shackles and cringles

canadian albacore association's bi-monthly newsletter

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Executive '81

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Executive Notes

The vagaries of our postal system may ensure that this message reaches you before our Annual Meeting, and it may not.

This is the time of year when your Executive start to consider the ongoing need for members to serve on this body. Our Class is strong because of many factors, including the necessity to have a volunteer executive made up of individuals who will devote some of their time to the Association.

Regular monthly meetings are scheduled and work goes on between meetings.

Some of you will be approached to agree to stand for a post, some of you may wish to but don't want to initiate the suggestion. I urge all of you to give careful thought if asked, and to volunteer if you feel like helping.

Of special concern, and not necessarily an Executive position, is someone with the skills to properly evaluate the responses to the Questionaire. David Whitfield referred to the overwhelming response, now we need an expert to properly handle the data. Any Volunteers?

Haakon Kierulf
Commodore

'81 WORLDS SPOTS MAY BE AVAILABLE AT CANADIANS

Due to 4 more positions being made available to Canadian competitors for the 1981 Worlds, any unclaimed positions will be up for grabs in the Championship Fleet at the 1981 Canadians at Toronto Sailing and Canoe Club. The unclaimed positions will be made available in accordance with the finishing positions of those who had not previously qualified.

Anyone seeking further information as to the availability of these positions should contact David Whitfield at (416) 270-3560 ext. 235 (office) or (416) 767-4447 (home) PRIOR TO SEPTEMBER 9, 1981.

T.S.C.C. TO HOST "CANADIANS"
SEPT. 11-13, 1981

Toronto Sailing and Canoe Club, located in Toronto's Humber Bay, will host the" 1981 Canadians", September 11-13, 1981.

Following the pattern developed over the past few years, this year's event returns to Toronto. It is hoped that this will encourage more sailors from southern Ontario to participate. Any out-of-town sailors desiring billets with the Toronto area sailors are urged to contact Judy Whitfield (416) 767-4447 as soon as possible.

As in the past, the Canadians will be sailed in 4 separate fleets- Championship, Challenger, Masters and Contender.

In order to sail in the Championship Fleet, the helmsman must either have qualified by sailing in a minimum of three of the designated qualifying regattas or he may attempt to qualify by sailing in the Championship fleet in the Friday races. The top ten crews, after Friday's results, which had not previously qualified, will be allowed to continue to sail in the Championship Fleet for the balance of the regatta. All other non-qualifiers will be dropped out of the Championship Fleet and transferred to the Challenger Fleet for the balance of the Regatta.

To compete in the Masters, Challenger or Contender Fleets, you do not need to qualify.

The Challenger Fleet is intended for those up and coming sailors who do not feel their sailing skills are quite up to Championship level. The Masters Fleet is restricted to helmsmen 40 years of age and over. The Contender Fleet is intended for the recreational sailor who wishes a more relaxed sailing atmosphere. Whatever your sailing level, there's a fleet for you at the Canadians!

Sailors who cannot sail in the Friday races due to other commitments may take advantage of special averaging provisions as set out in the sailing instructions, if they are sailing in the Challenger, Masters or Contender Fleets. This is not available in the Championship Fleet.

Prizes will be awarded for the top 5 crews in each fleet. In addition, Family trophies will be awarded to the top Family crew not finishing in the top 5 in each fleet.

In order to encourage entries from the sailing clubs, special awards will be given in each fleet to the crews of the best three finishing boats from one sailing club. Get your teams together and come out to the Canadians.

In addition to the sailing programme, the C.A.A. annual meeting will be held on Friday evening. Saturday, there will be the Commodore's reception, and a dinner dance at the Queen Elizabeth Theatre in the CNE grounds.

The "Canadians" is the largest single class regatta held annually in Canada. It is a unique experience for sailors of all ages and sailing abilities. Plan now to join us.

TEAM RACING CHAMPIONSHIPS
TO BE SAILED
SEPT. 10th!!!

Competition for the Safrata Trophy, the Albacore Team Racing Championship, will be held Thursday, September 10th, 1981 at Toronto Sailing and Canoe Club.

Sailing Clubs are encouraged to form 3-boat teams for entry in the competition. Cost per team will be $24.00. All entries must be made by September 3rd, 1981.

For those who have not previously competed in Team Racing, copies of Eric Twiname's articles on the subject are available free of charge through the Association's offices. Please contact Judy Whitfield at 767-4447.

Tune up your boat and your sailing skills by competing in the Team Racing Championship.

Application forms are included with the Notice of Race for the 1981 Canadians.

JUNIOR ALBACORE SAILORS WIN CANADIAN JUNIOR CHAMPIONSHIP

Hugh Morrin and Bill Reid, two of the top junior Albacore sailors, defeated the best Canadian junior-aged sailors to win the 19years and under Canadian Championships which were sailed in Laser IIs at Ontario's Lake Couchiching. Two other keen Albacore sailors,Karen Johnson and her sister,placed third in the event.

The performance by these Albacore sailors demonstrates once again the premier position of the Albacore as a superior training boat.

Morrin and Reid will represent Canada at the World Junior Championships to be sailed in August in Portugal.

STRUTS, RAMS AND PREBEND....by STEVE BENJAMIN

Most racing sailors understand the fundamental effect mast bend has on mainsail shape. As conditions progress from light air/smooth water, to moderate air with chop, to gearbusting mayhem, you have to have the ability to change the shape of the sail. Generally, the shapes you are trying to achieve begin at flat for light air/smooth water for superior pointing, full in moderate air with choppy seas in order to maintain power, and flat once again in heavy going to depower, keeping the boat under the sails.

Most of this work is accomplished by bending the spar at or near deck level, which has a greater effect on overall mast bend than does any other approach. In this discussion, I'll concentrate on desired sail shapes, control mechanisms to achieve those shapes and how they operate through the wind range.

But first a few basics. You have to understand, for instance, that lower mast bend has two dimensions - fore and aft and sideways. Most small dinghy classes prefer to tightly chock the mast sideways at deck level so no side bending can occur. Sidebend may occasionally be sought in the middle to upper sections of the spar to aid in depowering in a blow, but, so that the side bend will not interfere with proper leech tension or interupt air flow in the slot between the main and jib, most classes restrict sideways movement at deck level.

