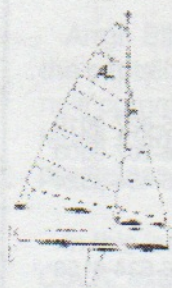


Shackles & Cringles



New Commodore Jim Quibell presenting to 1993 Canadian winners Rob Crober(crew) and Toff Nicol Griffith(skipper)

Canadian Albacore Association

Shackles & Cringles

Canadian Albacore Association

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1993/1994 Executive

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Commodore's Comments

Arrgh Billie-have ye ever been to sea? This be the captain of the Scourge speaking! Yes folks, a new commodore, and it's going to be a real challenge trying to keep up to the standards set by my predecessors.

In this issue, you will find the list of your new C.A.A. executive for '93-94. Some of their areas of responsibility for the coming year are as follows. Past Commodore Carol Kidd is looking after our Albacore Class participation at Sailfest (1994 Boat Show). Please be willing to provide some volunteer assistance for staffing our booth if you are asked. Carol will also be assisting *Shackles & Cringles* editor Lynn Shannon with our quarterly publication and our annual famous racing schedule poster.

Vice Commodore Rick Needham is looking after the '94 Ontarios and Canadians for the C.A.A. The '94 Canadians will be held at CORK and the Ontario's (maybe) at Bronte next June. The 1994 Junior Canadians will be capably handled again by Myles Wilson (site to be confirmed shortly). The 1994 Regatta schedule is being done up by our newest Vice Commodore, Bob Stiff. Gary Bain, our illustrious '93 Canadian Champ and C.A.A. membership secretary, reminds us to sign up for 1994 membership with this issue's enclosed membership form. Why not try to sign up another Albacore Sailor while you're at it? Membership is the lifeblood of the association and more members on board guarantee us remaining Canada's number one sailing class. Ain't it great Billie?

Treasurer Jamie Wallace is looking after our finances and will also pitch in with the additional bit of secretarial work where necessary. Rick Clayton and David Weaver will once again make sure that the Canadian Albacore Association Measurements and Rules are adhered to by all competitors in Canada.

The 1995 International Albacore Championship (A.K.A WORLDS) will be held in Kingston during the month of July 1995. I.A.A. President Rosemary Helmer is looking after the organization and will be seeking assistance from many of our C.A.A. membership. Let's all work together to make this one of the best "WORLDS" yet. Canada will be putting 25 boats on the start line. Qualifying races have been decided as follows;

1994 Ontarios- 4
1994 North Americans- 4
1994 Canadians- 10
1995 RCYC- 2
1995 TARTS- 2
1995 Ontarios- 3

In closing, I would like to congratulate Denis Wettlaufer on winning the 1993 Gooderham Trophy. Thank you Denis for your dedication to the class and supporting more regattas in more districts than anyone else in the fleet. Denis hails from Buffalo NY and is the only Albacore skipper I know who has crew hidden across the province of Ontario. Way to go!

See you at Sailfest!

Jim Quibell
Commodore

A History of the Albacore Class

One of the few good things to come out of the Second World War was Fairey Marine's autoclave. This oversized oven originally baked wings for the largely wooden Mosquito fighter aircraft. With the return of peace it was used to hot mould the Firefly, a twelve foot sloop-rigged dinghy designed by Uffa Fox that was sailed in the first post-war Olympics at Torbay in 1948.

The Albacore story began in England in 1954 when Fairey Marine's Charles Currey, an Olympic silver medalist, sat down with Eric Roberts of Hardway Sailing Club, and Roy Windebank, Eric Downing and Jack Bowers, all of Stokes Bay Sailing Club, to develop a dinghy that could handle the strong winds and steep seas so often experienced in the waters of the Solent. Their parameters were for a light but rugged boat with a modern planing hull that was stable and free from vices.

The fifteen foot Swordfish, designed by Uffa Fox as a big sister to the ubiquitous Firefly, possessed most of the attributes sought but was deemed to have too little freeboard and weak after sections. Furthermore, it was only sold as a complete boat at a time rife with "do it yourself" boat builders. In conjunction with Uffa Fox, Fairey Marine build a new hull similar to the Swordfish but with increased freeboard and firmer after sections. Several prototypes were build and eventually hull No. 5, completed by Jack Bowers with the approval of the promoters, was adopted as the model for the original specifications. Fairey Marine named all their boats after

war planes manufactured by the company. As the Albacore aircraft was a development of the famous Swordfish torpedo bomber, it was appropriate that this new Class be given the same name.

Was AL5 the first Albacore? Maybe, maybe not. At the time the Albacore was being planned, two young sailors from Locks Sailing Club purchased Swordfish hulls for home completion. This was contrary to Swordfish Class Rules so, when they heard of the proposed and similar Albacore Class, they applied for membership and were admitted. These Swordfishes or Albatrosses were registered as AL1 and AL2, Fairey Marine built AL3 for loan to interested clubs. Of only doubly construction it proved substandard and apparently did not survive. But it did its job. Eric Roberts registered AL4 before completion and was allocated sail number AL4 (was she ever completed?) and then came AL5, Plane Jane.

For many years hot moulding was the only method of producing this type of light but strong hull and Fairey Marine was the only company with an autoclave large enough. Even after cold moulding techniques were developed, it was years before Fairey Marine relinquished its sole rights for building hulls. All early boats were constructed identically with not only fore and side decks as we know them today, but also with a sizeable after deck that stretched some three feet forward of the transom. Metal centre plates were the order of the day, as were aluminum rotating masts with spruce top sections. Buoyancy was effected by large inflatable bags.

A History of the Albacore Class

The Albacore was quickly accepted as the ideal two/three man dinghy for estuary and open sea sailing and racing, and the Class grew steadily. Of the thirty boats sold in the first year, twenty-eight contested the inaugural British National Championship sailed at Stokes Bay in 1955. Appropriately enough this first championship was won by Jack Bowers of the host club sailing AL5 Plane Jane. Jack, aged 51 at the time, was crewed by Squadron Leader Eddie Lewis, 49, so a century mark was quickly established.

George O'Day, the United States representative at the 1948 Torbay Olympics, as so impressed by the Firefly that he went into the marine business, importing into the U.S.A. first Fireflies and then Albacores. George is recorded as the first U.S. owner with AL55. The next recorded owner is Peter Luard who purchased AL148 in 1956. If we needed proof that the Alb really is a family boat, Peter was crewed at that time by his seven year old son John who is still actively racing Albacores out of Monmouth Boat Club. North American Champion in 1976, 1982, and 1987, past U.S. Champion and second in the 1987 Worlds. John makes a big personal contribution to the International Albacore Association as its Chief of Specifications. Welcome back John to the 1989 Worlds.

The Hyannis Port Yacht Club in Massachusetts ordered a dozen Albacores with sail numbers AL260/271 in 1957 and several with sail numbers in the AL685 to 690 range went to Reno and Lake Tahoe about the same time. In 1959 an Albacore skippered by George Moffat finished third in the U.S. One-of-a-Kind Regatta.

In 1958, the Royal Canadian Yacht Club chose the Albacore as the replacement dinghy for its aging Junior Club fleet of "Brutal Beasts." Simultaneously, Muskoka Lakes Sailing Club added Albacores to its diminishing fleet of Muskoka 16's, and Shadow Lake S.C., the home club of first World Champion Jack Langmaid, adopted the Class soon after. Fostered by the enthusiasm of that great champion sailor Bill Gooderham, the Class took off in Canada. By 1960, there were eighteen fleets in Ontario and the Canadian Albacore Association was formed.

The first Canadian Championship was sailed from Windemere Resort on Lake Rosseau in 1961, producing a tie between Bill Goodernam and Jack Langmaid. The following year Whitby Boatworks took a mould from an original Fairey Marine Hull and production of glass reinforced plastic boats commenced. Because Fairey Marine would not grant a licence for the production of these GRP look-alikes, they were marketed as either the Albatross or the Walton 15. Not until 1966 was a licence granted for the production of "official" Albacores in Canada. Fortunately, the Albatross proved contrary to its mythical reputation by stimulating an interest in the Class which may have withered had it been totally reliant upon boats imported from the United Kingdom.

Meanwhile the Class flourished in Britain and was granted National Class status by the R.Y.A. in 1963. Whereas the Firefly had been adopted by the English universities, the sailing associations of the armed forces turned to the Albacore and fleets sprang up in Cyprus, Gibraltar, Malta and Singapore in addition to

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A History of the Albacore Class

widespread use in the U.K. The Royal Air Force Sailing Association has been particularly loyal to the Class and has provided it with many top flight sailors, including the ebullient Sam Bott back in the sixties, and more recently past British and 1981 World Champion, Jon Webb. In addition to the U.K. Nationals, Welsh, Scottish, Southern, Northern and Inland Championships are hotly contended.

A number of independent builders were now completing Fairey hulls and in 1966 permission was granted in Britain for the construction of a prototype GRP hull. Eventually, Fairey Marine loosened its stranglehold on wooden hull production permitting new cold moulded techniques to be introduced. Licences were granted to builders in Britain, Canada and the U.S.A. allowing the Class to grow both sides of the Atlantic.

