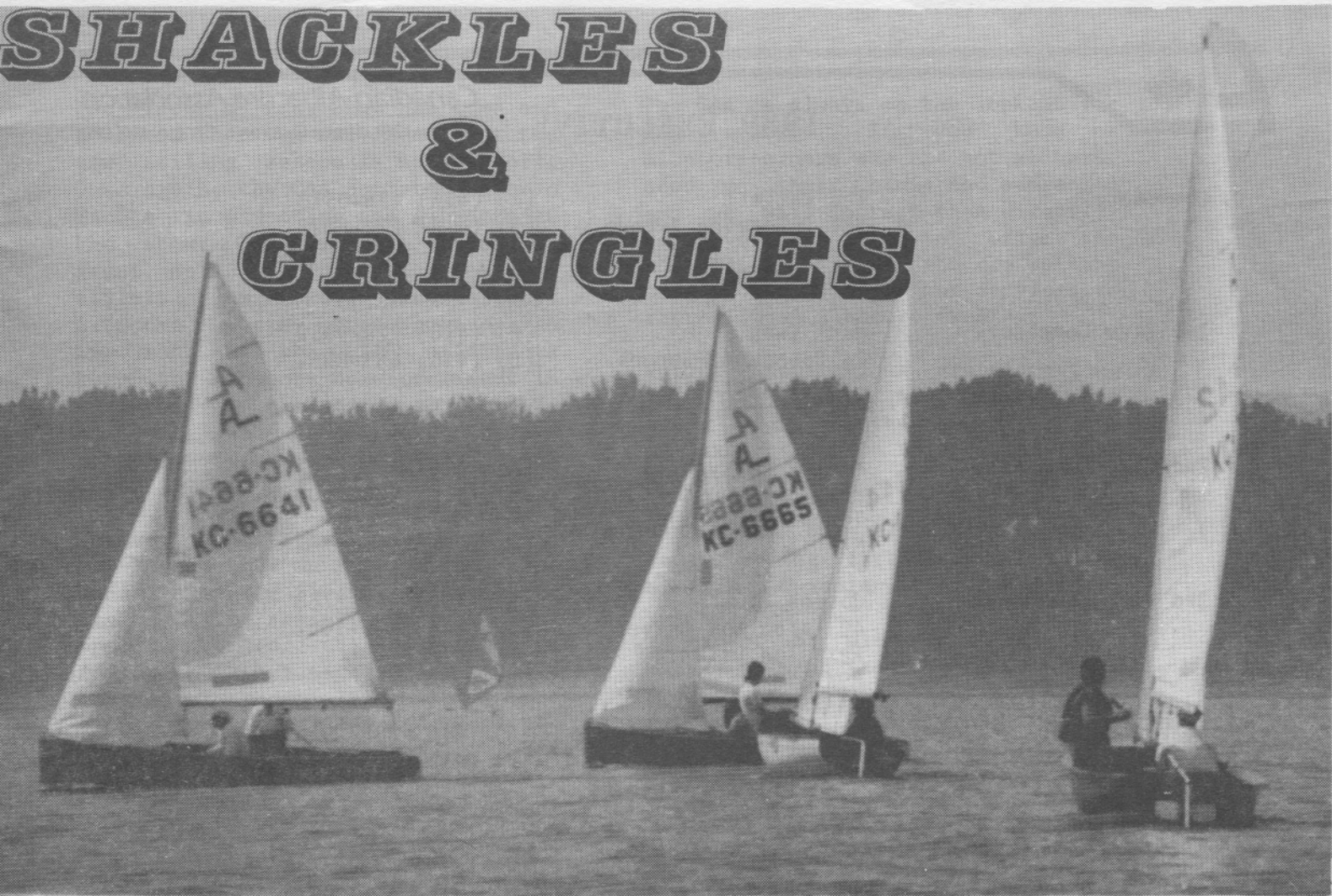


# SHACKLES

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# CRINGLES



Canadian Albacore Association  
March, 1989  
Volume 27, No:1



## 1989 EXECUTIVE

*Canadian Albacore Association*

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

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| <b>Editor</b>                  | c/o Carol Kidd  | (R) (416) 534-6156                                    |

# COMMODORE'S COMMENTS

The Toronto Boat Show has come and gone and that can only mean that the new sailing season is not far off. Once again, the CAA assisted Ontario Yachts in promoting the Albacore at the show. The display gathered a great deal of interest from new sailors as well recreational Albacore owners. Boat shows are an important of the CAA's efforts to keep the Albacore name prominent in the sailing community, so if there are regional shows or displays scheduled throughout the year, let us know.

However, our attention is not only on boats, but on sailors too. The Annual Albacore Spring Seminar is on its way. The seminar provides prime opportunity for the new Albacore sailor to gather tips on performance and maintenance. It's also a good excuse to socialize and meet the 'vets' from previous Albacore campaigns. With so many Albacore sailors in one place, clubs should use this opportunity to publicize their own events.

Once again the Albacore Mid-Winter Regatta will be held in Florida during the school break, March 13-17. This event provides an excellent opportunity to shake out the winter cobwebs and get tuned up for another good year. Further details can be obtained from Rosemary Helmer (416) 488-3867.

This is the last copy of Shackles you will receive if you have not renewed for the 1989 year. Renewal forms were sent out with the last issue, but we will continue to include them in every upcoming issue as well.

Thank-you to those who responded positively to the CAA's request for help on the membership renewal form. We have plans for you, and will be in touch shortly.

The CAA is always on the lookout for new members. If you know of Albacore owners who are not members, send us their names and addresses and we will contact them directly. We have a lot to offer the competitive sailor and are working on ways to improve our services to recreational Albacore owners.

Worlds preparations are proceeding smoothly. Events are planned for every night of the competition, so we expect this to be the best World's ever.

Canada has been allocated 25 spots. We are moving farther down the list of 1988 'Canadians' sailors. If we get to the end of the list, the remainder of places will be split evenly between the RCYC Open and the Lac Deschenes Regatta. so if you did not sail in the Canadians, you still have plenty of opportunity to qualify. The CAA wants as many Canadian boats as possible to attend, and the extended qualification procedure is the fairest way to allocate additional spaces.

