



al 

**shackles &
cringles**

DECEMBER 1984 VOLUME XXII NUMBER 5

albacore

canadian albacore association

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executive

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OR
PAST COMMODORE'S COLUMN

The frost is indeed on the pumpkin and even the travelling sailmen have laid their trusty Albacores away for the winter. This issue provides a moritorium on some of the major events of the season, with the notable exception of a review of the Canadians. I guess anyone who cares was there.

The Canadians was (were?) a smoothly run regatta with credit to Dennis and Sheila Sherwood and their able assistants. It appears that everyone found some entertainment to their liking. The Beefeater must have been sampling his own wares. Sometime during the night he wandered down and climbed into Bilbo's Baggins. After a summer of rigid support of the class, I'm not surprised that he finally got the itch to sail. Fortunately for Dennis Sherwood, the Beefeater was in no condition to sail. In fact, you might say he was a bit stiff.

The highlight of the weekend was the marathon christening of the community club boats. I concur with Commodore Sherwood that all boats should be named. If you are buying a boat and have a clever name or graphic, send it in and we'll publish your "announcement".

The schedule for Shackles and Cringles for 1985 is as follows:

February 1, 1985	Deadline January 15
April 1, 1985	Deadline March 15
June 1, 1985	Deadline May 15
August 1, 1985	Deadline July 15
November 1, 1985	Deadline October 15

We welcome news and articles from our members. This is a particularly good time to advertise in our Classified section. If you have notices to submit please contact me before the material deadline. We are opening our advertising to members who have a product or service which they feel may be of interest to our readers. For further information please call.

by Christine Forsyth

Well another Albacore season has come and gone and I now find myself comfortably seated in the Past Commodore's chair. I would particularly like to thank all those members who came to the Annual General meeting on September 1, 1984 in order that a quorum could be established which allowed me to retire from the Commodore's job and gracefully invite Dennis Sherwood to take over the HOT SEAT! Dennis has been a tremendous support to me over the past year and his leadership in the upcoming year will be very beneficial for the Albacore class. I pledge to remain active in the Association offering Dennis and the other Executive members moral support and assistance where necessary.

More specifically I will be involved in making arrangements for Team Canada (Albacore style) to go to the 1985 Worlds and will continue to work on marketing efforts to expand C.A.A. memberships ferreting out the lost, unconverted and of course the new but uninitiated member. If you have interests in or ideas on either of the foregoing or require information please contact me accordingly.

Get your 1985 calendar out and start to plan now. The upcoming year will be a very active one for the Albacore class.

Rosemary Helmer
KC 7384



Young Master Morgan-Boxed and ready to go.

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Young Master Morgan-Boxed and ready to go.

Another season passes; another Commodore takes the helm and another Executive accepts the challenge of keeping the C.A.A. on course.

I am honoured to be elected Commodore of the Albacore Association and I will do my utmost to live up to the confidence expressed by your vote. In this, the first of my Commodore's Columns, I wish to pay tribute to my predecessor, and to briefly review initial plans for 1985.

To Ms. R. Helmer, our first lady Commodore. Rosemary, when I extend to you my own very special thanks, I know I speak also for the outgoing Executive and the membership as a whole. You steered us through a less than easy year which saw a double change of Secretaries and a switch of Treasurers. These were both due to circumstances beyond your control and when necessary you added secretarial duties to your own responsibilities. Nevertheless, it was a good year Rosemary. Early in the New Year the membership will have the opportunity to express its appreciation more personally but until then, a very sincere Thank You.

What then for 1985?

It is my desire as your Commodore to offer the membership a full programme of events both on and off the water; to maintain the instructive and newsworthy quality of Shackles and Cringles; to increase membership numbers; improve our financial position and, most importantly, promote activities for the enjoyment of Albacore sailors at all levels.

1985 is a World Championship year and the National Albacore Association of Britain is to host "Worlds 8" at Herne Bay in Kent. Further details elsewhere in this issue.

At home, we intend to commence the season with a pot luck supper and social that will coincide with the Toronto International Boat Show.

As the sailing season approaches our programme of Spring Seminars will be organised. Toronto for certain, Ottawa for a third time we hope, and others if reasonable local support is forthcoming. If you are not reasonably close to Toronto or Ottawa, and can gather together about forty Albacore sailors, why not ask us to help you run a local seminar?

Once the ice is out we have a full programme of club regattas and championships to look forward to. The C.A.A. is responsible for staging the North American Championships, in addition to the Ontario Championships, Youth Championships, and of course, the Canadian National Championships.

Responding to popular request, the "Canadians" will return to Geneva Park again in 1985. Mark the Labour Day week-end in your diary now. Venues and dates for the Ontarios and North Americans have not yet been finalised but anticipate some open water racing. For those of more tender years we are lucky to have two cottage country clubs volunteering to run the Youth Championships. If you, or your offspring, are 19 years of age or less as at December 31st, 1985 this is a must. We are aiming for late July or early August so watch out for further details.

If you cannot wait for the break-up, why not plan a winter break in Sarasota, Florida, where you can combine some competitive sailing with a family holiday. Our friends in the U.S.A.A. would love our support for their Albacore Mid-Winters which have been planned to coincide with the Canadian school break. Look in this issue for details.

By now you will have ascertained that there is a very full year ahead of us. Your Executive will be working hard to ensure that each event is successful. Remember though, the strength of the C.A.A. is its membership, and the fun of membership is participation. Whatever your level of competence the C.A.A. has something for you and other Albacore owners. In the New Year you should be receiving a copy of the first International Albacore Association Year Book. When you receive it, examine the membership roster to see how many owners you know are not members of the Association, and then use all your skills of persuasion to get them to join.

I look forward to seeing some of you at the Boat Show Supper.

Dennis Sherwood.



Commodore Dennis Sherwood with Alex and Phyllis MacNaughton

An advantage the Albacore has over larger boats with keels and things is that winter lay up is comparatively simple. Nevertheless, a few precautions now can avoid damage and/or inconvenience when a new sailing season arrives.

Firstly, it is good practice to thoroughly clean your boat before storage, but only if you are sure it will be absolutely dry when Jack Frost comes along. Now is the time to remove all those old race instructions, half eaten sandwiches, and odd and ends which seem to accumulate during the summer. If you intend to lay up out of doors, or in a place subject to extreme cold, it is advisable to remove compasses and store them indoors. The best time to refinish your foils is during the winter so that the paint will be well cured before immersion. By the way, it is easier to turn and hold your boat on its side for centre-board removal with the mast still in place.

When taking the mast out mark, or record, the pin positions of the shrouds in the chain plates, and ensure you know the mast foot will go back in the same spot. Modern masts require very little attention but make certain it is not left supported only at the ends or only in the middle. Ideally support it in the middle and about two feet in from each end. Now is a good time to examine standing and running rigging for signs of wear. Remove suspect halyards and shrouds so that they can be replaced at leisure with identical ones.

Now that all loose gear has been removed and everything is nice and clean, let us consider hull storage. Dryness is essential as even comparatively small amounts of trapped water will expand when freezing with enough force to pry open buoyancy tank and deck joints. Dampness in confined, unventilated, spaces in wooden hulls simply invites dry rot - the ruination of a good investment. Buoyancy tanks are the biggest problem with centreboard cases coming a close second. If you suspect moisture take off the hatch covers, remove the bungs, and blow hot air through them. Your sister's (wife's; girlfriend's; boyfriend's?) portable hairdryer does the job admirably.

Hulls stored out of doors are best kept upside down and covered with a "solid colour" waterproof sheet to protect is from precipitation and ultra violet rays. Buoyancy tanks should be left open for ventilation except that they provide inviting winter homes for wee animals. One Spring at RCYC I witnessed the aftermath of a duck that had crawled into a front tank and died there - not a pretty sight (or smell). The answer, on plastic boats simply replace

the hatch covers but leave them loose to allow for expansion and contraction of the air occasioned by significant temperature changes. Ventilation is essential with wooden hulls and the best treatment is to tape screen door mesh (the wire type) over the openings with duct tape. It is also a good idea to seal up the centre board slot with duct tape as well.

The up turned hull should be rested on blocks of wood placed at the bow, just behind the foredeck and immediately in front of the transom. If you have a wooden boat, resist the temptation to cover the wood with carpet because it has a habit of attracting and retaining moisture, to the detriment of your varnish. Tie and duct tape the cover securely.