Next, to fully understand lower mast bend in the fore and aft dimension, you have to understand prebend and loaded bend. Prebend refers to the bend that the mast assumes when fully tensioned, without sail pressure (mainsheet, vang, jibsheet, etc.). It's the bend you build into the spar using rams,struts, screws levers, wires or blocks. Loaded bend refers to the mast bend when all sails are trimmed and the crew is hiking normally.

The amount of loaded bend will always equal or exceed the amount of prebend. In light air, loaded bend approximates prebend because sail loading forces are small. As the wind increases there is a tendency for loaded bend to exceed prebend. In heavy air - when the mast becomes less and less resticted and is allowed to bend to flatten the sail - it is quite possible to have no prebend and a great deal of loaded bend. How loaded bend and prebend interact is important. Not taking the loaded bend which can be reasonably expected for certain conditions into account when creating prebend may mean you'll be sailing with too much bend out on the race course, which can rob the sail of power.

Your sail, and the wind and sea conditions, dictate how much mast bend - both loaded and prebend - you should carry, and the adjustments are made at either the deck or gooseneck level.

DEVICES FOR LOWER MAST CONTROL

The STRUT consists of a stainless steel or aluminum tube running from the foredeck to a track on the mast. The strut became popular in the Fireballs, where it was used to win the world championships in '75, '76, and '77; and in 505s, where it was used, for instance, on Steve Taylor's winning boat in the '79 world championship. The strut is most effective when it intersects the mast at gooseneck level and is adjustable both up and down. The simplest strut is affixed to a pivot on the foredeck (be sure it is well supported underneath) and adjusted up and down on the spar by a jib track with a "pop car".This arrangement is clean and light but before it can be adjusted the load must be taken off the strut, making it difficult to adjust while beating.

A more sophisticated system employs a traveler track and car for reduced friction and ease of movement. The car should be adjustable both up (bringing the rig forward to add prebend in light air), and down(to restrict bend when a straighter spar is needed to add fullness and thus power to the sail). Since more load will be encountered when pulling the car down, the tackle should have either a four-to-one or an eight-to-one advantage.

The MIGHTY SCREW, developed in England, provides a deck-level mast bend control. The screw is normally fixed on the deck just in front of the mast. Rotating the screw in one direction pulls the mast forward, adding bend to the spar: rotating it in the opposite direction restricts bend.Most screws are turned by a continuous line led over a plastic wheel (similar to a jib-furling device). While many claim success with this system, those I have tried are both slow and hard to adjust under load.

Some sailors have developed a combination strut and mighty screw. The top of the strut is affixed at gooseneck level and the bottom is attached to a mighty screw at the deck. Instead of using a track, the mighty screw increases or decreases the length of the strut, which accomplishes the desired prebend

MAST BLOCKS are wooded blocks inserted in the partners in front of or behind the spar as prebenders. While this system is difficult to adjust while sailing, at best it is simple, clean, light and virtually failure-proof. In some classes, it is the only system permitted and should certainly be taken advantage of. Blocks placed ahead of the spar in the partners restrict bend, adding fullness and power to the sail. Blocks placed aft of the spar induce bend, which flattens the sail.

The WIRE PULLER is a device developed in the 470 Class as an alternative to mast blocks. It serves only as a bend restricter, although an additional puller could probably be rigged that would induce bend. The wire is fixed on one side of the partners, passed around the front of the mast, and fastened by Nico-press stops placed in a halyard lock. Reinforcement should be used on the front of the spar so that the wire won't chafe through the mast.

A MAST RAM, where legal, is the best solution for deck level control. It consists of a magic box assembly fixed to an arm that bears against the spar. Pulling on the control extends the arm, thereby restricting mast bend. Some sailors have developed an adaption of the ram that can also be used to induce prebend by fixing

the ram to the spar so that it can exert pressure in both directions.

LOWER SHROUDS AND SNIPE PULLERS are more complicated systems designed to adjust lower mast bend. Lower shrouds are used on some FDs running from the chainplate region to the gooseneck and the down to a very powerful tackle. The effect is to restrict mast bend at the gooseneck level without employing a strut (which is illegal in the class). Snipes have varied systems to control lower bend. One popular device is a wire running from the mast above the deck to a block in the foredeck and down to a tackle. Since the wire can be used only in tension, unlike the strut, its only purpose is to increase prebend.

DECK CONTROL vs GOOSENECK CONTROL. The spar can actually be bent fore and aft at either location; which system you use depends entirely on class rules. But I find that the gooseneck alternative is preferable for three important reasons. First, since the gooseneck is higher than the deck, the greater leverage which this affords means that the prebending device will have a greater influence on the spar. Second, support at the gooseneck contributes more to the fore and aft stiffness of the spar than does support at the deck. A lighter mast section can be used as a result. Third, the strut can counteract mast bend inadvertently induced by vang tension - helpful if you want a straight spar while the boom is vanged for leech control.

How these prebending devices work in harmony with other parts of the rig is also important. If your spar is improperly set up (spreaders, rig tension or step position), you may have trouble achieving the desired overall bend. One common problem is that the mast sets up with too much loaded bend even though it is fully restricted at deck level. The symptom for this condition is that the mast is that the mast appears very straight in its lower region, and then bends excessively from the spreaders up when loaded. Possible solutions include canting the spreaders more forward, using more shroud tension, moving the step forward, moving the chainplates aft or obtaining a stiffer section.

THE WIND RANGE

If you know what to look for in mast bend, it is easy to know how to adjust the mast fore and aft in its lower portion at either the gooseneck or deck level. The following guidelines should assist you in adjusting lower mast bend.

1. Induce prebend in light air by exerting forward force. The mainsail will perform better in light air when it is flattened - presenting less sail for the air to travel round - and the leech opened.

2. Use relatively more restriction (aft pressure) when sailing in a building breeze with choppy seas. This will help to keep the sail full and the leech firm for accelerating through waves.

3. Decrease loaded bend - which, in this case, will overflatten the sail - by restricting the spar in medium air until the boat is fully powered. In a medium breeze, then, prebend must be decreased, possibly until the mast becomes straight or even bends in reverse. A reverse bend adds power to the mainsail and is usually desirable until the crew becomes overpowered.Tucker Edmondson and I often set up our Fireball spar so that it was prebent in reverse without loaded bend. Then, with full vang and sheet tension, the mast would end up pertfectly straight while beating in trapeze conditions (no loaded bend). This set-up, combined with our mainsailwhich was designed for minimal mastbend, proved extremely fast in rough water. It is important to note that you should never sail with negative loaded bend (mast reversed when fully sheeted) but that negative bend can be fast in certain conditions depending on your sail.

