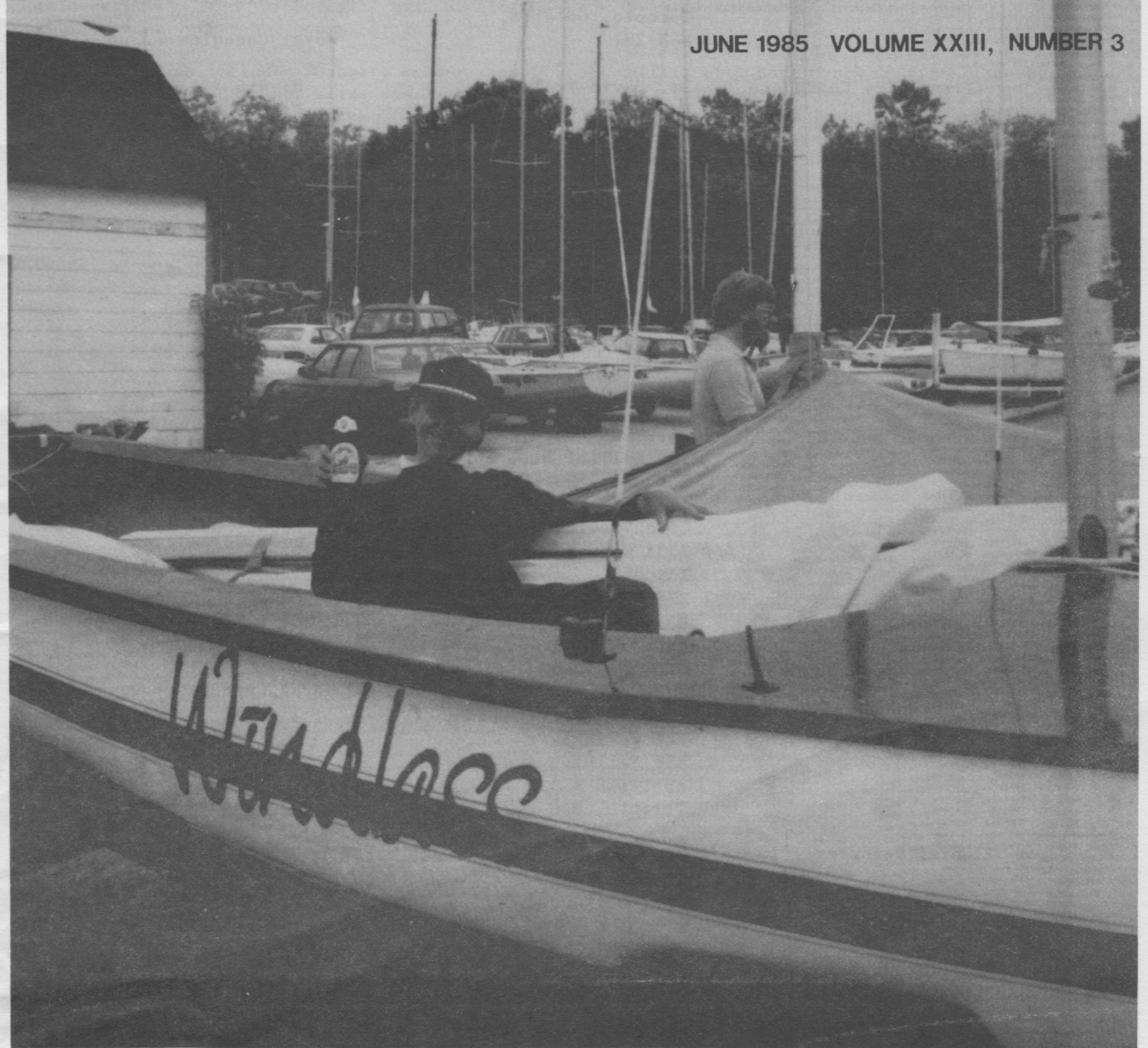




shackles & cringles

JUNE 1985 VOLUME XXIII, NUMBER 3



canadian albacore association

canadian albacore association

executive

P.O. Box 1028
Station Q
Toronto, Ontario
M4T 2P2

Commodore	Dennis G. Sherwood 2 Knightswood Road, Toronto, Ontario, M4N 2H1	H: 416 482 1731 B: 416 678 1841 Royal Canadian Y.C.
First Vice Commodore	Dr. David Treissman P.O.Box 476, Richmond Hill, Ont. L4C 4Y8	H: 416 773 4274 B: 416 883 2111 Royal Canadian Y.C.
Second Vice Commodore	Peter Crawford 4122 Stonemason Crescent, Mississauga, Ont. L5L 2Z7	H: 416 820 0476 B: 416 299 4003 Balsam Lake S.C.
Third Vice Commodore	Geoffrey Dyer 17 Dinnick Crescent, Toronto, Ont. M4N 1L4	H: 416 483 7797 B: 416 961 1411 Royal Canadian Y.C.
Rear Commodore	Ed Howe 200 Balliol St., Apt.310 Toronto, M4S 1C6	H: 416 481 3188 B: 416 493 0800 St.Jamestown S.C.
Hon.Secretary	Leigh Davidson 253A Keewatin Avenue Toronto	H: 416 485 1752 B: 416 443 6222 North Toronto S.C
Membership Secretary	Rose Anne Mallett 5-135 Woodward Avenue, Weston, Ont. M9N 2J4	H: 416 244 7702 B: 416 248 7484 Royal Canadian Y.C.
Hon. Treasurer	Nancy Sinclair 896 Eglinton Ave. E. Apt. 110 Toronto, M4G 2L2	H: 416 421 0310 B: 416 867 7850 St.Jamestown S.C.
Chief Measurer	David Weaver 14 Lansdowne Road N., Cambridge, Ont. N1S 2S8	H: 519 623 4402 B: 416 525 9140 Ext.4907 Conestoga S.C.
Editor, Shackles and Cringles	Christine Forsyth 6 Dale Avenue Toronto, Ont. M4W 1K4	B: 416 922 3140 Toronto Sailing & Canoe Club
Past Commodore	Rosemary Helmer 134 Lawton Boulevard #402 Toronto, Ont. M4V 2A4	H: 416 488 3867 B: 416 926 2120 Westwood S.C. & Royal Canadian Y.C.
Auditor	Ken Clarke 1062 Albertson Crescent Mississauga. Ont L5H 3C7	H: 416 278 3073 B: 416 361 3274 Royal Canadian Y.C

Cover Photo: The Ed. finds the Albacore to
be the ideal party boat. For one.

May 10, 1985 Four of our most viaggiatory windjammers peregrinated to the cisatlantic shores of Annapolis, Maryland for the Annual Mid-Atlantic Albacore Regatta at Podickory Sailing Association on Chesapeake Bay. The international team of Forsyth and Wheeler journeyed to defend the honour of last place.