Should you be fortunate enough to have storage in a shed or garage, I recommend you leave your boat topsides up. Whether on a trailer or on blocks, make certain its weight is taken by the keel and not by sides chocks pressing on the skin. If, like me, you hoist your Alb into the garage roof ensure the weight rests on the keel. I use two beams each made of two 3x2's bolted together. One beam is positioned about five feet from the bow and the other just behind the centreboard slot. Indoors, unless prone to access by small beasties, hatch covers can be removed and the top cover thrown over to keep out insects, dust etc.

Sails should be stored in a cool dry place out of the reach of white mice and jerbels. My sails are kept in tube bags laid in ten foot lengths of eaves troughing which are hung from the storeroom ceiling.

One last tip. Mark clearly all loose fittings, sheets and equipment and store it all together. This can save a lot of frustration when fitting out time comes around.

Bilbo B.

RESULTS

GOODERHAM TROPHY

1st	Ian Brayshaw	Bronte Harbour Y.C.
2nd	David Medhurst	Royal Canadian Y.C.
3rd	Mark Ewen	Burlington S & B.C.
4th	Dennis Sherwood	Royal Canadian Y.C.
5th	Alan Humphreys	Royal Canadian Y.C.

At TORONTO SAILING & CANOE CLUB
1391 Lakeshore Boulevard West

SATURDAY, JANUARY 10TH 1984.

After an afternoon of dreaming at the Toronto International Boat Show why not cross the road and join some of your fellow Albacore sailors at a pot luck supper at T.S.& C.C.?

Put up your feet, enjoy a jar and a bite whilst gamming about the delights of the Show, last season's exploits, and hopes for the coming year.

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Five Canadian crews journeyed to Cambridge, Maryland to compete in the U.S.A.A. National Championships and acquitted themselves with distinction in a hot U.S. fleet.

Michener fans will recognise Cambridge, close to the confluence of the Choptank River and Chesapeake Bay, as the hub around which his famous historical novel "Chesapeake" revolved. We Cannuks were made to feel really at home by the arrival of hundreds of Canadian Geese which migrate to this part of the world in winter.

The Championship was sailed from the Cambridge Yacht Club, a pleasant and homely facility in the heart of town. Racing was in the river that was wide enough to accommodate a moderately sized course. Of a programme of seven races, six were completed, five counted due to an improper finishing procedure protested by U.S. sailors, and the best four were used to decide the Championship. The series was unique in that there was not a single general recall. Unfortunately, this was not because we all sprouted saintly wings, but rather that the Race Committee turned Nelson's eye to boats that were clearly two or three boat lengths over the line.

Race 1 started in an eight knots breeze from the north-east which fluctuated through ten to fifteen degrees. The Choptank is a tidal river with the ebb tide boosted by a strongish river current. Courses crossed the main stream several times, providing an interesting additional factor. The boats that held on to starboard tack to the north shore fared best and, although places changed constantly due to winds shifts, this pack led the fleet home. First were Robbie Weiss and Jamie Day of Toronto S & C.C. sailing Beast of Burden. Second were John Luard and Louis Dubois from Monmouth BC in Merlin's Myth, with Bill Ewing and John Huntsman of MBC in third spot.

Race 2 proved to be very similar to the first except that the wind strengthened to about 12-15 knots and the top places were shuffled. Bill Ewing won, Beast of Burden came second, and third were two talented young ladies, Ann and Sarah Lawser of MBC sailing Finesse.

So ended the first day of racing, but not fleet activities. The word got around that the best seafood restaurant in the area was on a pier at Oxford, one of the oldest towns on the Chesapeake. Oxford proved to be a delightful town on the north shore of the Choptank with several basins accommodating working fleets of oyster boats and cruising yachts. A large brigantine was moored alongside, as were a

couple of traditional Skipjack sailing clam dredgers. Most of the competitors congregated at the Pier Street Restaurant which disturbed the routine a mite. Jugs of beer abounded and ere long we were digging into Blue Crabs under the direction of Dave Wallerstein and a young waitress who was a lot better looking if less informed about the product. This establishment certainly lived up to its reputation and should be visited by anyone in the area.

In contrast to the previous day, Sunday was overcast but what appeared to be the approach of a front did not bring much breeze and only two of the three scheduled races were sailed. The breeze filled in from the ENE just prior to race three which meant it was blowing directly down river, requiring the windward mark to be laid in the strongest stream. The bulk of the fleet once again headed for the north shore but it was those who changed their minds and got back to the port side of the course who rounded the windward mark ahead and rode the last of the ebb downwind. Bill Ewing led all the way for a convincing win. Beast of Burden finished second, whilst David and Beth Medhurst in Gardens Tools from Royal Canadian Y.C., went left on the last beat and picked up several positions to take third place.

Race 4 started in a five knot breeze and the Medhursts steered Garden Tools to the righthand side of the course while the bulk of the fleet went left. Right proved right and Tools rounded the windward mark with a handy lead which it consolidated as the race progressed. The last round was sailed in a dying wind and three quarters of the way up the last beat Tools fell into a big hole and watched the opposition coast either to the left or to the right. After an agonising lull Tools pick up a few zephyrs but not before Riaz Latifullah and Jim Grant (US 6865) from Potomac River S.A. had slipped by to take the gun. Tools crossed second and another PRSA boat sailed by Jacobs and Hubblitz finished third. The rest of the fleet struggled across the line and were somewhat relieved to learn the next race was cancelled. The fleet leaders fared badly in this race: Weiss 7th; Ewing 9th; Luard 21st.

After two days of racing and with two races to go the Championship was still wide open. Allowing for a throwout Ewing had 4.5pts; Beast of Burden (Weiss) 4.75pts; Merlin's Myth (Luard) 10pts; Latifullah 10pts.

The Regatta banquet was held in congenial surroundings at Cambridge YC on Sunday evening. Many tales of triumphs and disasters were swapped and a pleasant evening enjoyed by all.

Columbus Day, or Thanksgiving for those from north of the border, dawned crimson but neither sailors nor shepherds had to worry because it brought no rain and precious little wind. At the 1010 start of Race 5, four or five knots of wind blew gently from the east complimenting a strong westgoing ebb tide. Calling on tidal experience gained in British estuary racing, Bilbo Baggins sailed by Dennis and Melanie Sherwood from RCYC started at the Committee boat, tacked immediately and headed for the south shore. Holding on beyond the lay line to allow for the outgoing tide Bilbo tacked back and rounded the windward mark with a comfortable lead which she never relinquished. Team mates Medhurst and Macnaughton from RCYC also took the south shore although not as dramatically as Bilbo, and would have rounded second and third had not the Macnaughton's underestimated the tide strength and drifted onto the mark. This allowed Scott Odell and Barbara Wolf from Potomac River SA to slip into third place. By heading high on the first reach the US boat passed Gardens Tools and thereafter the order did not change. For the two Championship leaders this was a disastrous race - Weiss 14th and Ewing 25th.- although John Luard and Riaz put in solid fifth and sixth place finishes.

The last race of the regatta is best forgotten. After the first windward leg the wind died almost completely. Never has such outrageous bumping, boring and blatant

disregard for the rules been witnessed. It was, however, notable for a classic example of light weather tactics by Alex Macnaughton. Twentyeighth at the windward mark and not much better at the gybe mark, Alex sailed low, low, low on the second reach, picked up the first of the new tide flooding against the zephyr breeze, and close reached around the leeward mark with an enormous lead which he held to the shortened course finish. Unfortunately, it was to no avail because a protest against the Race Committee for contravening the Sailing Instructions was upheld and the race thrown out.

At the prize presentation Robbie Weiss and Jamie Day added the United States crown to their North American and Ontario titles, beating Bill Ewing and John Hunstman by a mere 1.75pts. A further 1.50pts back were John Luard and Louis Dubois who held off Riaz Latifullah and Jim Grant by .75pt. Fifth overall and last of the silverware recipients were Ann and Sarah Lawser who sailed most consistently (5,3,5,5,9).