4. As the boat becomes overpowered in heavier air, depower by using more loaded bend. This is achieved by using less restriction with the ram or strut, allowing the spar to bend naturally, which flattens the sail. Then, as the wind and chop start to build, you should start to force prebend into the spar with forward pressure, not unlike the bend which you try to achieve in light air. In really heavy air, it is possible that the best speed is obtained where there is so much bend that the sail's luff curve is exceeded, producing wrinkles from the clew to the lower sections of the spar near the spreaders.

In summary, regardless of which system you choose, according to what might work easiest for you or what your class rules permit, it is important to realize the effects and uses of lower mast bend. Approach the problem as you might any other primary controls - cunningham, vang, outhaul and jib leads. Learn the optimal amount of loaded bend for all conditions and learn to correlate that to the amount of prebend carried. Be prepared to alter your lower mast bend should conditions change significantly. With the rig properly tuned down low, you should be on your way to better speed in all conditions.

(Reprinted from Yachting June 1980)

GENERAL RECALLS.....DO WE REALLY NEED THEM?..

In an article for Yacht Racing and Cruising Stuart Walker puts forward his prescription for eliminating general recalls. He notes that the middle-of-the-line sag seems to have been replaced by the middle-of-the-line bulge, made up of those helmsmen who expect to be over the line at the starting signal but to remain undetected because of the weight of numbers. ...."But, as Gregg Bemis pointed out in a recent USYRU newsletter article, allowing a few unidentified, premature starters to continue is not a crime. What is a crime is allowing a few starting-line specialists to perfect a technique which is intended to violate the rules and which gives them an overwhelming advantage. Allowing such violations threatens to change the very nature of the game by failing to provide the equal status intended for each player. Meanwhile, the techniques of starting behind the line go unperfected, and the rules are less and less respected.

The problem is real but general recalls are inappropriate solutions. Bemis also noted that general recalls penalize all who obtain good, legal starts and benifit (by giving them another chance)all who start prematurely. He implies that race committees should ignore a "number of unidentified, premature starters" rather than resort to general recalls, and reminds us that rule 8.3(a) says race committees "may" (not shall) resort to general recalls in such circumstances. And, of course, they don't solve the problem. One general recall is usually followed by another, and often another and another.

When this fact was recognised by the IYRU, Rule 5.1(c) (the round-the-ends rule)was introduced. When this failed to deter the over-early gang - those who were good at being over early weren't about to be detected anyway - one minute rules which disqualified anyone over the line in the final minute were added. In difficult situations, some committees actually resorted to recording everyone they could recognize as being on the proper side of the line as starters and disqualified the rest! But despite the most exteme penalties general recalls continue, or worse, they result in the cancellation of the day's racing all together. It has become commonplace, after a succession of general recalls, for committees to throw up their hands and call it "off for the day". What a travesty - that a few aggressive sailors and an exasperated race committee can deny the entire fleet a day's racing.

The solution is certainly to dispense with general recalls and to return to standard starting procedures, which place the responsibility for correct staring exactly where it belongs - on the individual starter. Such an opportunity has been available all the while. When individual recalls are intended, the common custom of considerate committees is to notify each yacht of her premature start. A common associated practice is to notify those who are immediately recognizable, but to ignore those who, though subsequenly recognizable, are initially hidden. The reluctance to recall the latter is, in part, derived from the feeling that it is unfair to notify some boats immediately and others belatedly, in part because the committee is embarrassed to demonstrate that they were unable to recognize all premature starters immediately.

But individual notification of premature starters, early or late, is not required by the rules. Rule 8.2 essentially gives the committee three choices. They shall:
"a)when each yacht has been allotted a recall number or letter (a rarely used technique) - display her recall number or letter as soon as possible and make a suitable sound signal. As soon as the recalled yacht has wholly returned to the pre-start side of the line or its extensions, the race committee shall so inform her by removing her number or letter. This is the preferred procedure.
b) when no recall number or letter has been allotted - make a sound signal and leave the the class warning signal at "the dip" or display International Code Flag"X" until she has wholly returned to the pre-start side of the line or its extensions, or for such shorter period of time as the race committee considers reasonable.
c) follow such other procedure as may be prescribed by the national authority or in the sailing instructions."

IN OTHER WORDS,NO INDIVIDUAL NOTIFICATION IS REQUIRED; YACHTS MAY BE ALLOWED TO START PREMATURELY AND SUBSEQUENTLY BE DISQUALIFIED WITHOUT BEING INDIVIDUALLY RECALLED.

This technique - hidden in the rules all the while - is the real prescription for premature starting and the means by which general recalls can be eliminated. Premature starts become unattractive if escape through a general recall is unavailable. They become almost totally unacceptable if they are detectable - and not notifiable. Successful premature starts depend upon being hidden in the midst of other early starters (a position from which an early return to the line is nearly impossible) and upon the disinclination of committees to recall a premature starter after she is well out on the course. If both of these advantages are denied him, a helmsman will be extemely reluctant to risk a premature start. He will be particularly deterred by the awareness that the committee will be able to watch boats for several minutes after the start and be able to detect many premature starters which initially could not be distinguished. He will understand that he will probably be detected, but will not know (until he finishes) whether he was or not.

I used this technique in a recent, large Lightning regatta at Severn Sailing Association. There were a few gasps (of pain or disbelief?) when, at the skippers' meeting, I announced my intention to follow Rule 8.2(b) and explained my purpose. After premature starters in the first race were detected, but not notified, and subsequently scored DNS, no further premature starts were attempted."

Know the Rules

KEEPING CLEAR.....GERALD SAMBROOKE STURGESS

As explained in the previous article, the yacht B, clear astern (behind) in Fig.1 must keep clear of A, the yacht clear ahead, in accordance with rule 37.2.However, rule 38.1, Luffing Rights, can also apply in this situation.

