



shackles & cringles

APRIL 1985 VOLUME XXIII, NUMBER 2



canadian albacore association

canadian albacore association

executive

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I've been sitting here watching the weather snow, rain, sleet, and sun all in one day. The temperature's been up and down and I'm beginning to think I skipped a few pages in my day-timer. Everyone's talking like spring is here and I'm regretting filing my winter coat.

Seven weeks until the season opener-Tarts '85 at the Toronto Sailing and Canoe Club on May 25-26. Be sure to use our handy check-list with Bilbo's fitting out advice.

Rob Weiss reports that nine boats journeyed to the Sunshine State for the Albacore Mid-Winters. Rob and Jaime ran away with top honours. Jorg Pawlik used the regatta as a testing ground for his new hard-core boat. These two crews were the only Canadian delegates to this prestigious event. The weather was 80-85 degrees and sunny with good breezes. Hospitality was superior and the consensus is that camping on site was more convenient. Plans are in the works for a conversion kit which turns your tub into a camper for two thin, sound sleepers. A mast-top satellite dish is optional.

I wasn't planning to tell Rob and Jaime about the Albacore Mid-Atlantic Regatta in Annapolis on May 11-12th, however, they found out and I understand they are planning to take their show on the road yet again. Several Canadian boats will be making the trip this year. Last year's regatta was a scorcher and well worth the trip for a warm introduction to the season's sailing. If you are interested in going give me a call and I'll give you convoluted directions and the names of some of the seedier hostelrys in the area.

This issue contains ace reporter Wendy Warburton's analysis of the situation in District 10. We would like to encourage any budding journalists in the other districts to contribute the news and views from their areas. This is the last issue which will be sent to '84 members who have not renewed their memberships for '85. Was it something we said?

The next issue is due for mailing on June 1st. Deadline for material is May 15th. Regatta Chairmen please note that regatta flyers are subject to a printing charge. Please call and let me know if you are planning to insert a flyer in one of the forth-coming issues.

The sun is out, the roads are dry and it's one degree. Things are looking up!

For those who like sailing sans gas
Don't let the first race this year pass,
Our TARTS is the first,
For racing you thirst,
So join us but don't freeze your...toes!

Double O'Seven

ALBACORE GROUP INSURANCE

According to Jarvis Insurance Limited, some of the advantages of insuring Albacores with the association are:

- Better Rates
- Coverage for liability goes with the boat and not just members of your family. (The crew is not always a family member)
- Claims are settled faster as both parties are generally covered under the same group policy, in the case of an Albacore to Albacore collision. Jarvis also provides group coverage for other classes of boats.
- Adjustment is faster as claims can be authorized on the telephone.
- Coverage is ALL RISK.

If you have any questions, or wish to receive a group insurance invoice, please contact me.

Rose Anne Mallett
Membership Secretary

THE GOODERHAM SERIES REGATTAS

The Gooderham Series is in its sixth year of competition in 1985. The series was designed to encourage sailors to compete in regattas in other districts. Each district has one regatta in the Gooderham Series.

Prizes are awarded to the five crews who have the best overall standing by counting their best three finishes in the five designated regattas. Trophies will be presented at the '85 Canadians at Geneva Park.

next issue

June 1, 1985	Deadline May 15
August 1, 1985	Deadline July 15
November 1, 1985	Deadline October 15

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.

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The season has at last arrived when the sap begins to rise and the longing to be back on the water stirs in the hearts of all sailors. Those of you who got a jump on summer by journeying south to the U.S.A.A. Midwinter Championships, missed at least some of a month that teased us with mild weather early on and then dashed our hopes with an almighty storm and cold snaps. However, by the time you read this missive it should be time to dust off the Alb and flex the muscles for those great breezes we get in May and early June.

This is a good time to give a little attention to your boat so that it will not let you down when you are leading in that important race. An article on fitting out appears elsewhere in this issue.

Your Executive has been working steadily throughout the winter months to provide you with a full programme of events in the months to come. Rear Commodore Ed Howe, having shaken the Boat Show dust from his shoes, is well ahead with arrangements for the Annual Spring Seminars. National Team Coach Pat Healy supported by raconteur Paul Henderson will instruct and entertain us at the Toronto Harbourfront Spring Seminar on April 15, and Ian Meller will speak at the Ottawa Seminar a couple of weeks later.

