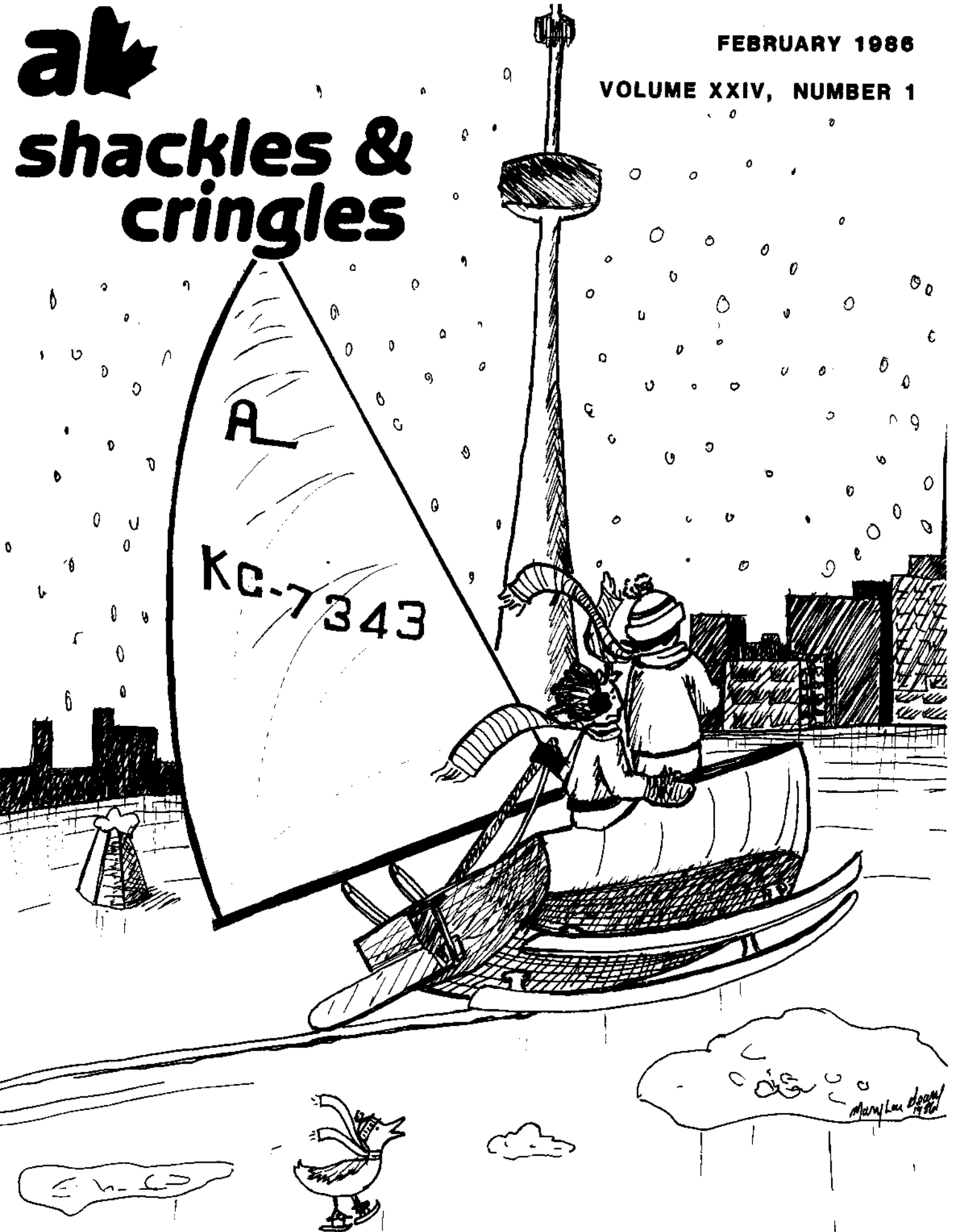


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**shackles &
cringles**

FEBRUARY 1986

VOLUME XXIV, NUMBER 1



canadian albacore association

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COMMODORE'S COMMENTS

The 1986 Boat Show was, as usual, a delight, and the Albacore display was prominent in spite of the risk of being overshadowed by all those expensive big boats. Our thanks are due to Ontario Yachts, who gave us space and cooperated with us in the exhibit - to our common benefit, I hope.

The Boat Show emphasizes to me the advantages of the Albacore as a racing class. Small boat racing is just as, or more, exciting as large boat racing. The game is the same, but when cost and convenience are considered the ALBACORE wins.

You will have admired, at the Boat Show, our new Class Brochure recommending the ALBACORE to novice and experienced sailors. This is also to be used by the U.S. Albacore Association, who will share the cost of production. We thank Christine Forsyth for the skill and time she has given to produce this beautiful document. Kevin O'Rourke and his many helpers have done a fine job representing the Albacore class at the Boat Show.

Now is the time to plan next year's events, racing, social, and cruising. Please tell us the dates of your club races so they can be included in the schedule published in "Shackles and Cringles".

During my year as Commodore I should like to encourage hospitality such as has been shown by the Pointe au Baril and Muskoka Lakes Sailing Clubs. The organization of billets is a way to encourage out of the area sailors to come to your regatta, and as Christine's article in the last "Shackles" shows, it results in new friendships and the cementing of old ones.

The Canadian Albacore Association will set an example. Vice Commodore, Beth Medhurst, is arranging for billets for visiting sailors at the Canadian National Championship, to be held this year in Toronto. I hope the clubs will follow suit.

David Treissman
Commodore

'86 TORONTO SPRING SEMINAR

The Toronto Spring Seminar has been scheduled for Monday, April 14th. It will be held in the Brigantine Room at Harbourfront, and will begin at 7:30 PM.

Although the agenda has not been confirmed, we are trying to arrange presentations on:

- o True North, (one of Canada's entries in the America's Cup);
- o Albacore sails;
- o Albacore rigging, (new developments, adjusting the rig);
- o Albacore foils, (construction, care and maintenance).

As a new feature of the Spring Seminar, the CAA is going to give you a chance to show us your stuff. Table space, (18"X24"), will be made available to any sailing club or organization which makes use of the Albacore in their

programs. This space may be used for brochures, pictures and presentations about your programs. Table space will be allotted on a first-come, first-served basis, and must be confirmed in writing by March 24, 1986. The CAA retains the right to refuse table space to any organization. (In other words, no vendors, please). Please forward all confirmations to Kevin O'Rourke (address on Page 2).

Eighteen by twenty-four inches is not a large space, so you will have to be creative.

And now for the bad news and the good news.....

...there will be an admission charge this year, \$1.00 per person, to cover costs. (Boo, hiss.). The seminar will also be hosted by our friends from Beefeater. (Yea.)

Hope to see you there.

Kevin O'Rourke

'86 BOAT SHOW & DINNER

Well, another Boat Show has come and gone.... This year the Boat Show did not seem to be as busy as other years, however, the interest in the Ontario Yachts display was much greater.

A race-rigged "Hardcore" was prominently displayed in the dinghy section of the Coliseum. The change in location, (last year the Albacore was with the O.Y. Keelboats), definitely resulted in increased interest in our favourite class. David Whitfield and a number of Albacore sailors provided visitors to the booth with information about the boat and the Class Association. If all the stories I overheard are to be believed, then we have the only boat that can fly over waves in a single bound, is faster than a speeding Hobie, and is strong enough to punch its way through a C&C 26. The Albacore also puts itself away after a hard day's sailing.

Many thanks to the following Albacore sailors and friends that helped out at the booth:

- | | |
|-------------------|-----------------|
| Christine Forsyth | Rosemary Helmer |
| Dennis Sherwood | Francis Almeida |
| Erika Fetzer | Keith Woolford |
| Beth Medhurst | Nigel Watts |
| Peter Vassoff | Wayne Mullins |
| Malcolm Davis | Trixie Hoyer |
| Carol Kidd | Derek Griffiths |
| David Treissman | Lorie Wilson |
| Diana Bissell | |

and the Unknown Sailor, because there must be at least one that I forgot (or didn't know about)....

This year, the Boat Show dinner was held in the totally auspicious Spadina Hotel Dining Room. The decor was no different than usual and the beer was still \$1.10. After coughing up five big ones to Yours Truly, everyone was allowed to dig into the pots of chili, which proved to be quite good, (although I did hear Derek Griffiths muttering that it couldn't be as good as his).

The company was excellent and the conversation consisted of last year's sailing mistakes and this year's resolutions.