The United States Albacore Association was founded in 1965, with John Duncan as prime mover, guiding light, and President for its first five years. Fleets were formed in Western New York state, Portland (Maine), Chicago, Washington, and Tampa (Florida). Other fleets were added in the Niagara area and the eastern seaboard. A Florida Mid-Winter Championship and a National Championship were inaugurated in 1967, as was a North American Championship which is sailed alternately in the U.S. and Canada.

June 1971 was the date, Toronto the venue, and Lake Ontario the water

on which the first Albacore World Championship was contested. In a predominantly light air series Jack Langmaid of Canada crewed by daughter Nancy, took the Championship and became initial holders of the newly-donated Governors General Cup. This World Championship was the brainchild of Tony Griffin, then Vice Commodore of the CAA, and from this multi-national gathering the idea of an International Albacore Association was conceived.

Britain picked up the ball and a second World Championship was sailed at Plymouth in 1973. In complete contrast to Toronto, heavy winds prevailed and John Herbert from Parkstone Y.C. emerged triumphant, and some North American sailors experienced for the first time the type of weather for which the Albacore was designed. It was not until the third Worlds at Association Island, N.Y. in 1975, that the International Albacore Association was born.

The I.A.A. Constitution ratified at Association Island, laid out simple but important objectives for the well-being of the Class: Promotion of the Class; uniformity of rules and construction; organization of a World Championship every second year.

A Tale of Two Classes

Two case studies of one-design classes contrast management strategies and fleet health.

By Ed Adams

Life and death is what this story is about: The death of the Rhodes Bantam, and the life of the Thistle. A one-design class is made up of people; like them, it is mortal. The Bantam "lived" for 30 years, a better-than-average life span for a one-design; yet the Thistle lives longer. Why? Rather than start at the beginning, let's take a peek at the way the story ends.

The last chapter of the Rhodes Bantam can be read in the January 1987 issue of "Cock Crow," its class newsletter. Open it to the centerfold, titled "Rhodes Bantam Nationals 1986," and what you'll see are two photo captions: "start of the first race" and "finish of the last race." But over the captions is blank space. No photos. That's because the National Championship had to be canceled when nobody showed up to race. Not a single boat.

Contrast the demise of the Bantam with the good health of the Thistle. Until the 1970s, both boats led nearly parallel lives. They're both performance racing dinghies from the boards of respected designers. They have their roots in the Midwest, and were popular with family racers. Even their class associations were formed in the same year, 1945.

Yet the Thistle remains one of the most popular one-designs in the U.S. and the Rhodes Bantam has all but disappeared. Why? What went wrong?

The Story of the Rhodes Bantam

Let's flip the pages back to happier times. It's 1969, and summer on Sodus Bay in upstate New York. The best racing in town is in the local 35-boat Bantam fleet.

The racers are mostly young and fit, like 16-year-old Bill Sills, who was fresh from winning the Bantam Junior Nationals. Sills was flying high on a victory streak, a streak that lasted long enough to win every club race for the next three years. The fact that he simply couldn't lose was the source of considerable resentment among his fellow racers. That made Sills uncomfortable. For him, the racing, and the trophies, became less and less satisfying. Winning doesn't give you much of an ego boost if no one is cheering.

Frustrated, he sold his Bantam and bought a Laser. For years, he never looked back. But if he had, Sills would have seen a lot of his peers in the young Sodus Bay fleet following suit, getting out of the Bantam and into the Laser. That's because the best sailors are "opinion leaders," whether they care to be or not. When they leave a class, it's big news. People listen, and often they follow.

Even though the lifeblood of the Bantam was now bleeding away in Sodus Bay, the heart of the class continued to beat in locations like Skaneateles. As is often the case, this local vitality was due to the efforts of a few dedicated sailors, in this instance Dick Besse. By 1973, Besse had a lot of time invested in Bantam sailing; nearly 20 years. He had built the local fleet up to 30 boats in the early 1960s, and can reminisce about the 73-boat Nationals that was held in 1966, when the class was nearly 500-strong.

The Skaneateles fleet began to shrink in the early 1970s, but Besse singlehandedly revived it. Besse was a good enough sailor to win the Nationals in 1975, a good enough craftsman to have built or rebuilt 21 Bantams, and most important, a good enough

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sport to offer those boats and his knowledge to anyone who asked. One of those he helped was Alan Glos, who had been dabbling at Bantam racing for several years with little success. It was in 1973 that Glos first laid eyes on Besse's newest home-built Bantam. It was love at first sight, and Besse knew he was about to lose another boat, this time for less than \$2000.

It happened at least once a year. Someone would want one of his boats and Besse would sell it to them, for his cost. There was never any monetary gain, just the profit of having another fleet member satisfied with a competitive boat. It's important for a newcomer to have access to the best equipment. If he thinks that he'll never win because his boat isn't good enough, he'll quit.

As long as Dick Besse remained devoted to the Bantam, it prospered on Skaneateles Lake. But in 1975 Besse started a new business, and soon found that he couldn't afford to spend the time with the Bantam fleet. It was the beginning of the end on Skaneateles. The fleet had lost its guru.

It was that same year that Paul Hempker of Dynamic Plastics began building and racing the Bantam. He was welcomed as a potential savior of the class, since there hadn't been a builder for almost four years.

The Bantam was designed to be built in wood; later the class converted to fiberglass construction. For a time, there was a conception that the older wooden boats were faster than those of fiberglass. This hurt new boat sales, says one-time builder Don McPhearson. It's essential that a neophyte be able to buy a fast boat "off-the-shelf," without a long wait, and without a lot of research.

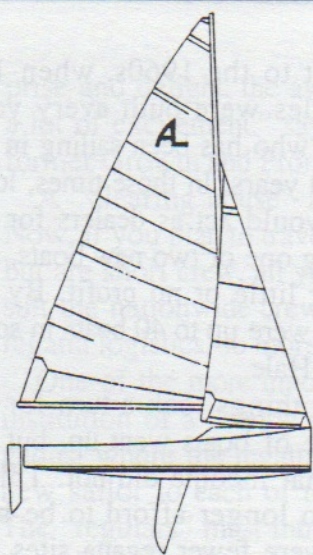
Paul Hempker tried to solve the problem

by giving the class a consistent, competitive boat. But to sell his product he felt that he needed to modernize the boat with features like self-rescuing hulls, bendier masts and airfoil blades. The class resisted change. "The class tried to attract builders but then strangled them by not being willing to pay to build the boat properly," says Steve Clark, a former Bantam sailor who is now a boatbuilder at Vanguard Racing Sailboats.

A class has to be progressive, carefully allowing its boat to evolve with the times. Drastic changes are just as bad as none at all. If the modernization is too drastic, you obsolete all the existing boats. On the other hand, when development stagnates, there is no incentive for sailors to purchase new boats and upgrade their equipment. If people aren't buying boats, then the builders get out of the business.

If Dick Besse was the "spark plug" in Skaneateles, then John Hargrave was his counterpart in the Midwest. Hargrave can remember the Bantam's heyday in the 1960s, when there were nearly 500 dues-paying members spread in an area bounded by New York, Kansas, and Alabama. He was the strength behind the Cowan Lake, Ohio, fleet.

If Hargrave saw a new sailor daysailing in any kind of boat, he would make sure to introduce himself and invite the sailor to one of the Bantam fleet's "open house" parties. He organized exhibitions in the local shopping malls to "talk up" the class. Most important, Hargrave devoted the time to "keep after people," spending countless hours on the phone, demanding excuses for non-attendance and extracting promises to show up for the next race. Without the "spark plug" the engine doesn't run.



While Cowan Lake prospered in the 1970s, the national organization began to falter. In 1976 the class turned to Hargrave and made him National Secretary.

He teamed with Commodore Alan Glos in a last-ditch effort to save the Bantam class, but it was too late. National membership had already dropped below 100.

In 1981 Hargrave was transferred overseas by his employer. His Bantam was packed away, awaiting his return. It was a couple of years before he came home. By then, no one was racing Bantams on Cowan Lake. "Nobody took up the slack," says Hargrave. Nobody had the energy to keep the engine running.

Mike O'Tool belonged to the Cowan Lake fleet during that time. He remembers the friendly recruiting wars the Bantam fleet would have with the local Snipe, Flying Scot, and Thistle fleets. When the recruits decided against the Bantam, they usually offered polite reasons like the boat was "too small" or "too tippy" for family sailing.

O'Tool knew the real reason. The Bantam fleet had dropped below the "critical mass," they couldn't put enough boats on the starting line to prove that the fleet was viable. The competition was just too strong. While the Bantam fleet might have survived elsewhere, it just couldn't measure up anymore on Cowan

Lake. Mike O'Tool eventually bought a Snipe.

For a one-design class, it's often "survival of the fittest." If a locality already has several successful fleets, it will be difficult for a weaker fleet to survive. There are only so many sailors to go around. On the other hand, a weaker fleet might prosper by moving its base of operations 10 or 15 miles to a less populated body of water.

In the late 1970s, Dynamic Plastics was building nearly 20 boats a year. Still, the class was shrinking. According to sailmaker Bob Rowland, fleet leaders were spending all their energy trying to find homes for old boats, instead of finding buyers for new ones. Eventually, no one was ordering new boats. When John Hargrave moved overseas from Cowan Lake, he also resigned as National Secretary. By 1981, the class nominating committee couldn't find anyone for the job of National Secretary. So chairman Bob Schultz had to take the job himself.

