

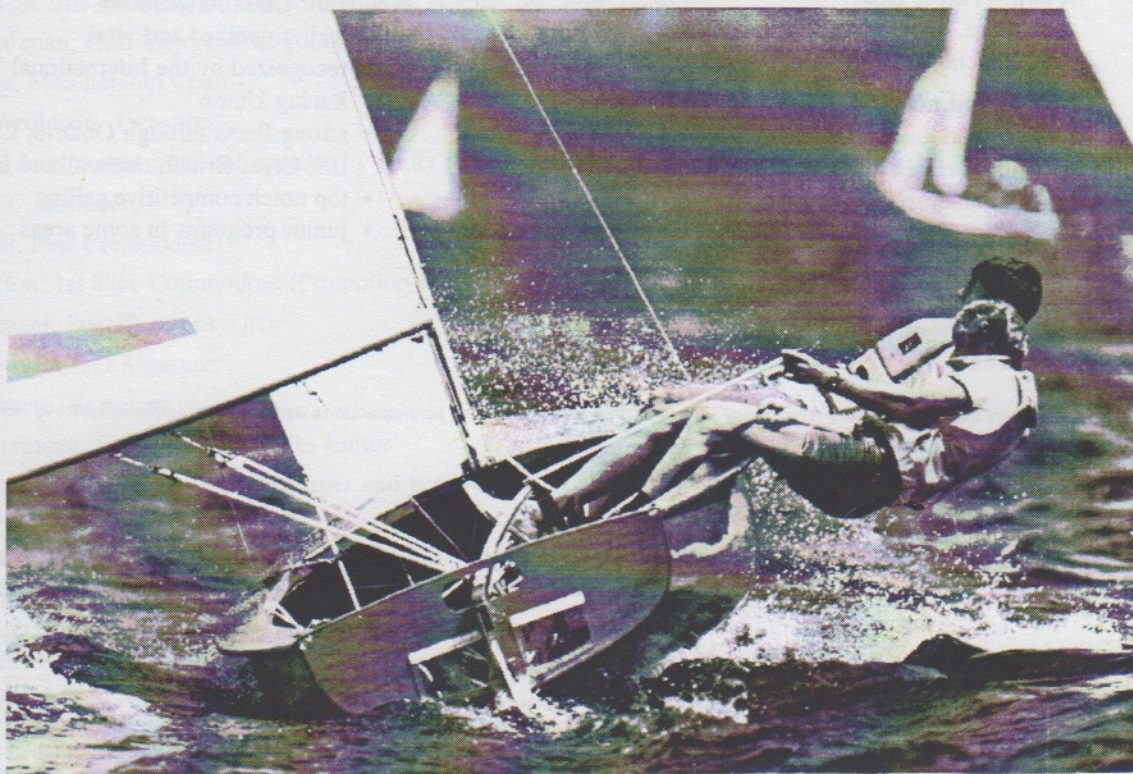
Shackles and

Volume XXXV; Number 4

Cringles

October 1995

Canadian Albacore Association



AL5471 David Niblett (helm) and Chris Duncan; 1984

Photo courtesy of Dave Niblet, Toronto

Remember this and Sod the Slush



Canadian Albacore Association

P.O. Box 31087, 785 College St., Toronto, Ont. M6G 4K7

The Albacore Advantage

A One-Design Boat

- no unnecessary expense of constant upgrades in design.

A safe Boat

- large air-filled tanks give excellent buoyancy

A comfortable Boat

- large, open cockpit
- benches on port and starboard sides

A light and manegeable Boat

- tongue load of less than 100 lbs gives ready trailerability
- launching and retrieving are a breeze
- hull shape gives stability on the water
- self-rescue after an unexpected puff is easy

A Performance Boat

- seriously campaigned by major sailmakers
- planes in moderate winds
- buoyant heavy-air hull shape

A vibrant Class Association

- well organized and vital
- recognized by the International Yacht Racing Union
- strong fleets through Ontario, Canada, US, Great Britain, Ireland and Bermuda
- top notch competitive sailing
- junior programs in some areas

The Canadian Albacore Association is responsible for encouraging participation in and maintaining the integrity of the Albacore class in Canada.

1995/1996 Executive

Commodore	Bob Stiff 20 Southlea Avenue Toronto, ON M4G 3L9	Res.: 416 423 3294 Bus.: 416 482 5002 Fax:	Specifications Chair	David Weaver 14 Lansdowne Road, North Cambridge, ON N1S 2S8	Res.: 519 623 4402 Bus.: 905 525 9140 Extension 24907
Past Commodore	Jim Quibell 495 Vanguard Crescent Oakville, ON L6L 5G6	Res.: 905 827 9019 Bus.: 416 231 1222 Sat/Sun: 705 454 3524	Chief Measurer	Rick Clayton 362 Brookdale Avenue Toronto, ON M5M 1P8	Res.: 416 783 9194 Bus.: 905 670 8700 Fax:-----
First Vice Commodore	Chris Gorton 14 Chilton Road Toronto, ON M4J 3C6	Res.: 416 423 0845	Treasurer	Heather Wroldson 5 Harrison Road Toronto, ON M2L 1V3	Res.: 416 447 5244 Bus.: 616 982 2120 Fax: 416 944 5891 IntN: wroldh@tdbank.ca
Second Vice Commodore	Gord Chu 38 Queensdale Avenue Toronto, ON M4J 1X9	Res.: 416 465 5558 Bus.: 416 733 6958 Fax:-----	Secretary	Lynn Shannon 362 Brookdale Avenue Toronto, ON M5M 1P8	Res.: 416 783 9194 Bus.: 416 736 2100 Ext. 66276
Third Vice Commodore	Dave Bussin 24 Munro Boulevard North York, ON M2P 1B9	Res.: 416 223 3851 Bus.: 416 223 3851 Fax: 416 225 0287	Shackles Editor	Uwe Ackermann 29 Burlington Crescent Toronto, ON M6H 2L5	Res.: 416 654 0685 Bus.: 416 978 4017 Fax: 416 978 4940 IntNt: u.ackermann@utoronto.ca
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Shackles and Cringles is a quarterly publication of the Canadian Albacore Association

Commodore's Comments

By Bob Stiff

At 10PM, following an exhaustive presentation of the freshly minted and amended IAA Constitution and there being no further nominations, the slate of officers for 1995-96 put forward by your executive was acclaimed by a few remaining stalwarts, who should all receive an endurance and dedication award.



I am honoured to be your new Commodore and confident that with the assistance of the dedicated and enthusiastic group of sailors elected with me and the support of all members, we will continue to see the Albacore class prosper. New members of the executive include:

Gord Chu, 2nd Vice Commodore (Regatta Schedules, Ontario Clubs Coordinator)
Dave Bussin, 3rd Vice Commodore (Canadians, Annual Meeting, Juniors')
Mike Leishman, Rear Commodore (Canadians, Annual Meeting, Juniors')
Ross King, Membership Chair
Heather Wroldson, Treasurer

Returning for another term, but not necessarily under the old hat:

Bob Stiff, Commodore
Jim Quibel, Past Commodore
Chris Gorton, 1st Vice Commodore (Promotion & Publicity)
David Weaver, Specifications Chair
Rick Clayton, Chief Measurer
Lynn Shannon, Secretary
Uwe Ackermann, Shackles & Cringles Editor

Congratulations are due to Rosemary Helmer and her Worlds' organizing committee who undertook an enormous task and did it extremely well

Our next opportunity to host this event will be in 2003 and while we intend to start planning for this early your executive will now focus on more crucial issues affecting the fleet including:

- Augmenting our vibrant class organization through greater relevance and holding attractive events that encourage participation by all Albacore sailors.
- Expanding the North American fleets.
- Junior participation and demographic changes.
- Response to technological developments that are both performance—and cost effective at the same time ensuring that our boats maintain their competitiveness, one design integrity and low cost.
- Maintenance of the fiscal health of the class.
- Effectively delivering the message and generally having more fun.

Help and encouragement from you the members is essential to our success. Please get involved and encourage your friends and acquaintances to participate with you.

Next year's annual meeting should be a hoot.

Good sailing!

Bob Stiff, Commodore

The Canadians'

A-Fleet

Canadians' started Friday in sunny, warm conditions, about 1½ miles south of Toronto Island. The winds were light at 4 - 6 knots from the south-east and 36 boats were on the start line. Many of us who are accustomed to the calm and current-free conditions of our home waters wondered why the committee



Photo: Heather Wroldsen

Don Oakie and David Smith signal.

For some reason the people who went left because they had figured out that the unusual alignment of the committee boat indicated the presence of a significant current, came out well ahead at the weather mark.

We got in 2 races that day.

Saturday's forecast was for winds from the south, south-west, building to 25 - 30 knots by afternoon. In anticipation of the weather, the wetsuits came out, shrouds were lowered a notch and lines were double-checked.

The winds started at 4 knots and gradually dropped to 2. It was hot and sounds carried extremely well. While we were drifting along we were easily able to overhear the unscrambled communications between the mark boat and the committee boat. They were hotter than the weather.

The promised winds arrived at about 10 PM, treating those of us who stayed to the end of the AGM, to the sight

September 15, 16 and 17

of big rollers smashing over the breakwater at the Argonaut Rowing Club, a sight described by veteran sailor Norm Rubin as, "BRRRR!"

Sunday offered a cloudy, calmish beginning, building to a sunny 20 - 25 knots from the north-west by the beginning of the second race. The committee boat had been reclaimed by its owner and the brave team of Bob Logue, Betty Smythe and Jake Smythe sat all day in a small Whaler, bobbing in the large swells remaining from the previous night. It was excellent racing and a perfect high for ending the season.

Challenger-Fleet

THE PLACE TO B!

by Merle Kisby

The B-Fleet in the Canadians' was the place to be. We had a great race committee who were going for the world's record for the number of races sailed in one day. They were fair, fast and efficient. Our hats go off to them.