And what is a night at the Spadina without an awards presentation, (although they usually consist of Friday Night race mugs). David Treissman introduced Don Behan, who presented the Behan Trophy to John Curtis and Jeff Johns. John and Jeff also collected the other "pots" they hadn't picked up from last year.

It was a good evening all around. Thanks for coming.

Kevin O'Rourke

1985 CUMULATIVE L.S.S.A. STANDINGS - ALBACORE CLASS

Total Number of Entries: 15 Scoring System: Low Point
 Number of Races Sailed: 10 Races to Count: 9
 Race 1: June 15 Race 2: June 15 Race 3: June 15 Race 4: June 22 Race 5: June 22
 Race 6: June 22 Race 7: June 23 Race 8: June 23 Race 9: July 28 Race 10: July 28

NUMBER OF STARTERS	SAIL No.	RACE NUMBER										Points	Beat	%		
		1	2	3	4	5	6	7	8	9	10					
		5	5	5	4	4	3	4	4	6	6					
1	Browne/Browne	6841			1	1	1	2	1			68.8	13	92.9		
2	P.Henderson	7141	1	1	3						100.4	10	83.3			
3	D.Griffiths	7366								1 1	113.4	10	100.0			
4	K.Clarke	7428	2	2	2						102.0	9	75.0			
5	Lucas/Lucas	7086			2	2	3	1	2		73.7	9	64.3			
6	Treissman	6678	3	3	1						102.7	8	66.7			
7	Quinan	6598							2	3	117.0	7	70.0			
8	Forsythe	6251							3	2	117.0	7	70.0			
9	Watts/Charest	1613			3	3	2	3	3		78.0	5	35.7			
10	?	7382	4	4	4						108.0	3	25.0			
11	Obedkoff	4503							4	5	121.0	3	30.0			
12	Green	4084							5	4	121.0	3	30.0			
13	?	7319	DF	5	5						112.0	0	0.0			
14	Smith/Smith	82			4	4		4	4		96.0	0	0.0			
15	Motley	6202							6	6	124.0	0	0.0			

1986 RACE SCHEDULE

MAY

- 16 *Friday Nite Race (Outer Harbour)
- 23 *Friday Nite Race (Inner Harbour)
- 24-25 TARTS (Toronto Sailing & Canoe Club)
- 30 *Friday Nite Race (Outer Harbour)

JUNE

- 1 Harbourmaster 1&2 (Westwood S.C.)
- 6 *Friday Nite Race (Outer Harbour)
- 7-8 Conestoga Warm Water Open Regatta
- 13 *Friday Nite Race (Outer Harbour)
- 14-15 **Fanshawe Junebug Regatta**
- 14-15 Lac Deschenes Sailing Club Regatta
- 15 Harbourmaster 3&4 (RCYC)
- 20 *Friday Nite Race (Inner Harbour)
- 21-22 RCYC Open Albacore Regatta
- 22 OHCC Open Regatta
- 27 *Friday Nite Race (Outer Harbour)
- 28-29 **Lake Ontario Challenge Open Regatta**
(Bronte)

JULY

- 4 *Friday Nite Race (Outer Harbour)
- 6 Harbourmaster 5&6 (RCYC)
- 11 *Friday Nite Race (Outer Harbour)
- 12-13 CAA Jr.Cdn. Championships(Windemere)
- 12-13 Nat'l. Capital Regatta (Brittania Y.C.)
- 18 *Friday Nite Race (Outer Harbour)
- 19 Westwood Sailing Club Open Regatta
- 20 Harbourmaster 7&8 (Westwood S.C.)
- 25 *Friday Nite Race (Inner Harbour)
- 26-27 Women's Dble.Handed Regatta(Whitby)
- 26-27 Nepean S.C.Regatta
- 27 Harbourmaster 9&10 (St.Jamestown SC)

AUGUST

- 1 *Friday Nite Race (Outer Harbour)
- 3 Muskoka Lakes Assoc.Regatta
- 8 *Friday Nite Race (Outer Harbour)
- 9 Mooredale S.C. Open Regatta
- 10 Harbourmaster 11&12 (St.Jamestown)
- 15 *Friday Nite Race (Outer Harbour)
- 22 *Friday Nite Race (Inner Harbour)
- 23 North Toronto S.C. Open Regatta
- 23-24 Don Rantz Regatta (Sail RA,Ottawa)
- 24 Harbourmaster 13&14 (North Toronto)
- 29 *Friday Nite Race (Outer Harbour)
- 30-31 St.Jamestown Open Regatta

SEPTEMBER

- 5 *Friday Nite Race (Outer Harbour)
- 6 Area 10 Albacore Champion.(Tentative)
- 7 CAA Championship Tune-up Regatta
(Tentative)
- 12-14 **CAA Championships (T.S.& C.C.)**
- 20 Harbourmaster 15&16 (North Toronto)

OCTOBER

- 11-13 US National Championships
(Chesapeake Bay)

* Metro Community Club Friday Nite Race series.

** Dates & Locations of the CAA Ontario Championships and the North American Championships have not been finalized.

*** Anyone wishing to add/revise/correct the entries in this schedule should contact Kevin O'Rourke.



**NORTH TORONTO
SAILING CLUB**

STILL AFLOAT & SAILING AFTER 20 YEARS!

This year, North Toronto Sailing Club celebrates its 20th Anniversary. If you are an old member and wish to participate in our 1986 summer festivities, please call our Code-a-Phone at (416)781-2354 and leave your name and telephone number for more information.

ATTENTION

DEADLINE FOR NEXT ISSUE OF "SHACKLES": MARCH 19th

SAILING TO BE EXCLUDED FROM 1989 CANADA GAMES

The Canada Games Technical Committee, consisting of four individuals, wants to cut participation down to a maximum of 3,200 athletes in the Canada Games '89. Sailing was not included in the sports recommended by the Technical Committee, hence is being excluded from the Canada Games in 1989.

Efforts, however, are being made to get sailing reinstated in the 1989 Canada Summer Games. At a Meeting of Ministers held in Calgary in September, the Sports Ministers had two motions. One asked the Council to reconsider its decision and a second, to form a working committee to study future organization of the Canada Games.

The Ontario Sailing Association has advised the Premier of Ontario and contacted the Minister of Tourism and Recreation, John Eakins. The Minister responded by raising the matter at a meeting of the Federal and Provincial Ministers responsible for amateur sports in Calgary, as previously mentioned. As a result of the discussion in Calgary, the matter will be investigated further by the Federal and Saskatchewan governments and the host city of Saskatoon. John Eakins stated that the availability of facilities and additional funds would be the major considerations in these deliberations.

Bill Cheek, Past President of the C.Y.A., has been monitoring the situation quite closely. At the C.Y.A. Annual General Meeting in St. John's, Newfoundland, he expressed his concern but stated that the chances of getting back into the 1989 Games is an uphill struggle.

As outlined in the Canada Games Handbook - An Outline of Policies and Organizational

Procedures, "the Games were conceived as a major competitive vehicle which would bring together athletes from all provinces and territories in a multi-sport environment".

The Handbook also states: "One of the aims of the Canada Games is to stimulate interest in all types of sports and to increase the number of participants in each, with particular attention paid to inherently "Canadian" sports. Thus, by providing the broadest possible variety of events and at the same time lowering barriers that tend to disqualify entrants, the Games will make it easier for each Province and Territory to field a satisfactorily large team; ideally an entrant in every event".

All Games since the Nova Scotia Games in 1969, the first Canada Summer Games, have included the sport of Sailing and have been enriched by its presence and participation. The participation of Sailing, assists substantially in the enhancement of our elite athlete program heading towards World, Pan Am, and Olympic Sailing participation.

The issue is not dead. The Ontario Sailing Association and its Executive body now encourage those sailors concerned about the issue, to contact their local Member of Parliament as soon as possible, to further emphasize the importance of this matter within the Sailing community. Ask them to support our position and to present it to the Minister of Fitness and Amateur Sport, Otto Jelenik in Ottawa.

Dori Ross Parzych
(Reprinted from Jan./Feb.'86 issue of
SAILONTARIO)

BILBO B.

PLAINLY AN ERRATUM

I'm plain crazy, Gordon and Eileen Dennis are plain delighted, and Don and Norma Young must be just plain mad. To readers of the Master's Fleet report in the last issue of "Shackles", it will be plain that a "plane" mistake was plainly made.

'Tis plain that Plane Jane (sometimes planing) was sailed by Gordon and Eileen not Norma and Don who verily sail Plane Fun (often planing). It was simply plain stupid not to appreciate that

Plane Fun plainly planed past Plane Jane which is a plain shame for Jane who lost her chance for fame.