The four teams included Rosemary Helmer and Barb Gale in Cricket, Rob Weiss and Jaime Day in (on) Beast of Burden, Derek Griffiths and George Kolbassá in Zombie Woolf and Jorg Pawlik and Win Boyd in a blue and white boat. The Canadians had a very good showing with Rob and Jaime winning handily with a perfect score.

Those of us whose sailing skills were less laudable for the first time out this year were able to demonstrate an unsurpassable facility at merrymaking. All the outrageous stories I have made up are quite true. As usual the hospitality at Podickory was top notch and even some waterfoul (power boaters) were inclined to be hospitable, offering their craft as impact attenuation devices.

While most of our party preferred the pastoral accommodation in the neighbourhood the xenodocheionologists found the Econolodge nearby to be clean and comfortable. Having made the trip in three days last year we decided to drive til we dropped (in Mansfield, Pa.) and stopover for some much needed rest and an early start on Monday morning. The Ponderous Motel in Mansfield was equipped with overhead cranes in every room, for those of us for whom being in shape is the shape we're in, whatever that is.

The weather was warm and the winds were strong and steady. We threw out the book and made our sinistrodextral way around the course heeling a good 45 degrees. Unfortunately the honour of last place was lost to us and I still can't think of anything we did right.

TARTS

Tarts 1985 will go down in the record books as having some of the most ridiculous winds in the history of the sport. Any sport.

Imagine planing upwind while every boat around is pointing in a different direction, sails flapping. Saturday, May 25th the weather was fairer than usual and we got two silly races in. On Sunday the weather tarted up and it rained most of the day. Two more races. Toronto Sailing and Canoe Club had a

good showing with thirteen home craft in a fleet of twenty seven boats. Rob Weiss and Jaime Day added Tarts '85 to their string of victories this year. Ian (No-name) Brayshaw with Jeff Beitz was second. The results are printed somewhere in this issue.

Dinner on Saturday evening was a raucous affair with host Derek Griffiths and his team of TS&CC waiters serving up a mixed menu of mystery meat and jesting. It was all in good fun and most everyone cleared out early in anticipation of the next day's racing. Mr. Beefeater hosted an attitude adjustment hour and I'm happy to say that this year he was handing out Beefeater caps. I don't know about you, but I've run out of friends and relatives to give T-shirts to.

MEMBERSHIP '85

The C.A.A. would like to wish a very warm welcome to our 25 new members and thank our 245 renewing members for their continued support. Unfortunately the number of membership renewals seems low compared to last year when we had 320 members. The C.A.A. is its members! Please encourage your friends to join us.

As we head into the busy sailing season, please make sure that your Albacore is insured! There is a group insurance policy available to Full Members of the C.A.A. Please contact me if you need an application form.

Rose Anne Mallett
Membership Secretary

HARBOUR MASTER SERIES

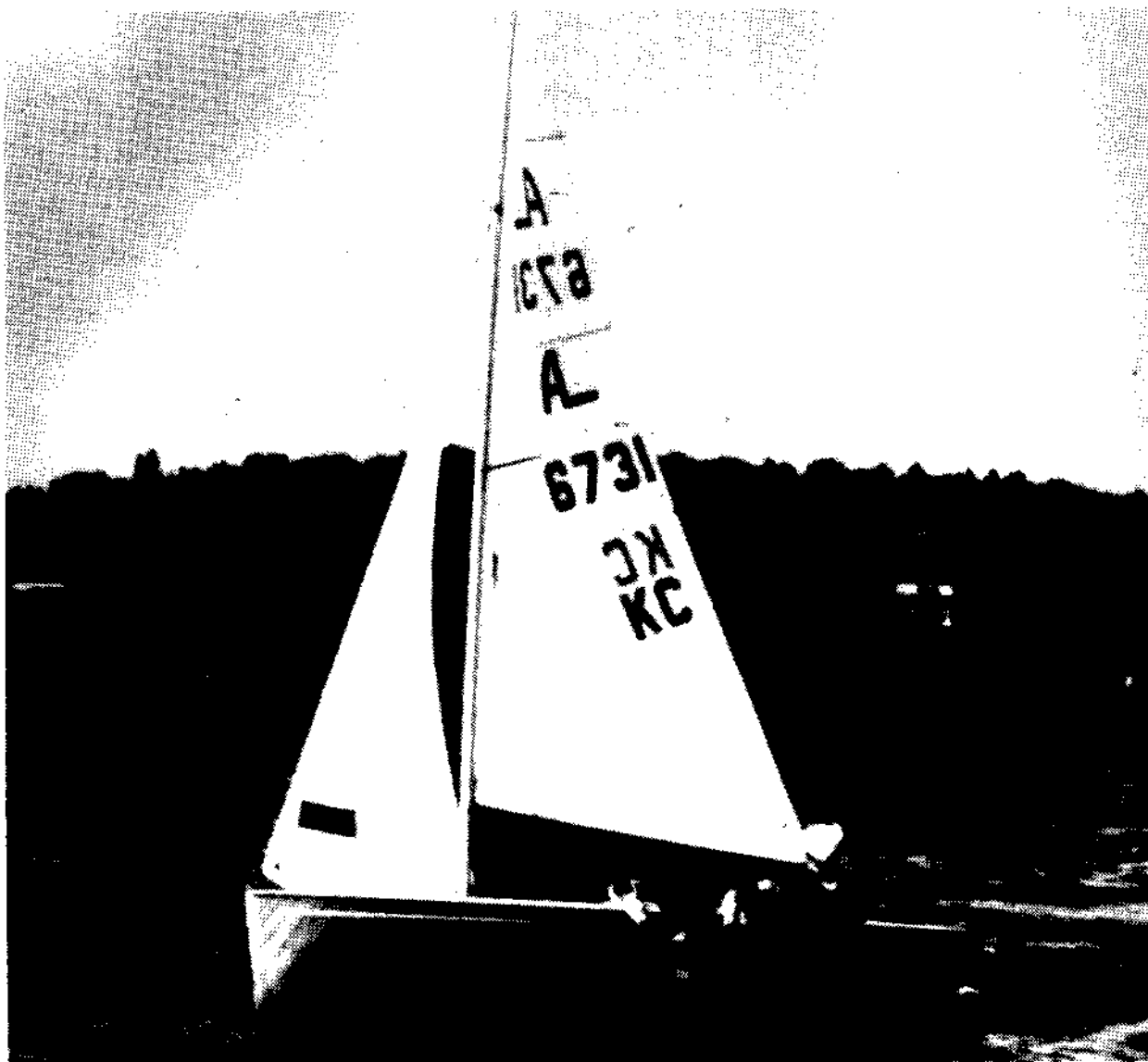
The 1985 Harbour Master Series started with a bang on June 2, in the Outer Harbour. If you are looking for a regatta that combines friendly, relaxed competition, with lots of drop races, then the Harbour Master Series is for you. Because it costs only \$ 12.00 or 75 cents per race it ranks as one of the best entertainment deals in Toronto. For registration, or for further information call Peter Vasoff at 762-4592.

next issue

August 1, 1985
November 1, 1985

Deadline July 15
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.