When A either sees that B is about to try to pass her to windward or waits until BW establishes an overlap to windward on AL, A or AL can luff 'as she pleases' to prevent B or BW from passing her. This is because, in either case, in accordance with Rule 38.2, Proper Course Limitations,the helmsman of B or BW is abaft the mastline of A or of AL before or when the overlap is established.

The phrase 'as she pleases' means exactly what it says. A or AL can luff without any warning as suddenly and sharply as she pleases, up to head to wind if she chooses - she must not luff beyond head to wind because according to the definition of tacking she would begin to tack - and when BW overlaps her, she is allowed to touch BW if she can, provided that no serious damage results, as stated in Rule 32, Avoiding Collisions. AL retains this right until, as shown in the third position in the figure, in accordance with Rule 38.2, BW's helmsman (when sighting abeam from his normal station and sailing no higher than the leeward yacht) has been abreast or forward of the leeward yacht.

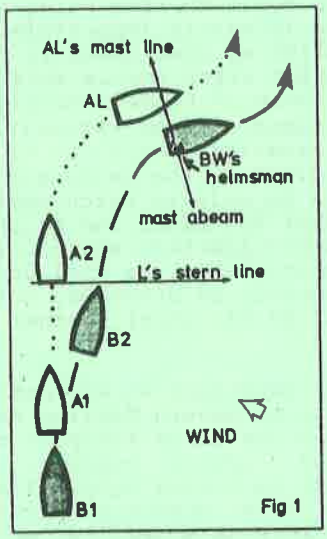


Fig 1

At this moment, BW can, in accordance with Rule 38.4, Hailing to Stop or Prevent a Luff, terminate AL's luffing rights by hailing 'Mast Abeam" or words to that effect, after which AL must immediately bear away to her proper course by heading honestly and fairly for the next mark.

There is an important point of law here. When BW terminates AL's luffing rights and AL bears away, it was ruled in USYRU Appeal No.20 that: 'A leeward yacht which has luffed a windward yacht, as permitted by Rule 38.1, may bear away suddenly. In responding to AL's luff BW was obligated (under Rule 37.1 GSS) to keep far enough away from AL so as to give her room to bear away suddenly and rapidly.

In electing to go to windward instead of leeward, with the deliberate intention of trying to blanket and pass AL, BW should have expected AL to luff her and she should have been ready to respond. If BW gets 'snicked' in the process, it is her own fault entirely. It is useless for her to complain that AL luffed so suddenly and sharply that she could not keep clear. In coming so close that she could not respond in time, no competent protest committee should have the slightest sympathy with her.

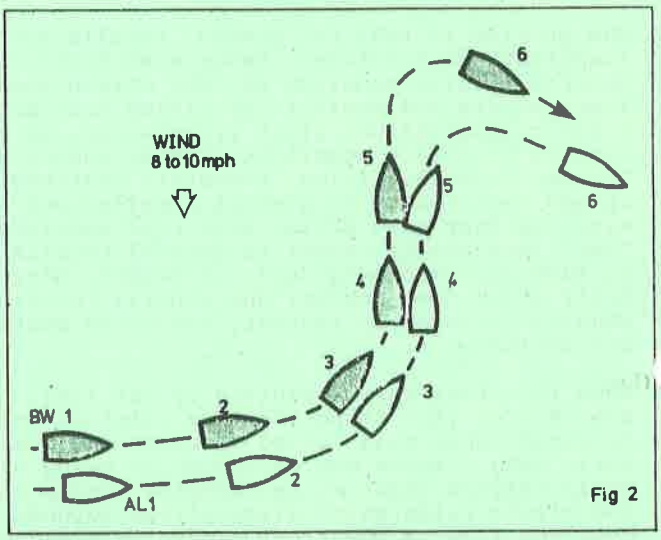


Fig 2

The late Sir William Burton, president of the IYRU and RYA 1937-1942, and a very famous racing helmsman, laid down a very sound precept that when a yacht clear astern is trying to pass another yacht to windward,she should alter course and continue to alter course, so as to keep one-and-a-quarter boats' lengths of water between herself and the leeward yacht.

Note that Rule 38 is headed Same Tack - Luffing and Sailing above a Proper Course AFTER Starting and that, according to the definition of Proper Course, there is no proper course before the starting signal.It is also important to understand that Rule 38 applies only in open water, AL must not luff BW ashore or into any kind of danger.

With regard to luffing generally, slow luffing is a waste of time and while it may add zest to the sport, it may be said that more races are lost than are won by sudden luffing. It seldom pays to allow a yacht to come up to windward nearly abeam or more than abreast and then to luff suddenly with the object of touching her and putting her out of the race, unless an alternative penalty applies. Rule 38, however, permits it.

It should be reasonable to suppose that a yacht enters a race for pleasure, excitement and the battle of wits involved in competing against and trying to beat her opponents. Therefore, luffing should not be used to 'out' an opponent, but solely to prevent her passing. Hence, when A sees that while B is still clear astern she seems to be contemplating coming to windward, A should luff plainly before B gets an overlap at all. That is the seamanlike and sporting way to luff and often causes B to to change her mind and go to leeward, because it is a clear indication that if she persists in coming close to windward, she is likely to be lufted head to wind.

Finally, and bearing in mind the fact that the right-of-way rules are specifically framed to enable yachts to manœuvre at close quarters in safety, it could be argued that as the luffing rule seems to invite AL to collide with BW, it hardly conforms with the principle. It certainly is a peculiar rule, but it is a very wellknown one in racing.

The point is that it is seldom a dangerous manœuvre because, when lufring is allowed, the yachts are sailing approximately parallel courses at much the same speed and any contact between them tends to be slight and a glancing blow. Moreover, as BW should know very well that if she attempts to pass close to AL and fails to respond to her luff, she will almost certainly be disqualified or penalised in some other way, it can reasonably be claimed that the luffing rule encourages her to avoid a collision.

(Reprinted from Yachts and Yachting)

REGATTA NEWS.

PARKWAY SAILING CLUB'S

ANNUAL REGATTA

Parkway Sailing Club held its 15th Annual Regatta on the Niagara River on July 4th and 5th, with 16 Albacores participating.

Saturday's winds were light and variable, with many boats sailing into dead spots and losing many positions, while others were able to find patches of wind and carry on.

