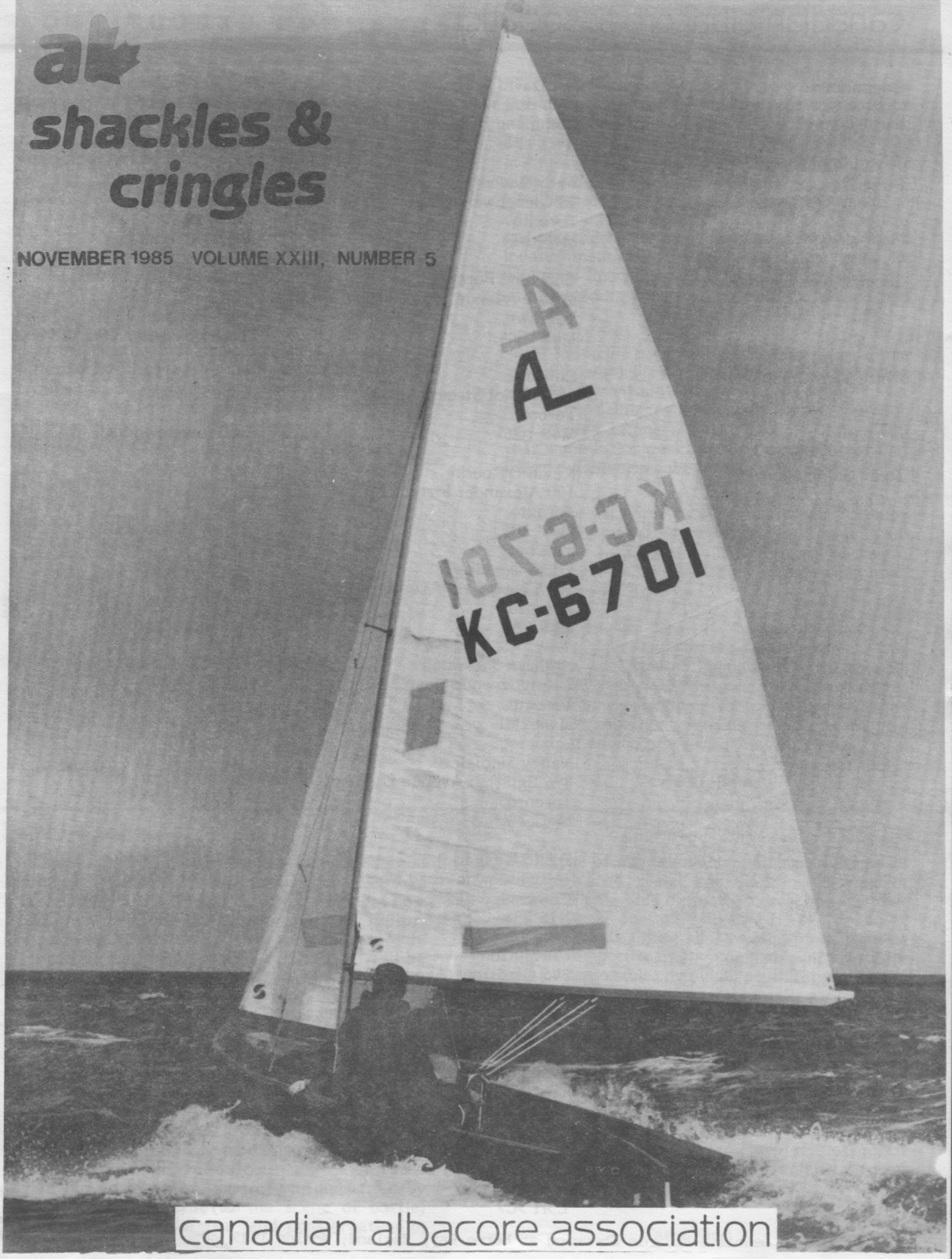


shackles & cringles

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canadian albacore association

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COMMODORE'S COMMENTS

Summer is over, and looking back the sailing season seems so short. Every year at this time there are suggestions to extend the season into the bright days of September and October. This year is worse in this respect than recent years, for the United States National Championship, usually raced in October, was held in August.

The boldest of this year's yield of suggestions recommends that some of the Toronto - based clubs change the dates of their regattas from July and August to September and October, thereby both extending the season and encouraging Toronto sailors to race in the cottage country. If this can be combined with billeting hospitality, (for who can find a hotel room for a weekend in the Muskoka high season?), the response should be overwhelming. What say you all? Interested race organisers please contact me.

The past season has seen a windy Ontario, a calm North American, a gale force World, a mixed Canadian, and a host of other interesting events from Club racing to team racing.

Our sponsors, BEEFEATER, have again been very generous and attentive. Not only have they helped keep us financially solvent, but they have sent representatives to be with us, distributing largesse, at all the major regattas.

Shackles and Cringles has a new editor, Carol Kidd, taking over the difficult task so well handled for the last few years by Christine Forsyth. Christine now offers her skills as a Vice Commodore.

I consider it a great honour to be elected your Commodore for 1986, and I accept the position with some trepidation, for Dennis Sherwood will be a hard act to follow. He has led the association for the past World Championship year with a rule of good sense and sound organization. His business acumen has saved us thousands of dollars and his attention to detail has given us a very practical combined membership and measurement certificate. More than that, he seems to know everyone! I am grateful that I shall have him at my right hand for advice and support.

In 1986, the executive plans a full programme of sailing and learning cum social events starting with the Toronto International Boat Show. Later the Spring Seminars will announce the approach of the 1986 sailing season. There will be a full year and a lot of work for the fine executive that I am privileged to have with me.

Of special note: the Canadian Championships will be held at Toronto Sailing & Canoe Club September 12, 13 and 14. Billeting will be sought for out-of-town visitors. Mark this date on your calendar now!

The Canadian Albacore Association, now over 25 years old, has reached maturity. Our members are steady and our membership is strong and stable, with a good mixture of levels of skill and experience. The continued strength of the organization depends, indeed it is, the participation and progress of its members.

David Treissman

EDITORIAL

Greetings! After some fancy footwork staged by our newly-elected Commodore, David Treissman, at the Annual General Meeting, I now find myself in the enviable position of Editor, Shackles & Cringles. (Thanks to all who so ably assisted in that manoeuvre!) Fortunately I will be able to draw upon the expertise of past editor, Christine Forsyth, who has nobly offered her assistance.

Although a relative newcomer to the association - I have just completed my first year of racing - I have been hit hard with the desire to sail. I was fortunate in that, despite a rather dismal race record, the loyalty of my crew, Jim Herchenratter, and our commitment to "Fun-Wow!" sustained us throughout the season. We were moved to continually return, undaunted by our previous exploits, to the scene of battle, determined to strike fear and consternation in

the hearts of our fellow competitors by our awe-inspiring boat speed and dazzling display of racing talent. This did not occur! - however, we did achieve our objectives of: 1) remaining upright at all times; 2) avoiding contact with fellow competitors; 3) completing the course within reasonable distance of the rest of the fleet; and 4) having fun. All in all, a successful season!

I now hope to continue my commitment to the Albacore class, through the pages of S&C. Shackles & Cringles can only be as good as you, its contributors, want it to be, so please, don't be shy! - feel free to contribute any articles, anecdotes, race reports or "helpful hints" that you feel will be of interest. I'm relying on your support!

Carol Kidd

ANNUAL GENERAL MEETING

Canadian Albacore Association
Annual General Meeting

August 31, 1985
Geneva Park Conference Centre
Orillia, Ontario

1. Notice of Meeting

The Commodore reported that the Notice of Meeting was distributed to the membership at large, as required.

2. Establishment of a Quorum

The requirements for a quorum were met; 39 voting members registered their attendance at the meeting. The meeting was called to order at 7:40 PM.

3. Approval of Minutes

Motion: Moved by Peter Vasoff; seconded by Gordon Dennis; that the minutes of the 1984 AGM be accepted. Motion passed.

4. Officer's Reports

Written reports from each of the officers of the CAA were available at the meeting. In addition, the following oral reports were made:

Commodore's Report

Dennis Sherwood expressed his enjoyment of his year as Commodore, which he described as "fun and rewarding". During his term in office, the CAA has saved more than \$3,000 in secretarial expenses by spreading the administrative workload amongst the members of the executive, including an unpaid Membership Secretary and Hon. Secretary. A new (re-usable) membership card was also introduced during 1985, with a view to further reducing costs.

The commodore reported that total membership in the Association seems to be static, with the number of new members roughly equalling those who have sold their boats. A particular bright spot of this season, was the participation of 33 boats at the Junior Championships in South Muskoka.

The Commodore also noted that the sponsorship of the CAA by BEEFEATER has continued to the satisfaction of both parties.

Treasurer's Report

Nancy Sinclair reviewed the interim Balance Sheet and Statement of Revenue and Expenses. These unaudited statements, available at the meeting, showed that the Association showed an excess of revenues over disbursements of \$3,510 for the 9-month period ended July 31, 1985.

Auditor's Report

Ken Clarke reported that the CAA is in a sound financial position, and commended the Executive for their efforts to manage and track expenses.

The auditor took care to point out that the World's Trust Fund (\$7,363 as at July 31), is to be used to benefit the class internationally, and as such is not freely disposable by the CAA Executive. The trustees of the fund are the current Commodore, First Vice Commodore and the Past Commodore.

Measurer's Report

David Weaver gave a summary of a rule change regarding hull tolerances, which was approved at the IAA meeting at this year's Worlds. As a result of this rule change, the hull measurement formerly done at "Station 7" has been eliminated. Contrary to the original rule change proposed by the IAA, the measurement done at Station 8 has been retained with no increase in tolerance.

A vote was held to determine whether the members of the CAA supported this change: all present were in favour.

5. Bylaw Changes

Two changes to Article XI (Officers of the Corporation) were proposed: first, that the Editor and Membership Secretary should be added to the list of Officers, so that they may vote at Executive meetings; second, that the wording "Secretary/Treasurer" should be amended to read "Secretary and Treasurer",

since these are actually separate functions performed by different individuals.

Motion: moved by Dennis Sherwood, and carried by all present, that these two changes be made to the Association bylaws.

6. Meeting of Int'l. Albacore Association

Dennis Sherwood, who represented the CAA at the 1985 IAA general meeting, reported that the class rules of the three national associations are currently very close. (Two notable exceptions are that the British permit shroud levers, and two new jibs per year).

The possibility of permitting Mylar sails was also discussed at the meeting of the IAA; no decision was reached. It is possible that one or two British crews will be selected to race with the new sails, and report the results to their class association. The CAA may investigate a similar program, where certain individuals are permitted to experiment with the new material.

7. Election of Officers

Commodore Dennis Sherwood proposed the following slate of nominations for the 1985/86 CAA Executive:

Commodore	David Treissman
First Vice Commodore	Beth Medhurst
Second Vice Commodore	Christine Forsyth
Third Vice Commodore	Ed Howe
Hon. Secretary	Leigh Davidson
Membership Secretary	Kathryn Sherwood
Hon. Treasurer	Nancy Sinclair
Chief Measurer	David Weaver
Editor	Carol Kidd

Motion: moved by Dennis Sherwood; seconded by Ian Rogers; that this slate be accepted. Motion passed.

(Notes: Dennis Sherwood will hold the position of Past Commodore. After the meeting, Kevin O'Rourke offered to fill the vacant position of Rear Commodore, and was accepted by Commodore David Treissman).

At this point, Dennis Sherwood turned the meeting over to the new Commodore.

8. Sponsorship

David Treissman presented the position of the CAA Executive regarding sponsorship, which is that commercial sponsorship of a particular crew should not be permitted, while support for the class as a whole should be welcomed. Paul Henderson pointed out that this is consistent with current thinking of the IYRU.

Motion: Moved by Don Young; seconded by Peter Vasoff; that this position be accepted by the Membership. Carried by all in attendance.

9. Appointment of Auditor

Motion: proposed by Paul Henderson; seconded by Bob Leonidas; that Ken Clarke be re-appointed as Auditor for the CAA. Approved by all present.

10. Measurement of Sails

In response to a question from the floor, David Weaver (Chief Measurer) interpreted the rule regarding purchase of "extra" sails when purchasing a boat: an individual who purchases a boat that comes with a set of sails, is allowed to measure in one additional set within the next 12 month period. Thereafter, he must wait until the following calendar year to measure in any more sails.

Paul Henderson initiated a discussion about whether sails have to be measured (and stamped) prior to entering a regatta. (Apparently some competitors argue that it is acceptable to sail with unmeasured sails, provided the sails do measure in properly if a protest ensues). The class rules do not appear to be entirely clear on this point. Mr. Henderson proposed that anyone who is protested for racing with unmeasured sails should be automatically disqualified from the event in question, regardless of whether the sails do subsequently turn out to meet class specifications. A "straw vote" was taken; all present voted in favour of this suggestion.

Some members expressed a concern that it is sometimes difficult to arrange a meeting with a qualified measurer living in their area, especially on short notice. It was suggested that organizers of major events should attempt to make a measurer available at registration time.

It was pointed out to the members that it is always the responsibility of the participants in any event, as well as the race committee, to be vigilant regarding the appropriate enforcement of rules.

expressed his personal thanks to all those who have served on the CAA Executive during his 12 years as a member.