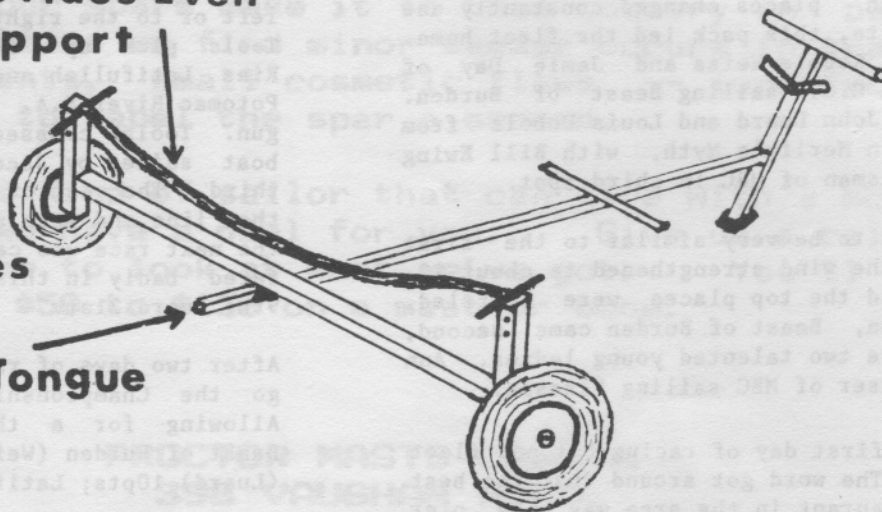
Other Canadian results: David & Beth Medhurst 6th; Dennis & Melanie Sherwood 10th; Derek Griffiths and Jeff Beitz 14th; Alex & Phyllis Macnaughton 18th and winners of the Seniors Goblet.

A great championship well worth the long drive.

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by David Weaver

SAIL NUMBERS

I understand that there was a debate at the Annual General Meeting regarding sail numbers on sails which do not correspond to hull numbers. I'm sorry I missed the discussion but I will outline my position on the matter.

Rule 1.1 The hull shall display the sail number, either cut into or permanently marked on either the hog, transom or thwart in figures not less than 25mm in height.

Rule 1.2 The mainsail shall carry identification marks as indicated in Rule 13.4.

The latter rule specifies details as spelled out by the I.Y.R.U. The intent is clearly that the sail number must be the same as the hull number and that the hull number is that recorded on the measurement certificate and kept permanently in the Association's records. It is worth reminding members also of Rule 4.6. "It is the owner's responsibility to ensure that his boat, spars, sails and equipment comply with the class rules at all times, and that alterations, replacement or repairs to the boat, spars, sails or equipment do not invalidate the certificate".

There are a number of reasons why one might sail his or her boat with an illegal sail number (sail number not identical to the hull number) and, certainly, it is reasonable that an exception could be granted by the Chief Measurer if the circumstances warranted it. For example, a boat might be borrowed for a particular regatta with the sailor using his/her own sails. It is important to note, however that this would be an exception granted only upon request and for a specific event. Generally speaking, however, illegal sail numbers cause confusion in scoring and may violate the 1 mainsail and 1 headsail per 12 month endorsement rule, as well as being strictly illegal.

It's a relatively simple matter to change sail numbers if that's necessary. Remember that the sails used in any C.A.A. sponsored event must be measured and that the measurement certificate must be properly endorsed at the time the measurement takes place. Let's get it right in the future folks!

CHANGE OF OWNERSHIP

It would also appear worthwhile to remind members of Rule 4.5 "Change of ownership invalidates the certificate but shall not necessitate re-measurement".

The new boat owner should send the Chief Measurer the old certificate and a new one will be issued at no charge as long as the new owner is a current member of C.A.A.

1984 NORTH AMERICAN ALBACORE CHAMPIONSHIP

Thanks go to the Canadian contingent of the C.A.A. that participated in this regatta. Your support was super and we of the USAA Niagara District appreciate sailing with you at the Buffalo Canoe Club.

Congratulations to Rob Weiss and Jaime Day on winning the North American Championship with five bullets. They did a super job!!! (I predict they will be the U.S. National Champs in '84).

Just for a little further background, we were supported by 17 Canadian boats and 8 U.S. boats, 4 of which were from the Buffalo area and 4 from the East Coast. We realize this is a poor showing from the U.S. and we do not quite understand, but those of us that were at the 1984 N.A.'s at the Buffalo Canoe Club had everything we wanted insofar as conditions and super sailing go.

A couple of interesting statistics-during the six races; there were two 720's reported and done, one protest filed and withdrawn. This shows that competitors, Race Committee and conditions provided us with the best.

Thanks to all of our Canadian sailing companions.

Paul Wheeler
Niagara District Officer
U.S. Albacore Association

There are three separate elements in which either one alone or all three together can win you a race. The first of which is boatspeed, whether derived from superior technique, superior equipment, or a better understanding and working of that equipment. The second being smart sailing which can either be attributed to reading books, past experience, or plain and simple "seat of the pants" smarts. The third and final aspect of winning a race is something which we have all seen but will never see enough of-LUCK!

Looking back at all three major regattas of '84 we see a mixture of these three elements which are worth spending some time thinking about.

NORTH AMERICANS-August 8,9,10
Buffalo Canoe Club, Lake Erie

Here we were subject to four to five foot waves, fifteen to twenty-five knot winds, very steady, and very long courses.

Boatspeed proved to be the main factor that would win the regatta here. Boatspeed which resulted from a combination of boats that

were proven winners because of hull and sail shapes, interior layout, and because of teamwork that had been worked on for a countless number of hours. Due to the steady winds and the somewhat extreme sailing conditions, smart sailing and luck didn't play as big a part in winning this regatta as they did in the other two regattas of 1984.

THE CANADIAN CHAMPIONSHIPS
Sept 2,3,4 Lake Couchiching

Here we had a mixture of winds from three to seventeen knots and wind shifts of up to 30 degrees on each leg of each race. At this regatta smart sailing which proved to be the major factor in winning races and indeed winning the entire regatta. During the three days we saw six boats win races proved that there was not one boat that was superior in boatspeed, smarts or least of all, luck. What we did see was some form of consistency in the boats that had smarts. Alan Humphreys who sailed "Hardcore" teamed up with his crew John Morgan to come up with a consistent well thought out plan of attack for winning the Canadian Albacore Championships in 1984.

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CONSISTENTLY STRONG RESULTS

CANADIANS '83	WORLDS '83	CANADIANS '82	CANADIANS '81	North Americans 1984
1st	2nd, 3rd, 4th	1st	2nd, 3rd	1st

In "Beast of Burden" we had a different plan of attack. Jaime and I planned on winning the Canadians by sheer boatspeed not by sailing smart and not by luck. We saw ourselves starting at the wrong end of the line, being out of phase with the rest of the fleet on the shifts and therefore losing the all important race to the first mark.

If you weren't among the top five boats at the first mark you didn't have much of a chance of placing with the top three finishers. We found ourselves waiting to clear our air before we could tack and therefore losing all advantage of the shift.

Here we saw smart sailing teamed with a certain element of luck being the main factors in winning this regatta. Because of the shifty conditions and short legs, boatspeed played a minimal role here.

U.S. NATIONALS

October 6,7,8 Cambridge, Maryland

This regatta was raced in conditions very similar to the Canadians. We had zero to twelve knots of wind and virtually no chop over the three days of racing. During almost every race we saw oscillations of up to fifteen degrees, and here we had a twist thrown in that we didn't have in the other two regattas-tides.

The legs were at least a mile long, and the oscillations were not less than approximately three minutes apart thus indicating boatspeed as a major factor. As far apart as the oscillations were, they were still present. If you didn't tack on the knocks or pick the proper side of the course you wouldn't be with the top crowd at the first mark. Lastly since there were changes in the wind and weather that couldn't always be predicted, there was a certain element of luck.

In the fourth race there was one display of smart sailing from past experience that proved to be extremely educational to Jaime and me.