In the Albacore fleet the lead interchanged several times between Jeff Pudwell and John Ashby of TS&CC. Ashby emerged the victor, with Pudwell a close second. Third place went to Jim Clements of Niagara Sailing Club. The second race was also won by Ashby, with Jim Howe second and Jim Clements third.

On Sunday, the winds were virtually non-existent except during a brief thunder-storm. The scheduled races were cancelled, so final results were based on Saturday's two races.

Final results were:

1. John Ashby TSCC
2. Jim Clements NSC
3. Jim Howe Pkwy SC

Saturday's events were rounded off by a delicious dinner, a volleyball game and an evening party.

The racing also counted as the Albacore District III Championship. Trophy winners (top sailors from the Niagara district)were

1. Jim Clements
2. Jim Howe
3. Dick Railton

PARKWAY INVITATIONAL RESULTS

FINAL PLACE	CLUB	SAIL NUMBER
1. John Ashby	TSCC	4659
2. Jim Clements	NSC	5403
3. Jim Howe	PSC	4468
4. Dick Railton	PSC	7004
5. Jeff Pudwell	PSC	5310
6. Bill MacLeod	PSC	2704
7. Louis MacLeod	PSC	4019
8. Ken Goeckel	NSC	5923
9. Paul Pudwell	PSC	6250
10. Jack Mitchell	BSBC	5671
11. Brian Baxter	BSBC	7098
12. Paul Wheeler	NSC	5973
13. Gordon Dennis	GYC	6195
14. Bob Guyder	NSC	4585
15. Jamie Vallance	BSBC	7014
16. Barlow Dillon	PSC	6203

MORE NEWS FROM PARKWAY

Many of the keen Albacore sailors from Parkway attended the Niagara Sailing Club Annual River Championships which is also counted for the Naigara District Albacore Championship. Two races were held on the Saturday in light variable winds, and one race was held on Sunday in freshening, but flukey winds. Trophies were presented to the 4 top skippers and crews, 2 of which were representatives of Parkway.

Final results were:

1. Paul Pudwell PSC
2. Ken Goeckel NSC
3. Jim Clements NSC
4. Jeff Pudwell PSC

GLEW STICKS WITH IT TO WIN CONESTOGA REGATTA"!

Mike Glew from the Sarnia Centreboard Club put four wins in a row together to win the Conestoga Sailing Club's Warm Water Regatta held near Kitchener in June.

Glew's performance gave him an easy first place finish. Mark and Jane Ewen (BHYC) were second with a 1-2-2-4 scoring with Dick Railton (PSC) third with a consistent 3-3-4-5 finish.

A fleet of 20 Albacores sailed in this regatta which was the District three "Bill Gooderham" series event.

In Saturday's races, sailors faced winds ranging from 18mph to 35 mph, leaving the gybe mark as the 'graveyard' for many in the fleet. Sunday's races were sailed in much lighter wind conditions. With 4 firsts, Glew did not sail the last race, which was won by Mark Ewen.

POYNTZ BLOWS FLEET APART - EASY WINNER OF THE N.A.'s

Barry and Gary Poyntz, many times Canadian Albacore Champions, atoned for their second place finish in the 1980 North American Championships, by totally dominating the 1981 Championship held at the Muskoka Sands Hotel.

The Poyntz brothers left no doubt that they'll be the crew to beat at the 1981 Worlds to be sailed this October in the U.S.A. Poyntz counted finishes of three firsts and a second for total Olympic score of three points.

John Luard and Tom Morgenthaler from Monmouth Beach Sailing Club in New Jersey was a distant second with 27.4 points. John Bleasby and Karen McRae from the RCYC were third with 32.7 points, followed by Bill Ewing and Paul Pezzutti , last year's North American Champion, with 34.4 points and Mike Glew and Drew Peerless with 38 points.

Poyntz' victory was all the more impressive in that it was their first regatta of the year!

A major controversy erupted after the first day of racing, when John Bleasby successfully protested Jeff Moody, winner of the first race for a measurement violation for failure to carry corrector weights as specified on his measurement certificate. A subsequent check of all other competitors led to the disqualification of John Francis and Hugh Morrin.

All competitors are reminded that they MUST carry the total corrector weights as set out on their measurement certificates.

Boats are subject to reweighing at the discretion of the Race Committee. Spot checks will be carried out throughout the year at major regattas.

CONESTOGA SAILING CLUB WARM WATER REGATTA -1981

FINAL PLACINGS

1.	M. Glew	6700	SCC
2.	M. Ewen	6626	BHYC
3.	D. Railton	7004	PSC
4.	D. Weaver	5852	CSC
5.	H. Morrin	6525	KYC
6.	B. Baxter	7098	BSBC
7.	K. Stuart	6658	KYC
8.	H. Kierulf	6104	RCYC
9.	J. Ashby	4659	TSCC
10.	J. Pol	6271	FYC
11.	B. McKenzie	7034	HYC
12.	G. Roth	6657	CSC
13.	Wm Fraser	6462	PLYC
14.	D. Griffiths	7100	TSCC
15.	Macmillan	5778	CSC
16.	R. Moxness	2661	GYC
17.	P. Pudwell	6250	PSC
18.	C. Purtle	6101	CSC
19.	G. Plant	4867	CSC
19.	B. Torrie	3239	CSC

NORTH AMERICAN ALBACORE CHAMPIONSHIPS

FINAL STANDINGS - 1981

1.	B. Poyntz	6731	3	LBSC
2.	J. Luard	6862	27.4	MBSC
3.	J. Bleasby	5009	32.7	RCYC
4.	B. Ewing	4717	34.4	MBSC
5.	M. Glew	6700	38	SCC
6.	P. Henderson	7141	41.7	RCYC
7.	D. Sturch	6803	43	SMSC
8.	A. Humphreys	6660	45	BC
9.	s. Wimmer	5008	47.7	TSCC
10.	C. Colman	7000	52	SMSC
11.	J. Moody	6644	66.4	SMSC
12.	R. Batt	3731	67	OHCC
13.	J. Lawser	6355	79	
14.	R. Kappele	4473	80	SMSC
15.	J. Duncan	6878	84	
16.	K. Johnson	6642	84	RCYC
17	R. Moody	6999	85	SMSC
18.	J. Chandler	7060	88	BYC
19.	B. McKenzie	7034	97	HYC
20.	T. Griffin	6857	99	BLSC
21.	A. Stuart	6658	99	FYC
22.	B. Murdock	6494	100	TSCC
23.	D. Sturch	4812	101	SMSC
24.	A. Macnaughton	4834	105	MLSC
25.	H. Kierulf	6104	108	RCYC
26.	D. Griffiths	7100	116	TSCC
27.	B. Leonidas	5600	118	BLSC
28.	D. Ruddy	5240	122	
29.	P. Watson	4422	127	TSCC
30.	J. Francis	6655	DSQ	SMSC
31.	H. Morrin	6525	DSQ	KYC