As to the participants - most of us never thought we'd sail in the Canadians'....Well, maybe crewing, but no-



Photo: Heather Wroldsen

Leslie McShane and Marg Vaillancourt

body seemed to want us. So we teamed up, suited up and sailed like champions for three glorious days in "winds from hell" that shifted, gusted, roared and fell silent. Our congratulations to first place finishers Marty Cameron and Gianna Helling and the other- fourteen competitors in the 1995 Canadians' B-Fleet.

The Canadians



Master's Trophy: Ken Clarke
I know for a fact he's not a day over 35.



The Team Photo



John Carrol



Anthea Horne



B-Fleet Winners
Gianna Helling,
Marty Cameron



Women's Plate:
Ann White



Bob Stiff



A-Fleet Winners
Jorg Pawlik,
Julia Erichsen



Beefeater Trophy:
Susanne Forgues,
Ed Nicholas



Another Team Photo



Heather Wroldsen



Cynthia Rutherford



Rick Clayton and Ann White

The Canadians'

A-Fleet

RANK	SAIL	CLUB	HELM	CREW	RACE							TOTAL POINTS
					1	2	3	4	5	6	7	
1	7980	M	Jorg Pawlik	Julia Erichson	3	0.75	2	2	0.75	4	0.75	9.25
2	7950	P	Don Oakie	Dave Smith	2	2	4	13	6	0.75	4	18.75
3	7563	M	Tim Broughton	Mark Broecker	4	13	3	16	4	3	5	32
4	7700	P	Toff Nicoll Griffith	Alan Pike	17	14	0.75	0.75	3	3	38	40.5
5	7363	O	Ron Batt	Leslie Batt	0.75	5	9	3	11	16	12	40.75
6	7949	O	Ken Clarke	Sharon Palmer	10	20	7	10	2	10	3	42
7	7544	M	Ann White	Steve Goode	18	3	10	8	12	7	17	57
8	7971	StJ	John Cawthorne	Jackie Grummit	12	4	38	14	8	13	9	60
9	5858	P	Ed Nicholas	Susanne Forgues	7	7	19	6	19	14	7	60
10	7403	O	Ross King	Dave Harris	6	30	6	9	28	6	10	65
11	7982	WW	Chris Gorton	Ken Price	9	8	8	20	21	2	19	66
12	7943	TI	Norman Rubin	Bruce Nash	5	19	11	11	10	25	14	70
13	7954	TI	Gordon Chu	John Bennett	26	17	16	4	13	15	8	73
14	7472	M	Ann Savege	Abby MacInnes	21	26	5	7	16	12	13	74
15	7419	O	Rod Dobson	Sandy Swiatlowski	8	21	38	30	5	8	11	83
16	7942	WW	Liz Marin	Chris Beneteau	15	12	13	28	7	18	22	87
17	7967	StJ	Mike Morrison	Fran Steacy	13	11	38	25	17	11	18	95
18	7964	StJ	Marek Balinski	Rosemary Lang	11	31	12	15	31	20	15	104
19	275	M	Barrie Farrell	John Gilchrist	22	22	22	18	25	17	6	107
20	7944	O	Heather Wroldsen	Cynthia Rutherford	27	15	20	12	9	26	26	108
21	7,545	M	Derek Shenstone	Will Lincoln	16	23	29	23	29	9	16	116
22	7965	StJ	Ray Tokarek	Diane Sherlock	20	24	14	24	14	21	28	117
23	7479	M	Todd Johnstone	Laurie Harrison	14	27	24	17	23	28	23	128
24	3104	P	Chris Setchell	David Doyle	23	6	38	5	22	38	38	132
25	7405	P	Ian Rogers	Michael Hobart	30	25	17	19	24	27	20	132
26	7474	M	Uwe Ackermann	Janet Duff	35	10	18	22	33	24	29	136
27	505	P	Steve Wilson	Dave Baker	19	18	25	26	35	22	38	145
28	7963	StJ	Ian Aukema	Evelyn Simpson	34	16	31	29	26	19	25	146
29	7972	StJ	Jill Carey	Rob MacDonald	24	34	15	27	18	33	38	151
30	7970	StJ	Peter Nurse	Bill Collins	36	32	38	37	15	32	2	154
31	6641	P	Peter Lucas	John Connor	31	35	30	32	20	29	21	163
32	7955	O	Rick Clayton	Lynn Shannon	32	9	28	21	38	38	38	166
33	7959	WW	Ron Walker	Dan Meadus	29	38	27	34	34	23	24	171
34	484	O	Bob Stiff	Andrew Stiff	28	29	26	31	27	30	38	171
35	7384	RCYC	Rosemary Helmer	Scott Fraser	25	28	21	35	38	38	38	185
36	7473	M	Barb Revill	Ken Birse	33	33	38	33	32	31	27	189
37	7634	TI	Robert Seiradzki	Fred Roth	38	38	32	36	36	38	38	218

Challenger Fleet

RANK	SAIL	CLUB	HELM	CREW	RACE											TOTAL POINTS
					1	2	3	4	5	6	7	8	8	10	11	
1	7471	M	Marty Cameron	Gianna Helling	1	2	1	1	2	1	4	2	2	4	3	18
2	7974	WW	Leslie McShane	Marg Vaillancourt	7	3	3	3	4	3	1	1	1	3	5	26.25
3	7957	WW	Chris Hanson	Jeff Graham	4	1	2	5	3	4	6	7	5	2	2	33.75
4	6760	M	Tom Groenveld	Alex Globochnik	2	7	6	2	5	2	2	3	4	5	4	35
5	7249	M	Merle Kisby	Pat Maltby	3	5	4	6	1	5	5	5	6	7	6	45.75
6	7562	M	Blair Brenot	Karen Atkin	5	4	5	4	6	6	3	4	7	6	8	50
7	7559	WW	Robert Hickman	Tom Elliott	6	6	7	7	7	7	7	6	3	1	1	50.5
8	7634	TI	Robert Sieraski	Fred Roth	8	8	8	8	8	8	8	8	8	8	7	79

The Canadians'

Major Hardware

Canadian Champions

A-Fleet

Jorg Pawlik and Julia Erichsen

Masters' Fleet

Ken Clarke and Sharon Palmer

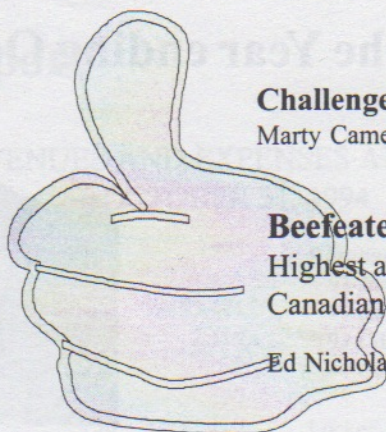
Challenger Fleet

Marty Cameron and Gianna Helling

Beefeater Trophy

Highest aggregate standing in the Ontario and Canadian Championships

Ed Nicholas and Susanne Forgues



The AGM

September 16, 1995. Argonaut Rowing Club, 1227 Lakeshore Blvd, West, Toronto

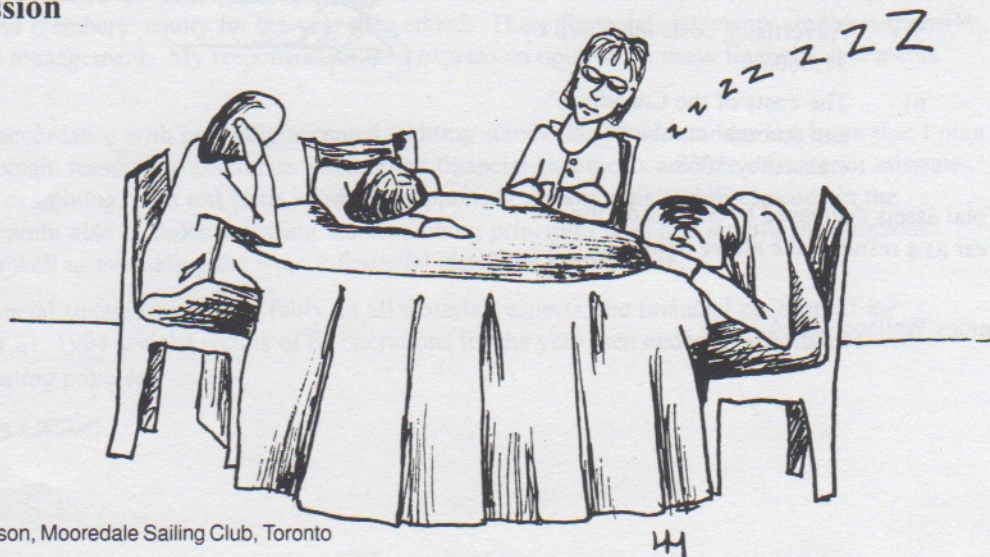
The Agenda

- | | |
|---|--|
| <ol style="list-style-type: none"> 1. Establishment of a Quorum
There was a quorum. 2. Collection of Proxies
Proxies were collected 3. Minutes of Annual General meeting, August 22, 1994
The minutes were approved 4. Reports of Officers
The Officers had done their jobs. Third Vice report was published in the July 1995 Shackles. | <ol style="list-style-type: none"> 5. International Albacore Association Constitution
Phew! See artist's impression below and find the details in the minutes at next year's AGM. 6. Election of Officers for 1995-1996.
They were elected. See Commodore's Comments in this issue of Shackles. 7. Appointment of Auditor
Kirsten Richter was appointed. 8. Other Business
There was none. 9. Adjournment |
|---|--|

The Proceedings

An Artist's Impression

Was it the Ovaltine or just a constitutional?



Many thanks to Laurie Harrison, Mooredale Sailing Club, Toronto

Treasurer's Report for the Year ending October 31, 1994



Royalties are Up



Interest is Down

Summary

The Canadian Albacore Association realized a loss from operations (excess of expenses over revenues) of \$2,249 for the twelve months ending October 31, 1994. The previous year's operations had resulted in a profit (excess of revenues over expenses) of \$2,459.