Ted Mallett  
KC5007

## Shackles & Cringles Publication Deadlines

Shackles will be publishing four times a year. If you have any regatta notices, results, ads, or wish to contribute letters or articles, please send them in to us by the due dates.

| Issue: _____     | Due Date: |
|------------------|-----------|
| Spring 1989      | Feb 1st.  |
| Summer 1989      | May 1st.  |
| Late Summer 1989 | Aug 1st.  |
| Winter 1989/90   | Nov 1st.  |

## NOTICE

### FRIDAY NIGHT RACE SERIES OPEN TO ALL

For the first time, private boats will be eligible for winning mugs for placing in the Friday Night races. Private boats will sail in the regular fleet but will be awarded mugs based on their scoring in a separate "private boat" fleet. Any private boat is eligible. Friday Night races start **May 12th**; all races throughout the season will start at **7:00 p.m.** with the presentation of prizes to be held at **The Domed Stadium**, (on the south side of King, east of Jarvis).

Many thanks to **Outer Harbour Centreboard Club** for kindly sponsoring this new format.

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### THE COMPETITION FROM ACROSS THE POND

For those of you competing in the World's in July, here are the results of the 1988 English National Albacore Championships hosted by the Royal Plymouth Corinthian Yacht Club.

1. C. Devonport and M. Lennon (Halfway YC)
2. M. and R. Cockram (Grimsby YC)
3. D. Sinnock and A. Rose (Herne Bay SC)

Use this information to your advantage, who knows, the boats used by these crews may even be for sale after the Kingston regatta.

These results were reported in the Daily Telegraph last August. Other classes which received attention in this national newspaper include 420s, Lasers, Wayfarers, Fireballs and Toppers; a rather extensive list when compared to Canadian coverage.

Good luck in Kingston to all those competing.

J. Wallace, RCYC

### Worlds Qualifications

---

|                       |                   |                                   |                   |
|-----------------------|-------------------|-----------------------------------|-------------------|
|                       |                   | Canadians                         | - Alan Humphreys  |
|                       |                   |                                   | - Jeff Moody      |
| Conestoga             | - Rob Maarse      |                                   | - Ian Rogers      |
| Bronte Harbour        | - Mark Ewen       |                                   | - Suzanne Cumming |
| Ontario Championships | - John Bryant     |                                   | - Kevin O'Rourke  |
|                       | - Jorg Pawlik     |                                   | - Ross King       |
|                       | - Derek Griffith  |                                   | - Joe Li          |
| Muskoka Open          | - James Gage      |                                   | - Keith Woolford  |
| Balsam Lake           | - Ron Batt        |                                   | - David Harris    |
|                       | - Reg Forth       |                                   | - Bill Blore      |
| Canadian Juniors      | - Chris Gage      | TARTS (June 3,4)                  | -                 |
| Pointe au Baril       | - Dennis Sherwood |                                   |                   |
| North Americans       | - David Medhurst  | Remaining spaces will be split    |                   |
|                       | - Ken Clarke      | evenly between the Lac Deschenes  |                   |
|                       | - Ian Brayshaw    | Regatta in Ottawa, June 10-11 and |                   |
| Community Club comb.  | -                 | the RCYC Open in Toronto, June    |                   |
|                       |                   | 17-18.                            |                   |

# 1989 RACE SCHEDULE

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## 1989 ALBACORE RACE SCHEDULE

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### MAY

12 Friday Night races begin  
21 Harbour Master Series 1 & 2 (Outer Harbour - OHCC)  
28 Harbour Master Series 3 & 4 (Inner Harbour - NTSC)

### JUNE

3-4 TARTS  
3 Conestoga Warm Water Regatta (Waterloo)  
10-11 Lac Deschenes Regatta (Ottawa)  
11 Harbour Master Series 5 & 6 (Outer Harbour - WSC)  
17-18 RCYC Open Regatta  
24-25 Ontario Championships at Bronte Harbour Yacht Club  
25 Harbour Master Series 7 & 8 (Outer Harbour - SJSC)

### JULY

2 Harbour Master Series 9 & 10 (Inner Harbour - RCYC)  
8 Outer Harbour Centreboard Club Open Regatta  
8-9 Parkway Sailing Club Open Regatta - Fort Erie  
8-9 Nepean Regatta (Ottawa)  
9 Harbour Master Series 11 & 12 (Leslie Spit - OHCC)  
15-16 North American Championships at Britannia Yacht Club  
22-30 **World Championships at Kingston Yacht Club**  
22 Toronto Team Racing Championships  
30 Harbour Master Series 13 & 14 (Inner Harbour - NTSC)

### AUGUST

6 Balsam Lake Regatta  
12 Mooredale Sailing Club Regatta  
13 Harbour Master Series 15 & 16 (Outer Harbour - MSC)  
19 Don Ranz Regatta (Ottawa)  
19 Pointe-au-Baril Regatta  
19 Westwood Sailing Club Regatta  
26-27 Canadian Junior Championships (Pointe-au-Baril)  
26 North Toronto Sailing Club Regatta

### SEPTEMBER

2-3 St. James Town Sailing Club Regatta  
9-10 Area 10 Regatta (Ottawa)  
15-17 Canadian Championships (Geneva Park)

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# REPORT FROM THE FLEET: AREA 10 NEWS

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## THE VIEW FROM THE BOONIES (Area 10 News)

Lest anyone be wondering, Area 10 is Ottawa, at least in practice. The area is actually much larger, and stretches down to the St. Lawrence at Cornwall, where the Stormont Yacht Club once had an active Albacore Fleet. Today, however, all but one of the area's active boats (there's one in Arnprior) are in Ottawa.

We've one community club, Sail RA, which operates on Dow's Lake, a small body of water not far from the centre of town. They've a fleet of 14 Albacores (8 Ontario Yachts no-cores and 6 Skenes), as well as 10 Lasers. The club isn't as large as it once was, but in the past couple of years membership has stabilized at around 200 members, and its future looks reasonably bright.

As might be expected of the former home of Skene boats, there are lots of privately owned Albacores lying around. Unfortunately, however, that's all most of them do. Only a small fraction ever seem to get sailed, and even fewer race. For practical purposes, the racing fleet consists of only about a dozen boats.

Until this year most of the fleet sailed out of the Britannia Yacht Club, but now nearly all of us belong to the Nepean Sailing Club. Both clubs are on Lac Deschenes (a slight widening of the Ottawa River just west of the city), and we have a common racing program. Outside of these two clubs and our one Arnprior enthusiast, there's little interest in racing. While there are Albacores at Ottawa New Edinburgh and the Gatineau River Yacht Club, and a lot of them at the Lac Deschenes Sailing Club, the best we've come to expect of these clubs is one boat at their own regattas.

The local regatta circuit normally involves six open regattas (five club regattas plus the Area 10's). Attendance varies considerably, and a lot tends to depend upon whether Sail RA sends a full contingent or just one or two representatives, but the average fleet size is probably somewhere around fifteen boats. The joint NSC/BYC club racing program involves both evening series and a number of one-day weekend events. These typically attract around half a dozen boats, enough for a race, if only just.