First Vice, David Treissman, has everything well in hand for another super "Canadians" and is working diligently to make the 1985 Juniors a Championship to be remembered. As father of Simon and Mark, the reigning Junior Champions, David is well aware that a "Juniors" is judged not by the winds or the efficiency of the Race Committee, but by the quality and quantity of the food. I don't think our friends on Lake Rosseau will disappoint this year's entrants.

Second Vice, Peter Crawford, has booked Kingston Y.C. for the Ontario Championships and Whitby Y.C. for the North Americans. Both venues should provide good breezes for some excellent open water competition.

Past Commodore Rosemary Helmer is busy with air-flight schedules and other arrangements to help those nine or ten Canadian entrants to the eighth World Championship to be sailed in August at Herne Bay, England. The low value of the pound coupled with a reasonable rate for taking our own boats as personal luggage is producing the most competitive Albacore team to leave these shores.

Add a host of district and local club regattas and the Toronto Team Racing to this list of major championships, and you have a very full

racine programme. I attend as many open regattas as I can but it is impossible to be everywhere. I am sure there are many other readers of Shackles and Cringles who would, like myself, love to know what is happening in your club or district. The U.S.A.A. which does not have as many major events as we do, has excellent local fleet reports in its journal The Albacourier. As your own programme unfolds please put pen to paper and let our Editor know whats happening - she will love you for the copy.

It would be remiss of me not to mention those other unsung workers on the Executive. Rosie Mallet, up to her eyebrows at the moment with membership renewals and applications. Have YOU enrolled your new member yet? Nancy Sinclair our Hon. Treasurer, constantly guarding our funds and trying to keep us close to budget. Vice Commodore Geoff Dyer, who has the task of membership promotion, has also produced an informative package for new boat owners. Hon. Secretary Leigh Davidson calls our meetings and deftly picks out the important parts of Executive discussions to compile rational Minutes. Last but not least Christine Forsyth, Editor of this journal, who never gets copy on time but who always comes through in the end.

A motley crew, but one that deserves the thanks of all us who love sailing Albacores.

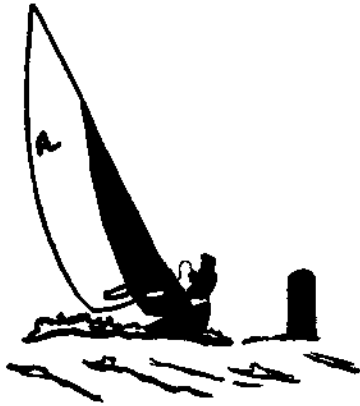
BEEFEATER SPONSORS AGAIN IN 85

It is with pleasure we announce that BEEFEATER The Gin of England, has renewed its sponsorship of the Albacore Class for another year. Those of you who attended any of the Beefeater sponsored regattas in 1984 will know that the Company's participation added to the fun and conviviality of the event. What is less obvious is the fact that Beefeater's relationship with the Canadian Albacore Class Association has enabled us to reduce regatta entry fees and maintain our annual subscription at the same level.

The Spring Seminar at Harbourfront on April 15 is the first time this year that Mr Beefeater will guard over us (and look after our bodily needs). Other events that have already been approved are:

TARTS Regatta	May 25/26
Ontario Championships	July 6/7
Toronto Team Transom	July 13/14
North American Championships	July 19/21
Balsam Lake Regatta	August 4
Canadian Championships	Aug 31/Sept 2

Watch these columns for news of Mr Beefeater's activities as the season progresses. Cheers.



The 1985 NORTH AMERICAN CHAMPIONSHIPS.

sponsored by BEEFEATER GIN.

The North Americans are scheduled to take place from Friday July 19th to Sunday July 21st, 1985 at the Whitby Yacht Club.

Situated just 30 minutes East of Toronto the Whitby Yacht Club promises to provide an ideal location for this event.

The facilities include a large, modern clubhouse with excellent docking facilities either on their own beach or in the harbour. The racing program will include three full days of racing on Lake Ontario against many of the top Albacore sailors.

A full social program is also planned including a BEEFEATER reception & Saturday evening dinner & dance.