The 1994 loss resulted from the following:

- 1) Membership fees decreased by \$531.
- 2) Interest income decreased by \$1,167.
- 3) Royalties increased by \$1,800.
- 4) Participation in the Toronto Boat Show cost \$2,311.
- 5) Advertising costs increased by \$1,068.
- 6) The costs of the Canadians' and Juniors' combined increased by \$668.

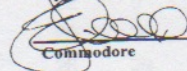
Total assets decreased by \$2,249 during the year as a result of the above items.

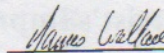
James Wallace, CMA.

Balance Sheet at October 31, 1994

	1994	1993
ASSETS		
Cash and Term Deposits	\$39,977	\$44,199
Accounts Receivable	840	872
Jackets	1,391	0
Prepaid Locker Rent	132	0
Fixed, at nominal amount	1	1
	<u>\$42,341</u>	<u>\$45,072</u>
LIABILITIES AND MEMBERS' EQUITY		
Accounts Payable and Accrued Liabilities	\$503	\$985
Members' Equity	\$41,838	\$44,087
	<u>\$42,341</u>	<u>\$45,072</u>

Approved on behalf of the Executive Committee:


Commodore


Treasurer

Treasurer's Report

Details

STATEMENT OF REVENUES AND EXPENSES AND MEMBERS' EQUITY OCTOBER 31, 1994

	1994	1993		1994	1993
Revenues:			Regattas		
Membership Fees	\$4,640	\$5,171	93 Jnrs @ Kettles	73	535
Interest Income	952	2,119	94 Jnrs @ Shadow L.	300	
Boat Royalties	2,250	0	93 Cdns @ TSCC	0	(870)
Sail Royalties	300	750	94 Cdns @ CORK	-45	\$ 328
Handbook Sales	150	120			
	<u>\$8,292</u>	<u>\$8,160</u>	Locker	549	
			Service Charges	90	
Expenses:			Insurance	540	360
Shackles & Cringles	\$2,651	\$3,813	Exec Gifts	198	
Boat Show	1,553		Stationery	1,076	
Brochure	758		IYRU Measurement	222	
			Other	522	927
				<u>\$3,197</u>	<u>927</u>
Advertising:				<u>\$10,541</u>	<u>\$5,701</u>
Muskoka Lakes	835		Excess of Revenues over	(\$2,249)	\$2,459
Race Schedule Poster	687		Expenses:		
Canadian Yachting	482	\$2,004	Members Equity		
		\$936	Beginning of Year	<u>\$44,087</u>	<u>\$41,628</u>
Jackets			End of Year	<u>\$41,838</u>	<u>\$44,087</u>
2 @ \$30; 4 @ 20	-140				
6 @ \$31.60	190	\$50			

Auditor's Report

To the Members of the Canadian Albacore Association

I have audited the balance sheet of the Canadian Albacore Association as at October 31, 1994 and the statement of revenues and expenses and members' equity for the year then ended. These financial statements are the responsibility of the association's management. My responsibility is to express an opinion on these financial statements based on my audit.

I conducted my audit in accordance with generally accepted auditing standards. Those standards require that I plan and perform an audit to obtain reasonable assurance whether the financial statements are free of material misstatement. An audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements. An audit also includes assessing the accounting principles used and significant estimates made by management, as well as evaluating the overall financial statement presentation.

In my opinion, these financial statements present fairly, in all material respects, the financial position of the Association as at October 31, 1994 and the results of its operations for the year then ended in accordance with generally accepted accounting policies.

Kirsten Richter

Kirsten Richter
Toronto, Ontario

Ask the Experts *

Ed Nicholas, KC 5858, asked

What are the factors that determine spreader adjustments?

Ann White answers

At 470 regattas, in which I occasionally participate, the typical racer arrives with a rig tuning chart that plots wind speed against mast rake, luff wire tension, pin settings for shrouds, spreader angle and mast restricter guidelines. Prior to each day racing, the rig is carefully checked for compliance with the chart. Rig tuning is a very big deal and 'technical' fashion statements are abundant.

On the other hand, the typical Albacore sailors idea of tuning is rigging the boat in the spring hoping to have remembered that magical setting where the boat 'went like stink' last year. While the 470 fleet suffers from manic rig fiddling, most of the Albacore fleet is blissfully unconcerned about the significance of rig tuning.

The Albacore class champions who have studied, experimented and utilized dozens of rig set-ups and continue to try new ones, confirm the value of technical 'Know how'. If we want to pass them, we, too, must learn how to tune Albacores to sail fast in all conditions.

Spreader adjustment, mast rake and rig tension are the critical rig tuning issues that influence boat speed. Equipment type, mast step height and other minor factors can be accommodated by making small adjustments to the rig once the basic tuning has been done. Insight into the functioning and adjustment of spreaders can vastly improve general understanding of rig tuning.

Albacore Class Rules on Spreaders

Rule 9.5 says: "The mast may have only one set of spreaders and/or one pair of jumper struts."

In other words, spreaders are optional even though all Albacores have them. They can be located anywhere on the mast and be of any length or design. A jumper strut (diamond-rigged spreaders) may be installed in addition to, or in place of, the spreaders.

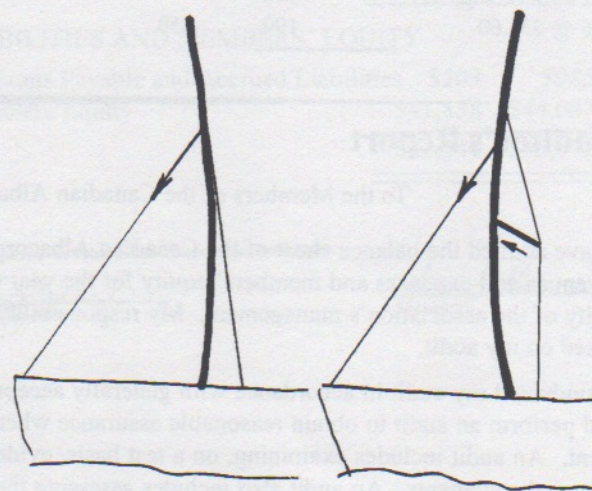
A survey of spreader location along Albacore masts would reveal great variety. For example, new Ontario Yachts Albacores have spreaders located a few inches higher than some older vintage boats. Tuning fanatics change the height of their spreaders to achieve certain bend characteristics in their masts and some have experimented with

jumper struts. Other factors, such as location of the forestay origin above or below the side stay connection, can also influence spreader adjustment and should be noted when comparing boats. These more subtle aspects are something to keep in reserve until such time when basic tuning has become second nature.

Spreader length and spreader angle are the two critical spreader adjustments to understand. Pin holes, located on the spreader bracket, allow for about six different angle settings and provide a good range of adjustment. Spreaders can be cut to any length and then a tip insert can be added to allow for about three centimeters of additional length.

How Spreaders Work

The function of spreaders is the control of mast bend. As shown in the diagram, when the rig is under tension the spreaders exert pressure in the opposite direction to



the way in which the applied forces would normally bend the mast longitudinally (fore and aft) or laterally (windward and leeward). How the mast will bend is determined, in the absence of other constraints, by both spreader length and spreader angle relative to the centre line of the boat. Mast bend affects sail shape which, in turn, determines sail power, pointing ability and the feel of the helm.



* A regular column if you send me the questions

Spreader Poke

When the spreaders are at a length and angle where they do not deflect the stays when about 100 lb of rig tension is applied to the jib luff wire (not enough to bend the mast) then they are said to be in the 'neutral spreader' position. Neutral spreaders are a starting point from which adjustments can be made to create 'poke' in the stays. Poke can be seen by looking up the stays from the deck toward the hounds. Looking for poke in an Albacore with a lightly tensioned rig is one way of comparing different rig settings.

- If the spreaders are lengthened such that they push the stays laterally or outward, the stays have 'outward poke'.
- If the spreaders are angled to push the stays toward the bow, the stays have 'forward poke'.

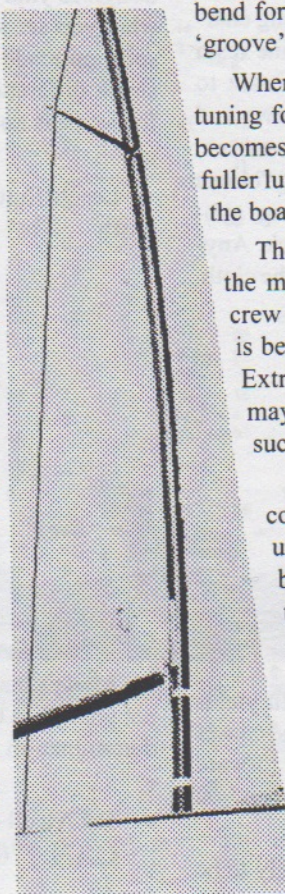
When pressure is added to a lightly tensioned rig (by increasing the jib luff wire tension, by applying mor vang or by increased wind power) then the mast bends and previously neutral spreaders may now give poke to the stays. As a result of the geometry of an Albacore rig spreader poke is always forward.

Spreader Length

One purpose of the spreaders is to prevent the mast from bending laterally. A mast bowed laterally will affect the slot width between the main and jib which, in turn, affects sailing performance. While it is desirable to control slot width, it is better to control it by means of on-board systems rather than by rigging factors that are not adjustable underway.

Before checking whether your mast is deflecting laterally, make sure that the leeward stay has enough tension for the leeward spreader to restrain the mast. Then, while sailing in a medium or better breeze, look up the mast along its centre line from the deck to the mast tip. The spreader length should be adjusted to have a straight mast (when viewed along the centre line) in most conditions.

Spreaders on top-performing boats range in length from 15 to 17 inches.



Spreader Angle

The other function of the spreaders is to control forward mast bend as jib luff wire tension, vanging, sheeting and wind pressure act on the rig.

As the mast bends forward the main sail luff flattens. The primary effect of flattening the main luff is to depower the sail. It can also flatten the entry (the shape of the leading edge of the main) and change the feel of the helm of the boat. A flat entry achieved by allowing the mast to bend forward increases pointing ability and reduces the 'groove' where the boat will sail without helm.