Over the Transom

CONGRATULATIONS to Hugh Morrin and Bill Reid - featured on our cover - who are presently representing Canada at the World Youth Sailing Championships, in Portugal. The event this year is being sailed in Laser 2s and Hugh and Bill have been practising hard throughout the season so we haven't seen quite so much of them and 'Maniac'. GOOD LUCK!

Everyone should have received, by special mailing, notice and entry form for the 1981 Canadians. If you have not received yours please contact Judy Whitfield as soon as possible. The regatta starts on 11th September and is hosted by Toronto Sailing and Canoe Club.

Because of the postal strike, this issue is a little short on news, race reports and results. Holidays also tend to disrupt some Executive members' reports. This should mean that the next Shackles will be a bumper edition. Please make sure YOUR regatta reports get to the editorial desk!

Jiri Spirk a measurer from the Peterborough area, has resigned and David Hughes replaces him. He can be reached at 1281, Olympus Avenue, Peterborough, Ont. K9H 6V9 (705) 742-0206 (H)

When Jerry Selwyn persuaded me, in February '79 to have a go at editing Shackles I had no idea what was involved. I had only seen, briefly, two or three copies of the newsletter and knew only two or three Association members. As I realized what was invoved I was tempted to resign immediately! I couldn't type, I had no idea really what went on in Albacore sailing in Canada, I knew hardly any of their names let alone the actual personalities and worse I'm not very good at contacting people I don't know and asking them to do things. As issues came and went the physical chore of typing the copy and laying it up gradually took less time and somehow I managed to fill the pages. I have always been disappointed at the lack of any unsolicited material - it's hard enough to get what I have asked for sometimes!

Through all this time, I have received a great deal of help and advice from Vice-Commodore David Whitfield and his seemingly tireless wife, Judy. Sometimes it seems that David has written the whole newsletter!

Many thanks to Judy Whitfield who has typed up all the race reports and results and also some of the executive news for this issue.

I must make one last plea.....PLEASE will some person, or persons, come forward to take over Shackles? However willing your Executive is there are limits to how much time anyone can give to the Association. Don't expect that one of them will take the job on and that Shackles will continue to turn up in your mail box, once the strike is resolved. Let's have a VOLUNTEER.

PLEASE DISPLAY THE CLASSIFIED PAGE ON YOUR CLUB, OFFICE OR WORKS NOTICE BOARD.

THE boat to start with .... Length 15' Beam 5'
Draught-board up 9"
board down 4'9"
Sail area 125sq ft. **THE boat to stay with ....**

Boats for Sale

AL 7209 New '81 de luxe Skene hull, custom finished. Two suits of sails, two centreboards, rudder, new top cover, under cover, launching dolly and many extras.
Contact Nick Hancock (416) 445-6641 (B)
449-3768 (H)

AL 5009 Very fast, well equipped YOUNG, around '75. White "SIKKENS" hull, varnished deck and interior, Proctor spars, new North sails, custom board, rudder and tiller. All Harken blocks and cleats. Includes Pronto dolly/trailer, top and bottom covers. Excellent race record, immaculate condition.
Contact John or Karen (416) 461-7840 (H)
251-9985 (B)

Equipment for Sale

TOM ALLEN main and jib, window in both sails. Excellent condition. Asking $100.

TOM ALLEN main and STORER jib, window in both sails. Excellent condition. Asking $100.

Two Albacore RUDDERS, built by YOUNG, one fixed and one flip-up. Tiller included. Asking $75. each.

Contact Bob Leonidas, (416) 484-5450 (B)
62, Donwoods Drive, 481-2566 (H)
Toronto, Ont.
M4W 2G5

WET SUITS Man's XL, shark skin outside and black nylon inside. Farmer John pants and long sleeve jacket.
Lady's size 14, red nylon outside and smooth neoprene inside. Jacket with long sleeves and full length pants.
One pair neoprene socks, with soles. Will fit lady's size 6 - 9.
Contact Jerry Selwyn (416) 447-5053 (H)
361-3950 (B)

RUDDER BLANK , Woof spade shape, laminated Sitka spruce and mahogany. Planed to 1" thickness ready for shaping.
Contact Jerry Selwyn (416) 447-5053 (H)
361-3950 (B)

THE BIG ONES IN 1981

JUNE 19,20,21.	NORTH AMERICANS S.M.S.C.
AUGUST 15,16	C.A.A. JUNIOR CHAMPS. S.M.S.C.
21,22,23.	U.S. NATIONALS NIAGARA SAILING CLUB.
SEPT. 11,12,13.	CANADIANS T.S.& C.C.
OCTOBER 11-17	WORLDS GWYNN'S ISLAND, VA.

Regatta Dates

\+ Gooderham Series

* Canadian's Qualifier

AUGUST

22	Open Albacore Regatta Mooredale Sailing Club
23	Harbour Master's Series
29, 30	Area 10 Championship * Brittania Yacht Club, Ottawa
29	Albacore Regatta * + Westwood Sailing Club