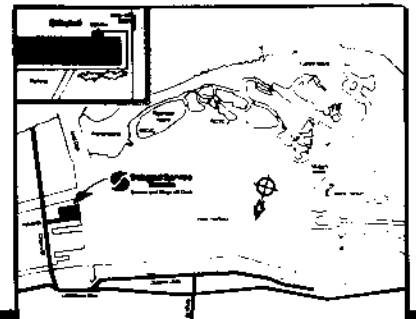
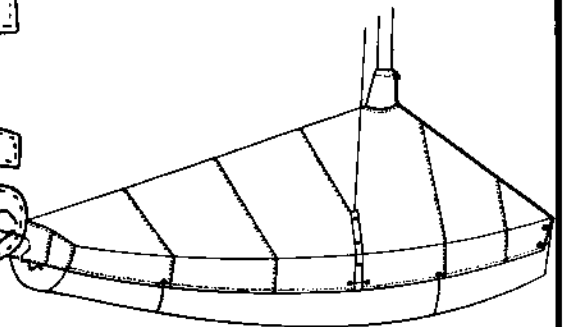
This is one event you won't want to miss so reserve this weekend and plan to join your hosts, the Canadian Albacore Association and the Whitby Yacht Club. Come and EXPERIENCE the NORTH AMERICANS!

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At last, summer is nearly here, the ice is breaking on the Ottawa River and who know, by the time you read this Dow's Lake may have been filled to its summer sailing water level.

Sadly, Stephen Jones, Area 10's 1984 CAA representative, has been transferred from Ottawa to Newfoundland, where he is pondering whether an Albacore is a suitable challenger for icebergs. Thanks to Stephen for his great work last year, especially the time he took to put together the Ontario Championships at Britannia Yacht Club. I'm sure everyone would agree it was one of the best regattas we had.

No doubt many local sailors have been wondering who is this Wendy Warburton who is the new rep. Well, let me introduce myself. I began my sailing life at Sail RA in 1973 and 1974, dropped out and was restored to my senses in 1980 when I rejoined Sail RA. After a fabulous season on Dow's Lake, I was transferred to Toronto where I spent three wonderful years as a member of North Toronto Sailing Club, a community club that sails Albacores in Toronto's Inner Harbour and on Lake Ontario. Ottawa recalled me last summer and once again I found myself tacking and gybing among the paddle boats on Dow's Lake.

While in Toronto, I spent nine months as CAA's Treasurer, and I suspect it was this experience that led Stephen to ask me to be his successor as Area 10 rep. Certainly it's not my racing prowess! I love to race, but the other sailors at the back of the fleet know far better than those who win the trophies.

As the new rep, I hope to continue the high quality of Albacore events that Stephen and his predecessor, Christine Elder, provided. Of course, I won't be doing it alone. Helping me are the club Albacore fleet captains and regatta chairmen. They are:

Chuck O'Dale, Britannia; David Black, Gatineau River; Alan Goldrosen, Lac Deschenes; Peter Verheyden, Nepean; Gerald Levett, Ottawa New Edinburgh; June Alexander, Sail RA; and Lloyd Chaput, Stormont.

Here's hoping you, and we, have a great sailing season!

SAILING, SAILING

Area 10 has an active regatta program planned for the summer. The following regattas are now definite.

*Lac Deschenes Sailing Club	June 15-16
(G)*National Capital Regatta	July 13-14
Nepean Sailing Club	July 27-28
*Sail RA-Don Rantz Regatta	Aug. 24-25
(Tentative location-Ottawa New Edinburgh)	
Area 10 Championship at LDSC	Sept. 14th

* Qualifier for 1985 Canadian Championship
(G) Gooderham Trophy Qualifier

Gatineau River Yacht Club is also planning to hold a regatta. Area clubs will be notified when the date is set.

Stormont Yacht Club is eager to hold its 24-hour race again this year, but would like to be sure of participation. If you or your club is interested in sending a team, please contact Wendy Warburton (236-2528 evenings, 232-4885 days) or Lloyd Chaput at SYC in Cornwall (932-0475).

DANCE THE NIGHT AWAY

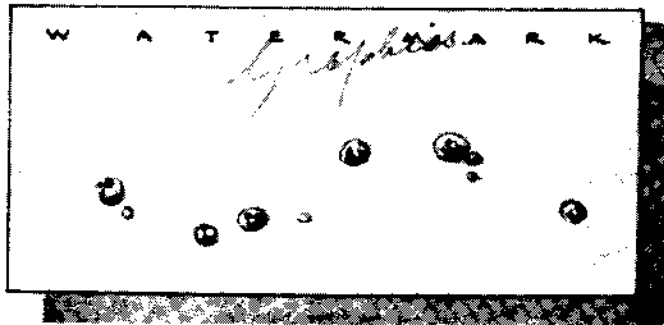
Area 10 dinghy sailors will have one last chance to put on their dancing shoes this spring before trading them in for beat up sneakers and bright yellow boots.