When the forward bend of the mast is constrained by tuning for forward poke on the spreaders, the main luff becomes fuller and the sail becomes more powerful. A fuller luff reduces pointing ability of the boat and makes the boat easier to drive.

The optimum spreader setting is one that produces the most powerful sail shape for a given mast type, crew weight, sail cut and range of wind conditions. It is best to tune for the average prevailing conditions. Extremes like very light wind or very heavy wind may require some additional tweaking of the mast such as prebending, restraining or raking.

If the spreaders are set correctly for the most common wind condition then the spreaders can stay unchanged when mast rake is increased as it might be for windy conditions. The reason for this is that increased rake will create greater forward poke and with that a fuller main luff. This more powerful sail shape will improve steering in strong wind and choppy water.

Starting Points

The following settings have proven to be successful for many top sailors.

Before setting up the spreaders the mast should be set up with 8 inches of rake (See April 1995 issue of Shackles and Cringles

for details).

SPREADER LENGTH:

Regardless of spreader height the length should result in about 1½ inches of outward poke.

SPREADER ANGLE:

For light-weight crews - no forward poke.

For heavy weight crews - 1½ inches of forward poke.

Ask the Experts

Ed Nicholas, KC 5858, asked

What should I look at to determine whether or not my jib is blown out?

Tof Nicholl-Griffith, North Sails, answers

Unfortunately nothing lasts forever, including sails or, more specifically, sailcloth. Sail cloth is a woven fabric. It has inherent stretching characteristics. It is also impregnated with a melamine resin that helps make the cloth firmer and more resistant to stretch. The loss of this finish is called, breakdown and makes the sail less firm and, thus, easier to yield to stretch. This breakdown is the main reason for sails getting "blown out". The major causes for breakdown are tacking, gybing and flogging of sails at the start or at the dock. Anything that causes the sail to hit the mast weakens the cloth.

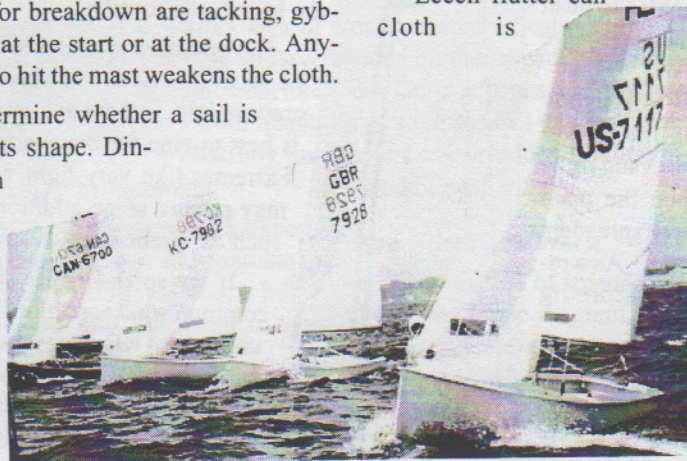
The best way to determine whether a sail is blown out is to look at its shape. Dinghy jibs are designed with a draft-forward shape and a straight-back leech. Small boats pitch quite a bit while sailing and the full entry is needed to make the sail easier to drive to. The straight-back leech is needed because of the narrow sheeting angle/narrow slot. As sail cloth yields the draft in the sail moves aft towards the leech and causes it to round. This rounding of the leech reduces forward drive because it causes the slot to narrow. How can you tell whether this has happened to your jib?

A visual inspection of the flying shape is likely to be quite revealing. Simply raise the jib and look up from the

foot of a new sail, of the same design as your sail and compare what you see with a similar inspection made from the foot of your old sail. If you see shape differences and have also noticed that your performance is not what it was then that pretty much sums it up.

Leech flutter can cloth is

also be a sign that the breaking down. The leech carries the highest loads on a sail and also takes the greatest abuse when sails are flogging. Even though the leech flutters, the forward area of the sail may still be OK and the shape may still be acceptable. If that is so then the sail may not be blown. You just have the annoyance of leech flutter.



Always make your final determination of whether or not your jib is blown out on the basis of shape as the final determination

Tof Nicoll-Griffith, North Sails.
CAN 7700

Market Place

CAN 7949 for sale. \$6,750

Includes

- sails used in 1995 World's
- extra jib and main
- compass
- canvas cover
- new centre board
- custom 'easy to sail' controls

This is one of Ontario Yachts' new Albacores, race-proven to be a very fast boat, in excellent condition.

Will store over the winter if required.

Call Ken Clarke 416 956 5183 (business)
905 891 5742 (home)

Toronto Harbour Master Series - 1995

Date	Race	# of Boats	M 28	M 28	Jn 18	Jn 18	Jl 9	Jl 9	Jl 16	Jl 16	Au 13	Au 13	Au 20	Au 20	Au 27	Au 27	Sp 10	Sp 10	Score
			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
			20	20	27	26	27	18	20	20	21	21	20	21	18	17	28	29	
Helm Club																			
1 Pawlick, Jorg	Mooredale	0.75	0.75	6	3						0.75	0.75			0.75	10	3	6	15.75
2 Gorton, Chris	Westwood	3	5	8		4	7	2	0.75				0.75	0.75			31	2	18.25
3 White, Ann	Mooredale	11	3	7	7	2		5	2	5	2	2	2				6	0.75	23
4 Morrison, Mike	J-town	7	18	4	4	11							6	15	8	2	4	7	42
5 Chu, Gordon	Tor. Island	2	10							4	5	5	3	9	7				45
6 Gerich, Paul	Westwood	10	8	15	0.75								14	5		4	0.75	4.00	46.50
7 Savage, Ann	Mooredale	9	21	18	10	7	0.75	7	8	8	4	11							53.75
8 Johnston, Todd	Mooredale	17	14							3	7		8	11	5	2	17	67	
9 Rubin, Norm	Tor. Island	6	4													10	16	69	
10 Balinski, Marek	J-town			9	8	20	13	3	7					7		8	20	75	
11 Aukema, Ian	J-town		6	5	13	18	11	10	6	11	19			22	16	17	13	11	78
12 Marin, Liz	Westwood	12	11	13	21			6	13	10	8			5		5	12	84	
13 Tokarek, Ray	J-town				12	20				7	11			11	15	11	15	91	
14 Nurse, Peter	J-town	20	13	19	16	10	21	18	12	6	3	7	6	14	9	9	10	96	
15 Revill, Barb	Mooredale	16	20	10	9	22	12	15	10	20	20	18	20						110
16 Clark, Dianne	J-town			11	11			16	11	18	14	16	14						111
17 Carey, Jill	J-town	19	17			19	14	20	17	14	12	15	17				20	13	119
18 Bussin, Dave	OHCC	4	2	14	27	0.75							4	9	2	3			119.8
19 Clayton, Richard	OHCC	12	7	3	2								4	9					171
20 Farrel, Barry	Mooredale	8	9			5	3						12	4					175
21 Newby, Kathy	Tor. Island			24	12	16				2	6		10	18	18	12			177
22 Ackerman, Uwe	Mooredale	14	12			27	4												199
23 Brown, Ken	OHCC			17	22								8	13			7	9	210
24 Koehlmann, Fred	Tor. Island			16	14	15	9						17	10					215
25 Wilson, Neil	Tor. Island			26	26		15	21	20	19								26	220
26 Neumann, Mary	J-town							9	22	13	15	21	12						226
27 Ajdacic, Milutin	OHCC									9	16				17	8	11	32	227
28 Weibe, Daryl	J-town	18	15	21	15				12	15									230
29 Cawthorne, John	J-town					8			11	4									258
30 Percy, Christina	Westwood			23	23				19	9	17								292
31 Loritz, Frank	J-town	5										13		6	16				308
32 Smillie, Marilyn	J-town			2	18					15	9								312
33 Batt, Ron	OHCC			30	6									10	6				320
34 Murray, Rob	Westwood								17	16	21	18							340
35 Walker, Ron	Westwood					27	16										18	14	343
36 Black, Shane	OHCC					12							3	7					357
37 Shenstone, Derek	Mooredale					6									13	15			369
38 Harris, Dave	OHCC			0.75	5												31		371.8

Date	Race	# of Boats	M 28	M 28	Jn 18	Jn 18	Jl 9	Jl 9	Jl 16	Jl 16	Au 13	Au 13	Au 20	Au 20	Au 27	Au 27	Sp 10	Sp 10	Score	
			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16		
			20	20	27	26	24	16	20	20	20	21	21	20	21	18	17	28		29
Crew Club																				
1 Goode, Steve	Mooredale	11	3	7	7	2			5	2			2	2				6	0.75	22.75
2 Matthews, David	J-town	19	17			19	14	9	22	13	15	21	12					15	15	118
3 Sherlock, Dianne	J-town								20	17	14	12	7	6	14	9	31	2	31.75	
4 Smith, Dave	Westwood	3	5	8		4	7	2	0.75								15	11	31	
5 Grummit, Jackie	J-town			12	20	8			11	4					15	11	31	3	84	
6 Duff, Janet	Mooredale	14	12			27	4			2	6								115	
7 Birse, Ken	Mooredale	16	20			22	12	15	10	20	20	18	20						133	
8 Nichols, Cathy	J-town			4	4	11	10	16	11	7	11								74	
9 Percy, Dianna	Westwood			23	23			19	9	17			0.75	0.75					197.5	
10 Johnstone, Todd	Mooredale			0.75	5	9	6	0.75	3				11						140.5	
11 Doell, Mike	J-town	20	13	19	16	10		18	12										213	
12 Shannon, Lynne	OHCC	12	7	3	2								4	9					247	
13 Browne, Doris	OHCC			17	22								8	13					286	
14 Helling, Gianna	Mooredale									0.75	0.75				0.75	10	21	24	267.25	
15 Harrison, Laurie	Mooredale	17	14							3	7						2	17	270	
16 Weyrich, Sabine	J-town	7	18		11	11							6	15					278	
17 McAlary, Nancy	Tor. Island			24	12										18	12	22	27	325	
18 MacInnis, Abby	Mooredale	9	21			7	0.75	7	8										262.75	
19 Beneteau, Chris	Mooredale							6	13	10	8						5	12	264	
20 Nash, Bruce	Tor. Island					15	9						17	10					287	
21 Hunt, Kathrine	Tor. Island					3	2	14	14										268	
22 Birtles, Alison	J-town			9	8								15	17	6	16			281	
23 Romaniuk, Mary	J-town					18	11	10	6										279	
24 Dansereau, Suzanne	Mooredale					6									13	15	16	19	384	
25 Lang, Rosemary	J-town												9	11	7	8		20	370	
26 Batt, Leslie	OHCC			30	6										10	6			472	
27 Piercy, Pam	J-town			2	18						15	9							464	
28 Gilchrist, John	Mooredale	8	9			5	3												445	
29 Lincoln, Will	Mooredale										5	2			11	5			443	
30 Newport, Ian	Westwood	10	8					17	16										471	
31 Erichson, Julia	Mooredale	0.75	0.75	6	3														430	
32 Glenn, Howie	Westwood	12	11	13	21														477	
33 Simpson, Evelyn	J-town			5	13						11	19							468	
34 Hickman, Robert	Westwood			15	0.75								14	5					454.75	
35 Konopacka, Dorota	J-town							3	7								8	2	449	
36 Read, Liz	J-town																4	7	441	

