

SHACKLES AND CRINGLES

*canadian albacore association's
bi-monthly newsletter*

WINTER 1982 VOLUME XX111 NUMBER 4



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Deadline for all materials to be included in the next issue of SHACKLES and CRINGLES will be February 15, 1983. The issue will be mailed approximately March 1, 1983.

Deadlines for subsequent issues of SHACKLES AND CRINGLES will be as follows:

APRIL 15, 1983 TO BE MAILED APPROXIMATELY MAY 1, 1983

JUNE 15, 1983 TO BE MAILED APPROXIMATELY JULY 1, 1983

AUGUST 15, 1983 TO BE MAILED APPROXIMATELY SEPTEMBER 1, 1983

PLEASE NOTE: Anyone wishing to publish regatta notices, and all other materials for SHACKLES AND CRINGLES 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 practical considering the regatta date, and our publication deadlines. Early delivery of your regatta notices will ensure its publication in the maximum number of issues of SHACKLES AND CRINGLES.

All classified ads of a non-commercial nature will be published free of charge, and will be published in two consecutive issues of SHACKLES AND CRINGLES, unless instructions to the contrary are received. If publication is to be for a lesser, or a greater period of time it is the responsibility of the advertiser to advise the Editor of SHACKLES AND CRINGLES.

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Misty Muskoka Morning 1982 Canadians, photo by Ingrid Berzins.

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EXECUTIVE NOTES

THE COMMODORE'S REPORT

The past two months have brought a major change to the Albacore Class in North America. It is with regret that I inform you that Skene Industries Limited has ceased operations - an unfortunate victim of the economic times. "Skene" has built more Albacores than any other builder in the world - their quality product and their enthusiastic support for all aspects of the Class will be missed. We wish George Carlyle and John Chandler all the best in their future endeavours.

Your Executive has ensured that the Albacore will continue to be produced in Canada. It is a pleasure to announce that Ontario Yachts Co. Limited, of Oakville, have been licensed to build the Albacore and we welcome them to the strongest two-person Class in the country.

Ontario Yachts come with strong credentials. They are the world - renowned builder of the Etchells 22, and also the Ontario 33. They have long experience in the industry and are at the forefront in resin and glass technology. Ontario Yachts are moving quickly to ensure that all orders for new Albacores will be met. An Ontario Yachts-built Albacore will be on display in the Albacore Association booth at the Toronto International Boat Show in January.

The Canadian Championships have been set for September 16-18, 1983 and will be hosted in Toronto by Ashbridges Bay Yacht Club. We have also arranged a Race Training Week at the Ontario Sailing Centre (Geneva Park) for July 10-15, 1983 to be immediately followed by the Ontario Albacore Championships on the weekend of July 16-17.

This Race Training Week has been so successful in the past that we would like to make it an annual event to encourage the development of racing skills among all members of the Class.

The Ontario Championships have been taken out of the Canadian Championship (where it was usually won by the Canadian Champion) and placed in conjunction with the Race Training Week to provide a Regatta where the Race Training Week participants can demonstrate their newly-acquired sailing skills against other members of the Class.

The Ontario Championships will be an open-entry event, but only an Ontario resident can win the "Fibreglass of Canada Trophy". Plan now to support both events. Our continued presence at Geneva Park is dependant upon our ability to provide adequate numbers for these events.

I would like to welcome Rosemary Helmer to the Executive as Rear Commodore in charge of Fleet and Membership, along with special responsibility for the Race Training Week and the Ontario Championships. Rosemary sails out of Westwood Sailing Club and is an enthusiastic addition to our team.

The Ontario Sailing Association Annual meeting was held over the weekend of November 13-14 and several members of your Executive were present. The Annual Meeting provides a forum for discussing sailing organization, skills, technology, and direction.

One topic discussed at some length was the direction to be taken by youth sailing - especially Youth Championships. At issue was whether the Ontario 19 and Under Youth Doublehanded Championships should be sailed in a "high performance boat" such as the Laser II, or in another Class, such as the Albacore.

A distinction needs to be drawn here. A "high performance" spinnaker-trapeze boat is used at the Canadian Youth Championships because the top finishers proceed on to the World Youth Championships which are always sailed in a spinnaker-trapeze boat. The Ontario Youth Championships are an end in themselves and should, in my opinion, be sailed in the boat which allows for the broadest base of participation. I suggested at the O.S.A. meetings that we use the Albacore for the Ontario Youth Championship boat.

The Albacore is far more widely accepted in Ontario than spinnaker-trapeze boats and, because of this, should open the Ontario Youth Championship up to the largest group of youth sailors. O.S.A. might then be able to provide support for the top crews to advance to Olympic Class sailing.

The C.A.A. in conjunction with South Muskoka Sailing Club has put in a bid for the Ontario 19 and Under Doublehanded Championships. We are still awaiting a decision from O.S.A..

Have a Merry Christmas and I look forward to seeing many of you in the New Year.

Charles Colman
Commodore

CANADIANS RESULTS UNDER APPEAL

Three separate appeals have been lodged against the results of the first race Championship Fleet results at the 1982 Canadians.