The local Albacore and 505 fleets are once again co-hosting their ever-popular spring dinner-dance at Britannia Yacht Club. The date is Saturday, April 20. Dress is casual.

Tickets cost \$15 and are available from Wendy Warburton (236-2528 evenings, 232-4885 days), Peter Wood (746-5861 days, 820-7618 evenings) or your club Albacore or 505 fleet captain. The price includes one of BYC's famous roast beef dinner buffets and dancing to Sounds Great disco. A cash bar opens at 6:30 pm, followed by dinner at 7:30 and dancing at 9.

All dinghy sailors - 420s, Lasers, Laser 2s, etc. - as well as Albacore and 505 aficionados are invited.

Cont'd.



Graphic Designs for Yachts of All Sizes
Watermark Graphics div. of BFS Advertising
922-3140

MELLER'S SECRETS REVEALED!

Tired of spending winter shut in boning up on the latest racing techniques, only to spend another sailing season eating spray from Ian Meller's transom?

Well fret no more. Area 10's Worlds '85 Qualifier is about to tell all.

Ian has graciously agreed to speak at Area 10's annual seminar, where his subject will be boat tuning, sail shape and other racing tips. The seminar will be in the RA Centre curling lounge on Tuesday, April 30. A cash bar opens at 7:30 pm. Ian will begin speaking at 8:00 pm.

Be there! All the other racers will be.

OTTAWA SPORTSMAN'S SHOW

Sad to say, unlike the Toronto Boat Show, the Ottawa Sportsman's Show was a bust, at least for Albacore sailors.

Area 10 sent a contingent of eager Albacore enthusiasts who valiantly sought to lure show visitors to our booth. Alas, its location, tucked in under the bleachers in a far corner of the Civic Centre behind a phalanx of power boats (hiss, boo) proved an insurmountable obstacle even to their heroic efforts.

This is the second year in a row the CAA booth has been a bust, and unless we can get a better location, either among the sailboats or on the main mezzanine with the other exhibitors, it is not really worth our efforts.

Thanks to those club reps who helped out - Chuck O'Dale, Peter Verheyden, Alan Goldrosen and June Alexander - and to their able assistants.

BOUQUETS AND FLOWERS

Congratulations to Ian Meller and Doug Woodley, two Albacore sailors who have proven Area 10 is no slouch in the racing department.

Ian has qualified for the 1985 Worlds being held in Herne Bay, England this summer, while Doug, for the second year in a row, sailed away with the RA's 1983 Sportsman of the Year award after he qualified for the 1983 Worlds in Toronto.

C'est ca. See you on the water.

Wendy Warburton
Area 10 Representative

LABOUR DAY SAILING WEEK-END

It may seem unfair to ask you to think of Labour Day when Spring is just here! Plan for it anyway. One certainty in Canadian life is the end of summer, and Labour Day brings the climax of our sailing and racing season...The Canadian National Championship.

This year, as last, it will be held on Lake Couchiching at Geneva Park, with hospitality at the Y.M.C.A. Conference Centre.

You can qualify for the Championship Fleet by scoring a top half finish in any two open regattas sanctioned by one of the Albacore Associations. Non-qualifying boats may compete for ten places in the Championship fleet during the first day of racing.

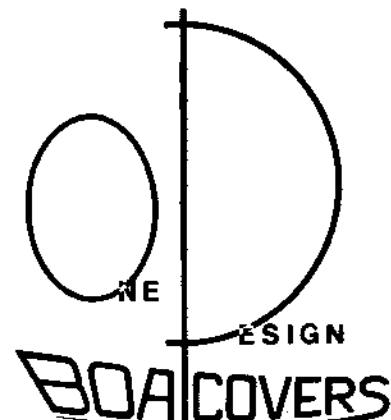
For those not wanting Championship intensity, there are two other competitive fleets: the Masters for the veterans, and the Challengers Fleet...open to all.

Ladies please note the new prize for the first lady skipper in the Championship Fleet.

THE LADIES' PLATE

Watch Shackles & Cringles for developments.

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.