Toronto Friday Night Series

A Mooredale Sweep

The Friday Night Series is the largest regular club one-design race in North America. Every Friday night between May and September 40 to 60 Albacores hit the start line. About 10 of them are privately owned. The rest come from 4 Community Clubs in the Toronto area. Different Clubs have different rules regarding who may helm in a Friday night race, but all Clubs assign crew by weekly random draw.

After each race the sailors and friends meet in a local house of repute to applaud one another and celebrate the mugs that are awarded each week to the top 5 helm and crew.

At the end of the season prizes are awarded to top Club, top helms and top crews.



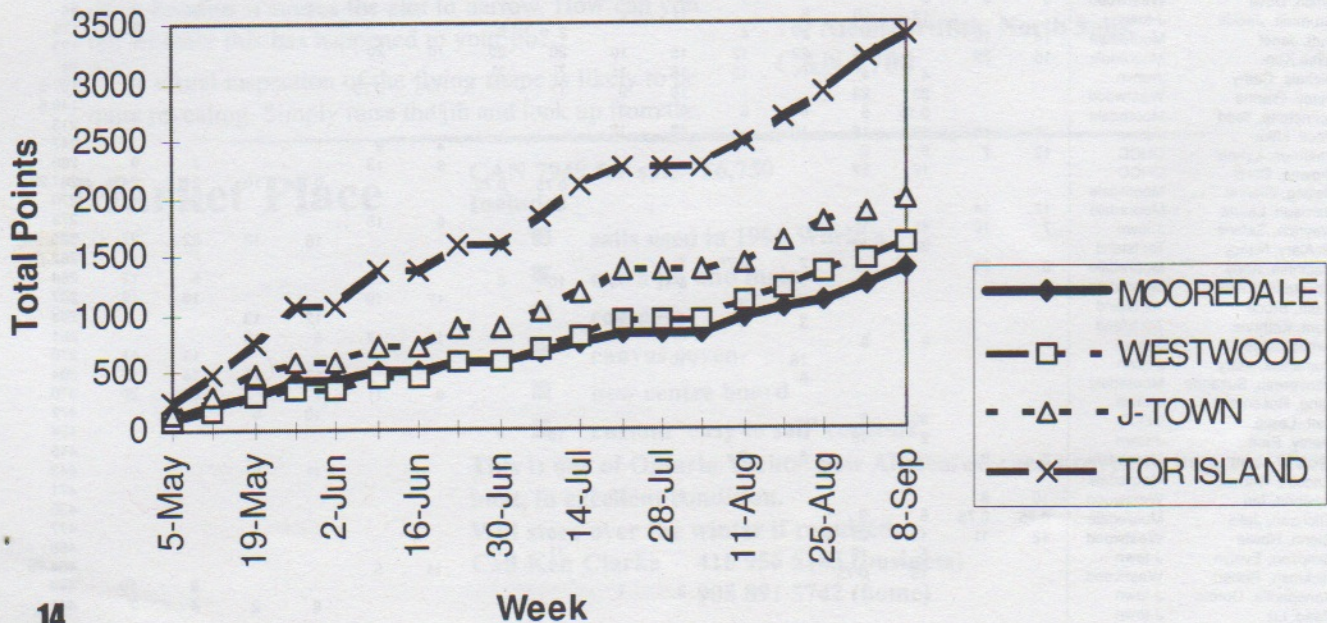
Photo by Merle Kisby
 Jake Smythe, Commodore of Mooredale Sailing Club, accepts Spanish Donkey, top Club prize in Friday Night race series



Photo by Robert Hickman/Dave Turner

Friday night starting line, Toronto Outer Harbour, June 16, 1995. Fifty-three Albacores. (The race was cancelled because of insufficient wind; after 3 general recalls.)

Club Standings over the Season



Toronto Friday Night Series

Top 30 Club Helms

RANK	HELM	CLUB	M 5	M 12	M 19	M 26	Jn 9	Jn 23	Jl 7	Jl 14	Jl 21	Au 11	Au 18	Au 25	Spt 1	Spt 8	TOP 7 RACES
1	Withrow, Bruce	M	6	1	5	4	13	11	7	6	3	1	5	45		3	21.50
2	Gorton, Chris	WW		3	19	6			4			2	7		1	5	27.75
3	Gerlich, Paul	WW	1		30	7	2	6	2	13	12	33	12	34	3	8	28.75
4	White, Ann	M	7	7	18	12	7	7	1	2	5		1		16	17	29.50
5	Broughton, Tim	M			2	19	5	11	3	4	34			9	7	12	32.00
6	Nurse, Peter	StJ		5	8	29	19	26	6	9	7	13	22	29	4	1	39.75
7	Marin, Liz	WW	3	22	4		11	4	9	8		22		3	9	16	40.00
8	Rubin, Norm	TI	5	6			12	1	12	49	4	28	10	14	12	6	43.75
9	Savege, Ann	M	25	15	15	14	8	5	48	11	1	5	15	12	23		55.75
10	Walker, Ron	WW	4	18	22	5	17	8	8	5	13		17	19	25		60.00
11	Chu, Gord	TI		10	1			20	20			7	35	1		2	60.50
12	Shenstone, Derek	M	8	21	23	18	9	10	11	10	17	23	19	2	24	27	67.00
13	Ackermann, Uwe	M	23	13	6	21	14	12	10	35		17	6	24	8	28	69.00
14	Morrison, Mike	StJ	33		25	9	16			33		9	11	4	17	13	71.00
15	Neville, Steve	WW	16	2	13	11	15				10		11	10	22	20	72.00
16	Loritz, Frank	StJ		20				3				4	21	4	10	11	73.00
17	Cawthorne, John	StJ	27		45	1	3	17	13		34				5	13	78.75
18	Clark, Diane	StJ	2	37		17	39	15		19	34	3		7			97.00
19	Tokarek, Ray	StJ		19	10	10	27	16	16			12	20	27	14	24	97.00
20	Balinski, Marek	StJ	9	30	27	2	21		5	31	34	54	8	33		25	97.00
21	Lincoln, Will	M	17	32	26	26	30	37	22	16	22	44	2	6	19	18	100.00
22	Drinkill, Gary	WW			20	20	28	41	32	29	2	37	9	18	11	21	101.00
23	Osatchoff, Al	WW					1	29	14			18	16	45	15	10	102.75
24	Revill, Barb	M	29	16	3	25	33	9	31	28	19	32		11	21	29	104.00
25	Shipman, John	TI			9	34	44	18		36	6	6		40		4	113.00
26	Johnstone, Todd	M	13	26	24		29	30	19			29	3	13	17	30	115.00
27	Price, Ken	WW	18	34	11	3		28	23	20	34	20				38	123.00
28	MacDonald, Jim	WW	14			32	37	19	43	15	11	9	28				128.00
29	Duff, Janet	M	30	36	45	45	36	13	30	3	34	16		8	33	34	133.00
30	Wiebe, Daryl	StJ	11	17		22	22	45	21	21				20	37	22	134.00

Top 30 Club Crews

RANK	CREW	CLUB	M 5	M 12	M 19	M 26	Jn 9	Jn 23	Jl 7	Jl 14	Jl 21	Au 11	Au 18	Au 25	Spt 1	Spt 8	TOP 7 RACES
1	MacInnes, Abby	M	20	7	7	25	5	12	30	28	3	24	2	6	33	7	37.00
2	Harrison, Laurie	M	26		18	4	30	10	1	2	5	25	27	9		32	48.75
3	Geerkens, Peter	StJ		20	8	9	45	40	17	1		4	8	7	27		53.75
4	Birse, Ken	M	7	36	14	45	10	11	31	6	29	30	5	22	21	3	56.00
5	Xavier, Karen-Ann	W W	1			5	1		2			9	30	34		20	67.50
6	Grummitt, Jackie	StJ		35	10	2	22		5	9		42		45	14	15	77.00
7	Matthews, Dave	StJ	2	19	45	22	16	16	16	26	14	12	21	45	2	19	78.00
8	Birtles, Alison	StJ		5		10			6	21		34	23	27	6	9	80.00
9	Atkin, Karen	M					9	7	37	11	19		6	15	18	17	83.00
10	Lindsell, Ian	WW		18	13	46	2		24	13	2	52		16		21	85.00
11	Fedorkow, Liz	TI	5	10	34	15	12	21		36		14	26	45	12	46	89.00
12	Sherlock, Diane	StJ					39	3		39	7	8	33		5	11	106.00
13	Globochnik, Alex	M	13	33	23	37	36		27	33	1	5	25	24	16	29	106.75
14	Romaniuk, Mary	StJ	24	11	37	24	19		47			3	22		4		107.00
15	Mehta, Sherry	WW		22				19		20	12	20	28		9	14	116.00
16	Brenot, Blair	M				12	13	30	18	38			15	13	23	28	122.00
17	Frith, Bob	M	30	31	31			5	19	3	16	38			19	48	123.00
15	Duncan, Helen	M	19	23	45	28	35	44	48	44	22	51	19	11	7	27	128.00
19	Helling, Gianna	M		13	6	14		27		16		29			29	42	134.00
20	Bongers, Henne	TI				34	26	1		42	6	49	18	14		50	140.75
21	Miolla, John	M	29	40	24	42	29	31	3	14	26	19					144.00
22	Graham, Jeff	WW	18	24	16	11		28	8	46		46					151.00
23	Lucas, Jill	WW					18		43	23	34	18		5	15		156.00
24	Swiatlowski, Sandy	M		38	5		40	39		35	20	32	1	45	26	45	156.75
25	Nichols, Cathy	StJ	11	14	35				21	27	32					22	162.00
26	Elliot, Tom	W W			4		32		36	17		26	17			37	169.00
27	Laliberte, Collette	M				27	38	9	25		34			30	20		183.00
28	Lang, Roseiarv	StJ				43	34		44		23	11		29	37		221.00
29	Marshall, Karen	M			3	18	8			10		16				36	1091.00
30	Sharpe, William	M	8		2	31	7			43		17					1108.00