"I guess that's a sign that the class was weak," says Schultz. "It was sinking fast. The class officers were only doing their time, not really working at it. I was almost 60 years old, not in my most vigorous period. I didn't have the drive," he admits. "We backed off from doing risky things, like sailing when it was windy. A class has to appeal to young people, and we weren't getting them."

The last hardworking Commodore was Alan Glos. "I think one of our fatal flaws was that we didn't bring in young people," says Glos. "The average age of our sailors was growing older every year. Almost by natural selection the social aspect got mellower than younger sailors would have liked. In the hey-

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day of the class the drinking age was 18.”

Bob Rowland says one sign the downfall had started was that the newsletter came out less frequently. “Maybe that was because there was less to talk about, but it really hurt enthusiasm,” says Rowland. Commodore Glos managed to increase the frequency of the “Cock Crow” to quarterly, but four times a year wasn’t enough.

The Thistle: A Different Story

Alan Glos packed his Bantam away for good several years ago, and began looking for another type of boat to race. The Thistle was one of the first classes to come to mind. After all, it had the Bantam’s good points: family-oriented, high-performance racing. And unlike the Bantam, it had a solid class organization with nationwide popularity.

Glos simply dropped the hint that he wanted to try a Thistle and his telephone began to ring. First there was a call to read him the regatta schedule, then a call to offer him the use of a boat for a trial regatta. Finally there were calls to line up an experienced Thistle crew for him, to make sure that his first “ride” was an enjoyable one.

“It was almost like I was being courted,” says Glos. “At the regatta, lots of people came by to give us boatspeed hints. There was a general feeling of being welcome, not like I was breaking into an exclusive club. I finished fifth in that regatta, and it was clear that they weren’t afraid of someone coming into the class and doing well.”

It’s no wonder that the Thistle Class is thriving. It’s also hard to believe that it wasn’t always this way. Like so many other one-designs, however, the Thistle has seen worse times. The most serious spell hit bottom in 1984, the year that not a single boat was built.

Compare that to the 1960s, when 150 fiberglass Thistles were built every year, says Peter Hale, who has been sailing in the class for over 30 years. In those times, local Thistle sailors would act as dealers for the builders, stocking one or two new boats, and selling them for little or no profit. By the mid-1960s there were up to 40 boats in some local fleets, says Hale.

In the 1970s, things took a turn for the worse. The price of boats went up, but expendable personal income did not. Thistle sailors could no longer afford to be boat dealers. There were fewer regatta sites that would allow camping, one of the favored activities of the thrifty Thistle Class. As other recreational sports grew, traditional sports like sailing suffered from the competition.

Perhaps the most damaging change was when Thistle sailmakers began to covet wooden boats that were built during the pre-glass era of the class. The sailmakers thought that old “woodies” were stiffer and had a faster hull shape. As soon as the “woodies” began winning all the trophies, everyone with a newer fiberglass boat became discouraged. Wooden boats were scarce and expensive to maintain. People stopped buying new boats, and many stopped racing. Such was the state of the class by the early-1980s.

Unlike the Bantam Class, the Thistle Class managed to turn the tide. They did it by creating a new class office: Vice President of Growth and Promotion. The result was a number of innovative ideas.

Two trophies for “growth and promotion” were commissioned. One is given to the local fleet that annually recruits the most new boat owners; the other goes to the fleet with greatest percentage increase of new boats. The fleets are given special T-shirts to commemorate their achievement. “To my sur-

prise and delight, the awards have generated a lot of excitement." says Carol Robinson, a former Growth and Promotion VP.

A "clearing house" for crew was begun. Now, if you plan to travel to a distant regatta, but are short crew, all you need to do is consult the nationwide crew list. This simplifies regatta logistics, so more sailors can attend.

One of the more innovative ideas was the institution of a "buddy system" at major regattas, where the regatta organizers assign a new sailor to each of the "regular" racers. The "regulars" must introduce themselves to their buddies, and then take their buddies around to be introduced to other friends in the class. The idea is to keep shy newcomers from getting lost in the crowd, to keep them from going home without feeling they have become part of the Thistle family.

There were other, more subtle changes in the regatta formats. Championship events were made more professional. Other regattas, however, were "toned down," to put more emphasis on the social activities and less on the racing.

How does the Thistle Class management know what its customers want? Through annual surveys of the class membership, says Jack Finefrock, another former VP of Growth and Promotion. The surveys help construct a demography of the class as well as positions on pertinent issues. This allows management to tailor regattas to the type of sailors who are likely to attend. For example, there were 60 children in need of babysitting at the 1985 National Championship, so this service was offered as part of the regatta package.

There are seven Thistle fleets in the Pacif-

ic Northwest, but until recently, the closest builder was in Ohio. This meant expensive shipping and long waits for a new boat. The builder was too far away to be actively involved, and that discouraged growth. So the Thistle sailors of the Northwest District raised the money to buy a set of Thistle molds and set up a local builder. Since then things have been booming, says Northwest sailor Ken Tucker.

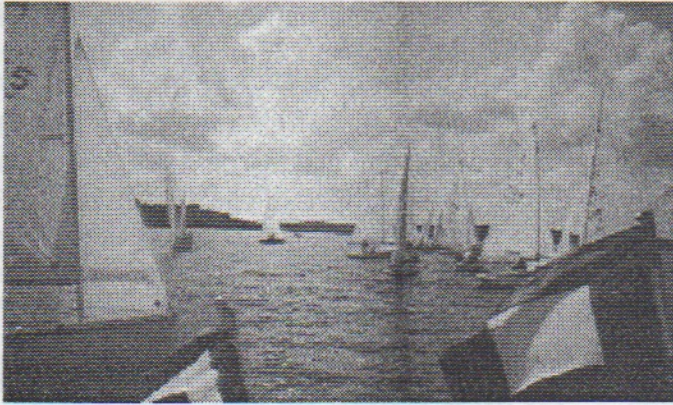
Both Tucker and Peter Hale also note that the Thistle Class encourages the participation of sailmakers and other "hotshots," explaining that they give the class credibility, and do more than their share of teaching sailors better racing technique.

It was the sailmakers who effectively killed new boat sales by racing old wooden boats in the mid-1980s, and it was those same sailmakers who also helped turn around that disastrous trend. "What we were doing wasn't helping us or the class," says sailmaker Greg Fisher. "The class was shrinking and we weren't selling as many sails. Changing back to a fiberglass boat made a big difference." As soon as the sailmakers began winning with glass boats, the class began ordering new boats again.

Today, the Thistle Class is alive and thriving. Why? It's more than just the hard work of class management. It's also the implementation of new ideas and the cultivation of new blood. The ability, as Alan Glos says, to make everyone "feel welcome."

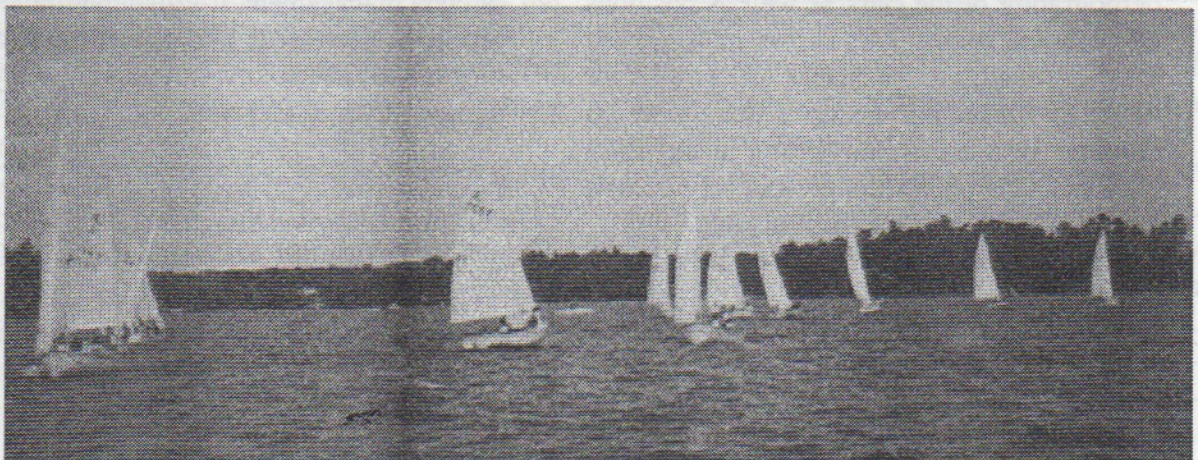
Contributing editor Ed Adams is an active sailor in the Snipe, Laser, and Star classes.

Shackles & Cringles



Junior's 1993

Top left, pre-start chaos; Top right, Jeff Sturch & Tyler Smith; Opposite, 19 & Under Winners, Myles Wilson (RC), Amanda Oates, Niall Martin, Jason Blinkman (RC), Lower opposite, 16,13 & Under Winners, Jeff Sturch, Tyler Smith; Bottom centre, before the start of Race One



1993 Junior's Regatta 24th Albacore Championships

The 24th Junior Canadians was a successful event both in terms of participation and quality of racing. In all, 27 crews from 9 clubs participated. This is the highest number since 1987! The weather permitted 4 races; 2 on Saturday and 2 on Sunday. Winds were mostly light. With the venue having no road access, it was an unusually tough event to run; having to shuttle boats and crews back and forth to the launch site.

