

SHACKLES AND CRINGLES

*canadian albacore association's
bi-monthly newsletter*

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Please direct all "SHACKLES AND CRINGLES" contributions and advertising enquiries to:

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

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

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

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

OCTOBER 15, 1983 TO BE MAILED APPROXIMATELY NOVEMBER 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.

SHACKLES AND CRINGLES is printed through the generosity and support of the Ontario Sailing Association through the facilities of the Ontario Sports Administrative Centre.

COVER PHOTO: MEASURING UP - THE TEMPLATES MAKE THE NEW ONTARIO YACHT ALBACORE LOOK MORE LIKE A PREHISTORIC DINOSAUR THAN A MODERN RACING DINGHY DURING THE OFFICIAL MEASUREMENT OF THE FIRST BOAT.
PHOTO: DAVID WHITFIELD

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'83 WORLDS CHAIRMAN

IAN ROGERS (416) 920-5136 (H)
146 SOUTH DRIVE, 361-0626 (O)
TORONTO, ONTARIO
M4W 1S2

TARTS - YOUR LAST CHANCE TO QUALIFY FOR WORLDS '83

Mark the date on your calendar right now! Saturday and Sunday May 28-29, 1983 is your last chance to qualify for Worlds '83.

Under the qualifications procedures set down last year, 15 positions were allocated to the 1982 Canadians results, 5 positions to the best Canadian finishers at the 1982 North American Championship, and two positions to the top juniors in the 19 and Under and 16 and Under divisions of the 1982 Junior Canadians.

The remaining 3 positions open for Canadians will be up for grabs at TARTS '83, to be sailed at Toronto Sailing and Canoe Club. This annual regatta is considered to be the kick-off for the Albacore sailing season, and regularly attracts large fleets of some of the best dinghy sailors. With many top-flight sailors still looking for a qualifying position at the '83 Worlds, competition is expected to be intense.

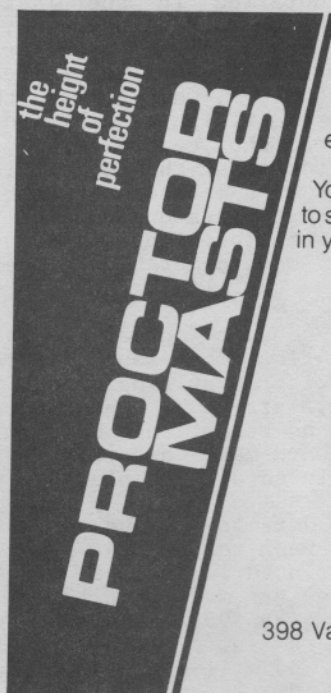
Why not come out to join the excitement -qualify for the Worlds and the 1983 Canadians all at the same time? See the regatta notice enclosed with this issue of SHACKLES AND CRINGLES

For further details on the Plan, and an application form, please look elsewhere in this issue of SHACKLES AND CRINGLES. The new policy year begins on May 1, 1983 and runs until May 1, 1984. No refunds for unexpired portions of the policy are available if you sell your boat, however, coverage is transferable at no cost to the new owner.

For those who will be renewing their coverage for 1983-84, make sure that your application reaches the C.A.A. prior to May 1, 1983 to ensure continuing coverage. Cheques may be post-dated to a date no later than the date upon which you wish the coverage to begin.

Anyone wishing to join the plan for the first time can arrange for interim coverage to May 1, 1983 for a flat premium of \$10.00, regardless of the amount of coverage requested.

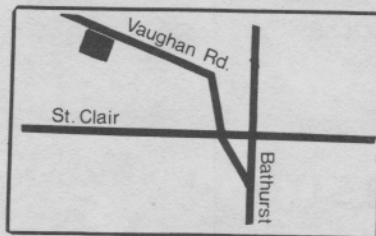
Anyone having specific questions on the Albacore Group Boat Insurance Plan which have not been answered in the description of the plan contained in this issue of SHACKLES AND CRINGLES should contact Jarvis Insurance Limited at: (416) 766-7216 (Toronto), or by writing to them at: 2 Jane Street
Suite 501
Toronto, Ontario
M6S 4W3



PROCTOR MASTS CANADA

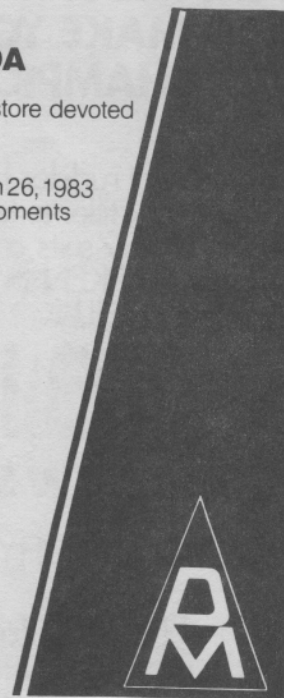
is pleased to announce the opening of a new store devoted exclusively to the racing dinghy sailor.

You are invited to attend the store opening on March 26, 1983 to see what's new and to discuss the latest developments in your class.



398 Vaughan Road, Toronto, Ontario M6C 1N9

(416) 657-1737



CREWING - TWINAME WRITES A JOB DESCRIPTION

The late Eric Twiname, in his outstanding book START TO WIN set out the qualities he felt every crew should possess:

"The ideal crew would have these qualities:

1. Unquestioning obedience.
2. Doesn't mind getting wet, cold and bored.
3. Doesn't bruise easily.
4. Doesn't complain when bruised.
5. Strong, silent and agile.
6. Enjoys being blamed for things that aren't his fault.
7. Has a bent towards telepathy.
8. Impeccable time-keeper and recorder of courses.
9. Naturally good eyesight for spotting distant buoys (desirable magnification on ordinary eyes, 4 X 30).
10. Likes winning.
11. Very good when losing.
12. Preferred hobbies: sewing, woodwork and swimming.