It's all perfectly plain sailing really. Sorry Don. Hope all is now plain (and forgiven).

Now had Plane Jane planed more painstakingly than Plane Fun.....

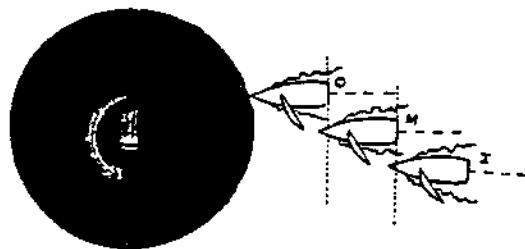
Plainly repentant,
Bilbo

BUOY ROOM! BUOY ROOM!

Buoy room for an inside boat with an overlap at a mark is established when the furthest forward point of the outside boat is at a point two of her lengths from the mark. An overlap exists if the straight line at right angles to the centreline of the outside boat from the boat's aftermost point crosses any part of the inside boat. The aftermost part is usually the aft end of the boom or rudder. Imagine a two-boat-length circle around the buoy. The skipper of the outside boat can legitimately angle his boat away from the mark so that when it crosses the circle the straight line will miss the inside boat. If three or more boats are staggered as the outside boat crosses the circle, it is only necessary that each boat overlap the boat immediately outside of it for all inside boats to have buoy room. See the figure from "Understanding the Yacht Racing Rules Through 1988", by Dave Perry, (New York: Dodd, Mead & Co.).

Normally buoy room rights are established only at the two-boat-length circle. Even if your overlap is later lost, you still have buoy room rights. An exception is that if a boat finishes making a tack inside the two-boat-length circle without disturbing you to become an inside boat with an overlap, it is entitled to buoy room. But at all times buoy room rights are subject to the ability of the outside boat to give buoy room. Crowded conditions may make this impossible.

The rule as to buoy room does not apply when two boats approach the windward mark on different tacks. And it does not apply on a free leg of the course if one boat only must tack while rounding. The port/starboard rule and the rule that you cannot tack (or gybe) and disturb a boat on a tack, apply.



I is overlapped with O when O reaches the two-boat-length circle. Therefore I is entitled to buoy room from O and M.

At all other times, buoy room preempts these rules. For example, if two overlapped boats on a run, one on starboard tack and one on port, approach a mark, the rights of the starboard-tack boat are lost at the two-boat-length circle and the inside boat if overlapped, acquire buoy room rights.

Subject to the exceptions noted, if you are the inside boat with an overlap at the imaginary two-boat-length circle surrounding a mark, the rules say you must be given adequate room to round it considering the prevailing conditions. This includes room to tack or gybe around the mark. You are to gybe at the first reasonable opportunity. On the other hand, you may refrain from tacking as long as you wish. For instance, you may wish to force the outside overlapped boat into poor wind by a shore some distance from the mark.

If you are clear ahead rather than having an inside overlap at the two-boat-length circle, one might think your rights would be stronger. Not so. The rules do give you the right to gybe and the following boat must keep clear. However, you cannot tack if the following boat will have to take evasive action during your tack to avoid colliding with you, unlike when you round behind but with an inside overlap.

As you approach the two-boat-length circle, if you think you will have buoy room on another boat, it is advisable to loudly attempt to establish your rights. If you have buoy room and have rounded the mark, the outside boat may become the leeward boat with luffing rights. Such rights begin as soon as you are able to respond to a luff and not hit the mark or foul another boat.

Alex Macnaughton

Note: Alex Macnaughton is Chairman of the Lecture Program of the Ontario Sailing Association. If you wish a speaker with slides on racing or on the basics of sailing, contact him at:

246 Cortleigh Blvd.,
Toronto, Ontario
M5N 1P7

Tel: (416) 489-5507

Reprinted from Jan./Feb.'86
issue of SAILONTARIO

When the chips were down

1ST U.S. NATIONALS 1985 - RIAZ LATIFULLAH, SOBSTAD MAIN & JIB
1ST CANADIAN CHAMPIONSHIP 1985 - JEFF MOODY, SOBSTAD MAIN & JIB



We have over many years in the Albacore class tried to follow a logical step by step development of new designs, but also to ensure that at a given time we build the same sails for both the Class Champion and Club Sailor alike. Not only that but we know that our sails are built tough to give a long racing lifespan.

Both Jeff and Riaz have our New Triradial design main and jib for 1986. They both think as do we, that they are faster and easier to set than any other design.

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MIDWINTER CHAMPIONSHIP, SARASOTA, FLORIDA March 12-15

Come and join us in Sarasota for the MIDWINTER CHAMPIONSHIP, to be held March 12-15 at the Sarasota Sailing Squadron on beautiful Sarasota Bay. Everyone who attended last year's event agreed that it was a great combination of good sailing and fine hospitality from one of the friendliest clubs anywhere. Sarasota is located on the Gulf of Mexico, with good sailing in either the Gulf or on the bay, which stretches for 30 miles between the mainland and the low sandy barrier beaches. The club is situated in a grove of tall Australian Pines at New Pass Inlet, and has an informal, cozy clubhouse with stone fireplace, old photographs and trophies, comfortable chairs, piles of sailing magazines, and a bar serving beer, wine, and light foods; it's a relaxed, inexpensive, (and rare) surviving remnant of pre-condominium Florida and a very congenial place to hold Midwinters. Last year we had two Canadian boats, (current N.A. champion Robbie Weiss, and another excellent sailor, Jorg Pawlik). Many participants brought family and friends to join in the shoreside fun, and all said they planned to return this year.

Although informal and pleasantly laid-back, the club has many serious racing sailors and is well-regarded for its ability to manage races efficiently, (active classes there include Lasers, Stars, and San Juan 21's). There's plenty of room for cars and trailers, with painless beach launching and small boat docks immediately adjacent to the clubhouse. Sarasota Bay is not subject to the three-day midwinter calms which can plague central Florida lakes and when a weather-system breeze is lacking, a local sea breeze normally fills in and provides decent sailing conditions in the 6-14 knot range. Best of all, Sarasota has many attractions to offer as an alternative to racing in the event of a one or two day blow-out, (sometimes possible in Florida at that time of year). A first-rate regional art museum and associated Circus Museum, an excellent botanical garden, and a marine research lab with public exhibits are all nearby, as is St.Armands Key with a variety of nice shops and restaurants. Epcot Center and Disney World in Orlando are reasonable day or overnight trip possibilities.

As was true last year, this will be a relaxed, tale-swapping regatta, without some of the pressures of other National events, and it should be a lot of fun for beginners as well as for those with more racing experience. There will be trophies for both "A" and "B" divisions. Regatta fee will be \$50.00 if paid in advance, or \$60.00 if paid in Sarasota, and includes the barbeque.

LOCATION: Sarasota is located on the Gulf of Mexico about 50 miles south of Tampa/St. Petersburg; driving time from the Washington, D.C. area is about 20 hours on excellent interstate highways the entire distance.

SCHEDULE: Registration will be Wednesday morning, March 13; first race will be that morning, with a maximum of 7 races over four days, with the racing finished on Friday afternoon or early enough on Saturday to permit departures for home early that afternoon. The daily racing schedule will be adjusted to fit weather conditions and allow time for shoreside activities and sightseeing.

AMENITIES: We will repeat last year's delicious barbeque hosted by the Sailing Squadron; beer and snacks will be available at the club each day and following racing. There are many excellent restaurants in all price ranges nearby.

ACCOMODATIONS: Camping is freely available on the club grounds, with showers, water, and electrical hook-ups for campers.

Motel accomodations range from expensive luxury units on the beach, to relatively inexpensive ones within a ten to fifteen minute drive. This is the high season, and reservations should be made well in advance. We can provide advice, and a list of motels and their phone numbers to those indicating an interest in the regatta.

For more information, call or write:

Barbara Wolf
931 R Street N.W.
Washington, DC 20001
Tel: (202) 332-3341

FINISHING YOUR FOILS

Now that the Boat Show is over and there is little to do on winter evenings except rewax your skis, play badminton, or attend C.A.A. Committees, it is an opportune time to refinish your centreboard and rudder. A smooth and true finish to your foils is of great importance because they both operate under pressure, and uneven surfaces appreciably increase drag.

First let us consider the shape of the foils. The Albacore Class Rules dictate the profile of the centreboard as follows:

The profile shall be 350 mm (+ or - 10mm) wide measured through the centre of the pivot hole at right angles to the leading edge, and 280 mm (+ or - 10mm) at a point 1000mm below the centre of the pivot hole, also at right angles to the leading edge. Between these measurements the leading and trailing edges must not deviate from straight lines by more than 5mm. Below the 280mm measurement the shape is optional except that it must be within an area bounded by straight line extensions of the leading and trailing edges. The overall length of the board from the centre of the pivot hole to tip, shall be not more than 1270mm, nor less than 1220mm. Above the pivot hole it can be of any profile but must be of uniform thickness.