The winners, by a clear margin, of the 19 & under division were Niall Martin and Amanda Oates of Conestoga Sailing Club.

Winning both the 13 & under and 16 & under divisions were Jeff Sturch and Tyler Smith of South Muskoka S.C. (just down the lake). Congratulations to the winners and many thanks to the following people for their help.

*** Jason Blinkhorn (of LJYC), Chris Butler (BBYC), and Wal Vaniemsdyk--Race Committee

*** Kettles Sailing Club--Billeting & Race Committee

*** Mortimer's Point Marina--Launching

*** Rick Needham--Registration & Race Committee

It was gratifying to see efforts to restore this event to its former prominence finally bear some fruit. Next year either Lake Joseph or Shadow Lake S.C. will host and hopefully numbers will continue to rise into the 35-40 range.

In order that the Sea Cadets may attend, the date will have to be moved forward to the last weekend in July.

I look forward to passing on the torch to the host club next year to run this event.

Myles Wilson

19 & Under/Overall

N. Martin/A Oates	6525	CSC	
T. Purves/R McLaughlin	7247	MLSC	1
J. Roper/M. Williamson	7243	BHYC	3
J. Sturch/T. Smith	6655	SMSC	4
J. Sceviour/G. Sturch	7057	SMSC	5
E. Young/K. Cherney	6751	BHYC	6
A. Quibell/J. Quibell	7224	SLSC	7
N. Charlebois/M. Green	7946	ABYC	8
P. Williamson/D. Kissell	7099	BHYC	9
T. Sellner/M. MacLellan	7324	MLSC	10
A. Lever/J. Russel	5769	LBSC	11
A. Brown/M. Ormston	7229	MLSC	12
R. Sellner/M. MacLennan	7401	MLSC	13
T. Faught/T. Matthews	5000	SMSC	14
T. Hord/J. Boyce	7325	MLSC	15
L. Sainsbury/S. Rodaway	5751	LJSC	16
C. Robert/N. Hears	7237	BHYC	17
J. Balfour/R. Wood	4508	KSC	18
E. Vanriemsdyk/A. Purves	7365	MLSC	19
M. Warboys/	7947	ABYC	20
J. Rudnicki/B. Leach	7304	BHYC	21
C. Gibbings/R. Stewart	7269	LBSC	22
O. Roup/M. McCaffery	6592	LBSC	23
R. Sturch/T. Tutsch	4812	SMSC	24
M. Gibbings/J. Orr	7066	LBSC	25
S. Faught/P. Logan	5000	SMSC	26
B. Logan/D. Anderson	4815	SMSC	27

16 & Under

J. Sturch/T. Smith	6655	SMSC	1
J. Sceviour/G. Sturch	7057	SMSC	2
E. Young/K. Cherney	6751	BHYC	3

13 & Under

J. Sturch/T. Smith	6655	SMSC	1
J. Sceviour/G. Sturch	7057	SMSC	2
P. Williamson/D. Kissell	7099	BHYC	3

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SAIL FEST



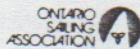
CANADA'S SAILING SHOW



At the Toronto International Boat Show

January 8-16, 1994

Automotive Building, Exhibition Place, Toronto, Canada



For More Information Contact: **NMMA/CANADA** (416) 591-6772

An Open Letter:

In noting the regatta losses included in this year's statement of revenues and expenses, I was reminded of Oscar Wilde's line to the effect that, while losing one parent may be regarded as a misfortune, losing both looks like carelessness. Though occasional losses can be expected, having every regatta lose money certainly does look careless. I was particularly staggered by the amounts (a total of \$4954 over five regattas), which are way outside my own experience of running regattas. Of the regattas I have chaired or otherwise helped run, only two have ever lost money, and the greatest loss (the 1989 Albacore North American's) was just \$190. Instead, a modest profit has been the norm. The 1990 Ontario's netted \$150, and this year's Ontario's were run as part of a multi-class regatta which raised several thousand dollars for the national sailing team.

My concern is not that the class cannot afford these losses. We have a substantial bank balance and there can be no point in simply sitting on it until the class dies. I think, however, that the money should be used in attempting to ensure that the class does not die, and am unconvinced that subsidizing regattas is much of a step in this direction. Since those who attend regattas are typically the diehards of the class, spending money on regattas is akin to preaching to the converted. I am also troubled by what the losses say about the level of enthusiasm in our class. When people are keen, and regattas are put together by volunteer effort, expenses tend to be minimal, and losses unlikely. Losses, and in particular repeated losses, arise when the do-it-yourself ethic gives way to caterers and professional race committees, and costs increase sharply.

In an ideal world, all of our regattas would be hosted by local Albacore fleets, and all of these fleets would be teeming with volunteers wanting to help. Billeting for all would be taken as a matter of course, and a friendly rivalry between fleets would develop, with each fleet seeking to outdo the others in its hospitality to visiting sailors. Costs would be minimal, and regattas would in fact make money despite lower entry fees than we are now used to.

Getting back to earth, it is obvious that we are a way from this ideal. Active local fleets are a bit thin on the ground, and fleets willing to host the Canadian's are in particularly short supply. I can only recall one occasion when the Canadian's were put on by a local fleet (the year that the community clubs hosted them) and even then the organizers found it necessary to bring in a professional race committee. I don't count this year's event because, although the event may have been held at a sailing club where there were a few Albacores, I had absolutely no feeling that the local fleet had put everything together. Indeed it seemed to me that we had merely rented the facilities, just as, on other occasions, we have rented those at Geneva Park.

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The difference may seem academic to some, but to my mind it says a lot about the health of our fleet. Also I won't be surprised if it shows up on next year's balance sheet in the form of another loss.

So much for the carping and wishful thinking. What we really need are constructive suggestions as to how we can best run our regattas given our present reality. Mine are as follows.

The Ontario's are perhaps most easily dealt with. Given that there is no Canadian fleet outside of Ontario, this event has always struck me as a bit redundant, and in recent years it has become ever less significant. Basically the title has become meaningless, and all that is left is a trophy (which hasn't been seen for two years) and a tradition. I suggest that we stop thinking of the Ontario's as a special event and instead have the usual out-of-Toronto regattas (e.g. Bronte Harbour, PABAR, Balsam Lake, Nepean etc.) assume the label on a rotating basis. Each year the CAA would designate one of these regattas as the Ontario's, and appropriate words would be added to the trophies awarded. Otherwise the designated regatta would be run exactly as it normally is, and in particular responsibility for any loss or profit would remain entirely with the host club. This would preserve the tradition at no cost to the CAA, while at the same time providing a modest boost to the designated regatta, which, for the cost of adding a few extra words to its trophies, might reasonably expect to attract at least a couple of extra boats.

The North American's make more sense than the Ontario's as an event, though they too have on occasion been a bit of a giggle. This year's event attracted exactly one US boat, and in 1989 there were no US boats at all. The title is useful as a means of allowing us to participate in CORK without having to hold the Canadian's there, and CORK is probably the ideal venue for this event. It's convenient for Americans coming up from the mid-Atlantic states, gives them enough sailing to justify the trip, and inexpensive accommodation is available. For the next couple of years, however, all of this is academic. Next year's North American's are the responsibility of the Americans and will, I understand, be held at Canadaigua (an excellent choice of venue). And two years from now the only way to get any Americans at all to show up for the North American's will be to hold them in conjunction with the World's. I think that a two day (five race) North American's cum World's tuneup followed by a five day World's would work out well.

The Canadian's present the most difficult problem. CORK is one possible solution, but I gather that a lot of people are opposed to this, in part because of the perennial mayhem in Portsmouth Harbour and in part because it is felt that the Canadian's should be held at the end of the sailing season. Alternatively the Canadian's title could be added to the St. JamesTown Open. It's at the right time of year and could be expected to attract the largest possible fleet. The catch is

that St. JamesTown might well not agree to this if it involved any extra work on their part (i.e. moving racing out into the lake, adding a third day, etc.), and I suspect that many would find the St. JamesTown Open's present format inappropriate. In particular I understand that recent construction has made the Outer Harbour a considerably less than ideal venue. Perhaps, however, some kind of middle ground could be negotiated. Finally, it has been suggested that the Canadian's might be held in Ottawa. This would certainly be convenient for me personally, and I can guarantee that holding the Canadian's here wouldn't cost the CAA anything (Area 10 and NSC would absorb any profit or loss). Unfortunately we'd also probably be guaranteed the smallest fleet in history, and I don't think that this would do the class any good. On balance my preference is for CORK in 1994 and St. JamesTown in 1995, an arrangement which would both preserve the traditional Toronto/out-of-Toronto pattern and give us a chance to practice at Kingston next year. And if people really can't stomach the idea of CORK next year, Ottawa should perhaps be considered as an alternative. Whatever venues are selected, I think there should only be a single start, with Challenger fleet results based on the overall results and with the Masters fleet abolished altogether. There is clearly no longer any need to have separate starts in order to keep numbers down to a manageable level, and the Masters Fleet has been rendered increasingly meaningless by the general ageing of our fleet. Much as I would like to see more young blood, the sad truth appears to be that practically everybody is either a master or about to become one.