11. Other Business

Peter Lucas voiced his objection to the increasingly frequent practice of charging a (refundable) fee to register a protest in a regatta. He felt that this discourages participants who are not at the front of the fleet from lodging valid protests. David Treissman agreed that, since the class has never had a problem with "frivolous" protests, the levying of a fee should be curtailed.

Paul Henderson suggested that the Toronto area community clubs be approached with a request that they consider moving their regattas into September, thereby allowing greater participation in summer events in "cottage country", as well as encouraging the cottagers to race in Toronto in the fall.

Motion: moved by Paul Henderson; seconded by Ron Batt; that there should be no fees, refundable or otherwise, for registering a protest at any CAA-sponsored event. Motion carried.

12. Adjournment

Motion: moved by Harold Roberts; seconded by Bob Leonidas, that the meeting be adjourned. Motion carried.

Gordon Dennis rose to pay tribute to the "fun-loving" nature of the Albacore class, and

Minutes taken by: Leigh Davidson,
Hon. Secretary

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When I took over the helm of the Canadian Albacore Association I vowed to foster healthy competition, to further promote the friendliness and fun that has long been the hallmark of the Class, and to improve the financial viability of the organisation. With the help of a hardworking Executive I feel those objectives have been attained.

The Albacore Regatta Calendar is now so full that on some weekends you have to decide which event to attend. 1985 has been a busy year and a successful one. Worlds 8 was hosted by the National Albacore Association and the Herne Bay Yacht Club in England. Read a full report in the next edition of Shackles but meanwhile be assured it blew the shingles off. There were ten entrants from CAA competing and I know you will join me in congratulating Robbie Weiss and Jaime Day for finishing sixth in conditions that definitely favoured the host fleet.

Closer to home, regattas have been well-attended. Our policy of rotating major championships was continued with the Ontarios at Kingston and the North Americans at Whitby, where it was pleasing to receive ten entries from our friends in the U.S.A.A. In return a couple of Canadian crews journeyed to New Jersey this week (Ed.'s Note: Aug.25-28) for the U.S. Nationals. It is a pity that the U.S.A.A. chose this year for a date experiment, moving their Nationals from its traditional Thanksgiving / Columbus Day weekend to a mid-week event only two days before the Canadians. This must be detrimental to entries for both regattas and exacerbated by its closeness to the Worlds. A regular group from CAA look forward to the U.S. Nationals as an extension to our short season and I have urged the USAA to return to its traditional dates.

It seems that old Albacores never die, they simply fade away. We know that very few A's go to that great boatyard in the sky, and equally we know that new boats are being bought. Nevertheless, it appears impossible to increase membership beyond a base of just over three hundred. Despite serious efforts that attracted almost forty new members during 1985, natural attrition has kept numbers to about the same level as the last few years. This is an ongoing challenge, but past experience shows that most new members are gained from personal enthusiasm and approaches. Permit me an outgoing plea to all members of the CAA—please encourage, threaten, or blackmail unenlightened members of your Albacore fleets to join the Canadian Albacore Association, it will be to their benefit and ours.

A particularly bright spot during 1985 was the strong entry for the Junior Championships sailed on Lake Rosseau in July. Thirty-three boats was the biggest entry for years and is encouraging not only for the future of the Class but also for Albacore racing in the Muskokas. Thanks and congratulations to David Treissman, Alex Macnaughton and all those un-named helpers who made this event such a success.

One aspect of the Association's affairs that concerned me was its diminishing financial reserves. Expenses had exceeded revenues for several years and annual deficits were increasing in size to a point where member's equity had been eroded to a dangerous level. A reversal of this trend required either a drastic increase in fees or a substantial cut in expenses. The first option was unacceptable so its alternative was addressed. Production costs of Shackles and Cringles and its attendant postal bill is our largest expense item, but as this is our most important communication vehicle it would be a retrograde step to reduce quality or number of issues. The only other way to reduce expenses appreciably was to eliminate the long established practice of hiring part time secretarial assistance. This latter solution was chosen and to fill the void, principal secretarial duties were split between the Hon.Secretary and a newly-appointed Membership Secretary. Additionally each member of the Executive assumed more of the paperwork applicable to his or her respective responsibilities. Due to the efforts of all concerned, this policy, introduced part way through the fiscal year, achieved its object by saving almost \$2,000, an ongoing economy of over \$3,000 in future full years. Another innovation, the new "multi year" membership card, whilst effecting no savings in 1985, will dramatically reduce costs and labour for many years to come. Equity is being restored and your Association is financially sound.

We are approaching the end of the second year of sponsorship by BEEFEATER the Gin of England. This is an extremely happy relationship that has enabled us to reduce fees for regattas, seminars, etc., and at the same time add a bit of fun to such events. Two new perpetual trophies, the National Championship Crew's Trophy and the Combined Championship Trophy, are welcome additions to our trophy list whilst the now famous (infamous) merit awards for acts of special endeavour have been enjoyed by all participants. I am sure you will join me in thanking Beefeater for its sponsorship and Peter Chubb, Brian Banyard, Murray Henderson and their colleagues at Wm.Mara Company for their friendly cooperation in its administration.

1st VICE COMMODORE'S REPORT

Space precludes me from detailing the individual contributions made by members of your Executive during my term, but I place on official record my sincere thanks to its members who have given of their time and energy to keep the CAA at the forefront of the Class Associations: First Vice Commodore David Treissman, Junior and Canadian Championships; Second Vice Commodore Peter Crawford, Ontario and North American Championships; Third Vice Commodore Geoff Dyer, Trophies and Publications; Rear Commodore Ed Howe, seminars and fleet liaison; Hon. Secretary Leigh Davidson; Membership Secretary Rosie Mallett; Hon. Treasurer Nancy Sinclair; Chief Measurer David Weaver; Editor of Shackles and Cringles, Christine Forsyth; Past Commodore Rosemary Helmer, Worlds et al. Thanks also to our Hon. Auditor Ken Clarke.

It has been an honour and a pleasure to serve as your Commodore during this Silver Jubilee year. I hand over the tiller of a well found ship to a new Commodore and an Executive that is a happy blend of experience and youth. Despite ventures into other craft the Albacore remains my true love and I will be in the Class as long as the old knees permit me to sit out. Good sailing and successful racing, watch out for Bilbo on the water.

Dennis Sherwood

The duties of the First Vice Commodore are well defined: they are the organization of the C.A.A. National Youth Championship, the C.A.A. National Championship, combined with preparation for the awesome prospect of possible election to Commodore the following year. These items are in increasing order of difficulty.

The Junior Championship Regatta, held at Windermere on Lake Rosseau, was a very enjoyable occasion and attracted thirty-three young crews. I found that the secret of a good regatta is to put it in the hands of an experienced and efficient race committee. My thanks go to Alex Macnaughton and all his helpers from and near the Muskoka Lakes Sailing Club.

The Canadian Championship you are experiencing now, and I hope it will be a success. I have followed Dennis Sherwood's formula of last year's great event with only minor changes. A new trophy has been presented, The Ladies' Plate, for the first lady helm in the Championship Fleet. May it be hotly contested.

It has been a pleasure to work on the executive. My thanks go to all of you who have helped.

David Treissman

2nd VICE COMMODORE'S REPORT

The 1985 sailing season has been a busy one for the Second Vice Commodore. My responsibilities included co-ordination of the regatta schedule and organizing the Ontario Championship and the North American Championship.

1985 Regatta Schedule

The schedule for 1985 continued to be very active with over 30 major regattas taking place between mid-June and mid-September. Thanks to the co-operation of all clubs involved, regatta conflicts were kept to a minimum, thus ensuring a good turnout at most events. Albacore sailors could enjoy excellent competition across all districts of the Association. Of these regattas, eleven were designated as Canadian qualifiers and five were designated as the events of the 1985 Gooderham Memorial Series.

Early notification of the CAA of regatta dates will ensure that regatta conflicts are kept to a minimum and allow for proper advertising in Shackles & Cringles.

Ontario Championship

This year the Ontario Championship was hosted by the Kingston Yacht Club on July 6 and 7. Twenty-five Albacores travelled to Kingston to enjoy the hospitality of the KYC members. Sailing conditions couldn't have been better with good winds and fair weather holding throughout the weekend. Due to a prior conflict the Kingston Yacht Club could not host the Saturday evening dinner and dance, but this was held in the 6th floor main ballroom of the Holiday Inn overlooking the Kingston Harbour. I know all competitors thoroughly enjoyed themselves, to the members of the Kingston Yacht Club we are most appreciative.

PAST COMMODORE'S REPORT

The past year has been a calmer, yet nevertheless busy year for me as Past Commodore.

My primary roles have been:

1. To promote the Albacore Class.
2. To promote membership in the Canadian Albacore Association.
3. To organize the Canadian World Albacore Team's trip to the 8th Worlds.

1. The Albacore Class

I have spent a fair amount of time travelling this year among the Canadian, U.S. and British Albacore fleets, visiting Annapolis, Maryland, Buffalo, New York, Kingston, Bronte and Whitby, Ontario, and Herne Bay, England. Everywhere the Albacore continues to thrive, as new boats are purchased and, I am pleased to report, used boats change hands to new sailors and returning members. My experience has been that the warmth and fun-loving nature of the Albacore folk and fleets is our strongest selling point. I note that Albacore sailors demonstrate a forbearance that allows us to endure the hiking hardships of our very physical boat and minimum technology rigs and still come ashore with our smile to offer a newcomer a hand or some personal advice, learned the hard way, on "go-fast" techniques. I suspect this attribute alone brings back yearly former Olympians and current Canadian Sailing Team members to the "one design" they grew up in.

Overall, the Albacore Class is not declining, unlike some other dinghy classes. Ontario Yachts built 36+ boats this year, including approximately 10 hardcores. A number of community club members bought their own boats. And Shackles and Cringles pages sold over 15+ used boats this year. In Britain the Woof mold has been sold to a new group producing composite Albacores (fibreglass hulls and wood decks) under the name of Sapphire Yachts. In these highly competitive times of mass availability of sailboards and Lasers, the Albacore is faring quite well due to active regional fleets and a strong Association which provide a regular racing and social forum.

2. The Canadian Albacore Association

While the CAA has steadily progressed this year under the able direction of Commodore Dennis Sherwood and my cohorts on the Executive, I have been able to point to their achievements and the long standing history of the Association to extoll the merits of

membership in the Association. This year we have recruited thirty new members into the Association. And, with the able support of Rosie Mallett, our Membership Secretary, (we have) answered innumerable questions on all sorts of issues. We trust we have maximized the value you have obtained from your membership. Now we ask you to recruit a friend. The CAA needs your ongoing support and promotion of our class.

3. Canadian Albacore Team - 8th Worlds

For the past twelve months Dennis and I have worked steadily to facilitate the trip of the Canadian World Albacore Team to the 8th Worlds at Herne Bay, England. I am pleased to advise that 10 Canadian crews made the trip and in spite of the Force 4-7 winds (20-35 m.p.h.) we Canadians demonstrated good standings in a fleet of 58 boats.

6th	Rob Weiss and Jaime Day
14th	Jorg Pawlik and Win Boyd
40th	Ian Rogers and Margie Zeidler
41st	Jamey Gage and Steve Phillips
43rd	Stuart and Joyce Ferry
44th	David and Deirdre Treissman
46th	Rosemary Helmer and Brett Dubrick
49th	Dennis and Melanie Sherwood
51st	Darren Green and John Gardner
52nd	Ross Thompson and Pierre Gingras

Despite damage tolls which included 20 broken masts, 10+ hulls damaged in collisions plus an assortment of gear breakdowns, the Canadians got off relatively damage-free with only one damaged hull, one broken and several bent masts. The real winners, apart from the British crew of Graham Childs and Nick Harrison, were the local British fishing trawlers which despite rumours of trolling for Mars bars, regularly fished out lost Beefeater caps, sunglasses, paddles and burgees. Our only regret was that Ken Clarke was not able to make the trip due to temporary back problems. We hear Ken did well at home!

In conclusion, thanks are extended to Wardair for transporting our Albacores, and to the NAA and the members of Herne Bay S.C., (alias Hernia Bay), for their organization and hospitality.

In exiting the Albacore Executive after 3 years amongst its members, I would like to say it truly has been a pleasure! Now, Cricket and I look forward to an even more active racing role.

MEMBERSHIP SECRETARY'S REPORT

North Americans

In 1985 the North Americans returned to Canada and were hosted by the Whitby Yacht Club. The regatta was a three day event running from July 19 - 21. Twenty-six boats competed in the event, many travelling up from the U.S. The weather was fair but the winds were very light and shifty on all three days. As a result only four of the scheduled seven races were completed. Despite the problems on the water, the social activities were enjoyed by all. Thanks go to Paul Major of the Whitby Yacht Club for his help in pulling this regatta together.

Both of these regattas were sponsored by BEEFEATER. I would like to thank Beefeater for their support of these events and for the enthusiasm shown by their representatives at these events.

In closing, I would like to thank Dennis Sherwood for his support and guidance during the past year and most importantly thank the organizers and competitors involved in the events that I have been associated with in 1985.

Peter Crawford

EDITOR'S REPORT

The August 1985 issue of Shackles & Cringles is my ninth and last issue. I have enjoyed editing "Shackles" in the two years since Rosemary Helmer, then Commodore, enlisted me in 1983.