Join the winners - call today.

**SOBSTAD
STORER**



Innisfil 400 Industrial Park, Thornton, Ontario, L0L 2N0 Barrie: 705-436-5550 Toronto 416-883-1399

STORER SAILS LTD. TRADING AS SOBSTAD STORER SAILMAKERS

What joy, the sailing season is with us again.

By the time you read these words the first major Canadian Albacore regatta of the year, TARTS sponsored by BEEFEATER (what a glorious combination) will have gone into the record books. However, a number of our members got a jump on the rest of us by journeying south to participate in a two of the U.S.A.A. regattas.

The Mid-Winter Championships sailed under the auspices of the Sarasota Sailing Squadron in Florida, proved by all accounts to be a superb event. Great winds, lots of sunshine, a happy club and a pleasant spirit of camaraderie, made the long drive down for the two Canadian entrants well worth the effort. Rob Weiss and Jamie Day of Toronto Sailing & Canoe Club opened their season strongly with a string of six bullets to win the regatta with a perfect score. The only race in which they did not start, was won by Jorg Pawlik & Wynn Boyd who finished fourth overall. Does Jorg sail for RCYC, TS&CC or Moordale on such occasions? Scott Odell and Roger Thomas tied on points but Scott was awarded second by virtue of edging out Roger in the last race.

A stronger Canadian contingent attended the U.S.A.A. Mid-Atlantic Championships on the Chesapeake near Annapolis, May 11/12, and as our Editor was a competitor I am sure you will have a full report elsewhere in this issue. Nevertheless, I must congratulate Rob and Jamie for once again winning a regatta with a perfect score. What a way to start the season!

I am a great fan of a number of likeable young men who consistently finish well amongst the leaders at our major regattas. It is a pleasure to me that a number of them are competing with us at the Worlds in England, August 10-16.

Although World Champions Barry and Gary Poyntz will not be defending their title, and National Champion Alan Humphries is another non-starter, C.A.A. is fielding its strongest team ever to compete in Britain. Ten, possibly eleven, Canadian boats are entered in what is destined to be an extremely competitive fleet.

John Luard is heading the American team also reported to comprise ten boats, whilst in England a host of world calibre sailors will endeavour to uphold native honour. Past World Champion Jon Webb (1981) will strive to regain his title, and presumably Mike Holmes, victor in 1979, will be back. It is rumoured that John Herbert, Champion at Plymouth in 1973 is coming out of retirement to compete. Another force to be reckoned with is Michael McNamara, current and many times British National Champion.

With entries from Canada, Cyprus, Eire, England, Scotland, United States of America and Wales, this promises to be not only the most competitive Worlds to date, but also the most international.

For those of you who are staying "at home" for your racing, there is an extensive programme of regattas for you to attend, in fact at least one every week-end throughout the summer. As you have read in earlier editions, Beefeater is sponsoring the Class again this year and its presence will be felt at our major events. July is a busy month with the Ontario Championships at Kingston on the 6/7, and the North Americans at Whitby, a new venue for the Albacores, from 19 to 21. The Junior Championships, (Un-sponsored for obvious reasons) are to be sailed on Lake Rosseau July 27/28 where we expect to see some entries from the U.S.A.A.

You may not realise it, but 1985 sees the 25th Anniversary of the Canadian Albacore Championships. David Treissman and your Executive, with help from Mr. Beefeater, are working hard to make this a Championship to be remembered. Mark August 31 to September 2 in your diary now and encourage all your Albacore friends to join you at Geneva Park.

It is a pleasure to welcome many new members to the C.A.A. and encouraging to witness an upsurge in Albacore ownership, particularly along the Toronto waterfront. Now if only we could trigger a similar resurgence in Muskoka. Any ideas anyone?

Happy Sailing.

Dennis Sherwood.



INTERNATIONAL RELATIONS: Some of the Canadian contingent at Podickory Sailing Association in Annapolis. Still smiling after all those beers.

Race Results

TARTS 1985

BOAT HELM/CREW	CLUB	RACE 1	RACE 2	RACE 3	RACE 4	POINTS	POSITION
6660 R.Weiss/J.Day Beast of Burden	TSCC	1*	1*	2	DNF	3.0	1 *
7243 I.Brayshaw/J.Beitz	BHYC	2	2	3	1*	6.0	2
7363 R.Batt/L.Batt Tide 'n Knots	TSCC	4	3	1*	2	8.7	3
7428 K.Clarke/D.Clark Rum Tum Tugger	RCYC	3	4	8	4	21.7	4
7382 J.Pawlik/W.Boyd	TSCC	9	8	6	3	31.4	5
6628 D.Treissman/P.Egan Ariel	RCYC	7	7	7	5	36	6
7257 S.Ferry/E.Herage	SJSC	20	13	4	8	41	7
6644 J.Gage/S.Phillips Assault & Flattery	SMSC	6	16	DSQ	6	45.4	8
6400 I.Rogers/M.Zeidler The Piano	PBSC	12	6	10	15	45.7	9
7387 K.O'Rourke/L.Davidson	NTSC	18	9	13	7	47.0	10
6665 R.Helmer/B.Mursell Cricket	RCYC	8	12	16	9	47.0	10
4659 J.Ashby /M.Neinstein Karsus	TSCC	14	15	5	11	47.0	10
7384 J.Curtis/G.Johns	BYC	13	5	12	13	47.0	10
6655 R.Clayton/L.Shannon Windblown	TSCC	15	10	15	10	53.0	14
7366 D.Griffiths/A.Griffiths Zombie Woof	TSCC	5	26	22	12	56.0	15
7322 B.Withrow/S.Christensen	MCS	16	19	9	14	57.0	16
6641 S.Cumming/D.Gregoire MacDuff	TSCC	21	11	11	DNS	61.0	17
6590 J.Caughran/N.Bartels Quixotic	TSCC	11	18	19	DNS	66.0	18
5310 P.Pudwell/M.Smith	TSCC	23	17	18	16	69.0	19
7323 C.Thomas/D.Rex	MSC	27	14	23	19	74.0	20
7400 B.Leonidas/C.Leonidas Hydrophiliac	RCYC	10	21	DNS	DNS	76.0	21
6251 C.Forsyth/D.Gast Windlass	TSCC	19	20	20	DNS	77.0	22
6598 A.Quinan/N.Watson Reddy About	TSCC	24	24	14	DNF	78.0	23
7248 A.Savege/S.Ayre	MSC	26	DNF	17	17	78.0	23
4503 F.Obedkoff/G.Walker	TSCC	22	25	21	18	79.0	25
7255 J.Li/M.Grummy	SJSC	17	22	DNS	DNS	84.0	26
6803 C.Masson/E.Lowens Mariah	TSCC	25	23	DNS	DNS	93.0	27

If this year's windy days of spring in the capital are any sort of reliable harbinger, Area 10 regatta entrants should be sailing in gale force breezes this summer.