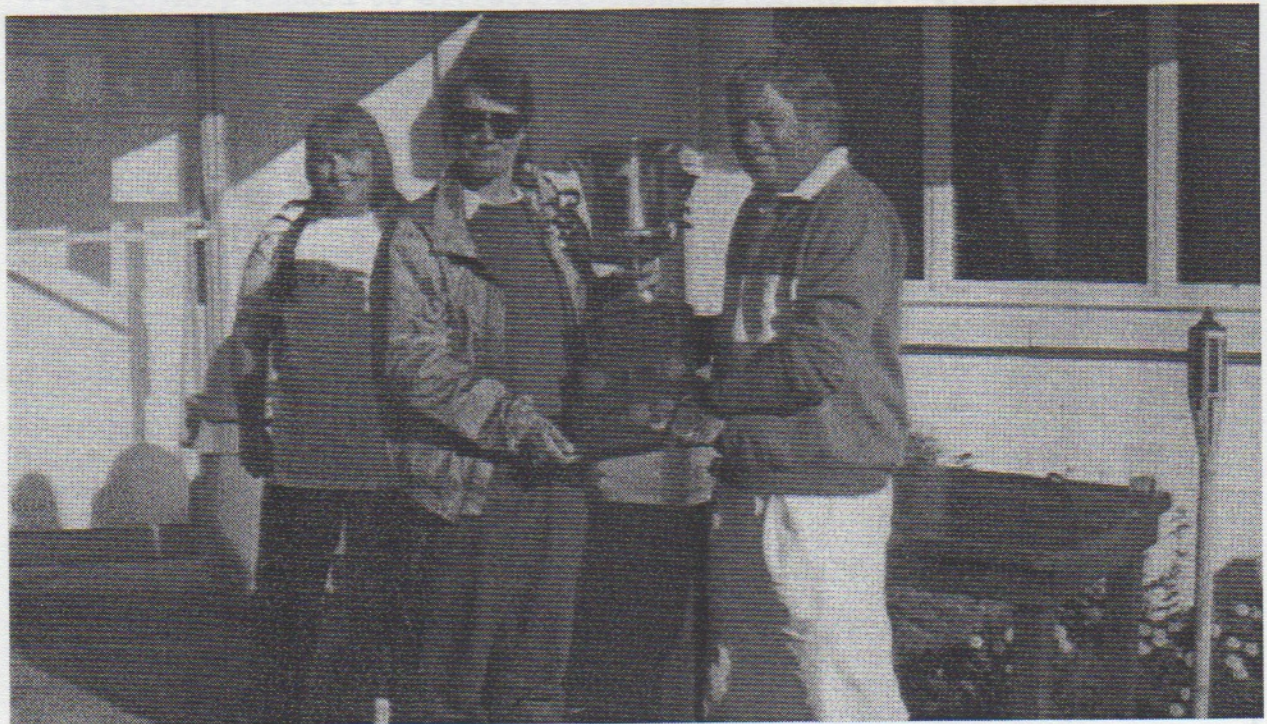
- John Bryant

#7437 "Eurydice" (ex #6140 "Persephone")

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Above: from left to right, Rob Crober (crew) and Toff Nicol-Griffith (skipper) receiving top prize from Commodore Jim Quibell



Rosemarie Helmer (centre) accepting the Beefeater Trophy from Jim Quibell and Carol Kidd. This award is given to the years best combination of scores at the Ontario's and Canadians.



Upper left, the gals from Ottawa, rigging; Upper right, John Martin from Contestoga; Below center, Sylvia holding sails for Gary



Scenes from Cork 1993



Below left, Milutin and Fran rigging together; Below right, Peter and Marion Brayshaw enjoying the regatta



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1993 Canadian Albacore Championships: Championship Fleet Results

Boat #	Skipper	Crew	Club	Race1	Race2	Race3	Race4	Race5	Race6	Race7	Total	Drop	Net	Pos.
7700	T.N.-Griffith	Rob Crober	TS&CC	2	0.75	0.75	2	5	0.75	0	11.25	5	5.25	1
6731	Mark Even	Jane Even		0.75	21	8	10	3	2	0	44.75	21	23.7	2
7959	Chris Gorton	David Smith	WSC	7	6	14	8	0.75	4	0	39.75	14	25.7	3
7363	Ron Batt	Leslie Batt	OHCC	3	8	5	4	33	6	0	59	33	26	4
7334	Rosemary Helmer	Chris Petersen	RCYC	11	5	11	3	2	7	0	39	11	28	5
7419	Rod Dobson	Sue Taylor	OHCC	4	3	10	6	8	16	0	47	16	31	6
6700	Gary Bain	Sylvia Davidson	OHCC	9	4	3	7	17	8	0	48	17	31	7
7921	John Cawthorne	Jackie Grummitt	SJTSC	6	17	2	14	7	3	0	49	17	32	8
7630	Ken Clarke	Urve Tamberg	RCYC	8	2	13	11	10	9	0	52	13	40	9
794	Jorg Pawlik	Ann White	MSC	13	7	16	0.75	12	11	0	59.75	16	43.7	10
7943	Gord Chu	Brenda Taylor	NTSC	12	16	6	3	6	15	0	64	16	48	11
275	Barrie Farrell	John Gilchrist	MSC	24	10	9	16	4	12	0	75	24	51	12
6564	Tim Broughton	Karen Marshall	MSC	20	13	4	5	11	33	0	86	33	53	13
7950	Don Oakie	Luc D'Aoust		32	23	7	12	9	13	0	96	32	64	14
7945	Douglas Marsh	Kay Marsh	Mon.SC	5	12	27	19	13	21	0	96	27	69	15
6251	Rick Needham	Adolf Shin	TS&CC	10	24	15	22	21	5	0	97	24	73	16
7437	John Bryant	Ron Hughes	NSC	16	14	12	15	19	18	0	94	19	75	17
7472	Ann Savege	Abby MacInnes	MSC	14	19	18	17	16	14	0	96	19	79	18
7403	Ross King	Carol Kidd	OHCC	23	11	19	19	14	17	0	103	23	80	19
7927	Mike Morrison	Rick Ross	SJTSC	21	22	22	13	15	20	0	113	22	91	20
7987	Paul Berlich	Jim MacDonald	WSC	25	15	17	28	18	26	0	129	28	101	21
5600	John Lawler	Jim Boyle	RCYC	17	18	21	21	25	27	0	129	27	102	22
484	Bob Stiff	Andrew Stiff	OHCC	22	28	30	26	24	10	0	140	30	110	23
7923	Craig MacMullen	Elizabeth Mills	SJTSC	15	27	20	25	26	25	0	138	27	111	24
6767	Milutin Ajdacic	John Patterson	OHCC	18	9	29	33	33	22	0	144	33	111	25
7405	Ian Rogers	Mike Hubart	RCYC	19	20	25	23	33	24	0	144	33	111	26
7448	Diane Poitras	A.M. Sahagian	RA	28	26	28	27	22	19	0	150	28	122	27
7474	Uwe Ackermann	Janet Duff	MSC	27	25	24	29	20	33	0	158	33	125	28
6494	Jamie Wallace	Lynn Shannon	RCYC	32	29	26	20	23	28	0	159	32	126	29
7201	Ed Nicholas	Susanne Forgues	RA	26	30	23	24	28	29	0	160	30	130	30
7888	Al Osatchoff	Brian Forrest	WSC	29	31	31	30	27	23	0	171	31	140	31
5514	Peter Willis	Paul Willis	MBSC	32	32	32	33	29	30	0	188	33	155	32

1993 Canadian Albacore Championships: Challenger Fleet Results

Boat #	Skipper	Crew	Club	Race1	Race2	Race3	Race4	Race5	Race6	Race7	Total	Drop	Net	Position
7929	Stephen O'Gorman	Ian Aukema	SJTSC	0.75	3	0.75	0.75	0.75	0.75	0	6.75	3	3.75	1
7942	Elizabeth Marin	Howie Glen	WSC	2	0.75	5	2	2	2	0	13.75	5	8.75	2
7473	Barb Revill	Margaret Wood	MSC	3	4	3	10	6	3	0	29	10	19	3
7944	Jim Quibell	Bob Cross	BHYC	4	9	2	6	8	6	0	35	9	26	4
7750	Aidan Kelly	Karen-Ann Xavier	WSC	6	2	11	5	3	12	0	39	12	27	5
7957	Chris Hanson	Dave Noel	WSC	5	7	4	7	7	8	0	38	8	30	6
7619	Mike Drinkwater	Monica Delange	WSC	14	10	8	3	4	5	0	44	14	30	7
7930	Frank Vermaeten	Evelyn Simpson	RA/SJT	8	6	9	4	11	7	0	45	11	34	8
7479	Todd Johnstone	Julia Erichsen	MSC	9	5	7	9	5	11	0	46	11	35	9
6109	Myles Wilson	Jason Blinkhorn	MLSC	14	11	6	8	10	9	0	58	14	44	10
7471	Tom Groeneveld	William Lincoln	MSC	10	8	12	11	12	4	0	57	12	45	11
7918	Ken Price	Marlene Vincent	WSC	7	12	10	13	9	10	0	61	13	48	12
7544	Hazel Wood	David Smith	MSC	11	13	13	14	13	13	0	77	14	63	13