We kept the magazine format which was established in the fall of 1983 throughout this year. A couple of new features were added due to the welcome contributions of our Area 10 Rep., Wendy Warburton. (Wendy was one of the few contributors who took my deadlines seriously), and our Membership Secretary, Rosie Mallett, who created "Thru the Scuppers", a column to encourage new members and boat owners to publicize their new acquisitions.

We can only assume that the lack of feedback indicates satisfaction with the publication. In parting, I would like to encourage contributions from any interested quarter. Shackles & Cringles is the magazine of the CANADIAN Albacore Association and is open to express the news and views of all of its members.

Christine Forsyth

Following the 1984 Annual General Meeting, I was appointed to the newly-created position of Membership Secretary. One of my first tasks was to become familiar with the computer and a new user friendly membership programme that was developed by John Ashby, our resident computer whiz.

A simplified membership invoice form was developed to encourage members to renew promptly and this will be made even simpler next year. It is planned to dispatch 1986 membership invoices with the last edition of Shackles for 1985, and offer a bonus for early renewal - hopefully this will help the cash flow and save work during those valuable early season evenings.

Another innovation in 1985 was the introduction of a new combined measurement certificate and membership card that is designed to last at least ten years. As annual membership validations are effected by a simple owner-applied sticker, this card will speed up renewals, whilst saving time and expense. Your Executive also decided to discontinue the issuance of boat stickers, thus saving almost \$400.

As at July 29, 1985, the Canadian Albacore Association had a total of 295 fully paid up members. It is good to report that 36 new members joined the Association this year but disappointing that some seventy-nine 1984 members had not renewed. Some of these have forsaken the Class but subsequent efforts that have increased paid up membership to over 300 show forgetfulness or procrastination. ACT PROMPTLY WHEN NEXT YEAR'S INVOICE ARRIVES!

Rosie Mallett

REAR COMMODORE'S REPORT

Looking over the last year and especially this summer, it's gone quickly and been a lot of fun.

It seems like the Toronto and Ottawa boat shows were just a little while ago (although I do remember snow on the slopes). The Spring Seminar followed ever so quickly and was very well received by those attending. As I write this the District 4 Race Week is approaching with the same lightning speed (too bad the same can't be said for my boat speed on the race course).

Thanks to everyone who helped in these events - your enthusiastic assistance and guidance made them a breeze.

Ed Howe

CHIEF MEASURER'S REPORT

1985 has been a straightforward year so far, with no measurement problems. Our measurers have continued to do a good job and several new measurers have been brought on board. Numerous transfer and replacement measurement certificates have been issued, and new certificates have been issued for seven new boats (mid-July). The latter only represents part of the new boat production by Ontario Yachts.

Being a World's year, changes of the International Rules are being considered. Considerable improvements in the rule change process is expected. We have been concerned that rule changes approved by CAA in the past have been substantially changed before being approved by RYA in the U.K. To address this problem, we are modifying the Constitution in relation to rule change procedures. The U.K. Chief of Specifications, Ken Ayrton, has also become a member of the RYA Centreboard Committee. With these developments, we anticipate that we will not see new Albacore International Rules which differ in substance from those approved by CAA.

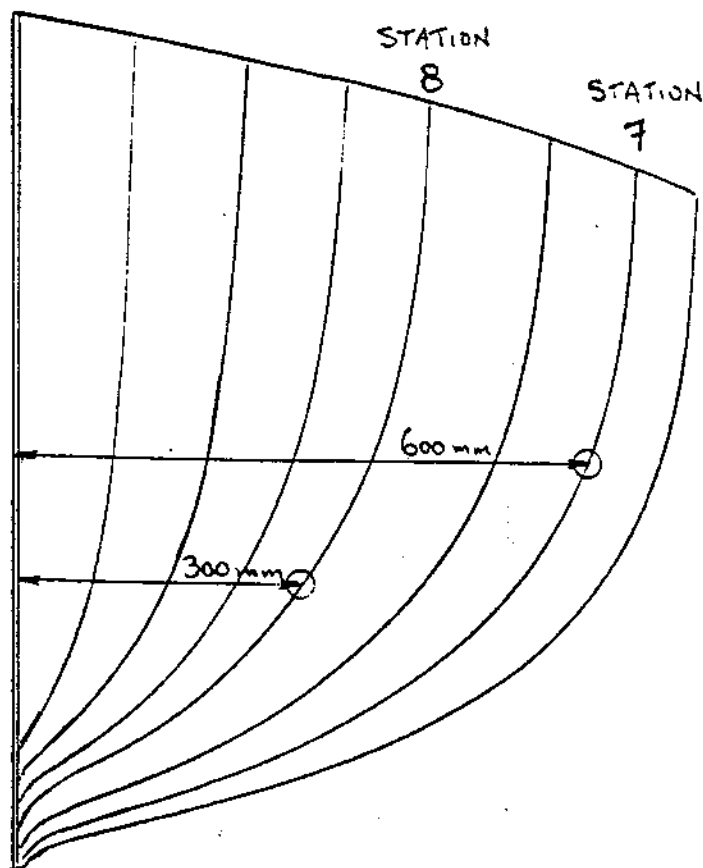
The only rule change being considered this year is the deletion of the 600 mm athwartships hull measurement at station 7. This is one of the many hull measurements required for the full hull template check of wooden boats. GRP boats are made from approved molds and do not normally require full template checks after the first hull off the mold. The reason for the proposed change is that the hull angle is so steep at this point that the measurement itself is extremely difficult to make. Errors in the measurement may indeed be greater than the permitted tolerance (see figure).

The initial proposal was that the tolerances be increased at the 300 mm athwartships station 8 and 600 mm athwartships station 7 measurements. I could not accept that the tolerances be increased to overcome a difficulty in measurement. Thus, I proposed that the station 8 measurement tolerances be left as they are while deleting the station 7 600 mm measurement. The latter is at the 457 mm waterline and liberties taken here would not affect boat performance. On the other hand, the station 8 measurement is at the 305 mm waterline and is only 610 mm from the stem and the hull shape here should be controlled within the existing tolerances. This measurement is also somewhat easier to make than that at station 7.

It is therefore proposed that: the 600 mm athwartships hull measurement at station 7 be deleted from the existing rules.

It is important to note that the effect of this change is to simplify the full template check on wooden boats. This change is not intended to permit change in hull shape and cannot be used to improve hull performance.

David Weaver



ADDRESS OF THE C.A.A.

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

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, 1984 and the statements of revenue and expenses and member's 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 must be necessary to accounts receivable, membership fees and excess of revenue over expenses. The revenues and expenses of the 1983 Albacore World Champ-

ionships and the excess of such revenues over expenses have not been under the direct control of the Association's Treasurer. 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 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, 1984 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.

Canadian Albacore Association
Balance Sheet
As at July 31, 1985
(With comparative figures as at October 31, 1984)

UNAUDITED

<u>ASSETS</u>	<u>1985</u>	<u>1984</u>
CURRENT		
Cash	\$ 4,871	\$ 6,973
Accounts Receivable	3,715	1,160
Prepaid Expenses	1,717	437
FIXED ASSETS, at nominal value	1	1
1983 WORLDS TRUST FUND-term deposit	<u>7,363</u>	<u>6,857</u>
	<u>\$17,667</u>	<u>\$15,428</u>
<u>LIABILITIES</u>		
CURRENT		
Accounts payable and accrued liabilities	\$ 669	\$ 2,476
Members' Equity	9,605	6,095
1983 WORLDS TRUST FUND	<u>7,363</u>	<u>6,857</u>
	<u>\$17,667</u>	<u>\$15,428</u>

STATEMENT OF REVENUE AND EXPENSES AND MEMBER'S EQUITY

FOR THE PERIOD ENDED JULY 31, 1985

(with comparative figures for the year ended October 31, 1984)

UNAUDITED

	<u>9 Months</u> <u>1985</u>	<u>12 Months</u> <u>1984</u>
<u>REVENUE</u>		
Membership fees	\$ 7,664	\$ 8,891
Advertising	2,310	1,800
Interest	82	110
Royalties	540	793
Grants	225	1,261
Regattas (net of expenses)		
- Youths		(346)
- Ontarios	42	332
- North Americans	169	
- Canadians		398
	<u>\$ 11,027</u>	<u>\$ 12,986</u>
<u>EXPENSES</u>		
Computer Costs	\$ 351	\$ 749
Publicity and Membership	698	484
Insurance	437	355
Shackles & Cringles - printing	3,408	3,630
Postage, including Shackles & Cringles	1,348	1,511
Secretarial Services		1,235
Office Supplies	197	703
Race Training Week (net of grant)		136
Provision for doubtful accounts		410
Sundry	1,078	952
	<u>\$ 7,517</u>	<u>\$ 10,165</u>
Excess of Revenue over Expenses	\$ 3,510	\$ 2,821
Members' Equity, beginning of year	6,095	3,274
Members' Equity, end of year	<u>\$ 9,605</u>	<u>\$ 6,095</u>

Kenneth R. Clarke, CA

2ND ANNUAL CATS DINNER



Saturday, February 15, 1986

at

Toronto Sailing &
Canoe Club

7:30 pm

Hosted by the C.A.A.
For more information see "Esprit de Core"

APPRECIATION

THE ASSOCIATION wishes to thank the following companies for their generous support which enabled us to enjoy raising a useful contribution to the kitty during the Canadians at Geneva Park:

Sobstad Storer Sails Thornton, Ont.	Albacore Jib
Genco Sails Toronto, Ont.	Warm Jacket
Angus Sailcraft Toronto, Ont.	Sailing Gloves
North Sails Fogh	2 Sailing Holdalls

DEADLINE - S & C

REMINDER

Deadline for the next issue of Shackles & Cringles is January 15, 1986. PLEASE! - observe this deadline!

MEMBERSHIP DUES

GOOD NEWS! The annual fee for membership of the Canadian Albacore Association remains unchanged for 1986. At \$25, if you earn the \$5 discount for early payment, it is a bargain. For those who are dilatory enough to delay payment beyond February 28th, the full fee of \$30 will apply.

Enclosed with this issue is a membership fee invoice. To assist the Association, its Treasurer and yourself, please respond immediately and earn the discount.

THANKS FROM THE PAST COMMODORE

I wish to express to the Executive and Members of the Canadian Albacore Association my appreciation for the handsome tray presented to me at the Canadians by incoming Commodore David Treissman.

The Albacore dinghy has given myself and my family many years of pleasure and I have gladly accepted responsibilities on a number of relative committees, but without doubt the high point of this association has been the Commodoreship of the C.A.A. The friendliness of Albacore sailors has become the hallmark of the Class and it has been my purpose to promote this camaraderie whilst offering fellow sailors good sport and keeping the Association on an even keel. I hope I achieved some measure of success.

Every time I serve a drink from this tray the inscription will remind me of 1985 and its special significance in my sailing career.

Thanks to all of you who have made this a memorable year.

Sincerely,

Dennis Sherwood

1985 WORLD ALBACORE CHAMPIONSHIPS

Peering through stinging hail and driving salt spray they battled their way upwind, fighting their crafts' wilful tendency to heel to 45° in the face of 35 knot winds. The sea had built to 3-5 ft. waves running against the tide. Their thoughts were becoming as stiff as their hands.... will we find that windward mark, and how many Albacores will reappear out of this low-slung murky mist to claim starboard right-of-way on us? Then dead ahead the unexpected image of an upside down hull pierced through the fog, jolting their thoughts. Immediately their well-honed reactions took over. "Helms over", bellowed the skipper into the wind, and the adrenalin of skipper and crew pumped in unison to clear the tack. "You okay?", shouted the harried helmsman of the upturned boat as he glimpsed the huddled crew on the turtled Albacore. "Thanks mate", came the barely audible reply, "just finishing our Mars bars, then we'll right her!"

Harlequin novel, or Mars bar commercial? Fact or fiction? Only those who were on the water at the 8th World Albacore Championships know for certain. But this was only one of the stories I overheard at the Herne Bay Sailing Club bar during the week of August 10-17, 1985!! Certainly, "it was a week to remember", about which many stories can be told, but not the week we Canadians imagined it would be.

Most of us had competed in the major Canadian tune-up regattas prior to leaving for England; the Ontarios, with winds of 15-20, gusting to 25 knots, and the North Americans, with precious little wind, 0-5 knots. The latter hurt our training schedules badly as this was an opportunity to tune-up with the Americans.

Travelling to the Worlds was an experience in itself. Five of the ten crews flew their Albacores via Wardair to Gatwick, where we were cheerfully met by Bryn and Brian Golton and other members of the Herne Bay Sailing Club, ready to trailer our boats. (A pleasant and considerate welcome given that Herne Bay is 1 1/2 hours away from Gatwick). The remaining five crews chartered British boats, in some cases a decision they would later regret.

Shivering at Gatwick in 65° weather, (we left Toronto at 90°), we heard stories of the worst British summer on record. Enroute to Herne Bay we discovered we might be racing in near gale-

force winds measured in "Force". (Force levels are in approximate 5 knot increments: Force 1 = 5 knots, Force 5 = 25 knots). Recent weather fronts had blustered through at Force 7-8 (35-40 knots). We prayed. Surely the British Race Committee would postpone or cancel racing? Wrong!... not on your life!

