

NOVEMBER 1980
VOLUME XXIV
NUMBER 5

al
**shackles &
cringles**



canadian albacore association

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

COMMODORE (Nat'l., Int'l. Liaison; General Matters)	Beth Medhurst 58 Glengowan Road Toronto, Ont. M4N 1G4	H: (416) 482-3251 B: (416) 223-4601
1ST VICE COMMODORE (Canadians; Juniors Cdns.)	Christine Forsyth 6 Dale Ave. Toronto, Ont. M4W 1K4	H: (416) 967-4774 B: (416) 968-9472
2ND VICE COMMODORE (Ontarios; North Americans)	Ted Mallett 281 Deloraine Ave. Toronto, Ontario M5M 2B2	H: (416) 486-0515 B: (416) 864-1212
3RD VICE COMMODORE (Class Promotion; Advertising)	Jaime Day 45 Melbourne Ave. Toronto, Ontario M6K 1K4	H: (416) 535-4844 B: (416) 259-9644
REAR COMMODORE (1987 Racing)	Mark Ewen 24 Connaught St. Oshawa, Ontario L1G 2G9	H: (416) 728-9952 B: (416) 666-3400
MEMBERSHIP SEC'Y (Records; dues)	Doris Browne 283 Kingsdale Ave. Willowdale, Ontario M2N 3X5	H: (416) 225-4337 B: (416) 445-8600
SECRETARY (Corporate matters)	Leigh Davidson 2928 Yonge St., #507 Toronto, Ont. M4N 2K1	H: (416) 485-1752 B: (416) 941-6816
TREASURER (Accts. Receivable)	Kathryn Sinclair 450 Walmer Rd. #1511 Toronto, Ont. M5P 2X8	H: (416) 929-9098 B: (416) 364-4242
CHIEF MEASURER (Class Rules; Measurements)	David Weaver 14 Lansdowne Rd. N. Cambridge, Ont. N1S 2S8	H: (519) 623-4402 B: (416) 525-9140 ext. 4907
EDITOR, "SHACKLES & CRINGLES" (Newsletter)	Carol Kidd 345 Gladstone Ave. #2 Toronto, Ont. M6H 3H5	H: (416) 534-6156 B: (416) 252-6407
PAST COMMODORE	Dennis Sherwood 2 Knightswood Road Toronto, Ont. M4N 2H1	H: (416) 482-1731 B: (416) 678-1841
AUDITOR	Ken Clarke 1062 Albertson Cres. Mississauga, Ont. L5H 3C7	H: (416) 278-3073 B: (416) 367-4056

Special thanks to Normunds Berzins and Derek Griffiths for their professional expertise!

1986 seems to have flown by as do all of our too-short sailing seasons. The Canadians were a fitting season's end for some as the winds tested our skills in everything from 3 to 30 knots. Many seemed determined to stretch it out as long as possible with Canada boasting a 10-boat contingent at the U.S. Nationals/North Americans on Thanksgiving weekend.

Congratulations to Joe Li and his crew Murray Grummitt for winning the David Treissman Memorial Trophy for 1986. Philomena Treissman presented this beautiful lucite-encased wire sculpture following the last Harbour Masters races on September 21, 1986. This sculpture was designed by Leon Saffrata and donated by David's many friends.

Already our thoughts have turned to 1987. Your Executive is working on programs, presentations, and promotions designed to increase membership and encourage participation.

The Worlds on Barnegat Bay in June 1987 are the focus for many. Canada will have the largest team and certainly some of the best sailing talent. Tune-up events in May and June will bring out good competition and I hope promote our team spirit.

Arrangements are being worked out for next summer's major competitions. We plan to hold the Ontarios, North Americans, and Canadians in different areas of the province on both large and small lakes. Our thanks to those who have offered to host events or help with regatta organization.

We have been informed by Beefeater that they are moving their sponsorship, as is their policy, to another amateur sporting event in 1987. We will miss their sponsorship and interest in our class.

You will notice from your invoice enclosed with this issue that membership fees have increased by a nominal \$2.00 over last year. This increment is necessary to cover the rising costs of postage and printing. As always, we are making every effort to keep our costs down. I am sure you will agree that the CAA membership is a good deal.

As you take to the ski hills to keep your sailing muscles in shape, keep in mind there are several opportunities to meet your sailing friends over the winter season. The boat show dinner, new sailors' nights, and the spring lecture series held by many of the fleets are designed to keep you in touch. Mark your calendar and I will see you there.

THE CANADIAN TEAM

To date Canada has been allocated twenty-eight places in the 1987 Albacore World Championships (up from our original allocation of twenty places). In accordance with the published selection criteria the additional places have been offered to the next highest place finishers in the 1986 Canadians - Championship fleet.

Congratulations to all team members. Although qualification is officially given to skippers, my heartiest congratulations to the crew who helped them get there!

John Clark	Bruce Withrow
Jeff Moody	John Curtis
Ron Batt	Joeanne Lammens
Mike Glew	Andrew Wright
Jorg Pawlik	John Bryant
David Medhurst	Reg Forth
Jamie Gage	Derek Griffiths
Ian Brayshaw	Tony Gaffney
Mark Ewen	Doug Woodley
Ian Rogers	Kevin O'Rourke
David Weaver	Dennis Sherwood
Ken Clarke	Suzannes Cummings
Dave Balford	

To those still looking to qualify - there are three places to be filled from finishers at TARTS 1987, and there is a possibility we may be allocated more spots if the Brits fail to meet their quota. Start training now - we want you on the team!

More in the next issue.

Beth Medhurst

P.R. REP WANTED

Another thankless job

The CAA needs - desperately - a Public Relations Officer. The ideal candidate will be someone in the Communications business who likes to mix business with pleasure. Non-ideal candidates will be gladly considered. This position requires a minimum of time for non-existent remuneration. The Albacore class needs publicizing. Interested parties contact Christine Forsyth (416) 967-4774.

BUOYANCY CONCERNS

This year's "Canadians" provided an opportunity for many of the sailors to test the adequacy of their boat's buoyancy. Unfortunately, there were a few boats that didn't live up to reasonable expectations and, in fact, one boat was lost. Happily, there was no loss of life. However, the buoyancy problems are a real matter of concern and warrant some comment and reminders.

To begin with, it is worth stating the relevant Buoyancy Rules.

Rule 4.1.1: The boat shall be fitted with buoyancy apparatus giving a total positive buoyancy of not less than 360 kg. The buoyancy shall be in at least three units. Where one or more units of buoyancy are contained or enclosed in another, they shall be counted together as one unit.

Comment: These provisions are clear and a requirement of every boat. However, 360 kg positive buoyancy may not be adequate for easy self-rescue if it is improperly proportioned or placed. It makes no sense to keep positive buoyancy to the minimum required and/or place it for ease of attachment or minimizing moment of inertia. The result is a boat which may turtle too easily or which floats too full of water when righted after a capsized.

Rule 4.1.3: In boats with hull shells and decks constructed substantially of g.r.p. (glass reinforced plastic), the buoyancy shall include three units of not less than 0.06 m³ of closed cell foam buoyancy material and the builder shall certify on the measurement form that this buoyancy is fitted. Additional buoyancy of any type may be fitted under the deck or side benches.

Comment: This means that the boat should remain floating even if all three buoyancy tanks are perforated and full of water.

Rule 4.2.1: ...immersion of each buoyancy unit for at least 5 minutes when all units shall be in sound condition. After an immersion test, each tank shall not contain not more than 1/2 litre of water.

Comment: Even 1/2 litre in 5 minutes is significant leakage. It is wise to make every effort to make the tank watertight.

Our experience at the "Canadians" suggests that annual buoyancy testing is not always taken as seriously as it should be. Some boats showed up without a current buoyancy endorsement. If such a boat fails its test, there is no time to conduct repairs and there is substantial pressure to permit the boat to sail. Indeed, this happened at the "Canadians". Also alarming is the fact that several boats with apparently valid buoyancy endorsements took significant quantities of water into their buoyancy tanks when they capsized.

I recommend that (a) sailors have their boats' buoyancy tested well in advance of regattas, (b) no boat be permitted to sail in a regatta without a current buoyancy endorsement, and (c) measurers apply the buoyancy rules with rigor and without exception. Strict adherence to the buoyancy rules is necessary to ensure sailor safety and in the best interests of the Albacore class.