Area 10's 1985 racing schedule has been finalized, as follows:

- * Lac Deschenes Sailing Club June 15-16
- Gatineau River Yacht Club June 19-30
- *G National Capital Regatta July 13-14
- Nepean Sailing Club July 27-28
- * Sail RA Don Rantz Regatta Aug. 24-25
- Area 10 Championship Sept 14

- * 1985 Canadians Qualifier
- G 1985 Gooderham Trophy Qualifier

N.B. Gatineau River's regatta is a new addition to the racing schedule.

Sail RA's regatta will be sailed at Ottawa New Edinburgh Club.

The Area 10 Championship will be held at Lac Deschenes S.C.

SAIL AROUND THE CLOCK

Stormont Yacht Club at Cornwall will be hosting its 24-hour race again this year on Aug. 3-4. A minimum of six sailors are required for each boat. You can camp at SYC's grounds and kitchen facilities are available.

For those who've never sailed in a 24-hour race, crews sail in shifts in order to keep the boat moving around a course non-stop for (you guessed it) 24 hours. The boat that makes the most roundings wins. For more information call Steve Alexander at (613) 938-8346.

WE COULD'VE DANCED ALL NIGHT

But the Northern Lights came out and lured us away. Nonetheless, 88 Albacore, 505 and 420 sailors dined on divine roast beef and boogied to Sounds Great disco at Britannia Yacht Club on April 20 in the perennial Ottawa Dinghy Dinner Dance. And had a great time.

While some stayed away because they thought the \$ 15 charge was too steep, total profits for the evening were \$ 16.00, which the Albacore fleet split with the 505 fleet. That's just about enough to buy silver polish for the Area 10 Championship trophies.

Thanks to the 505s' Peter Wood for supplying the door prizes and to 505er John Moss for getting his fleet out. And thanks to

Albacore sailors Gerry Levett, Alan Goldrosen, Harrienne Rosenes, Peter Verheyden and Jenny Hughes for assisting with ticket sales, and to Chuck O'Dale who booked the room.

MELLER TELLS ALL!

Area 10 1984 champion Ian Meller spilled some of his racing secrets April 30 in the CAA's annual seminar at the RA Centre. About 50 Albacore sailors listened closely as Ian, who over the years has won everything remotely worth winning, discussed tricks for beating to windward, using sail twist to advantage and the intricacies of his rear bridle.

Suspicious abound, however, that Ian still has a few tricks up his sleeve destined to leave the rest of the fleet stalled at the start line.

Thanks to June Alexander for booking the room.

CALLING ALL CLUBS

As a new Area 10 sailor, I'm not sure if the Albacore fleet list that I have is up to date. Right now, I'm aware of fleets at the following clubs: Britannia Yacht Club, Gatineau River Yacht Club, Lac Deschenes Sailing Club, Nepean Sailing Club, Ottawa New Edinburgh Club, Sail RA and Stormont Yacht Club. If your club as an Albacore fleet, is in Area 10, is not on the list and wants to make use of my services please let me know. I can be reached in Ottawa at 232-4885 (days) and 236-2528 (evenings) or by writing me at 502-320 MacLaren St., Ottawa, K2P 0M6.

As well, I'm aware of only one measurer in the area..Don Krajcarski, in Ottawa. If there are any other measurers out there in Area 10, I'd appreciate hearing from you too.

OOPS

In the last issue of Shackles and Cringles, I talked about Area 10's contribution to the Ottawa Sportman's show but forgot to say thanks to three Albacore sailors who help set up the booth. Belated thanks to John Burnett, Harrienne Rosenes and Doug Woodley.

C'est ca.

Wendy Warburton

Area 10 Representative

Born to Alex MacNaughton

7229KC-FAST FRIEND- named by Alex's NEW CREW Phyllis.

Bend the rules for Christopher Michael Kimber?

4633KC-PARLICOOT-request special dispensation from class rules to have a trapeze for 15 to 20 pounds of kid. Congratulations to Sue and Mike!

Adopted to a good home

6841KC-LICKETYSPLIT-In a vision Ken Browne saw his boat name carved into the dust on a very dirty car. This reminded him that lickety-split was one of his Grandmother's favourite expressions. The word is defined as: at great speed. We certainly hope so for Ken and Doris's sake!

Fresh from Q's laboratory

KC5007-Double O'Seven-newly named and ready to take on any foe. Ted and Rosie Mallett will now maintain this ageing hero. Due to class restrictions, however, they have removed the homing torpedoes and ejector buoyancy tanks. They would like to see at least some of the competition stay around.

Ken Clarke apologises to T.S. Eliot

Thanks to the musical CATS, T.S. Eliot's practical cat RUM TUM TUGGER has found new fame. But this cat had better like water and Don Young's latest craft KC7428 will be buried with the poet if these lines turn out to be true:

"The Rum Tum Tugger is a curious beast
His disobliging ways are a matter of habit."

Christine Forsyth apologises to Ken Clarke for renaming KC6251.

"Where wind and water both do pass
and vessels yet are she,
Then limned in blue and scribed in red,
did WINDLASS come to be." CF

Classified

ALBACORE #653 Newly refinished, professionally. A classic wood hull. Call Trish 920-4141 days.

WANTED

CREW for 1985 Worlds. If you can 1) go to England from August 5 to 18, 2) can afford the trip and 3) have racing experience call Rosemary Helmer at W:416-926-2120 by July 15th.

ENTRIES RECEIVED FROM CANADA AND THE U.S.A.

This year promises to feature a very well attended junior championship. With good racing, lavish parties and sumptuous banquets and the meeting of young friends, how can it fail? All those under nineteen are welcome, with their support crews. The dates are July 27 and 28 and there will be five races.

Competitors may be billeted if needed and a limited number of boats will be loaned by members of the Muskoka Lakes Sailing Club if advanced notice is given.

Join us on beautiful Lake Rosseau.

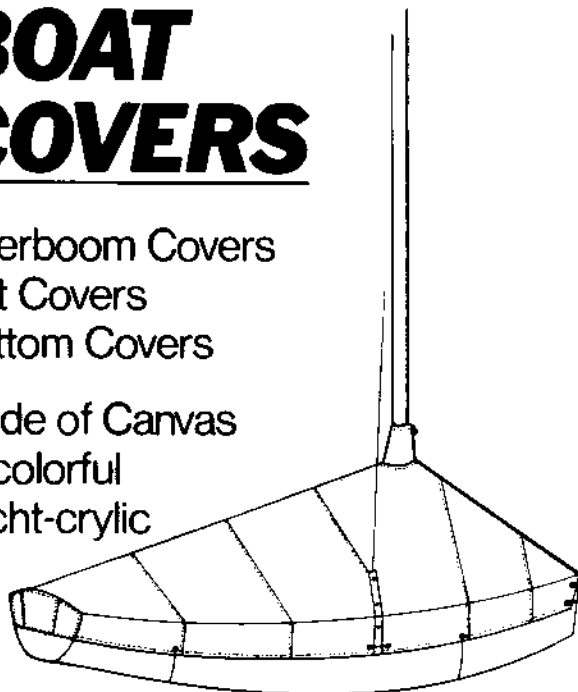
Contact...David Triessman
Box 476, Richmond Hill L4C 4Y8
Phone 416-773-4274 Home
416-883-2111 Bus.