OHCC Results

July 8, 1995



SAIL	HELM	CREW	RACE			FINAL POSITION
			1	2	3	
7980	Pawlik	Erickson	.75	.75	.75	1
275	Farrel	Gilchrist	4	6	4	2
7977	Bussin	Rivkin	8	5	2	3
7965	Cawthorne	Grummitt	3	4	11	4
7954	Chu	Koehlmann	6	7	9	5
3104	Setchell	Doyle	10	9	7	6
6700	Bain	Davidson	7	3	24	7
7166	Harris	Terberge	11	18	6	8
7950	Oakie	Walker	14	13	12	9
7982	Gorton	Smith	2	20	17	10
7949	Clarke	Clarke	28	8	5	11
7962	Loritz	Vasoff	18	10	14	12
7544	White	Goode	9	19	16	13
7563	Broughton	Broecker	5	2	37	14
7467	Black	Black	15	15	15	15
6841	Browne	Browne	16	11	18	16
7964	Balinski	Birtles	20	25	8	17
7967	Morrison	Nichols	14	21	19	18
7419	Dobson	Palmer	39	17	3	19
7942	Marin	Glenn	37	12	10	20
7472	Savage	Maclnness	22	16	21	21
7981	Mason	Newby	21	14	26	22
7966	Wiebe	Simpson	17	22	23	23
7479	Johnston	Harrison	12	28	27	24
7963	Aukema	Romaniuk	33	26	13	25
484	Stiff	Stiff	23	23	28	26
7249	Lincoln	Farrell	26	24	29	27
7955	Clayton	Shannon	13	29	37	28
7944	Wroldsen	Hickman	30	32	20	29
7970	Nurse	Doell	24	33	30	30
7474	Ackermann	Duff	39	27	22	31
6750	Brenot	Kisby	36	30	25	32
6751	Logue	Keeler	39	30	25	33
4659	Ashby	Fetzer	25	38	32	34
7322	Cazavrang	Pike	32	36	34	35
6564	Cameron	Nelling	34	34	35	36
7943	Rubin	Hanlon	27	39	37	37
7473	Revill	Atkin	35	38	31	38
7323	Smythe	Smythe	29	39	37	39
6641	Lucas	Lucas	31	38	37	40
7403	King	Kidd	39	42	42	41

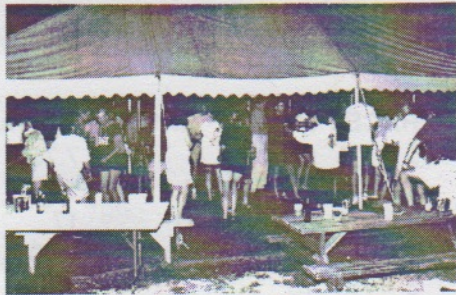
Westwood Regatta

July 15, 1995

RANK	SAIL	CLUB	HELM	CREW	RACE 1	RACE 2	RACE 3	TOTAL
1	7980	MSC	Jorg Pawlik	Julia Erichsen	2	5	1	7.75
2	7977	OHCC	Dave Bussin	Baac Bussin	13	0.75	2	15.75
3	7982	WSC	Chris Gorton	Dave Smith	3	3	11	17
4	6700	OHCC	Gary Bain	Sylvia Davidson	16	7	3	2.60
5	7472	MSC	Ann Savage	Abby MacInnes	8	13	7	28
6	7962	SJT	Frank Loritz	Anson Births	7	6	17	30
7	7955	OHCC	Rick Clayton	Lynn Shannon	10	18	5	33
8	7974	WSC	Paul Gerlich	Gary Drinkill	4	23	8	35
9	7943	TI	Norman Rubin	Henna Bongers	9	10	21	40
10	7403	OHCC	Ross King	Carol Kidd	17	9	15	41
11	6841	OHCC	Ken Browne	Doris Browne	15	8	20	43
12	7966	SJT	John Cawthorne	Jackie Grummit	14	22	9	45
13	7963	SJT	Ian Aukema	Mary Romaniuk	23	11	13	47
14	7562	MSC	Bruce Withrow	Sandra Swiatlowski	5	33	12	50
15	7630	OHCC	Ken Clarke	Sharon Palmer	0.75	4	46	50.75
16	7942	WSC	Liz Marin	Howie Glenn	19	30	4	53
17	7474	MSC	Uwe Ackerman	Janet Duff	28	20	6	54
18	7563	MSC	Tim Broughton	Mark Broecker	11	27	19	57
19	7988	MSC	Anne White	Steve Goode	12	2	46	60
20	7479	MSC	Todd Johnstone	Bob Frith	26	21	14	61
21	7964	SJT	Marek Balinski	Evelyn Simpson	21	16	31	68
22	6751	MSC	Bob Logue	Carmen Aradi	6	35	28	69
23	7166	OHCC	David Harris	Liz Oak	18	36	16	70
24	7971	SJT	Dianne Clark	Sabine Deyrich	20	28	24	72
25	275	MSC	Barrie Farrell	John Gilchrist	24	19	29	72
26	7970	SJT	Peter Nurse	Eric Cerny	30	26	18	74
27	7957	WSC	Chris Hanson	Kris Crowe	25	24	25	74
28	7973	WSC	Jim MacDonald	Sherry Mehta	36	12	26	74
29	7965	SJT	Jill Carey	Diane Sherlock	29	37	10	76
30	7707	WSC	Steve Neville	Aneesha Neville	32	15	35	82
31	7419	OHCC	Rod Dobson	Catherine Pawluch	33	14	36	83
32	6767	OHCC	Milutin Ajdacic	Helen Haresign	22	32	30	84
33	7968	SJT	Mary Newmann	Bill Cowlins	31	25	34	90
34	7958	WSC	Ken Price	Nancy Forsyth	42	29	23	94
35	7545	MSC	Derek Shenstone	Greta Keeler	37	31	27	95
36	7473	MSC	Barbara Revill	Ken Birse	40	17	39	96
37	7249	MSC	Will Lincoln	Deb Browne-Farrell	27	39	33	99
34	7953	TI	Sue Mason	Elizabeth Fedorken	34	34	32	100
35	7750	WSC	Aidan Kelly	Chris Beneteau	38	42	22	102
36	7887	WSC	Kinga Barwig	Rob Murray	35	41	38	114
37	7471	MSC	Wendy Joscelyn	Aymen Monged	41	40	37	118
38	7959	WSC	Dave Noel	Tom Elliot	45	38	41	124
39	7484	WSC	Jeff Graham	Karen Langhammer	39	44	43	126
40	7323	MSC	Betty Smythe	Karen Marshall	43	43	42	128
41	7967	SJT	Walter Boyko	Cathy Nichols	44	45	40	129

Mooredale Regatta

August 12, 1995



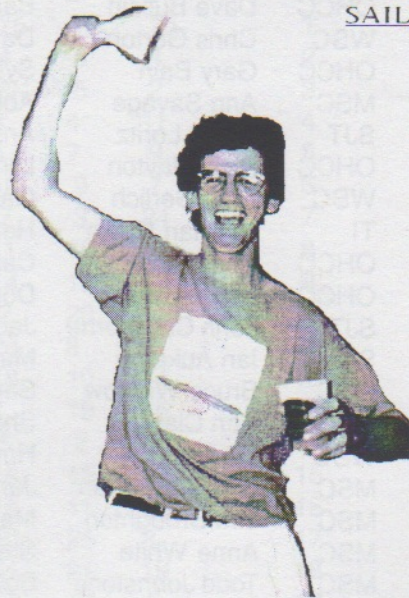
The crowd danced till they dropped to the music of "Go, Freddie, Go!"