...In any other sport and most other situations no one in their right mind would put up with the conditions of employment as they apply to crews."

EVERYTHING YOU NEED TO MAKE YOU A CHAMPION

Whether it's —
an RWO rudder fitting, a
HOLT ALLEN tiller extension, kevlar
line, slick LINE 7 suits, a tactical
compass, HARKEN bullet blocks
or some O'NEILL wet suit socks



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dable prices.

CANADIANS PROTESTORS WIN APPEALS TO C.Y.A.

The Appeals Committee of the Canadian Yachting Association has upheld the Appeals lodged by Eugene Duynstee, Steven Jonjev, David Medhurst and George Roth concerning their positions in the first race of the Championship Fleet racing at the 1982 Canadians.

As detailed in the last issue of SHACKLES AND CRINGLES, Duynstee, Jonjev and Roth were disqualified by the original Protest Committee for failing to leave the leeward mark to port, when sailing the finishing leg, where the finishing line had been established beyond the leeward mark. The appellants argued that the former leeward mark ceased to be a mark of the course when the race was shortened and accordingly failed to have a proper side. Thus, a competitor could pass the "leeward mark" on either side when finishing on that leg.

The Medhurst appeal was based on the same situation, but sought redress to have the competitor's original fifth place finish reinstated, after he had returned to the course in the belief that he should leave the former leeward mark to port, resulting in a recorded finish of 13th place.

Full details of the Appeals decision have not been released at press time, but will be printed in SHACKLES AND CRINGLES as soon as they are made available. Finishing places in the 1982 Canadians have been re-adjusted to reflect the result of the decision, and will be used to determine the qualification placement for the '83 Worlds, if necessary.

BUYING AN USED ALBACORE - SOME ADVICE FOR BUYERS AND SELLERS

There are many considerations when buying a boat. The prime one should be "Is this boat popular in the area I intend to sail?". If the answer is "No" you should avoid the boat unless you are prepared to gamble on its resale value.

If you choose a popular class boat, such as the Albacore, there's always a ready resale market for your boat. These boats may cost slightly more but the owner is more than rewarded when he sells his boat with a significantly higher resale value.

Recently an Albacore owner phoned seeking some advice as to what price he should put on his twelve year-old Albacore. Gazing into my "crystal ball" I suggested a price based on recent resale prices. The owner expressed disappointment until I asked what price he had paid originally for the boat. My suggested selling price was higher than his original purchase cost - even after twelve years of use! Cases such as this are quite common with Albacores. I know of another owner who has bought and sold four Albacores, and made money on each transaction.

The lesson to be learned is that the slight additional cost for a recognized class boat is money well spent, and will probably be recouped at the time of selling.

HOW TO FIND A GOOD USED ALBACORE

There are four major sources to find an used Albacore. The first is through the Association. SHACKLES AND CRINGLES publishes lists of used Albacores in every issue. There is no charge for this service, so long as the ad is not placed by a commercial interest. We'll even publish "BOAT WANTED" ads, once again at no cost - you don't even have to be a member of the C.A.A..

The only thing we ask of an advertiser is that the Editor of SHACKLES AND CRINGLES be advised immediately if the boat is sold. Otherwise we will publish the ad in two consecutive issues of the newsletter automatically. If you wish the ad to run more than the initial two issues you must notify the Editor.

Don't wait for the publication deadlines to send in your ad. Not only do you run the risk of not getting it published, but you also lose the opportunity of getting the word out through the grapevine. Daily throughout the spring the telephone will ring at our house with inquiries from anxious boat buyers. We always maintain a list of boats which are known to be for sale by the telephone and pass out this information as often as we can. This frequently leads to a quick sale of the Albacore because we're able to put together a keen buyer with the boat seller.

The second way to sell a boat is through the classified ads in local newspapers. Because of the huge number of Albacore owners in the Metropolitan Toronto area it may be a smart move for even out-of-town owners to use either the Globe and Mail or Toronto Star to promote the sale of their boat (the Toronto Sun seems to have little impact on the sailing scene). The Globe and Mail runs a daily column under index number "4333" in its classifieds, while the Star now publishes the ads under index number "570". One small hint here - always start your advertisement with the word "Albacore". This ensures that your ad will be placed at the top of the column and is much more effective than using "sailboat" or other designations. Most buyers are presold on an Albacore when they start their search, so make it as easy as possible for them to find your ad.

The third place to advertise your boat is at local yacht clubs. Most clubs will allow even non-members to post an advertisement on the club's bulletin board. With the built-in market and potential for viewing by a good number of sailors, this advertising medium cannot be overlooked.

The fourth place to look is in the classified ads carried in the sailing magazines. Canadian Yachting, GAM, and SAILING NEWS are all excellent sources, with the latter two offering probably the fastest printing time.

WHAT TO LOOK FOR

The structural condition of the hull is obviously the paramount consideration for any buyer. Check the hull both inside and out. By all means turn the boat over and inspect the bottom for cracks and gouges. Many of these may be superficial and can be readily filled but some may affect the seaworthiness of the boat and cost a great deal to repair. In particular, look for signs of damage that have been repaired. Sight along the hull for small bumps or lumps which are tell-tale indication of improper storage and trailer-ing.

Stand at the transom of the boat and sight along the stem of the boat. Is the centreboard straight in the centre of the boat? If not, you should probably look for another boat.

Make sure that the buoyancy tanks are in good shape. Class rules require three separate buoyancy compartments (one in the bow and one each under the side benches). Leaks can be repaired but it's a time-consuming job.