Bearing in mind our predominately light winds during summer, I favour the shorter option with an elliptical tip because I think it provides the best flow.

A rudder blade may be of any shape except that when in place on the boat it shall project not less than 550mm below the intersection of the line of the keel and the transom. Although owners have experimented with many rudder profiles, from the straight and angular spade to exotic irregular designs, there is no clear consensus as to which is best. Size and length are probably more important than actual shape - larger equals more control, smaller gives less drag. A point for consideration is that the Albacore has a broad, full shouldered hull which, if allowed to heel, will lift the transom and hence the rudder out of the water. Rudders cannot, therefore, be too short, nor should they be too wide or the aerofoil shape will suffer. My favourite shape is a straight leading edge with a modified elliptical trailing edge that has its broadest part about 200mm from the bottom. I have two almost identical rudders, both of which are 750mm long. In light air I use one with a chord of 200mm at water level and 260mm at its widest, whilst the heavier wind version is 180mm at the top and 210 at its broadest.

In hydrodynamic terms the foils of an Albacore travel slowly and, when needed most (going upwind), they do not penetrate the water-flow in a straight line but rather with a crabwise approach. To avoid stalling at slow speeds, particularly when coming off a tack, centreboard and rudder sections must be as deep as practically possible. This depth of chord, or thickness, is dictated by the width of the centreboard box as defined by the Class Rules (Max.30mm). It is commonly accepted that the most efficient aerofoil shape is as shown here with its maximum depth approximately a third of the way back from the leading edge. It is important that the shape of the section is identical each side to prevent vibration.

Leading edges should not be sharp but rounded to a small radius. Tapered trailing edges should be cut off to a narrow flat of about 2mm with sharp corners. This not only achieves the object of improving waterflow, but also makes them less prone to damage.

By the way, the Class Rules require that the centreboard is capable of being completely housed within the centreboard case, so if you're thinking of a winged keel, forget it.

Since friction (drag) is proportional to the pressure on the surface, and because centreboards and rudders work under great pressure, their surfaces must be even better finished than the hull. To obtain flawless surfaces take patience and time, that is why one should start now.

Nothing is more frustrating to your crew than having a centreboard that constantly sticks in its slot (unless it is the incompetence of said skipper). If you are aiming for an ultra tight fit, remember to make allowance for the many coats of paint you will apply.

Now to the actual refinishing. What we are out to achieve is a smooth surface that contains no pits or undulations. Use a straight edge (as long as possible) to test for trueness. Hollows or highspots will have to be rubbed out or filled, as will any nicks or chips. Ensure that leading and trailing edges are flawless. Micro-balloon mixed to a stiff paste with epoxy is a good filler but make sure you give it a good "key" by using 80 grade sandpaper before application. Unless the hollows are fairly deep you will probably find it easier to sand off the highspots than fill slight hollows. To avoid accentuating the hollows, wrap the sandpaper around a flat block about 11" X 4" and at least 3/4" deep. A piece of felt

wrapped round the block before the sandpaper helps to eliminate edge scores. This block should be used for all sand papering except small inside curves.

When all surfaces are true and all small nicks and chips filled and smoothed off, finishing can commence. Prime all areas of bare wood with a thinned down (20%) clear polyurethane or epoxy finish. Leave at least overnight to cure (dry) before lightly "keying" the whole surface using 100 grade paper. Don't be too vigorous or you will have to start the priming process all over.

Varnished foils can look attractive but I am convinced that painted ones are tougher. If white paint is used it will reflect sunlight and minimize warping. It is also easier to see if you have any weed around your rudder (and centre-board if you are a contortionist). Don't skimp on quality, use a modern marine finish polyurethane or epoxy being the most common. Two pot finishes are said to be better if correctly applied. Personally, I use a one pot polyurethane which has always given me good service. Whatever you use, follow the maker's directions and allow ample time for curing.

Apply the first coat with a good quality soft brush of adequate size, 2 1/2" is minimum, 3" better. Use the finish at full strength in a warm dry atmosphere and brush it out well. Be sure there are no runs round the edges or through pivot holes. Allow to cure thoroughly. Shortly before application of the next coat key lightly with 280 grade wet and dry paper. During this process remove any runs, hairs, or bits, but do it lightly. Repeat the above for between five and seven coats. Don't try to cheat by applying a lesser number of thick coats, it just doesn't work.

After each application, clean your brush thoroughly. Good brushes are expensive and do not reach maximum performance until they have been used a couple of times. To ensure your brush stays soft after cleaning, you may care to store it in cleaning solvent or thinners. Suspend your brush in a container of either cleaning solvent or thinners. Don't let the bristles touch the bottom of the container. Before re-using, shake it out and dry with clean, fluff free cloth.

When you have applied five to seven coats allow the last coat to dry for several extra days before moving to the next step. Then take your 260 grade wet and dry paper and using it wet (use water and rinse often), rub the surfaces down

thoroughly until you are satisfied that perfectly true, smooth and blemish free surfaces have been achieved. If you go through to the wood before all undulations have been removed, you will have to re-prime the bare spots and start again.

At the point you decide you have the truest and smoothest surface possible, change to 360 grade paper and go over your foils again (wet) to remove any scratches left by the 280 paper. Wipe the board clean and allow it to dry. Damp a clean cloth with thinners and clean again to ensure all slurry is removed. Apply a final coat, brushing out well as before and avoiding like the plague any runs or drips. When your foils are cured put them carefully aside for as long as possible.

Immediately before re-installing your foils in the boat, use 600 grade paper on your block and using thinners or cleaning fluid as a lubricant, go over the surfaces to remove the high gloss and any minute spots of dust. If you are keen enough to have reached this point you can finish off by polishing the surfaces with Brasso on a piece of clean smooth cotton. Clean off with cleaning fluid and install.

It will probably be May by now and close to the racing season! You can now face the competition without a care about your foils...

Dennis Sherwood

IMPORTANT

The advertisement by Exotic Laminates Inc. in the last edition of "Shackles and Cringles", offered centreboards and rudders with the option of stiffening provided by carbon fibres, Kevlar or "S" cloth. Albacore owners should note that the use of such materials is prohibited under Construction Rule 14.8.

TELLTALES AND ONE DESIGNS

Although the use of telltales on sails as a trimming and steering aid has become nearly standard practice, there is still a good deal we can learn from them.

Known as "yarns", "strings", "streamers", "windtufts", "woolies", and "ticklers", telltales are usually made from light, synthetic knitting yarn, (although some racers prefer small strips of spinnaker cloth or magnetic cassette tape for increased sensitivity in light air). In principle, their use is simple. Since a sail works best when air passes over it smoothly, rather than turbulently or not at all, the telltale serves as a visual aid that indicates when a smooth flow is occurring.

Aside from catboats, the most common and important location for telltales is near the luff of the jib, where they serve as the primary steering aid when sailing upwind. Steer too high, and the windward yarn will first lift and then begin to flutter before the sail actually breaks into a luff. Steer too low, and the leeward one will first flutter as the flow begins to stall, and will then drop downwards, as though dead. The adverse effect of stalled flow near the leading edge of the sail is so severe that when the leeward telltale dies, the boat's overall performance probably will have done the same. For this reason most boats are best sailed with either both telltales streaming aft, or with the weather one lifting slightly and perhaps jumping occasionally - to guarantee that all error is on the side of being too high, rather than too low and stalled. (Figs. 1, 2, and 3).

