

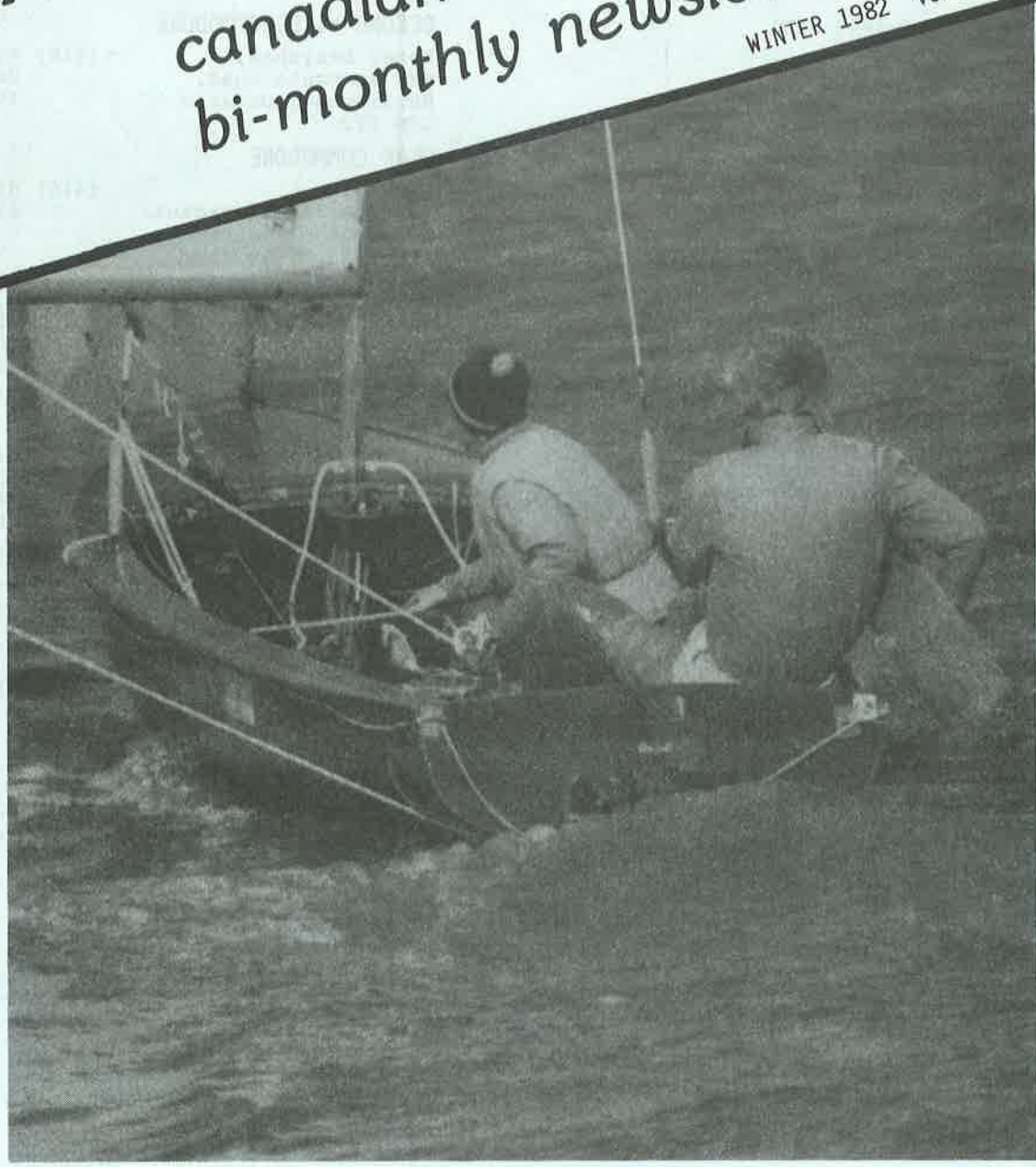
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EXECUTIVE ST

SHACKLES AND CRINGLES

canadian albacore association's
bi-monthly newsletter

WINTER 1982 VOLUME XX NUMBER 1



EXECUTIVE '81

Please direct all newsletter contributions and advertising enquiries to:

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Deadlines for materials to be included in the next issue of Shackles and Cringles will be April 15, 1982. The issue will be mailed out approximately May 1, 1982.

Deadlines for succeeding issues of Shackles and Cringles will be as follows:

June 15, 1982 to be mailed approx. July 1, 1982

August 15, 1982 to be mailed approx. Sept. 1, 1982

October 15, 1982 to be mailed approx. Nov. 1, 1982

All those wishing to publish regatta notices and other materials are requested to observe these deadlines. Failure to do so may result in your event not receiving the publicity it deserves! Shackles and Cringles will publish your regatta notices as many times as is practical considering the regatta date and our publication deadlines. Early delivery of your regatta notice will ensure its publication in the maximum number of issues of Shackles and Cringles.

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.

Cover Photograph:

A SHIP ~~WITHOUT~~ A RUDDER - T.S. & C.C.'s Ben and Anne Murdock reach away from shore at the 81 Worlds at Gwynn's Island, Virginia. A 6" draft and a 3' fixed rudder forced many sailors to go "rudderless" - sometimes perilously in 20+ knot winds.

Photo by David Whitfield

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EXECUTIVE NOTES

CHARTING THE COURSE

This is my first opportunity to write as Commodore of the Canadian Albacore Association. We apologize for the hiatus between the last issue of Shackles and Cringles and this one, occasioned by the resignation of our former Editor, Jean Rogers. We're very pleased to announce that Christine Watson has agreed to take over this most important function of our Association.

In many ways, our period of time without an Editor for Shackles and Cringles points out one of the great problems faced by all volunteer organizations. This Association has been extremely well blessed over time by the contributions of our volunteers. Under Jean Rogers Shackles and Cringles became an extremely well down class newsletter. Certainly we saw no other class whose publication came even close to "Shackles" in its appearance, or content. To achieve such a degree of professionalism required a great deal of time and effort by the Editor. The Association salutes Jean Rogers for her most valuable contribution to the growth of the Class.

We also must recognize the efforts of our Past Commodore Haakon Kierulf. Under Haakon's tenure the C.A.A. increased its membership level by almost 50%. The insurance program was introduced. The issue of shroud levers was "laid to rest" through a referendum of the membership. A major questionnaire designed to determine the needs, and desires of our membership was sent out. The new display stand, crests, and visors were developed. The Bill Gooderham Series was introduced. Despite living an extremely busy life which sees him crossing the breadth of Canada on an almost weekly basis Haakon still found the time to serve two terms as Commodore of this Association. His record speaks for itself. The Canadian Albacore Association has been well served by the work of Haakon and Jean.

As we move into the sailing year we welcome Christine Watson as our new Editor of Shackles and Cringles. Christine and her husband Paul sail out of Toronto Sailing and Canoe. We ask for your support and contributions to help maintain the high level of Shackles and Cringles. Some changes have been made in the layout of "Shackles" which will (hopefully) make

"Shackles" more readable. We'll do our best to maintain the publishing regularity (the print shop and Canada Post willing).

In this issue of Shackles and Cringles you'll see information regarding some very exciting programs planned for this summer. The most noteworthy is the Race Training Week being held under the auspices of the Ontario Sailing Centre July 11-16. As a former "student" at this course, I can assure you that there is NOTHING you will do this summer which will have as much effect on your sailing abilities and skills as can be picked up in one week at Geneva Park. I recommend the program most highly. Scheduling the North Americans at the end of the Race Training Week is just a big bonus to make the week the most important of the summer.

For our Youth sailors the Ontario 19 and Under Doublehanded Championships will be sailed in Albacores on August 7 and 8 at Bronte Harbour Yacht Club. We are most fortunate as a Class to receive this honour. Let's demonstrate our gratitude by producing an enthusiastic and large group of young sailors for this event. Only one week later Royal Hamilton Yacht Club will host the Canadian Junior Albacore Championships. Special programs are being developed to make the 1982 edition of the "Juniors" the best ever.

Once again we'll return to the Muskokas for this year's Canadians, which are to be sailed September 10-12, 1982 at the ever-popular Clevelands House. I can't think of a better way to wrap up a season than to share the friendship and sailing at Clevelands House.

Other programs are also under consideration. We're hopeful that a new format to the team racing event will spark renewed interest in this most exciting format of sailing - for which the Albacore is uniquely well suited - but more about that later.

In the meantime we ask for your continued support of the C.A.A. and its activities, first by renewing your membership, and second, by coming out and participating in the many programs run for members of the Albacore Class.

David Whitfield
Commodore

BE THERE!!

1982 CANADIANS

SEPTEMBER 10, 11, 12

CLEVELANDS HOUSE, MINETT, ONTARIO

ASSOCIATION DUES INCREASE FIRST IN FIVE YEARS

The Executive has announced an across-the-board increase of \$5.00 for all classes of membership in the Canadian Albacore Association. The increase is the first in five years.

The tremendous increase in postal costs (our largest single expense item), three increases in the cost of printing Shackles and Cringles in the last year alone, and the normal inflationary costs which all have been forced to bear were cited as the main reasons for the new fee structure.

Under the new fee structure all Full Members (any boat owner, or any non-boat owner who wishes to helm in a C.A.A. sanctioned regatta) will now pay \$20.00 per year. There is a reduced fee of \$18.00 for those who renew prior to March 31, 1982. Associate members (non-boat owners, or foreign residents will now pay \$15.00 (\$13.00 if paid by March 31, 1982).

NEW EXECUTIVE ELECTED AT A.G.M.

The 1982 Executive for the Canadian Albacore Association was elected by acclamation at the Annual General Meeting held September 11, 1981 at Toronto Sailing and Canoe Club.

The new Commodore is David Whitfield of T.S.C.C., helm of "Whit's End". The Commodore is better known as the husband of the Association's Assistant Secretary-Treasurer Judy Whitfield.

Charlie Colman sailing out of South Muskoka Sailing Club with his wife Pam will be the new First Vice Commodore in charge of regatta activities.

Peter Brayshaw moves up to become the new Second Vice Commodore in charge of Fleet organization. Peter sails out of Bronte Harbour Yacht club with his wife Marian.

New to the Executive this year is Don Young from Royal Hamilton Yacht Club. As the Rear Commodore Don's responsibilities include supervision of the Class membership. Don and his wife Norma are often seen at the top of the Masters Fleet rankings.

Also new to the Executive this year is John Ashby from T.S.C.C.. John agreed to serve as Treasurer when this position had not been filled at the time of the A.G.M..

Returning to the Executive after a few year's absence is David Weaver who will be the Chief Measurer. David sails out of Conestoga Sailing Club in Kitchener, and previously held the position of Chief Measurer in 1979, prior to taking a one year teaching sabbatical in the U.K.

Retiring from the Executive for 1982 were Tony Polhill, who held the position of Secretary-Treasurer and Paul Pudwell, who had been Chief Measurer for the previous 2 years. Continuing on the Executive for 1982 in the capacity of Past Commodore is Haakon Kierulf. Haakon and his wife Andrea sail out of the R.C.Y.C. and Six Mile Lake Sailing Club.

CLEVELANDS HOUSE SELECTED AS CANADIANS SITE

The Cleveland House resort has been selected as the site for the 1982 Canadian Albacore Championships, to be sailed September 11, 12 and 13, 1982.

This popular event has been held at the popular Muskoka area resort many times in the past. Its excellent sandy beach, and beautiful Muskoka scenery make it an ideal setting for a major regatta.

As in the past, package prices including meals and accomodation will be available. In addition, it is hoped that local cottagers will billet junior aged sailors so that they can join in the fun of a "Canadians".

Further details on this event will be available in the next issue of Shackles and Cringles.

EXECUTIVE MOVES TO REBUILD FLEET NETWORK

Do you know what fleet you belong to? If you don't, you're probably like the rest of us. The District Fleet network has, over time, been allowed to fall into disuse, with a few notable exceptions. District 3 (Golden Horseshoe) is probably the best organized of all the fleets, and their level of participation in sailing activities shows the effort. Others, including the massive Toronto area fleet structure have been moribund for years. In some cases there may be perceived to be little need for a fleet structure due to the high level of programs sponsored by the local sailing clubs. In others, there's obvious need for a Fleet structure to rebuild the Albacore's foundation in the area and to assist the overall development of the class.

Peter Brayshaw, the Second Vice-Commodore is in charge of the Fleet Development program this year. Peter has been hard at work trying to identify what fleet structure exists in all parts of the country, then trying to assist in the development of programs which will ensure the viability of the Fleet programs.

The matter was discussed at great length at the Fleet Captain's meeting held during the Toronto International Boat Show in January, and at several smaller meetings since. Peter needs your help.

If you are, or were the District Fleet Captain, or the Fleet Captain at your local club- or better still, if you are willing to be a local or District Fleet Captain please contact Peter right away. The job's not onerous and you'll feel you're part of the team if you assist your association in this way. It's imperative that we put the Fleet organization back in its rightful place as soon as possible.

Don't delay. Give Peter a call to-day. (416) 867-4784 (business in Toronto) or at home (416) 632-8586 (Burlington).

MEASURE UPII

Chief Measurer David Weaver is looking for new Measurers in most localities. The job entails measuring new boats and sails for your fellow club members. A fee is paid to the Measurer for his work in measuring all boats.

If you would like to become a local measurer please contact David Weaver immediately. He can be reached at McMaster University in Hamilton (416) 525-9140 ext. 4294, or at his home in Cambridge (519) 623-4402. David will be pleased to provide all interested parties with the necessary equipment and handbooks to carry out the duties of a measurer.

Being a measurer is not a time-consuming task - but it is a very important role in policing the growth of the Albacore Class. We want local measurers in every club. If you know that there's a need for a Measurer in your area please volunteer to-day.

YEARBOOK TO BE PUBLISHED BY I.A.A.

The International Albacore Association, through the efforts of the Canadian Albacore Association will be publishing the first International Albacore Yearbook. It will be provided free of charge to all paid-up 1982 members of the C.A.A..

Under the Editorship of Jamie Vallance of Burlington Sailing and Boating, this expanded yearbook will contain the up-to-date rules, address and sail listings for members of the British, American and Canadian Albacore Associations, articles on the Albacore Class' development, its history in the three countries and lots more.

The expected publication date is late May, 1982, so don't delay in paying up your C.A.A. membership dues - get your copy of the International Albacore Association Yearbook!!

U.S.A. SPONSORS NEW CLASS COACHING PLAN

In an effort to promote top-flight sailing by Ontario sailors the Ontario Sailing Association is developing a new program which will call for the appointment of "class coaches" who will assist the rank-and-file member become a better racing sailor.