Sail number can be a good indication of age - but that's far from a perfect guide. The first Albacores were built in the mid 1950's. The first boats imported into Canada were Fairey Marine cold moulded wooden boats in the 470-480 number ranges. For a short period of time boats built in Canada were numbered from zero, but finally it was agreed to use an international numbering system by which all builders are assigned numbers from a central registry. Some numbers were issued out of sequence years ago and they too may mislead a buyer as to the boat's age.

As a general guide boats with numbers lower than 3000 were probably built before 1967. Boats built with numbers starting at 5000 were built after 1972. Boats with numbers higher than 7000 were built after 1980. All fibreglass hulls built in Canada having numbers higher than 7000 have been manufactured from the plug developed by the National Research Council. Improved hull fairness, layout and side decks result in these boats earning a premium price.

One possible way to verify a boat's age is by contacting the Chief Measurer who has records of all boats measured in Canada. Those records will indicate the date the boat was measured, which can give a fair indication of the boat's age. However, if the boat has not been officially measured our records will not assist in determining the boat's age.

Having a measurement certificate can increase the value of the Albacore - it's the only way to verify that the boat is, in fact, an Albacore. If you're not sure whether the boat has ever been measured check with the Chief Measurer. New measurement certificates for boats which have already been measured will be supplied at no cost to members of the C.A.A.. No measurement certificate will be issued to a non-member of the Association. If the boat has never been measured arrangements can be made to have the boat measured by an Official Measurer. Once again, check with the Chief Measurer if you have any questions.

Age of the boat is not as significant as the condition the boat is in. Wooden boats do, however, seem to maintain their value better over the long haul. The effects of the sun's rays and gradual absorption of water by fibreglass hulls will, over time, reduce the stiffness of those hulls. More important is the way the boat has been cared for. Was the boat dry-sailed? Was the boat properly covered to keep the sun off the hull when not in use? How was it stored in winter? An owner who has looked after these maintenance matters will find his boat will sell quickly.

WHAT EQUIPMENT DO I NEED?

The answer to this question is largely dictated by your intended use of the Albacore. A cruising sailor's needs are considerably less than a racing sailor's. Equipment which may be perfectly adequate for the cruising sailor may be considered obsolete for a racing sailor. Consider the following in arriving at a fair price for the boat:

ROAD TRAILER - New trailers cost upwards of \$500.00. If one's to be included in the package, take this into consideration.

LAUNCHING DOLLY - New dollies cost around \$150.00.

METAL CENTREBOARD - Early Albacores all had metal centreboard plates, while all modern Albacores have wooden centreboards. A boat with a metal plate will not be satisfactory for racing, and conversion of the centreboard box to accommodate the wider wooden board can be expensive. However, if the intended use of the boat is just cruising, or if young children will be dragging the boat across rocky shoreline these boats may prove to be a good choice.

Most stock centreboards and rudders have been made of mahogany. Check to ensure that they are not cracked, or badly gouged. Surface imperfections can be easily filled and refinished. Some Albacores come equipped with "racing foils" - often laminated with mahogany and sitka. These boards are generally lighter and have beautifully crafted aquadynamic shape. These boards can often add several hundred dollars to the value of the boat. Look for names such as "Lindsay", "Whitehouse" or "Redwin" as popular manufacturers of these special boards.

MASTS - The earliest Albacores had straight aluminum tubes topped with a tapered wooden top section. These masts have long since been displaced, cannot be easily repaired, and should be avoided. Recently Albacores have been sold with either a straight aluminum mast or with a tapered top section. A tapered mast is essential if the boat is to be raced. The Proctor "D" section is the most popular tapered mast used in Albacores and usually will bring a premium price. While a new mast can always be fitted in an Albacore be forewarned they're expensive (over \$600.00 for a Proctor "D").

SAILS - In recent years sails made by the Storer and Fogh lofts have dominated the sails business in Canada. Age of sails is not as important as the condition they're in. A cruising sailor probably will be satisfied with any suit of sails that has been kept in reasonable condition. A racing sailor probably will want a suit which is still "crisp" to the touch and has not been blown out. A new suit of sails can cost up to \$500 for top-of-the-line racing models. Racing sails which are older than three or four years old will probably have been made obsolete due to improvements in sail design, even if the cloth is still in good condition.

COVERS - Top covers cost about \$150.00 and have a life-span of approximately five years before the sun causes the canvas to breakdown. Bottom covers (essential for a wooden boat which is to be trailered) cost about the same amount.

RIGGING - Check the rigging for signs of frayed stainless steel wire, or "fishhooks". They should be replaced for safety's sake. Rigging that's older than five years old probably should be replaced just to be on the safe side. The cost of doing this depends largely on whether you're prepared (and equipped) to do the job yourself, or whether you'll have to engage a Chandler to do the job for you. The job should be done for around \$50.00.

RUNNING GEAR - All fittings should be stainless steel. Check to make sure they are solidly attached to the boat. You can expect to pay a premium price for "deluxe" fittings such as those made by "Harken" which incorporate the latest in technology to reduce friction. They're well worth the additional cost and command a premium price in the resale market.

WEIGHT - Albacore Class rules prescribe that the minimum weight of the hull with its fittings shall be 109kg (240 pounds), excluding the mast, boom, centreboard, rudder, and all loose equipment. Past experience has shown that most recently built fibreglass boats and most wooden boats come very close to that minimum weight, but that many of the earlier fibreglass boats are overweight. This is of little concern for the cruising sailor, but does affect anyone considering seriously racing the boat.

One way to check the weight is to see what weight is shown on the measurement certificate. If the weight shown exceeds 113 kg (250 pounds) the boat may prove to be too heavy to be successfully raced. However, be cautioned that boats tend to gain some weight over time as they absorb water, or as equipment is added, so the weight shown on the measurement certificate should be used as a guide only.