Fall/Winter 1993

INTERNATIONAL ALBACORE CHAMPIONSHIPS REHOBOTH, DELAWARE, U.S.A. 1993

PL	SAIL#	SKIPPER/CREW	SCORE	RACE							
				1	2	3	4	5	6	7	
1	GRB6493	MCMANARA/GOODMAN	29.00	4	5	4	*6	2	1	1	
2	GBR7416	SNOWDON/SNOWDON	29.40	*9	1	1	9	3	2	3	
3	US 7493	HARRIS/CRAIG/CLEGG	33.40	3	6	*12	1	1	7	2	
4	CAN7700	PAWLIK/WHITE	49.70	1	10	3	*16	4	5	5	
5	KC 6731	EWEN/EWEN	62.40	2	4	6	*14	14	6	4	
6	K 7384	HELMER/PETERSEN	73.70	*DSQ	13	2	4	9	3	17	
7	CAN7950	OAKIE/HUMPHREY	83.70	12	2	5	3	13	*PMS	22	
8	KC 7363	BATT/BATT	84.70	6	12	10	10	5	*16	7	
9	CAN7959	GORTON/SMITH	93.70	5	17	7	*28	11	13	6	
10	US 7131	SCHOENE/LAWSON	98.00	7	16	9	5	12	*26	14	
11	KC 7949	CLARKS/PALMER	98.00	8	18	*22	2	21	10	8	
12	KC 7437	BRYANT/HUGHES	99.00	17	7	15	13	*23	4	9	
13	KC 275	FARRELL/GILCHRIST	109.70	*20	14	14	11	6	17	12	
14	US 7380	D. BYRON/BRYANT	119.00	14	*38	21	7	8	14	19	
15	US 7945	MARSH/MARSH	120.00	*27	8	8	18	20	15	15	
16	GBR7925	JAMES/JAMES	123.00	25	9	13	*27	18	12	10	
17	KC 6700	BAIN/DESJARDINS	138.00	13	*39	18	8	26	24	13	
18	CAN7942	MARIN/GLEN	146.00	23	19	*29	24	15	18	11	
19	CAN6767	AJDACIC/DUFF	148.00	26	26	28	*38	7	9	16	
20	GBR7918	ETHELL/BURNS	150.00	11	21	24	20	27	11	*28	
21	US 7117	WALLERSTEIN/D'ANZI	156.00	16	11	17	*31	25	31	20	
22	GBR7906	WEEKS/SEEAR	156.00	22	32	19	*41	10	8	29	
23	CAN7472	SAVAGE/MACINNES	162.70	15	3	20	12	*DNC	DNC	35	
24	US 7355	LAWSER/LAWSER	167.00	21	27	11	25	*31	20	27	
25	GBR7910	TURNBULL/ARMSTRONG	168.00	18	29	16	22	*DNS	22	25	
26	KC 7403	KING/KIDD	171.00	19	15	26	15	*32	28	32	
27	US 7460	BUCK/MERRIGAN	185.00	10	34	32	30	19	*PMS	24	
28	GBR7920	FONTES/FONTES	189.00	29	22	23	*37	22	23	34	
29	US 7375	MACRAE/GRING	189.00	24	*43	36	21	24	25	23	
30	CAN7563	TERBRUGGE/CRONK	192.00	34	23	*39	33	29	19	18	
31	K 7525	PERRIN/PERRIN	198.00	31	24	27	29	30	21	*36	
32	US 7129	YEMC/KROPP/HESCH	210.00	33	25	31	32	*37	27	26	
33	CAN7888	OSATCHOFF/XAVIER	212.00	37	20	*41	34	17	29	39	
34	US 7378	ZEISLER/STONE	215.00	*41	31	30	17	33	30	38	
35	KC 7405	ROGERS/LEISHMAN	218.00	35	28	33	39	16	*40	31	
36	KC 6999	WILSON/BLINKHORN	227.00	28	*40	25	36	34	35	33	
37	GBR7504	THOMSON/NISBET	232.00	39	*42	40	26	28	33	30	
38	CAN4744	POITRAS/SAHAGIAN	234.00	32	33	*43	19	36	38	40	
39	US 7369	J. BYRON/EDWARDS	236.00	30	37	37	23	39	34	*DNC	
40	US 5959	FOORD/PARKS	246.00	*DNS	35	38	43	41	32	21	
41	US 5923	WETTLAUFER/LAMONTA	256.00	38	30	35	*42	40	36	41	
42	CAN7967	MORRISON/AUKEMA	262.00	42	36	34	35	38	41	*43	
43	US 4717	B. MOHAN/KLEIN	263.00	36	*44	42	40	35	37	37	
44	US 7110	WIRTH/WHITE	284.00	40	41	*44	44	42	39	42	
TOTAL STARTERS				43	44	44	44	42	43	43	
TOTAL REGISTERED				44	44	44	44	44	44	44	

Note: Throwout races are marked with an asterisk.

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1993 World Championships

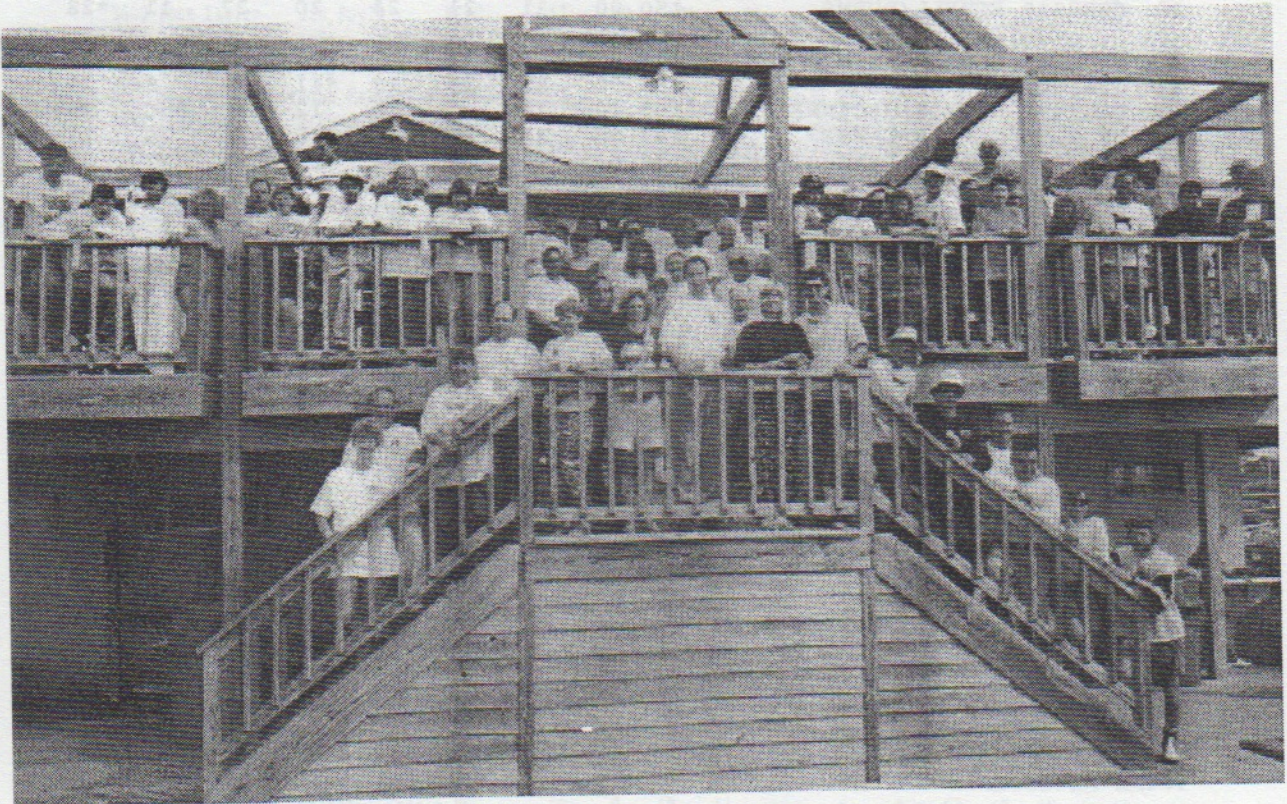


Everyone helps unloading the container from the U.K.



Entrance to the sailing club-
Rehobeth Bay

The gang poses, everyone from everywhere, in front of the Rehobeth Sailing Association Clubhouse





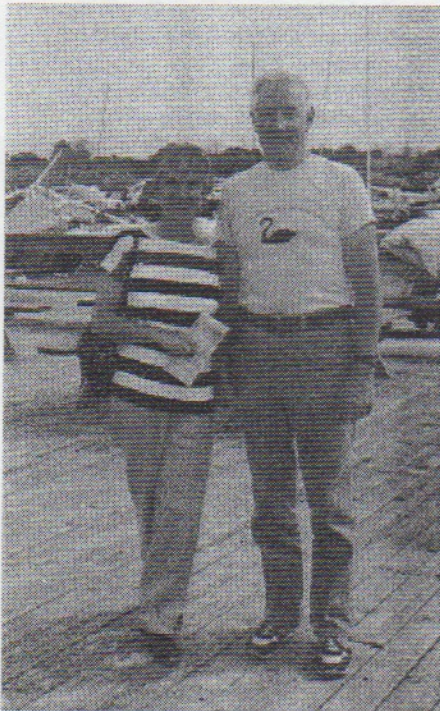
Top Left, winners Mike McNamara and Colin Goodman from the U.K.



Top right, Rolf Zeisler from (Austria) but sailing for the U.S.