The area fleet is very low-tech. Some time ago we had one wooden boat, but it was sold to a non-racer, and has since disappeared completely. Now, with the exception of "Mistress Quickley" (a Rondar), we're all sailing no-core glass boats. New sails are also few and far between (though six of us are taking the plunge this winter), and nobody worries much about details like measurement certificates. In short, we're very much of a backwater, and, in many ways, glad of it. While some of us would appreciate more cut-throat competition, the future health of our fleet is undoubtably well served by keeping costs down.

...cont'd. on pg. 8

While this all may not sound like much (and I must agree that it isn't), and while the area fleet has certainly come a long way downhill since the days when the National Capital Regatta had 35 Albacores on the line, I'm cautiously optimistic about the future. A couple of regulars who had to miss much of this season will be back full-time next year, a new (used) boat has recently joined the fleet, and we've a number of people either actively looking for a suitable boat or considering taking the plunge. One mustn't count one's chickens, of course, and one must also allow for possible losses, but I'm very hopeful that next year's average fleet will be up by two or three boats.

Interest in travelling is on the rise as well, and this year four of us made the pilgrimage to the Nationals. A modest contingent, perhaps, but also a four hundred per cent improvement upon recent history, and I think that other areas will see more of us next year. Also, of course, we're always glad to see visitors here. It was great having seven outside boats at this year's National Capital Regatta, and our special thanks go to Keith Woolford, who came back for the Area 10's. Unfortunately he drifted and baked in the NCR, and broke his mast in the Area 10's, but if he keeps coming back I've no doubt that he'll eventually get the good sailing he so richly deserves.

- John Bryant  
6140, "Persephone"

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# REGATTA RESULTS

## NATIONAL CAPITAL REGATTA / ONTARIO CHAMPIONSHIPS

|      |                   | Race 1 | Race 2 | Race 3 | Race 4 | Points | Pos |
|------|-------------------|--------|--------|--------|--------|--------|-----|
| 6140 | J Bryant/C Gagnon | 1      | 1      | {3}    | 1      | 0.0    | 1   |
| 6731 | Jorg Pawlick      | 2      | {4}    | 1      | 2      | 6.0    | 2   |
| 506  | Mark Ewen         | 4      | 2      | 2      | {DNS}  | 14.0   | 3   |
| 7366 | Derek Griffiths   | 3      | 3      | 4      | {4}    | 19.4   | 4   |
| 7362 | Keith Woolford    | 5      | {6}    | 5      | 3      | 25.7   | 5   |
| 7200 | Doug Woodley      | 6      | {11}   | 6      | 5      | 33.4   | 6   |
| 7384 | Rosemary Helmer   | 7      | 5      | 8      | {DNS}  | 37.0   | 7   |
| 6816 | Don Slater        | {9}    | 7      | 7      | 6      | 37.7   | 8   |
| 5624 | Dave Black        | 8      | 9      | {12}   | 8      | 43.0   | 9   |
| 6029 | Roger Barker      | 10     | 10     | {14}   | 7      | 45.0   | 10  |
| 7017 | Wendy Warburton   | 11     | 13     | 9      | {DNF}  | 51.0   | 11  |
| 7060 | Fay Taylor        | {13}   | 12     | 11     | 10     | 51.0   | 12  |
| 7291 | Ken Brown         | 12     | {16}   | 15     | 9      | 54.0   | 13  |
| 7449 | Ed Nicholas       | 14     | 14     | 10     | {DNS}  | 56.0   | 14  |
| 6665 | David Maarse      | {DSQ}  | 8      | 13     | DNS    | 59.0   | 15  |
| 7444 | Rick Nelson       | 15     | 17     | 17     | {DNS}  | 67.0   | 16  |
| 7462 | Karen Walker      | {DSQ}  | 18     | 18     | DNF    | 67.0   | 17  |
| ???? | Morley Forsyth    | {DSQ}  | 15     | 16     | DNS    | 69.0   | 18  |

{...} indicates throwout race

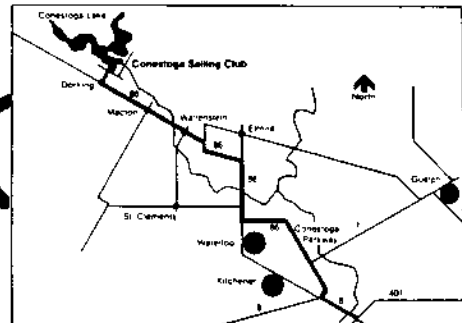
## AREA 10 CHAMPIONSHIP

|      |                 | Race 1 | Race 2 | Race 3 | Race 4 | Race 5 | Points | "A" Pos | "B" Pos |
|------|-----------------|--------|--------|--------|--------|--------|--------|---------|---------|
| 6140 | John Bryant     | 1      | {DNF}  | 1      | 2      | 1      | 3.0    | 1       | -       |
| 6816 | Bill Blore      | {7}    | 4      | 2      | 1      | 2      | 14.0   | 2       | -       |
| 7200 | Doug Woodley    | 2      | 1      | 3      | {4}    | 5      | 16.7   | 3       | -       |
| 7449 | Ed Nicholas     | {9}    | 5      | 4      | 5      | 3      | 33.7   | 4       | 1       |
| 6029 | Roger Barker    | {12}   | 3      | 5      | 6      | 6      | 39.1   | 5       | 2       |
| 4444 | Jim Martin      | 4      | {DNF}  | 8      | 7      | 4      | 43.0   | 6       | 3       |
| 7017 | Wendy Warburton | 3      | {DNF}  | 10     | 10     | 9      | 52.7   | 7       | -       |
| 7291 | Ken Brown       | 13     | 2      | 12     | {14}   | 7      | 53.0   | 8       | 4       |
| 7362 | Keith Woolford  | 5      | {DNF}  | DNS    | 3      | DNS    | 59.7   | 9       | -       |
| 7446 | Diane Poitras   | 6      | {DNF}  | 11     | 9      | 10     | 59.7   | 10      | 5       |
| 7060 | Fay Taylor      | 15     | {DNF}  | 7      | 8      | 8      | 62.0   | 11      | -       |
| 7221 | Doug Noble      | 8      | {DNF}  | 6      | 11     | DNS    | 64.7   | 12      | -       |
| 7445 | Rick Nelson     | 14     | {DNF}  | 9      | 12     | 11     | 70.0   | 13      | 6       |
| 7450 | John Blake      | 10     | {DNF}  | DNS    | 13     | 12     | 75.0   | 14      | 7       |
| 7448 | Don MacDonald   | 11     | {DNF}  | DNS    | DNS    | DNS    | 83.0   | 15      | 8       |

{...} indicates throwout race



# Conestoga Sailing Club Warm Water Regatta 3 June 1989



This year the Warm Water Regatta will be a one-day event. Participants are encouraged to come early and stay late. Limited camping is available on-site. Camping is also available at the Grand River Conservation Authority area next door.