Arriving at Herne Bay on August 5 with Rob Weiss and Jaime Day, we met up with Jorg Pawlik and Win Boyd, who had already been testing the local water, weather, and establishments since July 27th. They confirmed the locals' stories. Fitness and hard work were going to be a necessity. Rob and Jaime immediately launched Beast of Burden and cavorted up and down the coastline, while I worked on mounting Cricket's new compass. August 6th, having settled into our accommodations, practice continued with Jorg and Win bending their mast in a heavy wind gybe. It is a strange sight to watch two grown men reshape a bent mast on the downhill slope of the Herne Bay Downs. As the week went on it would become a familiar sight-if you were lucky enough to have only a bent mast.

Saturday, August 10 arrived too soon. By then eight Canadian crews had arrived to enter the British Nationals August 10, 11 and 12. Barry Smith, Principal Race Officer, briefed the assembled 160 sailors: "Wind out of the S.W., Force 6 steady, (30 knots), gusting to Force 7, 3-5 ft, swells, 1st mark compass bearing 270°, 10 legs". "When will you postpone?" came the muffled question out of the geared up crowd. Smith: "The British Nationals are a tune-up event for the Worlds. If I can get out there on time (2:00 start) drop an anchor, set a line... you will kindly be on time. I will not delay the start! If you don't think you can handle the weather, stay ashore!" (Incidentally, by British standards a 14:00 hr. start means the warning gun sounds at 13:50). "Next question", prompted Smith. "Can you explain a gate start please", a more timid voice asked. Thirty minutes later, 4 miles offshore, packed among 80 other boats riding swells cycling 3 ft. above and below the horizon, I prayed I had understood that explanation.

cont'd. p. 16

Races no. 4 and 5, completed Monday, August 12, were started in Force 3-4 winds, but in each case, by the time we rounded the weather mark, we were squinting through driving rain and Force 5 wind strength. The stalwarts through this series were Jorg Pawlik and Win Boyd, who finished 8th, demonstrating strong performance in extremely heavy weather.

Recollections of the British Nationals and the Worlds would not be complete without a description of a 1 1/2 mile plane. There wasn't a reaching leg we didn't plane, no matter what your crew weight. Having battled upwind on a gruelling 1st leg, (for 3/4 of an hour for the fast or 1 1/4 hours for those of us who were slower or who had dumped, usually more than once), the reaches were a welcome rest, but a terror of a new kind. Rounding the weather mark the mainsheet had to be cracked off rapidly yet smoothly or you were in the drink. Once the sail released, you surged onto a plane, riding wave backs and trying to avoid falling into troughs. Throughout this wild ride you fought to protect your eyes from the salt water spray which hosed your face and blinded your vision. There were times we steered on pure feel, working the main endlessly and avoiding use of the tiller and rudder while the crew stealthily rebalanced their weight distribution simultaneously manhandling the board. I watched more than one boat ahead of me careen through wild oscillations, repeatedly lining their mast up with the horizon and finally end it all in a windward dump or death roll. Clearly these resulted from too much tiller action in response to unexpected powerful gusts. I felt fortunate not to have experienced those feats.

Having survived the British Nationals and with the arrival of the Sea Cadets and my crew Brett Dubrick, a full Canadian contingent of 10 crews started the Worlds on Tuesday, August 13th. There were two 10 1/2 mile races per day for four days, split up by a lay day on Thursday, August 15th. A welcome day of rest. Most of us slept in and then ventured out to visit nearby towns - Canterbury, London, Dover, Boulogne, France-each fascinating in their own right.

While the winds counter-clocked from W (270°) to S-SW (220°) during the British Nationals, during the Worlds they reversed to clock S (180°M) to S-SW (220°). The winds also dropped from their peak of Force 7-8 to average Force 5-6, rising on some legs to 7. This made landing at the 400 ft. long ramp with fewer boats attempting to get ashore, (58 in the Worlds vs. 103 in the British Nationals), slightly easier.

Throughout the Worlds the British clearly dominated the event, with Graham Childs and crew Nick Harrison the eventual winners, fighting it out at the top with Mike Holmes and M. Cochran, 2nd, and Mike McNamara and Joe Payne, 3rd. Rob Weiss and Jaime Day sailed extremely well to place 6th, with 39 points based on finishes of 7, 3, 7, 4, 12, 11, and 7. They also represented the top finishers among the visiting North Americans. Jorg Pawlik and Win Boyd also placed well at 14th, with 81 points based on finishes of 14, 9, 20, 8, 21, 12, and 18. The balance of the Canadian team put in valiant efforts and came home just as tired every evening, yet couldn't seem to break out of the 40's. Jamey Gage and Steve Phillips actually were in the late 30's but decided to forego the last race in favour of visiting London for the first time. Probably a wise choice since we drifted through the last race with only 21 boats finishing within the time limit.

In truth the Worlds were a memorable experience from which much was learned about heavy weather sailing in tidal conditions. Our British organizers and hosts, the National Albacore Association and the Herne Bay Sailing Club, made us most welcome and cheerfully worked hard to address our needs. We met and made many new Albacore friends. We look forward to seeing everyone again at the 1987 Worlds in the U.S.

Rosemary Helmer
Cricket KC 7384

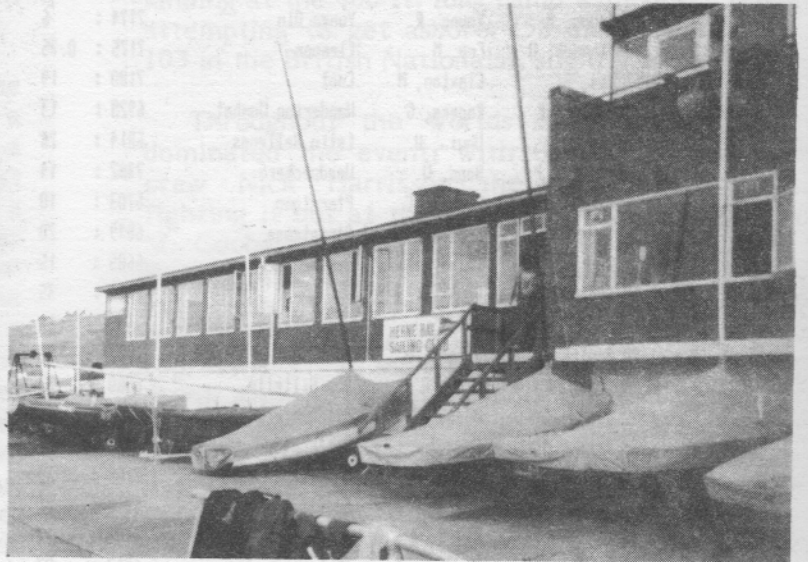
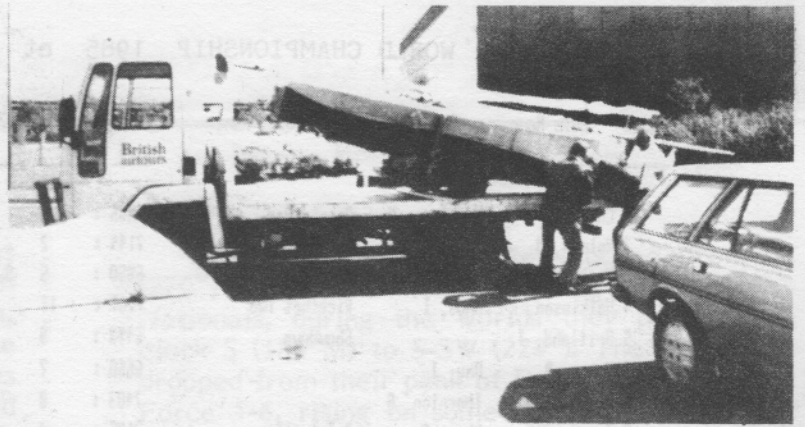
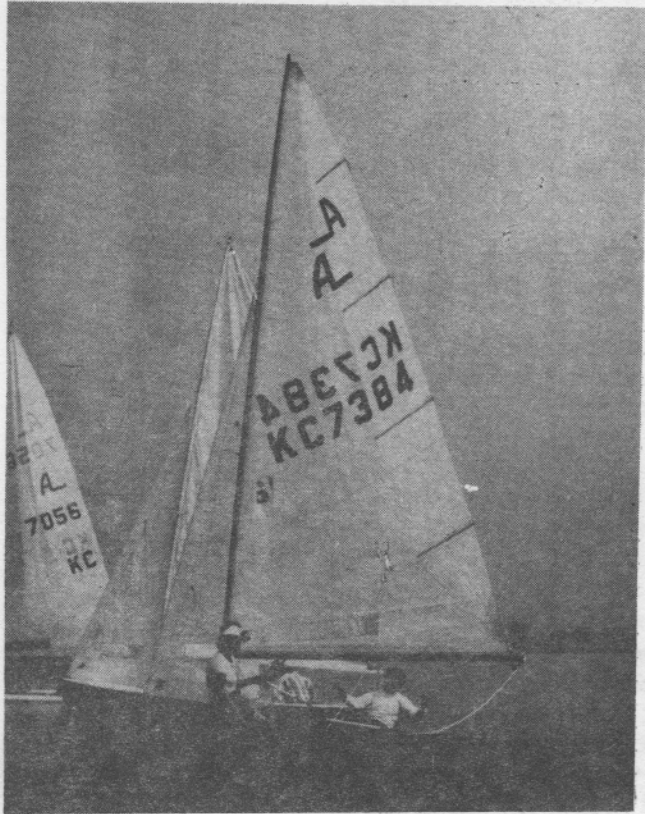