In addition to the considerations set out above, most racing sailors will want to consider having some or all of the following equipment in their boats:

- controls led back to the helm on both sides
- Elvstrom-type suction bailers
- transom scuppers or bailers
- jib halyard tensioning equipment such as a "magic box" or highfield lever
- whisker pole
- compass
- powerful boom vang
- main cunningham control
- outhaul
- barber haulers
- adjustable jib fairleads
- either a centre traveller or a main-sheet bridle system
- internal wire halyards for both the main and jib
- adjustable hiking straps.

In addition to the above list, some owners will have paddles, life jackets, wet suits, and other sailing paraphenalia which they may offer as part of the package. Depending on its condition, this equipment may represent good value.

The Albacore Class has long prided itself in the quality and durability of boats manufactured by our licensed builders. Albacore No. 1 still races competitively in England, and many of the original boats brought to Canada twenty-five years ago are still being actively sailed and raced.

That fact alone should make buying an Albacore your easiest decision.

David Whitfield

Hagar



HAVE YOU SENT IN
YOUR 1983 C.A.A.
MEMBERSHIP RENEWAL?
WHY NOT DO IT RIGHT
NOW?

'83 WORLD UPDATE

BACARDI CUP - I'LL DRINK TO THAT!

WORLDS '83 Chairman, Ian Rogers is pleased to announce that the International Albacore Team racing Championship will be sponsored by the Bacardi Rum Company.

Bacardi has long been associated with international sailing events. One senior family member has been the mainstay of the Snipe fleet, while the "Bacardi Cup" is considered one of the great Invitational Regattas for Star sailors.

The Bacardi firm approached the Albacore Association and offered their assistance in promoting sailing in Canada. It was felt that designating the International Team Racing Championship (which will be sailed in conjunction with Worlds '83) was an appropriate vehicle to assist the class. In addition to providing the perpetual trophy, Bacardi will also make a financial contribution to the regatta.

R.C.Y.C. TO HOST SEVENTH WORLD CHAMPIONSHIPS

Albacore sailors from the United Kingdom, Canada and the United States will meet at Toronto's Royal Canadian Yacht Club August 22-27, 1983 for the seventh biennial Albacore World Championship.

Only 60 two-person crews will qualify for this closed regatta, 15 from the United Kingdom, 20 from the United States, and 25 from Canada.

The eight-race series will be held on Lake Ontario south of Toronto Island, home of the R.C.Y.C.. The Club hosted the first World Albacore Championship in 1971 and has installed new dinghy launching facilities in anticipation of the regatta's return.

Jack Langmaid from Oshawa won the inaugural event and established a "tradition" that winners come from the host country. (The world championship rotates among the three countries where Albacores are commonly sailed.) Only current champion Jon Webb of England has broken the tradition by winning the last worlds, held in the United States in 1981.

Boats will be measured August 20-21 and a practice race held on August 21. A team racing event will be held in conjunction with the event. Included with the Championship will be several major social events for the sailors and their families.

Rob Martin

RULING THE WAVES

MAKING THE RULES MORE APPEALING

Let's face it. The rules are a drag. Anyone who would rather sit around in a protest room arguing about the rules rather than packing the boat or enjoying the friendship of fellow sailors is suspect.

The rules are not easy to understand - either in summary fashion or in detail. For every forthright statement there appear to be five exceptions to the general rule, coupled with subsection after subsection. Understanding the rules (even if only to avoid the protest room) is imperative for even the most casual of racing sailor. There are some ways to make the chore of learning the rules easier.

The first step is to get a copy of the latest Racing Rules (1981-84). They may be purchased at most well-stocked bookstores, or from the C.Y.A. or provincial sailing body. The C.Y.A. version cost \$4.50 for members and \$5.50 for non-members (see their advertisement in this issue of SHACKLES AND CRINGLES).

There are other good texts with additional commentaries available for slightly more money. Paul Elvström Explains...the Yacht Racing Rules is a classic (particularly with their set of miniature yachts to explain your opponents transgressions. The book's main attribute is that cross-references are provided to the Appeals cases with a head-note explanation to assist in understanding the rules. The book is well illustrated, although somewhat stilted in its organization.

The late Eric Twiname wrote what I consider to be the classic text for anyone beginning to learn the racing rules, called The Rules Book. The major advantage of this text is that the rules are discussed in logical sequence, rather than in the sequential order provided in the I.Y.R.U. versions. The rules have been grouped into sections such as The Start, The Windward Leg, Marks, Offwind, and The Finish.

This logical grouping of the rules allows for better understanding of how the rules work together - an absolute "must" if one is to ever grasp the rules as a whole. Fortunately, after Twiname's tragic death, the job of updating The Rules Book has been taken over by Gerald Sambrooke-Sturgess. It is hard to imagine a more capable person for this job.

Sambrooke-Sturgess is widely recognized for his articles in Yachts and Yaciting on the rules. He recently completed an excellent new text on the Rules titled The Rules In Action. I can't think of a better Companion Text to Twiname's The Rules Book for anyone seriously interested in gaining working knowledge of the racing rules. The book accomplishes its task by reference to the Appeal Decisions to give the reader a better understanding as to how the rules are to be interpreted.

Decisions regarding the Albacore may be found throughout the I.Y.R.U. Appeals Cases and the C.Y.A. Appeals Cases. In fact, the very first case in the I.Y.R.U. Appeals deals with the question of whether an Albacore which crossed the finish line with its crew clinging to its side was deemed to have properly finished (Rule 57). In the case discussed in the Appeal it was decided that the boat had properly finished because the crew were taken over the finish line by the tidal action ("natural action of the...water on the hull and underwater surfaces" - Rule 60.1) and not by the crew pulling the boat over the line.