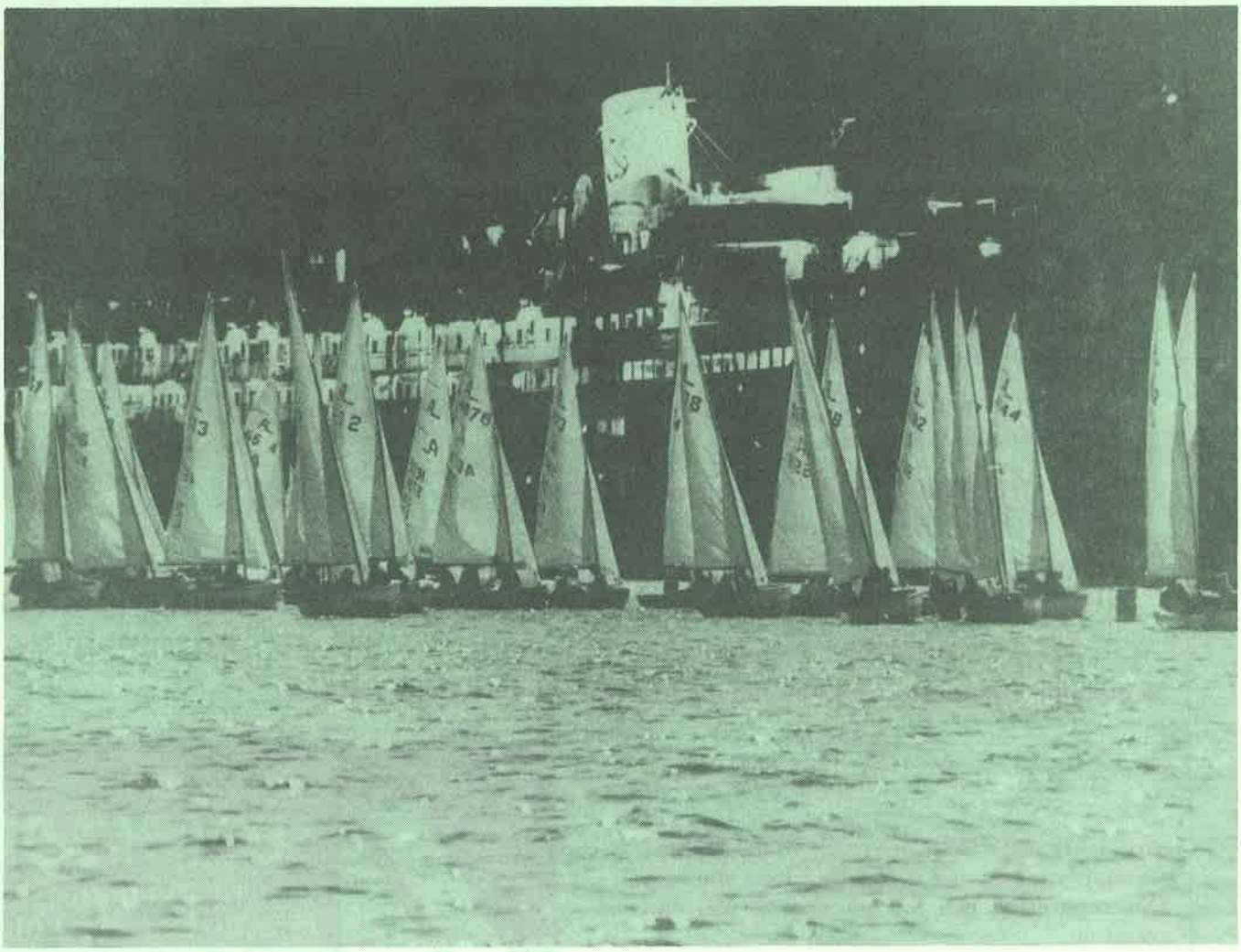
SEPTEMBER

5, 6	Albacore Regatta * Saint Jamestown Sailing Club
11, 12 13	Canadian National Championship Toronto Sailing & Canoe Club
19	MYRC Queen City Yacht Club
26	Humphrey Trophy Boulevard Club Last cahnce in Toronto to tune up for the Worlds. Several short races and grog, to keep you on your toes.

OCTOBER

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

Picture by Steve Parcell who observes that "enthusiastic sailors, in deep concentration, can become oblivious to all else!"



Move in fast company

OUR 1980 RESULTS SPEAK FOR THEMSELVES

1st NORTH AMERICAN CHAMPIONSHIP (3rd consecutive year)
1st, 2nd, 3rd, 4th, 5th

1st U.S. CHAMPIONSHIP (4th consecutive year)
1st, 2nd, 4th, 5th

1st CANADIAN CHAMPIONSHIP (5th consecutive year)
1st, 4th, 5th

ASK ABOUT OUR NEW '81 DESIGNS

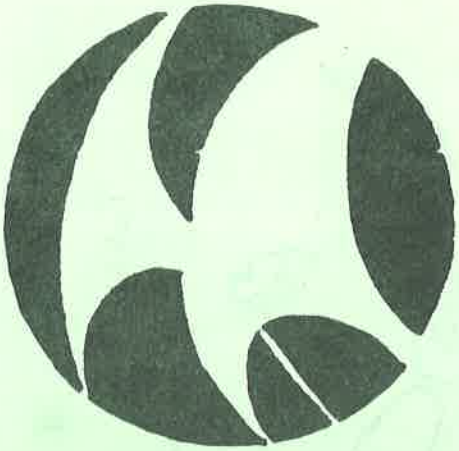
Remember the World Championships in 1981 will be held in the U.S.

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

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

SEPTEMBER 5 & 6

1981



OUTER HARBOUR

TORONTO

ST. JAMES' TOWN SAILING CLUB ALBACORE REGATTA

-A qualifier for the Canadians.
-Five races are planned with four to count.
-Races will be sailed under the current I.Y.R.U. Racing Rules and the C.Y.A. prescriptions to those rules, except as modified by the sailing instructions. ie. 720 Rule.
-Scoring, low point, except that first place equals 3/4 of a point. Ties shall be broken using I.Y.R.U. Appendix 5 No.4
*D.N.S.Entries plus 2 *D.N.F.Racing plus 2 * D.S.Q. Entries plus 5
-A current measurement certificate with bouyancy endorsement must be available.
-Skipper's meeting at 1000 hrs Sept.5, first race at 1100 hrs both days (delay excepted).
-Boat, trailer storage and launching at site.