The plan has just been announced, and each class is being encouraged to develop a coaching program suitable for its own particular needs. If you have any thoughts on how such a program would best serve your needs please contact First Vice Commodore Charlie Colman. Better still, if you think that you'd make a good class coach (or know someone who would) please let Charlie know. O.S.A. is prepared to provide expense money as well as a small honorarium for all coaches.

ALBACORE FEATURED BOAT IN BOAT SHOW DRAW

Ontario Sailing Association raffled off a new "Skene" Albacore as the major prize in its annual Boat Show Lottery in support of Canada's national sailing team.

The beautiful new "Skene" was provided to O.S.A. under special arrangements with the builders. The Albacore was selected to be the main prize due to its outstanding popularity in Southern Ontario.

Winner of the main prize was not an Ontario resident, however. The boat was won by Martin Gauldreault, of Ste. Foy, Quebec, who is temporarily residing in Toronto while on an exchange program with Canadian General Electric. In addition to winning the Albacore Martin received a free year's membership in the C.A.A., Albacore visors and crests, and instructional material on the Class. He plans to sail the boat in the St. Lawrence River at Quebec City. Who knows, it may be the start of a new fleet!!

ALBACORES ...ALBACORES AT TORONTO BOAT SHOW

You certainly couldn't miss the ALBACORE at the 1982 Toronto International Boat Show. Of course, there was the Class display in the O.S.A. exhibit - a "Skene" model beautifully fitted out with about every "go-fast" one could imagine. The display was co-ordinated by Peter Brayshaw and displayed the Class' new "Display Stand". Toronto and area members manned the stand, answering questions on the Albacore and trying to drum-up new members. Special thanks to Christine and Paul Watson for their great effort in organizing the work shifts and keeping the stand supplied with the necessary materials.

Then there was the O.S.A. lottery boat - another new "Skene"- prominently displayed for the show goers. Profits from the lottery sales are donated to the C.Y.A. National Sailing Team Program (see separate article).

Finally, there was the new display by Skene Industries Limited. After having been stuck out in the east annex of the display area for years the builder finally moved into the main arena - where the action is. Their booth featured three ALBACORES ranging from a "stock boat" right up to a fully-equipped racing model. Listening to the comments of show-goers they were certainly very impressed with the quality and workmanship of the "Skene" boats. As a "Show special" the builder was offering to provide a road trailer to any purchaser of a new Albacore if the order were placed at the show.

O.S.A. SELECTS ALBACORE CLASS FOR RACE WEEK

The Ontario Sailing Association has selected the Canadian Albacore Association to run a special "Race Training Week" during the week of July 11-16, 1982. The event will take place at Lake Couchiching's Geneva Park. This is the National YMCA camp located near Orillia Ontario. As a special feature the week will be topped off with the running of the North American Albacore Championships July 16-18, 1982.

Cost for the week, per participant is \$285.00. This includes all instruction, three meals a day, plus accommodation at Geneva Park. Any members of your family who may wish to join you for the week, but who do not wish to participate in the Race Training Week may stay at Geneva Park for their normal rates (approx. \$32.00 per day for meals and accommodation for adults - lower rates are available for children). A registration form for the Race Training Week has already been forwarded to most members of the Association. Another registration form will also be found with this issue of Shackles and Cringles. Please note that all registrations for the Race Training Week are to be forwarded to Georgian College, and NOT to the C.A.A.. There will be a separate registration form published in the next issue of Shackles and Cringles for those wishing to participate in the North Americans as well. In addition to the Registration fee for the North Americans, accommodation for Friday and Saturday nights will be approximately \$32.00 per night (meals included) per person.

Anyone wishing to go to Geneva Park but not participate in the Race Training Program should make their own arrangements directly with Geneva Park (Direct Toronto Line-364-3963). All registrations are subject to availability so be sure to make your arrangements early to avoid disappointment. All facilities and programs for both adults and children are available to all guests staying at Geneva Park. The YMCA prides itself in running a "family oriented program" so please consider making this a week for all members of your family.

The actual race training week will be conducted in Albacores (so bring your own boat). Anyone who cannot get their own boat for the course may use one of the Lasers or Laser II's owned by the Sailing Centre. However, you'll get more out of the course if you bring your own boat. Teaching will be performed by the experienced coaches who work for OSA as well as by special guest coaches who will be brought in just to coach in Albacores.

Anyone who has had the opportunity to attend this Race Training Week will tell you that it's the best money you'll ever spend on your sailing. Whether you're a front of the fleet racer, or a novice just getting your feet wet, this program will teach you more in 6 days than you'll learn in a whole season of racing. Don't be disappointed. Registrations are limited so make your reservation TO-DAY!!

P.S. If you can't make it for the whole week of Race Training be sure to attend the North American Championships, in any event. The whole package at Geneva Park makes it the best regatta value around. Plan now to join us for the Race Training Week and the North Americans.

For more information on the Race Training Week phone either Alf Jenkins at O.S.A. (416) 424-6838, or David Whitfield (evenings) (416) 767-4447.

One further note, if you don't own a boat, or your crew can't make it, please let us know and we'll do our best to team you up with another Albacore sailor in the same predicament - don't let the little things stop you from enjoying a great week of sailing!!

SMALL RATE INCREASE MADE TO INSURANCE PLAN

We have been advised by the Insurer that there will be a small "across-the board" increase in all insurance premiums under the C.A.A. Group Policy.

Under the new rate structure the minimum amount of insurance which can be purchased remains at \$3000.00. Coverage for the year commencing MAY 1, 1982 - APRIL 30, 1983 will be \$40.00. Insurance may be purchased in increments of \$1000., by paying an additional premium of \$10.00 per thousand.

\$3,000.00 coverage now costs.....	\$40.00
\$4,000.00 coverage now costs.....	\$50.00
\$5,000.00 coverage now costs.....	\$60.00
\$6,000.00 coverage now costs.....	\$70.00
\$7,000.00 coverage now costs.....	\$80.00 etc

Coverage for the interim period up to April 30, 1982, for those who wish to join the plan is a flat \$10.00, regardless of the amount of coverage requested, provided the boat is not sailed during that period.

PLEASE NOTE: ALL MEMBERS WHO INSURED THEIR BOATS UNDER THE PLAN MUST RENEW THEIR COVERAGE BY COMPLETING A NEW APPLICATION FORM AND FORWARD IT TO THE C.A.A. SO THAT IT WILL ARRIVE BEFORE APRIL 30TH TO ENSURE CONTINUING COVERAGE. COVERAGES ARE NOT AUTOMATICALLY RENEWED. Don't wait for a bill from the insurer...complete the insurance application form included with this issue of Shackles and Cringles.

Remember also that only fully paid members of the C.A.A. can take advantage of these special insurance rates. So renew your membership in the C.A.A. at the same time as you renew your boat insurance.

Please remember that all Application Forms are to be forwarded to the C.A.A. but ALL CHEQUES ARE TO BE MADE PAYABLE TO: "JARVIS INSURANCE AGENCY LIMITED".

O.S.A. - BUILDER - ASSOCIATION DEVELOP NEW DISPLAY STAND

You may already have seen the beautiful new display stand developed to promote the Albacore Class. It's been on display at the 1981 Canadians, the Toronto, Ottawa, and Montreal Boat Shows and with your help - hopefully at shopping malls, libraries and wherever else we can promote sailing - and the Albacore Class.

After having worked for several years to keep our aging display stand attractive Peter Brayshaw took on the project of developing an all new concept for the Display Stand. The new stand incorporates the latest in display technology - metal frames which can be arranged to suit the occasion supporting large panels of photographs and information on the class. The whole package can be easily shipped in a special packing case - all you have to do is let the Association know that you know a place where we can display it.

Construction of the stand would not have been possible without the generous support of many groups. Ontario Sailing Association made a donation to offset part of the construction costs. Skene Industries Limited, our Ottawa-based builder also made a large cash donation towards this project. In addition, two of our talented members generously donated their talents to the project. Norm Berzins supplied the dramatic photographs which are the focal point of the display, while George Roth gave the stand his professional touch with the artwork.

It is indeed a most impressive stand. We salute those who contributed their time, talent and money to assist our Association in this most worthwhile program.

KINGSTON CREW WINS BILL GOODERHAM TROPHY SERIES

The team of Hugh Morrin and Bill Reid from the Kingston Yacht Club were the second team to win the "Bill Gooderham Trophy Series". The award, presented at the '81 Canadians banquet is presented to the crew which has the best finish in three of five regattas which have been designated as "Gooderham Events".

In 1981 the Gooderham Series events were:

- Conestoga Sailing Club's Warm Water Regatta,
- ARK at Kingston Yacht Club
- Gatineau River Yacht Club Regatta
- Balsam Lake Regatta
- Westwood Sailing Club Regatta.

The Series was developed to recognize the tremendous contribution made to the Albacore Class by the late Bill Gooderham and to encourage sailors to sail in events outside their own Districts. Anyone wishing to have their Regatta designated as one of the Gooderham Events for 1982 should contact First Vice Commodore Charlie Colman.

- Other winners in the Gooderham Series were:
- Second Overall: Mark and Jane Ewen (BHYC/SLYC)
 - Third Overall: Reg and Molly Forth (PYC)
 - Fourth Overall: Haakon and Andrea Kierulf (RCYC)
 - Fifth Overall: Alan and Derek Griffiths (TSCC)

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DINGHY EQUIPMENT EXPERTS





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SEA SURE





Suunto






SUPERJOHN Men's #9030
LD-3 SuperFoam
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Features: knee pads, key pocket, neck entry
Sizes: XS-S-M-ML-L-XL-XXL
Colors: navy/blue
Boardsailing, canoe/kayaking, sailing
..... \$198.95

Other O'Neill styles, including women's suits, also available on request.



BREEZEBREAKER I Men's #7155
2mm nylon II with sleeves of waterproof nylon
Cool-to-cold conditions
Features: front-zip, high collar, inside/outside pockets with zips
Sizes: XS-S-M-L-XL-XXL
Colors: navy/blue
All purpose jacket, boardsailing, sailing \$154.95

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REGATTA RESULTS

POYNTZ BROTHERS WIN CANADIANS, AGAIN

Just like a "spaghetti western", the finish appeared to be preordained... once again, as Barry and Gary Poyntz sailed to their fifth consecutive Canadian Albacore Association National Championship. The event was sailed in near perfect conditions September 11-13, at the Toronto Sailing and Canoe Club.

The Poyntz brothers won the event with a Series of 7, 6, 1, 2, 1 for a total point count of 14.7. John Bleasby and Marianne With placed second with a series of 12, 1, 7, 4, 2 for a total point count of 24. Alan Humphreys and Paul Schram finished in third place with 24.7 points, followed by Jeff Moody and Don Behan with 32.7 points and Richard Storer and Robin Foster in fifth place with 37.1 points.

The Challenger Fleet title was taken by the father and son team of Alan and Ken Stuart from London's Fanshawe Yacht Club. Greg Hall and Libby McHardy from Toronto's Westwood Sailing Club placed second, followed by Stu Ferry and Mike Morrison in third spot, and William Pol and Gail Speirs in fourth place. Navy Cadets Brett Dubrick and Roger Litwiler were 5th.

The Masters Fleet Championship was won by Ken and Doris Browne from the Outer Harbour Centreboard Club. Reg and Molly Forth from Peterborough Sailing Club placed second, followed by Don and Norma Young in third place. Tony Griffin and Gerry Giffin finished in fourth spot, followed by Haakon and Andrea Kierulf in fifth position.

The Contender Fleet title was won by Westwood's Elizabeth Gidlow and Paul Szeplaki. Christine Elder and Rein Soosaru from Ottawa's Britannia Yacht Club took second spot, followed by Sheila Dempster and Carla Smoulders and Robert Thompson and Peter Vasoff, both from Saint Jamestown in third and fourth spots respectively. Fifth place was won by Derek Shenstone and Diane Ward.

The Family Trophy for the top family crew not winning one of the first five positions were won by:

Ron and Leslie Batt (Championship)
John and Andrew Callum (Challenger)
Doug and Inga Sauer (Masters)
Peter and Lisa Stower (Contender).

The Team Championships in each fleet were won by the following clubs:

Championship Fleet - R.C.Y.C.

Team Members: Michael Owen, Christian Scythes, John Bleasby, Marianne With, and David Treissman and Mark Treissman.

Challenger Fleet - Westwood Sailing Club

Team Members: Greg Hall, Libby McHardy, Ron Walker, Joan Barr, Steve Jonjev and James O'Neill.

Masters Fleet - Balsam Lake Sailing Club

Team Members: Tony Griffin, Gerry Giffin, Grant Helliwell, Jeff Taylor, Marilyn Sonley and Phil Cohelo.

Contender Fleet - Westwood Sailing Club

Team Members: Elizabeth Gidlow and Paul Szeplaki, Derek Shenstone and Diane Ward, Marilyn Dumaresq and Gail Behrend.

In addition to winning the overall Championship the Poyntz brothers also received the Fibreglass of Canada award for the best finish by an Ontario crew.

Of special interest were the winners of the "Tre Behan" Trophy which is presented to the best crew of youth aged sailors in the Championship Fleet. The winners this year were Jeff Moody and Don Behan. Don is the son of the late Dr. Tre Behan for whom the Trophy was named.

The most encouraging aspect to this year's Canadians was the outstanding turnout by the Community Clubs. Their participation was rewarded by Westwood taking the Team Championship in both the Challenger and Contender Fleets.

We would like to thank the host club for providing excellent Race Committees under the direction of Robert Labastide and Olli Lauren. The Club's support of this event by providing the necessary support staff and equipment gratis is greatly appreciated.

One other interesting aspect of this year's Canadians was the introduction of the new qualifying procedure for the Championship fleet for those who had not previously qualified. Under the new formula anyone who felt they should be in the Championship but had not qualified were allowed to do so by sailing in the Championship Fleet in Friday's races. Ten crews were able to qualify for further participation in the Championship Fleet on Saturday and Sunday.

NIAGARA RIVER TAKES TOLL - ARAS WINS U.S. NATIONALS

When you sail in the Niagara River you know things won't be the way you'd hoped they'd be. Just ask Barry and Gary Poyntz.

After grabbing a commanding lead by winning the first two races it looked like a safe bet to award the Poyntz Brothers yet another U.S. National Title. They were the defending Champions, having won the title the year before at St. Mary's City, Maryland, site of the North American Championships. However, the wheels fell off the cart in the last two races of the event which was sailed August 21-23, out of the Niagara Sailing Club, in Buffalo New York.

Poyntz ballooned to an 11th and a 15th place finish in the last races to let John Aras and Debbie Dudas from the Severn Sailing Association slip by to win with 21 points. Poyntz were second with 27½ points, after suffering the penalty of a 720 in a wild mark rounding in the last race. Charlie and Pam Colman from South Muskoka S.C., after a disastrous 25th in the first race sailed an exceptionally consistent 5th, 3rd, 3rd, to finish in fifth place overall with 36 points to be the second highest Canadian Crew in the "A" Fleet.