The Appeals Decisions make for fascinating reading, and we'll give you some insight into the operation of the rules in the next few issues of Shackles and Cringles through the writings of the Appeals cases.

For those who are interested, the C.Y.A. Yacht Racing Appeals Decisions may be obtained through the C.Y.A. offices for \$10.00. Similarly, the U.S.Y.R.U. Appeals Decisions may be obtained from the U.S. Yacht Racing Union, P.O. BOX 209, Newport, Rhode Island 02840 (Cost for the Appeals \$10.00 U.S., plus \$10.00 U.S. for the binder, if desired. The I.Y.R.U. Appeals decisions may be obtained through the I.Y.R.U. offices in London, England.

One last preliminary point. Every competitor has the right to appeal a decision of a Protest Committee in all cases except those regattas where an international jury has been appointed (Rule 1.7). and where the intent to deny the right of appeal has been announced in the Notice of Race and the Sailing Instructions. The actual appeal procedure is set out in Rules 77-78. The Appeals Committee renders its decision based only on the materials supplied by the parties pursuant to Rule 78. No new "viva voce" (or oral) evidence is heard, and the facts as found by the protest committee are accepted. The sole basis of any appeal is based on the interpretation of the rules - not on questions of fact.

In Canada appeals to the C.Y.A. are normally heard in late fall by the Appeals Committee in Ottawa. Written reasons are

published as soon as practicable after the rendering of the decision. Decisions of the national authority are final and binding on all parties.

This month we'll look at the question "Do I have to formally protest when there has been minor and unavoidable contact with another yacht?"

No one races for long without this question cropping up. It revolves around the interpretation of two rules - Rule 33.2 (Contact Between Yachts Racing) and Rule 33.3 (Waiving Rule 33.2).

Rule 33.2 stipulates that when there is contact between the hull, equipment or crew of two yachts, both shall be disqualified or otherwise penalised unless:

"either

(a) one of the yachts retires in acknowledgement of the infringement, or exonerates herself by accepting an alternative penalty, when so prescribed in the sailing instructions,

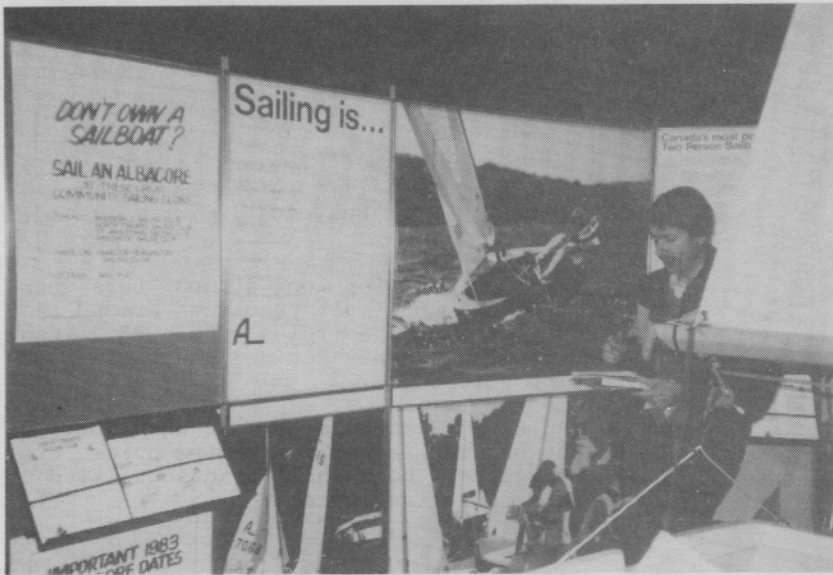
or

(b) one or both of the yachts act in accordance with Rule 68 (Protests by Yachts).

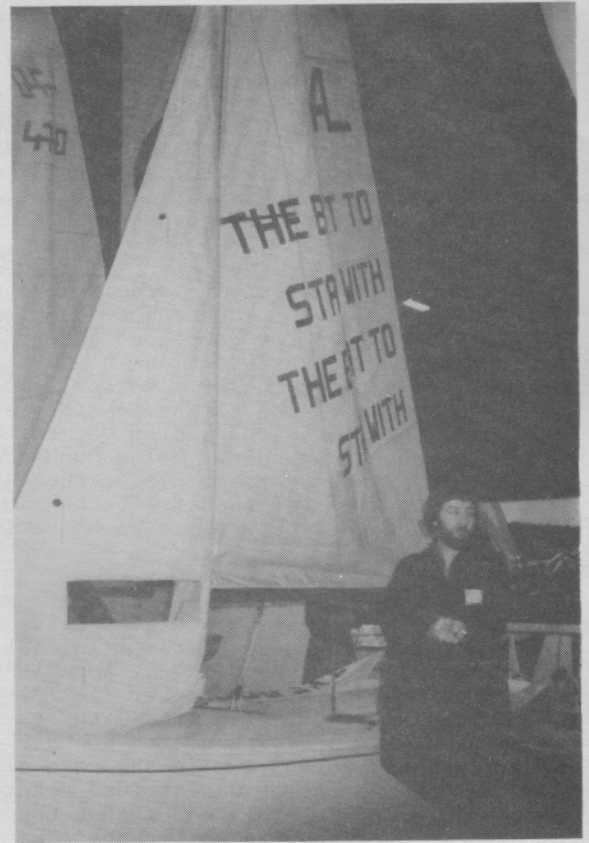
Rules 33.3 provides, however, that a race committee acting under Rule 33.2 may waive the requirements of the rule when it is satisfied that the contact was minor and unavoidable. The argument often turns on what is meant by "minor and avoidable". One of the earliest cases on this point was the appeal of "Marjorie v Sheila and Nanette" (Y.R.A. 1929/7), in which two port-tack close-hauled overlapping International Fourteens were sailing in light wind, and directly in their course was the paddle-steamer "Fusilier", which had stopped. As the dinghies passed close astern the paddle-steamer the wash caused the two boats to collide. On the appeal the Y.R.A. exonerated the windward boat under the Fair Sailing Rule ("A yacht shall participate in a race or series of races in an event only by fair sailing, superior speed and skill....However, a yacht may be disqualified under this rule only in the case of a clear-cut violation of the above principles and only where no other rule applies.")