David Weaver
Chief Measurer

BOAT SHOW '87



So how was your season? Wet? Windy? Whining about the weather? Blame Chernobyl. I do. I can even make a case for the effects of nuclear fallout on sailing performance. Selective fallout of course. It's my magnetic personality.

I'm currently holding the known record for capsizes this season, an honour I would be most happy to relinquish if anyone with more than nine is willing to admit to it. At least two people can now attest to the ability of the Albacore to sail while 9/10ths submerged.

It all started at **BALSAM LAKE**, I had my trusted light weather crew lined up and we were set to amaze and delight. Amaze we did, ourselves and everyone else. While enjoying a bit of lunch, hove-to and chatting amiably, a personal line squall drove us down. Half-time entertainment. Needless of saying, it was windy at Balsam that day. Having been lulled into a false sense of insecurity the previous year we weren't quite expecting it. Three fast races were held with Albacores planing wildly on the reaches. The incredible sinking Windlass planed not alas. She was full of water and chagrin. Our record for the day was three dumps and singular embarrassment. A lesson to the fleet...the race committee usually means it when the lifejackets flag is flying. Several competitors were DSQ'd from race one with unfortunate circumstances for some highly competitive sailors. By the way, Balsam Lake is as warm as bathwater. I highly recommend a dip next time you're there.

Good winds prevailed for the **MOOREDALE SAILING CLUB** regatta in Toronto's Outer Harbour the following Saturday. While Windlass was drying out I had the pleasure of of crewing in Zombie Woof with Cahty Bazilli, while skipper Derek Griffiths took the day off to photograph the event. We tried to outdo Derek's usual performance in her but could not, lacking as we did his superior weight. An amazing phenomenon was revealed to us as we hailed starboard on Morley Forsyth. Morley doesn't actually helm his boat from inside. He swims along beside it and shouts at the crew. We also had a fine time watching Nemesis George Roth with Superlungs Jason doing battle at the jibe mark. Unfortunately we sailed into oblivion viewing the show. Thanks guys.

And then there's **PABAR**, the Point au Baril otherworldly regatta held this year on August 16th, no longer the best kept secret in Albacore sailing. Due, regrettably, to an excess of enthusiastic prose from you-know-who. The islanders give out a lovely trophy which anyone would be proud to display in a place of honour in his/her home. This item, the "Horse's Behind", is lovingly

bestowed on some unfortunates who, having embarrassed themselves on the racecourse, are then publicly humiliated at dinner. A fine idea. And having taken up the spirit I would like to bestow some awards in a similar key. The HORSEPITALITY TROPHY goes to Jim and Sue Bradshaw, who in the midst of their revelry left their billets, Jorg Pawlik and Anne Savege, at the dock while they cruised the moonlit waters of beautiful Gerogian Bay. Talk about wild abandon. The FLYING FINGER AWARD goes to the ever popular Paul Phelen who gave the fleet something to talk about. I didn't recognize that particular signal for change of course. Our host, Bill Prior, gave another hilariously entertaining speech after dinner. Equally hilarious and entertaining was the trip to the marina late the next evening. Bill was looking for material for his next speech. Halfway to the mainland he decided he didn't have enough gas. Temporarily abandoned on a deserted island, we watched as Bill left with the dog and came back with a bat, and gas, of course. To Bill the NOT PLAYING WITH A FULL TANK AWARD.

The rest of August was ill-favoured with wind (too much, too little), and rain (always too much). The **NORTH TORONTO SAILING CLUB** regatta was dogged with bad weather and the Harbour Master race the following day was cancelled.

Having paid our dues the Gods smiled on **ST. JAMES TOWN SAILING CLUB** for the Labour Day weekend regatta and airshow. J-Town was a fine 2-day affair with good sailing and good food. This regatta is always well attended with sailors intent on winning a coveted "Klinger". The man behind the hardware regaled us with the parable of the prodigal; a thoroughly entertaining story of his trip home to England.

Toronto Sailing & Canoe Club played host to the **CANADIANS** this year and Slumber Bay rose up with a vengeance and devoured the halt and the lame. Friday the 12th of September was a distant echo of Ashbridges in '83. I joined Egon Bartholomaeus and Peter Vasoff on the J-Town crash boat where we spent the day righting wrongs and rescuing damsels in distress. The big lesson of the day ... don't go out if your boat don't float. Sad to say, there were a lot of unseaworthy vessels out on Friday. We spent an inordinate amount of time trying to salvage boats which should never have gone out in the first place. With four crash boats doing full service, people were still waiting over an hour for assistance. All boats but one were saved. The most memorable sight of that day was watching an Albacore do a perfect impression of


the Titanic's last dive. A scary moment for Tony Griffin who dislocated his shoulder and broke his boom. Granddaughter Tessa stayed with the turtled boat while Tony was taken off to shore and hospital. She was certainly in good spirits when we arrived and insisted on us recovering the rudder before being rescued. Saturday's weather was a repeat of Friday, with much capsizing and only the truly hardy (read foolish) raced the third race. Sunday was lovely and made up for the madness of the two previous days. Regrettably, the event was marred by problems with the kitchen at TS&CC. The Club apologizes for any inconvenience and begs the fleet's indulgence.

For most area sailors the Canadians marked the end of the sailing season. However, nine Canadian crews travelled to Cambridge, Maryland, to participate in the U.S.NATIONALS/NORTH AMERICANS on the Thanksgiving weekend. Our Thanksgiving is their Columbus Day which afforded both sides an opportunity for three days of racing. Cambridge is a small community about an hour south of Annapolis, on the Choptank River. It's 550 miles from Toronto, allowing for some minor diversions due to navigational difficulties. We managed to avoid traffic snarls and made the trip down in 11 hours, arriving at 4:00 a.m. local sleepy time. We had all Friday to rig, sleep, or practice. It was cold and windy and not particularly inspiring. Saturday was windy by lots and hard work for munchkins like me. Launch facilities consisted of one crane which broke early on. The Canadians became very adept at pulling boats over the wall. Easiest done when the tide is high. Saturday evening was the Crab Feast, a wanton display of violent eating with the fleet taking out their frustrations on piles of Maryland soft-shell crab. A great deal of work for little gain. My performance on the course to a T. The weather for the balance of the weekend was less and less appealing with light winds and finally rain, rain, and more rain. We raced in the rain, we derigged in the rain, we packed, we drove, we sat in traffic jams in the rain. It was still raining when we got home 13 hours later. It's still raining in my heart. Our fleet was hampered by some ill luck. Suze Cumming managed to be third party capsized when a boat fell on top of her. I daresay that's material prejudice if ever I saw it. Rosemary Helmer borrowed a brown boat that took most of the weekend to pass a buoyancy test. By the time she was ready to sail, there wasn't enough wind to blow her down. Rosemary, however, did end up in the river, the result of a dispute over boarding rights with Woodpecker. Between crew mutinies and broken masts the gang's competitive clout was seriously hampered. The only victory I scored on the water

was in the jellyfish fight. Two crews did distinguish themselves. John Clark and Jaime Day took first place in the U.S. Nationals. They extinguished their chances in the North Americans standings by taking to the wrong side of the course in the third race. It looked like a good idea at the time. I'm pleased to say that two women won the North Americans, the Lawser girls from Monmouth Boat Club. Dennis and Sheila Sherwood extended their winning streak by capturing first place in the "Maturity Stakes". Well done, Dennis and Sheila.

It's all over but the telling. In retrospect it wasn't such a bad season after all. I had fun. Here's to next year.