We will be having a post-race "debriefing" at the Linwood Tavern after the awards on Saturday evening, where Waterloo County fine food can be sampled. No dinner will be provided at the club this year. Snacks will be available at noon.

**June 3, 1989**  
Single day regatta.

**Program**  
Registration Saturday  
8:30 a.m. to 10 a.m.  
Skipper's meeting  
10.00 a.m.  
First race 10:30 a.m.

**Format**  
Olympic course  
4 races to be run  
weather permitting  
3 to count  
Olympic scoring

**Fee**  
\$10 if pre-registered  
\$15 on Regatta Day

**Classes**  
Albacore  
Laser II  
Wayfarer  
Y-Flyer  
Open (for Conestoga  
Sailing Club members  
only)

Send registrations and fees to Bill Schmidt,  
135 Winding Way  
Kitchener, Ontario  
N2N 1N3  
(519) 745-5733 or  
576-4000  
Please make cheques payable to Conestoga Sailing Club

Please assist us by pre-registering by mail.

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_

Postal code \_\_\_\_\_

Telephone \_\_\_\_\_

Fleet/Class \_\_\_\_\_

Sail number \_\_\_\_\_

Crew name \_\_\_\_\_

Total payment enclosed. \_\_\_\_\_

## The Pros Talk Rules.

(Extracted from the Canadian E22 Newsletter, August 1988)

(Due to overwhelming popular demand the editors have chosen to exercise their option on the services of Prof. Morton Dent and William Gelscuff, Canada's preeminent nautical lawyers. Their learned discourses on the law of the sea, especially in matters pertaining to the cod and halibut catch in disputed waters, has ensured their pivotal place in international jurisprudence.)

Among the areas of sailboat racing rules not adequately covered in the written rules is volume. Questions abound: How much volume is necessary? What is sotto voce, and how can it be applied to best advantage? When does tone play a role? When should maximum volume be applied? How can volume be controlled when it originates from a voice box on another boat? What is the current role of firearms in volume control, and how has it changed? When too much volume of a liquid has been consumed, what are the alternatives?

But back to basics. The use of volume on the race course normally begins during the complex maneuvers carried out before the start, and builds to one of several crescendos just prior to and immediately after the gun.

Little known rule 37.1.(a) states that a leeward yacht shall inform a windward yacht that it should "get up". Other phrasing sometimes applied includes, "please get up," and "how bloody ignorant are you, anyway?"

Volume is important. Prior to a start windward yachts often have great difficulty hearing—and understanding—communications in the normal range of human perception. This has been demonstrated time and time again. It is critical for the skipper in the leeward boat to project in an intense, near hysterical tone, the importance of being given a bit of room.

The skipper in the windward boat should reply in calming tones, "responding", or "I am responding" or words to that effect. This does not

require any actual provision of room on the part of the windward boat.

Other phrases which also perform best when delivered in hysterical tones at maximum volume include, "no room", "you're barging, you..." and, "don't you know port from starboard."

On occasion, when for instance, the prestart festivities include dismasting a fellow fleet member, words don't suffice to convey the appropriate message. One phrase heard recently in a similar situation was "would you like to borrow my boat," delivered in an apologetic tone.

In the excitement after a start, volume is equally important. The phrase "get up", or "get the hell up" or other clever derivations of the same theme bringing to bear anatomical analogy, references to heredity and/or sexual proclivity. In such cases, given the gentlemanly nature of the sport of yacht racing, sotto voce is prescribed.

On the windward leg, only one situation normally requires volume. Rule 36 requires that a port tack yacht shall keep clear of a starboard tack yacht. Little known Rule 36 (a.) requires the crew and skipper of the starboard yacht, either singly or ensemble to inform the port yacht with sufficient volume that it intends to exercise its rights, that is, of course, assuming that said sailors are alert enough to have noticed the approach of the port yacht. Phrases like, "I'll x\*!^\* hit you," and/or "you're dead meat now, Geoff" may be used, delivered at full volume.

At the windward mark, volume reaches the second of the race's several crescendos. Rule 35 states unequivocally that a right-of-way yacht should hail when claiming the establishment of an overlap. In fact, volume is often the key factor in determining whether an overlap will be respected. Phrases such as "give me room," or "get bloody up," must be delivered at absolute maximum volumes, especially if the wind is above 12 knots. ♣

## Albacore Sailors Follow the Fleet on Potomac

by Henry Allen  
Washington Post Staff Writer

The guardian angel of Washington's Albacore sailing fleet may well be a car - the 1937 Austin Nippy Sport in Bob Harwood's garage in Virginia. It's in pieces, parts all over the place, and as long as it stays that way, the Albacores will keep racing.

"It won't get put together until there's no more Albacore sailing," said Harwood, a retired engineer who sailed for George Washington University not long after World War II. He was one of the founders of the fleet back in the late 1960's, when there were only 20 or so Albacores in the United States. Now there are about 300 of them in the Washington area alone, some moldering in backyards and garages, but enough race-ready that on any given Sunday in the spring or fall and on Wednesday nights during the summer, they line up for buoy room on the Potomac, just south of National Airport.

They are 15-foot-long, British-designed sloops with a forthright look that comes from their bluff, up-and-down bows and an absence of high-tech equipment. The hull weighs about 240 pounds - light enough that you step aboard carefully, lest you end up swimming, but solid enough to take out a small family for a daysail and picnic lunch. And with only two sails (racing rules forbid spinnakers), they are simple enough to be approachable by beginners.

Albacores are the most popular racing boat on Washington's part of the river partly because they seem to thrive on the disarray symbolized by Harwood's Austin.

"Albacore sales really take off during a gas shortage, says Harwood, who also finds virtue in economic downturns. "People buy Albacores in slower years."

Hurricane Agnes 16 years ago helped, too. Before Agnes, Albacores battled for the same niche held by Snipes, a boat about the same size. "With Agnes," Harwood says, "the river really silted up. The Snipe is a mean boat to sail in shallow water."

That's because Snipes use a daggerboard - a deep, retractable keel-type device that moves up and down vertically. Daggerboards tend to bury themselves in a river bottom when run aground, bringing the boat to a shuddering halt. The Albacore, by contrast, uses a centerboard that swivels backward and up, rarely stopping the boat but sometimes surprising a crew member sitting on the centreboard housing.