The object of Rule 33.2 is to prevent collusion between two yachts agreeing to ignore a collision and refrain from protesting, but in light airs and strong tides or current, particularly when a number of yachts are rounding a mark, two of them may touch without either gaining any advantage. In such circumstances the rule requires them to protest but, after hearing the evidence of the protests, the protest committee may, in accordance with Rule 33.3, waive the requirements of Rule 33.2.

There are numerous appeals in which neither yacht protested after a "minor and unavoidable contact" and as a result both were disqualified.



A TORONTO INTERNATIONAL BOAT SHOW VISITOR RECEIVES A GREAT DEAL OF INFORMATION ON THE ALBACORE FROM THE C.A.A.'S DISPLAY STAND.



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CHIEF MEASURER DAVID WEAVER PUTS THE TAPE TO ONTARIO YACHT'S FIRST ALBACORE, AS DIRK KNEULMAN JR. LOOKS ON.

OVER THE TRANSOM

Included with this mailing to some members of the Association is a catalogue produced by John Bleasby of North Sailing Products. It is being sent to those members of the Association who are known to be involved in racing their Albacores. This sixteen page catalogue is chock full of all sorts of items that dinghy sailors need. In particular we note that John is stocking the flexible universal joints (see S & C Winter 1982 Volume XX). Price is only \$5.50 each, and complete with a 3' aluminum golf club handle the price is only \$14.75! That's a better deal than I made in the States.

There are loads of other top-quality parts for dinghies in the catalogue. If perchance you did not receive a catalogue and would be interested contact: John Bleasby, North Sailing Products Limited, 2242 Lakeshore Boulevard West, Toronto, Ontario M8V 1A5. (Telephone (416) 251-9985) 8:30-5:30 Mondays to Fridays.

TORONTO SAILING AND CANOE CLUB - that venerable institution on Toronto's Humber Bay passes on the word that they still have a few dinghy spots available for 1983. The Club has a large and active Albacore fleet. If you're interested please contact: Ivan Amery (Bus.) (416) 443-4358, (Res.) (416) 294-4090.

LOSE A HAT? A brown corduroy "ivy league" hat was found at the Albacore Booth at the Toronto International Boat Show. If it's yours please call Judy Whitfield (416) 767-4447 (Toronto) to claim it.

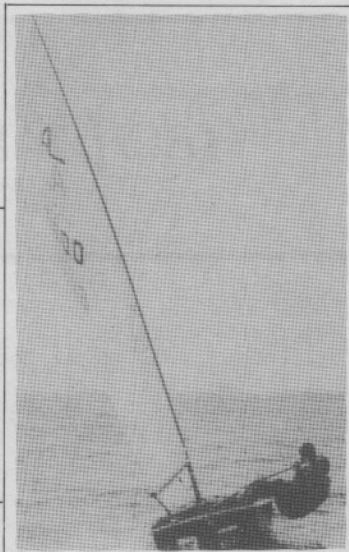
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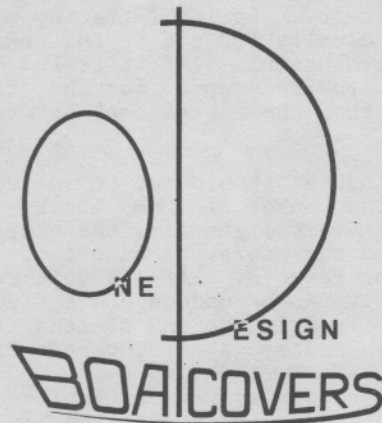
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TECH TALK

THE POWERHOUSE OF THE RIG - PART II

by Michael McNamara
(Reprinted from Dinghy International)

- continued from Winter, 1982 Issue of
Shackles and Cringles

Although raising the bottom blocks through the use of various strop arrangements overcame the problem of over-tensioning the leech, they have created several new problems of their own. The centremain triangular strops restrict movement fore and aft and on a light weather reach the mainsheet gets in the way of the crew crouching to leeward. It is difficult, too, to get the height of the bottom block exactly right especially if the rake of the mast is altered when racing. By making it adjustable, this problem can be overcome. If the aft strop led forward to the centremain jammer is used, the biggest problem is overshooting the mainsail by pulling the boom too far in and hooking the leech. In a strong breeze the aft strops can drop and become hooked under the tiller when gybing with dangerous results. Of course, the part of the mainsheet lying horizontally along the boom must run through loops to stop the helmsman's head from becoming entangled when tacking.

The solid roll-over bar is, perhaps, the most popular method. The sheeting position is high and is out of the crew's way on a reach unless he has to get aft in a hurry. If a plunger is fitted to the top block then variation in mast rake can be accommodated without having too great a gap between it and the boom blocks. Its disadvantages are that it can be heavy; has extra windage and as it reaches well above the deck makes it impossible to turn the boat over easily. Of course, the cover also has to be made to specially fit it. By incorporating many of the controls usually led aft to the thwart it can become more useful. If it is led out to the side to provide support for the centreboard case then the thwart can be removed altogether.

The mainsheet should not be spliced or whipped to the becket of the block. This means that in very light airs the number of purchases and therefore the amount of friction cannot be reduced. If a simple knot is used instead it can be undone and a figure of eight knot tied in the end of the sheet. This knot then rests against the boom block.