ALBACORE CLASS WORLD CHAMPIONSHIP 1985 at HERNE BAY

RED FLEET

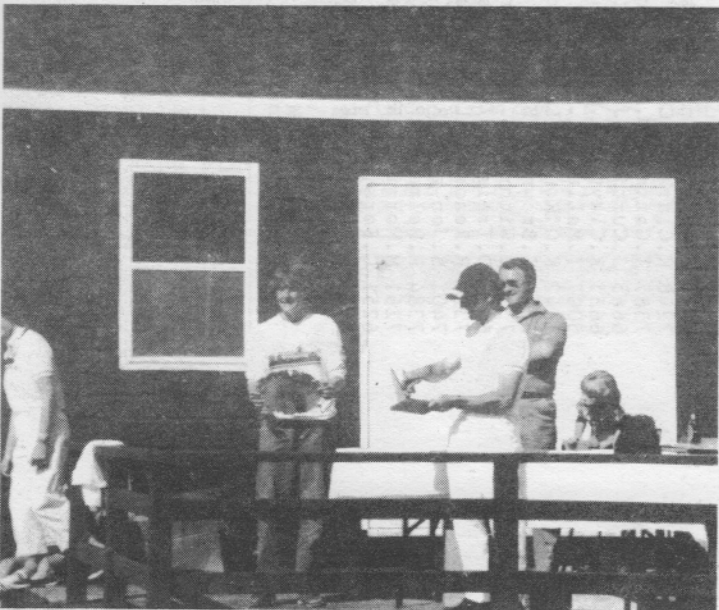
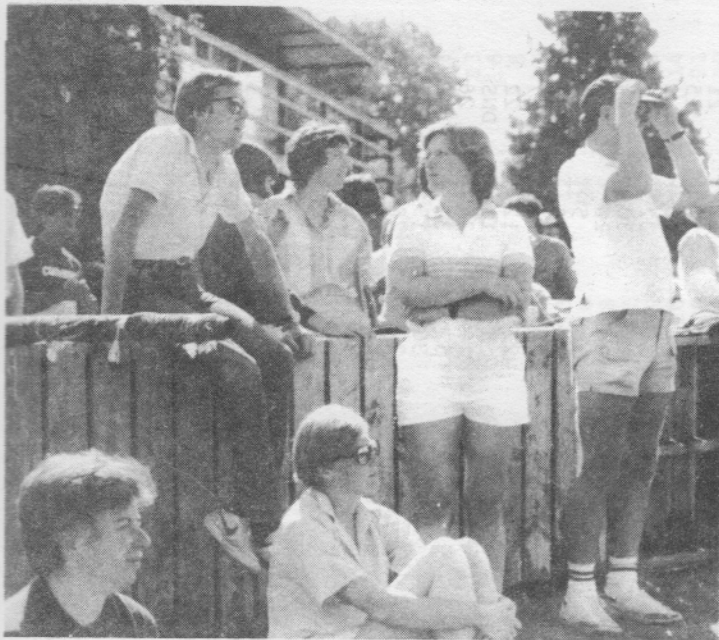
Index	Heln Name	Crew Name	Boat Name	No. :	1	2	3	4	5	6	7	Points	Disc.
1	Child, G	Harrison, M	Bungle Bee	7405 :	3	7	4	0.75	2	2	0.75	12.50	7
2	Molnes, M	Cockran, M	Mitchway	7144 :	2	.6	0.75	2	8	3	2	15.75	8
3	McNamara, M	Payne, J	Target	6850 :	5	0.75	2	7	0.75	5	15	20.50	15
4	Watkinson, R	Amos, I	Ricochet Iwo	7187 :	11	8	5	40	3	0.75	9	36.75	40
5	Britland, J		Showdown	6493 :	9	2	8	40	4	10	5	38.00	40
6	Weiss, R	Day, J		6660 :	7	3	7	4	12	11	7	39.00	12
7	Wane, R	Thornton, B		7403 :	8	4	14	6	10	7	8	43.00	14
8	Pearson, S	Shan, R	Infatuation	7185 :	4	27	9	5	5	9	12	44.00	27
9	Young, M	Young, R	Yunga Din	7174 :	6	5	22	3	16	4	17	51.00	22
10	Sinmack, D	Fry, M	Eleanor	7175 :	0.75	12	3	12	6	24	18	51.75	24
11	Rix, S	Claxton, M	Cozi	7180 :	19	32	6	14	7	8	14	68.00	32
12	Rogers, K	Rogers, G	Wandering Wombat	6920 :	13	19	15	10	15	6	16	76.00	40
13	Glun, D	Gwin, U	Estin Hellenos	6814 :	26	14	18	20	11	22	3	80.00	26
14	Pawlik, J	Boyd, W	Woodpecker	7382 :	14	9	20	8	21	12	18	81.00	21
15	Tindal, J	Tindal, C	Plarmigan	6703 :	18	31	12	24	25	13	4	88.00	31
16	Rodgkison, R	Fitzpatrick, J	Striptease	6849 :	20	29	11	25	9	23	6	94.00	29
17	Burridge, M	Palmer, M	Big Bunny	6685 :	15	20	23	16	18	18	18	105.00	23
18	Loard, J	Gahn, I		7362 :	35	16	21	21	28	15	10	111.00	35
19	James, R	James, J	Graywalkins Nightride	7190 :	16	11	13	28	30	34	18	116.00	34
20	Bowles, M	Uright, P	Karisma	713 :	22	18	29	17	33	14	18	118.00	33
21	Coush, K	Wood, A	Bob Gillette	6960 :	23	25	18	23	27	17	13	119.00	27
22	Smith, C	Mason, P	Hitch-hiker	7145 :	24	26	25	13	51	19	18	125.00	51
23	Jones, M	Try, J	Vel Another	6823 :	29	62	19	15	19	26	18	126.00	62
24	Brunton, A	Brunton, J	Odd Job	7165 :	34	23	17	48	20	16	18	128.00	40
25	Joyce, T	Joyce, J	Questing	6818 :	21	17	37	11	26	48	18	130.00	48
26	Kaisted, M	Clark, M	Monarch	6403 :	12	22	32	18	31	35	18	133.00	35
27	Tonsett, I	Brooker, F	Mumhug	6513 :	27	13	26	30	29	25	18	138.00	30
28	Burns, P	Gibb, K	Boo Wolf	6654 :	36	21	24	40	13	28	18	140.00	40
29	Lippett, E	Charlotte, B	Cousin Jack	6691 :	25	19	36	9	22	29	62	140.00	62
30	Bell, D	Herrett, P	Ri-baa	6423 :	28	35	40	27	17	21	18	146.00	40
31	Nisson, K	Nisson, C	Blue Movie	6912 :	43	30	15	26	24	39	18	152.00	43
32	Lewin, M	Lewin, R	Wolf 'n' Away	6675 :	30	39	46	18	32	30	18	159.00	46
33	Fleming, I	Fleming, G	Yggdrasil	6695 :	39	37	28	35	14	33	18	165.00	39
34	Fontes, P	Fontes, J	Ruined Dude	6649 :	18	40	43	29	23	38	18	166.00	43
35	Gibbon, D	Ireland, J	Blue Magic	6852 :	38	34	49	22	45	20	18	177.00	49
36	Harris, B	Harris, R	Applecore	7109 :	41	33	54	32	34	27	11	178.00	54
37	Coxon, T	Coxon, S	Stacey Bank Fair	6491 :	37	36	33	33	36	31	18	183.00	36
38	Suddreth, I	Vincent, S		6892 :	50	42	34	34	37	32	18	197.00	50
39	Renshaw, A	Bell, J	Dam Raider II	7192 :	31	24	42	40	45	62	18	200.00	62
40	Rogers, I	Zeidler, M	The Piano	6480 :	47	28	48	39	35	36	18	203.00	48
41	Gage, J	Phillips, S	Assault and Flattery	6644 :	37	15	35	40	39	40	62	206.00	62
42	Versloot, A		Heaters III	6848 :	46	44	45	31	38	37	18	213.00	46
43	Ferry, S	Etches, J		7349 :	44	38	54	36	41	43	18	220.00	54
44	Treissman, D	Treissman, D	Ariel	6628 :	40	62	30	40	44	48	18	220.00	62
45	Cole, E	Cole, M	Enchanters Nightshade	7159 :	45	46	41	40	40	41	18	225.00	46
46	Nelner, R	Oburick, B	Cricket	7384 :	48	41	38	38	47	44	18	226.00	48
47	Anderson, F	Yeats, W	Roslin	6696 :	33	43	31	48	63	63	18	228.00	63
48	Wallerstein, D	Byron, D	Potomac Fever	7117 :	53	45	47	48	43	42	18	235.00	53
49	Sherwood, D	Sherwood, D	Growl Tigers Last Stand	6701 :	49	62	44	37	42	45	18	235.00	62
50	Lunn, I	Norwan, I	Sticky fingers	6694 :	17	50	27	19	62	62	62	237.00	62
51	Green	Gardinier		5173 :	52	48	52	40	58	47	18	255.00	52
52	Thompson, R	Jarvis, S		6945 :	62	62	50	40	51	46	18	267.00	62
53	Arthers, T	Ginsborg, D		7368 :	51	47	53	62	48	62	18	279.00	62
54	Byron, D	Byron, J		6903 :	54	49	51	62	49	62	18	283.00	62
55	Ashley, D	Schurmann, A	Go Bananas	6948 :	42	62	39	62	46	62	62	313.00	62
56	Thomas, R	Suddreth, S	J.R.	7375 :	55	62	62	62	62	62	62	365.00	62
57	Bober, S	Nursell, J	Trouble and Strife	6686 :	62	62	62	62	62	62	62	372.00	62
58	Clarke, K			7428 :	62	62	62	62	62	62	62	372.00	62

Album '85



1985 WORLDS TEAM

L to R FRONT, Rosemary Helmer, Darren Green, Melanie Sherwood, Dierdre Treissman, Brett Dubrick, Ross Thompson, John, Pierre, Chris, Sheila Sherwood
L to R STANDING, Jaime Day, Rob Weiss, Jorg Pawlik, David Treissman, Margie Ziedler, Ian Rogers, Stew Ferry, Dennis Sherwood, Unidentified Person.



CANADIAN ALBACORE CHAMPIONSHIPS
1985

CHAMPIONSHIP FLEET		CANADIAN ALBACORE CHAMPIONSHIPS										
BOAT	HELM/CREW	CLUB	RACE1	RACE2	RACE3	RACE4	RACE5	POINTS	POSN			
7304	J. Moody/D. Hannay	SMSC	1	2	4	3	1	8.7	1			
6660	R. Weiss/J. Day	TSCC	14	3	2	1	2	11.7	2			
6700	M. Grew/T. Storey	SARNIA	2	26	1	2	6	17.7	3			
7141	P. Henderson/M. Henderson	RCYC	6	3	4	4	4	33.4	4			
6997	D. Medhurst/B. Medhurst	RCYC	3	10	5	8	3	33.4	5			
6626	M. Ewan/J. Ewan	BSBC	5	1	17	14	25	53.0	6			
7363	R. Batt/L. Batt	TSCC	6	9	10	6	12	54.4	7			
7366	D. Griffiths/C. Bazilli	TSCC	9	8	19	10	7	58	8			
6400	M. Treissman/S. Treissman	RCYC	8	18	14	11	5	61	9			
6999	R. Moody/M. Hart	SMSC	7	7	12	12	DNF	62	10			
7400	B. Leonidas/C. Leonidas	RCYC	12	11	9	13	30	69	11			
7382	J. Pawlik/W. Boyd	TSCC	26	33	6	5	10	69.7	12			
6644	J. Gage/S. Phillips	SMSC	21	13	7	9	21	74	13			
6641	S. Cumming/T. Cumming	TSCC	10	22	18	16	11	79	14			
7243	I. Brayshaw/J. Beitz	BHYC	29	29	11	7	8	79	14			
7099	E. Duvnatee/P. Adderley	BHYC	4	16	23	21	19	82	16			
3236	R. Forth/M. Forth	PSC	13	21	20	18	9	84	17			
3731	D. Ruddy/K. Ruddy	KYC	15	14	21	15	20	88	18			
7437	F. McLaughlin/M. Davis	RCYC	11	17	15	22	DNF	89	19			
7248	K. Clarke/D. Clark	RCYC	17	27	8	DNF	15	91	20			
7387	T. Gaffney/D. Paterson	NTSC	16	32	16	24	13	93	21			
6665	J. Curtis/G. Johns	BYC	18	30	13	20	23	98	22			
6655	R. Clayton/L. Shannon	TSCC	24	20	29	19	17	104	23			
5007	T. Mallett/R. Mallett	RCYC	28	5	32	31	18	105	24			
7142	K. O'Rourke/L. Davidson	OHCC	32	25	24	17	16	106	25			
6841	K. Browne/D. Browne	OHCC	25	4	27	28	29	106	25			
7322	B. Withrow/S. Christensen	MSC	22	12	22	30	28	108	27			
6628	D. Treissman/D. Treissman	RCYC	8	18	DNF	DNF	25	109	28			
7350	R. Readshaw/L. Readshaw	LDSC	19	24	26	23	14	114	29			
7401	S. Jon'ev/A. Rivett	WSC	33	31	31	26	24	126	30			
7384	R. Helmer/A. Peters	RCYC	30	19	30	27	27	127	31			
7261	M. Morrison/B. Henderson	SJSC	27	28	28	25	26	130	32			
6251	C. Forsyth/G. Walker	TSCC	23	DSQ	25	29	31	132	33			
6998	J. Bazoïn/S. Fitzpatrick	SMSC	31	23	DNF	DNF	DNF	146	34			

CHALLENGER FLEET

MASTERS FLEET

CHALLENGERS FLEET

BOAT	HELM/CREW	CLUB	RACE1	RACE2	RACE3	RACE4	RACE5	POINTS	POSN
7255	J.Ll/M.Grummice	SJSC	1	1	5	3	1	5.7	1
7000	A.Wright/M.Wright	SMSC	3	2	17	2	19	34.7	2
3104	D.Sudbury/D.Sudbury	RCYC	12	9	4	1	25	41	3
7254	E.Howe/J.Burkhardt	SJSC	6	3	15	9	9	47.4	4
7085	R.Martin/R.Martin	RCYC	2	20	3	DNF	10	50.7	5
7257	C.Weller/C.Reid	SJSC	5	6	11	7	17	51.7	6
3401	R.Thompson/D.Wagner	RCSC	7	13	1	DNF	14	52	7
4461	L.Stevenson/A.Gumley	BHYC	15	15	2	4	22	53	8
7389	J.Patterson/J.Patterson	A MC	14	7	7	13	6	57.7	9
7252	K.Woolford/D.Bartholomaus	SJSC	17	5	13	17	3	57.7	9
7078	B.Shortt/S.Shortt	RCSC	11	16	6	15	4	57.7	9
7402	L.Dineen/D.Hogg	WSC	23	8	8	6	13	58.7	12
7080	D.Greene/S.Brant	RCSC	4	10	19	21	7	62	13
1613	N.Watts/S.Charest	OHCC	13	12	9	23	5	62	13
7258	B.Thompson/C.Thompson	SJSC	10	24	18	14	2	64	15
7253	J.Langley/N.Sinclair	SJSC	8	DNF	25	5	8	69	16
7364	J.Carroll/H.Fedyck	WSC	22	4	12	22	15	75	17
7079	Yergeau/M.Gingras	RCSC	9	25	24	10	11	78	18
7319	A.Savege/B.Smythe	MSC	20	11	14	11	18	78	18
3468	S.Ingham/D.McNabb	MSC	19	22	21	16	12	92	20
7343	W.Mullins/L.Nostedt	TSCC	DNF	26	21	12	20	92	20
5645	B.Campbell/B.Beatty	NTSC	18	23	20	8	24	93	22
7386	S.Chate/C.Kidd	NTSC	25	14	23	19	16	96	23
4503	F.Obedkoff/M.Ballah	TSCC	26	19	16	20	21	100	24
6109	M.Wilson/J.Stigler	MLSC	21	18	22	18	23	103	25
7323	D.Rex/J.Ebeling	MSC	16	17	DNF	DNF	DNF	113	26
			24	21	26	DNF	26	121	27

MASTERS FLEET

BOAT	HELM/CREW	CLUB	RACE1	RACE2	RACE3	RACE4	RACE5	POINTS	POSN
8405	I.Rogers/M.Zeidler	RCYC	2	5	1	1	3	8.7	1
6701	D.Sherwood/S.Sherwood	RCYC	4	1	6	2	1	11	2
6151	D.Young/N.Young	RHYC	1	3	2	3	2	11.7	3
1598	H.Roberts/J.Roberts	RCYC	3	4	5	5	4	31.7	4
6657	G.Roth/J.Roth	CSC	5	9	4	4	9	41	5
7430	A'MacNaughton/P.MacNaughton	RCYC	6	2	DNF	DNF	6	44.4	6
6857	T.Griffin/C.Paterson	BLSC	8	7	3	7	7	44.7	7
6590	J.Caughran/N.Bartels	TSCC	7	6	7	6	5	46.4	8
6195	G.Dennis/E.Dennis	GSC	10	8	8	8	10	58	9
7086	P.Lucas/J.Lucas	OHCC	11	10	DNF	9	8	62	10
82	J.Smith/P.Smith	OHCC	9	11	9	DNF	11	64	11

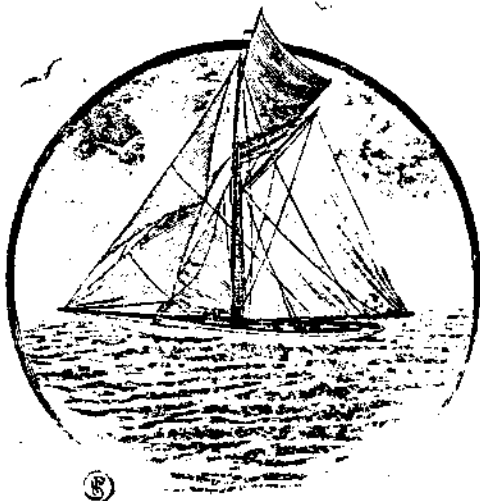
MASTER'S FLEET AT THE CANADIANS

The Master's Fleet saw a revival at this year's Canadians with an entry double that of 1984. There are still a few golden oldies who have misplaced allusions to youth but we will get them in the end.