Once there also were Windmills and Jet 14s on the river, but the Albacore lasted as they withered away.

The success of the Albacore comes from "enthusiasm and a philosophy that the most important person in the fleet is the person who just joined," says John Duncan, who once was the only person in the fleet.

...cont'd. on pg. 13

Early each spring, current and prospective fleet members gather at the Washington Sailing Marina. Beginners get instructions with visual aids that include a fan and a model sailboat. More advanced sailors may listen to a talk on tactics by North American champion Riaz Latifullah, who crewed on the America's Cup contender Eagle in Australia and lately has been counselling the Japanese on their 12-meter Cup effort.

The tradition of disarray is kept alive by Daphne Byron, a rangy Britisher who once held the title "Capsize Queen" and who speaks with cheerful authority of horror after horror. To wit: "If you are approaching dead downwind, you **will** catch your sheet beneath a cleat" and go crashing into the dock, and so on. "You broach, you **will** capsize..."

There are on-the-water training sessions, then Wednesday night training races when the skillful, A-fleet skippers crew for inexperienced B-fleet skippers. There's a trip every year to Kerr Reservoir, in North Carolina, for days of camping and sailing. After the fall racing is over, the fleet meets for pot-luck supper, prizes, and square dancing.

The Albacore appeared in 1954, Duncan recalls. It was designed by Uffa Fox, the Briton who had such success with his International 14s. Its first stop in American was in Hyannisport, Mass., a year or two later, thanks to George O'Day of O'Day boats. It gained little popularity here at first but Canadians liked it. By 1965, there were about 90 boats at the Canadian championships. Duncan had a summer place up there and bought an Albacore to sail on a lake. He liked it. When he became President of the U.S. Albacore Association, in 1965 or so, there were five other boats in this country.

# 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         | F.D.     | WORLDS | E       |
| 3rd (OOPS!) | 505      | WORLDS | D       |



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

"I'd sailed with Harwood at George Washington," Duncan says. "I got him interested. It was the best thing that ever happened to the Albacore fleet."

It's a boat that will move in next to no wind and sit up and plane in a breeze. A new one costs between \$4,000 and \$5,000 (and up, if you get into the custom centerboard, rudder and so on). Competitive used boats can be had for half that.

There are those who claim the Albacore is a little too tippy for beginners, and it is said that successful downwind jibing in heavy air depends on less on which sailing school you attended than which church. On the other hand, it is a popular boat in England, where winds are stronger than here. It accommodates the more sedate (and wily) Harwoods, along with the Latifullahs with their wildly aggressive racing tactics.

Some Albacore sailors even verge on dignity - Tim Arthurs in his white uniform at the National Yacht Club's summer flag-raising is an inspiring sight.

Maybe the quintessential Albacore event is Wednesday night racing for B-fleeters, including beginners. Given a good wind and a low tide that shortens the starting line, this can approximate a demolition derby.

"When I sailed at Tufts, at least we were smashing up university boats. These people **own** these boats," said former Albacore crew Jane Robinson as the fiberglass crunched during one particularly raucous start a couple of years ago.

Recently, the popularity of small boat sailing has been in decline across the country. "We used to get 25 or 30 boats out there," Harwood said.

Then again, there have been six straight years of prosperity. A nice recession, and Harwood will be able to put off reassembling that Austin Jiffy Sport indefinitely.

---

**FOR SALE** Boats like this one don't come along very often!

**Vixen US 7311**

Woof designed Wooden Albacore, down to minimum weight. Includes: 2 suits of North sails ('87 and '88), custom trailer and top and bottom covers. Covers for rudder and tiller. Asking \$7,900.00 U.S.