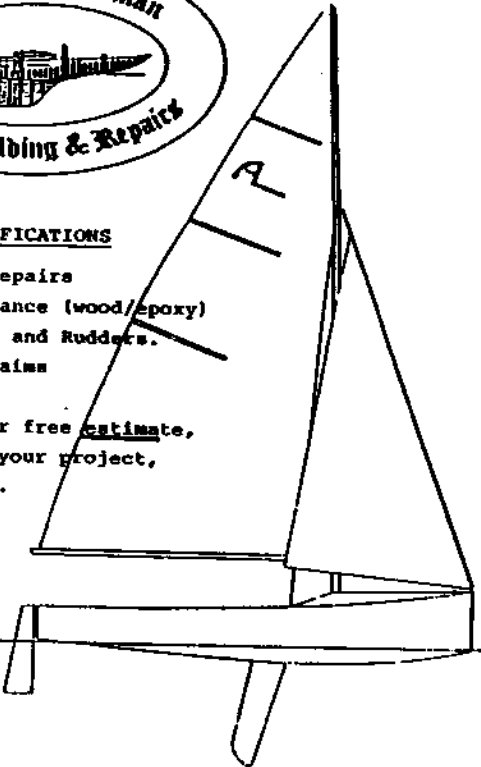
Christine Forsyth



REPAIRS & MODIFICATIONS

- * Fibreglass Repairs
- * High Performance (wood/epoxy) Centreboards and Rudders.
- * Insurance Claims

Please call for free estimate, or to discuss your project, large or small.



2246 Lakeshore Blvd. West TORONTO, ONT. M8V 1A5 (416) 255-4579

CANADIAN ALBACORE CHAMPIONSHIPS

CHAMPIONSHIP FLEET

BOAT	HELM/CREW	CLUB	RACE 1 POS	RACE 2 POS	RACE 3 POS	RACE 4 POS	RACE 5 POS	TOTAL PTS	FINAL PTS	FINAL POS 'N
6660	J. CLARK J. DAY		1	1	1	3	8	19.7	5.7	1
6700	MIKE GLEW TIM STOREY		2	10	2	1	11	39.0	22.0	2
7141	JORG PAWLIK ANN SAVEBE		4	2	4	6	2	33.7	22.0	3
6997	D. MEDHURST B. MEDHURST	F	5	3	3	4	4	37.4	27.4	4
6644	J. GAGE S. PHILLIPS		3	8	6	2	9	49.4	34.4	5
7243	I. BRAYSHAW C. BOULTON		DNF	4	5	DNF	1	77.0	43.0	6
506	MARK EWEN JANE EWEN	F	9	9	7	DNS	6	101.7	54.7	7
7405	IAN ROGERS JEFF WILKINS		7	12	12	5	21	86.0	59.0	8
5832	D. WEAVER D. MEIJER		6	13	14	9	19	90.7	65.7	9
7428	KEN CLARKE DIANNE CLARK		11	29	11	12	13	106.0	71.0	10
7402	D. BALFORD S. DINNELY		13	14	10	DNF	16	102.0	77.0	11
7363	RON BATT LESLIE BATT	F	DNF	6	23	DNS	3	127.4	80.4	12
7322	B. WITHROW J. STIPPS		10	15	15	DNS	17	128.0	81.0	13
6665	J. CURTIS B. MANNBERG		DNF	26	13	7	14	118.0	84.0	14
6220	J. LAMMERS C. MADIERA		DNS	5	8	10	DSQ	132.0	85.0	15
7000	A WRIGHT C. MITCHELL		8	19	16	DNF	DSQ	131.0	86.0	16
6140	J. BRYANT B. BLOVE		12	37	19	11	30	139.0	96.0	17
3236	REG FORTH MOLLY FORTH	F	DNF	16	9	DNS	20	144.0	97.0	18
7366	D. GRIFFITHS C. BAZILLI		DNF	17	DNF	DNS	5	152.0	105.0	19
7443	T. GAFFNEY D. PATTERSON		14	21	DNF	DNF	31	147.0	109.0	20
3104	D. SUDBURY F. SUDBURY	F	DNF	27	24	8	28	145.0	111.0	21
6841	KEN BROWNE DORIS BROWNE	F	DNF	18	DNF	DNS	10	159.0	112.0	22
7242	ROB HOGG NIC HOGG	F J	DNF	20	25	DNF	DSQ	161.0	116.0	23
666	A. HUMPHRIES J. MORGAN		DNF	11	DNS	DNS	12	163.0	116.0	23
7475	J. LI M. GRUMMITT		DNS	24	DSQ	DNF	18	164.0	117.0	25
7142	K. O'ROURKE E. NOSTEDT		DNS	7	21	DNS	25	165.0	118.0	26
5007	T. MALLETT R. MALLETT	F	DNS	28	20	DNS	7	167.0	120.0	27
4440	ROSS MILLAR DAVID MILLAR	F	DNF	31	17	DNS	24	171.0	124.0	28
6251	C. FORSYTH B. WALKER		DNS	22	DNF	DNS	15	181.0	134.0	29
6494	B. MURDOCK A. MURDOCK	F	DNS	30	18	DNS	23	183.0	136.0	30
5923	D. TAULBEE J. TAULBEE	F	DNF	34	DNF	DNS	27	192.0	145.0	31
6613	N. BERZINS J. TURNBULL		DNS	23	DNF	DNS	29	196.0	149.0	32
7384	R. HELMER C. KIDD		DNF	38	26	DNS	33	196.0	149.0	32
275	J. CLEMENTS N. CLEMENTS	F	DNS	32	DNF	DNS	22	198.0	151.0	34
6657	GEORGE ROTH JASON ROTH	F	DNS	36	22	DNS	32	202.0	155.0	35
7326	S. JONJEV A. RIVET		DNS	33	DNF	DNS	26	203.0	156.0	36
3731	D. RUDDY J. SHADWELL		DNS	25	DNF	DNS	DSQ	208.0	161.0	37
7049	J. CARROLL H. HARESIGN		DNF	35	DNS	DNS	DSQ	214.0	167.0	38
3582	B. FRAIZE R. TRANER		DNS	39	DNS	DNS	DNS	233.0	184.0	39
6628	M. TREISSMAN P. TREISSMAN	F	DNS	DSQ	DNS	DNS	DNS	236.0	188.0	40
7400	B. LEONIDAS C. LEONIDAS	F	DNS	DNS	DNS	DNS	DNS	235.0	188.0	40

MASTERS FLEET

CHALLENGER FLEET

BOAT	HELM/CREW	CLUB	RACE 1 POS	RACE 2 POS	RACE 3 POS	RACE 4 POS	TOTAL PTS	FINAL PTS	FINAL POS'N
6701	D. SHERWOOD A. MARTENS		DNS	1	1	2	20.0	20.0	1
4659	JOHN ASHBY M. GAUTHIER		DNF	2	3	3	24.4	24.4	2
7476	E. HEDAGE P. VANLEEUE		DNS	5	2	4	38.0	38.0	3
4881	FRED-BLAKE PHIL COELHS		DNS	7	8	1	44.0	44.0	4
7250	JAKE SMYTHE BETTY SMYTHE	F	DNS	4	4	6	44.7	44.7	5
6699	IAN BATES GUY DOBSON		DNF	DNF	5	7	50.0	50.0	6
7086	PETER LUCAS JUDY LUCAS	F	DNS	6	6	5	50.4	50.4	7
5973	PAUL WHEELER F. ALMEIDA		DNS	3	DNF	DSQ	55.7	55.7	8
5625	G. TELFORD M. JONES		DNS	8	7	9	59.0	59.0	9
6857	T. GRIFFIN G. GRIFFIN	F	DNF	DNS	DNS	DNS	61.0	61.0	10
82	JOE SMITH S/J SMITH	F	DNS	9	DNS	8	63.0	63.0	11