The weatherman provided us with a variety of wind strengths and the many winds of Lake Couchiching completed the recipe to test all our sailing skills.

On Saturday the sun shone brightly and with the wind blowing off Geneva Point we knew we were in for a tricky day. Race no.1 saw Bilbo Baggins helmed by defending Champion Dennis Sherwood, streak off the line to round the first mark in front of some top helmsmen in the Championship Fleet five minutes ahead. The two fleets then became so intermingled that finding and covering ones opponents became difficult. Bilbo maintained her comfortable lead until the last beat when she went right to cover the apparent competition. Couch then played one of her tricks - right proved wrong, left proved right - result 1st Plane Jane, Don & Norma Young; 2nd Baby Grand, Ian Rogers & Margie Zeidler, and 3rd Jannaka, Harold & Jan Roberts. Bilbo? - a chastened 4th.

The second race was sailed in similar shifty conditions but with bigger holes. Once again the Masters became entangled with el Champinos and once again Bilbo established a commanding lead only to fall into a big second leg void. Windhover, Tony Griffin and Chris Paterson, Plane Jane and Fast Friend, Phyliss and Alex Macnaughton, all threatened but this time Bilbo would not be denied and took the gun ahead of Fast Friend with Plane Jane third and Jannaka fourth. Baby Grand struck a mischord to finish fifth.



Sunday was all Baby Grand. Racing in weather that approached the fortissimo conditions in which she won Worlds 85 England and in tune with her new owner, BG circum-navigated the course prestissimo for a couple of perfect scores. In the strong southerly, Plane Jane planed not in vain and gained a second and a third. Windhover showed some form with a third and a seventh. Bilbo visited the back of the fleet when the jib bar fell off but the short fat and hairy one (have you read your Tolkien) bounced back with a 2nd in the second. George Roth was always around but never quite made the top three, while further back Gordon Dennis, Joe Smith and Peter Lucas were having a private series of their own.

After four races the stage was set for a showdown. Baby Grand, 13 points; Plane Jane 14.4, and Bilbo Baggins 22.7 points, each with an opportunity to take the trophy. The sun shone again on Monday but in contrast to the previous days it blew moderately and steadily from the north. At the start of race no.5, Baby Grand and Bilbo thought they would go left and pick up a nifty shift round the headland to lift them up to the mark. Gordon Dennis went right and covered himself with glory while conservative Jane kept to the right of centre and came away from the first mark smelling sweeter than most P.C.s. Oh Couch! Left was wrong, wrong, wrong, and right was right. Baby Grand was down the drain and Bilbo was sewerred. Nice people back there though.

With P.J. half a leg ahead of her rivals it all looked over bar the applause. But no. Jane chose a conservative centre course up the second beat with first Baby G. and then Bilbo going right. Oh Dear Couch. Right was right and Baby Grand and Bilbo were back in the race. Bilbo passed Baby Grand legato on the last reach and then, with great boat speed, caught Plane Jane, won a tacking duel and took the lead only a hundred yards before the gun.

The Grande Finale:

- 1st Baby Grand, Ian Rogers/Margie Zeidler
8.7 pts.
- 2nd Bilbo Baggins, Dennis & Sheila Sherwood
11 pts.
- 3rd Plane Jane, Don & Norma Young
11.7 pts.

Dennis Sherwood

PAST COMMODORES RACE - CANADIANS

To celebrate the silver anniversary of the Canadian National Championships, all of those Past Commodores who could be contacted were invited to attend the Regatta Banquet and to compete in a special Commodore's Race.

Of a possible twenty three past commodores, twelve, including Peter MacNames the first CAA Commodore back in 1961, accepted the invitation and duly arrived at Geneva Park. Regrets for non attendance and best wishes were received from past world champion Jack Langmaid (1962) and Len Davis (1967).

Sunday proved to be the day of strong southerly winds on Lake Couchiching and the start of the Commodores Race which followed two long and strenuous Championship races, was postponed for 45 minutes. By that time the wind had abated somewhat and the P.C.s were joined by incoming Commodore David Treissman on a somewhat short starting line set just off Geneva's swimming dock. John Tinker teamed up with Don Grant and all the other "Pasts" were crewed by non commodorial crews - twelve boats in all.

As may be imagined when so much racing experience gathers on a short line, action at the start was vigorous but controlled. The fleet seemed undecided as to which was the favoured side and split to port and starboard, as it did for all three beats. Places changed constantly throughout the race although the front of the fleet settled into their finishing positions after the first lap. Flouting his newly elected office David Treissman built a commanding lead which was unrelinquished. David Medhurst (1979) held off repeated attacks from the old master Don Giffin (1963) who finished third. Immediate Past Com. Dennis Sherwood finished just out of the silverware with Alex Macnaughton who had saved himself for this event by not competing in the heavy winds of the morning, breathing down his neck. Tony Griffin who had raced hard all day, uncharacteristically herded the rest of the fleet in. Could it be those three score and fifteen are catching up with you Tony, or perhaps the crew???

With the serious business out of the way, David Treissman compensated for his boorish behaviour on the race course with an invitation to his Commodore's Reception. After an hour of attitude adjustment we were mellow enough to forgive all and enjoy the ensuing banquet.

After an excellent meal and the presentation of ribbons and merit awards to the lucky few, time arrived for a little reminiscing. Peter MacNames outlined the early days of the Class when there were but a few boats at RCYC and in the Muskokas and paid tribute to the late Bill Gooderham for fostering Albacores throughout Ontario. Chris Paterson waxed eloquent over the attributes of the Albacore and Association members and Don Grant made a special presentation of a "Cocked Hat" to Commodore Treissman with a verbal deed of gift that requires it to be worn at all formal occasions and passed from Commodore to Commodore ad infinitum. Presentations were made to Peter MacNames as first Commodore; Tony Griffin as oldest Commodore still racing, and to Alex Macnaughton for retiring at 70 to commit more attention to his racing and his new foam cored Albacore. In the spirit of the evening all responded in suitable vein. The past Coms were then handed a ceremonial bottle of Beefeater's best.

Gordon Dennis made a rare appearance on his feet and with some emotion spoke of the enjoyment he and Eileen obtained from the Albacore dinghy and members of the Class. He spoke for many of us when he said that despite only occasional moments of glory at the front of the fleet, the keen competition on the water and the fun and good fellowship ashore kept them coming back year after year. It was generally agreed that Gordon's words epitomized the spirit of the Albacore Class past and present.

And so to bed, or to extra curricular parties, or to calculation of the race results!

Full Race Results:

- 1st David Treissman (1986)
- 2nd David Medhurst (1979)
- 3rd Don Giffin (1963)
- 4th Dennis Sherwood (1985)
- 5th Alex Macnaughton (1969)
- 6th Chris Paterson (1974)
- 7th Don Grant (1965)
& John Tinker (1966)
- 8th Rosemary Helmer (1984)
- 9th Ian Rogers (1976)
- 10th Peter MacNames (1961)
- 11th Bob Goodings (1971)
- 12th Tony Griffin (1972&73)

PABAR: A WELL - KEPT SECRET REVEALED

While the battle for world supremacy in the Albacore class was being waged in England in August, five foreign crews travelled to the island paradise of Pointe au Baril, north of Parry Sound, for the annual PABAR regatta. This year's event was billed as the Albacore "Other Worlds", and other worldly it was.

Despite the lost Derektions which almost left Derek Griffiths, Cathy Bazillia and Erika Griffiths stranded at the wrong dock, we managed to meet up and launch our boats in the moonlight for a half hour boat ride to our billet. We met up with the peripatetic Medhursts on the dock where David attempted to sabotage Windlass by sinking the starboard shroud clevis pin. With all three boats launched we parted company with the Medhursts for the evening as we made the journey in Thumper, an elegant vintage motor launch, with our hosts and new friends, Bill and Carol Prior and their faithful dog, Snoopy. The night was fairly dark and Woofie and Windlass weaved back and forth in a ghostly duet behind the motor boat.

To our collective delight, Carol had prepared a late supper for us and by the time we battened the boats down for the night we were ready for it. Electricity and running water were behind us on the mainland and our travels through the house were lit by gaslight and oil lamps. The privy was a healthy distance from the cottage at the end of the rocky island. Having removed my contact lenses for the night, I floundered along the path to the privy in the fading yellow glow of a dying flashlight.

By morning we had almost forgotten why we were there but after a hearty breakfast Bill towed us to the race course where a nice breeze was beginning to blow. The regatta comprised three races, one in the morning with a break for lunch and a swim, and two more in the afternoon. The field consisted mainly of local sailors with the Ewens of Burlington Sailing and Boating, and the Curtis's of Barrie, as the fourth and fifth foreign boats.

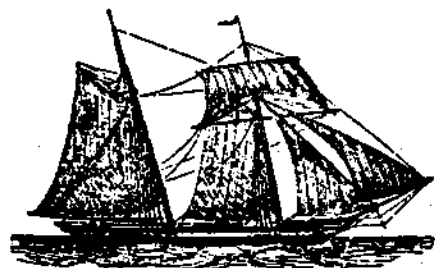
I met the Bradshaws, who organized the event, crossing the finish of the first race. Jim arranged all the printing of those regatta notices with the "Other Worlds" logo, and even had T-shirts and sweatshirts to commemorate the event. The entire fleet and retinue gathered on the rocks surrounding the Bradshaw cottage with a leisurely lunch which was provided for us by the ever diligent Priors. Back on the race course, where the wind was filling in from the west as Bill prophesied in the morning, Cathy followed us in a motor boat filled with cameras, beer, and the dog.

There was plenty of time between the last race and the banquet at the Ojibway Club for a swim and a cocktail tour of Pointe au Baril by water. The Ojibway Club is sequestered in a wonderful old resort hotel. The banquet was great fun and the evening was capped with a hilarious speech by the President of the Islanders Association, who was none other than our friend Bill Prior.

It rained all day Sunday with a few intervals. Gord and Erika went windsurfing and had to be rescued when the storm came up again. Mostly we ate and sat around the fire and wished we didn't have to go home. With the lightning and rain we thought we'd be there for a day or two longer, but the storms abated long enough for us to pack up and tow the albacores back to the marina.

The five of us conspired with the Ewens and the Medhursts to keep the secret of PABAR to ourselves. We told everyone what a terrible place it was to sail. But I'm feeling a little guilty and you probably figured out by now that racing at Pointe au Baril is like heaven on earth. We'll be there next year. So should you.

Christine Forsyth





No.	Skipper	Crew	Club	1	2	3	Total
1	6626 Mark Ewen	Jane Ewen	BS&BC	3/4	4	3/4	5 1/2
2	6997 David Medhurst	Beth Medhurst	RCYC	3	3/4	2	5 3/4
3	7366 Derek Griffiths	Erika Griffiths	TS&CC	2	2	5	9
4	5502 Bill Foster	Leanna Foster	PABSC	4	3	8	15
5	6251 Christine Forsyth	Gordon Walker	TS&CC	12	5	3	20
5	5756 Bob Mosley	Jane Mosely	PABSC	5	8	7	20
5	6665 John Curtis	Jim Curtis		6	10	4	20
8	6141 John Lawler	Tim Bradshaw	PABSC	10	6	6	22
9	4678 Deb Bowlby	Reid Bowlby	PABSC	7	7	10	24
10	7389 John Paterson	Ben Bradshaw	ABYC	16	9	9	34
10	6208 Ian Digby	Chris Flurgeson	PABSC	9	13	12	34
12	4870 Jim Bradshaw	Sue Bradshaw	PABSC	13	15	11	39
13	4055 Graeme Rogers	Peter Owen	PABSC	11	16	13	40
14	6765 Gail Regan	Tim Regan	PABSC	14	14	14	42
15	6216 Vicki Stephens	John Tremayne	PABSC	8	11	DSQ	43
16	6269 Jeff Wilkins	Stephen Sherk	PABSC	17	12	16	45
17	3707 Mark Renzoni	Cam Richardson	PABSC	20	19	15	54
18	4684 George Moreton	Jim Stephens	PABSC	15	17	DSQ	56
19	4260 David Grant	Mike Aben	PABSC	22	18	17	57
20	3274 Julie Fisher	Tim Regan Jr.	PABSC	18	20	DSQ	62
20	4056 Bob McDonald	Heather Morris	PABSC	21	22	19	62
22	4273 Mike Spicer		PABSC	Dns	21	18	69
23	4579 Jordan White	Jamie McVicar	PABSC	19	Dnf	Dns	72

Best Junior Helmsman (under 21 years on August 1, 1985) and crew:

John Curtis & Jim Curtis

I had such a good time this year, dragging Windlass around behind the old Model T, that the season's end was particularly disheartening. So were my finishes for that matter, which is why the driving and towing was such fun. I've been in a torpor since heeling my way around the course at the TS&CC Turkey Regatta. I got so down that my friend Don Gallagher, Commodore of the Canadian Wayfarer Association, lured me into his boat with promises of wild parties in London at the Fanshawe Pumpkin Regatta. My spinnaker novitiate was less than inspiring. The momentary collapses were due mostly to longing looks over my shoulder at the solitary Albacore in the regatta. After some soul-searching I finally decided to reveal myself to the Stewarts of London, who carried the Albacore banner during the two cold and often wet days of the weekend. Chastened, I resolved not to waver again and next year I'll hitch up the old boat and drag her to London to help keep the fires burning.