The team of Jeff Moody and Don Behan from South Muskoka were 7th, followed closely by Hugh Morrin and Bill Reid from Kingston Yacht Club in 8th place.

The "B" Fleet Championship was won by the Canadian Team of Ian Brayshaw and Jeff Baetz from Bronte Harbour Yacht Club. This team counted a 1st, 1st, 6th, and 5th place finish to win with 12½ points.

The "A" Fleet was sailed with 14 Canadian Boats and 15 U.S. boats, while the "B" Fleet was sailed with 3 Canadian Boats and 15 U.S. boats. Dick and Rob Railton from Parkway Sailing Club won the Family Trophy in the "A" Fleet competition with a 10th place finish.

The outstanding performance by our junior aged sailors is extremely encouraging and bodes well for Canadian competitors in upcoming competition.

U.S.A.A. TO HOLD NATIONALS IN VIRGINIA

The U.S. Albacore Association has announced that the 1982 U.S. National Albacore Championship will be held at Newport News, Virginia on August 12-15, 1982.

Womens and Junior events will be sailed on August 12th, 1982, while the National Championships will be sailed August 13-15 (Friday through Sunday.) The Nationals will be a seven race series - Two races Friday, three races Saturday, and two races Sunday. Registration will take place Wednesday evening, Thursday, and for a short time on Friday morning.

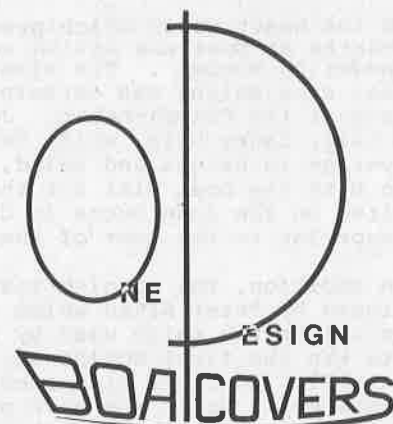
The banquet and annual general meeting are planned for Saturday evening at the host Warwick Yacht Club.

Limited billeting may be available through local sailors. Camping at the Yacht Club is not available, but there is an excellent municipal campground nearby, as well as numerous commercial camp grounds in the immediate vicinity. Numerous hotels are also available in the immediate area ranging from economy to plush.

For those not participating in the sailing on the James River, there are lots of local attractions including Colonial Williamsburg, Yorktown, Jamestown, Busch Gardens etc. If none of these appeal to you there is always the sand and surf of Virginia Beach.

Plan now to join our American friends for their National Championships August 12-15, 1982. Who knows, you may come back a big winner!

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WEBB SPINS AWAY FROM WORLD'S FLEET

Jon Webb, and R.A.F. Captain and his sailmaker crew, Peter Aiken blew the rest of the competition off the water at the Sixth World Albacore Championship held October 11-17 at Gwynn's Island, Virginia. With their victory Webb and Aiken became the first team to win the Albacore Worlds in a country other than their own.

The victory was total. Six bullets in a row. Rarely were the British team not in the lead after the first few tacks. Sailing in winds which they acknowledge as being "very British" (usually 15 - 30 knots) the Webb team climbed away from the rest of the competition upwind and were able to usually hold their ground off the wind. One moment they would have a lead of only a few yards on the rest of the fleet. Moments later they would have stretched their lead to several hundred yards due to a combination of boat speed and great boat handling.

Webb's boat is actually owned by the R.A.F. sailing club and is a fairly stock wooden boat built by long-time Albacore builder Don Young. Webb and Aiken had obviously put a great deal of time and effort into preparing this boat (see separate article) but to look at their boat it was the picture of simplicity. Certainly 90% of the fleet had more "spaghetti" in their boats than did the winning crew. As one competitor described the boat "It's an unexceptional boat, sailed exceptionally well."

In the heavy winds which prevailed throughout the regatta no boat was sailed as flat as Webb's "Wandering Wombat". The winning team's total crew weight was certainly amongst the lightest at the Championship. Jon Webb is a tall, lanky helm, while Peter Aiken is very average in height and build, but their ability to hike the boat flat for the great time required on the long bucks in Chesapeake Bay, was superior to the rest of the fleet.

In addition, the winning team used sails designed by Peter Aiken which were very flat - not unlike the sails used by Dr. Jack Langmaid to win the first Worlds sailed in Toronto in 1971. In other wind conditions perhaps these sails would not have proven themselves to be so fast, but in October, in winds which rarely dropped below 15 knots they were infinitely superior to those being used by the rest of the fleet.

Perennial Canadian Champions Barry and Gerry Poyntz were second in their Woolf, having sailed to three seconds, a fourth, a sixth and a seventh place finish in the races which they counted for a total score of 23 points. The American team of Bill Ewing and Paul Pezzutti from New Jersey placed third with 24.75 points. In fourth place with 28 points were the British team of Steven Wainwright and Dennis Aithchison. This placement is all the more noteworthy because Wainwright was sailing in a chartered Skene boat, rather than his own boat. This performance in a borrowed boat certainly demonstrates that

the new Skene boat can compete with any boat on the water! In fifth place was the U.S. team of John Luard and Toni Gahn who received 33 points, also sailing in a new Skene hull.

Alan Humphreys and Tom Payne from the Boulevard Club (36 points), Richard Storer and Robin Foster (37 points) and John Bleasby and Catherine de Heinrich (49 points) finished sixth, seventh, and eighth respectively.

This was a "First Class" Regatta in every way. Accommodation and meals at the Islander Motel, which was the site of the regatta, were certainly very good... particularly at a price of only \$325.00 per week per team. The on-water committee work was nearly flawless thanks to the efforts of Chairman Parker Jayne. Onshore the U.S.A.A. had obviously worked very hard to make this week of sailing as enjoyable as possible. There was the odd groan that the Motel's pub didn't stay open long enough, but that didn't seem to dictate any return to the days of prohibition. Nearby tourist attractions such as Williamsburg seemed to keep the non-sailors content while the fleet was at sea. All-in-all it was an extremely enjoyable week of sailing and camaraderie with fellow Albacore sailors from the U.S. the U.K.

We would be remiss in not noting the special efforts and contributions of U.S.A.A. President Carl Cheney, Regatta Chairman Roger Thomas and the rest of the organizing Committee who worked so hard to make the '81 Worlds such a great event!

Now it's on to Toronto's R.C.Y.C. in late August of 1983 for the next Worlds. Committee Chairman Ian Rogers and his Committee have been working for many months to make our Worlds a very special and memorable event. Plan now to join in the activities.

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WORLD CHAMPION TELLS ALL I

(reprinted from the Albacourier)

by Jonathon Webb

1. Preparation: The preparation for the event took place along three separate channels; the boat, the rig, and ourselves.

I took delivery of the boat - an "off-the-shelf" Don Young - in Spring 1980. From that moment until the Worlds it was largely a battle to correct all the obvious faults. I was fortunate to win the 1980 U.K. Nationals, but I recognized that I had inferior boat speed to most of the other top 10. So, last winter the labour began. The centreboard was replaced with a thicker one; the centreboard box was lined with "Formica". The rudder and rudderhead were replaced with a larger blade and a stronger rudderhead. The hull was faired off with a power sander (thus exposing 60% of the surface as wood). The slot rubbers, shroud levers, boom vang, cunningham, outhaul and jib halyard systems were all replaced. A lot of surplus wood was cut out and the floor was stiffened. Since then, the position of each fitting has been changed at least once. The hiking straps were changed, several times, to enable us to sit out without sitting in the water. So much for the boat.

The rig was developed around Peter's (Aiken) sails. These incorporated ideas he had dreamed up last season. In 1980 he crewed the runner-up at the U.K. Nationals in what was probably the fastest Albacore there. The sails are undoubtedly optimised for medium to heavy winds, being designed full with the draught well forward. The reason for this is that I enjoy sailing most in these conditions and I want the extra confidence of knowing that I have an edge. When the wind falls light, I think that tactics come into play more and I hope to "get by" with my boat-speed. Another reason is that in light winds in the U.K. we are usually sailing in choppy seas, when the penalties of such sails are not so evident. We also came equipped with a suit of light weather sails made especially for the Worlds. The initial rig set up was a direct copy of Mike Holmes' (1979 World Champion) boat. We then adjusted it slightly to achieve perfect balance.

Peter and I teamed up originally to test some new sails. Initially I found difficulty in sailing with his 145 pounds up front rather than my original crew's 185 pounds. A lot of our early practice sessions were therefore geared towards learning how to cope with strong breezes. We sailed together on as many weekends as possible and in between times I sailed in Lasers and Moths. Peter sailed in whatever boat his customer relations demanded.

2. The Racing: We practised for one week in situ before this event. I kept wondering where the much promised light airs had gone.

As it was the winds were generally from the Northern sector and with a pattern of 10-15 degree shifts every 3-5 minutes; they were reasonably predictable. I remember that for three days I was looking at the same readings on the compass. I have never before encountered any such consistency when not associated with a sea-breeze system. There were several times during the week when I noticed people tacking on headers when the wind had not shifted through the mean. Throughout the week the start lines were so accurately laid that one could say for certain that if the port end paid, then you had to be on Port tack "ASAP". Therefore the prime requirement at the starts seemed to be to gain a clear space to tack if port were favoured. Our style of sailing is to sit flat and sail the boat upright. Even so, we were sitting in waves occasionally, which is very bad (and which evoked a flood of abuse from whichever end of the boat not responsible

Downwind we were fairly slow, partly due to our sails' shape and partly due to our hull shape which is at its best either planing or not, but not in between. It was very interesting (and annoying to us) that in each of the six races we sailed, the first reach took us into smoother water. Of the other competitors we noticed that most of the crews sat out further than their helmsmen. Whilst I have recommended the benefits of this technique to Peter it does have the disadvantage that the crew sits too close to the water.

A lot of the North American boats are sailed with close sheeting. One disadvantage of this system is that the jib is sheeted from a bar, which moves the sheeting position too close to the clew. This means that the leach tension of the jib is too dependant upon sheet tension. I also happen to think that jib bars should be banned rather than shroud levers - but that's another story.

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'81 WORLDS RESULTS - OCTOBER 11-16, 1981, GWYNN'S ISLAND, VIRGINIA

1.	K 6920	J. Webb, P. Aiken	RAFSA	1	1	1	1	1	1	(DNS)	4.50
2.	KC6731	B. Poyntz, G. Poyntz	LBSC	2	(14)	4	7	2	2	6	23.00
3.	US5999	B. Ewing, P. Pezzutti	MBSC	5	2	2	11	(16)	4	1	24.75
4.	K 6957	S. Wainwright, D. Aitchison	RAFSA	7	3	3	(12)	7	6	2	28.00
5.	US6862	J. Luard, T. Gahn	MBSC	(DNF)	6	7	5	6	5	4	33.00
6.	KC6660	A. Humphreys, T. Payne	BC	3	4	14	(22)	4	3	8	36.00
7.	KC7142	R. Storer, R. Foster	HVC	4	10	5	3	5	10	(DNF)	37.00
8.	KC5009	J. Bleasby, C. deHeinrich	RCYC	8	11	9	2	(12)	7	13	49.00
9.	US6894	J. Javob, N. Luthy	PRSC	10	15	6	(18)	8	13	10	62.00
10.	US6865	R. Laifullah, J. Watts	PRSC	11	7	10	13	3	(52)	18	62.00
11.	K 1751	D. Innes, P. Merrett	CBC	9	(28)	16	4	27	15	3	74.00
12.	K 6669	K. Ayrton, G. Wickens	WFSC	18	9	19	6	17	9	(30)	78.00
13.	KC480	M. Owen, S. Howard	RCYC	12	12	20	(23)	11	14	11	80.00
14.	K 6703	T. Tindall, E. Tindall	-	13	(DNF)	13	14	26	12	24	102.00
15.	KC5547	I. Brayshaw, M. Milner	BHYC	23	8	24	15	10	22	(36)	102.00
16.	KC6644	J. Moody, M. Hart	SMSC	6	20	8	26	22	21	(DNF)	103.00
17.	K 5892	P. Spratt, D. Grant	TBYC	17	16	(DNF)	8	18	19	DNF	106.00
18.	K 6854	P. Allan, S. Acteson	HBSC	14	17	11	27	25	(37)	16	110.00
19.	US6385	C. Cheney, P. Squires	PSA	21	(DNF)	DNS	10	14	8	23	111.00
20.	US7117	D. Wallerstein, P. Kuch	PRSC	25	(DNF)	DNS	17	9	17	19	122.00
21.	US6355	J. Lawser, S. Lawser	MBSC	19	22	12	24	31	(31)	15	123.00
22.	K 6701	R. James, J. James	RYA	29	5	22	25	32	16	(37)	129.00
23.	KC3731	R. Batt, L. Barr	OHCC	22	(DNF)	DNF	9	13	23	DNF	130.00
24.	KC6494	B. Murdock, A. Murdock	TSCC	(34)	18	15	28	19	24	32	136.00
25.	KC3236	R. Forth, M. Forth	PSC	26	21	(DNS)	39	30	18	5	139.00
26.	KC6628	D. & P. Treissman	RCYC	(DNS)	29	DNF	21	15	29	28	150.00
27.	KC6702	D. & S. Sherwood	RCYC	15	(DNS)	DNS	19	36	11	17	151.00
28.	US6878	J. Duncan, D. Niblett	PRSC	(DNF)	13	17	20	20	39	DNF	160.00
29.	KC7034	W. and D. McKenzie	HVC	28	23	18	33	(34)	32	27	161.00
30.	KC7229	J. Chandler, P. Giles	LDSC	(DNF)	26	21	31	24	28	33	163.00
31.	KC6104	H. & A. Kierulf	RCYC	20	25	(DNS)	38	23	47	12	165.00
32.	KC7080	B. Dubrick, R. Litwiller	RCSC	35	19	(DNS)	30	28	36	25	173.00
33.	KC6400	I. Togers, G. Rogers	RCYC	16	(DNS)	25	50	DNF	35	9	186.00
34.	K 6423	D. Bell, G. Bell	-	(DNF)	DNF	DNS	32	21	30	22	191.00
35.	US6398	J. & M. Marangola	MBSC	38	24	23	35	42	42	(42)	204.00
36.	K 6826	W. & G. Pickering	TBYC	24	(DNS)	DNS	42	33	20	38	210.00
37.	US7101	M. Brown, J. Grant	PRSC	(DSQ)	DNS	DNS	16	29	34	26	211.00
38.	KC5791	P. East, D. West	BYC	32	DNS	DNS	41	(DSQ)	26	7	212.00
39.	US6864	A. Marsh, D. Byron	PRSC	40	(DNS)	DNS	46	37	27	20	223.00
40.	US5973	P. Wheeler, J. Clements	NSC	27	27	(DNS)	49	40	48	34	225.00
41.	US6900	D. Johnson, N. Gahn	MBSC	31	(DNS)	DNS	29	35	51	35	234.00
42.	US5267	C. Slauter, L. Rice	MBSC	39	(DNS)	DNS	40	38	50	14	234.00
43.	KC6216	V. & J. Stephens	RCYC	30	(DNS)	DNS	37	DNF	25	DNF	247.00
44.	US6332	B. Buck, S. Harwood	NYC	37	(DNS)	DNS	34	41	44	40	249.00
45.	KC7078	J. Wiersma, D. Wurth	RCSC	DNF	DNF	(DNS)	48	45	40	31	250.00
46.	KC6034	J. & L. Shadwell	KYC	36	(DNS)	DNS	47	DNF	43	21	251.00
47.	US6897	B. Watts, D. Watts	MBSC	33	(DNS)	DNS	43	DNF	33	43	256.00
48.	KC5003	D. Whitfield, D. Griffiths	TSCC	42	(DNS)	DNS	36	39	46	DNF	267.00
49.	US6879	C. Dunkerley, T. Hackman	BSA	41	(DNS)	DNS	52	44	41	44	275.00
50.	US5920	T. Jarvis, K. Strawbriger	PRSC	DNF	(DNS)	DNS	51	43	38	41	277.00
51.	US6909	B. Bear, H. Geller	PSA	DNF	(DNS)	DNS	45	DNF	49	29	278.00
52.	US6868	R. Thomas, P. Seim	PRSC	(DNF)	(DNS)	DNS	44	DNS	45	39	285.00
53.	US6876	R. Harwood, L. Zygadlo	PRSC	(DNS)	DNS	DNS	DNF	DNS	DNS	DNS	318.00