BOAT	HELM/CREW	CLUB	RACE 1 POS	RACE 2 POS	RACE 3 POS	RACE 4 POS	TOTAL PTS	FINAL PTS	FINAL POS'N
7386	W. MULLINS R. KING		3	3	3	6	28.8	28.8	1
7471	K. WOOLFORD G. BAIN		DNF	2	1	12	39.0	39.0	2
7477	J. CAWTHORNE J. CAREY		DNF	1	9	11	50.0	50.0	3
6590	J. CAUGHRAN J. CARR		1	12	2	DNS	51.0	51.0	4
7401	H. MACNAUGHT P. WROLDSON		DNF	7	11	3	53.7	53.7	5
6598	A. QUINAN N. WATSON		DNS	6	7	1	54.7	54.7	6
7080	D. GREEN S. BRANT	J	DNF	5	10	8	58.0	58.0	7
7012	M. ADJACIC R. TIMPSON		DNF	9	6	9	59.7	59.7	8
6528	A. YERGEAU M. GRINGAS	J	2	DNF	4	15	61.0	61.0	9
7480	B. THOMPSON M. SMILLIE		DNS	8	5	7	67.0	67.0	10
7349	M. FORSYTH F. FOUGERE		4	15	12	17	70.0	70.0	11
7364	M. LATHAM B. PARTRIDGE		DNF	13	DNF	4	72.0	72.0	12
7365	L. DINNEEN C. PAWLUCK		DNS	4	13	10	73.0	73.0	13
664	C. GAGE M. PHILLIP	J	DNS	18	14	2	77.0	77.0	14
7068	M. MCKITRICK M. REIDER		DNS	11	15	5	78.0	78.0	15
6148	P. CRAWFORD L/G CRAWFORD		DSQ	DSQ	8	13	80.0	80.0	16
7323	PETER DURM VICTOR CHAN		DNS	17	16	20	101.0	101.0	17
7251	C. THOMAS W. JOCELIN		DNS	16	DNF	16	101.0	101.0	17
7324	J. HOLMWOOD C. RUTHERFOR		DNS	14	DNF	19	102.0	102.0	19
7351	M. NEINSTEIN J. VALLANCE		DNS	19	DSQ	18	106.0	106.0	20
7248	S. CHRISTENS H. KIPHIE		DNS	DNS	DNS	14	110.0	110.0	21
7078	S. AUSTIN J. YARRINGTO	J	DNS	DNS	DNS	DNS	120.0	120.0	22
7208	W. WROBLOSKY G. GILSON	J	DNS	DNS	DNS	DNS	120.0	120.0	22
7079	TINA PASTOOR DAVID MCKIM	J	DNS	DNS	DNS	DNS	120.0	120.0	22

OTTAWA TELLTALES

The 1986 sailing season ended on a sad note with the passing away of Ian Meller on August 6th. The sight of Ian leading the fleet to the windward mark (and around the rest of the course), in trusty Istanfarullah was a common sight at Area 10 regattas for the past several years. Few of us have not spent a frustrating race or two in light airs watching Ian miraculously catch every puff that came along and cruise effortlessly to yet another victory. His five-year hold on the Don Rantz Memorial Regatta Trophy and his consistency in winning the Stormont Traveller's Trophy were testimony to his skill.

What I remember most about Ian, however, were his graciousness and delight in the victories, small or large, of others. I recall how in 1985, when I came fourth in one race at Nepean Regatta (after finishing no better than 10th in the previous three races), Ian was the first to congratulate me and to praise my improving ability. When racing was finished for the day, he was always happy to answer an opponent's questions about his or her performance and to explain patiently and kindly how it could be improved. He was also always eager to hear the views of his racing peers, Doug and John, on his own performance when he didn't win.

FOGH MARINE

COMPLETE SELECTION OF
RACING AND CRUISING GEAR
HARDWARE, ROPE, FOUL WEATHER GEAR
BOATING ACCESSORIES

FULL LINE OF Albacore
PARTS AND PRODUCTS

one minute from the
Gardiner expressway



FOGH MARINE LIMITED
2242 Lakeshore Blvd. West
Toronto, Ontario M8V 1A5
(416) 251-0384

While Ian could likely have excelled in many fleets, he remained true to the Albacore. He served as the Association's Chief Measurer for several years. My file of his correspondence with the executive in Toronto is thick. It was Ian who had the National Research Council produce the master mold which today ensures that every Albacore turned out by the licensed builder conforms to standards.

Area 10 plans to honour Ian's memory and the fleet at Britannia Yacht Club where he sailed for so many years is considering various options, including a memorial regatta.

Our condolences go out to his son Ali and daughter Anna.

AREA 10 CHAMPIONSHIP

This year's Area 10 Championship could more properly be billed a test of survival than sailing skills. The weather office said "moderate winds", which I thought mean 15 m.p.h., but which turned out to be more like 20 m.p.h. with gusts to 25. Having decided that discretion truly was the better part of valour when a \$3,000 investment and a friendship were on the line, Harrienne and I voted against racing and opted for the committee boat where I got to fire the gun and laugh at my sailing buddies being picked off one-by-one by the worsening conditions.

cont'd on pg. 10

REGATTA OFFICIALS' MEETING

REGATTA OFFICIALS!

Planning a regatta for 1987?

- Ensure your announcement is included in all CAA and OSA schedules.
- Attend the Regatta Officials' 1987 planning session:

Tuesday December 2 7:00 p.m.
OSA Boardroom #2 West
1220 Sheppard Avenue East

For more information contact Mark Ewen (H)
(416) 728-9952 (B) (416) 666-3400

IN THE WORKS...

Rumour has it that the Jolly Woodman is interested in building cold molded mahogany Albacores. Note the word interested. If you are interested, don't hesitate to call the Jolly Woodman for additional information at (416) 255-4579.

John Bryant and Cathie Deeley (Colette agreed with me on discretion), led by the end of Day One, having rocketed their combined fully clothed, totally wet weight of 250 pounds around the course at a speed that both willingly admitted had them scared silly. Meanwhile, heavyweights John Laskoski and Don MacDonald were doing booming business in B fleet until their centreboard broke. That left the two other heavyweights, Jack LeMay and Robert Plaskin, in the lead in B.

Sunday dawned slightly less windy so Harrienne and I unwisely also threw away our caution and headed out to join our mad colleagues. Ross Millar left John and Cathie (whose weightlessness finally dumped them) in his wake to win the first race of the day, with Chuck O'Dale and Doug Noble puffing hard behind him. Meanwhile, back in B fleet, Ed Nicholas and Bridget Murphy coasted to an easy fourth while Harrienne and I squeaked out a ninth over Fay Taylor and Dawn Weber at the line in what we agreed was the most exciting finish of the race. Exhilarated by our narrow "victory", we barely noticed that the winds had reached the same gale proportions as the day before and set out again. Big mistake. Heading to the finish line in a five-foot swell, I was reminded of the 1983 Canadians and was trying to cheer myself with the thought that those conditions were much worse and I survived them, when we dumped. Doug Noble had already finished to wrap up third spot overall after Chuck was forced to retire with equipment failure. Meanwhile, John and Cathie finished right behind Doug to grab first overall and retain John's crown as Area 10 champion. Ross completed the top three finishers in the race to come second overall. Chuck and Anne-Marie collected the Wood Family Trophy for the best performance by a family, with a fourth overall. In B fleet, Ed and Bridget finished first, while Jack and Robert came second and James Martin, Senior and Junior, from Nepean Sailing Club, were third.

TRAVELLING AROUND

The Stormont Traveller's Trophy was won by John Bryant after a close competition with Doug Woodley. The winner was decided by John's win in the fifth and final regatta that counts towards the trophy. Our friends at Beefeater donated a B Fleet Trophy similar in intent as the Traveller's, with the first name on the plate belonging to Fay Taylor. Congratulations to both.

This column marks my retirement as Area 10 Representative. I'm trading in my computer terminal for a measurer's stick. Next year Fay (Fay's Way, AL7060), will do the honours.

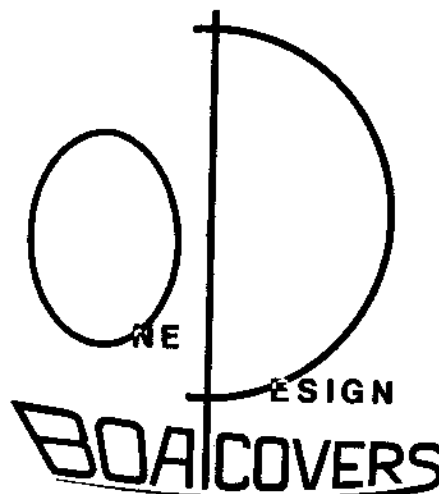
I've enjoyed my stint in Shackles & Cringles and working with Beth, David, Dennis, Christine, Carol, and Kevin. Being the rep. has also been a great opportunity for me to meet other Albacore sailors at other clubs, especially Peter Verheyden from Nepean, Alan Goldrosen and Roy Sletcher from Lac Deschenes, Malcolm McHattie from Gatineau River, Lloyd Chaput at Stormont, and Gerry Levett from Ottawa New Edinburgh who were always helpful. Many thanks as well to our treasurer Cliff Parker for his wise counsel and wry comments, and past measurer Don Krajcarski who never panicked when I did.