EARLY REGISTRATION:

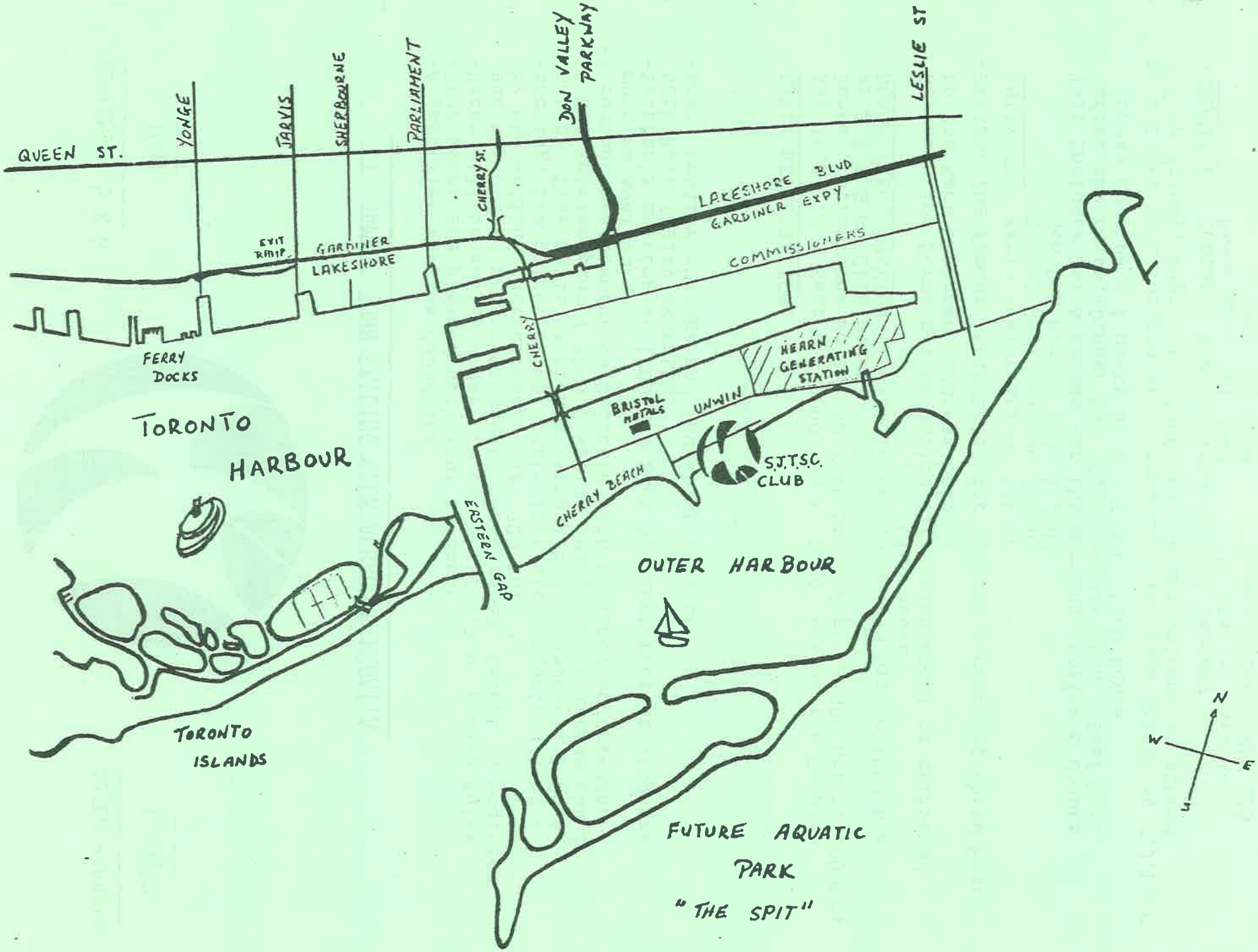
Aug.14,21,28 & Sept.4 - 2000 hrs to 2300 hrs at the Spanish Donkey, Strathcona Hotel, 60 York St. Sept.4-1800 hrs to 2000hrs at S.J.T.S.C. Club house.
NORMAL REGISTRATION: Available Sept.5th, 900 hrs to 1000 hrs at S.J.T.S.C. Club house.
Registration Forms may be mailed (if strike ends) or delivered to the Race Chairman, address below.

-PRIZES: The famous 'KLINGER's' for skipper & crew 1st three boats.

-ENTRY FEE: Early Registration: $28.00
Normal Registration: $30.00
Non CAA Member add $ 3.00
This includes Sat & Sunday -in the morning, coffee & donuts -after the races, Dinner Sat.'Clam chowder',Sun. 'Beef Roni.' Sunday evening - A party at S.J.T.S.C. Club House.

Note:There is a Toronto area community club race hosted by S.J.T.S.C. on Friday, Sept. 4th, 1900 hrs you are welcome to attend.

-INQUIRIES: Contact: Race Chairman - Bill Kennedy
Phone:Home 781-7862 256 Bedfore Park Ave.,
Bus: 965-3038 Toronto, Ont. M5M 1J5


QUEEN ST.
YONGE
JARVIS
SHERBOURNE
PARLIAMENT
DON VALLEY PARKWAY
LESLIE ST
CHERRY ST.
LAKESHORE BLVD
GARDINER EXPY
EXIT RAMP
GARDINER
LAKESHORE
COMMISSIONERS
FERRY DOCKS
CHERRY
HEARN GENERATING STATION
BRISTOL METALS
UNWIN
S.J.T.S.C. CLUB
CHERRY BEACH
TORONTO HARBOUR
EASTERN GAP
OUTER HARBOUR
TORONTO ISLANDS
FUTURE AQUATIC PARK
"THE SPIT"
N
W
E
S

ST. JAMES' TOWN SAILING CLUB ALBACORE REGATTA ENTRY FORM - 1981

(PLEASE PRINT)

Skipper Name: Crew Name:

Address: Address:

Sail Number: Phone Number:

Boat No: Boat Name: Club:

CAA Member: Yes No

FEE SCHEDULE:

Early Registration:	Skipper and Crew	$ 28.00	_____
September 5th Registration:	or	$ 30.00	_____
Non C.A.A. Member - Add		3.00	_____
	Sub-Total:		_____

ADDITIONAL DINNER TICKETS:

Saturday _____	Tickets at $6.00 each	_____
Sunday _____	Tickets at $8.00 each	_____
	GRAND TOTAL:-	_____

Note: Cheques payable to:
St.James Town Sailing Club.

WAIVER OF LIABILITY:

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

Dated: _____ Signature: _____

FOR REGATTA COMMITTEE USE ONLY

BUOYANCY _____ MEASUREMENT _____ SAIL NO. _____