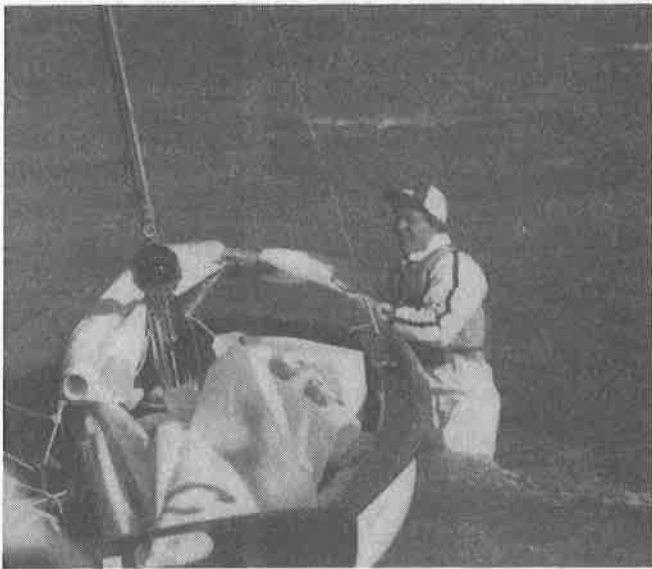
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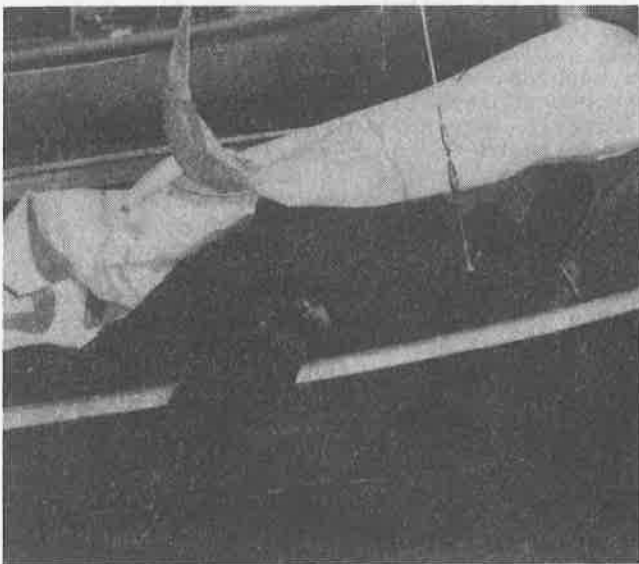
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JOHN BLEASBY, waist deep in Chesapeake Bay, tries to hold "Pump and Circumstance" head to wind, as he readies for a Worlds race.



Piano players IAN and GRAEME ROGERS set off to make beautiful music in their boat "The Piano".



ALAN HUMPHREYS gives a "bum" view of the Worlds as he struggles to climb aboard his boat "Final Chance".



If you didn't make it to the Worlds this is the view you missed of "Wandering Wombats' "transom - a view the rest of the fleet saw ad nauseum as Worlds 81 Champions Jon Webb and Peter Aiken set off in search of another "Bullet".

TECH TALK

FOOD FOR THOUGHT

In the October 1981 issue of Yacht Racing/Cruising there was an article on the "Flying Scot", a popular U.S. based dinghy. "The strength of the Flying Scot class", the article claims, "lies in its wide appeal to young and old, family sailor and hotshot." The same claim has been made about the ALBACORE.

In a side article there was a discussion about how far a "one design class should go in allowing new innovations." We reprint the article here for your consideration.

"A One Design Class Deals with Rigging Developments"

"When is a one-design not a one design?" This question is asked by all so-called "one-design" classes at some point in their existence. The answers that classes come up with vary from the tight regulation of a boat like the Laser to the wide open parameters of classes such as the International 14. The Flying Scot has a reputation for being a fairly strict one-design boat, and the class organization has sought, since its inception, to foster and maintain that reputation. The Flying Scot Constitution calls for the class to be a "one-design class- in which racing shall be to determine the skill of the skipper and crew."

A potential problem began to take shape in the early 1970's, however, when a number of rigging innovations appeared on Scots for the first time. Due partly to advances in cleating and sheeting technology (clam cleats improved cams, swivel cleats etc.) and partly to the influx of young sailors experienced with high performance boats, these changes required a number of decisions by the measuring committee as to their legality. At that point, measurement decisions were made on a case-by-case basis, and all systems that fit the "spirit of the rules" and weren't specifically prohibited, were accepted. Recently, however, a segment of the class has increasingly voiced concern that the boat is becoming too gear-oriented.

Interestingly, part of the diversity of opinion is fostered by the very fact that the Scot appeals to so many different types of sailors. While some rigging changes have been promoted by the top competitors, many others have come from family racers and weekend sailors who find that, with a few modifications, they can rig their boats for more comfortable sailing and easier handling (especially if it is to be sailed by two people).

The innovations that currently attract the most attention are through-deck fittings for spinnaker and sail adjustments, swivel cleats, and systems, such as the vang with added purchase. At issue is whether or not these changes present too much of a safety

risk and/or whether they provide a speed advantage for those using them. The safety-conscious are concerned that through-deck fittings will let too much water into the hull during a capsize; others worry that more and more gimmicks will have to be added to stay competitive. The proponents of these modifications, on the other hand, claim that they are merely conveniences and have no measureable effect on safety or speed. The top ten boats at this year's Flying Scot Championship, in fact, were quite simply rigged.

In an effort to determine the scope and nature of the problem, the Flying Scot class polled its members late last year to see how they felt. Nearly 70 per cent of those surveyed said the rules on running rig were "about right", indicating much of the class is fairly happy with the way decisions have been made. Twenty-six per cent, however, did feel that the rules, or at least their interpretation, were not restrictive enough. This vocal minority perceives the main problems as the number and location of extra fittings.

Hoping to settle the issue once and for all, the class instructed the measurement committee to present a proposal on rigging to the membership by early 1982. A likely compromise would specifically list those changes that are legal and prohibit any others; its intent would be to allow modifications in running rigging that suits the needs of the crew, but don't alter boat performance. Although the committee probably won't be able to please everyone, they hope to provide a clear and consistent direction that will allow a degree of individual freedom while simultaneously staying as much as possible within a fairly strict one-design concept."

In the January, 1982 issue Sandy Douglass, designer of the Flying Scot added a postscript to the story with the following letter to the editor:

"...You probably know that I've tried to keep the Flying Scot in character as a family racing boat and not let her develop into a machine. So many small boat classes have become so sophisticated in rigging that they frighten away anyone who is new to the sport. It seems to be inevitable that, in the absence of restrictions, as soon as a good one-design boat commences to become popular and to develop active competition, it also commences to lose the very quality of one-designness that was the very reason for its popularity in the first place. As hardware is added to gain speed, the boat loses its friendly character. The rules of most one-design classes permit such radical development that their boats lose their original character and alienate the average small boat prospect. This is why I believe that popular one-design classes, like the Flying Scot, should set definite limits to the development of hardware."

The articles raise some interesting points which are relevant to the development of the ALBACORE. We'd like to hear from you. Do you think the development of new hardware is changing the ALBACORE from a friendly family one-design into a sophisticated racing machine? Please direct your responses to Shackles and Cringles.

OVER THE TRANSOM

•The best new piece of equipment we've seen in years is a new solid rubber universal joint for the tiller extension. We've tried one on our ALBACORE and can honestly say it's the greatest thing since sliced bread! It's such a simple idea, but there's obviously no "play" left in the tiller. We picked ours up at International Sailing Products in Annapolis, although they may be available from a good dinghy chandler in Canada. Cost was about \$6.00 (U.S.). They even sell a "golf club" style tiller extension for about \$8.00 (U.S.) which really makes a great package. ISP is the firm run by well-known dinghy sailor Steve Benjamin. They can be reached at P.O. Box 355, Oyster Bay, New York, 11771 (516) 922-5182.

•Did you know that our builder, "Skene" has changed its corporate name from "Skene Boats Limited" to "Skene Industries Limited" to reflect a change in the firm's marketing strategy which will include a greater percentage of industrial fabrications. In addition to the Albacore, Skene produces the International 420 and "Echo" dinghies. Skene is by far and away the largest builder of ALBACORES in the world!

Skene has also recently hired Marcel Thibault as its marketing and sales manager. The affable French Canadian is hoping to open up the large Quebec market which has been lying dormant just across the River.

•O.S.A. has announced that "CASIO WATCHES" have been appointed as official suppliers to the Provincial Association. This is the first of what Alf Jenkins, Executive Director of the sailing body hopes will be many corporate donors to aid Ontario's sailing programs. Funds derived from the program are being used to offset costs in running the Mobile Sailing Clinic programs.

For those who don't know the "Casio" product, they represent a top quality line of digital watches which are guaranteed waterproof to a depth of 100 m.. These watersport watches offer both a countdown stopwatch, necessary for sailing, as well as numerous other modes. Prices start at around \$50., depending on the type of case and band purchased. I've owned one for about six months and must say I've been very impressed with the accuracy of the watch. It sure beats that old "clunker" Memosail which I used to wear, but which also seemed to spend about as much time at the watchmaker getting the moisture out as it did on my wrist! - and it cost twice as much as I paid for the Casio...and that was five years ago. Now fellows, if you'd only come out with a waterproof analog countdown I'd really be happy.

•Don't know what to do with your "illegal" shroud levers? Seen posted on the bulletin board at Toronto Sailing and Canoe Club was the following ad - courtesy Steve Parcell

"FOR SALE - SHROUD LEVERS - Contact practically anyone in the Albacore Fleet. Complete with tape for keeping them permanently shut. Perfect for lengthening short shrouds.

•Did you know that UFFA FOX, the designer of the ALBACORE, Flying Fifteen, Firefly, Day Sailer, Javelin and Swordfish (amongst many others) was named to YACHT RACING/CRUISING's Hall of Fame, which was inaugurated with its twentieth anniversary issue?

By the way, talking about Yacht Racing/Cruising, that Magazine continues to improve. It's far and away the best magazine for the dinghy sailor. Subscriptions are \$18.00 (U.S.) per year for 10 issues. At the moment they're offering a superb insulated bag as a "freebie" with every subscription.

One other good reason for reading Yacht Racing/Cruising is their advertisements - of ALBACORES, of course. Appearing in the next few issues of YR/C are advertisements extolling the virtues of the ALBACORE, and the U.S. and Canadian Albacore Associations. This joint venture in promoting the Class is also being supported by some of our regular advertisers. Storer Sails Limited, Skene Industries Limited, John Duncan, the U.S. representative for Storer Sails, HAPCO Marine Inc., the largest U.S. Importer of Albacores, John Eggers, Sailmakers Inc, and International Sailing Products have all assisted the two Class Associations by joining in sponsoring the advertisements. We encourage your support of these fine companies, who are working with the Class Association to build a stronger Class. The two Class Associations look forward to other programs where we can work together for the joint benefit of Albacore sailing.

•SIMON LEWIS, of Proctor Masts Canada says that the English spar manufacturer has come up with a new dinghy mast. The new mast is called the "Epsilon". It's about 1½ pounds lighter than the standard "D" Section and is significantly stiffer both fore and aft and sideways. The new mast has already proven itself successful in the 505 Class. Most new "Epsilons" are being rigged with 3/32" rod rigging to reduce weight and windage. If you're interested contact Proctor Masts Canada.

•BOB WHITEHOUSE has closed up his shop , WHITEHOUSE BOAT WORKS to join the staff of NORTH FOGH SAILS and NORTH SAILING PRODUCTS. It's rumoured that BOB will soon be joining the support crew for Canada's Americas Cup challenger from Secret Cove Yacht Club in B.C.. We wish this affable Aussie well.

Toronto area sailors need not lament for too long the loss of the Whitehouse repair shop. ROGER REDWIN, the "JOLLY WOODMAN" has taken over Bob's facility and will continue to service the market for those needing top quality repairs to either wood or glass boats, or for those who are looking for the best in high performance centreboards and rudders.

•Also new to the Toronto market is ROBERT MEW SAILS LTD. BOB is a well-known Fireball sailor who has opened a new loft offering sails, covers, fittings, rope, Lindsey Foils and sailing apparel. Catch his ad in this issue of Shackles.

YOUTH SAILING CORNER

MOODY-BEHAN WIN ALBACORE JUNIORS

The team of Jeff Moody and Don Behan from the host South Muskoka Sailing Club took the overall Championship at the 1981 Canadian Junior Albacore Championship, held August 15th and 16th.

The regatta was sailed under a full range of wind conditions and drew a total fleet of 24 boats. Five races were sailed with each competitor allowed a throw-out.