The Appeals to the Canadian Yachting Association's Appeals Committee are being lodged by Steven Jonjev, George Roth and David Medhurst. All the Appeals relate to the decisions made by Protest Committees arising out of their decisions that the "leeward mark" on the finishing leg was to have been left to Port by all boats finishing on that leg.

Originally two protests were lodged at the Canadians covering the incident. The first, by John Aras and James Jacobs was lodge against the Race Committee claiming that the race was improperly shortened, resulting in these Protestors losing five places. The Protest Committee dismissed this Protest, ruling that the race had been properly shortened by the Race Committee.

However, in a second protest lodged by Peter and John Duncan against Steven Jonjev, George Roth and Eugene Duynstee, it was claimed that the Protestees had failed to complete the course properly as they had passed the "leeward mark" leaving it to Starboard as they approached the finishing line which had been established "approximately 200 yards beyond a mark of the course..." in order to avoid confusion where some boats from one fleet would be finishing at the same time as boats from another fleet would be rounding a mark of the course and continuing to race.

Unfortunately, rather than avoiding confusion, the Race Instructions appeared to only compound the problem. After hearing this second Protest the Protest Committee ruled that the "leeward mark" was considered to be a "mark of the course" (even for those finishing on that leg) and that it therefore must be left to Port.

As a result of this finding Jonjev, Roth and Duynstee were disqualified.

In a related incident David Medhurst had "finished" in fifth place, but had left the "leeward mark" to Starboard. When a competitor indicated that he intended to lodge a Protest against Medhurst's finish, David Medhurst returned to the race course and rounded the "leeward mark" to Starboard, whereupon he was recorded as having finished in thirteenth place. Medhurst subsequently protested this scoring position, but this Protest was dismissed on the grounds that the previous decision required that "leeward mark" be left to Port, and accordingly the proper finishing position for the competitor was his thirteenth place finish.

The Medhurst Appeal seeks the reinstatement of his fifth place finish on the grounds that the original decision of the Protest Committee in finding that the "leeward mark" was "a mark of the course" was in error.

The issue which the Appeals Committee must determine is whether the "leeward mark", which had been located in close proximity to the Finishing Line was a "mark of the course" and would therefore have a proper side on which it must be passed. The Appellants claim that the "leeward mark" ceased to be a "mark of the course" because it was no longer a turning mark, and therefore ceased to have a proper side and could be left to either side.

If successful in their appeals, the Appellants' original finishing position will be reinstated.

The Appeals Committee of the C.Y.A. meets in early December to consider all Appeals lodged during 1982. A decision on these Appeals is expected to be announced before the New Year and will be published in SHACKLES AND CRINGLES.

ASHBRIDGES BAY Y. C. TO HOST '83 CANADIANS

Toronto's Ashbridges Bay Yacht Club will host the 1983 Canadian Albacore Championship, First Vice-Commodore Peter Brayshaw reports.

Brayshaw, who will head up the organizing committee for the National Championships, says the regatts will be held September 16-18, at the eastern Toronto club.

Recently rebuilt, Ashbridges Bay Yacht Club is primarily a keel-boat yacht club, but it does employ the Albacore as its Junior Club trainer. The Club offers two paved launching ramps within the club property, plus an additional three paved launching ramps immediately adjacent to the Club's property, to facilitate easy launching of the large fleet expected for this event.

In expressing his pleasure at being invited to hold the event at Ashbridges Bay Yacht Club, Peter notes that the Club's facilities will be used to host the Annual General Meeting, on September 16, 1983, and the Annual Dinner-Dance on September 17, 1983. The regatta itself will be sailed on Lake Ontario, in the waters lying immediately to the south of the Club.

More details for this event will be announced in the next issue of SHACKLES AND CRINGLES.

Year after year Storer Sails win at every level of sailing competition.

Congratulations to Albacore sailors: Paul and Martha Henderson, Ian Brayshaw and Mike Milner, Ron and Leslie Batt.

Between them they won every race in the 1982 Canadian Championship using Storer Sails as did the winners of the Masters and Challenger championship fleets.

All through the 1982 season the consistent winning results at Albacore regattas has proven the consistent quality, not to mention speed, of Storer sails. The winning designs are very accurately locked on to a set of mylar patterns which ensure the same fast sails for you. Storer Albacore sails built by sailors actively competing in the class. Be ready for the 1983 Worlds being held in Toronto.



Gary and Barry Poyntz grinding them down.

Remember Storer Albacore Sails also finished:

Canadian Championship: 1976, 77, 78, 79, 80, 81 - First
U.S. Nationals: 1977, 78, 79, 80 - First

North Americas: 1976, 77, 78, 79, 80, 81 - First
Worlds: 1977 - First, 1981 - Second and Third

Since February 1975 the Storer Name and Trademark has grown to be one of the most respected independent sail lofts in North America.

To further develop our customer service and technical programs, we have, with some of the best lofts in the world formed a group under the banner of Sobstad Sailmakers Incorporated. It is the opinion of many people in this industry that the most effective technical sailmaking group worldwide is Sobstad.