or in Muskoka...Alex MacNaughton
705-765-5701

BOAT COVERS

Overboom Covers
Flat Covers
Bottom Covers

Made of Canvas
or colorful
Yacht-crylic



On the water • Full service loft



SOBSTAD SERVICE TORONTO
19 Polson Street M5A 1A4 • (416) 466-7000

1985 Schedule

DATE	EVENT	CLUB	COMMENTS	CONTACT
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
June 29-30	92nd Annual Dominion Day Regatta	Ashbridges Bay Yacht Club		Mike Stacey 416-469-3696
June 29-30	Gatineau River Regatta	Gatineau River Yacht Club Ottawa		David Black 613-727-2123
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
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 13	Ontario Women's Championship	Mooredale & St. Jamestown Sailing Clubs		
July 13-14	Toronto Team Racing	RCYC		Dennis Sherwood 416-482-1731

DATE	EVENT	CLUB	COMMENTS	CONTACT
July 19-21	North American Albacore Championships	Whitby Yacht Club	Canadians Qualifier	Peter Crawford 416-820-0476
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
July 28	Harbourmaster Series #9 & 10	Westwood S.C.		Ted Mallett 416-244-7702 Peter Vasoff 416-762-4592
Aug. 3-4	24 Hour Race			Steve Alexander 613-938-8346
Aug. 4	Balsam Lake Albacore Regatta	Balsam Lake Sailing Club	Canadians Qualifier	Peter Crawford
Aug. 4	Harbour Master Series #11 & 12	St. Jamestown S.C.	District 8 Championship	416-820-0476 Ted Mallett 416-244-7702 Peter Vasoff 416-762-4592
Aug 10-17	Albacore World Championship-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.	(Awards at RCYC)	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	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. 7-8	Championship of Champions	Outer Harbour		
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.			

Classified

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.

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).

ALBACORE #3727 John Davis wood, white deck and black hull, gold Proctor mast & boom, 2 sets sails (Musto & Hyde and Storer), 2 rudders, 2 centreboards, paddles, 2 compasses, centre sheeting. Trailex aluminum trailer. Not sailed for 8 years. Price \$3,750.00. Call David MacFarlane (Bus) 688-6372.

ALBACORE #7098 (White Lightning) Reduced \$3,300.00. 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). Phone Brian Baxter (416) 637-0687.

ALBACORE #4894 Skene with launch trolley, Wiscot road trailer, main and 2 jibs, good condition. Call John Bailey (H) 923-2845, (B) 362-6624.

ALBACORE #5973US Race equipped Allen hull, 2 rudders, 2 suits of sails, trailer, extras. Asking \$ 2,150.00 US. Will Deliver. Call Paul Wheeler W:716-842-0800 H:716-834-3566.

**PROCTOR OFFERS A DEAL
ON SLIGHTLY DAMAGED SPARS!**

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.

**PROCTOR MASTS CANADA
398 VAUGHAN ROAD,
TORONTO, ONT.
M6C 1N9
416-657-1737**

ALBACORE #6593 Skene 1977, dry sailed, wintered inside, Proctor mast & boom, Storer sails, Elvstrom bailer, centreboard trunk braces, wooden centreboard, Allen boatworks rudder and tiller, barber haulers, cunningham. Plus North sails jib, metal centreboard, second suit of sails, bamboo whisker pole. Telephone 416-922-4838; 705-645-8141.

ALBACORE #7142 Last of series Whitehouse, weight corrected and completely fitted for go-fast, custom foils, light and heavy air sails, trailer, top and bottom covers. \$5,000.00. Jim Kappel (H) 416-481-7646 (B) 416-828-1786.

THINGS FOR SAIL

SAILS-Storer main, used 6 times. New August '83. Poyntz designed. Yarn tempered for speed and longer life. \$ 230.00. Bill Kennedy or Chris Bayly evenings 286-1670.

WANTED

Don't throw away that old, torn boat cover! North Toronto Sailing Club will gratefully accept donations of covers in any reasonable condition, to protect its fleet of Albacores from the ravages of Toronto Island's flora, fauna, sand and weather. Please! Contact Leigh Davidson (Res. 485-1752, Bus. 443-6222, Club 363-NTSC) if you can help us out.

WANTED: Albacores and Albacore parts!

We are buying Albacores...complete, as well as parts and accessories (hulls, spars, foils, sails and etc...) If you have any retired equipment, WE WANT IT! Please call us! Thanks, Pier 4 Sailing Club - (416) 366-0390.

WANTED TO CHARTER for the season...an Albacore suitable for racing, preferably a Skene or a Rondar. Please call M. MacKay (W) 362-0714, (H) 481-3015.

NORTH TORONTO SAILING CLUB

Open Albacore Regatta

- DATE:** Saturday, August 17, 1985 (Raindate Aug.18th)
- REGATTA:** 1 day, 3 races, Canadian Albacore Championship Qualifier
- LOCATION:** Toronto Inner Harbour, RCYC Race Marks
- GASTRONOMY:** Pre-race Delicacies, gourmet supper catered by our own Daniel and Daniel.
- PRIZES:** Hoselton Trophies
- SOCIAL CHAIRMAN:** Marty Oslinger (H) 421-1964 (B) 429-6166
- RACE CHAIRMAN:** Trixie Hoyer (H) 690-4352 (B) 925-5141
- CLUBHOUSE PHONE:** 363-NTSC
- INFO LINE:** 781-2354

by Michael McNamara

When Fairey Marine first publicised the Albacore, the brochure they used showed pictures of No. 28 being sailed easily by father and two young children. Promoted as a family racing dinghy the boats then were simple, almost naive in concept and apart from the two sheets, practically the only other adjustment ropes were the control lines for the metal centreplate.

Nowadays, of course, all that has changed and the boat is festooned with string and multi-purchase block systems. These aim to give a much greater control of the rig so that the shape of the sails can be altered to suit the weather conditions.

The Looe Championships showed the need for this adjustment and flexibility, for the wind varied from the nice and breezy to the flattest of flat calms. But, and it is a very big but, the Championships also showed that the need was to adjust correctly using the information that the sails supplied. Once again they proved how correct Dan Glen was with his view that, "the modern Albacore goes faster, but faster less often".

In other words the adjustments and modifications made are often not what the sails require. It is possible to go further and say that the extra power available in the purchases often means that the adjustments are overdone and too much tension is applied.

So, the first step in getting the rig set right is to keep the motto, "Ease and then ease again" firmly in mind. At least by doing this it means that the problem cannot be one of undertension, because the sails then soon start to look in need of help.

So what are the main danger areas:-

RIG TENSION

This is responsible for how much fullness there is in the jib; for how effective the spreaders are, and for letting the mainsail cope with the shocks as the boat punches through waves.