The three Saturday races were sailed in light to medium winds, while the fourth and fifth races on Sunday being sailed in gusty 25 knot winds which blew up 3 foot waves on the Lake. Several of the fleet were forced to retire due to broken shrouds, halyards and rudders, but those who survived experienced fantastic planing conditions on the reaching legs. First, Second and Third positions in the 3 age classifications were as follows:

<u>19 and Under</u>	<u>Overall</u>
1. Jeff Moody and Don Behan (SMSC)	1
2. Mike Milner and Dale McMurchy (BC)	4
3. Ross Kappel and Andy McEachren (SMSC)	6

The 1982 Junior Canadians will be sailed August 14, and 15 at the Royal Hamilton Yacht Club.

In addition, the 1982 Ontario 19 and Under Doublehanded Championship will be sailed in Albacores August 7th and 8th at Bronte Harbour Yacht Club. More details on these two events will be available in the next issue of Shackles and Cringles.

FLEET FOOTNOTES

SEMINARS...SEMINARS...SEMINARS

Ottawa area sailors are reminded of the special ALBACORE seminar scheduled for Thursday April 22, 1982 at the RA Centre on Riverside Drive in Ottawa. Organized by District 10 Fleet Captain Christine Elder, this seminar will be led by Canada's new national Sailing Team Coach, Pat Healy. Pat's a former Instructor at the U.S. Naval Academy in Annapolis Md. Also on the program is the exciting film "Share the Wind". The program starts at 8:00 o'clock. For further information contact Christine Elder at 828-8108 - evenings only. This event is sponsored by the C.A.A. and is provided at no cost to interested sailors.

Golden Horseshoe area sailors make note of April 15, 1982 at R.H.Y.C. - 7:30 P.M.. Barry Poyntz will lead a seminar which includes a slide/talk show entitled "Club Racing Tactics and Tuning". This seminar is sponsored by the C.A.A. under the direction of District 3 Fleet Captain George Roth. If you need further information call George at (519) 885-4325 in Waterloo. This seminar is also free.

Shackles and Cringles solicits your comments, letters and articles for inclusion in our forthcoming issues. Your input will make "Shackles" a more informative and enjoyable class newsletter.

If possible, we would ask that all materials submitted for "Shackles" be typed using a column width of 4½". The space between all paragraphs should be double spaced. Copy is normally prepared using a spacing of 10 characters per inch.

However, if you don't have a typewriter - or you don't have the inclination to type - don't let that stop your submissions. We want to hear from you!

BOATS FOR SALE

•10 SKENE ALBACORES for sale. St. Jamestown Sailing Club is replacing its entire fleet of three year old Skene Albacores. The boats will appeal to organizations offering sailing programs, and to individuals interested in owning a very competitive dinghy.

All boats come equipped with the following:

- Adjustable jib fairleads
- Windward jib cleats
- Jib halyard box
- Whisker pole
- Storer Main and Jib
- Proctor "D" mast and boom
- Centre mainsheet traveller
- Elvstrom "Super Max" suction bailers
- Transom bailers
- Boom vang
- Main Cunningham
- Outhaul
- Barber Haulers
- Hiking straps
- Special race stiffening
- Specified minimum weight
- Measurement certificate

Note: One boat is also equipped with Spinnaker and Trapeze Gear.

These boats range in price from \$1900-2400 F.O.B. Toronto.

For more information or inspection please contact Bill Kay, 1900 Sheppard Avenue, East, #1108, Willowdale, Ontario M2J 4T4

Telephone: (416) 484-5863 (days)
499-9568 (evenings)

•ALBACORE 4644 - McGruer hull, Holt Allen Mast and Proctor boom. Race equipped in good condition. Includes road trailer, cover, paddle, two suits of sails. \$1500.00. Contact: Alan Griffiths (416) 967-2477 (business) or 223-9218 (residence) (Toronto).

•4 ALBACORES FOR SAIL - Mooredale Sailing Club is replacing four of its club boats and is offering for sale 4 Skene Albacores. The boats come fully rigged, with kick-up rudders, Proctor masts and booms, Elvstrom suction bailers, and one suit of sails. Price range for these boats starts at \$1500 and up, depending on condition. Contact: Glenn Andrews of Mooredale Sailing Club - telephone: (416) 633-7310 ext.593, (work), 537-6958 (residence).

•ALBACORE 7034 - New "Skene" hull - bought August 1980. All new rigging and sails (Storer). Sailed in 8 regattas in 1981 including the Worlds. Includes cover, trailer, Whitehouse foils, all Harken equipment, jib-bar etc., etc.. Contact: Bill McKenzie (705) 487-3110 (home), or (705) 325-2753 (work)

•ALBACORE 5002 - WOOD - Built by Don Young. In good condition, complete with sails and racing equipment, plus full covers. Contact Tim Reid (416) 486-7818 (Toronto).

•ALBACORE 6168 - Skene hull. Outstanding condition. Full equipped. Includes dolly, trailer, cover and wet suit. Contact Tom Goddard (416) 945-4331 (Grimsby)

•GRAMPIAN ALBACORE for sale. Includes Proctor spars, Storer sails. Approximately 8 years old. Asking \$1600.00. Contact Les Dickson (519) 888-6613 (evenings). Boat is presently located at Coburg.

•ALBACORE 6803 - Rondar hull (blue deck with white hull). Complete in excellent racing condition. Includes Proctor spars and Storer sails. Contact David Sturch (416) 491-0840 (evenings) (Toronto)

•ALBACORE 7081 - 1981 Skene hull, minimum weight, Storer Championship sails. All "Go Fast" options. Proctor spars. Cover and trailer included. Contact: Hugh Loughborough, P.O. Box 1137, Atikokan, Ontario P0T 1L0 (807) 597-2336 (home) or (807) 597-6951 ext.360 (work).

•ALBACORE 4151 - Skene hull (white hull and yellow deck). 2 suits of sails (1 suit of Storer's hardly used). Proctor spars, Wiscott trailer, launching dolly, 2 paddles and 3 lifejackets, 2 wetsuits. Asking \$2300.00. Contact: Fred Mayer (416) 691-4629 (Toronto).

EQUIPMENT FOR SALE

•FOR SAIL - 1 "FOGH" main, hardly used. Asking \$125.00. Contact: Bob Malby (416) 277-3982 (evenings) (Mississauga).

BOATS WANTED

ALBACORES WANTED - Second hand Albacores wanted for "Y" Camp. Please send information regarding any used ALBACORES you have for sale which would be satisfactory for use at a Youth Camp. Please include pricing info. Contact: Camp Kitchikewana, c/o Midland YMCA, Midland, Ontario

REGATTA DATES

MAY 1982

29-30 TARTS - Toronto Sailing and Canoe Club

JUNE 1982

5-6 Conestoga Warm Water Regatta - Conestoga S.C.

6 Harbour Master Race - R.C.Y.C. (Toronto)

12-13 Royal Canadian Sea Cadets (closed)

19 Royal Hamilton Y.C. Open

20 Harbour Master Race - Westwood S.C.

26 Bronte Harbour Yacht Club Open

26-27 ARK - Kingston Yacht Club

JULY 1982

4 Harbour Master Race - R.C.Y.C.

10 Lake of Bays Open (Muskoka Dist. Championship)

10-11 Parkway Sailing Club Open - Fort Erie

11 Harbour Master Race - Westwood S.C.

11-16 ALBACORE RACE TRAINING WEEK - GENEVA PARK

16-18 ALBACORE NORTH AMERICAN CHAMPIONSHIPS - GENEVA PARK - Orillia Ontario

17 Burlington Sailing and Boating Open

18 Harbour Master Race - North Toronto S.C.

24-25 District Three Championships - Conestoga S.C.

25 Harbour Master Race - Westwood S.C.

AUGUST 1982

- 1 Balsam Lake Open
- 1 Muskoka Lakes Association Regatta
- 1 Harbour Master Race - North Toronto S.C.
- 7-8 Lake Simcoe Open - Hawkestone Y.C.
- 7-8 Ontario 19 and Under Doublehanded Bronte Harbour Y.C.
- 8 Harbour Master Race - R.C.Y.C.
- 12-15 U.S.A.A. NATIONAL CHAMPIONSHIPS WARWICK YACHT CLUB - NEWPORT NEWS VA.
- 14 Burlington Sailing and Boating Open
- 14 North Toronto Sailing Club Open
- 14-15 CANADIAN JUNIOR ALBACORE CHAMPIONSHIP ROYAL HAMILTON YACHT CLUB
- 14-15 Don Rantz Memorial Regatta - Britannia Yacht Club (Ottawa)
- 21 Mooredale Sailing Club Open (Toronto)

SEPTEMBER 1982

- 4-5 St. Jamestown Sailing Club Open (Toronto)
- 10-12 CANADIAN ALBACORE ASSOCIATION NATIONAL CHAMPIONSHIPS - Clevelands House Minett, Ontario

The last word in finishing first.

We have a formula for producing consistently fast one design sails; a combination of industry-leading research and plain hard work by the class' most talented sailors. And with a team of lofts worldwide exchanging ideas, refining sail shape developments, working with cloth manufacturers to pioneer breakthrough materials, is it any wonder that North Sails are dominating the most important championships?

For 1981, we have taken our already proven Albacore design and made subtle changes to the shape and cloth style. Already the results show! Upwind, high pointing ability and plenty of power;

downwind, speed and acceleration to beat the rest. The season-opener TARTS in May leaves no doubt as to where to find your boat speed in '81—it's at North Fogh!

No one else is prepared to devote as much time and attention to sail design analysis. That's the North advantage. You're always ahead because we're bringing you the best designs from the best materials that technology can deliver.

Join the North Fogh team this year and latch onto that extra edge in speed. Call or write us today.



NORTH SAILS FOGH
2242 Lakeshore Blvd. West
Toronto M8V 1A5
(416) 259-9644

CONSISTENTLY STRONG RESULTS

TARTS '81
1st, 3rd

NORTH AMERICANS
3rd

ARK '81
2nd

LAKE OF BAYS
2nd

BALSAM LAKE
3rd

RCYC REGATTA
2nd, 3rd

RULING THE WAVES

I.A.A. MEETING ADOPTS NEW RULE CHANGES

The International Albacore Association adopted several new changes to the rules at its meeting held during the 1981 World Albacore Championships held at Gwynn's Island, Virginia during the week of October 11-17, 1981.

The most significant change to the rules affects the placement of correctors in boats which weigh less than the minimum hull weight of 109 kg. (240 pounds). The first part of the new amendment will allow only 5 kg. (approx. 12 pounds) of correctors to be placed under the thwart. If the boat requires additional correctors to bring it up to the minimum requirement these additional weights must be secured to the inside face of the transom to a maximum of 4 kg. (approx. 8 pounds).

It was agreed that there will be NO GRANDFATHER CLAUSE in this instance. In other words, if your boat must carry more than 5 kg. of correctors you have only two options. The first would be to apply the extra weights to the transom and have the boat reweighed by a class measurer. The second option would be to bring your boat up to weight by adding material to the boat to strengthen the boat. Anyone who attempts to circumvent the intent of this rule by adding hardware which, in the opinion of the measurer is excessive in weight will not have their boat measured in.

The change in the rule was made as a result of concern that builders were attempting to build boats which were extremely light at the expense of the durability of the boat. It is hoped that the inherent penalty resulting from having the weights on the transom will encourage the owners to add the required weight by way of strengthening.

The second major change in the rules affects boats which have been constructed without thwarts and which require the addition of correctors. The maximum 5 kg. of correctors which would have been placed under the thwart must be placed on the side of the centreboard case not more than 2400 mm. fore of the aft face of the transom and with the centre of gravity of the correctors to be not less than 250 mm. above the hog. This change is an attempt to regulate the placement of correctors in boats without thwarts so that the correctors are in the same approximate position as they would be had there been a thwart.

In other rules discussion a proposal to specifically prohibit the use of mylar in the construction of sails was defeated. The present Rule 13.(b) requires that sails be constructed of woven material. The Committee felt that this rule was sufficient to prohibit the use of Mylar at this time. If the technology of Mylar sail construction improves to the point where the sails have a durability equal or greater than the present woven cloths the issue of Mylar will be reviewed.

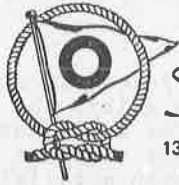
Another rule proposal which would have permitted the measuring in of two headsails (jibs) per season was defeated. The Committee was concerned that this rule would promote the manufacturing of sails for narrow bands of wind conditions, thus forcing sailors to own both a light and a heavy weather jib.

A new proposal to permit the buoyancy testing of Albacores by a vacuum test was approved, with the C.A.A. indicating that the method would not be acceptable in Canada. This method was sought by the N.A.A. in lieu of immersion testing due to difficulties the British sailors experience in trying to perform the immersion tests in tidal waters where they often do not have access to docks. The C.A.A. did not oppose this change but will not accept the tests in Canada due to concerns that the methods require special equipment and technical ability to carry out the tests. In addition, it is felt that the immersion test is the only test which adequately stresses the buoyancy mechanisms.

A new test for checking hull shape has been developed which involves the setting of new datum points. This method was approved with the datum points developed by the N.R.C. being accepted as the reference points. This new hull check will normally only be taken on the occasional boat at the point of manufacture and will not be incorporated into the normal measurement check made by a measurer.

Finally, the rule regarding the use of shroud levers in Canada and the U.S. been revised so that it now prohibits and device which alters the effective length of the shroud while racing. The rule closes any perceived loophole which might have permitted the use of magic boxes or other devices which were not "shroud levers". At the same time, it is recognized that a sailor can install equipment on his boat which will allow for the seamanlike alteration of the length of the shroud before a race (e.g. quadrant levers, Arvdal pins etc.) Use of any of these devices while racing will lead to disqualification of the competitor.

The exact wording of these changes to the Albacore Class Rules will be printed in the new I.A.A. Yearbook which will be distributed before the sailing season.



Toronto Sailing & Canoe Club

1391 LAKESHORE BLVD. WEST • TORONTO, ONTARIO • M6K 3C1

TS & CC proudly announces

'82 TARTS,

The traditional season-opening

ALBACORE REGATTA !

MAY 29 & 30

**Come and enjoy some great
sailing and magnificent tarts.**



Wondering how best to enjoy summer in the city?

Cool off and relax on the water.

Join North Toronto Sailing Club
on Centre Island.

Experience not required, we provide the boats
and instruction is available, but you must have
basic swimming ability.

Related social activities?
Naturally.

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

New Members - \$170.00

For more information, phone evenings 881-2390

699-2107

421-2498



TO: Toronto Area Albacore Sailors

RE: HARBOUR MASTER RACE SERIES 1982.

The 1982 Harbour Master Series will be hosted on eight Sundays this summer by the North Toronto Sailing Club, Royal Canadian Yacht Club and Westwood Sailing Club. The course will be in the Toronto Inner Harbour.

Dates (2 races each day) and Host:

June 6	RCYC	July 18	NTSC
June 20	Westwood	July 25	Westwood
July 4	RCYC	Aug. 1	NTSC
July 11	Westwood	Aug. 8	RCYC

Prizes

Prizes go to the first five boats for each race. The Mann Trophy will be awarded to the Series winner after the August 8 race at RCYC.