The Canadians at Geneva Park were blessed with better weather this year than last. The fleet is shrinking unfortunately, but the Executive are taking exciting steps to resolve that problem. Something to look forward to in 1986! For those who missed the great event, we had fair breezes and some of the race results looked like they'd been listed in reverse order. For the first time in anyone's memory, we had a three way tie going into the last race between Rob Weiss of TS&CC, Jeff Moody of South Muskoka, and Mike Glew from Sarnia. Jeff Moody moved up seven places on the last leg and slipped past Rob Weiss at the finish to take the series. The results are printed

in this issue. The real test of skill on Lake Couchiching was the last race of the day on Sunday. Seven Commodores of the CAA raced a short course with David Treissman, newly elected Commodore, winning the race with his trusty crew Philomena. I had the pleasure of sailing with the first Commodore, Peter McNames, who handled Windlass with aplomb despite a fifteen year hiatus from the helm. Our rather precipitous start, (30 seconds early), was applauded from the shore, but our finish was not. It was a great deal of fun and I hope we can do it again next year.

Take note of Saturday, February 15, 1986 in your new calendar. That's the Second Annual CATS dinner (Chili at Toronto Sailing). What better time than Valentine's to raise a glass with friends and toast a sweetheart of a boat. Derek Griffiths has graciously agreed to cook another batch of "Derek's Deadly", and even thinks he may stay and have some this year. We're cooking up a nice evening get-together so keep it in mind. The festivities should start around 7:30 pm at the Toronto Sailing and Canoe Club. If you're interested in attending give me or any of the Executive a call so we can get an idea of numbers.

By the way, Wayfarer class parties are pretty tame stuff. Nice people, though.

That's it, that's all.

Christine Forsyth

OTTAWA TELLTALES

Sniff.

No, I don't have a cold. That's the sound I always make at the end of sailing season. Sail RA's Albacores are out of Dow's Lake and before you can say stem-to-stern, the water will be gone as well, with the annual draining of the Rideau Canal. Most of the boats at Britannia are being turned over on the grass, their masts stored in basements and their sails at Iris's for repairs.

What a season, though! Never, I'm told, have the winds blown so strong for so long (except of course on certain crucial days such as our club championship, when the wind decided it was vacation time). It even howled for the Don Rantz Memorial Regatta, a perennial drifter. Ross King was so taken by surprise he forgot where he was, tried a roll-tack, sank his boat and nearly

drowned his intrepid crew Harrienne Rosenes, who thought Ross was trying to sneak past the fleet by sailing underwater. She wishes she could hold her breath for so long.

AND THE WINNER IS....

The Area 10 Championship went off without a hitch, thanks to the superb organizational efforts of Alan Goldrosen and his helpers at Lac Deschenes Sailing Club. The winds were just right, although, as Harrienne said, the best part of our day was the planing reach back to the harbour.

Britannia's John Bryant and Collette Gagnon, who honed their skills by sailing both ways across the Atlantic Ocean in the last two years, easily won with a lead of more than 20 points on second-place finishers Bill Blore and Fay Taylor

from Sail RA. Third spot went to BYC's Ian Meller and Tom Thomson. The rest of us are in the midst of planning trans-ocean cruises. The Wood Family Trophy, awarded to the family team with the best finish in the Championship, was won by Chuck and Anne-Marie O'Dale. The look of sheer delight on both their faces when it was announced they'd won was hands-down the best part of my day.

Nineteen boats turned up for the championship, almost double last year's entry, including the Marshalls from Ile Perrot Yacht Club in Montreal, a welcome inter-provincial addition. With such a gratifying turnout, next year we plan to run a B fleet. There is a B fleet trophy, but it has not been awarded since 1983 because the turnout was so uncertain.

The Stormont Traveller's Trophy, awarded to the Area 10 sailor with the best finishes at the most area regattas of the season (excluding the championship), was won this year by Ian Meller. Ian and Tom competed at all five regattas this year, winning four of them. That's an achievement that's tough to beat. Congratulations, Ian.

OLD BOATS, NEW NAMES

The end of the season has brought the usual changeover in the fleet as people move on to other cities or bigger boats. Don Krajcarski, our faithful measurer, (bless his ruler), is still keeping Albacores on the right side of the class rules but no longer sailing them. He sold Krackerjack to John Bryant, who renamed her Persephone. She certainly seems to like it. Fay Taylor has bought Grumpy's Toy from Derek Dagger, who the last time I saw him looked about to take Al Malo's call to "Move on up to a Kirby 25" literally. Another dinghy sailor gets keel-hauled, sigh. Fay plans to rename Grumpy "Fay's Way". I guess that means Robert will get to crew a lot.

SEASON'S GREETINGS

Hard to believe, but by the time another S&C rolls off the press it will be 1986. Merry Christmas and Happy New Year's everyone.

C'est ça.

Wendy Warburton
Area 10 Rep.

Area 10 Championships, September 14

Boat	Skipper/Crew	Club	Race 1	Race 2	Race 3	Points	Position
6140	Bryant/Gagnon	BYC	1	2	1	3.0	1
7060	Blore/Taylor	SRA	5	3	4	23.7	2
4862	Meller/Thomson	BYC	DSQ	1	2	29.0	3
3472	O'Dale/O'Dale	BYC	10	4	3	29.7	4
7199	McKinnon/Weber	SRA	2	11	5	30.0	5
7350	Readshaw/Readshaw	LDSC	3	10	6	33.4	6
7292	McCallum/Johnson	LDSC	9	5	10	41.0	7
7017	Hughes/Young	BYC	8	7	9	42.0	8
7227	Sletcher/Lemke	LDSC	4	9	18	47.0	9
7221	Noble/Laberge	BYC	7	13	11	49.0	10
7082	Trant/Cattell	LDSC	6	14	12	49.7	11
7096	Warburton/Rosenes	SRA	11	17	7	53.0	12
7226	Nash/Banfill	NSC	16	6	15	53.7	13
5624	Black/Dubuc	BYC	DNS	8	8	54.0	14
6026	Gordon/	LDSC	14	15	13	60.0	15
4444	Martin/Martin	LDSC	17	12	17	64.0	16
4134	Marshall/Marshall	IPYC	13	18	16	65.0	17
5342	Brown/Collins	NSC	12	16	DNF	66.0	18
5646	Fraser/Vandergeest	BYC	16	19	14	67.0	19

Lac Deschenes Sailing Club Regatta, June 15 - 16
(results in order of finish)

Boat	Skipper/Crew	Club	Race 1	Race 2	Race 3	Race 4	Race 5
4862	Meller/Thomson	BYC	1	1	1	5	1
7200	Woodley/Malo	BYC	2	2	3	2	3
7350	Readshaw/Readshaw	LDSC	3	3	2	3	2
7082	Trant/Trant	LDSC	4	4	DNS	1	4
6026	Gordon/Mason	LDSC	5	5	4	4	5
7227	Sletcher/Lemke	LDSC	6	6	5	6	6

Don Rantz Memorial Regatta, August 24 - 25
(Results in order of finish)

"A" FLEET

Boat	Skipper/Crew	Club	Race 1	Race 2	Race 3	Race 4	Race 5	Points
4862	Meller/Thomson	BYC	1	1	1	1	DNS	0
6140	Bryant/Gagnon	BYC	2	2	4	2	1	9
7200	Woodley/Jabour	BYC	3	3	3	4	4	25.1
7199	Blore/Kubicek	SRA	8	8	2	3	2	25.7
7201	Slater/Hawkins	SRA	4	4	6	5	3	31.7
7196	Kins/Rosenes	SRA	5	6	DNF	7	5	44.7
7017	Hushes/Lever	BYC	6	7	5	6	DNF	46.4
7194	Warburton/Perkins	SRA	7	5	7	8	6	47.7

"B" FLEET

7060	Taylor/Way	BYC	5	1	3	1	1	15.7
5343	Booth/Booth	ONEC	2	5	1	4	4	19.0
7092	Nix/Mirabelli	SRA	1	3	2	8	DNF	22.7
7094	Chatfield/	SRA	3	4	4	6	3	27.4
7193	Dixon/Macdonald	SRA	8	8	5	2	2	30.0
4856	Kidd/	ONEC	7	2	8	7	5	39.0
7197	Nicholas/Bowstead	SRA	6	6	6	3	DNF	41.1
7090	Lemay/Fischman	SRA	4	7	7	5	DNF	44.0
5584	Levett/Levett	ONEC	9	9	9	DNS	DNS	60.0

Nepean Sailing Club Regatta, July 27 - 28
(Results in order of finish)

Boat	Skipper/Crew	Club	Race 1	Race 2	Race 3	Race 4	Race 5	Points
4862	Meller	BYC	6	2	1	1	1	10.25
7200	Woodley	BYC	4	1	3	3	4	14.75
7199	Blore	SRA	5	4	4	2	2	17.0
7060	Bryant	SRA	1	3	6	4	6	19.75
3472	O'Dale	BYC	2	6	2	9	8	27.0
7097	Laskoski	SRA	10	8	9	5	7	39.0
7090	McKinnon	SRA	8	7	10	11	3	39.0
5624	Black	BYC	7	9	7	10	9	42.0
7194	Warburton	SRA	11	12	8	6	5	42.0
7221	Noble	BYC	3	5	5	DNS	DNS	47.0
7291	Brown	BYC	12	10	11	7	11	51.0
7092	Way	SRA	9	11	DNF	7	12	52.0
7225	Hughes	BYC	DNS	DNS	DNS	12	10	65.0
5638	Belford	NSC	13	DNS	12	15	15	69.0
7226	Nash	NSC	DNS	DNS	DNS	13	14	70.0

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



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

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August 17 was a clear, sunny, warm day. We sighed a sigh of relief - it was the go-ahead for the Annual NTSC Open Albacore Regatta. The winds were rather light that morning so flotillas of Albacores, pulled by motor boats, drew lazily up to the shoreline on Centre Island near the NTSC clubhouse. It was so quiet - even the gulls had dreamily floated away.

Then all at once - voices. Registrations, coffee, croissants, laughter, race instructions. A half-hour later, 47 boats floated/paddled/sailed lazily to Mark Number 2. The morning was a little long: now there's wind - we're ahead; now there's not - someone's passing us!

After an onshore lunch, 94 people were anxious to SAIL. Bang, we're off; bang, bang - a general recall. Then bang, it's off again. Winds ranged from 5 - 7 knots. Two races were completed by 5:30 P.M.

Those "walkie talkies" sure were a lot of fun. "NTSC Mainstation - boat number 1 has just finished - race should be over in 1/2 hour - get the fires going for supper."

And wow, what a supper - shish kebabs, green and pasta salads, bread, wine and gorgeous pastry with coffee.

Then there were race results to look at, stories to tell, rules to be discussed, but not one Protest. What a relief! Hoselton boat sculptures were awarded to the Skipper and Crew of the first three overall boats:

- 1st Ken and Doris Brown from OHCC
- 2nd Bruce Withrow and Sue Christenson from Mooredale
- 3rd Joe Li and Marg Cornor from St. Jamestown.

Prizes were also awarded to the Skipper and Crew of the first three NTSC boats:

- 1st Sue Mason and Erika Fetzer
- 2nd Yvonne van Zon and Terry Wong
- 3rd Norm Rubin and Elizabeth Nostedt

What an applause! And it's off again - flotillas of boats going home in the sunset. It sure had been a good day.

Overall Results

- 1 Ken & Doris Brown, OHCC
- 2 Bruce Withrow, Sue Christenson, MSC
- 3 Joseph Li, Marg Cornor, StJTSC
- 4 Ken Clark, Astrid Peters, RCYC
- 5 Mark & Arnold Bayley, MSC
- 6 Ed Howe, Kim Burkhardt, StJTSC
- 7 Derek Shenstone, Sylvie Charest, MSC
- 8 Kevin O'Rourke, Leigh Davidson, OHCC
- 9 Heather McNaughton, Kirby Inwood, WSC
- 10 Cathy Clayton, Ann Powell, StJTSC

Congratulations!
See you all next year!