HANS GOTTSCHLING

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PHONE 277-3306

1985 Schedule

DATE	EVENT	CLUB	COMMENTS	CONTACT
May 25-26	TARTS	Toronto Sailing & CC. Toronto, Ontario	Canadians Qualifier	Derek Griffiths 416-960-3736
June 1-2	Warm Water Regatta	Connestoga Sailing Club Kitchener, Ontario		Marlene Krebs 519-576-6994
June 2	Harbour Master Series #1 & 2	Westwood Sailing Club		Ted Mallett 416-762-4592 Peter Vasoff 416-762-4592
June 8-9	Champion of Champions	To be announced		
June 9	Examiner Trophy Regatta	Peterborough S. C.	Canadians Qualifier	Paul Kyselka 705-743-8096
June 15-16	Lake Ontario Challenge	Bronte Harbour Sailing Club	Canadians Qualifier Gooderham Memorial Series	Hugh Roper 416-632-5775
June 15	RCYC LORC Regatta	RCYC, Toronto.		Ted Mallett 416-244-7702 Peter Vasoff 416-762-4592
June 16	Harbour Master Series #3 & 4	St. Jamestown S.C.	To be sailed in the Inner Harbour	Alec Goldrosen 613-820-4639
June 15-16	Lac Deschenes Regatta	Lac Deschenes S.C. Ottawa	Canadians Qualifier	
June 22-23	RCYC Albacore Open Regatta	RCYC, Toronto	Canadians Qualifier	Bob Leonidas 416-488-7175
June 30	Harbour Master Series #5 & 6	RCYC, Toronto		Ted Mallett 416-244-7702 Peter Vasoff 416-762-4592
July 6-7	Ontario Albacore Championships	Kingston Yacht Club	Canadians Qualifier	Peter Crawford 416-820-0476
July 7	Harbour Master Series #7 & 8	RCYC, Toronto		
July 7	Centennial Regatta	Peterborough S.C.	Gooderham Memorial Series	Paul Kyselka 705-743-8096

DATE	EVENT	CLUB	COMMENTS	CONTACT
July 13-14	National Capital Regatta	Brittania Yacht Club Ottawa, Ont.	Canadians Qualifier Gooderham Memorial Series Qualifier	Chuck O'Dale 613-729-8522
July 13-14	Albacore Regatta	Parkway Sailing Club Fort Erie, Ontario		Rick Clift 416-892-8330
July 19-21	North American Albacore Championships	Whitby Yacht Club	Canadians Qualifier	Peter Crawford 416-820-0476
July 21	Harbourmaster Series #9 & 10	Westwood S.C.		Ted Mallett 416-244-7702 Peter Vasoff 416-762-4592
July 27	District 3 Championships	Burlington Sailing & Boating Club		Don Bingley 416-637-7590
July 27	Westwood Sailing Club Open Regatta	Westwood S.C. Toronto	Canadians Qualifier	
July 27-28	Junior Albacore Championships	Muskoka Lakes S.C.		David Treissman 416-773-4274
July 27-28	Nepean Sailing Club Regatta	Nepean S.C. Ottawa		Peter Verheyden 613-829-3799
July 28	Women's Regatta	Peterborough S.C. Peterborough		Paul Kyselka 705-743-8096
Aug. 4	Balsam Lake Albacore Regatta	Balsam Lake Sailing Club	Canadians Qualifier District 8 Championship	Peter Crawford 416-820-0476 Ted Mallett 416-244-7702
Aug. 4	Harbour Master Series #11 & 12	St. Jamestown S.C.		Peter Vasoff 416-762-4592
Aug 10-17	Albacore World Champion- ships	Weymouth, England.	Canadians Qualifier	Rosemary Helmer 416-488-3867
Aug 10	Mooredale Open Regatta	Mooredale S.C.	Canadians Qualifier	
Aug 11	Rain date - Mooredale Open Regatta			

DATE	EVENT	CLUB	COMMENTS	CONTACT
Aug. 12-16	District 4 Albacore Race Week			
Aug. 12	"	"	Mooredale S.C.	
Aug. 13	"	"	Outer-Harbour C.C.	
Aug 14	"	"	RCYC	
Aug 15	"	"	Toronto Sailing & C.C.	
Aug. 16	"	"	North Toronto S.C.	
Aug. 17	PABAR	Pointe Au Baril Sailing Club	Gooderham Memorial Series	James Bradshaw 416-653-1385
Aug. 17	North Toronto Open Regatta	North Toronto S.C.	Canadians Qualifier	
Aug. 18	North Toronto Open Regatta - Rain date.			
Aug. 18	Harbour Master Series #13 & 14	North Toronto S.C.		Ted Mallett 416-244-7702 Peter Vasoff 416-762-4592
Aug. 24-25	St. Jamestown Open Regatta	St. Jamestown S.C.	Canadians Qualifier Gooderham Memorial	Peter Vasoff 416-762-4592
Aug. 24-25	Sail R.A. Don Rantz Regatta, Ottawa	Ottawa New Edinburgh (Tentative)	Canadians Qualifier Gooderham Memorial	June Alexander 613-727-5359
Aug. 31- Sept. 2	Canadian Albacore Championships, Orillia	Geneva Park Orillia, Ont.	Series	David Treissman 416-773-4274
Sept. 14	District 10 Championship ships	Lac Deschenes S.C.		Alec Goldrosen 613-820-4639
Sept. 14	Harbour Master Series #15 & 16	North Toronto S.C.		Ted Mallett 416-244-7702
Sept. 15	Harbour Master Series - Rain date.			