Fees

Community Club fees are \$60.00 for all boats or \$10.00 per boat. For all others, the fee is \$10.00 per boat. Race instructions will be forwarded upon receipt of the entry fee. Unregistered boats will not be scored or be eligible for prizes.

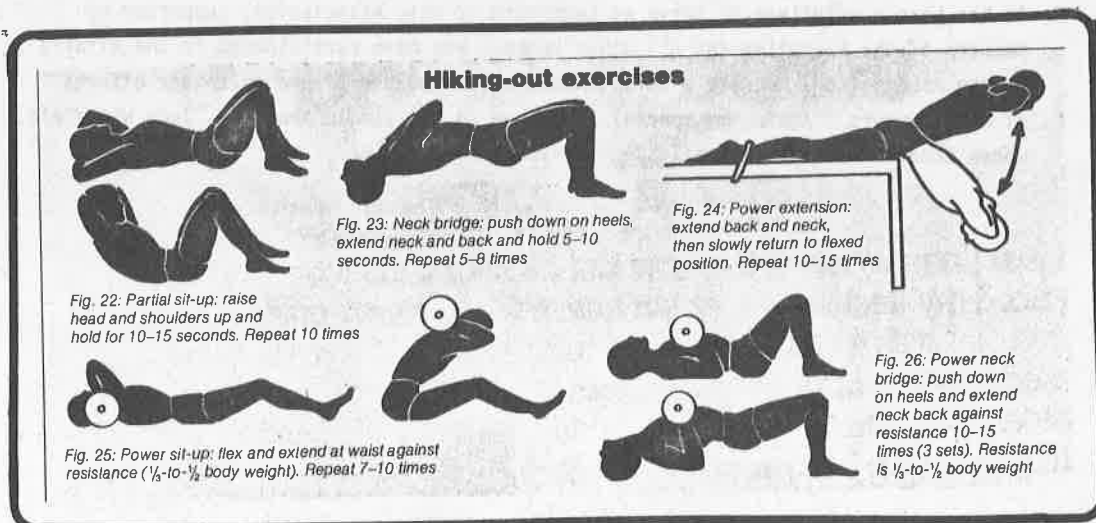
Registration

Please send your name, address, telephone number, boat number (s) and Club along with the appropriate fee payable to:

Beatrix (Trixie) Hoyer
Harbour Master Treasurer
34 Bracken Avenue
Toronto, Ontario M4E 1N5

For Further Information, please contact:

Trixie Hoyer (h) 690-4352 (b) 925-5141 ext. 230
(NTSC)
Mike Kimber (h) 767-4476 (b) 598-5047
(RCYC)



COMMODORE'S REPORT

The shroud lever question was a contentious one at our 1980 meeting, and the subsequent referendum settled the question for us, in a decisive and widespread expression of opinion. However, this question has not monopolized the time of your Executive.

We hosted the North American Championships this year and, despite some concern at attendance, there was a high quality fleet and enjoyable racing.

During this year we initiated the concept of a Builders Meeting. A useful and instructive session was held with personnel from Skene Boats.

The decision was taken to embark on the display stand project, on which a more detailed report is included elsewhere. The stand speaks for itself and I trust that, in the future, will assist our efforts to develop our Class.

The seminar held at Harbourfront was successful in its new format and attracted a large attendance.

The response to our questionnaire has been overwhelming and will provide plenty of challenges to future Executives to respond. One clear message is the value of "Shackles and Cringles". This depends, to a large extent, on the Editor and we are still searching for a replacement for Jean Rogers.

During the course of this year, we have been able to hold the line on fees, but the inevitable effects of four years of inflation and the widely forecast increase in postage costs have resulted in the decision to seek a raise in fees.

It has been a privilege to serve as Commodore of this Association, supported by members of the Executive and all other members who have participated in the affairs of the Association. We are a strong Association because of the volunteer efforts of many members. Again, my special thanks go to our single employee, Judy Whitfield, whose cheerful advice is available to anyone who calls her.

Haakon Kierulf
Commodore

FIRST VICE-COMMODORE'S REPORT

The first vice-commodore's responsibilities for 1981 included regattas and fleet development.

1981 has been a very active year for Albacore regattas. The North American Championships were sailed in June at the Muskoka Sands Hotel under the capable direction of Ron Moody and the South Muskoka Sailing Club. Barry and Gary Poyntz established themselves quickly (once again) as the crew to beat in 1981. We were joined by a strong contingent of U.S. sailors. The Bill Gooderham Series was continued in 1981 and established itself as a solid inducement to encourage inter-fleet competition. South Muskoka Sailing Club hosted the 1981 Junior Canadians, and while hampered by the mail strike, put on a first class regatta for our many junior-aged sailors.

Junior sailing was one area where Albacore sailors distinguished themselves in 1981. Not only was the Albacore chosen as the boat for the Ontario 19 and Under Double-handed Regatta sailed in August at Toronto Sailing and Canoe Club, but two Albacore crews placed in the top three in the Canadian Junior Championships. Hugh Morrin and Bill Reid went on to represent Canada in Portugal in the World Junior Double-handed Championships. The success of our Junior sailors is strong confirmation of the Albacore's paramount position in Canada as a Junior training boat. It is also to be noted that the Albacore has been designated by the Sea Cadets as their national boat. The top two crews from their National Championships, sailed in Shediac Bay New Brunswick have again joined us this year for the "Canadians". We welcome the Sea Cadet sailors and the tremendous assistance afforded the Association by the Department of National Defence staff.

1981 is also an Albacore World Championship year. The event will be sailed in October at Gwynn's Island, Virginia. We are confident that the Canadian contingent will make the strongest showing ever at a Worlds, and hope that the host country stranglehold will be broken this year.

Of particular note at the local fleet level this past year has been the increased activity and enthusiasm by the Community Clubs. The Association recognizes the importance of Community Club sailing in the development of the Class and will be making greater efforts to support their development in the coming year.

The referendum on shroud levers proved to be a very valuable exercise for the Association. Not only did it draw responses from a true cross-section of the Class (both in terms of sailing ability and interest, and in terms of geographic distribution) but it also helped to direct the attention of the Executive to the issue of who was sailing the Albacore in the 1980's. This gave rise to the development of a Class Questionnaire designed to assist the Association in developing programs, class rules and activities which are responsive to the needs and desires of our membership. The response of the membership to this questionnaire has been so overwhelming (and very positive) that we are now faced with a tremendous task in analysing the results. I can assure you that in the coming year our activities will be guided by your comments and suggestions.

Ahead of us lies the question mark of the effect of ever-increasing travel costs which may affect the amount of distance travelled by competitors to compete in open regattas. This will put increased pressure at the local level to develop the fleet programs. The Executive will be directing particular attention to this issue.

I wish to thank all members who assisted throughout the year by letting us know their suggestions...by assisting at regattas...and by sailing their Albacores - Canada's most popular two person sailboat.

David A. Whitfield
First Vice-Commodore

SECOND VICE COMMODORE'S REPORT

The second vice-commodore was responsible for 1981 Membership . The extensive membership campaign of past years was continued this year with a program designed to contact known Albacore owners who were not CAA members. We canvassed clubs where Albacores were sailed and matched their membership lists to the CAA membership list. The response rate was 20% (not unheard of for mail surveys) and we thank those of you who were able to reply. This level of response was enough to generate 90 prospective members - to whom we sent our new member packages. The recent mail strike has prevented us from getting an accurate idea of how many new members we have gained from canvassing clubs. Just prior to the strike, membership was running at a level equal to the same date last year. Please help us by sending in your club lists. They will be treated confidentially. A thriving membership is necessary to maintain the high level of services which the CAA provides.

You can also help your Association by telling the members of your club about the benefits provided by the CAA. You are our best selling feature and you can best communicate the benefits which we provide - Shackles & Cringles; the Insurance Plan; organization and/or sponsorship of many events including the Canadian Championships, Canadian Team Racing and the Canadian Junior Championships; communication with the International Association; a forum for opinions and decisions such as the Shroud Lever Referendum.

Our class is a thriving one which attracts a broad range of junior and senior sailors - a large membership base will provide the pool of ideas that is necessary if your association is to respond to everyone's needs.

Charles Colman
Second Vice-Commodore

REPORT FROM THE REAR COMMODORE

Our marketing strategy for 1981 was planned to utilize our greatest asset, i.e. our own members and their individual effort, and also operate within a limited operating budget of \$700. The latter item precludes the use of advertisements in sailing magazines or other expensive assistance. Our plan therefore, was to encourage a high level of interest among our own members and rely on their enthusiasm to personally solicit potential new boat owners, plus gaining public visibility at boat shows and shopping malls where facilities are virtually free.

In January the stand at the Toronto Boat Show was organized by Graham Rogers with the assistance of members from the Toronto, Burlington, Hamilton, Kitchener and Muskoka clubs. The following month Doug Noble organized the Ottawa Boat Show with assistance provided by Ottawa area members. Thanks to all concerned.

Exhibitions at shopping malls in St. Catherines, Burlington, Oakville and Kitchener/Waterloo featured Albacores and were used to promote club membership drives and sailing courses. Congratulations to Parkway S.C., Bronte Harbour Y.C. and Conestoga S.C. on your efforts.

Lectures were organized in Burlington, Ottawa and Toronto with a combined attendance of 175. The speakers were Paul Henderson, Tam Matthews, Barry Poyntz, Richard Storer and David Thomas and we are indeed grateful to them for giving their time. Attendance at these meetings was free and costs were borne by the Association with financial support from Ontario Sailing Association.

A cross country skiing day scheduled for a location near Toronto in February, was abandoned due to lack of snow. The proposed camping/sailing week at Killbear Park in July met with similar results due to unusually wet weather, or possibly a lack of interest.

The main project for 1981 was the new display stand which has just been completed. The stand is designed to be both highly visual and easily transportable. It consists of 6 double sided panels set in aluminium frame displaying giant photographs plus information and a literature rack will be added. The unit is intended to use in boat shows, libraries, shopping malls and will be loaned free of charge, complete with Albacore literature to groups who will use it to promote the objectives of the Association or sailing in general.

The value of the new stand is in excess of \$3,000 and was made possible by members, Normund Berzins, photographer and George Roth, Polygon Designs Ltd., providing their professional services, without charge and the financial assistance of Ontario Sailing Association and Skene Boats Ltd.

On a personal note, I would like to thank all our many members who gave their personal support and effort in assisting with our publicity efforts, to my fellow officers and the Commodore who provided advice and encouragement, and Alf Jenkins and Dave Thomas of Ontario Sailing Association who are always there when we need them. Good Sailing.

Peter V. Brayshaw
Rear Commodore

O.S.A. RACE TRAINING WEEK

JULY 11 TO 16, 1982

GENEVA PARK, LAKE COUCHICHING, ONTARIO

ALBACORE RACE TRAINING AT ITS FINEST

YOU CAN'T AFFORD NOT TO BE THERE!!!

REGISTER NOW - SPACES ARE LIMITED

ONTARIO
SAILING
ASSOCIATION



AUDITOR'S REPORT

To the Members of the Canadian Albacore Association

I have examined the balance sheet of the Canadian Albacore Association as at June 30, 1981 and the statements of revenue and expenses and members' equity for the year then ended. My examination was made in accordance with generally accepted auditing standards and accordingly included such tests and other procedures as I considered necessary in the circumstances except as explained in the following paragraph.

Due to the nature of membership fees it was not practical for me to extend my examination of them beyond accounting for the amounts so recorded. Accordingly, I was not able to determine whether any adjustments might be necessary to accounts receivable, membership fees and excess of revenue over expenses.

In my opinion, except for the effect if any which I might have determined to be necessary had I been able to extend my verification of membership fees, these financial statements present fairly the financial position of the Association as at June 30, 1981 and the results of its operations for the year then ended in accordance with the accounting policies as set out in Note 1 of the financial statements, applied on a basis consistent with that of the preceding year.


John Morgan
Chartered Accountant

Toronto, Ontario,
August 31, 1981.

CANADIAN ALBACORE ASSOCIATION

BALANCE SHEET

JUNE 30, 1981

	<u>1981</u>	<u>1980</u>
<u>ASSETS</u>		
Current:		
Cash	\$4,570	\$2,643
Term deposits	5,000	5,000
Accounts receivable	1,736	3,873
Prepaid expense	<u>55</u>	<u>200</u>
	\$11,361	\$11,716
Fixed assets, at nominal value (Note 1)	<u>1</u>	<u>1</u>
	<u>\$11,362</u>	<u>\$11,717</u>

LIABILITIES AND MEMBERS' EQUITY

Accounts payable and accrued liabilities	\$ 370	\$ 1,256
Members' equity	<u>10,992</u>	<u>10,461</u>
	<u>\$11,362</u>	<u>\$11,717</u>

Approved on behalf of the executive

H. Kierulf Commodore

T. Polhill, Secretary-Treasurer

(See accompanying notes)

CANADIAN ALBACORE ASSOCIATION

Statement of Revenue and Expense and Members' Equity
For the year ending June 30, 1981.

	1981	1980
<u>REVENUE:</u>		
Membership fees	\$ 6,750	\$ 6,876
Advertising	1,443	1,454
Canadians	807	137
Interest	753	801
Grants	720	617
Royalties	650	2,650
Other	398	259
Year book	205	(745)
	<u>\$11,726</u>	<u>\$12,049</u>
<u>EXPENSES:</u>		
Secretarial services	\$ 3,380	\$ 2,600
Office Supplies	2,347	1,275
Shackles and Cringles	2,071	2,101
Postage	1,266	1,563
Publicity	1,151	597
Regattas	722	954
Sundry	239	349
Specification and measurement	19	2,238
Incorporation	--	417
	<u>\$11,195</u>	<u>\$12,094</u>
Excess Revenue over Expense (Expense over Revenue)	\$ 531	\$ (45)
Members' Equity, beginning of year	<u>10,461</u>	<u>10,506</u>
Members' Equity, end of year	<u>\$10,992</u>	<u>\$10,461</u>

(See accompanying notes)

CANADIAN ALBACORE ASSOCIATION

Notes to the financial statements June 30, 1981.

1) Summary of Accounting Policies

i) The Association expenses all fixed assets acquired in the year purchased.

ii) Membership fees are recorded on a cash basis.

2) The prior years comparative figures have been changed in order to conform to the current years presentation format.