I'll probably miss the job, but then, rather like McArthur, I may return.

C'est ça (pour maintenant).

Wendy Warburton
Debutante 7017
Area 10 Rep.

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



HANS GOTTSCHLING

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

PHONE 277-3306

AREA 10 RACE RESULTS

NEPEAN SAILING CLUB REGATTA, July 26-27 (Results in order of finish)

Boat	Skipper	Club	Race1	Race2	Race3	Race4	Race5	Pts.
5858	Ian Meller	BYC	2	2	1	6	1	6
6140	John Bryant	BYC	1	1	2	2	4	6
7200	Doug Woodley	BYC	3	4	6	1	3	19.4
7449	Ed Nicholas	SRA	4	10	4	4	DNF	40
7060	Fay Taylor	BYC	14	10	9	7	2	41
7462	Paul Brownrigg	SRA	8	11	11	3	6	48.4
7448	Robert Young	SRA	5	12	13	5	7	51
4444	Jim Martin	NSC	10	9	3	11	9	51.7
7291	Ken Brown	BYC	6	6	8	9	10	52.4
7447	Bill Blore	SRA	13	7	15	8	8	56
7017	Wendy Warburton	BYC	12	3	12	10	11	56.7
7221	Doug Noble	BYC	9	8	5	DNS	DNS	60
5302	Peter Verheydon	NSC	7	13	7	13	DNF	64
5319	Lee McCabe	BYC	11	14	DNF	12	5	65

Don Rantz Memorial Regatta, Aug. 23-24

Boat	Skipper	Club	Race1	Race2	Race3	Pts.	Pos.
6140	John Bryant	BYC	1	1	1	0	1
4440	Ross Millar	BYC	3	2	4	16.7	2
7450	Don Slater	SRA	2	10	2	22	3
7200	Doug Woodley	BYC	5	6	3	27.4	4
7448	Ivan Lau	SRA	4	5	5	28	5
7221	Doug Noble	BYC	10	3	8	35.7	6
7060	Fay Taylor	BYC	14	4	7	41	7
7291	Ken Brown	BYC	9	7	13	47	8
5311	Ross McKinnon	SRA	7	17	6	47.7	9
5343	Colin Booth	ONEC	12	15	10	55	10
7447	Bill Blore	SRA	13	8	16	55	11
7446	Jack LeMay	SRA	8	18	12	56	12
7017	Wendy Warburton	BYC	6	14	DNS	56.7	13
7462	Paul Brownrigg	SRA	DSQ	9	11	57	14
7444	Robert Young	SRA	11	12	17	58	15
7445	John Laskoski	SRA	16	11	14	59	16
4856	Kidd	ONEC	17	16	9	59	17
7449	Ed Nicholas	SRA	15	13	15	61	18

AREA 10 CHAMPIONSHIP, Sept. 6-7 (Results in order of finish)

Boat	Skipper/Crew	Club	Race1	Race2	Race3	Race4	Race5	Pts.
6140	BRYANT/Deeley	BYC	1	1	1	7	2	3
4440	MILLAR/Neish	BYC	2	2	5	1	3	11.7
7221	NOBLE/Fraser	BYC	4	3	3	3	1	17.1
3472	O'DALE/O'Dale	BYC	3	4	2	2	DNF	19.7
7447	BLORE/Sahagian	SRA	6	DNF	6	5	4	41.4
5624	BLACK/Dubuc	BYC	8	5	4	11	5	42
7450	LAU/Dockvill	SRA	DNF	6	7	6	6	48.1
7449	NICHOLAS/Murphy	SRA	9	DNS	8	4	10	53
7446	LEMAY/Plaskin	SRA	7	7	DNC	13	8	59
4444	MARTIN/Martin	NSC	10	9	9	12	9	61
7445	LASKOSKI/MacDonald	SRA	5	DNC	DNC	8	7	68
7060	TAYLOR/Weber	BYC	11	8	DNC	10	DNF	68
7017	WARBURTON/Rosenes	BYC	DNC	DNC	DNC	9	DNF	78
7200	WOODLEY/Wheaton	BYC	DNC	DNC	DNC	DNC	DNC	84

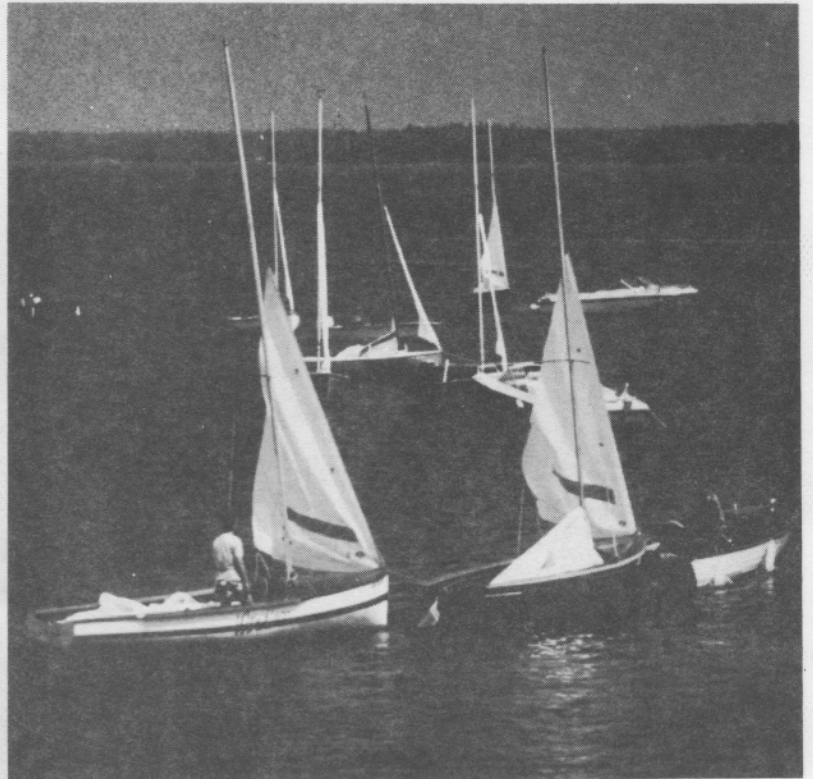


P.O. Box 36, Toronto Dominion Centre
Toronto, Ontario, Canada M5K 1C5

POINTE AU BARIL ALBACORE REGATTA - AUGUST 16, 1986

Helm	Crew	Club	Sail No.	Race 1	Race 2	Race 3	Race 4
1	Mark Ewen	Jane Ewen	SLCC 506	3	0.75	0.75	4.5
2	Derek Griffiths	Cathy Bazilli	TSCC 7366	0.75	3	4	7.75
3	Ian Rogers	Pat Shaw	PBSC 7405	2	5.5	2	9.5
4	Jorg Pawlik	Ann Savege	RCYC 7382	4	5.5	3	12.5
5	Barry Moreton	George Moreton	PBSC 4684	6	4	10	20
6	Bill Foster	Leanna Foster	PBSC 5502	12	2	7	21
7	Ian Digby *	Phil Digby	PBSC 6208	8	10	5	23
8	Andrew Wright	Donald Wright	SMSC 7000	5	7.5	17	29.5
9	Bob Mosley	Jane Mosley	PBSC 5756	14	7.5	8	29.5
10	Dennis Sherwood	Melanie Sherwood	RCYC 6701	9	11	11	31
11	Rosemary Helmer	Cathy Pearce	RCYC 7384	15	14	6	35
12	Alice Stephens	Jim Stephens	PBSC 6216	10	9	16	35
13	Christine Forsyth	Gordon Walker	TSCC 6251	16	17	9	42
14	David Sudbury	Fiona Sudbury	RCYC 3104	11	16	15	42
15	Graeme Rogers	Richard Mauran	PBSC 4055	7	19	19	45
16	John Lawler	Ben Bradshaw	PBSC 6141	19	13	13	45
17	Jim Bradshaw	Sue Bradshaw	PBSC 4870	17	18	12	47
18	Leon Safrata	Walter Schmida	RCYC 3274	18	12	18	48
19	Debbie Bowlby	Reid Bowlby	PBSC 4678	22	15	14	51
20	Jeff Wilkins	Doug Wilkins	PBSC 6269	13	20	22	55
21	Gail Regan	Ellen Regan	PBSC 6765	20	22	21	63
22	Mark Renzoni	Sarah Philmore	PBSC 6261	21	21	30	72
23	Melissa Worts	John Duras	PBSC 3709	23	30	20	73

* Best Junior Helmsman (under 21 at August 1, 1986).