Mooredale
SAILING CLUB



Karen Marshall and Tim Broughton had a good time



James O'Driscoll won a jib



Bruce Withrow and Sandy Swiatlowski (in Clearwater shirt) brought home the bacon. Catherine Spence and Jorg Pawlik were close

Photos by Merle Kisby

Mooredale Results

RANK	SAIL	CLUB	HELM	CREW	RACE 1	RACE 2	RACE 3	RACE 4	POINTS
1	7562	M	Bruce Withrow	Sandy Swiatlowski	0.75	8	18	0.75	9.50
2	7980	M	Jorg Pawlik	Catherine Spence	4	10	4	2	10
3	7949	O	Ken Clarke	Sharon Palmer	2	7	10	5	14
4	6700	O	Gary Bain	Sylvia Davidson	9	5	0.75	9	14.75
5	7982	WW	Chris Gorton	Robert Hickman	3	14	2	10	15
6	7563	M	Tim Broughton	Karen Marshall	10	4	16	4	18
7	7956	O	Richard Clayton	Lynn Shannon	16	2	5	12	19
8	7472	M	Ann Savege	Abby Macinnes	14	6	a	6	20
9	7964	TI	Gordon Chu	Clem Burrows	5	0.75	36	16	21.75
10	7967	StJ	Mike Morrison	Cathy Nichols	7	3	14	14	24
11	7970	StJ	Peter Nurse	Ann Richards	25	1.10	12	3	26
12	6841	O	Ken Browne	Doris Browne	11	12	3	23	26
13	7474	M	Uwe Ackermann	Janet Duff	12	17	13	1.10	36
14	7166	O	David Harris	Diane Percy	13	18	6	42	37
15	7943	TI	Norm Rubin	Henna Bongers	17	46	7	18	42
16	6751	M	Bob Logue	Barrie Farrell	24	21	17	8	46
17	7545	M	Derek Shenstone	Will Lincoln	32	24	9	13	46
18	7479	M	Todd Johnstone	Bob Frith	26	19	1.10	19	49
19	7403	O	Ross King	Carol Kidd	22	13	15	42	50
20	7974	WW	Michael Drinkwater	Scott Langstaff	27	15	22	15	52
21	275	M	John Gilchrist	Deb Brown-Farrell	36	28	19	7	54
22	7942	WW	Elizabeth Marin	Chris Benneteau	34	9	21	25	66
23	7544	M	Mark Bayley	Arnold Bayley	8	22	33	28	58
24	7964	StJ	Marek Balinski	Darota Konopacka	19	25	26	17	61
25	7473	M	Barbara Revill	Ken Birse	6	30	29	36	65
26	7320	M	Mark Broecker	Norm Montgomery	20	23	25	22	65
27	7966	StJ	Ray Tokarek	Jackie Grummitt	28	26	20	21	67
28	7968	StJ	Marilyn Smillie	Pam Pierc+F11ey	18	31	24	39	73
29	7963	StJ	Ian Aukema	Mary Romaniuk	33	16	28	34	77
30	7471	M	Wendy Joscelyn	Karen Atkin	23	27	40	31	81
31	7962	StJ	Frank Loritz	Alison Birtles	42	20	23	39	82
32	6750	M	Martin Cameron	Gianna Helling	29	29	38	24	82
33	7249	M	Laurie Harrison	James O'Driscoll	21	32	37	30	83
34	6664	M	Pablo S. Cazaurang	Alan Pike	31	46	35	20	86
35	7972	StJ	Jill Carey	Diane Sherlock	30	36	30	26	86
36	7971	StJ	Dianne Clarke	Larry Rogers	15	34	43	39	88
37	7953	TI	Sue Mason	Elizabeth Fedorkow	37	33	27	32	92
38	7323	M	Betty Smythe	Hasmi Giakoumis	40	38	31	29	98
39	6760	M	Merle Kisby	Teresa Miolla	38	39	34	27	99
40	7933	TI	Neil Wilson	Kevin Mills	41	37	32	35	104
41	7468	TI	Mike McCann	Sujata Berry	36	40	41	37	113

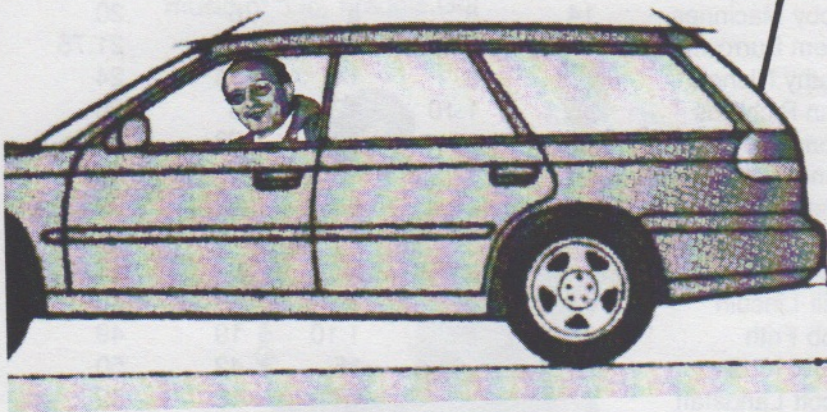
Shackles and Cringles

A Serious Page

Bussin, Bouyancy and Barney

When we last met our hero he was saving upper battens, boots and sun glasses while taking photographs of passing tourists in Portsmouth Harbour ("...And what Sort of Day did you have, Dear?" in Shackles and Cringles, July

During a post-Worlds' deep debriefing on the OHCC lawn Worlds' crew, John Freeman: Not all the water in the bot- did have this little problem with bouyancy.



He will tell you, with tears in his eyes, that it was not pretty seeing Barney above the traffic, just beginning a dive that would test whether Ontario express-dimples more readily than Ontario Yachts fiber glass.

Barney got the soft shoulder.

And uncle Donald took care of the wet spot.



1995).

Dave Bussin admitted what he dared not tell his tom of the boat came from the Bussin boot. Barney

Several attempts had been made to discuss the matter, but there had been no progress. The time had come to visit uncle Donald Oakie for some training sessions. Uncle Donald is known to be a whiz with wet finishes.

Dave tied Barney to a leash and started the early morning trek along the QEW to uncle Donald's Oakville cabin.

At some point Dave felt the need to rest his eyes from the lane-switching mayhem that characterizes rush hour traffic on Toronto's express-ways. He checked the rear view mirror.



airborne way asphalt

Can Anyone Help?

Shadow Lake Sailing Club

is looking for used Albacore masts for our Skean boats.

Please contact Rick 905 839 8978 (Home)

416 808 4108 (Business)

**International Albacore Association
News Report - October 1995**

The 1995 Worlds has come and gone in such a flash that I must admit that it is only now that I've begun to put in perspective the significance of the event.

Worlds 1995 began in the Fall of 1993 in Rehoboth, Delaware when the IAA Executive Committee selected Kingston, Ontario as the 1995 venue. In the 21 months that elapsed between Rehoboth and Kingston we strove diligently to create an Albacore Worlds that would have excellent racing (the weather gods willing) and an enjoyable off the water spectrum of activities. Your words of thanks say we achieved our goal.

I was fortunate to recruit an outstanding Worlds Committee. For the sake of the recorded history of our class I once again pay tribute to their efforts and dedication. From all accounts Worlds 1995 was a resounding success. To each of you my sincere thanks. Without you it simply would not have happened.

Worlds Committee

Treasurer	Ian Rogers	Royal Canadian Yacht Club
Accommodation & Mementos	Gord Chu	North Toronto Sailing Club
Jury Co-ordinator	Peter Vasoff	St. Jamestown Sailing Club
Program	Mike Leishman	Pointe au Baril Sailing Club
Measurement	Rick Clayton	Outer Harbour Sailing Club
Sponsorship	David Harris	Outer Harbour Sailing Club

Regional Advisors

Guelph	John & Alistair Martin	Conestoga Sailing Club
Waterloo	George Roth	Conestoga Sailing Club
Ottawa	John Bryant	Nepean Sailing Club

International Advisors

Peter Fontes	United Kingdom
Jonathan Weeks	United Kingdom
Ken Ayrton	United Kingdom
Michael McNamara	United Kingdom
David Yemce	United States
Daphne Byron	United States
David Wallerstein	United States

Regatta Officials

Race Committee Chair	Carol Percy	
Results	Bruce Percy	
Race Committee	Betty Smythe	
	Jake Smythe	
Chief of Jury	Owen Morgan	
Jury Members	Peter Vasoff	
	Mike Nicoll-Griffiths	
	Gord Crothers	
	Roy Hinton	
Measurers	Ted Mallett	Royal Canadian Yacht Club
	Bob Stiff	Outer Harbour Sailing Club
	Milutin Ajdacic	Outer Harbour Sailing Club
Cork Commodore	Tim Irwin	
Chairman	Ross Cameron	
Office	Sue Parkinson	
Photographers	Geoff Webster	
	Tof Nicoll-Griffiths	

Special Worlds Awards

Presented to the following worthy of the respective honours.

Permanent Trophy Awards

The Governor's General of Canada's Trophy presented by the CAA to the winning Worlds Crew

Mike McNamara & Michael John Gifford United Kingdom

The Pewter Tankard presented by the N(UK)AA to the 2nd place Worlds Crew.

John Clark & Don Ruddy Canada

The President's Wall Plaque presented by the USAA to the 3rd place Worlds Crew.

Peter Snowdon & Deborah Snowdon United Kingdom

Freedom Trophy (A mounted chunk of the Berlin Wall given by Julie James.)
(Presented to Top crew not from the host country nor in the top 3 positions)

Ian & Roger Houston United Kingdom

Anton McNamara Memorial Award presented to the Skipper winning the last Worlds race.

Mike McNamara United Kingdom

Top Crew Award

Mike Gifford United Kingdom

Scottish Award (To the top Scottish Team)

Derrick Ethell & Hugh Porter Scotland

Note: This trophy was lost in the UK container after the '93 US Worlds so it was not actually presented at Worlds 95, but it is acknowledged here after the fact. Derrick Ethell tells me he will look into having the Scottish NAA representatives present a replacement trophy.

Non-Permanent Trophy Awards

Top Female Team	Ann Savege & Abby MacInnes	Canada
Oldest (Combined Age) Crew	Peter Fontes & Judy Fontes	United Kingdom
Youngest Crew	Niall Martin & Amanda Oates	Canada
Top Husband & Wife Team	Peter & Debra Snowdon	United Kingdom
Top Parent and Child Team	Ian & Shane Black	Canada
Most Tolerant Crew	My crew - Chris Petersen	Canada
Acrobat Award	Mike Morrison & Cathy Nichols	Canada
-(For a spectacular somersault out of boat followed by a planing dump! Do you teach?)		
Best Dressed Sailor	Dennis Wettlaufer	United States



Deborah and Peter Snowdon



Abby MacInnes and Ann Savege



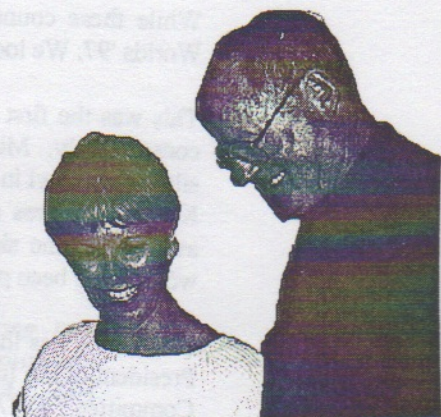
Niall Martin and Amanda Oates



Chris Petersen and Most Tolerant Wife



Michael John Gifford and Mike McNamara



Cathy Nichols and Mike Morrison



L to R: Peter and Deborah Snowdon, Mike and Mike, John Clark and John Ruddy



Julie James with Ian and Roger Houston



Dennis!