Trixie Hoyer
Race Chairperson
North Toronto Sailing Club

Friday Night Races

Albacores and Lasers
Summer 1985

The weekly Friday night races were for Albacore and Laser sailors from the four Toronto Community Sailing Clubs: North Toronto, St. Jamestown, Mooredale and Westwood Sailing Clubs. Albacore sailors from other clubs were welcome to participate but were not eligible for the weekly prizes.

Starting May 17 and ending September 6, up to 48 Albacores and 10 Lasers were found milling around the start line. Some of the races were held in the Inner Harbour; the majority were held in the Outer Harbour.

Sometimes there was glorious sun with only a little wind, other times there was lots of wind with little sun. But rain or shine, with the exception of the tornado night, the races were scheduled and sailed each Friday night.

cont'd p. 31

And oh, what fun! It was a great time to renew friendships and relearn rules. Sometimes, there were quite the shouting matches, especially when some ten boats were bunched up at the gibe mark.

But then, on to the Spadina Hotel, where the deafening noise of ordering beer and food, and rehashing rules and mistakes, took on a very unique atmosphere.

The roar died down a little when the races results were read out, but was then replaced by enthusiastic applause and cheers when the names of finishers were read out.

Mugs were awarded to the first Laser skipper and to the skipper and crew of the first five Albacores. Then there were red carnations, from the table centrepieces, that were taken home by others.

On September 6 the final results were tallied. A keeper trophy and the overall award went to the first Albacore skipper, Bruce Withrow (MSC), and first crew, Joyce Etches (StJTSC). Keeper prizes were also awarded to second and third place skippers and crew.

And then, which club did best in this season's racing? The prize, a plaque designed with each club's logo, went to St. Jamestown.

The best Albacore finishers were as follows, (remembering that skipper and crew combinations were drawn each week by the respective clubs):

Skipper

- 1 Bruce Withrow, MSC
- 2 Ron Walker, WSC
- 3 John Langley, StJTSC
- 4 Stu Ferry, StJTSC
- 5 Joe Li, StJTSC
- 6 Frank Loritz, StJTSC
- 7 Derek Shenstone, MSC
- 8 Steve Jonjev, WSC
- 9 Ann Savege, MSC
- 10 Marni McKitrick, WSC
- 11 Tom Cundill, WSC
- 12 Sue Mason, NTSC
- 13 Ed Herage, StJTSC
- 14 Mike Morrison, StJTSC
- 15 John Cawthorne, StJTSC

Crew

- Joyce Etches, StJTSC
- Betty Smythe, MSC
- Steve Donnelly, WSC
- Barb Henderson, StJTSC
- Sally Fisher, MSC
- Marg Reider, WSC
- Murray Grummit, StJTSC
- Germain Proulx, StJTSC
- Marjorie Ward, StJTSC
- John Lock, WSC
- John Reynolds, WSC
- Lynn Barnett, StJTSC
- Chris Thompson, StJTSC
- Mike Pitts, StJTSC
- Urve Tamberg, NTSC

Trixie Hoyer
Race Chairperson
North Toronto Sailing Club

CHAMPION OF CHAMPIONS REGATTA

The 1985 Champion of Champions Regatta was held on September 7th and 8th at St. Jamestown Sailing Club. The regatta, sailed in Albacores for the Canadian Yachting Trophy, attracted representation from eleven classes.

Eleven short races were run over the two days, with boats rotated after each race. With winds extremely light, sailing was very competitive and a lot of close racing occurred with positions changing at each mark. In this collegiate style racing event, eleven races were sailed with two drops.

The overall winners of the regatta, Mark and Simon Treissman, sailed a consistent series counting 7 seconds and 2 thirds for a total of 32.4 points.

RESULTS

1st	Mark & Simon Treissman	32.4	Int.14
2nd	Rob Wiess & James Day	56.4	Alb.
3rd	Mark & Joanne Lammens	66.1	Finn
4th	Doug Nugent & K.Mitchell	72.7	Snipe
5th	Jack & Jeff Mitchell	79.1	Shark

Jeff Somerville
O.S.A.

MOOREDALE REGATTA

MOOREDALE SAILING CLUB 1985 ALBACORE REGATTA OFFICIAL RESULTS

SKIPPER/CREW	SAIL CLUB	RA 1	RA 2	RA 3	RA 4	POINTS			POSN
						ACCUM	DROP	NET	
Paul Henderson Martha Henderson	7141 RCYC	1	1	1	1	3.00	0.75	2.25	1
Ken Browne Doris Browne	6841 OHCC	2	2	4	2	10.00	4.00	6.00	2
Ken Clarke Astrid Peters	7428 RCYC	3	4	3	9	19.00	9.00	10.00	3
David Medhurst Beth Medhurst	6997 RCYC	9	3	2	18	32.00	18.00	14.00	4
Eugene Duynstee Paul Adderly	7099 BMYC	23	5	12	5	45.00	23.00	22.00	5
Mark Bayley Arnold Bayley	7250 MSC	15	65	15	4	40.00	15.00	25.00	6
John Curtis Geoff Johns	6665 BYC	20	34	6	6	66.00	34.00	32.00	7
Ann Savege Sally Ayre	7319 MSC	18	17	9	7	51.00	18.00	33.00	8
Tom Cundill Sandy Grwellini	7401 WSC	19	11	8	15	53.00	19.00	34.00	9
Michael Morrison Hilda O'Conner	7260 SJTSC	5	20	10	32	67.00	32.00	35.00	10
Christine Masson Ed Lowen	6803 TS&CC	22	9	13	14	58.00	22.00	36.00	11
Guy Jones Anne Keller	7321 MSC	6	13	19	19	57.00	19.00	38.00	12
Kevin O'Rourke Leigh Davidson	7142 OHCC	12	19	16	12	59.00	19.00	40.00	13
Bruce Withrow Sue Christensen	7322 MSC	17	8	DSQ	16	91.00	50.00	41.00	14
Malcolm Davies Yvonne van Zon	7386 NTSC	34	12	14	17	77.00	34.00	43.00	15
Sue Mason Norm Rubin	7346 NTSC	14	21	31	10	76.00	31.00	45.00	16
Richard Clayton Lynn Shannon	7259 SJTSC	4	16	27	DNF	95.00	48.00	47.00	17
Derek Shenstone Maggie Felkai	7251 MSC	25	15	7	37	84.00	37.00	47.00	18
Gary Bain Donna Davies	7068 WSC	30	24	5	21	80.00	30.00	50.00	19
Joseph Li Murray Grummitt	7255 SJTSC	10	10	DSQ	33	103.00	50.00	53.00	20
Keith Woolford Barb Henderson	7261 SJTSC	7	25	23	27	82.00	27.00	55.00	21
David Harris Henry Garbo	6433 RCYC	27	7	34	28	96.00	34.00	62.00	22
Scott Chate Urve Tamberg	7387 NTSC	33	22	45	8	108.00	45.00	63.00	23
John Langley Dave Rotfleisch	7253 SJTSC	21	27	18	24	90.00	27.00	63.00	24
Sheila Dempster Andy Suga	7349 SJTSC	36	32	29	3	100.00	36.00	64.00	25

RACE RESULTS

Steve Jonjen	7011 WSC	28	28	11	25	92.00	28.00	64.00	26
Kirby Inwood									
Marni McKittrick	7325 WSC	13	DNF	22	30	113.00	48.00	65.00	27
Maureen Stephen									
Jack Davies	7257 SJTSC	38	18	25	23	104.00	38.00	66.00	28
Huguette Vaughan									
Bob Drennan	7348 SJTSC	24	35	21	22	102.00	35.00	67.00	29
Marta Kornijenko									
John Carroll	7063 WSC	31	39	28	11	109.00	39.00	70.00	30
Helen Fedyck									
John Paterson	7388 ABYC	11	37	24	38	110.00	38.00	72.00	31
Stephen Foote									
Barbara Revill	7248 MSC	DSQ	14	17	41	122.00	50.00	72.00	32
Betty Smythe									
Louis Dinneen	7365 WSC	8	38	30	36	112.00	38.00	74.00	33
Carol Panchyn									
Milutin Ajdacic	7402 WSC	16	33	26	42	117.00	42.00	75.00	34
Margaret Rieder									
Trixie Hoyer	7344 NTSC	32	26	20	39	117.00	39.00	78.00	35
Terry Wong									
Jim Burkhardt	7252 SJTSC	26	31	35	26	118.00	35.00	83.00	36
Peter Vasoff									
Dieter Gast	7254 SJTSC	29	40	37	20	126.00	40.00	86.00	37
Germain Proulx									
Christine Forsyth	6251 TS&CC	45	42	32	13	132.00	45.00	87.00	38
Gord Walker									
Joe Ebeling	7320 MSC	39	29	39	29	136.00	39.00	97.00	39
Denise Tummon									
Wendy Joscelyn	6750 MSC	41	23	40	35	139.00	41.00	98.00	40
Tiffany Shaw									
Greg Russell	7364 WSC	37	30	33	40	140.00	40.00	100.00	41
Robin Barfoot									
Gordon Dennis	6195 GYC	35	41	41	34	151.00	41.00	110.00	42
Eileen Dennis									
Peter Drumm	7249 MSC	40	36	38	44	158.00	44.00	114.00	43
Victor Chan									
Joe Smith	82 OHCC	42	44	44	31	161.00	44.00	117.00	44
Pam Smith									
Carol Kidd	7329 NTSC	44	45	36	45	170.00	45.00	125.00	45
Jim Herchenratter									
Donna Rex	7323 MSC	43	43	42	43	171.00	43.00	128.00	46
Stella Hawke									
Morley Forsyth	6464 RCYC	46	46	43	46	181.00	46.00	135.00	47
Sasson Khazzam									

RACE RESULTS

FINAL RESULTS - 1985 BALSAM LAKE OPEN ALBACORES

NAME	SAIL #	CLUB	RACE 1		RACE 2		RACE 3		FINISH	
			POS	PTS	POS	PTS	POS	PTS	TOTAL	PTS
1. D. Medhurst	6997	RCYC	2	3	1	0	1	0		3
2. M. Ewen	6626	Shadow Lake	1	0	2	3	2	3		6
3. R. Batt	7363	TS&CC	4	8	5	10	3	5.7		23.7
4. R. Leonidas	7400	RCYC	5	10	3	5.7	5	10		25.7
5. C. Masson	6803	TS & CC	6	11.7	4	8	6	11.7		31.4
6. R. Forth	3236	Peterborough S. C.	3	5.7	9	15	8	14		34.7
7. J. Patterson	7388	Ashbridges Bay Y.C.	11	17	15	21	4	8		46
8. T. Griffin	6857	BLSC	8	14	7	13	13	9		46
9. P. Crawford	6148	BLSC	13	19	10	16	7	13		48
10. G. Roth	6657	Conestoga	15	21	6	11.7	12	18		50.7
11. G. Helliwell	5005	BLSC	9	15	8	14	16	22		51
12. C. Forsyth	6251	TS & CC	10	16	16	22	9	15		53
13. J. Curtis	6665	Barrie Y.C.	7	13	18	24	11	17		54
14. A. Quinan	6598	TS & CC	12	18	11	17	14	20		55
15. D. Whitfield	7437	TS & CC	14	20	14	20	10	16		56
16. T. Souch	3725	BLSC	17	23	13	19	15	21		63
17. B. Shaw	4597	BLSC	16	22	12	18	17	23		63
18. J. Hefkey	6202	TS & CC	18	24	17	23	18	24		71
19. J. Helson	2274	BLSC	20	26	20	26	19	25		77
20. B. Halliday	4613	BLSC	19	25	19	25	DNS	29		79
21. J. Howson	228	BLSC	DNS	29	DNS	29	DNS	29		87
21. S. Green	4084	TS & CC	DNS	29	DNS	29	DNS	29		87

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Call Alex Macnaughton H 489-5507
B 364-8306

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Call John Curtis H (705) 726-7362

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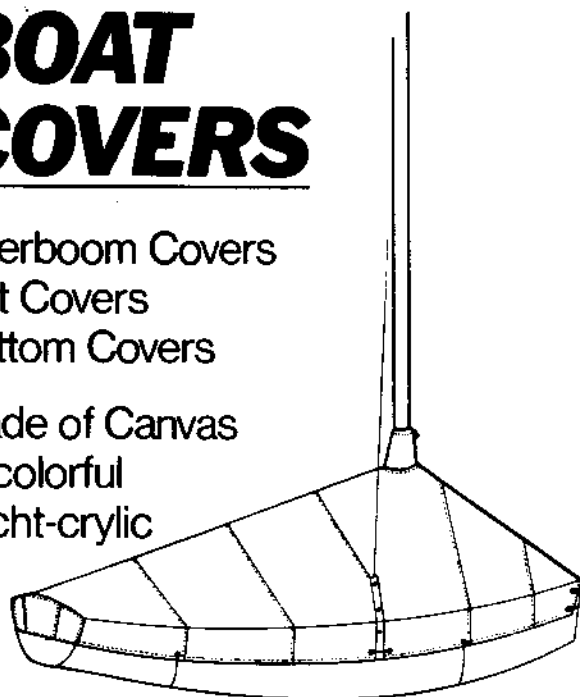
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