PABAR / 86

Some people use
this boat to
get



Check one:

- 86 Canadian Albacore Champs
- B. Salming and W. Gretzky
- Boat people
- 2 guys who like to run around in rubber suits



Peter waiting for the heavy air





Re-start # 99



Some people are STILL waiting for this boat to sink!



Wind: 10, Dennis: 0



Ashes to ashes, wood to wood



Still waiting...

Photos: N.Berzins
D.Griffiths

MINUTES

Canadian Albacore Association
Annual General Meeting

September 12, 1986

1. CALL TO ORDER

The meeting was called to order at 8:00 p.m. Beth Medhurst, acting Commodore, noted that due notice of the meeting had been given in writing to the membership, and that a quorum was present.

2. MINUTES OF 1985 AGM

Moved: by Paul Wheeler; seconded by Ken Clarke, that the minutes of the 1985 Annual General Meeting be accepted. Motion carried.

3. OFFICERS' REPORTS

Written Officers' reports were available to those attending the meeting. There were no questions from the floor.

4. AMENDMENTS TO BY-LAWS

Moved: by Dennis Sherwood, seconded by Rosemary Helmer, that the following revisions be made in order to clarify ambiguities in the Association By-laws:

- ARTICLE II - MEMBERSHIP; Section 7:
change "Secretary-Treasurer" to "Membership Secretary"
- ARTICLE VI - BOARD OF DIRECTORS; Section 3:
change "Secretary-Treasurer" to "Secretary"
- ARTICLE IX - MEETINGS; Section 1:
change "Secretary-Treasurer" to "Secretary"
- ARTICLE IX - MEETINGS; Section 6:
change "Secretary-Treasurer" to "Secretary"
- ARTICLE X - ELECTION OF OFFICERS AND DIRECTORS;
Section 1:
change "Secretary-Treasurer" to "Secretary"
- ARTICLE XII - DUTIES OF OFFICERS; Section 3;
change "Secretary-Treasurer" to "Treasurer"
- ARTICLE XII - DUTIES OF OFFICERS; Section 4;
change "Secretary-Treasurer" to "Secretary"

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.

Join the Winning Team - Call Today



Innisfil 400 Industrial Park, Thornton, Ontario, L0L 2N0, Barrie: (705) 436-5550, Toronto: (416) 283-9095

CAA MEMBERS! Order your new Albacore sails before January 20th and receive an 18% discount!

The motion was carried by all present.

* * *

Moved, by Leigh Davidson, and seconded by Ken Browne, that the following revision be made to the By-laws:

- ARTICLE VI - BOARD OF DIRECTORS, Section 1;
change the number of Directors from 9 to 12, and
change the definition of a quorum from 4 to 5.

Motion carried.

* * *

Moved: by Ken Clarke; seconded by David Weaver, that the following revision be made to the By-laws:

- ARTICLE XI - OFFICERS, Section 1; change "Member"
to "Full Member"

Motion carried.

* * *

5. TREASURER'S REPORT

Nancy Sinclair presented a set of unaudited statements for 1986, year to date. She called attention to the fact that there has been a drop in revenues from membership fees, and noted that there is still one additional issue of "Shackles & Cringles" to finance this year.

The Treasurer indicated that she expected the 1986 excess of revenues over expenses, to be approximately equal to last year's (). She pointed out that this is appropriate, in order for the CAA to retain its status as a non-profit organization.

The Association's accounts receivable (from advertising, royalties and grants) are down from one year ago. The Worlds' Trust Fund also has a lower balance, since money was taken from it to finance promotional brochures for the class, plus a sailing promotion night, in accordance with the Trust Fund's requirements.

6. AUDITOR'S REPORT

Ken Clarke presented the audited financial statements for 1985. He noted that approximately half of the Association's expenses each year go towards publishing the class magazine ("Shackles & Cringles"). He has discussed this with the Association executive, and they are in agreement that the magazine is the "lifeblood" of the association, and worth the expenses incurred.

Mr. Clarke called attention to Note 3 of the financial statements, which outlines the restrictions associated with the World's Trust Fund.

Moved: by John Ashby; seconded by Elizabeth Nostedt, that the audited statements be accepted. Motion carried.

7. ELECTION OF OFFICERS

Beth Medhurst expressed her thanks to those members of the 1986 executive who were retiring. She presented the following slate of nominations for 1987, prepared by the nominating committee and approved by the outgoing executive:

Commodore	Elizabeth Medhurst
First Vice Commodore	Christine Forsyth
Second Vice Commodore	Ted Mallett
Third Vice Commodore	Jaime Day
Rear Commodore	Mark Ewen
Treasurer	Kathryn Sinclair
Membership Secretary	Doris Browne
Secretary	Leigh Davidson
Editor	Carol Kidd
Chief Measurer	David Weaver
Specifications Chairman	" "

Moved: by Leigh Davidson; seconded by Ken Browne, that the above slate of nominees be elected to the 1987 executive. Motion carried.

8. OTHER BUSINESS

Paul Wheeler extended an open invitation to the U.S. Nationals, to be held in Cambridge, Maryland during the (Canadian) Thanksgiving weekend. He also announced that the 1987 Worlds will be held in Island Heights, N.J., from June 22-26.

9. ADJOURNMENT

Moved: by Ken Clarke; seconded by David Medhurst, that the meeting be adjourned. Motion carried.

OUR RESULTS SPEAK FOR THEMSELVES.

1985	CLASS	EVENT	SECTION
1st	470	WORLDS	EPSILON
1st	420	WORLDS	KAPPA
1st	FIREBALL	WORLDS	D
1st	INT'L 14	WORLDS	EPSILON
1st	FD.	WORLDS	E
3rd (OOPS!)	505	WORLDS	D



Call: Jamie Vallance, Manager, Proctor Masts Canada,
398 Vaughan Road, Toronto, Ontario M4C 2N9
(416) 657-1737

ACTING COMMODORE'S REPORT

1986 has been a year of highs and lows for the Canadian Albacore Association.

The loss of our Commodore, Dr. David Treissman, in March 1986 was felt by all of us. He is missed at the helm of both Ariel and the Executive Committee of the Association. His passing left a large gap and at the same time brought the fleet closer together. I was most grateful to the many members of the Association who offered their time and energy to make the transition in management easier and relieve the workload of administrative tasks. To each of you - please accept my heartfelt thank you.

Hospitality among fleet members was fostered by the increase in billeting arrangements offered and accepted by sailors in almost every district. Notably those who provided billets for the National Capital, Canadian Juniors, Ontarios and Canadians are to be commended.

Attendance was down at the Junior Canadians this year partially due to reduced size of junior fleets and partially due to adverse weather conditions. Regardless a good time was had by all and the junior fleet displayed some remarkable sailing talent.

It would appear at this writing that attendance for the Canadian Championships is stable compared to prior years. I had hoped that bringing this regatta back to Toronto would result in higher attendance. Please let me have your comments and preferences on location for this regatta for future years. Drop me a letter or call - particulars are inside the front cover of Shackles & Cringles.

We have considerable change taking place in the Executive Committee this year. Our thanks go out to retiring officers - Nancy Sinclair (Treasurer), Ed Howe (3rd Vice Commodore) and Kevin O'Rourke (Rear Commodore). Nancy retires after three years of service as Treasurer to the Association. She has kept us in line financially and worked closely with our Auditor over the years to report to the members annually on our financial position. We wish Nancy every success in her new position as Mother.

The slate of officers proposed for 1986-87 is a strong one. The Executive Committee will be looking forward to strengthening the Association through expanding membership and increasing regatta attendance.

I encourage you to support your Association through the Executive Committee. Please give us your ideas and concerns. Participate! This is your Association.