Historically the boat had a very slack rigging with the leeward shroud very slack, and at one time it was commonplace for the mast head to be to leeward of the lee gunwhale even with the boat upright. This meant that as the mast sagged aft and to leeward the jib had to be cut flatter to allow for luff sag and the spreaders had to be longer to try to support the mast. The

flexibility this gave to the mast meant that the mainsail was quite efficient when crashing into waves. Pointing however was usually fairly poor when compared to the current position.

An increase in jib fullness to give a better lightwind performance, coupled with a move to closer sheeting has meant that modern rigs should be tighter. The best way to judge it now, is to watch the leeward shroud. There should be just enough tension to keep it slightly moving. If it is too tight especially in light weather the front of the jib will be too flat; the jib leech will be difficult to control and pointing will suffer. If it is too tight in a breeze, (difficult to achieve), the main leech will be too firm and there will be too much power. The wind will be shaken off and the shock waves will be seen moving aft across the sail.

JIB SHEETING

The aim here should be that as the helm luffs, all three windward windtufts collapse at the same time. If the top one goes first there is too little leech tension and the fairlead has to move forward. If the bottom goes first the leech is too tight, so the fairlead has to move aft.

This check has to be done before the start and at least once up every beat. The crew should then sheet to the top windtuft and, if it collapses sheet in, if it doesn't he should ease the sheet.

As the wind increases and jib luff sag increases, the fairleads go aft to open the leech-until the top windtuft collapses.

As the wind drops the fairleads go forwards so that the sail can be eased to give it some life.

KICKING STRAP AND MAINSHEET

These work together but must never do each others job. The kicking strap is responsible for bending the mast and for controlling the leech. The mainsheet is there to move the boom in and out and should have minimum vertical tension on it. So the hoop; stop; traveller etc. should be organized so that the boom can move towards the centreline without vertically tensioning the mainsheet.

Overtensioning the kicking strap is a major killer. The aim should be to have the last (leech) 6" of the top batten and the last two feet of the boom parallel. If the top batten

points to windward of the boom the leech will be too tight and the air flow will break down on the leeward side, (especially at the bottom batten) and the windtufts will collapse around the back of the sail. If the top batten is to leeward the main will backwind above the spreaders; pointing will be poor and the boat will lack power to crash through waves.

Generally speaking the aft end of the boom should never come within 15" of the centreline. If it does there is a real chance of hooking the lower leech. In light airs then, watch out for the first signs of loss of performance, and ease that boom out straight away when it occurs.

MAST BEND

The mast is required to bend at the two extremes of the wind range to flatten the sail. However, differing gadgets are used to achieve the bending.

In a breeze the kicking strap, as described above, is responsible while in light airs prebend using purchases etc. at deck level has to be used. The reason the prebend has to be effective is to flatten out the sail so that the light airs can cling to the surfaces of the sail without becoming tired. If the kicking strap is used to do this the front is flattened but the leech is hooked.

The aim to get the right amount of prebend is to try to get enough air flowing over the sail to keep the leech windtufts flowing. A constant check on the bottom batten to stop it hooking is essential and if in doubt ease the boom out.

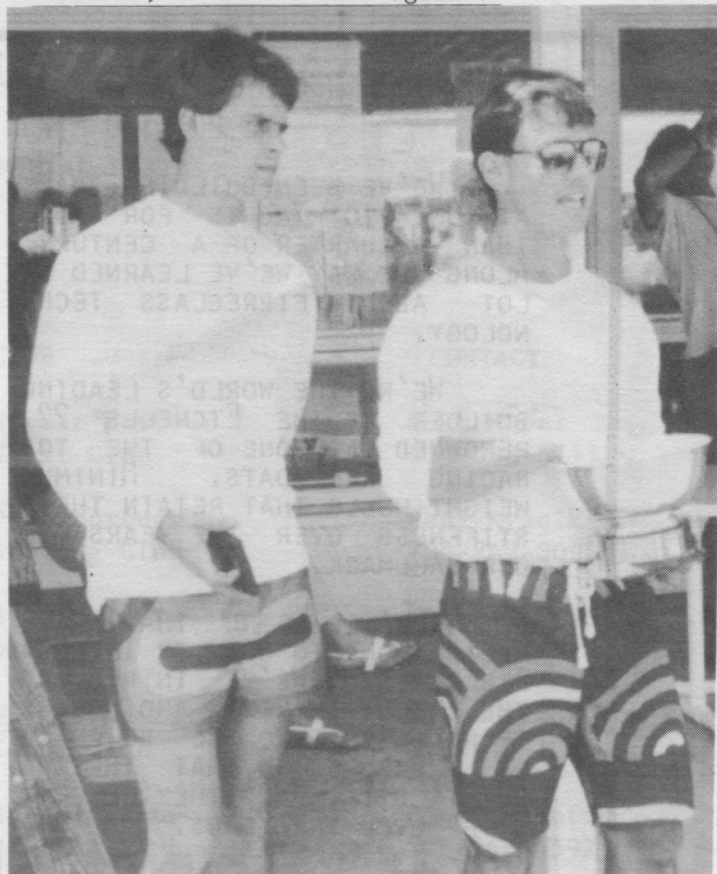
In a breeze the way to get the correct amount of mast bend is to check what happens to the boat with the sailors sitting out when a gust hits. If the boat heels over violently and very quickly before the mainsheet can be released to dump the boom then the mast is too straight. The aim with mast bend is to provide a spring in the system so that there is just enough delay to enable the mainsheet to be eased before the boat heels too much. Of course, if the mast is bent too much there is not enough power even as the gust hits and so the main doesn't have to be released at all. In middle airs and as soon as the boat wants to heel over, (the crew sitting on the weather gunwhale), the mast should be straightened even if the mainsail backwinds, but watch out for that instant heeling problem.

CUNNINGHAM AND FOOT OUTHAUL

Dealing with the cunningham is very straightforward. All it has to do is to cosmetically tidy up the sail after the kicking strap has bent the mast. So, it is always used after the kicking strap and if in doubt forget it, as the diagonal wrinkles although looking unsightly don't harm performance, while overzealous use of the cunningham pulling the flow forward and easing the leech is a sure passport to the back of the fleet.

The foot tension is rather like the mastbend in use. The idea is to keep the sail as full as possible in middle airs and a breeze without getting backwind. So, if the sail backwinds tension the foot. If it doesn't, ease it. Of course, in very light airs when the prebend is on, the foot should be tensioned really hard, (ignore the ridge) to keep that air moving and to stop the bottom batten from hooking.

So, getting the air from the front of the sailplan to the back as quickly as possible means that the sails have to be read correctly. The correct action has then to be taken, but remember at the first hint of trouble, "ease and ease again".



BEASTS OF BURDEN: Rob Weiss and Jaime Day insisted on taking the first place trophy home from the US Mid-Atlantic Albacore Regatta in May.