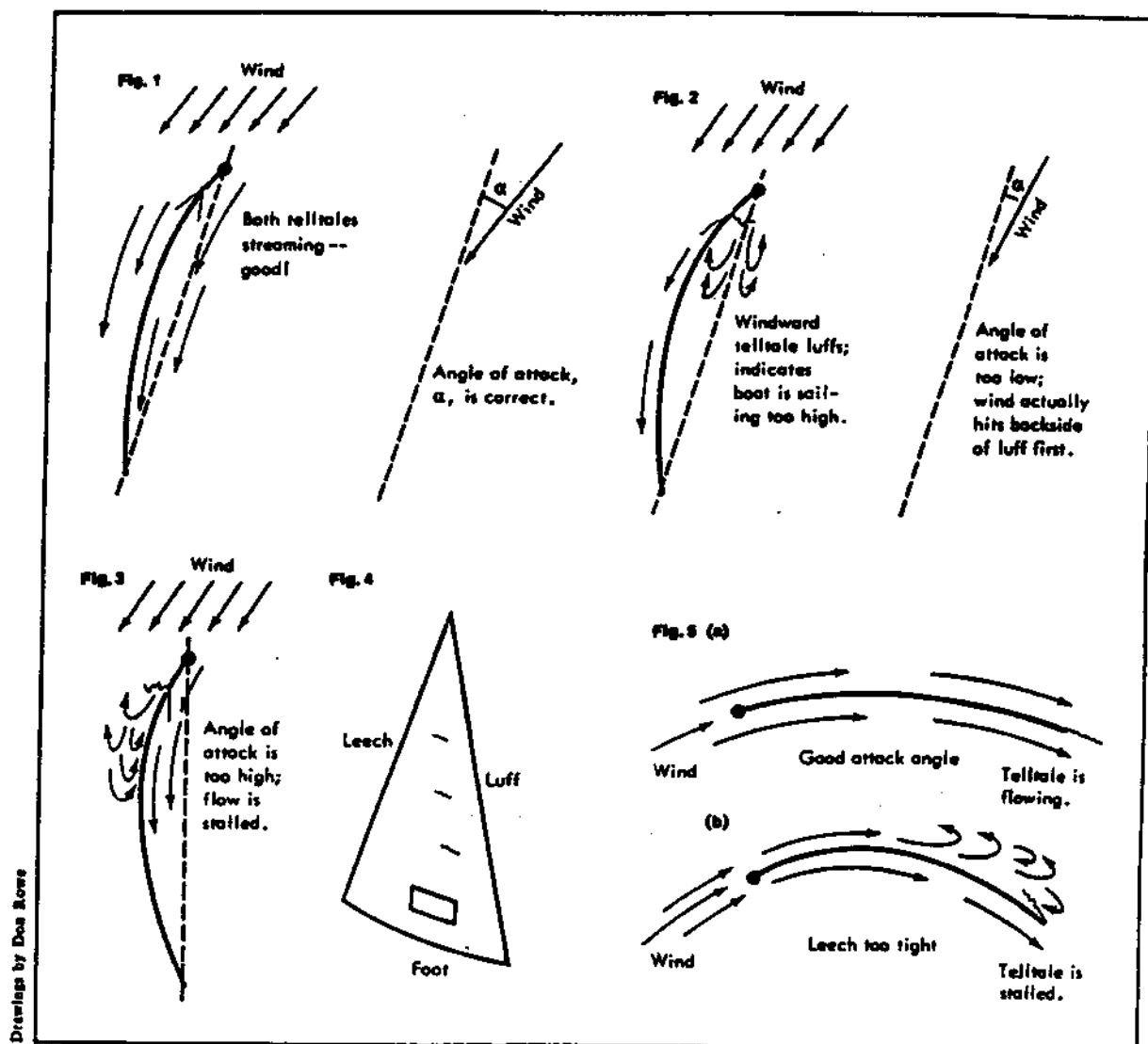
Just how the weather telltale should behave on every boat will vary: different sail shapes, even on the same boat, can cause airflow changes. Once you feel or experience how the telltales behave when your boat is sailing at its best, you have a visual benchmark, and the telltales begin to serve as an indicator of the right course to steer. As indicated in the diagrams, a telltale's behaviour is determined by the angle that its sail makes with the wind direction. Hence, reaching trim can be determined more or less correctly by moving the sail toward whichever string jumps, until both the sail and the telltale flow, i.e., an over-trimmed sail will stall the leeward side, and need easing; an under-trimmed sail allows the weather string to jump and may need trimming. Again, a good rule of thumb is this: don't allow the leeward side to stall.

The location of telltales on the jib luff is a fairly important consideration. Generally speaking, 6-12 inches aft from the luff works well for boats from 10 to 30 feet l.o.b. Another approach is to place the telltales behind the luff at a distance approximately 7-9 percent of the foot length. It often helps to place two or three telltales end to end (Fig.4). This way you can know more about what's happening near the luff of the sail. This information, correlated with your feel for the boat's performance, can vastly help you to sail more accurately.

For very serious racers, several sets of telltales, placed vertically along the luff, can be used as a partial aid to controlling the twist of the jib through lead adjustment. An overtwisted jib, (lead too far aft or up), will luff at the top before the bottom; accordingly, the weather telltales will jump first at the top, then later at the bottom as the boat is steered into the wind.

Conversely, if the jib lead is too far forward, (or down), the bottom of the jib may luff before the top. On most sails it is best to have the entire luff respond evenly. To achieve this, the lead can be adjusted accordingly, using the telltales as a guide. But be careful - this technique should not be taken as a blind recipe for speed. There are many exceptions, (in which, to a large degree, sheet tension more than lead position, can affect twist), and many ways in which lead position is dictated by the depth of the sail rather than by the behaviour of the entry at the jib leads. Nevertheless, it will help you to be aware of how the telltales behave at various locations when the boat is moving well, and hence you should view your telltales as an information source, not as speed-producing items by themselves.

Another way in which the jib telltales are very helpful is in controlling the shape of the sail's entry. An entry that is too fine, (too flat forward), is very prone to stalling and is unusually slow. A sure indication that the entry is too fine is when it becomes nearly impossible to make both telltales stream. One moment the leeward one is jumping or stalled, so you head up slightly to correct - and instantly the windward one comes alive and the sail may even luff. You're obviously pinching. You say to yourself, "I can't find the groove". The best remedy for this, short of recutting the sail, is to sag the headstay, allowing the entry to become a little rounder and more forgiving. On some boats, easing the rig



tension is easily accomplished; on others it is either impossible or causes some other sail shape disaster (such as an overly draft-forward main, due to a decrease in mast bend because you eased the backstay or rig tension). Moral: Telltales don't solve the problem - they can only help identify them.

If your jib telltales stream all the time, almost without regard to your wandering helmsmanship, then they aren't providing much useful information and may be too far aft. Or, if they rarely stream, they may indicate that the entry is too round. If this is so, try tightening the headstay to reduce sag and see if they become more responsive. If so, they'll help you steer

more accurately, which will inevitably help you point higher. This is not to say that a fine entry will always point higher; pointing is a matter of distance made good to windward, which is the result of the right shape and a properly-steered course. Often the right shape for your particular boat and the day's conditions may include a fairly round entry.

After the jib luff, the most useful telltales are those on the leech of the main, particularly on trapeze boats and others with a lot of righting moment (and therefore powerful upper main shapes). Telltales sewn on the very edge of the leech will stream aft until the leech is over-trimmed (stalled at the trailing edge), at which

point they will fold around to leeward and die.(Fig.5).

When looking for the most effective power in light-to-medium air, the leech should be trimmed as firmly as possible without over-stalling the telltales. On many dinghies it is reasonable to allow the leech telltales to stall as much as 30 percent of the time in an effort to maximize power. This is because trailing-edge stall, in its early stages, is not so dire as leading-edge stall (where the leeward telltale is bouncing), simply because it is farther from the center-of-pressure difference in the sail, which is about 20-25 percent aft.

On most keel boats, and on many centre-boarders with a low righting moment (eg. Thistles), a properly trimmed main never approaches a stalled upper leech. Hence, a telltale off the leech may be useless because it will stream all the time, providing no useful information. This is also true in dinghies in heavy air; nothing you can do, short of capsizing, will stall the leech string.

To find the proper trim and vang tension for reaching, many people place telltales on either side of the main near the inboard end of the

battens. These behave much like jib telltales and should be used vertically as twist (vang) indicators, much as the jib lead setting can sometimes be aided with the lessons of the jib telltales. On mainsails, luff telltales are of little use in providing quality information due to the interference of the mast. Some racers use them on catboats, such as Laser and Finn, where they must be placed further aft than on jibs to avoid turbulence from the mast. This, in turn, decreases their sensitivity.

A lot of people put telltales all over both or all their sails as if to suggest that if a few telltales are helpful, more will be better. A more logical approach is to use telltales on a given boat wherever their change in behaviour can be directly related to a change in the boat's performance. In this way the telltales can provide an indication that steering or trimming differently will cause them to act differently, and in so doing the boat's performance will change for better or worse. By this method you can improve trim and speed without merely cluttering up your rig and your head with useless, fluttering strings.

Steve Taylor

(Reprinted from "Yachting" magazine).