ALBACORE #506 -Wood, Fairey Marine hull, completely rebuilt using West Epoxy system. Extensive modifications including new C/B trunk and buoyancy tanks. Many stiffeners. New Proctor spars, Sobstad sails (2 sets), foils (2), top and bottom cover. All Harken, jib bar and split controls, compass, trailer and dolly. Asking \$ 4,250.00. Call Rob Watt (H) (519) 894-2974 (B) (519) 744-7111 Ex 525.

ALBACORE #7098-(White Lightning) Skene built, race equipped with adjustable hiking straps, double ended cunningham, vang and outhaul, Proctor spars, Storer sails and North jib, etc. Boat cover and dolly which fits on a custom built trailer (included). We've been afflicted with 2-footitis and have purchased a bigger boat. \$ 3,600.00 Phone Brian Baxter (416) 637-0687.

Skene Albacore Sail No 7229 (1982 vintage). Fully Race Equipped, includes top and bottom covers and a launching dolly. \$3,500.- Alex Macnaughton 364 8306 (O) 489 5507 (H).

SUPER LOUIS MUST GO

to a home where she will be cherished and used well.

Two time Canadian Master's Champion and winner of many other regattas, Super Louis has spent the last four years in virtual hibernation and is fed up because she really likes the water.

This RONDAR foam cored Albacore No. KC 6227 is in good condition and fast. It is down to minimum weight and fully equipped for racing. Complete with two suits of sails, Proctor mast and boom, almost new top cover, usable bottom cover, and a Pronto combination road trailer and dolly.

Contact Dennis Sherwood, 533 9457 (B) or 482 1731 (H)

ALBACORES FOR SALE #s 6144 & 6585

Recently equipped with Harken blocks and cleats in fleet rigging upgrade. Includes one set of sails. Built to tough club specifications. Priced to sell fast at \$1600/\$1900. Your chance to get a great deal on the most popular class of dinghy in Toronto. Contact us by leaving a message with our 24 hr answering machine, describing how and when to get in touch with you. Phone No. 781-2354 North Toronto Sailing Club.



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Not all of our spars make it to this country in perfect shape. Sometimes we find minor damage occurs in transit. Scratches, dents, small cosmetic flaws -- imperfections that cause us to label the spar a second.

If you are the kind of sailor that can live with a scratch or a dent, we have a deal for you. Give us a call and arrange a time to look at what we've got. You'll save anywhere from \$50 to \$150 on a mast or boom.

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If you followed my suggestions at lay-up, fitting out will be a breeze. Your foils will be re-finished with the paint curing nicely; new shrouds and halyards will have been obtained to replace those suspect ones; new or repaired sails will have been collected from the sailmaker, and your boat will be all spic and span. For those amongst us who are less than perfect, these tasks are now priorities.

Our sailing season is brief enough as it is, a little attention now will avoid shortening it through unnecessary breakdowns.

First let us check out the motor - your sails. Synthetic materials have really made sail maintenance easy. Modern dacron sailcloth does not shrink and only changes shape with extreme and constant use. Sails are sewn with rotproof thread, while bolt ropes and lashing twines are made of similar materials. A far cry from those days of Egyptian cotton sails which went as flat as a board as soon as they got wet, and developed mildew overnight if not absolutely dry. Nevertheless, modern sails do lose their bloom, surface dressings break down and seams "settle" in stress areas to the detriment of perfect shape. For this reason avid racers replace sails every year or two. Sailors who are less particular can happily stretch the life of their sails over a number of years. Unless you have new sails, this is the time to examine your sails for broken seam threads, worn batten pockets, or detached bolt ropes. Have a look at the eye splices on the jib luff wire because multi purchase boxes put a lot of strain on these. To replace your very old sails economically, put a wanted advert in Shackles and Cringles. Most keen racers have several suits of sails laying around that have lost their first bloom but are otherwise perfectly serviceable. They will gladly part with them for a fraction of the cost of a new suit. Don't forget to change sail numbers or you will have the Chief Measurer after you.