Royal Canadian Yacht Club
JULY 13/14

The second team racing competition for the very valuable and highly prestigious

Toronto Team Transom Trophy

is to sailed at the R.C.Y.C. on Saturday and Sunday, July 13/14, 1985.

Entries from any number of three boat teams will be accepted from Clubs with recognised Albacore fleets. Competitors to provide and sail their own boats.

The format of the race schedule will depend upon the number of entries received, but will comprise many comparatively short races with no more than two teams sailing against each other at any time. The winners will be either the team with the most number of wins if the competition is sailed on a full round robin basis or, by semi finals and a final race if excessive entries preclude a full round robin. The rules governing this contest will once again be designed to decide the outcome on the water, not in the Protest Room.

Racing will be in Toronto Harbour as close to the RCYC dinghy docks as possible and spectators are more than welcome.

Mr Beefeater will be providing another of his well known tastings after racing on Saturday and an al fresco dinner will be served.

An entry form is enclosed with this edition of Shackles. Please complete it and send it to the indicated address as soon as possible, but no later than the end of June.

Toronto Sailing and Canoe Club is promising to enter three teams and we expect the Outer Harbour Centre Board Club to defend their title. R.C.Y.C. will turn out in force and the community clubs should be giving us their usual support. It would be good to see an entry from Bronte and any other clubs.

Gird your loins and join us for a fun week-end of slightly different racing - July 13/14.

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.

WE'RE THE WORLD'S LEADING BUILDER OF THE ETCHELLS 22, RENOWNED AS ONE OF THE TOP RACING KEELBOATS. MINIMUM WEIGHT HULLS THAT RETAIN THEIR STIFFNESS OVER THE YEARS IS OUR HALLMARK.

YOU'LL FIND THAT SAME DEDICATION TO QUALITY IN OUR ALBACORES. WE'VE INTRODUCED THE LATEST IN RESIN AND GLASS TECHNOLOGY INTO THE BUILDING OF ALBACORES SO THAT THEY'RE BUILT STIFF--AND THEY'LL STAY STIFF OVER THE YEARS.

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.

CALL US TO-DAY. OR VISIT OUR PLANT. WE'RE READY TO BUILD YOUR NEW ALBACORE TO-DAY.



ONTARIO YACHTS

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

by Sally S.

It has been brought to the Editor's attention that certain Albacore sailors have been virtually ignored in their own backyard, so to speak, while receiving favourable, if not ecstatic press south of the border. In order to redress this slight, real or imagined I have been asked by the Editor to share some of my intimate knowledge of the sailors in question.

Rob Nice and Jaime Have-a-good-Day learned to sail in their Mr. Turtle pool when they were tiny tots. Rob fashioned sails from his diapers while Jaime fastened hiking straps on their two-seater potty. It wasn't long before they were beating all the kids in the neighborhood. They even won some races sailing.

They quickly outgrew Mr. Turtle and set out in search of larger bodies of water to conquer. No pool in Punkydoodle Corners was safe from their sailing. Eventually, after eight years in the high school pool the townfolk of P. Corners took up a collection and sent their "team" off to the big pond to test their skills against other boats. Rob had honed his sail making skills on table cloths and bed sheets. Jaime was well versed in crewing on boats as large as a '57 Chevy.

Hans Fogh got wind of them and figured anyone from Punkydoodle Corners could be had for real cheap. And he was right. So he hired them and forced them to buy and campaign an Albacore. In their first year out they had a little trouble keeping back with the fleet. They tired easily and rarely sailed the final race of any regatta. The race hardened Albacore sailors took pity and offered trophies for things like "best performance by two guys with white noses" and "least taste shown in choosing shorts".

This sort of good sportsmanship couldn't go on forever. In 1985 Commodore Sherwood swore that the next time he heard someone say "I'd just like to thank..." he'd cut out all those silly awards and start giving trophies to people who run regattas. Well, the inevitable happened...our two heroes from Punkydoodle Corners captured the TARTS "Plastic Princess" Trophy for having the best looking date at the party. Derek "Pinky" Griffiths spilled the beans to Dennis Sherwood and the party's over. This year they'll just have to get real sails and take their chances with the rest of the fleet for the hardware.

1985 GOODERHAM MEMORIAL SERIES

DATE	EVENT	CLUB	CONTACT
June 15-16	Lake Ontario Challenge	Bronte Harbour Yacht Club	Hugh Roper 416-632-5775
July 7	Centennial Regatta	Peterborough Sailing Club	Paul Kyselka 705-743-8096
July 13-14	National Capital Regatta	Britannia Yacht Club Ottawa	Chuck O'Dale 613-729-8522
August 17	PABAR	Pointe Au Baril Yacht Club	James Bradshaw 416-653-1385
Aug. 24-25	St. Jamestown Open Regatta	St. Jamestown Sailing Club	Peter Vasoff 416-762-4592

Vice Commodore Peter Crawford has been hard at work and here are details of two important Championships in July that should not be missed by any racing sailor.

The Ontarios, Kingston, Ontario, July 6/7.

The Ontario Championship, to be sailed under the auspices of the Kingston Yacht Club, is the first major C.A.A. championship of 1985. The top Ontario resident skipper will be awarded the Ontario Trophy and as this is the second regatta of the year to be sponsored by Beefeater you can expect a full prize list including those special awards given for acts of unusual brilliance.

In addition to the Ontario Trophy, this regatta is the first of the two championships that qualify for the Beefeater Combined Championship Trophy which is awarded to the helmsman with the best aggregate score for the Ontario and the Canadian Championships.

At the eastern end of Lake Ontario, Kingston is one of the Province's best regatta sites. A pleasant town, a great yacht club and one of the most reliable courses for steady summer winds. A place for all the family. For those not sailing, Old Fort Henry, a Maritime Museum, boat trips to the Thousand Islands, good shopping, etc.etc. Don't miss this one!

The North American Championships,
Whitby Yacht Club, July 19/21st.

A new venue to the Albacore regatta scene, Whitby is located a few miles to the east of Toronto. The Yacht Club is situated on the outer arm of the harbour and the racing water is Lake Ontario immediately off the Club. Dinghy launching is from either the beach or by crane from the Club's docks.

Whitby is a small town without the attractions of Kingston, but as it is not much more than 30 minutes from Toronto along the 401, non sailing visitors can quickly reach the city and enjoy its many delights.

The Club has pleasant modern facilities, including an upper sundeck from which the racing can be viewed at leisure. Events ashore will include a Beefeater "tasting" and a banquet. From this you will appreciate that this is yet another BEEFEATER sponsored regatta with all the surprises attached.