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'83 WORLDS PLACES SNAPPED UP BY QUALIFIERS

Remember when a ticket to a Leafs game used to be the hardest ticket in town? Harold Ballard can start putting the Cashbox on Carlton Street up for grabs because the hardest spot to find in '83 is going to be a qualifying spot for the '83 World Albacore Championships.

With still a few days left for potential qualifiers to indicate their intention to accept their position by posting an \$100.00 deposit, 21 of the 22 sailors who had qualified for positions on the '83 Worlds Team, had already indicated their intention to participate.

Heading the list are former World Champion Barry Poyntz, and Canadian Champion Alan Humphreys. Other members of the Canadian contingent will be:

John Ashby
Ron Batt
Brian Baxter
Ian Brayshaw
Richard Clarke
Charles Colman
Mark Ewen
Jim Hately
Paul Henderson
Jack Mitchell
Jeff Moody
Ron Moody
Ben Murdock
Michael Owen
David Treissman
Mark Treissman
Don Ruddy
David Weaver
Doug Woodley

Three more qualifying positions will be available at TARTS '83, to be sailed at Toronto Sailing and Canoe Club, May 28-29, 1983, for those who have not yet qualified.

If any other positions are made available to the C.A.A. as a result of the British or American associations not sending their full contingents of 15 and 20 crews respectively, the additional spots will be allocated to the next eligible Canadian sailors based on their final placings at the '82 Canadians and the '82 North Americans.

ALBACORE SEMINAR SET FOR APRIL 11, 1983

PETER BRAYSHAW, First Vice-Commodore, has announced that the Annual "Harbourfront Seminar" will be held on Monday, April 11, 1983, at Toronto's Harbourfront complex.

This popular annual event is provided without cost to all members of the Association and the general public to improve their sailing knoweldge..

Seminar content and format are still in the planning stage. If there are any subjects which you would like covered at the seminar please contact Peter Brayshaw.

ALBACORE BUILDER SUCCUMBS TO FINANCIAL WOES

Skene Industries Limited, the builder of the greatest number of Albacores in the world has gone into receivership.

After almost a year of vain attempts to re-organize financially, the firm was placed in receivership by its banker, the Bank of Montreal, in late October. Since that time the assets of the firm have been sold in order to meet the indebtedness to the Bank.

Skene Industries Limited, and its predecessor, Skene Boats Limited, have been manufacturing Albacores since 1967 when Don Skene and George Carlyle first entered into a licensing agreement with Fairey Marine Limited.

Don Skene sold his interest in the firm in 1972 to Wally White. Carlyle continued with the firm through the mid-1970's, at which time he left to run his own firm, Carlyle Wood Products. In the interim period, Wally White was joined by John Chandler. John had been associated with Western Sailcraft Limited, a Manitoba-based builder of Albacores.

In 1979 Wally White's eyesight had failed to the point where he was no longer able to continue the operation of the firm. The company was purchased by George Carlyle, John Chandler, and a young engineer, Carl Strike, who had been operating his own boatbuilding firm B-Y Plastics Limited. That firm was a licensed builder of "420's".

Under Strike's presidency the firm started production of the very successful N.R.C.-based Albacore hull. The firm continued production of the "420", and a smaller dinghy, the "Echo". "Skene" also moved from their original facilities on Caeser Avenue in downtown Ottawa, to a brand-new plant in the Ottawa suburb of Gloucester.

Tragedy struck the operation just before the 1981 Toronto International Boat Show when Carl Strike and his family were killed by carbon monoxide poisoning, resulting from a defective chimney at their suburban Ottawa home.

This was the first of a series of difficulties faced by the firm. Like many small firms, Skene Industries Limited was undercapitalized. When told by their Banker that they had to reduce their operating line of credit the firm faced historically-high interest rates, which were costing the firm more than \$100,000 in annual interest carrying costs alone.

Coupled with these financial problems came the start of the general economic recession which hit the small boat builders particularly hard. Despite many months' effort to find new investors who would be prepared to pump the much needed new money into the firm, their search was unsuccessful. Finally, in late October the Bank placed Skene Industries Limited into receivership.

Thus ended their fifteen year history of Albacore production. In that time "Skene" produced over 2,000 Albacores which were sold in Canada and the United States - a record unmatched in the business.

The Albacore Class owes a great debt to the men who ran Skene Industries Limited. There is no doubt that one of the most important factors in the success of any Class is to have a quality builder. For all of those fifteen years "Skene" produced Albacores which proved themselves to be solidly built, boats always built within the Class Rules, boats which have given years of enjoyment to their owners. In "Skene" we had a QUALITY builder.

The men behind "Skene" went further than just being builders. They cared very much for the success of the Class - well beyond the bounds of mere economic self-interest. In my years in dealing with the firm I cannot recall even one instance where our request for support was ever turned down. They supported all our publications without hesitation. They donated trophies whenever asked. They made capital contributions for the acquisition of such items as our display stand. They financed the production of charter boats which were used at the '81 Worlds.

The Class continues to grow. Unfortunately, Skene Industries won't be around to reap some of the benefits of their work.