R.C.Y.C. 1986 OPEN ALBACORE REGATTA

Saturday June 21st & Sunday June 22nd

Location: Royal Canadian Yacht Club
Racing in the Inner Harbour

Program: June 21st 9:00 - 10:30 Registration - R.C.Y.C.
11:00 AM 1st Warning Gun
Three races will be sailed with a lunch break.

June 22nd 10:00 AM 1st Warning Gun
2 Races will be sailed - No Lunch Break

Dinner & Dance: June 21st 18:00 - Saturday Evening
Reception and Dinner in Ball Room. Dancing downstairs afterwards. Jackets & Ties, please.

Entry Fee: \$25.00 per boat.
Special dinner price for Skippers & Crew - \$12.00 each
Extra Dinner tickets - \$20.00 each

Regatta Co-ordinator
Bob Leonidas
105 Glengrove Ave.
Toronto, Ontario
M4R 1P1

Regatta Chairman
Malcolm Lawrie
243 Woodland Drive
Oakville, Ontario
L6J 4W4

SEA CADET REVIEW OF 1985

The Royal Canadian Sea Cadets have completed what has been the most successful training season since the program began in 1977.

Under the guidance of Sea Operations (Cadets) in CFB Trenton, the twelve Sailing Centres and the major summer camp in Kingston trained record numbers to a wide range of CYA standards. These varied from literally hundreds of young teenagers attaining a White Sail level to one of our members achieving I.E. status as a "Black" Instructor. The honour of reaching that heady plateau entirely within the Sea Cadet program belongs to Sub-Lieutenant David Guy of Long Sault, Ontario. Hearty congratulations, Dave!

BACKGROUND

The program began in 1977 with the purchase of 25 Petrels and developed to the present holdings of 64 dinghies (Albacore, Petrel, Georgian, and Echo), which are located at twelve centres around Ontario ranging from Windsor to Timmins to Ottawa and Trenton. Generally, each centre has five dinghies, a power safety boat, a six-boat trailer and all associated safety equipment. This provides the necessary mobility to move boats to temporary locations for training cadets or to provide a concentration of boats for regattas or weekend excursions.

There is obviously a requirement to provide suitable supervisors and instructors to teach sailing to the CYA standards adopted by the Cadet organization across Canada. To achieve this, a sailing training camp was established at Kingston in 1977, sailing from the Royal Military College on Navy Bay. Originally named "Camp Frontenac", after the WWII Corvette of that name, the camp expanded and added diversity to its training program, achieving the status of a major cadet training establishment and re-naming to "HMCS ONTARIO Sea Cadet Training Establishment" in 1981. There are 55 dinghies and 16 power boats in Kingston for this program.

Proposed training for 1986 will allow 710 cadets from Ontario to attend camp in Kingston on a variety of courses including Sailing, Band, Practical Leadership and two week General Training courses for first year cadets.

Sail training is included in all courses but the pure sailing courses are dedicated to achieving CYA qualifications up to Silver VI and Green Instructor. In nine years, there have been 75 officers or cadets qualified as Green Instructors. Nine of these progressed to "Blue", four to "Red", and of course last year's first "Black". These instructors then provide the expertise to teach and qualify cadets at the twelve sailing

centres as well as providing the staff for the HMCS ONTARIO sailing program.

WHAT WE DID IN '85

Sailing centres provided training for 1,378 officers and cadets around the province. Results of this training and testing produced a total of 365 CYA qualifications up to Bronze level IV. To achieve these qualifications, the sailing centre boats were used for a total of 4,087 hours of sailing. This represents an increase of over 1,000 hours from the 1984 season.

At HMCS ONTARIO, the sailing courses of three or six weeks produced the following results:

Total Sea Cadets in attendance	585
Sailing Courses only	120
CYA qualifications achieved:	
White Sail I	253
White Sail II	37
White Sail III	29
Bronze Sail IV	15
Bronze Sail V	11
Silver VI	3
Green Instructor	5

COMPETITIONS

Sea Cadets progress through a structured competition beginning at the Home Corps level and ending at the National Sea Cadet Regatta.

The first formal competition is at the Provincial Regatta in June where each Corps may enter one team. There were 23 entries in '85 and the top five crews then qualified for National Competition held at Halifax, N.S. in August. Crews from Ontario placed 2nd, 3rd, 6th, 8th and 10th against 25 crews from across Canada.

We also take part in many civilian competitions, primarily Albacore, at all levels. We sent 8 crews to the Ontarios in Kingston, 4 crews to the Canadian Juniors at Windermere, 4 crews to the Nation's Capital in Ottawa and 3 crews to the Canadian Albacore Championships at Geneva Park.

Probably the most notable event was the World Albacore Championships in Kent, England. Two crews from Ontario had qualified by virtue of their 1984 performance and we were able to get them to England for that week in August via Military service flights.

After such a summer, one cadet commented on returning to school after Labour Day in one word - "BORING!"

Down to the Sea in Chips

When *True North*, the Canadian yacht in the America's Cup, takes on the world's best, her development and her crew will have been assisted by a battery of 'desktop' micros.

by Robert J. Sawyer

Things have changed since John Masefield wrote, "All I ask is a tall ship and a star to steer her by." Today's sailor is aided by the fruits of high technology. The *True North*, Canada's entry in the 1987 America's Cup sailing race, will be a sleek marvel of computer-aided design.

When Steve Killing started designing *True North* over a year ago, he was using his own hardware. He had a Hewlett-Packard 9816, which is one of HP's Series 200 technical desktop computers. He was also using an HP 7580 "Big Bertha" D-size drafting plotter, capable of producing standard blueprint-sized drawings.

Bob McDevitt, executive director of public relations for Hewlett-Packard (Canada), is also a sailor. He arranged for Killing to be loaned some equipment and began talks which led to HP becoming an official sponsor of *True North*. In June, HP (Canada) president and general manager Malcolm Gissing was named to the *True North* Board of Directors.

HP has provided \$250,000 worth of equipment, including a 9836 desktop computer, which, like Killing's own 9816, is designed for computer-aided engineering. It has 512 x 390 dot graphics and can support up to two megabytes of memory. HP has also donated seven new Portable Plus laptop computers and a just-released Series 300 technical workstation. Peripherals provided include a hard disk, graphics tablet and dot-matrix printer. HP is also throwing in unlimited technical support and training for *True North's* designers and crew.

Two years ago, Killing co-developed a software package called Fast Yacht, now commercially available from Design Systems in Annapolis, Maryland. Fast Yacht is being used to find the best shape for the 12-meter boat's hull by building a wireframe model on screen that can be manipulated with a graphics tablet.

"Since the hull shape is defined

numerically in the machine, you can do all the calculations that you need: figuring out displacement, where it will float, and the volume distribution," Killing said. The data is then fed to the plotter to produce the engineering drawings that Killing once had to do by hand.

In traditional boat building, the builder is given a table of offsets - numeric specifications describing the cuts to be made to produce each piece of frame. "Our plotter draws those full-size on mylar, which we send to the builder so he has a template to cut the boat from," Killing said. "We've eliminated a big chunk of the human error

held.

Killing has been collecting Australian wind data from two sources. One is the historical records, kept for conditions at the Port Authority building less than 20 kilometers from the site of the America's Cup challenge. The second is data from weather buoys that have been placed around the race course.

Tank testing is being done in California, towing a half-size model of *True North* down a 10 x 100-meter bathtub. Side-force and drag data is stored on tape, then converted into Hewlett-Packard 9816 disk format so that Killing can make further studies in Halifax, where the yacht is being built.

On board *True North* will be an Ockam instrument package. It has its own CPU which gathers information from the boat's instruments, including apparent wind speed, the boat's speed, the heel angle and so on. Elaborate calculations are made, subtracting the boat's movement from the measured windspeed to determine a true windspeed. The Ockam equipment also calculates the distance lost each time the boat tacks.

Killing will monitor everything on a Portable Plus aboard the powerboat tender, which will travel beside *True North* during testing. He will type comments on his portable that will be added to the data stream being sent from the Ockam equipment to the base on shore, noting things that the instruments don't register, including who is steering and which sails are deployed.

The Portable Plus is a new version of the HP-110. It displays 25 lines by 80 columns, nine more lines than the previous model. Unlike many of the newer laptops, the Plus lacks a disk drive. But it has an open architecture, allowing users to add RAM and ROM chips up to a total of three megabytes.