Here we saw Dennis Sherwood (the conservative man, and certainly the conservative smart sailor) starting at the starboard end of the line, tacking to port and heading inshore as quickly as possible. Seeing as we were fighting for first place in the regatta with Bill Ewing, we chose the more conservative approach and sailed up the middle of the course. Finally Dennis tacked onto starboard (he had almost run aground). Within minutes he crossed our bow so far ahead of us and the rest of the fleet that we could barely read

his sail numbers. After the first triangle Dennis was sitting on a lead of at least two minutes! On the second windward leg Dennis again went so far to the starboard side of the course that this time he did end up running aground. Dennis held onto the lead and ended up winning the race very convincingly. During the race Jaime and I shrugged it off as luck but after we discussed the victory with Mr. Sherwood he told us how the surrounding geography of the racecourse was similar to that which he raced in in his earlier days in Britain. He pointed out that there was a current running of almost one knot directly in line with the wind, and that there was shelter from this current inshore because of the land formation. After very little discussion with Jaime, we came to the conclusion that "The Old Fox" wasn't lucky, he was plain and simply smart.

In summary we saw all three elements of sailboat racing in each regatta, some in difference amounts but they were always there. Remember you can only get fast by having the right equipment and by practicing with it. "Practice makes perfect". You can only get smart by studying, races, rules, and talking to fellow sailors. "Experience is your best teacher". And finally, clean living and crossing your fingers can only help you with luck.

Don't put too much weight on this one because you know what they say, "You've got to be good to be lucky!".

Rob Weiss



The Beefeater: Dressed for Success

SARASOTA FLORIDA MARCH 13-16, 1985
FUN, SUN, and "A" & "B" TROPHIES

The U. S. Albacore Association extends a warm welcome to our Canadian colleagues for its 1985 Midwinter Championship, to be held next March 13-16 in Sarasota, Florida. It's not too early to begin planning for relief from snow, slush and that long dark midwinter work week. Full details will be available in October, but you can look forward to several days of sun, sailing and socializing at the Sarasota Sailing Squadron, an informal well-established club located on Sarasota Bay, with clean, clear, salty blue water, sand beaches, and predictable good breezes. Oriented towards racing and family sailing, the Sailing Squadron is known for its equal ability to set a good race course and host a post-race party.

Just south of Tampa on the Gulf of Mexico, Sarasota is easily reached via Interstate 75; for those interested in combining racing with a family vacation it has miles of public Gulf and bay beaches, a first-rate regional art museum and associated Circus Museum, an excellent botanical garden, and a marine research lab with public exhibits. Considered by many to be Florida's most attractive small city, Sarasota offers excellent shopping, and a full range of restaurants, motels, and camping facilities.

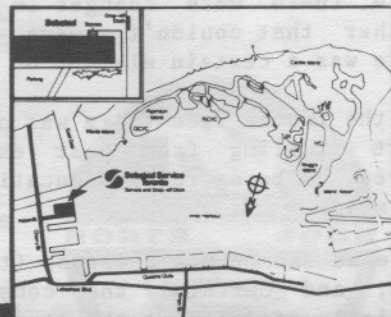
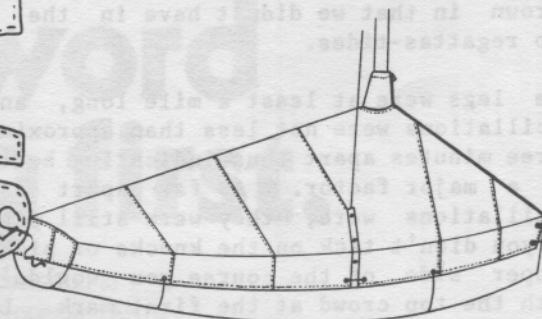
To receive further information write or call: Barbara Wolf, 931 R St., NW, Washington, D.C. 20001 tel. (202) 332-3341, or, Scott Odell, 14601 Bond's Retreat Road, Accokeek, Md. 20607 tel. (301) 283-2096

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ALBACORE #6803-(Mariah) Rondar built, race equipped with dual control outhaul, cunningham and vang. Storer sails, new-August 1983. Cover,dolly. \$ 3,500. Contact Christine Masson (416)H533-7322,W495-4240.

ALBACORE #4894-Skene with launch trolley, Wiscot road trailer, 2 jibs, good condition. This boat used to have a good racing record until present owner acquired it. Contact John Bailey at H 923-2845 or B 362-6624.

ALBACORE #1301-wood Fairey Marine hull, wintered inside, refinished hull, stripped and sanded interior, steel centreboard, wood rudder & tiller, used jib and main. Asking \$1,250. (negotiable). Contact Peter Hawkins (Pembroke) 1-613-735-3344.

ALBACORE #4084-McGruer & Clark, fibreglass, white hull, blue deck, Holt-Allen spar, 2 suits of sails, Elvstrom bailers, jib luff power box, road trailer. \$2,000. Contact Susan Green H (416) 762-7980.



Ron and Leslie Batt, Winners of the new Beefeater Combined Trophy for best overall in the Ontario and Canadian Championships.

BY BEING ON THE EDGE OF TECHNOLOGY

WE PUT YOU FIRST

WE'VE BEEN BUILDING BOATS AT ONTARIO YACHTS FOR MORE THAN A QUARTER OF A CENTURY. ALONG THE WAY WE'VE LEARNED A LOT ABOUT FIBREGLASS TECHNOLOGY.

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QUALITY IS MORE THAN SKIN DEEP. CHECK THE FINISH ON OUR BOATS. ATTENTION TO DETAIL SETS US APART.

WE'RE RACING SAILORS TOO, SO WE KNOW HOW IMPORTANT IT IS FOR YOU TO HAVE THE VERY BEST EQUIPMENT YOUR MONEY CAN BUY.

BUYING A SAILBOAT IS A REAL INVESTMENT. WE KNOW THAT BUYING ONE OF OUR ONTARIO YACHT-BUILT ALBACORES WILL BE YOUR BEST INVESTMENT IN SAILING.

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ONTARIO YACHTS

243 Speers Road, Oakville, Ontario, Canada L6K 2E9 Phone (416) 845-1153

In recent weeks, if you have had your ear to the ground (or wind) as a sailor might say, you may have heard the scuttlebutt that Weymouth has gone with the wind as venue for the 1985 World Albacore Championships. Recently Dennis Sherwood, newly elected Canadian Commodore, telephoned Peter Fontes, National (British) Albacore Commodore to get the "weather report" on the Worlds. In Fontes words, "The Association of Weymouth Clubs could not meet the requirements of the Worlds organizers". So Fontes and committee began a hasty canvass of other possible British venues. Well, we now understand the die has been cast in favour of Herne Bay. This reporter's only lament in foregoing Weymouth is that I now own a detailed city map of Weymouth, a guide to Weymouth bed and breakfast accommodations, a menu from Sibley's Restaurant on the Promenade and 42 pictures of a lovely 24 hour stay in this resort town which I have no reason to share with you. Ah well...anyone taking a visit to Weymouth? Call me!

Back to Herne Bay. Get your road maps ready. Herne Bay is east of London along the Thames estuary approximately 8 miles north of Canterbury. You won't find Herne Bay on most maps of Britain so I have provided one below. Nevertheless, they do have extensive experience in running national and world class championships. The Worlds will be combined with the British National Championships during the week of Saturday, August 10 through Saturday, August 17, 1985. The racing program will consist of 10 races. The first 3 races will count solely to the British National Championships. Canadians may enter the B.N.C. if they wish to use these races as tune-up experience. The next 2 races will represent the last 2 races of the British Championship and count as the preliminary 2 races for the Worlds. The remaining 5 races will count solely to the Worlds and create a 7 race program in total.

Further details will be provided in the next issue of Shackles & Cringles as we are awaiting more news from England and the local tourist authorities.

In the January 1984 issue of Shackles & Cringles we published a 1985 World Championships Qualifying Procedure to stimulate planning, competition, practice and enthusiasm for aspiring Canadian team members over the summer of 1984 and spring of 1985. The results of 4 of the 5 qualifying events follow:

REGATTA

Junior Canadian
Championships
July 14-15, 1984
H.M.C.S. Ontario
Kingston Ontario

Canadian Championships
September 1,2,3, 1984
Ontario Sailing Centre
Geneva Park, Orillia

Top 9 Helmsmen not
having qualified in
the Juniors

Ontario Championship
July 14,15, 1984
Britannia Yacht Club
Ottawa, Ontario

Top 3 Helmsmen not
having qualified in
Juniors or Canadians

North American
Championships
August 10,11,12, 1984
Niagara Sailing Club
Pt. Abino, Ontario

Top 3 Helmsmen not
having qualified in
Juniors, Canadians or Ontarios

Please note that since no 16 and under competitors were entered in the Junior Canadians the qualifying position for this age group has been re-allocated to the 1985 TARTS event. This means that the total positions available at the 1985 TARTS regatta will increase from 3 to 4. So if you have not already qualified, get ready for TARTS.