**Call:** Bill Ewing (H) 201-530-6511, (B) 201-870-5195

**Write:** Mr. W. Ewing, 935 River Road, Fair Haven, New Jersey 07701

---

**FOR SALE: AL7467**

1987 Hardcore, excellent condition. Harken race equipped, 3 suits of sails, spinnaker, trapeze. Price negotiable.

**Call:** Ian (H) 416-756-0944 after 5:00  
(B) 416-364-4397

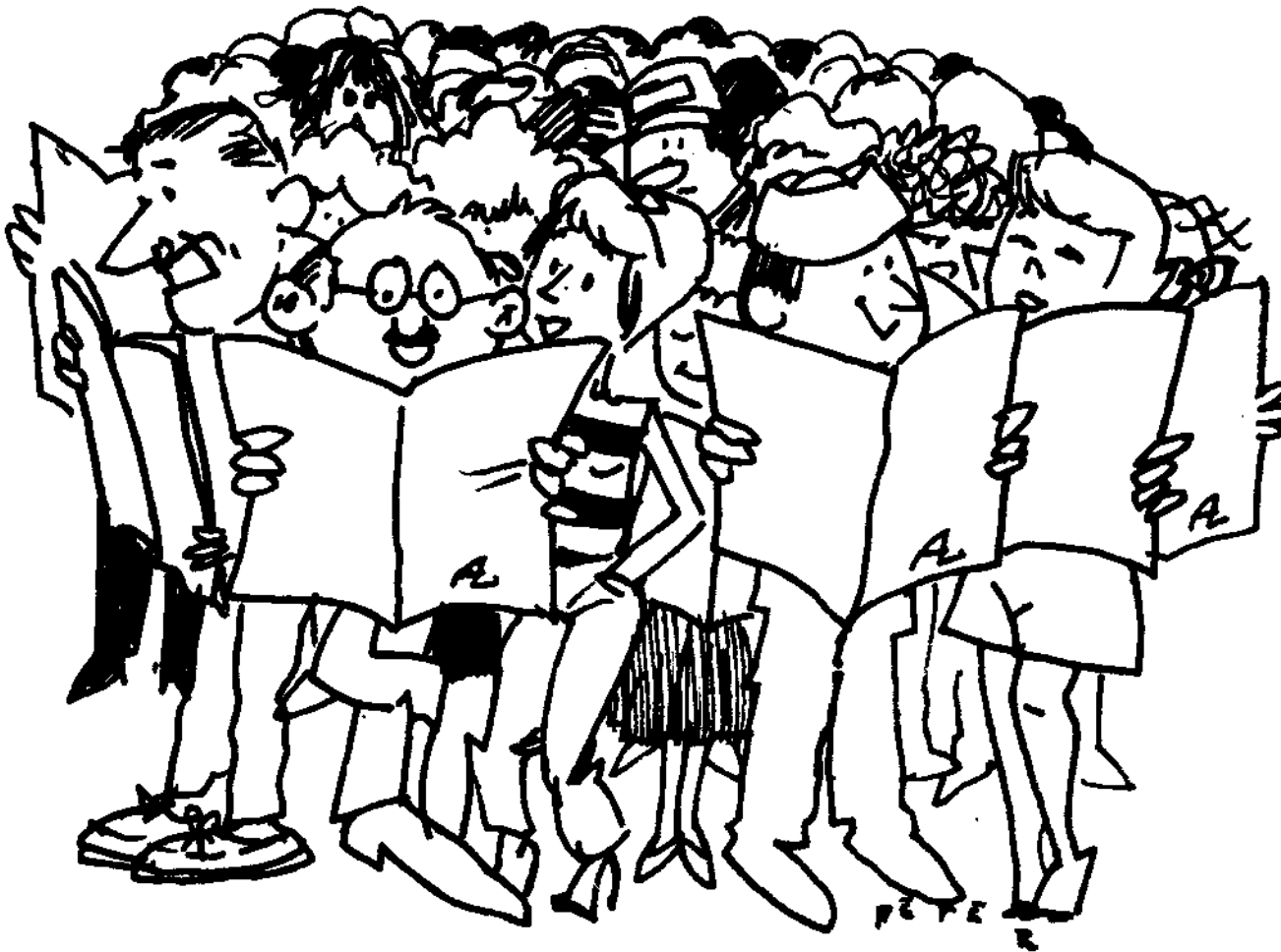
# ...last issue

Unless you renew your C.A.A. membership soon, we're going to have to drop your name from our mailing list.

We hate to do it, but the cost of printing and mailing Shackles and Cringles makes it impossible for us to carry non-members.

Please don't put it off any longer. Complete the enclosed invoice and mail it with your cheque today.

We thank you for your prompt response.



CANADIAN ALBACORE ASSOCIATION

1989 MEMBERSHIP RENEWAL

The Canadian Albacore Association (CAA) is responsible for encouraging participation in and maintaining the integrity of the Albacore class in Canada. In order to fulfill these responsibilities we need your support. As a member of the CAA, you will be entitled to: 4 issues of our newsletter Shackles and Cringles, a say in the management of the association, and participation in CAA sponsored events and regattas.

The regular membership fee for boat owners is \$37.50. However, a special discount rate of \$32.50 is available to those who renew by March 1, 1989. For those who do not own an Albacore, the associate member rate is \$32.50, or \$27.50 if paid before March 1, 1989.

Please complete the following and submit with a cheque payable to: Canadian Albacore Association, P.O. Box 1028 Station Q, Toronto Ontario. M4T 2P2.

CIRCLE ONE

FULL MEMBERSHIP (NEW/RENEWAL)  
ASSOCIATE MEMBERSHIP (NEW/RENEWAL)

NAME

\_\_\_\_\_

ADDRESS

\_\_\_\_\_

CITY/PROVINCE

\_\_\_\_\_

POSTAL CODE

\_\_\_\_\_

CLUB

\_\_\_\_\_

BOAT NUMBER

\_\_\_\_\_

HOME TELEPHONE

\_\_\_\_\_

BUSINESS TELEPHONE

\_\_\_\_\_

Please indicate if you would be willing to assist the association in its activities in 1989.

YES/NO

Any comments or suggestions for the CAA executive?



# OPEN REGATTA

Saturday and Sunday July 8 and 9, 1989

## PARKWAY SAILING CLUB

Fort Erie, Ontario

ALBACORES—FIREBALLS—LASERS

Portsmouth (Open) or any class with 4 or more boats

### Friday

7:00 - 9:00 p.m. Registration, Bar Open

### Saturday

8:30 a.m.

Registration

9:30 a.m.

Skipper's Meeting

11:00 a.m.

First Race

1:00 p.m.

Lunch

2:00 p.m.

Second and Third Races

6:30 p.m.

Dinner

8:00 p.m.

Dancing! Entertainment!!

Bar!!! Free Admission !!!!

### Sunday

11:00 a.m.

Fourth and Fifth

Races

1:00 p.m.

Lunch

Afternoon

Results and Trophy

Presentations

Plenty of space to camp on our grounds or stay in a nearby motel (see map). For more information please contact

Gavin Gardner  
P.O. Box 67  
St. Davids, Ontario  
L0S 1P0

Telephone: (416) 262-4347 (home)  
(416) 374-5201 (office)

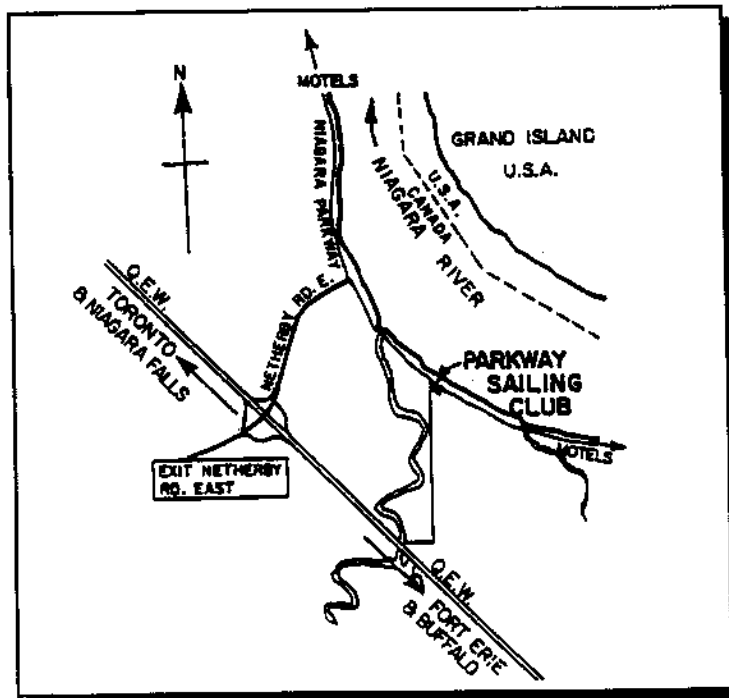
### Registration Fee

Steak dinners included

One Person Boat \$16.00

Two Person Boat \$30.00

Additional Dinners @\$8.00 each.