The Class remains strong. We're very pleased to have completed a formal licensing agreement with Ontario Yachts Co. Limited of Oakville. To be able to locate a builder of the reputation of Ontario Yachts which is capable of producing a top-quality sailboat is a tribute to the Class. Ontario Yachts have acquired all the Albacore the moulds and jigs used by Skene Industries, thus ensuring the continuation of the development of the boat based on the National Research Council hull shape.

Ontario Yachts is a family-run firm. Dirk Neulman Sr. was one of the original principals of Grampian Marine (in the days before Grampian built Albacores). Dirk Neulman Jr. has an international reputation as both a Laser and a Snipe sailor.

Ontario Yachts is recognized world-wide as the best builder of the "Etchells 22". The "E 22" was recently selected as the boat to be used by the world's best sailors in the Yacht Racing/Cruising Hall of Fame Regatta.

No time is being wasted getting into production. As this article is being written in late November the first hull is coming off the mould, and will be the centrepiece of the Albacore display at this year's Toronto International Boat Show.

For the present time at least, Ontario Yachts will be retailing the Albacore directly from their manufacturing facility in Oakville. Anyone wishing to discuss the purchase of a new Albacore should contact:

Ontario Yachts Co. Limited
243 Speers Road,
Oakville, Ontario
L6K 2E8

Telephone (416) 845-1153.

STORER SAILS LIMITED UNDERGOES REORGANIZATION

Several changes have taken place at Richard Storer's loft at Barrie.

The first, and most apparent is the addition of a new "partner". The firm is now called "SOBSTAD/STORER SAILS LIMITED", in recognition of the recent amalgamation of the loft with the U.S.-based Sobstad chain of lofts. The Storer loft will become the 11th member of this fast-rising chain of sailmakers.

By becoming part of the Sobstad organization Storer feels he'll gain in two major areas. The first is the obvious cost-savings derived from bulk purchases of materials and shared advertising costs. The second is the access to the banks of technical data developed in other associated lofts.

Storer hopes this latter item will permit his loft to become part of the Canada 1, America's Cup Challenge. Sobstad Sailmakers in the U.S. are considered to be amongst the industry leaders in the development of spinnakers for 12 Meter Yachts. Bruce Kirby, designer of Canada 1 has already indicated that the syndicate anticipates using sails cut at both the Sobstad/Storer loft and at the North/Fogh loft.

In the second major change at the Storer loft, Barry Poyntz, former World Albacore champion and many times Canadian Albacore Champion has withdrawn from the firm. Barry was recently married and has taken up a new residence in Toronto and plans to pursue other areas of business.

Richard Storer wishes to assure Albacore sailors that he plans to campaign an Albacore actively in 1983 in order to maintain the Storer loft's position as the major supplier of competitive Albacore sails in North America.

THE VIEW FROM THE POOP DECK

HENDERSON SAYS ALBACORE IS THE "PERFECT BOAT"

(EDITOR'S NOTE: This is the first of what promises to be a regular column by Paul Henderson. Paul sails his Albacore "Wildflower" with his daughter Martha, out of the R.C.Y.C..)

Paul was a member of the committee which selected the Albacore in 1959 to replace the fleet of "Brutal Beasts" formerly used as junior club trainers at his club. His sailing background has placed him in almost every one-design sailboat known to man, and on just about every continent. He has sailed as a member of Canada's Olympic team, and currently is a Vice-President of the International Yacht Racing Union, the sport's governing body.

Always controversial, and never without an opinion, Paul is widely respected for his passionate love of the sport of sailing.)

Sailing is going through a reformation and it appears to be a very healthy change.

In the 1960's and 70's the following were the popular trends:

1. Fast, light, performance boats;
2. Very complicated technical equipment;
3. Trapezes;
4. Regattas all over the world;
5. Olympic fixation.

It appears that the above have not worn well and the trend is back to the old classes such as Snipes, Comets, GP14 and yes, Albacores.

Sailors are going back to:

1. Solid boats that last. If you buy a boat and keep it for 10 years, you cannot get more economical sailing.
2. The best kind of sailing is tactical sailing - not technical sailing where you spend three hours working on the boat for every hour of sailing.
3. Trapezes breed freaks. The skipper must be a midget and the crew must be over 6 feet tall and anorexic. The trend is to boats where the "all up" crew weight is important, not where it is placed.
4. The cost of travel and shipping boats is keeping people at home so local fleet racing is on the upswing.

5. The National team coaches, and the four year Olympic obsession has given way to looking after yourself and each regatta standing on its own. The Olympic effort has become so rarified that more and more sailors are opting out.

The trend toward solid boats in local regattas, sailed by all sizes, ages, shapes and sexes, backed by a strong class organization has to be, for sailing, healthy and welcomed. The Albacore fits these parameters perfectly.

PAUL HENDERSON

ALBACORE TO BE FEATURED AT TORONTO and OTTAWA BOAT SHOWS

Once again the Albacore Association will have a boat and display at the Toronto International Boat Show, January 7 - 16, 1983. The space is provided by O.S.A. through the generosity of the Bank of Nova Scotia.

The centrepiece of this year's Albacore display will be one of the first production boats by our new builder, Ontario Yachts.