Beth Medhurst
First Vice Commodore
(Acting Commodore)

2ND VICE COMMODORE'S REPORT

We were pleased to produce a new Albacore brochure which was distributed at the Toronto Boat Show in January and our "Introduction to Sailing" night in the spring. Expenses were shared with the U.S. Albacore Association and Hapco Marine who purchased 3,000 brochures for distribution in the U.S. Input from our U.S. counterparts allowed us to create a "generic" Albacore marketing piece which we plan to use for many more seasons. As an adjunct to the new graphics, we introduced Albacore sweatshirts at the boat show also. To date we have sold six dozen sweatshirts at a marginal charge above cost.

The Ontario Albacore Championships returned to Muskoka in July. A good showing of out-of-town boats was made, however, the local attendance was disappointing. Fortunately, the event provoked considerable interest for the future and we can expect to reap the benefits next season. In an effort to keep the regatta registration fees affordable we did ourselves out of a much needed surplus.

The cooperation of the fleet in early registration was an immense aid in organizing the Ontarios. We will continue to encourage Albacore racers to assist the organizing committees in this way for the coming season. We've seen the effect of rising costs on regatta management and foresee an increase in regatta fees next year.

Christine Forsyth

BOAT SHOW DINNER

MEASURERS! FLEET CAPTAINS! EVERYONE!

Plan to attend the annual Boat Show Dinner!

January 10, 1987 4:00 p.m.
Toronto Sailing & Canoe Club

Featuring:

- Derek's Deadly Chili
- Liquid Measures
- Christine's Chaotic Caesar Salad and all-purpose solvent
- An answer to the question, "Who Was T.A.R.T.S. named for, and how old is she anyway?"

CHIEF MEASURER'S REPORT

Being a non-Worlds year there are no rule changes to discuss and approve. Ontario Yachts have reported a good year in terms of Albacore sales with about 50 boats having been sold so far. I have issued 16 new measurement certificates, 5 transfers and 7 replacement certificates.

It may be worth reminding members of the Association of some of the rules relating to measurement certificates and sails as these are areas in which most questions are raised.

MEASUREMENT CERTIFICATES

Rule 4.5 "Change of ownership invalidates the certificate but shall not necessitate re-measurement. The new owner may apply to the Association for a new certificate returning the old certificate together with a re-registration fee and stating the necessary particulars. A certificate shall then be issued to the owner."

Note: It is the practice of the CAA to have the purchaser of a used boat write to the Chief Measurer directly. Provided that the boat owner is a current member of the CAA, no re-registration fee is charged.

SAILS

Rule 13.1 "No boat shall have more than one mainsail and one headsail endorsed on the certificate when originally issued. Sails may be added by endorsement as additions or replacements (but not both) at the rate of one mainsail and one headsail during each succeeding twelve month period."

Rule 5.6 "New or substantially altered sails shall be measured by an approved measurer who shall stamp or sign and date the sails near the tack. The details shall be recorded on the certificate and the entry signed by the measurer."

Note: Measurers have been instructed not to measure sails if the measurement certificate is not available for endorsement. It is clearly unacceptable to compete with unmeasured sails and, following our discussion at the 1985 CAA AGM, anyone who is protested for racing with unmeasured sails will be automatically disqualified from the race in question.

In the interest of fair sailing it is everyone's duty to be vigilant regarding rule infractions and to protest when appropriate.

SECRETARY'S REPORT

As at August 30th, 1986, membership in the Canadian Albacore Association was 234 full members and 19 associate (non-boat owner) members for a total of 253 fully paid-up members.

The good news is that there are 41 new members who joined the Association for the first time in 1986 but a disappointing 83 past members have chosen not to renew, for a net loss of 42 members.

Fees remained at the same level as those in 1985, with a payment reduction for those who renewed early. This bonus will continue in 1987 and we urge members to help the Association's cashflow by renewing early.

This year the Association's insurance scheme changed from a Group Policy to individual coverage through Briar Insurance which has resulted in savings for many of the members.

Kathryn Sinclair

NOAH'S
For your Ark

2246 Lakeshore Blvd. W.
Toronto M8V 1A5
(416) 259-7555

SIKKENS PAINTS

Sikaflex 241

West System Epoxy

Osmosis Blister Treatments

Call us for your boat repair/building supplies

Another sailing season has come and gone and what can I say except "Thanks".

To those who helped out at the Toronto Boat Show and feasted afterwards at Toronto's elegant hotspot - the Spadina.

To those who participated in the gin-less Toronto Spring Seminar.

To those who attended the Ottawa (plastic boat) Spring Seminar (party).

To those who (like me) used pink, yellow, or blue highlighter to mark off every regatta and race on this year's racing schedule in the hopes of doing well in at least one.

Your active participation is what makes this class and each year of sailing a success. Keep it up.

Thanks for your support.

Kevin O'Rourke

P.S. I would like to thank the Race Chairmen of all the clubs for a season of well-organized regattas and great racing. Special thanks go to John Carroll for once again coordinating the Toronto Community Club racing schedules.

BOAT COVERS

10% discount for all
CAA members!

Overboom Covers

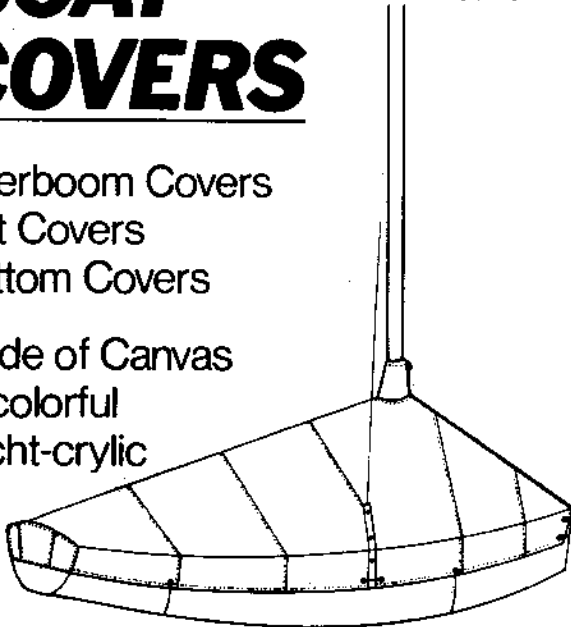
Flat Covers

Bottom Covers

Made of Canvas

or colorful

Yacht-crylic



On the water • Full service loft



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

The Editor,
Shackles & Cringles

This is a short appendage to my wife's earlier letter, asking you to insert an ad for the sale of "Plane Fun". It has now been sold and of course there are many mixed emotions surrounding such an event. The trite saying is that the two happiest days for a sailor are when he buys the boat and then when he sells it. That completely disregards the attachment one builds for these essentially inanimate objects, and perhaps cynically reflects only on the pain of paying for the darned things. I suppose in that way they have some traits of real life, always gasping for new fittings and consuming sails at nothing less than the legal limit.

While Bilbo was first digging his Plane hole, and then deftly and with great wisdom extricated himself, I sat back, chuckled, and said naught. Now my good friends, Ben and Colleen Van Berkel of the Burlington Sailing and Boating Club, can carry on this far too erudite (did you say trite) repartee defending Plane Fun from all Port tackers! My parting shot will be to donate to the Albacore Association the proper definition of Plane Sailing, as follows:

Plane Sailing, is the Art of Navigating a Ship upon Principles deduced from the Notion of the Earth's being an extended Plane; and is no more than the Application of Plane Trigonometry to the Solution of the several Variations, or Cases; where the Hypotenuse, or longest Side, is always the Rhumb that the Ship sails on.

"Where?" did you say came that. If possible I will append a copy of the very page. It appears in Moore: "Navigation", circa 1778, which we are studying at home this winter so that we will be suitably knowledgeable once we get our red Shark "Wildfire" out through the Burlington Bay canal and into the big waters beyond. You will note that the ship sailing the rhumb line on page 51 is upside down, and I guess that's us as I always did pick the wrong side of the course!

Our very best to all our friends in the Association. If one could find the right wooden Albacore, I think a proper name, considering all things, would be "PLANED FIT". What do you think, Bilbo B.?

Wishing you all fair winds and square starting lines,

Don and Norma Young
ex AL6151

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, 1985 and the statement of revenue and expenses and members' equity for the year then ended. My examination was made in accordance with generally accepted auditing standards and accordingly included such tests and other procedures as I considered necessary in the circumstances except as explained in the following paragraph.