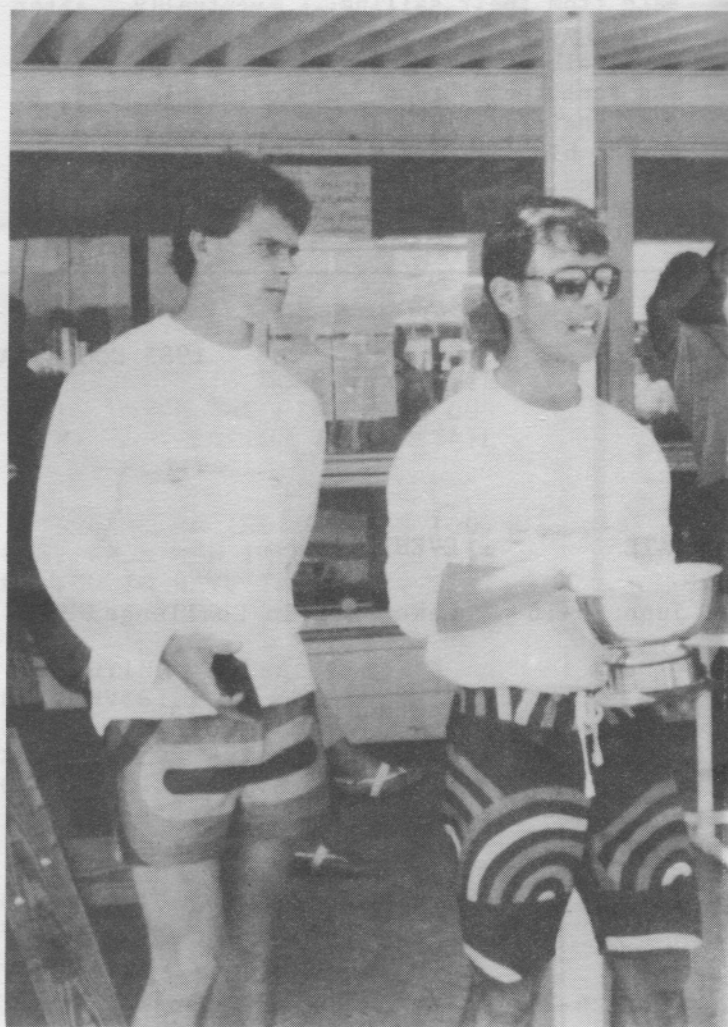
Accommodation at Whitby is limited to one or two motels but there is ample hotel and motel accommodation within twenty minutes drive of

the Club. The Club is of course within easy reach of Toronto competitors, and some of you may wish to offer hospitality to those coming from farther afield. If you wish to camp, either in tents or vans, you may do so along the pine dotted beach immediately to the west of Whitby Y.C.

According to participants in last year's major Laser regatta at Whitby, this is an excellent venue for a dinghy regatta and it is hoped that we will receive a good entry for this premier championship.

What a holiday trip for sailors from the U.S.A.A. Up to the Ontarios via the Adirondacks, an interval while you enjoy the delights of our lake country, or a trip to the Nation's capital, on to Whitby for the North Americans and then back home by way of Niagara Falls. I'll be there and hope to see you.

Bilbo.



CREASED IN COTTON: Rob Weiss and Jaime Day took the short trip to first place at TARTS '85 on May 25-26.

Herne Bay is a quiet family resort on the North Kent coast within easy reach of London along the M2 Motorway (60 miles). Herne Bay used to be one of the most popular holiday spots in the South East. Today it is mainly a dormitory town for London.

One of the most attractive features of Herne Bay is the seven miles of almost unrestricted beaches washed by the tide twice a day. The beaches are mostly shingle, except at low water when considerable areas of flat sand are exposed. It is the action of the tide over the sun-warmed beach that helps to keep the sea temperature several degrees warmer than most other resorts. The tidal flow is straightforward with no tricky currents to contend with, it is generally stronger away from the shore. It flows from East to West on the incoming tide and the opposite on the ebb, reaching a maximum of about 2 1/2 knots at the flood.

At one time Herne Bay had the second longest pier in the country, today the shore end is a sports and leisure complex; the sea end is an island and the section between has been removed. There are plans to develop the island portion as a tourist attraction but no firm details have yet been announced.

Herne Bay's shopping centre is modern and compact with a combination of local family businesses and branches of many well-known multiples. Other amenities include quiet gardens, tennis courts, bowls and putting. There is a modern Classic cinema and entertainment of various kinds is staged at the Kings Hall and Central bandstand.

Within a few miles of Herne Bay there is some delightful country with old world inns and modern road houses. It is a good centre for visiting Canterbury, Whitstable, Fordwich, Dover and other places of historic interest. Less than half-an-hour away by road is Margate where top class London shows are presented at the Winter Gardens throughout the year.

The Herne Bay Sailing Club enjoys one of the best locations in the South East. It is situated on the promenade (3/4 mile east of the pier sports complex) with the dinghy park alongside and a private slipway into the sea. Good sailing is normally possible at all states of the tide, except perhaps at low water during 'springs'.

There is a spacious clubhouse which looks out over the sailing area. Amenities include a comfortable bar, a tea and snacks counter,

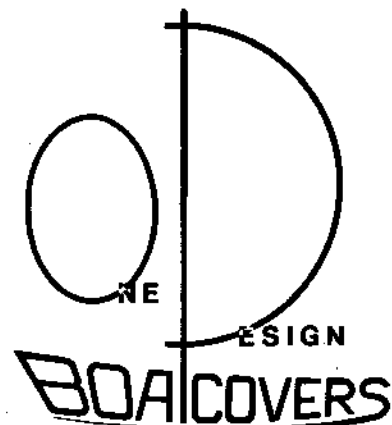
changing rooms, hot showers and a sun-bathing deck. The club is well-equipped with all the requirements for running large meetings, including safety boats fitted with two-way radio. There is a public address system which provides communication over the whole club area.

Cars are not permitted on the promenade except for delivering and collecting boats, but there is ample free parking in the roads behind the clubhouse and within a few minutes walk. All round the clubhouse there are pleasant grassy banks which form a natural sun-trap and provide a perfect grandstand for viewing the sailing and other activities taking place on the beach and in the sea.

For campers there is a pleasant commercial site just on the outskirts of town where the owners make special arrangements for visitors to the Herne Bay Sailing Club. There are also comfortable hotels, guest houses and bed and breakfast establishments. Herne Bay can also offer a wide range of eating places including French, Indian, Greek and Chinese as well as a variety of traditional English cafes and pubs.

Reprinted from ALIVE, the National Albacore Association Newsletter.

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

1655 CORAM CR., MISSISSAUGA, ONT. L4X 1L1

PHONE 277-3306

NORTH SWEEPS CLEAN IN 1984



1ST-R.C.Y.C. OPEN
1ST-ST. JAMESTOWN OPEN
1ST-TARTS
1ST-ONTARIO
CHAMPIONSHIPS
1ST-DISTRICT 3
1ST-NORTH AMERICAN
CHAMPIONSHIPS
1ST-CANADIAN NATIONALS
1ST-U.S. NATIONALS



BE PART OF THE SWEEP IN 1985

CALL US TODAY
NORTH SAILS FOGH LTD.

(416) 259-9643

2242 LAKESHORE BLVD. WEST,
TORONTO, ONT. M8V 1A5