# Balsam Lake Sailing Club

## 26TH Annual Albacore Open Regatta

Honourary Regatta Chairman - Tony Griffin

**Sunday, August 6th 1989**

### PRIZES

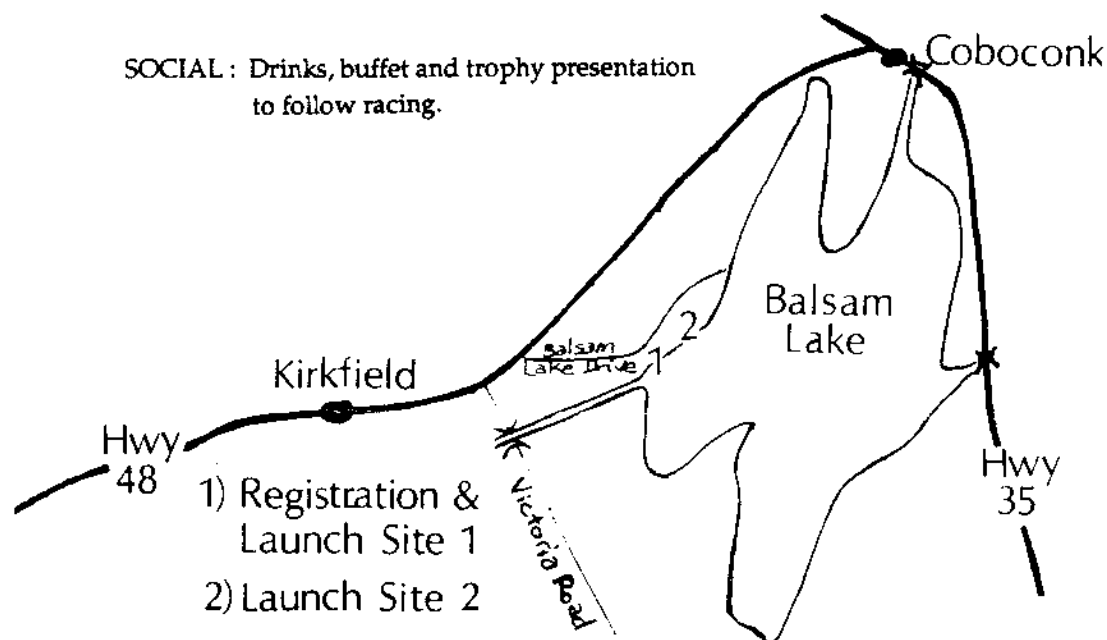
The Griffin Trophy  
Keeper Trophies to Top Three  
Special Awards

**PROGRAM :** Registration 0900 - 1100. Start at 1200 noon. Sailing Instructions at Registration. NO Skipper's Meeting. Three races back-to-back. Third race at discretion of Race Committee. No start after 1530. Bring your own lunch.

**LOCATION :** Balsam Lake is less than a two hour drive from Toronto, near Kirkfield on Highway 48. (map and signs from there)

**LAUNCHING :** There are two adjacent sandy beach launch sites. Registration will be at the first launch site.

**SOCIAL :** Drinks, buffet and trophy presentation to follow racing.

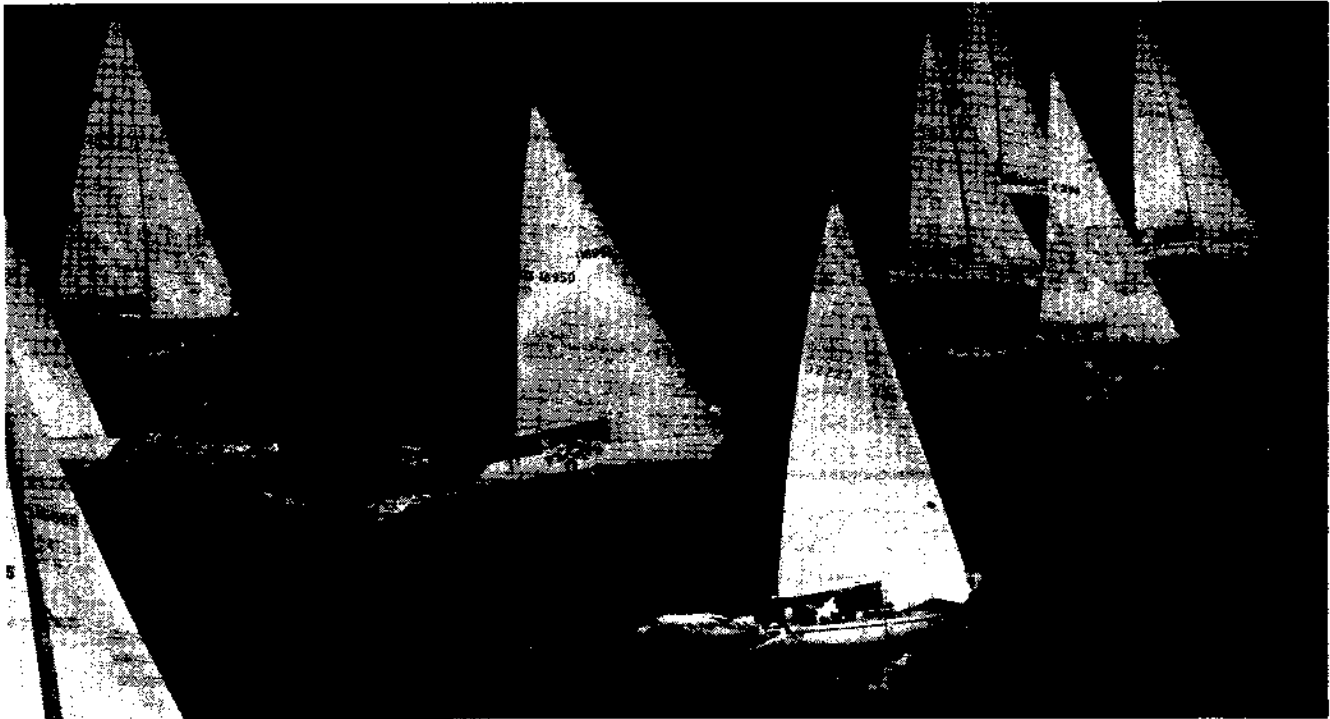


There will be a fifty boat limit; first come, first serve. To ensure entry and help the caterers, you are urged to enter early. For more information contact:

Bob Leonidas  
105 Glengrove Ave.  
Toronto, Ontario M4R-1P1  
HOME: 488-7175; OFFICE: 429-4411

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we'll recut it or take it back.  
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overboard, your next sails should be  
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And, you couldn't ask for a better  
price.*

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# TARTS '89!

Regatta Registration: \$22.00

Registrar: Derek Griffiths 960-3736

Coordinator: Adam Quinan 636-3865

TORONTO SAILING & CANOE CLUB

SATURDAY REGISTRATION 9:00 AM--10:30 AM  
Race start 12:00 PM

2 races back to back

SUNDAY Race start 11:00 AM

2 races back to back

Cash bar and presentations to follow

## JUNE 3&4

Note: 1989 CAA membership/measurement certificates with '89 buoyancy endorsement is required. Sails used in this regatta must bear a CAA measurer's stamp. Failure to comply will result in disqualification from the regatta.