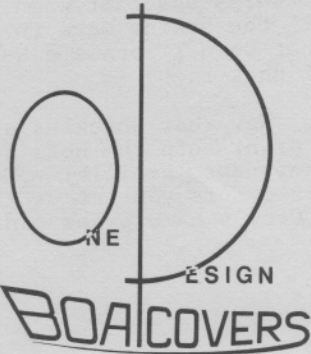
Organizing this display is a large undertaking by the Toronto and area Albacore fleet. The rules under which Class Associations are permitted the opportunity to display their boat require that the stand be manned throughout those parts of the public viewing days to which large crowds are anticipated. Basically, this means from 5 o'clock until closing weekdays, and throughout the whole day on both Saturdays and Sundays.

Heading up this year's organizing committee is Derek Griffiths from TS & CC. All area clubs will be requested to supply the manpower for at least one of the show days.

Being able to display a boat at the Boat Show is a tremendous opportunity to promote your Class. There is absolutely nothing which can "sell" a prospective boat owner on a Class better than the enthusiastic approach by an existing owner.

For sailors in the Ottawa area there will also be an Albacore display at the Ottawa Sportsmen's Show, which is being held February 16-20, 1983. District 10 Fleet Captain Christine Elder will be seeking the support of all Ottawa area sailors to assist in the manning of that display.

We're counting on YOU!



Our boatcovers really get around! The 'fastest' covers are no doubt our well fitted bottom covers. Travelling mile after mile to regattas, they're protecting the boat's outer skin from damage. But our top covers, well designed and of solid workmanship, do the really hard work, protecting boats day after day from sun, wind and acid rain.

Protected our way, your boat is ready to sail when you are, and still beautiful for years to come.

Orders placed during January and February will receive free of charge a well made ditty bag: orange, blue, or red in acrylic canvas with white trim.

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"MURPHY'S LAW" - IF ANYTHING CAN GO RONG...

Dear old Sod gets the blame for most of the bizarre occurrences afloat. Andrew Mason rationalises these events according to the Law of Murphy and its corollaries.... It is not commonly known that Edsel Murphy was keenly interested in the sport of sailing (he assisted in the design of the Finn) and spent years applying the "Universal Law Regarding the Perversity of Inanimate Objects" to the sport. His work in this field is reproduced here.

PRIMARY AXIOM: Anything that can go wrong will, and at the worst possible time.

SECONDARY AXIOM: The probability of an event occurring is inversely proportional to its desirability.

COROLLARIES:

1.1 Any rope cut to length will be too short or will shrink.

1.2 Any "unbreakable" fitting is immediately suspect.

1.3 Any object dropped while rigging will fall where it will do the most damage (usually on the compass). Also known as the "Law of Selective Gravitation."

1.4 If your mainsheet cleat or cleats fail, your ratchet block will spontaneously transform into a freewheeling block within the following 30 seconds.

1.5 In light weather, if there is one calm spot on the race course at any one time, you will be in it.

1.6 In a series, the only day on which clothing weights are checked will be the day you win the race. You will be over the limit.

1.7 Any critical knot will slip or come untied.

1.8 If someone passes you in light weather doing twice your speed, he will invariably be facing backwards, rolling a cigarette and discussing fishing with the occupant of the nearest boat.

1.9 All errors inherent in the use of a compass will accumulate in the wrong direction at the most inopportune time. For example, if you receive a lift, you will interpret it as a knock and tack. Naturally, the chance of this happening is proportional to wind strength and the number of places to be lost by such an action.

1.10 If one boat is a hundred is faulty, you will buy it....

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N.A. CHAMP SHARES SPOTLIGHT WITH HIS CREW

DEAR EDITOR:

This letter is a response to the headline in the last issue of SHACKLES AND CRINGLES indicating that I won the North American Championships. I certainly did not do so alone.

Anyone who thinks he can win a major Albacore Championship without an excellent sailor in the front of the boat has his head buried in the sand. The most cursory look at the credentials of the top Crews is revealing. At the World Championships, the top three Crews were Peter Aitken (a professional sailmaker and a past Champion in the Moth Class), Gary Poyntz (Canada's National 470 team etc., etc.) and Paul Pezzutti. It may well be that one of the biggest differences between the top 5 finishers at the Worlds and the next 15 is the quality of the Crew.

On balance, I think it is fair to presume (although you'll never know without being in the boat yourself) that the more experienced person aboard is the skipper, and he is usually at the helm. This does provide certain advantages in situations where discussion is impossible (the starting line, mark roundings etc.). But, winning boats work as a team and, in my view, this is the very ingredient of winning.

Even if you don't win, I think the Crew deserves a great deal of credit. Every Crew does the following:

1. Takes time and vacation time out of their valuable lives to go sailing.
2. Drives through the night to get to the Regatta site.
3. Lugs sails, parts, masts and boats to the measurement area; and moves boats into and out of the water.
4. Bleeds on the frayed boom vang, gets wetter than the skipper, works harder than the skipper, and gets verbal abuse in varying doses around the race course.
5. Gets too little credit.

My crew's name is Toni A. Gahn.

Sail Fast,

JOHN LUARD
US 6862

MEA CULPA!