Finally, to those competitors who have qualified we will be organizing a meeting to discuss travel plans and boat availability. You will be contacted by phone.

As I indicated in my previous article on Weymouth, while the C.A.A. has established a series of qualifying events for racers, to identify the representatives for Canada at the 1985 Worlds, any Canadian Albacore racer of reasonable calibre can attend up to a total of 20 Canadian competitors, so long as you can make the trip to Herne Bay. If you have not qualified but are interested in going to the Worlds, please call me as soon as possible at H: 488-3867 or B: 926-2120.

Rosemary Helmer

KC 7384
Past Commodore

QUALIFYING HELMSMEN

19 years & Under
Mark Treissman

16 years & Under
No entrants

Championship Fleet

1. Alan Humphreys
2. Ron Batt
3. Ian Brayshaw
4. David Treissman
5. Rob Weiss
6. David Medhurst
7. Bob Leonidas
8. Ron Moody
9. Malcolm Lawrie

1. Jorge Pawlik
2. Ian Meller
3. Jamie Gage

1. John Francis
2. Sue Cumming
3. Ken Clarke

Have you ever wondered how your Ontario provincial tax dollars or Wintario ticket revenues benefit you as a sailor? Perhaps you have never even given it a second thought! As Albacore sailors we do benefit. Here is how!

Some years ago the Ontario Sailing Association negotiated with the Province of Ontario the right to assume the role of "manager" of provincial sports funds available to promote sailing in Ontario. Consequently, each year O.S.A. submits a budget to the province to justify funding of provincial sailing activities. Essentially there are two major sources of funds within the province:

1. Ministry of Tourism, Sports and Fitness Branch
2. Wintario

Once budgets and projects are approved funds are transferred to O.S.A. In 1983 these funds represented \$ 221,400.00 or 41% of O.S.A.'s annual budget. In turn, O.S.A. allocated an estimated \$ 10.7M or 2% of its 1983 budget to directly assist sailboat class associations.

The funds available to class associations are dispensed through a series of grants. Annually all class associations are eligible to apply for funding and grants are awarded if the criteria for a grant are met. In 1984 the programs for grant assistance included:

1. Race Committee Assistance-for major championship events when hosted in Ontario, for example; North American, Canadian or Ontario Championships.
2. Class Coach Assistance-to provide a class coach for on-the-water training programs.
3. Land Seminar Assistance-for dry land seminars on sailing subjects related to a class.
4. Sponsorship of Top Class Competitors-assistance to attend national, continental and international championships by top competitors selected by their class associations.

During 1984 your Albacore Executive, on your behalf, applied for grant assistance under a variety of these programs. In 1984 the C.A.A. was awarded a total of \$ 1,430.00 in grants to promote Albacore sailing activities. To explain the net benefit to C.A.A. members I have calculated the increased level of membership fees or event

registration fees we would have had to pay without this financial subsidy.

1. Total 1984 OSA/Wintario Assistance \$ 1,430.
Divided by 1984 Membership at 8/31/84 =322
Incremental 1984 Membership Fee without subsidy \$ 4.44/person
2. Race Committee Assistance
Ontario Championship: \$100 Grant/32 boats/
\$3.13per boat/Subsidized Fee \$35./Non-sub-
sidized Fee \$38.
Canadian Championship:\$675 Grant/72 boats/
\$9.38per boat/Subsidized Fee \$55./Non-sub-
sidized Fee \$64.50
3. Class Coach Assistance/Race Training Week
\$450 Grant/10 boats/\$45 per boat/Subsidized
Fee \$150/Non-subsidized Fee \$195.
4. Land Seminars/Ottawa
\$125 Grant/40 persons/\$3.13per/No Fees due
to subsidy/Non-subsidized fee \$ 3.25.
5. Individual Competitor Sponsorship
North American Championships Albacore Rep-
resentatives/Ian & Peter Brayshaw \$ 80
Grant.

In return for these grants the Albacore Association is requested to acknowledge the support of Wintario and O.S.A. in advertising for sponsored events, at the sponsored event ceremonies and through our class newsletter.

We regularly work closely with O.S.A. to justify and obtain grants on behalf of the Albacore class. As a matter of record we felt all C.A.A. members should be aware of the existence and importance of these grants to each of us.

Incidentally these grants represent only the "tip of the iceberg" of funding. The Albacore class also benefits indirectly through O.S.A. sponsored programs including participation in the Toronto January Boat Show, selection of Albacore sailors to the Ontario Sailing Team and usage of the Ontario Sailing Centre facilities at Geneva Park, to name only a few of the many available programs.

On your behalf we extend a hearty thanks to the Ontario Government, Wintario and the O.S.A. staff who have cheerfully supported our efforts throughout 1984. Thank you Alf Jenkins, Jeff Sommerville, Christine Masson, Wendy Wadham and Elgard Bucher. We look forward to continuing this mutually beneficial relationship during 1985 and the years to come.

So there you have it, a partial accounting of your Ontario tax dollars and Wintario ticket revenues from a non-certified accountant.

Race Results

CANADIAN CHAMPIONSHIPS, GENEVA PARK, ONTARIO SEPTEMBER 1-3/84

CHAMPIONSHIP FLEET

BOAT	HELM/CREW	CLUB	RACE 1 POS	RACE 2 POS	RACE 3 POS	RACE 4 POS	RACE 5 POS	TOTAL PTS	FINAL PTS	FINAL POS'N
666	A HUMPHREYS J MORGAN	RCYC	3	6	1	2	4	28.4	16.7	1
7363	R BATT L BATT	OHCC	4	2	9	10	2	45.0	29.0	2
7243	I BRAYSHAW C BOULTON	BHYC	5	3	3	4	9	44.4	29.4	3
6628	D TREISSMAN D TREISSMAN	RCYC	6	37	4	3	7	81.4	38.4	4
6660	R WEISS J DAY	TSCC	7	14	6	13	1	63.7	43.7	5
6997	D MEDHURST B MEDHURST	RCYC	21	16	2	1	15	73.0	46.0	6
7141	M TREISSMAN S TREISSMAN	RCYC	28	4	8	8	6	81.7	47.7	7
7400	B LEONIDAS C LEONIDAS	RCYC	9	28	5	5	8	83.0	49.0	8
6999	R MOODY M HART	SMSC	DNF	12	11	9	5	106.0	60.0	9
5600	M LAURIE M LAURIE	RCYC	14	11	20	6	10	90.7	64.7	10
6433	J PAWLIK L DUNK	RCYC	20	10	7	12	17	96.0	70.0	11
5403	J CLEMENTS M CLEMENTS	NSC	16	7	10	20	18	101.0	75.0	12
6251	K CLARKE D CLARK	RCYC	2	30	30	11	14	112.0	76.0	13
3236	R FORTH N FORTH	PSC	1	17	24	27	29	121.0	86.0	14
6841	R STORER R FOSTER	RCYC	DNS	5	DSQ	7	11	132.0	86.0	14
3731	D RUDDY K RUDDY	PSA	22	9	14	22	19	116.0	88.0	16
4129	D DURNFORD L PETERSEN	TSCC	18	19	15	31	13	126.0	89.0	17
6644	J GAGE S PHILLIPS	SMSC	17	24	13	15	DNS	139.0	93.0	18
7257	S FERRY J ETCHES	SJSC	23	13	22	24	12	124.0	94.0	19
6626	M EWEN J EWEN	BSBC	13	8	12	DNS	DNS	143.0	97.0	20
7366	D GRIFFITHS J BEITZ	TSCC	8	22	34	19	25	138.0	98.0	21
7200	D WOODLEY A MALO	BYC	11	15	33	17	33	139.0	100.0	22
6641	T NIELSEN J NAIRNE	NYC	15	1	35	DNS	DNS	154.0	108.0	23
7098	B BAXTER M BAXTER	BSBC	24	20	21	35	21	151.0	110.0	24