# Last chance for the 'World's'

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**ROYAL CANADIAN YACHT CLUB OPEN ALBACORE REGATTA**

**Saturday and Sunday, June 17, 18 1989**

- 
- General Information:** Five races are planned with four to count.  
Races will be sailed under the current I.Y.R.U. racing rules, except as modified by the sailing instructions. Races will be sailed in the Toronto Inner Harbour. Low Point Scoring will be used.  
A current measurement certificate and 1989 buoyancy endorsement must accompany registration.  
A **new crane** is planned to be installed on the city side for the 1989 season!
- Registration:** Saturday, June 17, 9:00 - 10:00 a.m., RCYC Dinghy Docks.
- Entry Fees:** \$50.00/boat (includes dinner in clubhouse on Saturday).  
\$35.00/boat (no Saturday dinner).  
Additional dinner tickets may be purchased for \$25.00/person.  
  
Morning coffee and donuts will be provided for participants on both mornings.
- Prizes:** Flags to top three boats.
- Program:** **Day 1**  
  
Skipper's Meeting: RCYC Dinghy Docks at 10:00 a.m.  
First Race - 11:00, with two races to follow.  
Lunch - not provided. Suggest B.Y.O. for possible on-the-water consumption between races.  
Dinner - to be held in clubhouse.  
  
**Day 2**  
  
First Race - 11:00, with 1 race to follow.  
Flag presentations to top 3 boats.
- For More Information:** Call: Jamie Wallace 465-5215 (res) 474-3192 (bus)

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## SPOUSES WHO SAIL TOGETHER....

by  
Elaine Friebele

(Reprinted from "The Looking Glass," the newsletter of the U.S. Mirror Class Association)

Some of the most intense fights between husbands and wives have probably taken place on sailboats. Is it something about being out on the water in a confined space (sometimes no bigger than a double bed) that causes a couple to disagree? Maybe salt air triggers chemical reactions in the couple's brains, promoting aggressive behaviour. One could also advance the theory that given the conditions, i.e. strong winds, unstable boat and many ropes which are inevitably in a tangle, the probability for calamity is very high. However, the observation that some of the most aggressive behaviour occurs during times when there is no wind disproves the theory. On windless days, the heat and total boredom may win out as causes for momentarily hating one's spouse. None of the reasons mentioned above is the principle cause of vicious marital fights on boats.

No, the basic problem is an imbalance of power, for the person holding the tiller, which is used in steering the boat, holds most of the power, and the other persons hold next to none. Thus, the person holding the tiller makes executive decisions, shouts orders, and screams when the crew foul up. On the other hand, the crew person takes orders, does heavy physical work, and is yelled at if things go wrong. If two partners in a marriage are more or less equal on land, it creates havoc for them to enter the unequal relationship of crew and skipper on the water; fighting is almost unavoidable.

Why do couples continue to sail together? No one really knows. I suggest that it presents a challenge, that they must really want to be together, even in the worst of circumstances, and that it's fun to make up after the boat crashes into the dock.

### NEWS FROM SNIX

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Peter Pugh, Editor of the Sailing Newsletter Information Exchange, "published intermittently for the benefit of Editors of Newsletters of the Class Association," has once again produced a great issue. This Newsletter for Newsletter Editors has filled a real need, as Editors, constantly on the lookout for articles of interest to their members, are often left at their wit's end trying to fill the last gaps in their Newsletter .

Unfortunately, the March issue of SNIX may well be the last: Mr. Pugh in his March 1989 Editorial states, "due to apparent lack of interest you may assume that this is the last issue of SNIX as I have run out of material." I for one can certainly empathize with Mr. Pugh. Although your Executive often receives worthy suggestions as to articles and information for publication in "Shackles," we rarely receive the actual "written word." We would gladly publish race results and articles highlighting regattas - we only need a roving reporter to channel the information to us. So it is up to you, the membership, to assist in the publication of your newsletter.

My sincere thanks and appreciation to **Sylvia Davidson** and **Gary Bain**, our new Editorial Assistants, for their assistance in producing this issue of "Shackles."

Carol Kidd, Acting Editor

## NEWS FLASH - RUM TUM TUGGER SEEKS NEW OWNER

After carrying its current owner to third place in the North Americans and fifth place in the Canadians in 1988, Rum Tum Tugger is looking for a new skipper with a little more flair and imagination. For those who do not know, Rum Tum is a very sleek wooden Albacore (KC 7428) built by Young in 1985 and has all the quality go-fast gear including boat covers, several sets of sails (including brand new ones for 1989). Rum Tum has reluctantly agreed to stay with current owner until the 1989 Worlds (in July) and will then move to a new home for a signing bonus of around \$8,500. Phone rejected Ken Clarke (B) 416-367-4056 (H) 416-278-3073.

## FOR SALE

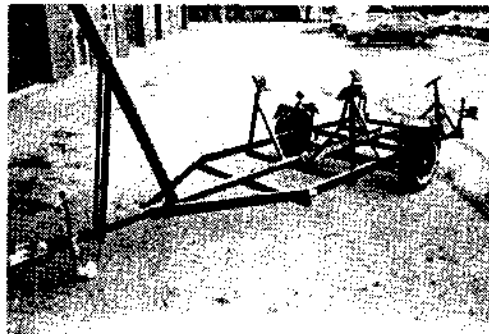
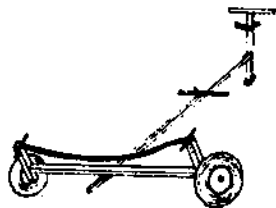
KC 6700. Young wood hull. Superb condition, seldom used. Very fast, 2nd and 3rd in Nationals. Four sets of sails, original and Lindsay rudders and centreboards. Trailer and dolly, top and bottom covers. Ready to race this season. \$7,500 complete. Call Glew, Sarnia, 519-337-3136 after 6:00 p.m.

## WANTED TO BUY

One used Albacore in good condition, with a trailer and complete set of sails. Please call Stuart at 416-577-0553.

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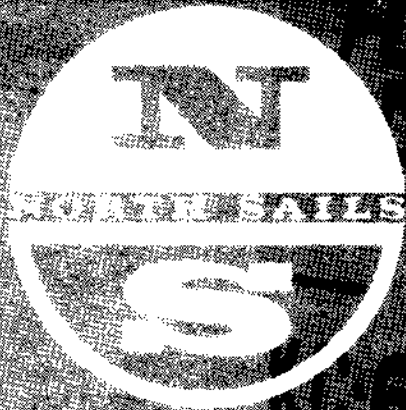
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