John Luard makes a very valid point in his letter. As a long-time resident of the front-end of many Albacores there's been more than one time when I felt the Crew got short shrift after hiking his/her "buns" off around the race course.

After buying my own Albacore (Isn't that the way we all became helms?) I had an opportunity to be crewed by a very good sailor - and the results showed it! My comment afterwards was that when I was a Crew I thought all the brains were in the front of the boat, but when I became a Helm I became convinced of that fact!

In the New Year Shackles and Cringles resolves to print both the Helm's and Crew's names in any news article. Now, Regatta organizers make sure you let us know both the Helm's and Crew's name so we can keep that resolution.

DAVID WHITFIELD
KC 5003

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compass, HARKEN bullet blocks
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TECH TALK

MAINSAIL - POWERHOUSE OF THE RIG

(First of two parts by Michael McNamara)
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The mainsail has an important role to play in the development of power from the whole rig. This stems not only from its function as the windward part of the slot between jib and main, but also from its sheer size. Correct setting up and control are therefore essential to get the most out of it.

We must bear in mind that when air is flowing correctly it is creating a force at right angles to the sail's surface. This means that if the sail is too full the force in the leech area is actually working against the forward-facing areas of the sail creating a drag which slows the boat down.

By asking the air to flow round too great an arc by oversheeting, it is possible to create artificially a sail that is too full. As a result the leeward air refuses to conform to the windward exit curves and so breaks away resulting in dramatic loss of speed. Oversheeting also has the effect of moving the main force aft and to the leeward side so not only is there less forward movement, there is also more sideways or heeling movement.

This helps to explain the sudden loss of speed in fluky or gusty conditions when the sail cannot cope with the variations in the speed of air flowing across it and explains why rigs must be capable of adjustment. The sail should therefore be set up in middle wind conditions with rig variations built-in to enable the sail to adjust to lighter and heavier winds.

Force 2-3 is about the optimum because it is in those conditions that most crews will be sitting on the gunwales without being either over or under powered and so the sail should be at its fullest in these conditions.

As the wind rises the sail has to be flattened - or more correctly feathered - to reduce the heeling effort. As the wind drops the sail has to be flattened again, albeit in a different way, for the weak, slow moving air gets tired as it moves over the sail and will not follow the hook to windward in the leech area. This is a light air stall and is especially difficult to feel. The way to flatten the sail in either condition is to make it wider by bending the mast and boom to drag fullness out from the body of the sail.

Obviously this flattening must not be done too early to lose power so that the crew have to sit in, or too late making the boat heel over and slow down.

In simple terms, if you and your crew are sitting out earlier than the other boats in your fleet or having to spill wind earlier, and you are going very fast off the wind yet very slowly to windward, then your mast is probably not bending enough. If, on the other hand, you are not sitting out as early or are going very, very slowly off the wind then your mast is bending too much.

Although it is easier in some classes than others, the rig can be organised by controlling the points where the mast and boom are connected to the hull. Here are some the ways to create it.

The heel, the mast gate at the deck level, the spreaders, diamonds or jumper stays and houses resist bend, while the boom and top mast create bend. Struts at deck or gooseneck level, and Morrison wires, budgie perches and so on above the deck, are being used increasingly where class rules allow to give a more sophisticated control. Even so, of course, the main control is in the inherent flexibility of the spars because if they are excessively flexible or excessively stiff then little can be done. The best way is to allow others to experiment while you carry on using the proven type of spars for your class. You can be sure that if many people use the same mast then it can be set up properly.

Obviously it is important to make sure that the mast is actually upright and as near as possible on the centreline because if it is not the slot between jib and main will vary, the spreaders will be hard to organize and the shrouds will have differing tensions. After stepping the mast, hoist the jib and with full rigging tension hoist on the mast halliard a tape measure and measure the distance to each corner of the transom. Also check the distances to the shroud anchorages. If the top of the mast is leaning one way or the other than the mast heel, mast gate, or finally as a last resort, the spreaders will have to be adjusted. When it is vertical and straight then move on to controlling the bend.

To start with the mast has to be a tight fit at the heel. There is, however, considerable vertical load here and gradually the step wears or the metal channel spreads. Tiny amounts of movement here give amazing amounts higher up. On an Enterprise, for instance, 1/4" of play at the step will give over 2" of movement at the spreaders making a mockery of any deflections at that point.

It is at deck level for those classes luckily enough to have a mast gate that real adjustable control can be exerted. The usual arrangement is to have a slot in the deck just wide enough to accommodate the mast. This must be a tight sideways fit otherwise the mast will bend over-zealously sideways and power will be lost. There is usually, however, a gap in front of the mast which has to be filled in order to stop the mast bending forward.

Chocks are often fitted here but although they work well they are limited in that they have to be set up before the race. It is obviously best to have several small chocks rather than one large one. Mark the deck where the mast is when straight and then fit chocks in front, completely filling the gap. Hoist the mainsail and with the jib in its beating position with all the wind tufts working together, sheet the mainsail in. A small amount of backwinding is normal but if the whole luff area is really backing then remove a chock to ease the mast forward.