The boom blocks should be 6" or so apart with the front one exactly over the block on the boat. There is no need to move them aft to create forward load on the boom to bend the mast. This can be nowhere near as efficient as the boom vang.

OUTHHAUL CONTROL

Another control at boom level finding increasing popularity is the ability to adjust the tension along the foot of the mainsail. Unfortunately it is all too easy to add complications with difficult and inefficient outhaul systems which are meant to overcome the loading on the clew itself.

These include systems which lead back to the cockpit and multipart purchases inside the boom. The reason that these are hard to work is that if the rope is required to change angle several times, much of the work of the extra blocks is involved in overcoming friction. In any case it is impossible to see what is happening inside the boom where the blocks may have become twisted or the rope or wire frayed. There have been many examples of such systems snapping and once they go in a race there is absolutely no chance of tying the foot out. The sail gets fuller and the boat gets slower and slower.

It is really hard to beat a simple external system. It can be inexpensive, light and yet work very well. The only criticism against the system really is that of windage, but since there is so much turbulence from the boat, boom, crew etc., in that criticism can be dismissed as irrelevant.

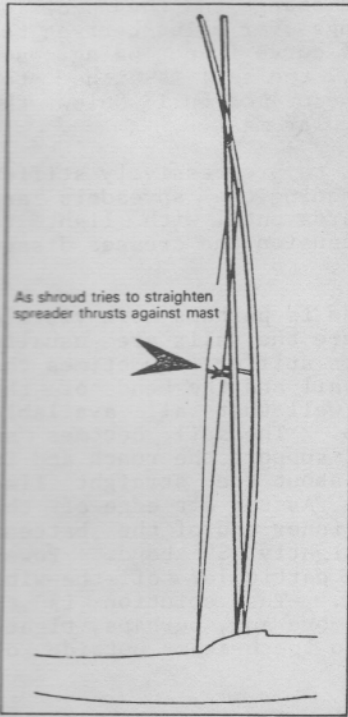
It is important to get the lead of the aft block right so it leads nicely to the forward cleat. The cleat should be just in front of the kicking strap as near the bottom as possible. If the boat is to be used in championship sailing where the marks are usually to be rounded to port the cleat should be on the portside of the boom. It can then be eased on the starboard side reach and then tensioned properly on the port one just before rounding the leeward mark.

If the sail is hard to pull out, all the crew has to do is keep the rope cleated and after standing up push hard down on the rope between the cleat and the block. This weight is easily enough to pull the clew out, no matter how windy it is.

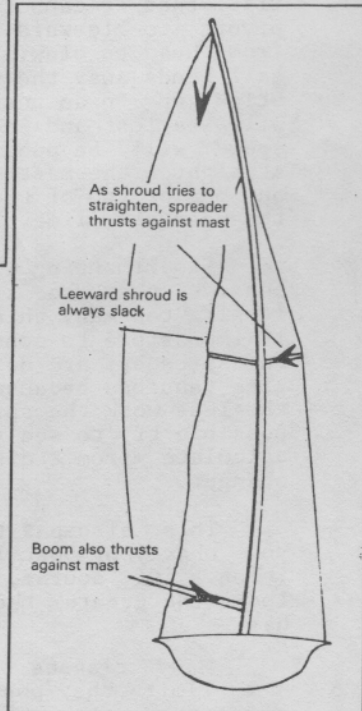
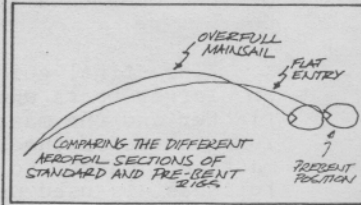
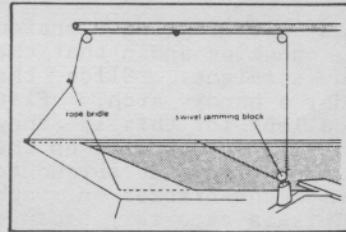
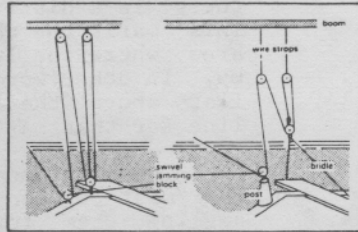
If the sail and the boom are marked somewhere near the cleat it is easy to see if the sail is fully out at the black band, and the two coincide. This is much easier and more accurate than glancing at the end of the boom.

SPREADER CONTROLS

It is also necessary to control the bend of the mast between the gooseneck and the hounds. This can be done either by spreaders or diamonds. Spreader work best because they connect the centre area of the mast to the solid windward shroud. This, because it keeps the mast up, has to be the nearest thing on the boat to a straight line. The mast, has, therefore, to deflect that straight line in order to bend.



Above & right: Rigging forces caused by load on the spreader.
Top & top right: Examples of mainsheet sheeting systems



Sideways bend is controlled by spreader length while forward bend is controlled by the relationship of the spreader tip (at the shroud) to the foot (of the mast). So the heavier the crew weight the longer and the further forward the spreader should be.

The reason that deflecting the shroud outwards and forwards by the spreader helps this stiffening process is that once load comes on the deflected shroud, it tries to straighten and so pushes the mast back and to leeward. The danger point comes when the pressure is so great that the mast is actually pushed to leeward or backwards beyond the straight line by the spreaders. This is at its worst in light winds and generally comes with over 1 3/4" sideways deflection and 1 1/2" forwards deflection. The push to leeward is caused by the leeward shroud going slack, and tightening up on this can do much to resist the push.

The leeward push is particularly bad because it closes off the slot while the aft push may even be a good thing if the mainsail is flat or the sea is lumpy and extra power is needed to punch through the waves.