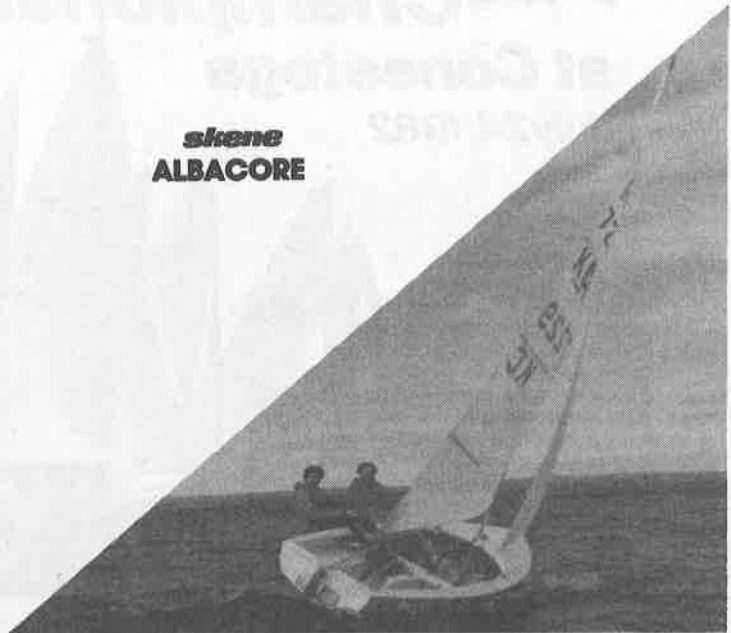
	1981	1980	
Membership fees and other	210,908	10,582	Membership fees and other
Membership Equity, capital and other	10,582	10,582	Membership Equity, capital and other
Expenses (own records)	2,051	2,051	Expenses (own records)
Expenses (other records)	140,212	140,212	Expenses (other records)
Inventory	1,000	1,000	Inventory
Prepaid	500	500	Prepaid
Accounts receivable	1,000	1,000	Accounts receivable
Office supplies	1,000	1,000	Office supplies
Equipment and fixtures	1,000	1,000	Equipment and fixtures
Accumulated depreciation	(1,000)	(1,000)	Accumulated depreciation
Accounts payable	1,000	1,000	Accounts payable
Other	1,000	1,000	Other
Total	368,693	268,693	Total

skene

PRINCIPAL DEALERS:

Angus Sailcraft (Toronto)
Arkell Road Marine (Guelph)
Boathouse Marine (Minnett, Ontario)
Centre de la Voile Khoury (Montreal)
Sail International (Waterloo)
Nordic Boat Sales (Haileybury)
Les Entreprise de Beaumont (Gatineau Mills, P.Q.)
Podium Stores (Victoriaville, P.Q.)
Gregal Enr'g. (Trois Rivieres, P.Q.)
Milford Boat Works (Milford Ct.)
Yachting Sport (Quebec City)
Starboard Tack (Winnipeg, Man.)
Silent Sport Marine (Sutton and Thornhill, Ont.)
Pine Hill Sports and Marine (Lively, Ont.)
Muskoka Sailcraft (Bracebridge, Ont.)
Kits Marine (Vancouver B.C.)
Mariner Aquatics (Collingwood, Ont.)
Nord Est Marine (Chicoutimi, P.Q.)
Bailey's Boat Yard (Thunder Bay, Ont.)
Monavan's Sport Chalet (Barrie, Ont.)
Leatherdale Marine (Orillia, Ont.)
HAPCO Marine (Bethesda, Md.)
Hal's Marine (North Bay, Ont.)
Kawartha Marine (Lakefield, Ont.)
LaSalle Park Sailing Centre (Burlinton, Ont.)

skene
ALBACORE



Proudly built by **skene** Industries Limited 2793 Fenton Road, Ottawa, Ontario, Canada K1G 3N3

SKENE ALBACORES

NOW AVAILABLE IN
TORONTO FROM

angus sailcraft ltd.

WE ALSO CARRY LASERS, J24s,
WINDSURFERS, ALBACORE PARTS,
WET SUITS, WARM SUITS, TRAILERS,
DOLLIES AND EXCELLENT USED
ALBACORES.

ANGUS IS THE TORONTO DROP-OFF
POINT FOR STORER SAILS.

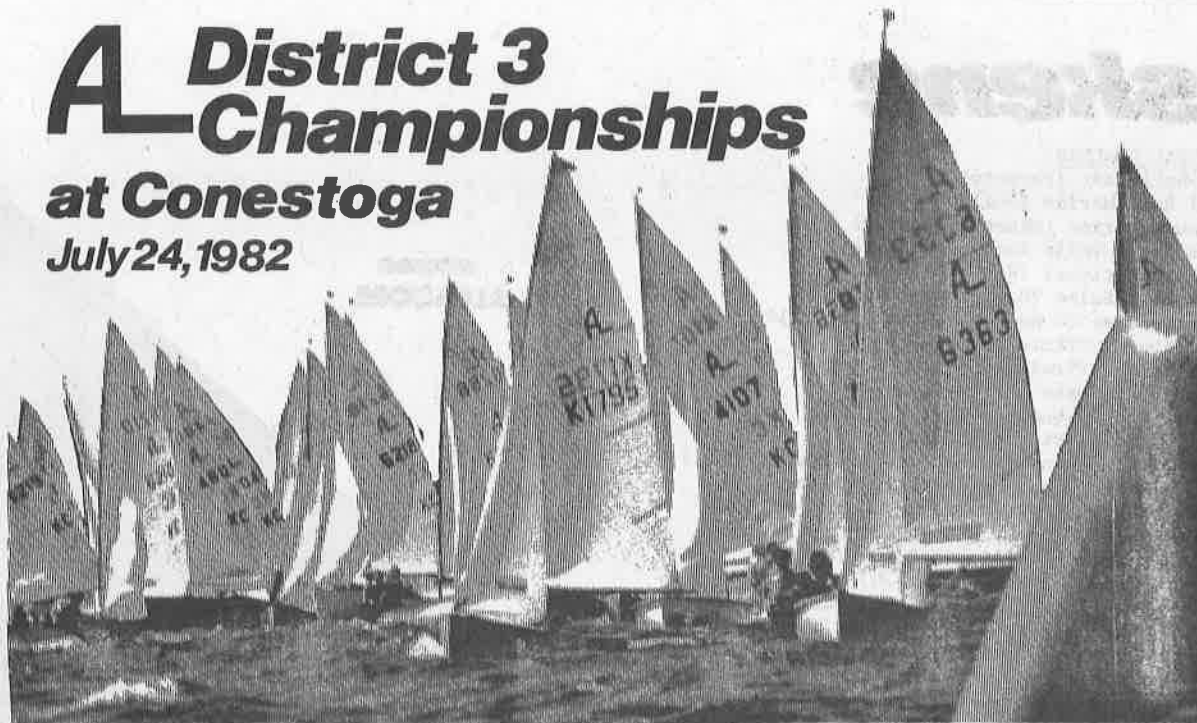
245 QUEEN'S QUAY WEST
PIER 4 HARBOURFRONT
TORONTO 363-5627

MISC.

•WANTED MOTHER'S HELPER (Girl or Boy), for two boys (ages 2 and 4) for July and August on Lake Of Bays. Must be excellent swimmer. Reference required. Please contact: Mrs. Linda Millard (416) 274-9510 (Mississauga).

•SAILING INSTRUCTORS WANTED - Mooredale Sailing Club wishes to hire two sailing instructors to assist in its instructional programs. One senior instructor will be hired (CYA Green or Blue level accreditation required), plus one junior instructor (CYA silver level required) to teach beginners and advanced adults evenings and 2 or 3 weekends from early May to early July, 1982. Instructors will be in charge of planning and executing training sessions and will be responsible for seeing that candidates are tested. If interested contact Michael Rusheleau, Fleet Training Officer, Mooredale Sailing Club, 7 Jackes Avenue, #1504, Toronto M4T 1E3. Salaries are negotiable.

A District 3 Championships at Conestoga July 24, 1982



ALBACORE sailers throughout District 3 Area (Niagara, Hamilton, Burlington) are invited to challenge for the District 3 CHAMPION at Conestoga Sailing Club, (north-west of Kitchener) on Saturday, JULY 24, 1982. (NO Rain Date)

Three Races under IYRU Rules all counting, will be held on Conestoga Lake, a conservation reservoir, known for its shifting winds. Conestoga Sailing Club offers a clubhouse facility with a wharf and gravelled launching area. Overnite camping sites are available adjacent to the club grounds. (Please, NO pets allowed)

PROGRAM
Registration: by Mail in Advance OR
Saturday 8:30am to 10:00am
Skippers Meeting: 10:00am
Start of 1st Race 11:00am

Presentation of Awards following the 3rd Race.

This Regatta is a Qualifier for the "1982 Canadians"

FOOD: Canteen, Snacks and Lunches will be available.

ENTRY FEE: \$5.00
NON CAA Member FEE: \$3.00

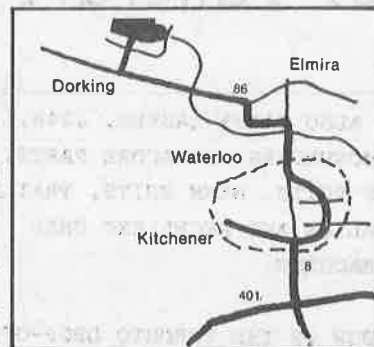
TRAVEL DIRECTION:
If arrival is via 401: take interchange 35 North/West-- Hwy 8 West to Kitchener, to the Conestoga Parkway. Take Hwy 7 East/Hwy 86 North/West. Continue on Hwy 86 to the Hamlet of Dorking. Turn Right or North on a gravel road (conservation signage, same direction) and continue to the lake area. (approx 3km) Approx travel time from Kitchener is 30--35 min. From Hamilton, Burlington 85--90 mins.

INQUIRES
Contact George Roth,
Regatta Chairman at (519)885-4325

REGISTRATION FORM

Name _____
Address _____
City _____
Postal Code _____ Phone _____
Club _____ Sail No. _____

Return Advance registrations to:
George W Roth, 212 Willowdale Ave, Waterloo, N2J 3M1



**CONESTOGA
SAILING
CLUB**



BOX 461 KITCHENER,
ONTARIO CANADA

warm water regatta

June 5 & 6 1982 ----- ALBACORE / WAYFARER

FIVE RACES (3 SATURDAY AND 2 SUNDAY)

OLYMPIC SCORING

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

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

ACCOMMODATION: Limited camping on an adjacent site to the club.
Camping at the Grand River Conservation Authority Park
Motels in Kitchener - Waterloo area.

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

FOOD: Canteen service for snacks, Saturday and Sunday.
Saturday, there will be a full hot dinner available
at 6:00 p.m. - roast beef, mashed potatoes,
vegetables and dessert. Dinners must be reserved by
Friday night at 9:00 p.m.

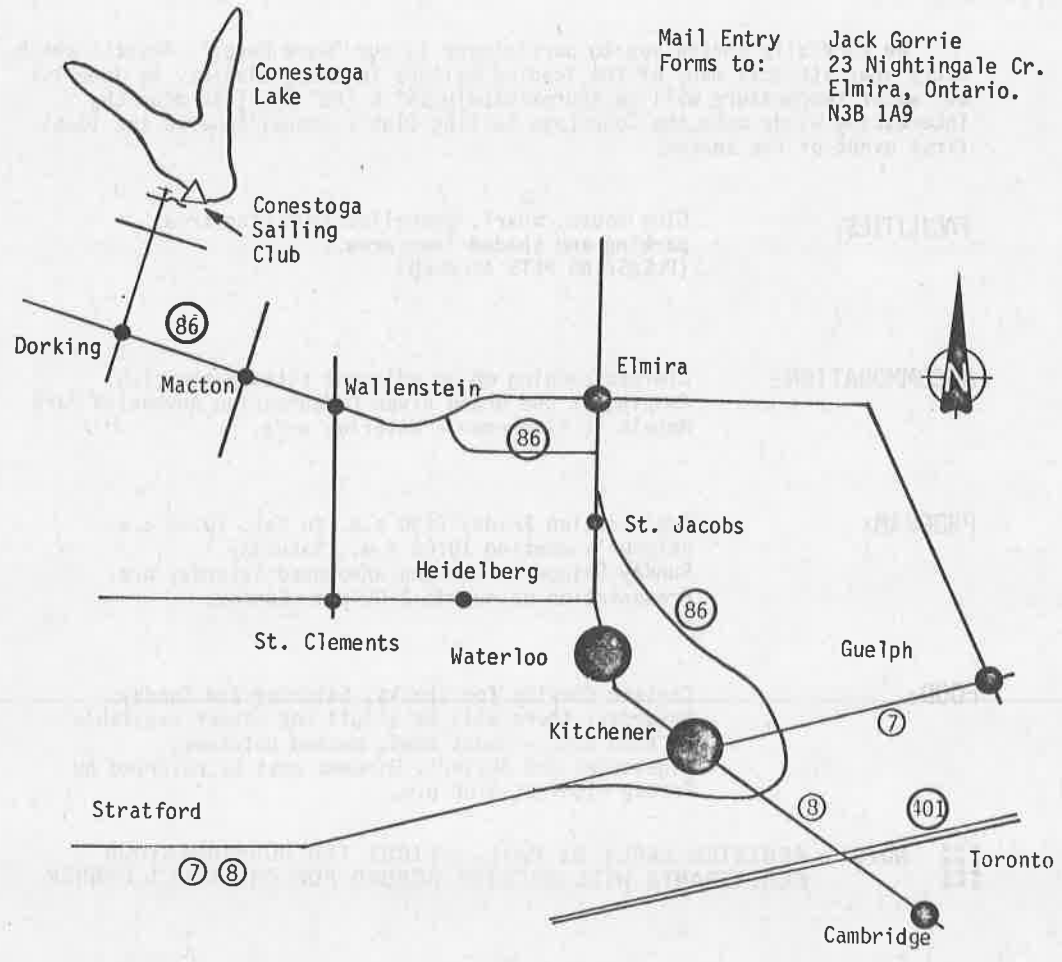
*** NOTE: REGISTER EARLY BY MAIL - FIRST TEN NON-CONESTOGA
REGISTRANTS WILL RECEIVE REFUND FOR ONE ADULT DINNER

CONESTOGA WARM WATER REGATTA

REGISTRATION FORM

Name: _____	Registration Fee: \$12.00	\$ _____
Address: _____	(After May 21 - \$15.00)	\$ _____
_____	Non Albacore Assoc. Member	
Postal Code: _____ Phone: _____	(\$3.00)	\$ _____
Boat Class: _____	Adult Dinners ()@ \$6.50	\$ _____
Sail Number: _____	Child Dinners ()@ \$4.50	\$ _____
Boat Name: _____		
	Total Payment Enclosed	\$ _____

Mail Entry Forms to: Jack Gorrie
23 Nightingale Cr.
Elmira, Ontario.
N3B 1A9





CANADIAN ALBACORE ASSOCIATION

P.O. BOX 1028, Stn. "Q", Toronto, Ontario M4T 2P2

****APPLICATION FOR ALBACORE GROUP INSURANCE PLAN - 1982****
N.B. ALL SECTIONS MUST BE FULLY COMPLETED BEFORE APPLICATION CAN BE ACCEPTED. PLEASE TYPE OR PRINT CLEARLY.