Due to the nature of membership fees it was not practical for me to extend my examination of them beyond accounting for the amounts so recorded. Accordingly, I was not able to determine whether any adjustments might be necessary to accounts receivable, membership fees and excess of revenue over expenses.

In my opinion, except for the effect if any which I might have determined to be necessary had I been able to extend my verification of membership fees, these financial statements present fairly the financial position of the Association as at October 31, 1985 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.



August 8, 1986
Toronto, Ontario

Kenneth R. Clarke
Chartered Accountant

NOTES TO THE FINANCIAL STATEMENTS

AS AT OCTOBER 31, 1985

(1) Summary of Accounting Policies

- (i) The Canadian Albacore Association (the "Association") expenses all fixed assets acquired in the year purchased.
- (ii) Membership fees are recorded on a cash basis.

(2) 1983 Worlds Trust Fund

In 1983 the Albacore World Championship Regatta (the "Worlds") was held in Canada. All revenues and expenses were controlled and accounted for separately by the Worlds Committee and were not reflected in the Association's financial statements.

In August 1984 the Worlds Committee transferred \$7,419, representing the surplus from the Worlds plus earned interest, to the Association's Treasurer for the account of the 1983 Worlds Trust Fund (the "Trust Fund").

The trustees of the Trust Fund are the current Commodore, First Vice Commodore and the Past Commodore of the Association. The Trust Fund and any income therefrom is to be used for the general benefit and promotion of the Albacore class.

Prior to October 31, 1984 the Trustees authorized the purchase of a printer costing \$562 for the Association's computer. During the year ended October 31, 1985, no additional expenses were authorized and \$685 was earned from bank deposit receipts.

The Trust Fund is contingently subject to a claim of \$1,600 for unbilled Worlds expenses.

- (3) Certain comparative figures for the year ended October 31, 1984 have been reclassified to conform with the current year's presentation format.

CANADIAN ALBACORE ASSOCIATION

BALANCE SHEET

AS AT OCTOBER 31st, 1985

<u>ASSETS</u>	<u>1985</u>	<u>1984</u>
Current		
Cash	\$ 5,804	\$ 6,973
Accounts receivable	3,050	1,160
Prepaid expense	-	437
	<u>8,854</u>	<u>7,570</u>
Fixed Assets, at nominal value	1	1
1983 Worlds Trust Fund - term deposit (note 2)	<u>7,542</u>	<u>6,857</u>
	<u>\$16,397</u>	<u>\$15,428</u>

LIABILITIES AND MEMBERS' EQUITY

Current		
Accounts payable and accrued liabilities	\$ 50	\$ 2,476
1983 Worlds Trust Fund (note 2)	7,542	6,857
Members' Equity	<u>8,805</u>	<u>6,095</u>
	<u>\$16,397</u>	<u>\$15,428</u>

(See accompanying notes)

Approved on behalf of the Executive Committee

Bredhurst
First Vice Commodore

Nancy Simons
Treasurer

CLASSIFIEDS

AL6494 Knight and Pink wooden Albacore. Race equipped. Excellent condition, one set Storer sails, Lindsay board and rudder. Top & bottom cover. Dolly and Wiscot trailer.
Contact: Ben Murdock (H) (416) 962-4488
(B) (416) 978-3175

AL5002: A wooden Young, Harken equipped, 2 suits of sails (1 used less than one season), shore dolly. Price: \$3,500.00 or best offer.
Contact: Alan Griffiths (H) (416) 223-9218

AL3104: Moving to Vancouver. Davis Mahogany Albacore. Excellent condition. Strong racing record. Harken equipped, Proctor mast and boom. One new 1986 suit North sails. Silva racing compass. New top cover, bottom cover. Pronto trailer and dolly. Price: \$3,700.00.
Contact: David Sudbury (H) (416) 627-0348

AL6194: Skene, 1978. Equipped for racing with Elvstrom bailers, compass, centre mounted traveller, 2 year old Storer/Sobstad sails, seldom used. With cover, dolly, and Wiscot trailer. This is a one-owner boat that is in excellent shape. With trailer: \$2,850.00. Boat and dolly only: \$2,600.00.
Contact: Lorne Moor (H) (519) 578-2784

AL5671: Fibreglass, fully race equipped with 3 sets of sails (Rauschal - new for '83 Worlds). Storer sails, 2 kick-up rudders, centre traveller, Tilt highway trailer, dolly, boat cover, etc. Price: \$3,000.00 or best offer.
Contact: Nick Opdam (H) (416) 356-8107
(Niagara Falls) (B) (416) 682-6631

AL7222: 1972 Skene. Excellent condition, rarely sailed. Trailer and dolly included.
Contact: Ken Loyd (H) (705) 728-8111

FOR SALE: Brand new "Aqua Meter" sailboat compass. Never used. Can be mounted on deck or mast gate. One year warranty. Price: \$75.00.
Contact: Rosemary Helmer (416) 488-3867

FOR SALE: Wiscot Albacore modified road trailer. Contact: Christine Forsyth (H) (416) 967-4774.

FOR SALE: One set of 1985 North racing sails. Used only 6 times and in excellent condition. Practically fresh from the loft!
Contact: John Curtis (705) 726-7362

FOR SALE: Sails - one main, three jibs, Storer and North, used less than one season.
Contact: Derek Griffiths (416) 960-3736

FOR SALE: Two Proctor D masts. One little used - offers. Also Proctor boom - \$100.00 (includes outhaul) and sails (1984) suitable for Club racing. Price: Main - \$170.00. Jib - \$80.00.
Contact: Peter Brayshaw (H) (416) 632-8586

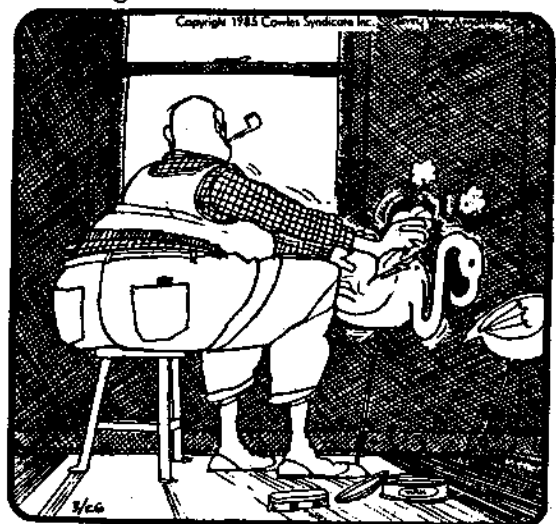
DEADLINE FOR "SHACKLES": Jan.30

Please note: Anyone wishing to publish race results, regatta notices, and all other material are requested to observe the deadlines.

All classified ads of a non-commercial nature will be published free of charge to members. Ads will appear in two consecutive issues unless instructions to the contrary are received. If publication is to be of a lesser, or a greater period of time, it is the responsibility of the advertiser to advise the Editor of Shackles & Cringles.

All material submitted for publication should be in typewritten, "camera-ready" format. Please note that column widths are set for 3 9/16", race results and regatta notices excepted. (The Editor will consider requests for typing, however, you better have a pretty good excuse as to why you can't do it yourself!).

The Neighborhood



Bob can hardly wait for spring.



**NORTH SAILS
WIN MORE
RACES THAN
ANY
OTHER SAILS
IN THE
WORLD!**



*Consistently
Fast...*



**FIRST: TARTS, R.C.Y.C. OPEN, ONTARIO CHAMPIONSHIP, MID-ATLANTIC,
MUSKOKA OPEN, ST. JAMESTOWN REGATTA, BALSAM LAKE OPEN,
U.S. NATIONALS, NORTH AMERICAN CHAMPIONSHIP, BRONTE HARBOUR,
MID-WINTER CHAMPIONSHIP, WESTWOOD OPEN, MOOREDALE OPEN,
CANADIAN NATIONALS, CONESTOGA, PABAR, DAVID TRIESSMAN MEMORIAL.**

NORTH SAILS FOGH LTD. 2242 LAKESHORE BLVD. WEST, TORONTO, ONT. M8V 1A5 (416) 259-9643