \$3. The Chalet has a refreshment concession lounge area, washroom and shower facilities. There are no snow making facilities and therefore participants are advised to telephone (416)-661-3030 to enquire of ski conditions, prior to making the journey. If conditions are not suitable for skiing the meeting is cancelled.

It is hoped that participants will arrive at 9:30 so that by 10:00 a.m. people can acquaint themselves with others of a similar lack of or level of proficiency and skiing will commence. It is anticipated that skiing will finish mid afternoon.

Should you require further information, excluding snow conditions, contact Marilyn Baxter at (416) 637-0687 (evening-weekends).





ALBACORE
DINGHY RACING SEMINAR

THURSDAY, APRIL 30TH 1981
7:30 P.M.

Harbourfront
ALBACORE RACING

BRIGANTINE ROOM, YORK QUAY CENTRE
TORONTO

- PAUL HENDERSON - Vice-President, International Yacht Racing Union
- TAM F. MATTHEWS - Member of Canadian 1980 Olympic Team and winner of 1977, 1979, 1980 Canadian 470 Championships
- BARRY POYTZ - Winner of 1976, 1978 - 80 Canadian Albacore Championships and 1978 Canadian 470 Championships

will give short talks and conduct discussion groups dealing with

1981 RACING RULES

TATICS

HOW TO MAKE AN ALBACORE GO FAST

All sessions will run simultaneously in different locations and will last 3/4 hour. The sessions will be repeated, as necessary, and it is anticipated that participants should be able to take part in all three groups during the course of the evening. However, due to the limited time, discussions should relate only to matters relevant to Albacore racing.

Admission is free and light refreshments will be provided, but to assist the organizers with arrangements, it will be appreciated if intending participants will advise the Secretary, Judy Whitfield, 285 Durie St., Toronto M6S 3G2, telephone (416) 767-4447