5009	B KENNEDY	OHCC	12	DNF	29	30	16	158.0	111.0	25
	C BAYLY									
6157	K BROWNE	OHCC	10	29	28	29	20	146.0	111.0	25
	D BROWNE									
7261	M MORRISON	SJSC	37	21	16	21	31	156.0	113.0	27
	K WOOLFORD									
5007	T MALLATT	RYCY	32	26	32	33	3	152.7	113.7	28
	R MALLATT									
6400	I ROGERS	RCYC	19	23	27	23	26	148.0	115.0	29
	M ZEIDLER									
6803	C MASSON	TSCC	30	18	37	14	34	163.0	120.0	30
	D WHITFIELD									
7011	M LATHAM	WSC	29	35	25	16	27	162.0	121.0	31
	A HORNE									
7099	E DUYNSTEE	BHYC	26	25	18	DSQ	28	166.0	121.0	31
	P ADDERLY									
6220	J CURTIS	BYC	27	27	DNF	26	22	172.0	126.0	33
	G CURTIS									
6655	R CLAYTON	SJSC	31	33	17	25	30	166.0	127.0	34
	P VASOFF									
7322	B WITHROW	MSC	35	32	26	32	22	177.0	136.0	35
	W BOYD									
3103	S JONES	BYC	36	31	19	28	DNF	184.0	138.0	36
	M MACDONALD									
8011	S JONJEV	WS	34	34	31	18	32	179.0	139.0	37
	J CARROL									
7384	R HELMER	RCYC	25	39	36	37	24	191.0	146.0	38
	B HENDERSON									
6657	G ROTH	CSC	33	36	23	36	36	194.0	152.0	39
	J ROTH									
7251	D SHENSTONE	MCS	38	38	38	34	35	213.0	169.0	40
	L MCKENNA									

MASTERS FLEET

FINAL RESULTS OF REGATTA

BOAT	HELM/CREW	CLUB	RACE 1 POS	RACE 2 POS	RACE 3 POS	RACE 4 POS	RACE 5 POS	TOTAL PTS	FINAL PTS	FINAL POS'N
6701	D SHERWOOD C FORSYTH	RCYC	1	1	1	1	2	3.0	0.0	1
4834	A MACNAUGHTO P MACNAUGHTO	RCYC	2	2	3	2	1	14.7	9.0	2
7086	P LUCAS H LUCAS	OHCC	3	3	2	3	3	25.8	20.1	3
6195	G DENNIS E DENNIS	GSC	5	4	5	4	4	44.0	34.0	4
7041	P HAMBLY J HAMBLY	CSC	4	5	4	5	5	46.0	36.0	5

CHALLENGERS FLEET

BOAT	HELM/CREW	CLUB	RACE 1 POS	RACE 2 POS	RACE 3 POS	RACE 4 POS	RACE 5 POS	TOTAL PTS	FINAL PTS	FINAL POS'N
623	T WILSON C DUNCAN	MLSC	4	1	2	2	1	14.0	14.0	1
7254	E HOWE J BURKHARDT	SJSC	3	6	5	6	5	49.1	49.1	2
7049	H MCNAUGHTON L SHANNON	WSC	1	12	4	7	6	50.7	50.7	3
7068	M MCKITRICK L DINNEEN	WSC	8	2	8	14	4	59.0	59.0	4
7345	K OROORKE L DAVIDSON	NTSC	14	13	1	1	16	61.0	61.0	5
7080	D GREEN J GARDNER	SEAC	22	3	3	11	7	69.4	69.4	6
7260	F LORITZ C SMOLDERS	SJSC	15	7	12	4	12	78.0	78.0	7
7085	R MARTIN M MARTIN	RCYC	6	8	16	DNS	3	85.4	85.4	8
7207	A YERGEAU M GINGRAS	SE	24	16	6	13	2	85.7	85.7	9
7323	A SAVEGE B SMYTHE	MSC	2	11	14	17	17	86.0	86.0	10
7259	G BAIN A POWELL	SJSC	12	9	20	5	13	88.0	88.0	11
7258	J LANGLEY P WALKER	SJSC	10	17	9	8	15	89.0	89.0	12
7364	B HISCOCK T CAIN	WSC	5	21	19	10	9	93.0	93.0	13
7079	R THOMPSON S JARVIS	SEAC	16	14	7	9	19	95.0	95.0	14
4461	L STEVENSON M VANDENNOOR	BHYC	7	24	13	12	10	96.0	96.0	15
6109	WILSON MYLES		18	15	11	16	11	101.0	101.0	16
7242	R HOGG D HOGG	THSC	9	10	17	15	20	101.0	101.0	16
7238	A GUMLEY K STEVENSON	BHYC	20	4	10	22	18	102.0	102.0	18
7078	J SHARPE S SLAUNWHITE	SEAC	21	5	15	19	14	103.0	103.0	19
7255	J LI B THOMPSON	SJSC	11	18	22	DNF	8	114.0	114.0	20
7319	V CHAN P DRUMM	MSC	23	22	21	3	24	119.7	119.7	21
1613	N WATTS D REX	OHS	13	19	24	20	23	129.0	129.0	22
7256	N SINCLAIR E WALKER	SJSC	19	DSQ	18	21	22	137.0	137.0	23
6665	J CURTIS A CURTIS	BYC	25	20	23	18	DNS	142.0	142.0	24
6148	P CRAWFORD G CRAWFORD	BLSC	17	23	DNS	DNS	DNS	148.0	148.0	25
4503	F OBEDKOFF G WALKER	TSCC	26	25	25	23	21	150.0	150.0	26

By the time registration "officially" opened, 7pm on Tuesday, August 7th, half of the fleet had already found their way to the Buffalo Canoe Club in Ridgeway, Ontario. Eighteen of the twenty-five boat fleet were checked in and measured before closing at 10pm, and the remainder were easily dealt with on Wednesday morning, thanks to the expert Niagara Sailing Club measuring committee (and a broken scale that made weighing impossible).

After the opening remarks by Paul Wheeler, and a brief explanation of the BCC rules and dress code by Vice Commodore Tom Allen, RC Chairman Doug Hooper took over the Regatta, explained procedures, and reviewed the race instructions.

Race 1 came off on schedule in a 5 to 3 knot dying breeze that kept the fleet bobbing around until after 3:30. A short "wind hunt" found nothing and Race 2 was postponed to the relief of everyone.

The after race beer on the lawn was greatly appreciated, as was the Wednesday evening banquet with (believe it not) No Speeches! A fitting end to a sunny, warm, pleasant (but frustrating) day.

Thursday, Abino Bay lived up to its reputation for wind. The prevailing 10-15 knot Southwesterns were quickly reinforced by the thermal effect of Buffalo under the hot sun. The temperatures suggested shorts, but those who wore wetsuits were thankful. After 3 long races, in winds that built to 30 (the mark boat said they clocked a gust at 43mph!) even the "heavies" were sore and tired. The cocktail party at the Allen residence a few doors down the beach was well attended, but rather quiet as everyone eased their aching bodies onto lawn chairs or just onto the grass.

Friday provided the most medium conditions anyone could pray for. Medium temperatures, medium sunshine and medium wind. (I still don't understand why everyone installed their hiking pads for such a medium day.)

After three days, Abino Bay had provided an excellent test of wind sense, seamanship and endurance, and just plain boat speed for the 17 Canadian and 8 U.S. Albacores that attended.


The Masters Fleet (skipper aged forty or over) was small but strongly competitive. Three teams were husband and wife, one was father and daughter. Commodore Dennis Sherwood sailed with Christine Forsyth, Editor of Shackles and Cringles and was first overall. We are all indebted to Sheila Sherwood for being onshore Girl Friday to the Regatta.

The small fleet made starting a pleasure. Although we started five minutes behind the Championship Fleet most of our racing was with boats of that fleet.

The Masters Fleet traditionally is comprised of experienced sailors crewed by family. A rapport always quickly develops between crews. This year unexpectedly we did not have many entries. Come and sail with us next year.

ALEX MACNAUGHTON

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



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PHONE 277-3306

Canadian Albacore Association

Annual General Meeting
September 1, 1984
Geneva Park, Ontario

1. Notice of Meeting

The Commodore reported that two Notice of Meeting were distributed to the membership at large. The distribution was well in advance of the deadline date.