This then becomes the starting position. From then on experiment with taking chocks out as the wind gets up; taking out just enough to keep the crew's weight sitting out. Remember that with the mast rammed hard against them, they are impossible to release and tension has to be removed from the spar either to get more in, or take some out. Another disadvantage is that they can easily get lost overboard unless threaded with a thin cord. Lastly, it is difficult to let the mast move forward of the wind in order to get the boom out square.

An alternate method to adjust to changes in the wind is some sort of mechanical adjustment. By leading the control line aft to the helmsman the gap can then be increased or decreased with minimum effort. Some of these adjustments do not simply push against the mast, they are actually attached to it and so can also be used to pull the mast forward. This enables the mast to be bent forward without imposing tensions on the sail, but unfortunately does not allow the mast to "pant" as the boat pushes through the waves. This often means that the shocks from the waves are transmitted through the hull to the mast which, in turn, shakes the airflow of the sail. The way round this is to fit an independent pre-bend under the deck either by using a block and tackle, a lever, or a chock. This can then be pulled on after the mast ram has been eased off. It does take a second or two longer but does not lock the mast solid.

The idea behind pre-bend is to use it in light winds to flatten the sail both to ease the leech as well as to give a shallow leading edge; both of which are necessary if the air is to keep to the surfaces of the sail. If the vang and mainsheet are used to bend the leech is in fact tightened. The tired slow air cannot then open it out. Thus, even if the front is flattened, the overall arc is not reduced. It is not necessary to prebend the mast here more than 1/2"- 3/4" or so at the deck level as even this small amount will give more than 3" at the spreaders. In fact, once the vertical spline strength of the mast is overcome very little extra load is needed to make it collapse. One disadvantage to bending the mast low down is that the jib luff tension is reduced and excessive luff sag can cause the jib to flop and become useless.

On a boat like the Fireball where there is little distance between the heel and the mast gate, the bend controls can be fitted at gooseneck level. Struts from there to the centre of the foredeck will cut out the forwards thrust of the boom at gooseneck level. In fact, it is the forwards thrust of the boom at the gooseneck which provides the best means of bending the mast. The boom vang and mainsheet provide the means to do this although they have rather different effects on the sail. It doesn't matter whether it is aft or centre sheet as the force is still a vertical one and so the load is transmitted through the fullness of the centre part of the foot.

Primarily, mainsheet tension tightens the leech before flattening the upper sail. It does little to the slot area and so can cause congestion and backwinding when the main is eased out in gusts. The disadvantage in this system is most obvious in smaller boats where the mainsail is constantly played in order to keep the boat upright. As soon as the sheet is eased, tension is reduced and the upper sail becomes fuller. This increases its heeling movement at the very moment when there is more wind about. The two things are almost self-defeating.

Even worse is the time lag in getting the centre main uncleated, especially if there is considerable load on it. The teeth in the jam cleat are often so well dug into the rope that it takes real brute force to tear it out, perhaps after it's too late and water has been scooped up over the leeward sidedeck. One apparent compromise is to try to use a mainsheet traveller to position the boom sideways so that the mainsheet need not be uncleated. This does not work very well on a straight track since the slide cannot move beyond 12" from the centre line before the tightening mainsheet brings it to a stop. The mainsheet must then lengthen if the traveller is to go out any further so the sheet has to be uncleated. A curved track bending forwards at the outer ends overcomes this problem but it does take up more space and so has not found much favour.

It is obviously impossible to bend the mast aft for long with an aft mainsheet. The physical effort and lack of jam cleat, to say nothing of the helmsman's slide aft along the sidedeck make it a very short-term project.

Really the job of forcing the boom forward has to be the job of the boom vang. By its very angle of, hopefully, 45 degrees to both the mast and boom it has a forward as well as a downward force. This means that it does much to flatten the lower sections of the main which helps to cut down backwinding in the area of the slot. Not only that, but the mainsheet has very little weight on it and can do its job of positioning the boom sideways properly.

Boom vang have become very much more powerful in recent years and winches, multi-purchase levers or combinations of these are used widely. It doesn't really matter which one chooses except that the lever has the advantage of low friction but does suffer from limited movement. For example, on an Albacore it is difficult to keep the lever right for beating without making it too tight for off the wind work. If this happens some coarse adjustment in the form of a purchase has to be fitted. The controls then have to be led back to the helmsman so that he can constantly keep adjusting. One major snag is that many dinghies sailed to-day were designed before split controls etc., were thought about. The most common problem is that the centreboard case and the mast heel are so close together that large turning angles are required which, unfortunately, increase friction. If more than 3 or 4 blocks are involved, roller bearing types then have to be used.

As the power of the boom vang increased so the need for a mainsheet traveller has declined. A decline that has been heightened by the trend towards mainsail twist. Remember that easing the leech of the mainsail, especially in light winds means that it can react to the air flow by opening and shutting according to the pressure of the horizontal air rather than the vertical tension of the boom vang and mainsheet.