It is possible, if the sail is very full, to prebend the mast by deflecting the shroud back. When load comes on it will push the mast forward. This is only correct if you have a very full sail, as the mast can carry on bending with very little extra load. This slackens the leech and can result in especially poor off-wind speed.

As the only control over a large section of the mast, the spreaders are obviously very important so great care has to be taken in how they are set up. In fact, the vertical positioning is not so vital as the horizontal organization. As a general rule the spreaders should be positioned at just above the maximum point of bend which is usually about half way up from the deck and the hounds. Many feel that the higher the spreaders the better the control over the top of the mast. So on tall aspect rigs the best height seems to be 4/5ths the distance from the deck to the hounds.

Next comes the difficult job of putting the bracket on squarely so that the angle to each shroud is the same.

The professionals use a special tool with a centre spline and two identical scribes at each side. By fitting this in the track, the bracket should be positioned perfectly. Unfortunately, this is often not done carefully enough. They therefore have to be drilled out and the process started again, either higher up or lower down. So do check the accuracy of the bracket before buying a new spar.

Amateurs can easily fix the bracket on for themselves by adopting the old Spanish Windlass technique. Clip the bracket on to the mast and insert into the spreader pivot holes on each side a couple of pins - two of the pop rivets will do. Then loop a piece of string between the two and tighten until the bracket grips the mast tightly. Then, by sighting down the track and by carefully measuring, minute adjustments can be made.

Once it is on right, drill and fit the 3/16" rivets, but leave the windlass on until the job is finished.

Next step the mast with rigging tension on and jib hoisted, checking again that the mast is vertical and straight. Slide the back of the boat under a handy arch. Flat garage roofs are excellent for this if they are strong enough. Then, by standing on the arch, measure the distance from the shroud to the outer pivot hole on the bracket on both sides of the mast. This is necessary because sometimes the distance varies between the two, even with the mast straight.

The actual spreader length will consist of three components. (1) Mast to pivot hole; (2) pivot hole to shroud in straight line, and (3) extensions of spreader beyond a straight line. Do remember though that extra flexible masts will need more deflection but also can more easily be deflected by too long a spreader.

Great care has to be taken in drilling the pivot hole in the spreader itself. These holes need to be exactly in the same position on both spreaders if they are going to match correctly. Incidentally, it pays to start off with spreaders both too long and too far forward if for no other reason than it is cheaper to hacksaw the excess off than it is to buy new spreaders. There are three simple guides to find out whether the spreaders are doing their job correctly in controlling the mast bend to suit both the new weight and the sail shape.

CHECKING OUT YOUR SPREADER ADJUSTMENTS

The most important of these is the comparison guide with the rest of the fleet. So, if the boat is going very fast off the wind and slowly to windward, the mast is probably too stiff, while if the boat is slow off the wind or the crew sits out later than other boats when beating, the mast is probably too bendy. If it is too stiff the spreaders have to be shortened and the tips angled further aft. If it is too soft the spreaders have to be lengthened and the tips angled forwards.

The second guide concerns the way that the sail fits the mast. Any sail will crease when the mast bends and the leech is pushed into the belly of the sail.

There is also a shortening of the distance between the mast black bands. If the luff curve fits the mast bend, the creases will disappear when the cunningham is tensioned. Sometimes, however, these diagonal creases do not all disappear in the body of the sail no matter how hard the luff is tensioned, obviously then the luff curve and mast bend do not match. These creases are most persistent at the various hard spots in the sail. Often the tension line between the inner end of the bottom batten and the clew extends well into the sail. The point where the persistent creases if extended would reach the mast is the area of incompatibility. Usually this is in the area by the spreaders.

By standing in front of the boat it is very easy to see why the creases are there. The curve of the fullness is not fair and

there is a distinct change in the profile. This marks the change-over point between the area where the luff curve is not being used up. In other words, the sail is either too flat above the line or too full below the line for that particular mast.

The solution is to progressively stiffen the mast by lengthening the spreaders and angling them forwards until with light to medium cunningham tension the creases disappear.

The final guide is perhaps more visible on larger boats where the sails are usually flatter and the masts stiffer. Sometimes the luff curve of the sail and the bend of the mast do match so well that all available fullness is used up. The sail becomes so flat that it cannot support the roach and it pivots to leeward about the straight line from head to clew. As the aft edge of the sail bends away the inner end of the battens stick up in an unsightly "S" bend. Power will be lost and in particular off-the-wind speed will be poor. The solution is to straighten the mast more and, perhaps, tighten one or two of the leech seams outside of the head clew line.

Experimenting with the mast is best done outside the race situation. In the race itself too many things are happening making it impossible to concentrate on the work that the spreaders are doing. Try differing rigging tensions because the slacker the rigging the less work the spreaders will do, and if possible try to see your boat from outside to calculate from a distance the effect of the changes.

This also has the advantage of showing you what your boat looks like to the opposition. Of course, the more organized it looks the greater the demoralising effect it has.

Many classes (such as the Albacore) do not limit the position where the shrouds enter the mast. They merely restrict fore-triangle height. Heavyweight crews, or those with flexible spars, should consider raising the hounds to support the top of the mast.

Raising the hounds started when the spar manufacturers began to taper the tops of the masts more and more. Although this may be good from a windage point of view, it created and still creates, great problems. Boats that had new mast, but not new sails, found that they often went slower. The tops were simply bending too much for the luff curve and the sails lacked power. Extra luff round in the upper luff soon cured that.

Classes which are not allowed to raise the hounds, are instead able to overcome the top mast bend by ordering an overlength tube. The top of the mast can then be sawn off to the correct length to give a bigger section. Even so, once the hounds have been left behind there is nothing the helmsman can do artificially to stiffen up to top of the mast. It all depends on the stiffness of the section.