Now to your foils. A discussion of the optimum shapes of centre-boards and rudders is a full subject by itself, so my remarks are confined to the refinishing of your existing foils. Due to the drag they incur, the surfaces of foils must be extremely smooth with leading and trailing edges free from blemishes. Trailing edges should not be sanded to a feather-edge but cut off cleanly to leave a flat of about 2mm. I am assured water breaks away more cleanly from such a section and in any case it is less prone to damage. A painted finish is superior to a clear finish because it reflects sunlight and reduces the risk of warping. It is also easier to obtain an ultra smooth surface with paint. When all nicks have been

filled (I use straight epoxy or an epoxy micro balloon mix) sand the foils with 240 or 320 grade wet and dry rubbing paper. If bare wood shows, seal it with clear polyurethane thinned 10%. Follow this with several coats of polyurethane paint (white or similar light shade) rubbing it down wet with 320 paper between coats. After the last coat is applied leave the foils for as long as possible for the paint to cure (several weeks is good). Just before replacing the foils in the boat, take some 600 grade rubbing paper on a flat block and using mineral spirit as a lubricant, thoroughly work over all surfaces. This produces a slightly matt, low drag surface.

Next on the fitting out agenda comes the examination of standing and running rigging. Once again modern materials come to the rescue and it is no longer necessary to religiously renew standing rigging each season. Even so, stainless steel wire deteriorates with use, especially where it is tensioned over sheeves or kinked in any way. Inspect eye splices and terminals for signs of wear or corrosion, check the two "turning" points at deck level and the spreaders, and finally run your hand carefully up the wire. If you encounter any spikey ends (your hand will let you know) it means the strands are breaking down and the wire must be replaced. Wire halyards need replacement more often than stays, I routinely install new ones at the beginning of each season. Halyard tails should also be checked, notably where they are spliced around the wire. Don't skimp, a parted halyard can be just inconvenient, whereas a broken shroud may easily lead to a broken mast and damaged deck.

Continuing with the mast, examine all the sheeves, if any are badly grooved replace them. Wire halyards need hard alloy or stainless steel sheeves. Lubricate the sheeve bearings - WD40 silicon does the job fine. Make sure the spreader bracket and other mast fittings are firmly attached. If loose re-fasten. Check the gooseneck for soundness and ease of operation. Don't overlook the mast foot. It is amazing how much these wear on the fore and aft surfaces, especially if they are positioned in the mast step with threaded machine screws. Re-build the profile with one of the patent liquid metals, or replace if it has gone too far. This is a good time to check out spar related controls such as cunninghams, outhauls etc.

Now to the hull. With the boat upside down inspect the centre-board gaskets and replace them if worn. Rubber strip is okay, but folded heavy Dacron sail cloth gaskets are smoother in action and last much longer. Whilst the boat is still turtled, examine it for deep

scratches or other damage. Minor ailments can be home cured but more serious complaints may need the boat doctor.

Turn the boat rightside up and start from the bow. Ensure that the jib tack fitting is absolutely secure. Do not accept any looseness or stripped screw holes in this fitting, it takes tremendous strain and should be through bolted if possible. "L" shaped bow fittings which fasten to the stem as well as the deck, are much less prone to pulling out than those screwed solely to the deck.

Moving aft, check the shroud anchorages and through deck leads. Nothing less than absolute soundness is acceptable. Take a look at exotic paraphernalia such as mast rams and pullers to make sure they are working smoothly. Squirt WD40 as appropriate. Work aft systematically, tightening every nut, bolt and screw in sight. Be careful not to overtighten screws or you may strip them out. Pay particular attention to jib tracks, and even more so to your rudder fittings which endure great strain and vibration. My system is to tighten all nuts and then cap them with those colour coded nylon locknuts you can buy in most hardware stores. This is very effective and avoids the distraction of wondering from whence came that stray nut in the bottom of the boat.

Make sure the jaws of your Clam and cam cleats are in good holding condition and that the cams are free from dirt and working freely. On both Clam and cam cleats, the alloy jawed variety are superior to those of plastic.