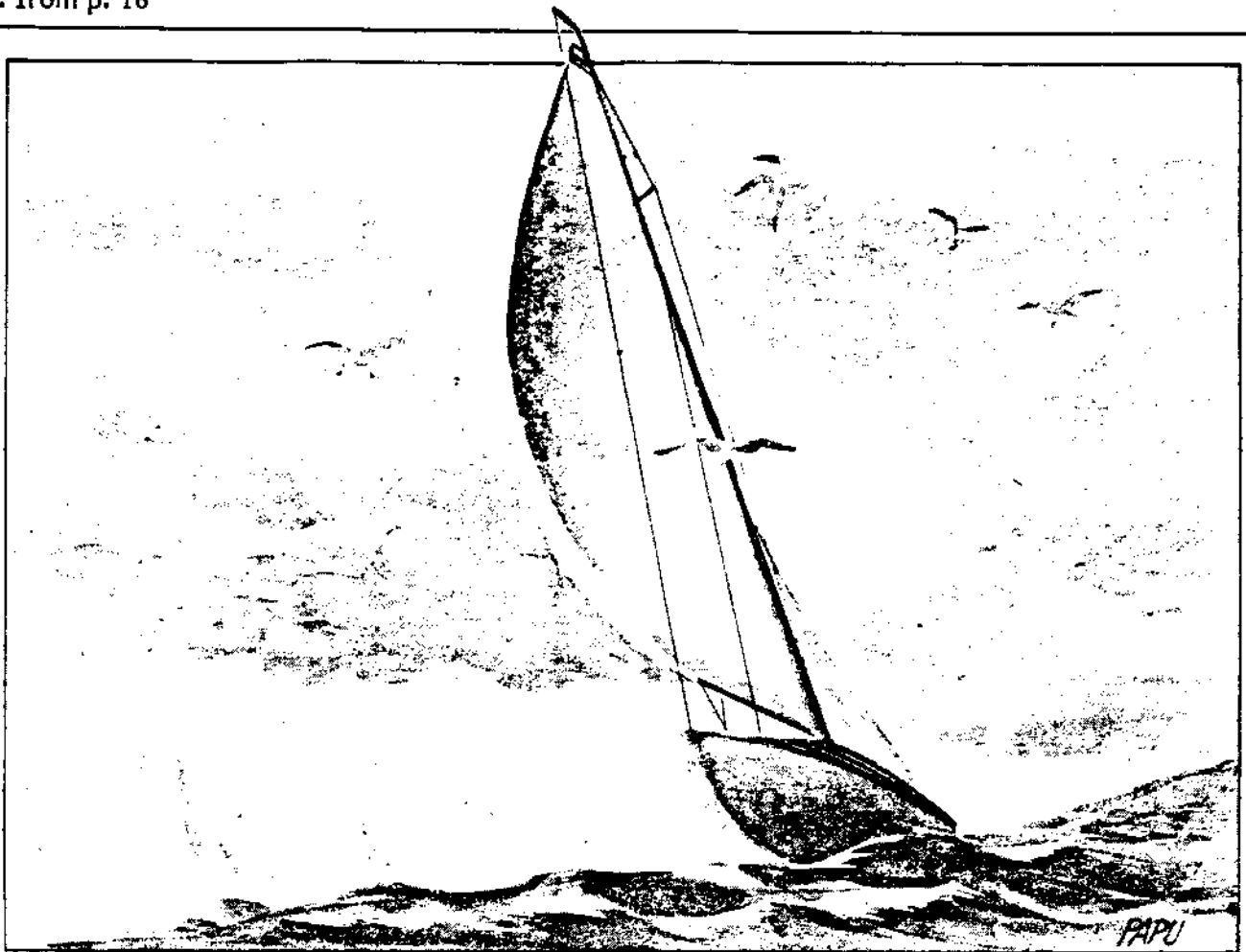
Back on shore, a yet-to-be-selected piece of HP equipment will receive data which will be analyzed on the just-announced HP 9000 Series 300 Model 320 technical workstation. The 320 uses a 32-bit, 16 MHz Motorola 68020 pro-

Computers let you
explore more things
— wild ideas that
just might be useful.

which normally enters the building process at this stage."

Killing is using a software package known as the Performance Prediction Program to analyze the speed potential of the boat. Working from the hull design that's already in the computer, supplemented with details about the keel, rudder, sails and crew size, it simulates the boat's performance under upwind, downwind and crosswind conditions at windspeeds of 5 to 30 knots. It even takes into account the movement of the crew on the boat's rail in a high wind.

Next the design is tested in a computer simulation of the race course of the coast off Perth, Australia. Although the race will be held in February 1987, the yacht is also being tested in simulated November weather because that's when the trials will be



cessor. HP is also providing a high-performance colour display with 1024 by 768 pixel resolution. Most of Killing's Series 200 applications will run on the Series 300 without modification.

Killing noted that it's easy to devise experiments to test the boat in the water, but the best place to do analyses is back on shore. "What we want to do is to have a plot of the boat's movements to show the guys when they come in from a day of sailing. We want to be able to say, 'look at tacks 5 and 15. They were good for these reasons.' We're going to learn how to sail that boat as fast as possible."

All this data will be programmed into the portables that will be taken aboard the yacht during the race. "A complete log of wave heights, wave conditions and wind conditions will have been compiled, which should give the crew a good estimate of how fast they should be going," said HP's Bob McDevitt. "If they're going a little bit slower, they'll know that they can coax another half-knot out of her."

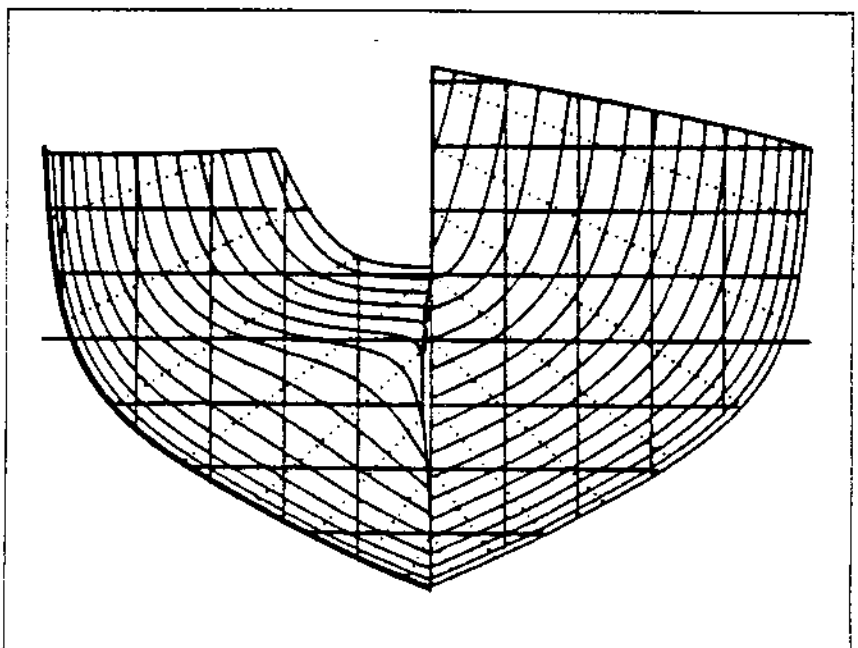
Rather than putting all their eggs in one basket, Killing and company are developing two different *True North* boats. One will eventually be chosen as the America's Cup challenger. The first is what Killing calls an evolutionary de-

sign: a small improvement on the state of the art. He terms the other as revolutionary, a major deviation from the norm in yacht building.