2. Establishment of a Quorum

It was reported and confirmed that requirements of a quorum had been fulfilled.

3. Approval of Minutes

MOTION

It was moved by Ian Rogers and seconded by Peter Vassoff that the minutes of Annual General Meeting held September 16, 1983 be approved.

PASSED

4. Reports of the Officers

The Commodore indicated that the reports from the officers of the CAA had been distributed to members of the association upon entry into the Annual General Meeting. At this point there was a call for questions from the membership at large.

Lee Stevenson noted that the enrollment for the Youth Regatta had been declining and recommended that it take place in July or August, after school examinations had concluded. Dennis Sherwood noted the comment and indicated that the CAA would be looking for a more acceptable date in the future.

Commodore

It was reported that the 1983-1984 membership had reached 322 with 308 full members and 14 associate members.

Treasurer's Report

A financial overview of the CAA took place with the treasurer noting that in the past years the association had spent more than it had received in membership fees. It was indicated that a deficit was not expected this year. The treasurer then reviewed the Interim Statement of Revenue and Expenses for the period of November 1, 1983 to August 31, 1984 (The interim statement was distributed to the membership prior to the start of the meeting.)

Auditor's Report

The auditor tabled the Canadian Albacore Association audited statement for the year ended October 31, 1983. It was explained that sponsorship of 1984 programs had helped the association in operating at a surplus.

In regards to the statements, a question was asked about Worlds revenue and why it was going in to a trust fund. It was reported that the money was to be used solely for the development of the class and the funds were to be set aside to benefit the class internationally.

MOTION

It was moved by Gordon Dennis and seconded by Christine Forsyth that the audited statement for the year ended October 31, 1983 be approved.

PASSED

MOTION

It was moved by Ken Brown and seconded by Peter Lucas that the interim statement for November 1, 1983 to August 31, 1984 be approved.

PASSED

MOTION

It was moved by Robert Martin and seconded by Barb Henderson that the Reports of the Officers be approved.

PASSED

MOTION

It was moved by Alex MacNaughton and seconded by David Treissman, that Ken Clarke be named as the auditor for the year ended October 31, 1984.

PASSED

5. Election of Officers for 1984 - 1985

The Commodore presented the slate of officers for the 1984 - 1985

Executive:

- | | |
|-----------------------|-------------------|
| Past Commodore | Rosemary Helmer |
| Commodore | Dennis Sherwood |
| First Vice-Commodore | David Treissman |
| Second Vice-Commodore | Peter Crawford |
| Third Vice-Commodore | Geoffrey Dyer |
| Treasurer | Nancy Sinclair |
| Chief Measurer | David Weaver |
| Editor | Christine Forsyth |

Further nominations from the floor were requested. There being none, nominations were closed.

MOTION

It was moved by Daphane Paine and seconded by Peter Vassoff that the slate of officers be approved.

PASSED

The Commodore expressed her appreciation to the 1983 - 1984 Executive for their work during the past year.

The Commodore also thanked the community clubs for their role in promoting the class. It was noted that the Commodore entered the class through one of the community clubs.

6. New Commodore

Commodore Dennis Sherwood expressed his thanks to Rosemary Helmer for her efforts on behalf of the association. He noted that the outgoing Commodore had left the association in a better state than when she began.

7. Rule Changes

There were no rule changes.

8. Other Business

David Whitfield noted his irritation with the international body that approves rule changes. He noted that some rules were being changed without consultation of the CAA. The Commodore indicated that a

letter had been sent to the international body indicating the CAA disapproval of this procedure.

There was a question from the floor about interchanging sails. It was suggested that the rule was being distorted by some sailors who were using sails other than those registered for the specific boat.

The Commodore indicated that the Executive would be reviewing the matter in the coming months.

9. Adjournment

There being no other business a motion to adjourn was sought.

MOTION

It was moved by Robert Martin and seconded by Peter Vassof that the meeting be adjourned.

PASSED

Minutes recorded by David Harris, Secretary



CANADIAN CHAMPIONS 1984
Left to Right: John Morgan, Crew; Peter Chubb, President of Wm. Mara; Mr. Beefeater, Allan Humphreys, Skipper

COMMODORE'S REPORT

Canadian Albacore Association
Annual General Meeting September 1, 1984

The 1983-84 Executive year has been a year of transition and new directions for the future development of the Albacore class. As Commodore my role has encompassed the following responsibilities:

- .coordination of the Associations direction and Executive staffing
- .liaison with other sailing associations
- .liaison with Jarvis Insurance, our Group Insurance Agent
- .liaison with Ontario Yachts, our Canadian boat builder
- .organization of the 1984 Albacore Race Training Week

Associations Direction and Executive Staffing

The 1983-84 term has been a year of transition. We began the new Executive year with only 4 returning members, (normally 7) and 6 new but keen additions to the Executive. Unfortunately, during the course of the year we lost 3 people who were vital and had to be replaced. David Whitfield, moved to Ontario Yachts, Wendy Warburton was transferred to Ottawa and Christine Watson returned to a full time career. We also revived the Third Vice Commodore's position and recruited Geoff Dyer a new and enthusiastic member of our class.

Inspite of these changes the Executive quickly assessed a need for a class development plan. A marketing and financial plan was developed to ensure the Association's objectives could be met within a tight budget based on declining membership revenues and balanced with closely controlled expenditures. The Treasurers, Wendy Warburton and Nancy Sinclair developed and maintained a budget format to which each Executive member contributed estimates. This budget determined the need for the membership fee increases; Full Membership +19%, Associate Members +25%. This new financial planning approach demonstrated readily that the Association was in need of a marketing plan to stimulate membership growth, which in recent years has declined due to competition from other sailboat classes, particularly Lasers, Laser II and sailboards.

Note: As of August 31, 1984 membership for 1984 totalled 322, Full Members 308 Associate Members 14. These numbers represent an approximate decline of 10% versus the early 1980's.

During the past year several marketing objectives were set and have been met.

1. Update our existing membership list (which the computer ate last year) and maintain a regular communication with members through a revitalized Shackles and Cringles and through personal contact as much as possible.
2. Encourage new members development through the Boat Show, and through the purchase of new and second hand boats, and the Community Clubs.
3. Develop a class sponsor to support promotion of the class. Thanks are gratefully extended to Beefeater Gin (the William Mara Co.) and Dennis Sherwood for their respective efforts on our behalf.

Liaison with Jarvis Insurance

I have worked with Jarvis Insurance this year to streamline the administrative process for Albacore applications to the group insurance plan. Once applicants are confirmed to be C.A.A. members in good standing and thereby eligible for insurance their applications are forwarded to Jarvis Insurance for processing. Formerly confirmation of insurance coverage was returned to the C.A.A. and turn-around time to the applicant was dependent on the timing of the next issue of Shackles & Cringles. Now, Jarvis immediately mails confirmations of coverage directly to applicants.

As a class, our participation in the joint Albacore/Wayfarer group insurance plan has dropped. A partial explanation is due to declining membership in the Association and the fact that the 1984-85 year is not yet complete.

	<u>1983-84</u>	<u>1984-85</u> as of August 28, 1984.
Applications	180	127
Premium	10050	8410 t.d.
Losses	12316	none
Claims	14	5 reported not paid
3M	75	39
4M	39	33
5M	37	22
6M	15	18
7M	7	6
8M	5	6
9M	1	2
10M	1	1

Ontario Yachts

During 1983-84 Ontario Yachts has initiated development of new prototype Albacore kelegecell foam construction. David Weaver, your Chief Measurer has worked closely with O.Y. to ensure the new test boat known as HARDCORE has been developed within the letter and spirit of the Albacore class rules, so that this new venture may be a prosperous and beneficial development for our builder and "potential buyers". The key factor in the new construction is the improved hull stiffness versus existing glass boats. O.Y. has arranged to have HARDCORE sailed at major Ontario regattas by top sailors, throughout August to give the boat broad exposure. HARDCORE will be present at the Canadians, and watch for an article in the next issue of Shackles & Cringles. Do take the opportunity to examine the boat and ask questions. We thank Ontario Yachts for their initiative in undertaking development of this boat. I would like to re-assure them that while we may not always agree on the finer points of marketing the boat, that the C.A.A. objectives have remained consistent through many years, namely that Albacore sailors continue to be able to buy Canadian made boats at a reasonable and competitive price which is also financially viable for the builder. Your executive will continue to support such positive initiatives by Ontario Yachts.