Rubber based products deteriorate quickly so shockcords, buoyancy tank seals, etc., should be replaced annually. Incidentally, I was surprised at the number of centre-boards that were shattered on that vagrant Couchiching rock last year, until I discovered that they were being held down by Dacron line. If you use this system to hold your board down, please use shockcord. Your board can then pop up, possibly damaging a tender part of your crew, but saving the board from serious harm. With crew comfort in mind, don't forget to check out the toe straps. Crew overboard is definitely slow!

Almost finished. Check over the self bailers and transom flaps - it's drier not to have them working in reverse; examine your sheets for undue wear, and last, but certainly not least, make sure your rudder and its fittings are sound. Here again, nothing less than perfection should be accepted.

Before you launch carefully examine the hull for a name. If you can't find one, spend a

little time to come up with something appropriate and proudly display it. In this computerised world of numbers it is so much more civilised to be known by a name rather than by an impersonal sail number. See you on the water.

Bilbo.



CANADIAN YOUTH ALBACORE CHAMPIONSHIP
UNDER NINETEENS COME AND JOIN US

Come and join us for five great races and a party/banquet, July 27 & 28 at Indermere on Lake Rosseau. Our Hosts will be the famous MUSKOKA LAKES SAILING CLUB whose members will billet competitors and will even lend them boats if necessary, (advanced notice needed).

The Ontario Sailing Association will be running a seminar on the first day, and the winner for the last four years is planning to come and give some tips.

The fee is a loss leading \$35.00.

Contact...David Treissman, Box 476
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Read Shackles & Cringles for latest developments!

There are few sailing clubs in the Metro Toronto area where the dinghy is king - most are relegated to a secondary position behind the keelboats. This is most definitely not the case at SCARBOROUGH BLUFFS SAILING CLUB which is one of the few Metro clubs designed specifically for the "dry" sailor.

Scarborough Bluffs S.C. is operated on the self-help concept with members putting in the hours to upgrade facilities. Improvements to date include: 70' wide concrete launching ramp; numerous floating docks; sheltered harbour leading out to Lake Ontario; gravelled boat, trailer and car parking for about 200 boats and cars; free winter storage, and a temporary club-house with kitchen, showers and changing facilities.

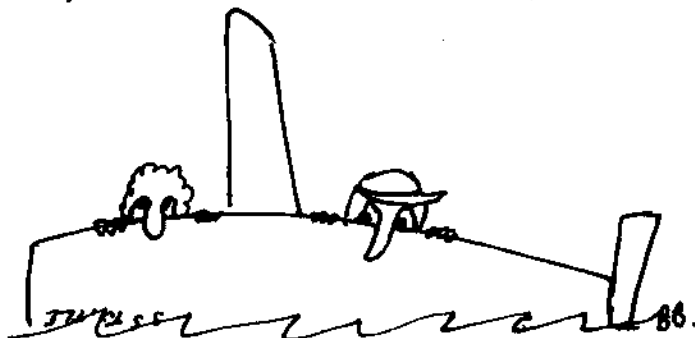
Sailing activities take place from May to September to a backdrop of the spectacular Scarborough Bluffs. There are weekly handicap races over an Olympic style course, contested by dinghies ranging from Albacores to Hobies, from Mirrors to 505's. In addition there are numerous social events for the cruiser and racer alike.

The fee structure is most reasonable with much of the initial outlay being in the form of a refundable deposit. First year cost is about \$550 which drops to about \$250 in the second and subsequent years. (Exact fees for 1985 are to be fixed shortly).

If you would like to join, or obtain further details about Scarborough Bluffs S.C., contact Membership Secretary, Tony Unsworth (261 1437) The Club phone is 264 2692.

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Commodore's Comment: It is good to learn of another dedicated dinghy club in the Toronto area. The C.A.A. will assist in any way it can to develop a viable Albacore Fleet. Good luck in your endeavours and activities.



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- * The Ontario Trophy, awarded to the top Ontario Finisher.
- * Canadians Qualifier.

Hosts: Canadian Albacore Association & Kingston Yacht Club.

Racing Program: Saturday, 3 races back to back, 11:00 start.

Sunday, 2 races back to back, 10:00 start.

Off-the-Water

Activities: include - Beefeater reception
- Saturday evening dinner
- After dinner dancing

The "Ontarios" are open to all C.A.A. members. Mark these dates on your calendar now, and watch for the next issue of Shackles & Cringles for registration form and complete details.



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