1993 Worlds Championships

Below, Anna and David Innes, Past President of IAA from Scotland over for just the meeting!



Right, Pat Burns and Derek Ethell from the U.K.



Lower right, David Smith (Westwood), Debra and Peter Snowdon (runners-up) and David Desjardin (Westwood)



Shackles & Cringles

WORLDS' NEWS BRIEFS

-Congratulations to the 20 Canadian teams that made their way down to Rehoboth Beach for the Worlds and the U.S. Nationals. The Canadians acquitted themselves well, especially in the Worlds, where the winds and water were very much like sailing in the Outer Harbour or at Lac Deschenes

-Canadians placed 6 boats in the top 10 headed by Jorg Pawlik and Ann White in 4th spot.

-If you're ever thinking of hiding a boat as a practical joke don't take KC275. When you next see Ann Savege you can ask her why not.

-Would Tof have been able to stay ahead of Mike McNamara and win the Worlds. Good question! Maybe you'll be able to find out the answer in Kingston at the next Worlds in 1995

-Was Dave Smith looking for female companionship at the Starboard Restaurant in Dewey Beach on the first weekend in Delaware? Did he find it? Maybe there were just too many blondes to choose from.

-It was great to see Alan Humphreys back sailing in an Albacore (he crewed for Don Oakie in KC7950). Alan showed that he is not only a great sailor, but a real party animal. Buy an Albacore Alan; we need to learn more silly English drinking games from you!

-Will the Brits ever be able to sail with shroud adjusters here? No, no, a thousand times no! How many times does the CAA membership have to vote down shroud adjustment at every AGM before the IAA get the message. I think Mike Mac and the Snowdons proved that good sailors will prevail whether they can sail with adjusters or not.

-Congratulations to Ken Clarke and Sharon Palmer who hopped into a new plastic boat and proceeded to go out and kick ass. Well done team.

-Congratulations also to John and Ron from Nepean who seemed to have finally figured out Roger Barker's early issue hardcore, finishing in 12th, one point behind Ken and Sharon

-Gary Bain didn't sail quite as well as he is capable of, but Don Oakie can attest to the fact that Gary probably did win the most whiskey imbibed by a still-standing sailor award.

-All in all it was a great week of fun and sailing and many thanks are owed to the USAA, especially Daphne Byron, who put on a good show for everyone involved

International Albacore Association Update (or Countdown to Worlds 1995 Issue #1)

At the recent IAA sanctioned International (World) Championships hosted by the United States at Rehoboth Bay, Delaware the International Albacore Association held its biennial meetings. President David Wallerstein introduced a new approach to IAA activities by chairing an Open Meeting for discussion of issues relevant to the Class in addition to the customary Executive Meeting. The Open Meeting discussion covered many topics which were instructive to all who attended and gave everyone a better idea of the complexities and challenges of running an international sailboat owners association. After 10 long hours of meetings the IAA emerged with a new Executive which will govern the affairs of our Class for the next two years. So that you know who to speak to within your respective countries the following are the IAA Executive Members.

President	Rosemary Helmer	Canada
Vice-President	Peter Fontes	United Kingdom
Treasurer	Ian Rogers	Canada
Secretary	Daphne Byron	United States
World Chief of Specifications	Ken Ayrton	United Kingdom
Councillors	Jim Quibell	Canada
Delegate	Edmund Cole	Ireland
Past President	David Wallerstein	United States

A summary of some of the key Topics covered during these two days of meetings follows.

• **Who controls the Albacore Class?** Although the IAA has been around for 22 years now (formed 1971), the Class rules of the Association are apparently owned, through copyright, by the Royal Yachting Association having been transferred from Uffa Fox (the original designer of the Albacore) to Fairey Marine (one of the first builders) to the RYA. Although we don't seem to have exact records of the dates or copies of the paperwork conveying these transfers this appears to be the approximate course of the transition as described to us by Peter Fontes IAA member, UK-England. This means that any time a Class rule is agreed to by the Member Countries of the IAA it is vetted for clarity and published by the RYA. As to who has responsibility for the direction and nature of the Class rule changes we are advised by David Innes Past IAA President, UK-Scotland that he has always understood that the IAA will accept proposals for Rule changes from either its Member Countries or from other bodies such as the RYA, IYRU. This means that the intent of the Class rules is always governed by the IAA with the RYA acting as our publishing agent. On certain occasions rule changes have been published prior to all IAA Member Countries ratifying their acceptability or changes have been published in an altered wording from that agreed by the Member Countries. These incidents have given the impression that the RYA controls our Class. In fact, the members of the IAA Executive believe that this has happened more due to foul-ups in international communications than due to any RYA intent to subvert the wishes of the IAA. Rosemary Helmer, Peter Fontes and Ken Ayrton will investigate timings of member country Annual General meetings, RYA meetings and publishing deadlines in order to develop and publish a process for better communications of proposed rule changes to avert future communication problems.

Shackles & Cringles

• The Constitution of the IAA has become outdated relative to the developments of the Class in its various Member Countries and hence does not provide effective guidance to the Executive in its present state. Peter Fontes and Ian Rogers are currently working on a redraft of the Constitution. Once approved by the IAA Executive the updated IAA Constitution will be openly published to all Member Countries and their respective members. Our intent is to build a common understanding of the IAA's aims objectives, structure, representation and operating intentions. Any comments which any Member Country may have should be channelled through any member of the Executive to Ian and Peter with a copy to Rosemary.

• What issues are paramount to the survival and development of our Class?

1. **Reduction of boat price?** This area was explored at the Open Meeting with general agreement from the membership that if we wish to keep our Class active and growing boat prices must be reduced to ensure the Albacore is priced close to or below other competitive classes offered in the international markets. This is important to Member Countries where the Albacore is currently raced/sailed and in particular in countries where we wish to develop new fleets. Contributions from various boat builder reps present at the Open Meeting suggest there is some common feeling that the internal layout can be simplified and the number of pieces necessary to create the inside of an Albacore can be reduced. It was felt that these changes could lead to reductions in the price of the boat (due to reduced building labour costs). Hence, if the logic follows, reduced prices in combination with effective marketing could increase purchases of new boats. The Executive felt this was an initiative worth examining. Rosemary Helmer will be working with Ken Ayrton IAA Chief of Specifications and other member country Chiefs of Specifications to design a review process to cost effectively explore how these changes might be considered so as to allow all currently licenced builders, would-be builders and/or interested designers to address this issue. Re-design processes can be expensive and must be conducted under some appropriate format so as to allow an interchange of ideas yet maintain fair treatment of an individual company or person's intellectual property. Clearly, at the end of the process we must have attained our objective of finding a way to significantly reduce the cost of the boat in order to have the desired effect of encouraging increased boat purchasing. If this cannot be achieved then any re-design process would not have met its objective and hence the costs involved would not warrant the effort or money expended by the participants. You will hear more about this in future information releases.

2. **Marketing** - Today's business approach to addressing consumer needs! The Open Meeting discussion indicated we can be doing more to market the Class and that we all have a role to play guided by our Member Countries and the IAA. Several marketing initiatives were presented by individual Member Countries showing how they currently market the Albacore in their home country. All countries have newsletters. Some have annual yearbooks (US) or periodic handbooks (Canada). The UK has just developed a 8.5" x 11" folder enclosing all sorts of information relevant to the prospective buyer or new owner. Perhaps many existing owners would be interested to look at what we tell others about the Albacore. Canada has over the past several years run ads in magazines with editorial contents relevant to sailors or cottagers to promote the Class in Canada. The US has placed ads in Sailing World and the American Sailor annual issues featuring the many classes of sailboats in the marketplace. And all Associations appear to have been active at boat shows where their presence is not restricted by prohibitive costs. The IAA will be evaluating methods by which we can commonly promote the Albacore at reduced expense to

Member Countries in addition to their respective countries independent marketing efforts. One initiative the IAA Executive has agreed to explore is the creation of an International Handbook to be published biennially. Member Countries would share in the cost thereby reducing the need to produce independent individual handbooks/yearbooks at greater expense by individual countries. Rosemary Helmer is heading up this initiative. If you have any other marketing ideas for the IAA please address these to Rosemary.

Oh yes many different cameras from around the World recorded our group photo taken on the front balcony and stairs of the Rehoboth Sailing Association clubhouse. Anyone who took such a picture and considers it of a clarity worth publishing is asked to send me a copy with their name, address, phone and fax number. We would like to select one or more pictures for publication in a number of sources. Please hold on to your negatives. If we select your photo for publication we will contact you re: arranging further reprints or enlargements. Please send any such photos to my address as soon as possible and preferably not later than January 31, 1994.

3. Proposed Rule Changes? At the IAA meetings the UK representatives raised the issue of a desire to have a uniform set of international rules governing the use of "adjustable shrouds while underway". Currently "mechanisms which control shroud adjustments while underway" are used in UK waters whereas they are not used or accepted at US or Canadian events. To reconcile this difference in approach there was a UK proposal to have all future World Championships uniformly allow the use of "adjustable shrouds while underway". After much debate and discussion it was agreed that if the use of "adjustable shrouds while underway" was to be adopted by the IAA that all Member Countries must be persuaded that this was an appropriate change for the Class supported by a majority of the respective Member Countries' boat owners. Hence, an agreement was struck to devise a serious test, under competitive circumstances, to demonstrate and evaluate the advantages and disadvantages of the uses of "adjustable shrouds while underway" at the time and venue of the 1995 Worlds. We envision this test to be part of a separate serious event at the Worlds, perhaps to be affectionately known as the "Shroud Levers Cup". The format will be ratified by the IAA Executive and its format made known to all competitors well prior to leaving to attend the 1995 Worlds.