Commodore's Report cont.

4. Develop new visible and appealing marketing materials for the class by designing new Sports Shop materials. Geoff Dyer continues to work on this area.

To my Executive I extend a hearty thanks for a job well done. I and your class appreciate your efforts on our behalf. For me it has been particularly rewarding to work with such a dedicated group. Together we've made it through one tough but successful year and I thank you!

Liaison with Sailing Associations

Throughout 1983-84 we have maintained close working relationships with the Ontario Sailing Association, the U.S. Albacore Association, the National(British) Albacore Association and the International Albacore Association.

. O.S.A. has supported the Albacore class with grants totalling \$1,100.00, providing financial assistance for seminars, on-the-water coaching and the Canadian and Ontario Championship Regattas. Individual top Albacore racers have received financial support to attend major regattas, North American Albacore Championships (I. Brayshaw). Albacore racers have been represented on the 1984 Ontario Sailing Team, (R. Weiss and C. Masson). The Albacore has been selected as the host boat for the Championship of Champions, (thanks to Charles Colman for co-ordinating this event) and the Women's Ontario Double Handed Championships (thank you Margaret Bryce for another good regatta). I have represented the Albacore class on the O.S.A. Communications Committee which has made recommendations to the O.S.A. Board of Directors regarding ways to enhance O.S.A.'s communication with its members and the "would be sailor".

. We have worked with the U.S. and the National(British) Albacore Associations regarding approval and revision of class rule changes arising from the meeting of the International Albacore Association at the 1983 Worlds.

. While on vacation this summer I took the opportunity to visit Weymouth, England the site of the 1985 Albacore Worlds and have now begun to work with the N.A.A. to promote this event. I urge those racers who have already qualified for the Worlds or those who are interested in attending to contact me for further information.

. We have also worked with the U.S.A.A. (Paul Wheeler) to promote the North American Albacore Championships which were a great success. We are now beginning to work with the U.S. to promote the site of the March Midwinter regatta in Florida.

. Dennis Sherwood has been instrumental in completing the 1st International Albacore Yearbook which will go to the presses shortly.

Albacore Race Training Week

This year the Albacore Race Training Week attracted only 5 boats (10 people) but, nevertheless, was considered successful by the participants. It is recommended that the Albacore Association not sponsor this event in 1985 and consider re-instituting it in 1986.

Respectfully submitted.

Rosemary Helmer
Rosemary Helmer
Commodore.



Ian Brayshaw, Winner of the Gooderham Trophy, Colin Boulton and Lee Stevenson, all of Bronte Harbour Yacht Club.

AUDITOR'S REPORT

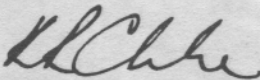
To the Members of the Canadian Albacore Association

I have examined the balance sheet of the Canadian Albacore Association as at October 31, 1983 and the statements of revenue and expenses and members' equity for the year then ended. My examination was made in accordance with generally accepted auditing standards and accordingly included such tests and other procedures as I considered necessary in the circumstances except as explained in the following paragraph.

Due to the nature of membership fees it was not practical for me to extend my examination of them beyond accounting for the amounts so recorded. Accordingly, I was not able to determine whether any adjustments might be necessary to accounts receivable, membership fees and excess of revenue over expenses. The revenues and expenses of the 1983 Albacore World Championships and the excess of such revenues over expenses have not been under the direct control of the Association's Treasurer and have not been included in its financial statements as explained in Note 5. Consequently, my examination did not extend to a review of the accounts of the 1983 World Championships.

In my opinion, except for the effect if any which I might have determined to be necessary had I been able to extend my verification of membership fees and the 1983 Albacore World Championships, these financial statements present fairly the financial position of the Association as at October 31, 1983 and the results of its operations for the year then ended in accordance with the accounting policies as set out in Note 1 of the financial statements, applied on a basis consistent with that of the preceding year.

July 12, 1984
Toronto, Ontario


Kenneth R. Clarke
Chartered Accountant

CANADIAN ALBACORE ASSOCIATION

STATEMENT OF REVENUE AND EXPENSE AND MEMBERS' EQUITY
FOR THE YEAR ENDED OCTOBER 31, 1983

	October 31 <u>1983</u>	October 31 <u>1982</u>
<u>REVENUE:</u>		
Membership fees	\$ 7,319	\$ 7,225
Advertising	1,872	456
Interest	301	902
Grants	1,408	750
Royalties (net)	<u>793</u>	<u>859</u>
	<u>11,693</u>	<u>10,192</u>
<u>EXPENSES:</u>		
Computer costs (Note 2)	\$ 547	\$ 4,329
Secretarial Services	3,120	3,380
Office Supplies	2,765	1,659
Shackles and Cringles	2,178	2,241
Postage	2,050	1,423
Publicity	2,281	1,762
Regattas (net) (Note 4)	673	(670)
Insurance	381	40
Yearbook	44	112
Sundry	583	62
Specification and measurement	384	366
Provision for doubtful accounts	200	-
Bad debts written-off	<u>65</u>	<u>-</u>
	<u>15,271</u>	<u>14,704</u>
Excess Expense over Revenue	\$(3,578)	\$(4,512)
Members' Equity, beginning of year	<u>6,852</u>	<u>11,364</u>
Members' Equity, end of year	<u>\$ 3,274</u>	<u>\$ 6,852</u>

(See accompanying notes)

CANADIAN ALBACORE ASSOCIATION

BALANCE SHEET

AS AT OCTOBER 31, 1983

	<u>October 31</u> <u>1983</u>	<u>October 31</u> <u>1982</u>
<u>ASSETS</u>		
Current:		
Cash	\$4,752	\$5,588
Accounts receivable	1,930	1,299
Prepaid expense	<u>-</u>	<u>294</u>
	6,682	7,181
Fixed Assets, at nominal value (Note 1)	<u>1</u>	<u>1</u>
	<u>\$6,683</u>	<u>\$7,182</u>
 <u>LIABILITIES AND MEMBERS' EQUITY</u>		
Accounts payable and accrued liabilities	\$3,409	\$ 330
Members' equity	<u>3,274</u>	<u>6,852</u>
	<u>\$6,683</u>	<u>\$7,182</u>

Approved on behalf of the executive

Kemary Helmer
Commodore

Nancy Senechal
Treasurer

(See accompanying notes)

CANADIAN ALBACORE ASSOCIATION

Notes to the financial statements as at October 31, 1983

(1) Summary of Accounting Policies

(i) The Canadian Albacore Association (the "Association") expenses all fixed assets acquired in the year purchased.

(ii) Membership fees are recorded on a cash basis.

(2) During the year ended October 31, 1982 the Association purchased a mini computer to assist in the management of the Association. In keeping with the Association's accounting policy for fixed assets the full cost was charged to expense.

(3) Certain comparative figures for the year ended October 31, 1982 have been reclassified to conform with the current year's presentation format.

(4) Details of 1983 "Regattas (net)" expense, excluding grants, are as follows:

	<u>Revenues</u>	<u>Expenses</u>	<u>Net</u>
Canadians	\$6,702	\$6,237	\$ (465)
Ontarios	1,289	2,138	849
Juniors	480	769	<u>289</u>
Total per statement of revenue and expense			<u>\$ 673</u>

(5) During the year the Albacore World Championship Regatta (the "Worlds") was held in Canada. All revenues and expenses were controlled and accounted for separately by the Worlds Committee and are not reflected in these financial statements. Subsequent to October 31, 1983, the Association's Executive Committee resolved to place the excess of revenues over expenses from the Worlds in a trust fund, the Trustees of which are to be the Commodore, Past Commodore and First Vice Commodore of the Association. The trust fund and any income of the trust fund is to be used to the benefit of the Albacore sailing class in such ways as are determined by the Trustees from time to time.

When the chips were down, 1st. World Championships 1983.



Five out of the first 10 finishers in the '83 Worlds, used Sobstad Storer Sails.

Sobstad Storer Albacore Sails are built by Sailors actively competing in the class. The winning designs are accurately locked on to a set of mylar patterns which ensure the same fast sails for you.

Join the winners - call today.

(See accompanying notes)

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