NAME: _____
ADDRESS: _____

number & street _____ city/town _____
province _____ postal code _____

TELEPHONE: _____
AREA CODE _____ HOME _____ BUSINESS _____

1982 C.A.A. MEMBER _____ SAILING CLUB: _____
yes _____ no _____

BOAT NUMBER: _____ BOAT BUILDER: _____
YEAR OF MANUFACTURE: _____ CONSTRUCTION OF HULL: _____
MAKE OF SPARS: _____
mast _____ boom _____

SAILS: _____
sailmaker _____ year _____
BOAT TRAILER: _____ DOLLY: _____ BOAR COVER(s) _____
value _____ value _____ value _____

INSURANCE COVERAGE	PREMIUM FOR COVERAGE INTERIM TO APRIL 30/82	PREMIUM FOF COVERAGE MAY 1/82 to APRIL 30/83
\$3000.00	\$10.00 _____	\$40.00 _____
\$4000.00	\$10.00 _____	\$50.00 _____
\$5000.00	\$10.00 _____	\$60.00 _____
\$6000.00	\$10.00 _____	\$70.00 _____
\$7000.00	\$10.00 _____	\$80.00 _____

*PLEASE PLACE AN BESIDE THE COVERAGE DESIRED.

*N.B. Boats insured for the period to April 30/ 82 only, will be insured for this rate on the express condition that the boat will be laid-up throughout the period.

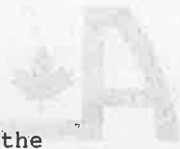
IS THIS A RENEWAL OF YOUR 1981 POLICY? _____
yes _____ no _____

Please indicate date on which coverage is to commence: _____ / _____ / _____
day / month/year

ALL CHEQUES ARE TO BE MADE PAYABLE TO: JARVIS INSURANCE AGENCY LTD.

If desired, cheques may be post-dated no later than the date on which you wish coverage to commence.

CANADIAN ALBACORE ASSOCIATION



I hereby certify that I am a paid-up 1982 member of the Canadian Albacore Association and that the information contained in this application is correct as of the date of signing.

DATE: _____ SIGNATURE: _____

Insurance coverages may be changed at any time by notifying the C.A.A. and enclosing the appropriate additional premium. (i.e. \$10.00/\$1000.00 of additional coverage)

ALL INSURANCE COVERAGES ARE TRANSFERABLE TO THE NEW BOAT-OWNER. NO REFUNDS WILL BE MADE IF INSURANCE IS CANCELLED PRIOR TO EXPIRATION.

ALL APPLICATIONS MUST BE MAILED TO: THE CANADIAN ALBACORE ASSOCIATION, P.O. BOX 1028, STN. Q, TORONTO, ONTARIO, M4T 2P2

ALL BOATS INSURED UNDER THIS PLAN MUST BE NORMALLY SAILED WITHIN CANADIAN TERRITORIAL WATERS.

IF THE BOAT IS SAILED OR TRAIERED MORE THAN 500 MILES FROM ITS NORMAL HOME PORT, THE INSURER MUST BE INFORMED PRIOR TO THE TRIP. AN ADDITIONAL PREMIUM WILL BE REQUIRED IN ORDER TO MAINTAIN INSURANCE COVERAGE.

ALL CLAIMS ARE SUBJECT TO A \$50.00 DEDUCTIBLE.

1982 CANADIAN ALBACORE ASSOCIATION GROUP INSURANCE PLAN

TERMS AND CONDITIONS

The Canadian Albacore Association is pleased to offer ALBACORE dinghy insurance at very special rates available only to members of the C.A.A..

In co-operation with the Drake Insurance Company, a firm specializing in marine insurance, and Jarvis Insurance Agency Limited, the C.A.A. has developed a special group insurance plan which will mean lower premiums and increased coverages for most Albacore sailors.

The Albacore Group Insurance Plan offers insurance at very attractive premium rates. The 1982 premium rates remain at \$10.00 per \$1,000.00 of coverage. The minimum insurance limit is \$3000.00 for a premium of \$40.00. Additional coverage may be purchased in units of \$1,000.00 (i.e. \$50.00 for \$4,000.00; \$60.00 for \$5,000.00; etc.).

What coverages are offered under our Group Insurance Plan? Compare these coverages with any other insurance plan:

- ALL RISK basis including collision, fire, theft, lightning etc. - including full racing risks!
- Coverage for boat, spars, sails and equipment including boat dolly and trailer for loss or physical damage!
- Coverage for boat and trailer while in transit up to 500 miles from your home base! Coverage for longer trips may be purchased for a small additional premium, upon request.
- Replacement cost coverage - NO DEPRECIATION!! That's right, no depreciation will be taken (even on sails) after payment of the \$50.00 deductible, up to the insured value of the boat. In other words, the damaged or lost items will be replaced or repaired new for old!
- Medical coverage for injuries sustained for up to one year after the date of the accident
- Personal liability coverage of \$200,000.00 for all third-party claims. With to-day's trends to ever-increasing liability claims even the non-racer cannot afford to be without personal liability coverage.
- All claims will be adjusted locally by experienced insurance adjusters, thus ensuring prompt repair and settlement of your claims.

The Albacore Group Insurance Plan is now in its third year of operation. Developed with the assistance of Peter Jarvis, a well-known dinghy sailor who knows and understands the problems faced by dinghy owners in insuring and repairing their boats, the plan has attracted over 200 subscribers since its inception.

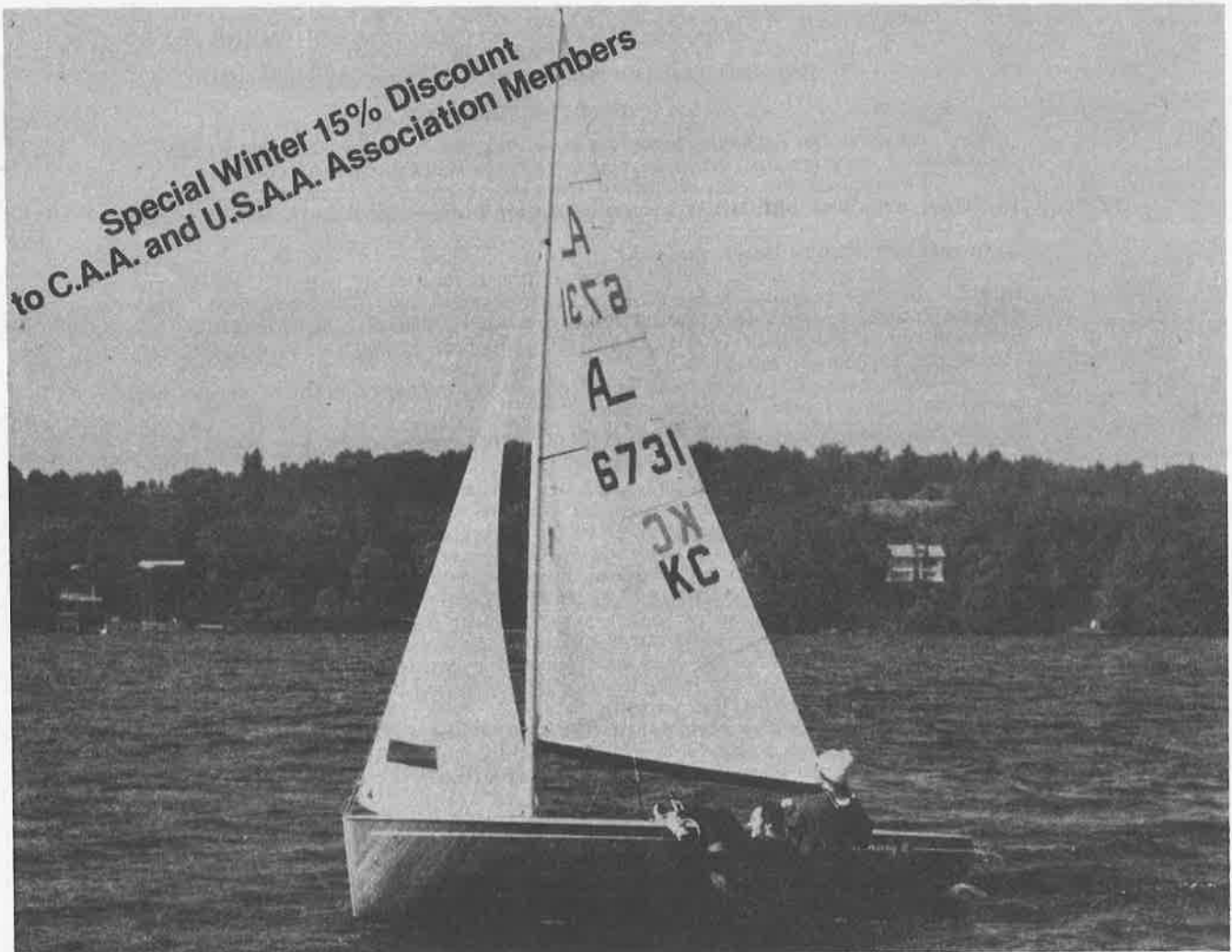
Please remember that these very competitive rates and coverages are available only to paid up 1982 members of the C.A.A.. These rates and coverages are not available through any other source. We regret that this plan is not available to community club boats, or to boats which are normally sailed outside Canada. Please check the wording of the policy to determine the exact nature of the coverages offered.

Compare these rates and coverages with any other plan. Most sailors will find that they can save their entire cost of membership in the C.A.A. from the reduced cost of insurance alone! We're sure that you'll find that the Albacore Group Insurance Plan is your best insurance buy!

Albacore Group Insurance - just one more good reason for belonging to the Canadian Albacore Association.

For further information please contact the Canadian Albacore Association, P.O. Box 1028, Station "Q", Toronto M4T 2P2.

Move in fast company



Special Winter 15% Discount
to C.A.A. and U.S.A.A. Association Members

Albacore sails made by Albacore sailors.

Their proven technical ability through the highest levels — Olympic Games, World Championships down through club points series, we can use to put you out in front of the pack.

Our team of sailmakers and our combination of the best cloth (dacron, mylar or the exotica), craftsmanship, design (both by computer and sheer talent), service and above all, experience can be put to work for you.

Our winning formula is no secret — sails made to the highest standards using the best materials available and a continuous development program keep Storer Sails out in front.

Canadian Champion 1976, 77, 78, 79, 80, 81 - First
U.S. Nationals 1977, 78, 79, 80 - First
North Americans 1976, 77, 78, 79, 80, 81 - First
Worlds 1977 - First, 1981 - Second and Third

We are looking forward to the Worlds to be held in Toronto in 1983 — talk to us to help you win.

Phone or write: Richard Storer, Barry Poyntz or John Osborn.

storer
sails Ltd.

**Innisfil 400 Industrial Park
Thornton, Ont. L0L 2N0
(705) 436-5550
Toronto Line: 883-1399**

Montréal, Service & Repairs: Koury and Sons, 3, 28^e Avenue Ile Perrot, Québec (514) 453-3786
Ottawa, Service: Nautilus Yachting, 349 Churchill Ave., Ottawa, Ontario 729-9900
Kingston, Service & Repairs: Windjammer Sails, P.O. Box 272, Sta. "A", Kingston, Ont. (R.R. 3 Bath) (613) 389-4349
Midland, Service: Bayharbour Yachts, Wye Heritage Marina, Midland, Ontario (705) 526-7431
Toronto, Pick-up & Delivery: Speed Sail Ltd., Pier 4 Harbour front, 245 Queens Quay W.
Windsor-Detroit, Service & Repairs: Kenneth Crooks, 425 Dormar Dr., Windsor, Ontario (519) 948-7238
Manitoba, Service & Repairs: Greg Pilot Yachts, 203-2281 Portage Ave., Winnipeg, Manitoba (204) 889-6292

SHACKLES & CRINGLES



CANADIAN ALBACORE ASSOCIATION

P.O. BOX 1028, Stn. "Q", Toronto, Ontario M4T 2P2

OBJECTIVES OF THE ASSOCIATION

- PROMOTE ALBACORE SAILING IN CANADA
- REPRESENT THE CLASS, LOCALLY AND ABROAD
- CONTROL THE DESIGN, WITH CLASS RULES AND LICENSED BUILDERS
- SPONSOR AND SANCTION REGATTAS
- PROTECT WITH LOW-COST GROUP BOAT INSURANCE

MEMBERSHIP DUES - INVOICE 1982

NAME: _____ PHONE NO. (HOME) _____
 (BUS.) _____

ADDRESS: _____
 STREET _____
 CITY/TOWN _____ SAIL No(s). _____
 PROVINCE _____ CODE _____ SAILING CLUB _____
 (IF APPLICABLE)

CLASS OF MEMBERSHIP

FULL MEMBER (BOAT OWNER OR CO-OWNER, OR PERSON DESIRING TO
 HELM IN A C.A.A. SANCTIONED REGATTA....\$20.00 _____

ASSOCIATE MEMBER (NON BOAT OWNER OR NON-RESIDENT MEMBER)
\$15.00 _____

PLEASE MAKE ALL CHEQUES PAYABLE TO: CANADIAN ALBACORE ASSOCIATION

COMMUNICATION:

1. PLEASE SEND INFORMATION ON BOAT INSURANCE. _____
2. I HAVE SOLD MY (OLD____) (ONLY____) ALBACORE, SAIL No. _____
3. OTHER COMMENTS: _____

THE DATE OF OUR 1982 REGATTA(S) FEATURING ALBACORES EITHER SOLELY OR RACING AS A SEPARATE CLASS IS/ARE: _____

CAMPING FACILITIES ARE/ARE NOT (DELETE ONE) AVAILABLE, BILLETING CAN/CANNOT (DELETE ONE) BE ARRANGED FOR COMPETITORS,

THE 1982 ALBACORE FLEET CAPTAIN OF OUR CLUB IS:

NAME: _____
ADDRESS: _____

TELEPHONE: _____

OUR CLUB DOES/DOES NOT (DELETE ONE) OFFER SAILING INSTRUCTION AND OWNS _____ (NUMBER AND TYPE OF BOATS USED FOR INSTRUCTION). IN 1982 THE TRAINING RESPONSIBILITY WILL BE HANDLED BY:

NAME: _____
ADDRESS: _____

TELEPHONE: _____

(INSERT THE NAME OF THE 1981 OFFICIAL IF YOU DO NOT KNOW THE NAME OF THE 1982 OFFICIAL),

THANK YOU,

SIGNED: _____