Let us all strive to make this an informative and fun exercise, rather than one of international contention and divisiveness. We are confident we can count on everyone's good will to help us decide what is best for our Class on this issue. Rosemary Helmer, Ken Ayrton and Rick Clayton (Canada's Chief of Specifications) are exploring this problem with input from the CAA Executive plus any other boat owner who wishes to comment. Please direct your comments to Rick, Ken or Rosemary.

5. Venue for the 1995 Worlds Kingston, Ontario, Canada has been confirmed as the site for the 1995 Worlds. The dates have now been set for Friday, July 21 to Sunday, July 30, 1995. Detailed updates to follow.

6. Rotation for future Worlds Events A new rotation schedule for future International (World) Championships was agreed to at the Executive Meeting. Commencing in 1995 the venue for Worlds will move back and forth between the United Kingdom and North America every two years. Hence, the schedule as confirmed at this time will be 1995 - Canada, 1997 - UK (one of England, Scotland, Ireland, Wales.), 1999 - US, 2001 - UK, 2003 - Canada, 2005 - UK etc.

Shackles & Cringles

Thanks In closing this first Information Update to you I would like to thank David Wallerstein, on behalf of us all, for his efforts as President of the IAA during 1991-1993. David has set a "new openness" in stride with the convening of an Open Meeting at the time of the Worlds. I and my Executive pledge to continue to maintain this dialogue with our Member Countries and their members. We also wish to thank Daphne Byron and her team of volunteers and officials for creating a wonderful World event and the tremendous Delaware hospitality! Like so many other Worlds I/we have attended I/we come away with a great sense of international friends who share a love of and commitment to the Albacore Class. Finally, thanks are extended to David Innes, retired Past President of the IAA. David your sense of "balance" and "fairness" have kept the IAA members focussed on its international mandate to further the development of the Class in a cordial fashion. We thank David and Anna for coming from Scotland to attend the IAA Meetings and to join in the fun and celebration of World's Week even though you were not sailing.

Over the next two years I intend to write a regular column for publishing in each of our Member Countries newsletters to keep everyone advised of our progress on various Class issues. Please direct any comments arising from these columns to my address. I would be really pleased to hear from you. Why I think I can hear Jonathan Weeks sitting on his new Ontario Yachts' centreboard singing his Albacore rendition of JINGLE BELLS! (You had to be at Internationals 1993 to get this in-joke so don't miss Worlds 1995!) Wishing you the very best of the 1993 Christmas and Holiday Season!

Cheers,

Rosemary Helmer
Rosemary Helmer
President

International Albacore Association

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Maintenance Tips

Canvas boat covers are all subject to a wasting disease. After four or five years of constant exposure to the elements, the symptoms of black stains and holes begin to show. Some of the results are quite spectacular, as a walk around the club compound will testify.

Many people think it caused by acid rain. Not so, say the scientists at the Ministry of the Environment. The unsightly appearance and subsequent decay of the fabric is caused by two factors--mildew and rot.

In the case of mildew, the fungus that grows on textiles does not actually attack the fibers nor cause weakening or failure. But a growth of mildew makes canvas look awful, and inappropriate for an otherwise well-found craft. The rot fungus, on the other hand, actually digests the textile fabrics, causing loss of strength or sometimes complete destruction of the fabric.

The spores of these two fungi are always present in our atmosphere, and fabrics that are exposed to warmth and humidity are likely to suffer from them. The deterioration of boat covers constantly exposed to weather is not due to emissions of any known industrial source or acid precipitation.

The manufacturer of many of our covers, Hans Gottschling, suggests that the application of a water-repellent silicon spray or paint-on liquid (both from Canadian Tire), together with keeping the booms high and covers taut at all times, will make them last considerably longer.

Test your fabric by applying a few drops of water. If globules form and roll off the material, it's still water resistant. But if the canvas allows moisture to soak in, then it's prone to attack by those naughty fungi.

If you plan to spray (I don't know how many cans) wait for a very calm, sunny day when the fabric is dry. With paint-on, buy two litres of liquid (for a 16 foot dinghy cover), use a three inch brush -- and wear overalls.

**Reprinted from
GAM/September 1992**

Shackles & Cringles



PABAR 1993

Ian Rogers

Like many Pabars, this year's event could be distinctly divided in two - Before and after the arrival of the thermal. The morning race was light and fluky with the day's northerly fighting the advance guards of the thermal from the west. By the lunch break the thermal clearly dominated giving great planning conditions for the three afternoon races.

Using a mid-course gate for starting and finishing allowed the Race Committee to fit in four long and interesting races, thus permitting a throw-out. After a stiff fight, the winners were Raines Koby and Jim Boyle sailing in the Don Young built Hydrophiac I. Close behind were Bob Mosely with Ian Reid followed by John Lawlor and Vicki Stephens. Clever tactics on the part of the winning boat saved two wins and a second place in the last three races, otherwise, the result might have been different.

In 1994, Pabar, comes of age and the Committee will be pulling out all stops to host a major event. Hopes are high that Steve and Helen Cerny will return from England to present the Cerny Shield to the victors and it is hoped that all previous winners will return and compete.

PLACE	BOAT	HELM	CREW	CLUB	#1	#2	#3	#4	SCORE
1	5600	Raines Koby	Jim Boyle	RCYC	.75	<u>2</u>	.75	.75	2.25
2	6216	Bob Mosely	Ian Reid	PBSC	3	.75	3	<u>7</u>	6.75
3	7438	John Lawlor	Vicki Stephens	PBSC	4	<u>6</u>	2	2	8
4	5502	Bill Foster	Shannon Foster	PBSC	2	4	<u>7</u>	5	11
5	7405	Ian Rogers	Jake Leishman	PBSC	<u>6</u>	3	5	4	12
6	7088	Andrea Curtis	J. Curtis	PBSC	8	<u>DNF</u>	6	3	17
7	6626	Pat Shaw	Andrew Rogers	RCYC	5	7	<u>8</u>	6	18
8	7366	Myles Wilson	Steve Rudo	MLSC	<u>DNF</u>	5	4	10	19
9	6765	Gail Regan	Rubin Bienstock	PBSC	<u>19</u>	8	9	9	26
10	4870	Sherilee Foster	Leanna Foster	PBSC	<u>19</u>	10	10	11	31
11	6580	W. Wilkins	Jeff Wilkins	PBSC	7	<u>14</u>	11	13	31
12	6731	Mike Leishman	Steve Sherk	PBSC	<u>19</u>	11	14	8	33
13	6581	Trish Bongard	John Godfrey	PBSC	<u>19</u>	12	12	12	36
14	6208	Tom Digby	John Bergman	PBSC	<u>19</u>	9	13	16	38
15	3274	Leon Safrata	John Weber	RCYC	<u>19</u>	12	15	14	41
16	4079	Nettie Kilgour	Alice Stevens	PBSC	<u>19</u>	13	16	15	44
17	4050	John Duras	K. Armitage	PBSC	<u>19</u>	15	16	16	47
18	7042	Hygh Morris	Ada Morris	PBSC	19	<u>DNF</u>	DNF	DNF	79
19	6141	Gordon McLarty	Nancy McLarty	PBSC	<u>DNF</u>	DNF	DNF	DNF	90

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Our 1989 World Championship Sails - placed 9th out of 60 boats.
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For more information or to view please call
Rosemary Helmer
488-3867

Spring 1994 is coming soon !!!

Classifieds for FREE

Please any boat listings to
Attention: Lynn Shannon
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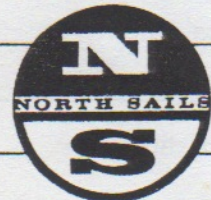
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Shackles & Cringles

Canadian Albacore Association 1994 Membership Application

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 a number of benefits, such as: a subscription to our quarterly newsletter, "Shackles and Cringles," a say in the management of the Association, and participation in all CAA-sponsored events and regattas. New 1994 members will also receive a free copy of the 1990 Canadian Albacore Handbook, a 160-page paperback detailing all aspects of Albacore sailing, including Albacore class and membership rules, sailing and racing tips, a listing of all Albacore members, and a bibliography of recommended resource materials. The Handbook is an excellent resource for all Albacore sailors.

The regular membership for boat owners (Full Members) is \$30 prior to March 1, 1994, or \$35 thereafter. For those who do not own an Albacore, the Associate Member rate is \$20.

Please complete the following and submit it with a cheque payable to the Canadian Albacore Association to:

Canadian Albacore Association
c/o Gary Bain
69 Shannon St.,
Toronto, Ont., M6J 2E6

Note: If you are a renewing member, fill out only the information that has changed since your last membership application was sent in.

Check One	FULL MEMBERSHIP	ASSOCIATE MEMBERSHIP
	new _____ renewal _____	new _____ renewal _____

Name _____

Address _____

City/Province _____

Postal Code _____

Home Phone () _____ Business Phone () _____

Club _____ Boat Number _____

Boat Builder _____ Year Built _____

Do you have any comments or suggestions that you would like to make to the CAA?