The problem has been to prevent the upper sail from twisting too much and feathering altogether. As this produces no drive the boat cannot point or foot properly. Tightening the leech to overcome this simply induces the problem of the trailing edge stalling. By copying the successful close-sheeting jib idea and bringing the boom further into the centre of the boat, the upper leech can, however, be brought back into action. Pulling into the centre using only the mainsheet fails because there is so much sag in the sheet between the boom and the boat. To avoid pulling down on the mainsheet the traveller has to be pulled to windward by 12" or so. This works well except that it has to be done after every tack so is really only suitable in open water where tacks are few and far between. It would be disastrous for short tacking up a bank against a current.

The way around this particular problem is to abandon travellers altogether and to cut down sag by raising the bottom blocks toward the boom ones. This can be done by various strop arrangements either in the centre or at the transom and then led forward to the centre mainjammer or by the roll-over bar.

(TO BE CONTINUED IN THE NEXT ISSUE OF SHACKLES AND CRINGLES)

REGATTA DATES

- U.S. MIDWINTER REGATTA - MARCH 9-12, 1983
SANDFORD, FLORIDA
- HARBOURFRONT SEMINAR - APRIL 11, 1983
TORONTO, ONTARIO
- TARTS REGATTA - MAY 28-29, 1983
TS&CC - TORONTO
(LAST '83 WORLDS
QUALIFIER)
- ALBACORE RACE TRAINING - JULY 10-15, 1983
WEEK
GENEVA PARK, ONTARIO
- ONTARIO ALBACORE - JULY 16-17, 1983
CHAMPIONSHIP
GENEVA PARK, ONTARIO
- '83 WORLDS - AUGUST 21-27, 1983
R.C.Y.C.
TORONTO, ONTARIO
- '83 CANADIANS - SEPTEMBER 16-18, 1983
ASHBRIDGES BAY Y.C.
TORONTO, ONTARIO
- U.S. NATIONALS - OCTOBER 8-10, 1983
MONMOUTH BOAT CLUB
MONMOUTH, NEW JERSEY
- U.S. MIDWINTERS SET FOR MARCH 9-12, 1983
- Do you want to holiday in Florida in March with accommodation for 4 nights for two people for a total cost of only \$100.00 (U.S.)? It seems impossible to believe, but that's the price negotiated by the U.S.A.A. at the Marina Holiday Inn in Sandford, Florida for the nights of March 8th through 11th, 1983 for participants in their annual Midwinter Regatta. Sandford is located adjacent to Orlando, on Interstate #4, between Orlando and Daytona.
- Accommodation at the Holiday Inn for nights before and after the "package" will cost \$42.50 (U.S.)(double) per day.
- Roger Thomas, the regatta organizer, advises that the registration fee for this event will be \$35.00 (U.S.).

What a great opportunity to shake the winter blahs, stretch those hiking muscles, quaff and ale or two with our U.S. friends, enjoy a super regatta, all at a price that simply cannot be beaten!

Racing will take place Wednesday through Saturday, with the prize presentations being completed by 2 P.M. on Saturday to allow a good start on the trip northward.

If you're interested in joining the Canadian contingent heading for this event please forward your cheque for the regatta fee and accommodation (payable to Roger Thomas in U.S. funds) before February 1, 1983, directly to:

ROGER THOMAS,
7905 ANNE COURT,
CLINTON, MARTYLAND,
U.S.A.
20735

For further information please phone Roger at his residence:

(301) 868-1021

REGATTA RESULTS

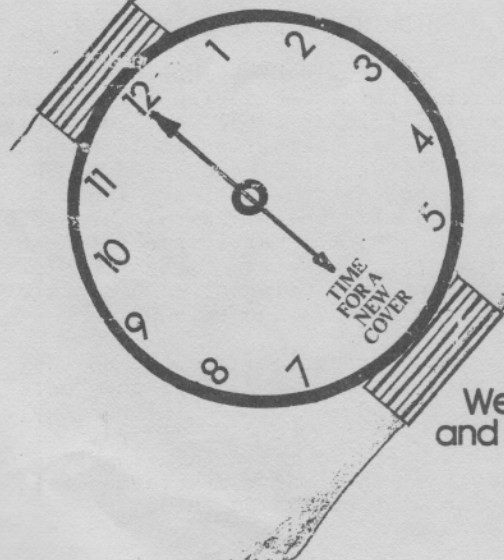
HUMPHREYS HEAT ROASTS FLEET - EASILY WINS
HAMILTON TURKEY REGATTA

Alan Humphreys and John Morgan, fresh from their victory in the light airs of the Canadian Albacore Championships showed that they were equally fast in the heavy slogging of Hamilton Harbour to win the R.H.Y.C. Annual Turkey Regatta, over the Thanksgiving Weekend.

Humphreys and Morgan won both of the races sailed in gusty 20 - 30 knot winds. In second place were Brian and Marilyn Baxter from B.S.B.C., followed by Commodore Charlie Commodore and his crew, former Commodore David Whitfield. In fourth place were Don and Norma Young from the host club.

This Annual Regatta is a multi-fleet event, which marks the end of the sailing season for most boats. The Albacores were far and away the largest fleet in the regatta. With the strong easterly winds blowing large rollers through the harbour, the lightweight dinghies easily planed through most of the keel boat fleets (at least those who didn't go swimming at the gybe mark did!).

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