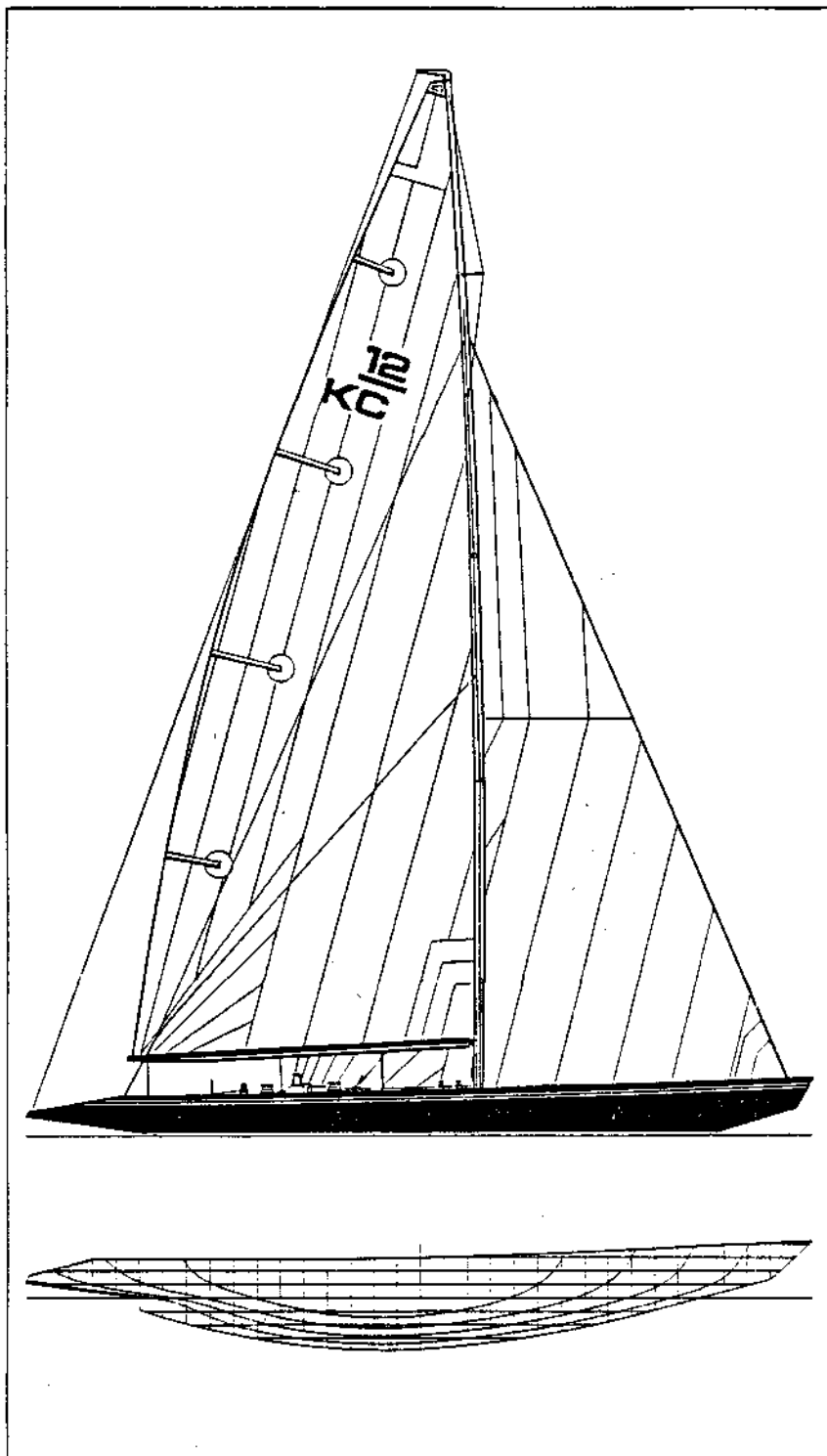
"Both philosophies have won the America's Cup in the past," he said.

"The Americans typically use the evolutionary approach. But Australia II, which won last time, was something new and wild."

Killing was using HP equipment long before HP became a sponsor of



A wireframe model, drawn using Fast Yacht software, can be manipulated with a graphics tablet.



Hand-drawn sketch of *True North* based on the wireframe model of the hull shown below.

True North, largely because George Hazen, the man Killing co-developed the Fast Yacht program with, is an HP dealer. "HP's stuff has a reputation for being really good but also really expensive. I agree on the quality, but every time I do a hard-core comparison, I find it's competitively priced, too. HP has a lot of clever built-in functions that you'd have to pay extra for in other people's equipment. For instance, the

built-in commands in HP-BASIC are phenomenal for the kinds of analyses we're doing. And the link between the digitizing tablet and the software is a clean, simple one that lets us have fast interaction."

Killing is impressed by the lack of service his HP equipment has required. "We had done no servicing up to a week ago when I replaced the little drive wheel in my plotter."

In 1983, the America's Cup rules were changed to allow for the use of high-tech equipment. But Canada 1, this country's last attempt to bring home the Auld Mug, was not the product of computer-aided engineering. "Its prime designer was Bruce Kirby, who's much more of a seat-of-the-pants designer than I am," Killing said. "Also, a lot of the hardware and software we're using wasn't available at that time. They did have the Performance Prediction Program, but it wasn't nearly as good."

Ben Lexcen, who designed Australia II, is also using Fast Yacht on an HP 9816 to build the boat that he hopes will keep the Cup in his country. And Killing's one-time partner George Hazen is using his program with one of the sub-contractors working on a United States' entry. Killing suspects at least one more of the 15 challengers is using his software as well. "I have the advantage of having created the software. I can go into the program and modify it and enhance it as required."

Is it fair to be using computers to help design the boat? "When you're involved in it on a daily basis it doesn't seem like such a big deal," Killing observed. "Computers speed up the process and they do analyses that we physically would not be able to do. They let you explore more things - wild ideas that just might turn out to be useful. They unleash your creative process."

What about the onboard computers? "The initial reaction to the onboard stuff is 'you're supposed to have people sailing this boat, not machines.' Normally when you're out sailing you've got 10 pieces of information and you take a guess at five more and say, okay, based on all that, let's turn right. Now we can give the person 15 pieces of good, hard information, five of which he never could have figured out any other way. Still, it comes back to the human being: what he wants to do."

Whether *True North* wins or loses, Hewlett-Packard will have gained a unique spotlight for its equipment. "We feel that the people who have the funds to be interested in yacht racing are the middle to senior managers in companies," Bob McDevitt said. "This is an outstanding example of what our portable computer can do for them. If it can last through the America's Cup, it will certainly survive an executive taking it on a plane ride out to Vancouver." □

Reprinted from "InfoAge" Sept. '85

Robert J. Sawyer is a freelance writer in Toronto.

FOR SALE: Sail no. 1613. Beautiful Fairey Marine Weathermark dinghy, "The Big Dipper". Two-tone mahogany & ash with original mahogany buoyancy tanks. Completely restored & refitted. Competitive & fully race equipped with Harken fittings throughout. Plastimo compass, good cover, new Proctor D mast (1983), 2 sets of good racing sails (Storer) plus cruising sails. Snipe road trailer plus new launching dolly (1982). raced regularly last 3 seasons. Price: \$4,250.00

Contact: Nigel Watts (R) (416) 884-8769
(B) (416) 745-9680

ALBACORES FOR SALE

The St. James Town Sailing Club, a non-profit community sailing club (Toronto), is in the process of replacing its fleet of twelve Albacores.

This fleet consists of ten four-year-old Skene dinghies and two two-year-old Ontario Yacht dinghies. They will be sold on an individual or group basis. Each boat comes equipped with a Proctor mast and boom, two sets of Sobstad/Storer sails, kick-up style rudder, remote boom vang and cunningham, mast ram, adjustable crew hiking straps, and barber haulers. All of the hulls, centreboards, and rudders were completely reconditioned last year.

These dinghies, although primarily for recreational use, have earned our Club the community club racing championship for the past two years.

We are asking \$2500 for the four-year-old Skene boats, and \$3200 for the two-year-old Ontario Yacht boats. Sales terms are cash, F.O.B. St. James Town Sailing Club, Toronto. For further purchase information please contact Bob Drennan at (416) 482-2836 (bus.) or (416) 266-4267 (res.).

Sail No. 6144-1977. Includes full rigging, kick-up rudder, Elvstrom "Super Max" bailers, centreboard, centre traveller. Price: \$1,650. Will deliver in Toronto area. Boat well maintained.

Sail no. 6398 or 6399 - 1979. Includes full rigging, kick-up rudder, Elvstrom "Super Max" bailers, centreboard, centre traveller. Price: \$2,050 each. Will deliver in Toronto area. Boats well maintained. Will consider discount on two (10%).
Contact: North Toronto Sailing Club

(416) 363-6872

FOR SALE: Albacore no. 6803 (Mariah). Rondar built. Fully racing equipped, with aft led vang and easily adjustable outhaul and cunningham. Storer sails, new for 1983 Worlds. Cover, dolly. Price: \$3,000 or best offer.
Contact: Fred Black (R) (416) 247-0841

FOR SALE: Silva Racing Compass (Model 90UN). New compass (never used). Comes complete with mounting hardware (2 sets). One of the mounting brackets has been set up for easy installation on the Albacore mast gate. The compass is a ball type, may be mounted in a vertical or horizontal position in your boat. Retail value of \$140 - Silva compasses have a lifetime guarantee. Price: \$100.

Contact: Kevin O'Rourke (B) (416) 941-2180
(R) (416) 927-0592

FOR SALE: "Harvey" wetsuit (Size large). This wetsuit is a "shortie" with a Lycra exterior over 1/8" neoprene. It has been used one season (8 times). Price: \$85.

Contact: Kevin O'Rourke (B) (416) 941-2180
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