Rosemary Helmer with Peter and Judy Fontes

Significant Albacore Firsts

For those of you who were not at the Worlds and for even some who were at the Worlds but may not have been aware some significant firsts took place at Worlds 1995.

- For the first time in 14 years (since 1979) our Canadian Junior Champions raced at Worlds. (Niall Martin and crew Amanda Oates). We need Junior Champions worldwide in attendance at Worlds. NAA and USAA please identify.
- Two past World Champions were racing at Worlds '95 Mike McNamara of the UK (1991, 1993, 1995) and John Clarke, Canada (1987 and 1989). They placed 1st and 2nd respectively.
- Members from every country went home with a prize; either a prize for being top 10 in a race or overall or a friendship prize presented by the Canadian Team members who donated regalia from their respective member clubs.
- Cyprus and Bermuda were invited to attend Worlds 95 and their flags were included on our Worlds T-shirts along with Ireland. (Ireland has been represented at previous Worlds.) While these countries did not field representatives thoughts were set in motion to attend Worlds '97. We look forward to seeing them there.
- This was the first time an Albacore sailor won the Worlds for the third time not to mention consecutively. Michael McNamara took home the Canadian-donated Governor General's silver rose bowl in 1991 at Crammond, Scotland, in 1993, at Rehoboth, Delaware, and 1995 at Kingston. It was also the first time Michael won his late brother Anton's namesake trophy awarded to the skipper winning the last race of the Worlds. Congratulations Mike, Anton would have been proud of you!
- 1993-1995 was the first time in its 13 event, 24 year history that a woman (yours truly) was President of the International Albacore Association and Chairman of the Worlds Organizing Committee. (1971 was the commencement of World Championships and the year the International Albacore Association was formed.)
- The IAA hosted a one day Demonstration Event to allow the UK to showcase various types of shroud adjustment gear which can be used while underway. (i.e. sailing.) These adjustments are permitted under the UK prescriptions, but prohibited under the US and Canadian prescriptions to the Albacore Class Rules. The IAA should continue to make use of demonstration events at World Championships to showcase other elements of the Class and proposed changes.

At the accompanying IAA Meetings which are held every two years at the time of the World Championships, we had a number of important discussions and a number of significant decisions were taken to help strengthen the Albacore class development. We continued with the format pioneered at the 1993 Rehoboth Meetings by then President David Wallerstein. We had an Open Meeting of IAA Members followed by a closed meeting of the IAA Executive with invited representatives from the Executives of the NAA (UK), USAA and CAA Executives in attendance,

The following are the highlights of these meetings:

Shroud Levers Forum

After much discussion it was the general consensus that the Class cannot come to a uniform position on this issue and that it is better left alone to remain one of a few rules which the UK, Canada and the US cannot agree upon. Hence, rather than persuade either side to change with some significant ruffling of feathers and potential bad feeling it was agreed to let this matter rest. The current acceptance or prohibitions of adjustable shrouds by country at this time seems to best suit the respective markets. These differences should be respected until such time as the individual countries wish to change their respective positions based on a polling of their members' view. Enough said.

Open IAA Meeting

(Attended by any member of the Class wishing to attend and some observers.)

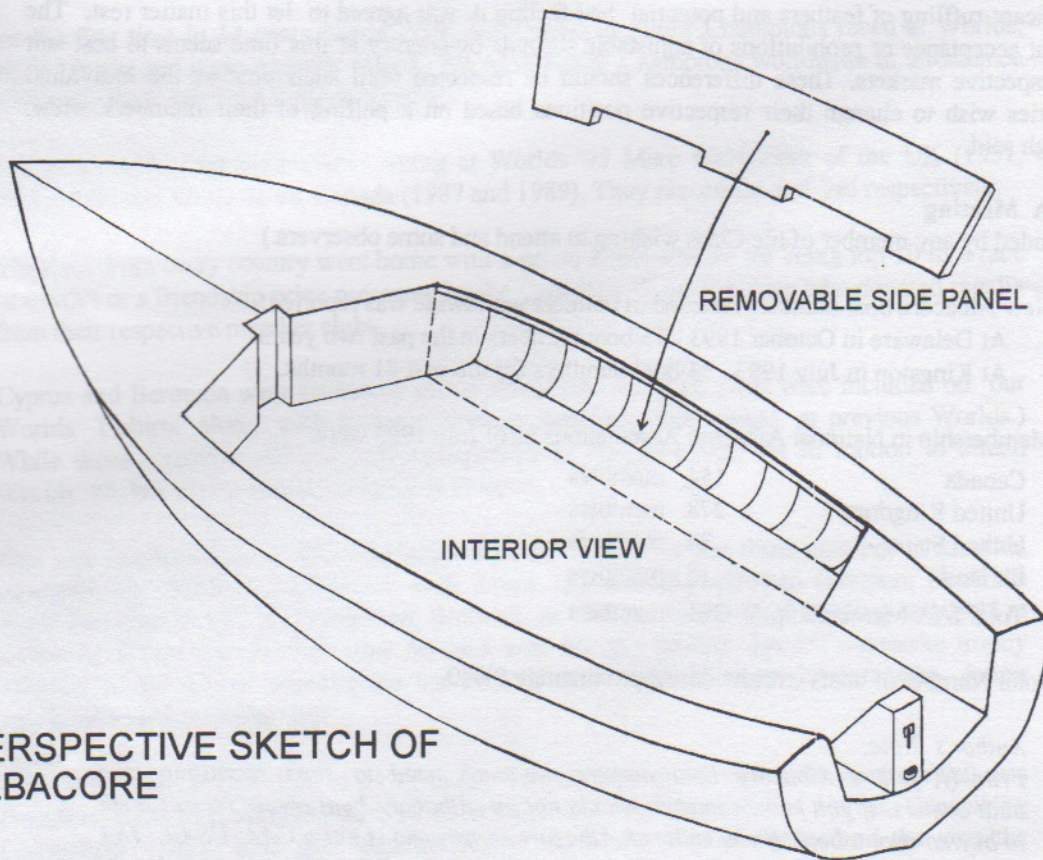
- New Albacore boat numbers released to builders worldwide was reported:
 - At Delaware in October 1993 - 75 boat numbers in the past two years.
 - At Kingston in July 1993 33 boat numbers for the past 21 months.
- Membership in National Albacore Associations as of July 1993 were.

Canada	154	members
United Kingdom	278	members
United States	34	members
Ireland	<u>15</u>	<u>members</u>
Total IAA Membership	301	members
- Total Number of boats worldwide: Approximately 8,000.

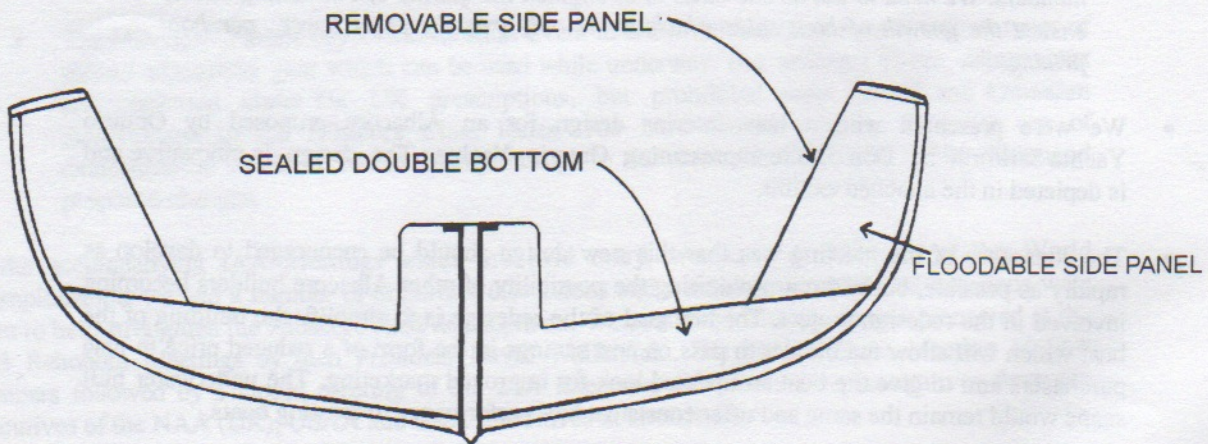
Author's Note:

Frankly, fellow Albacore boat owners, we each need to start recruiting new boat owners. If you know someone who is not an Albacore boat owner recruit them to buy/co-own a boat. If you know an Albacore owner who is not a CAA, USAA, IAA or NAA member, recruit them into your association. Remember, strength lies in numbers. We need to act as one class to strengthen the quality of our sailing and to ensure the growth of boat sales which is the only true driver of lower per boat pricing.

- We were presented with a new interior design for an Albacore proposed by Ontario Yachts/Sailforth by Don Oakie representing Ontario Yachts. The design is innovative and is depicted in the attached exhibit.
- The consensus of the meeting was that this new design should be encouraged to develop as rapidly as possible, but without prohibiting the possibility of other Albacore builders becoming involved in the redesign project. The key goal of the redesign is to simplify the building of the boat which will allow the builder to pass on cost savings in the form of a reduced price to new purchasers and to give the boat an updated look for improved marketing. The underwater hull shape would remain the same and offer consistent hull performance to existing boats.



PERSPECTIVE SKETCH OF ALBACORE



CROSS SECTION AT STATION 7 1/2 FEET

© ONTARIO YACHTS

IAA Executive (Closed Meetings)

Ending the completion of two years of hard work, Ian Rogers, Canada and Peter Fontes, UK presented an updated draft of the IAA Constitution last revised at Gywnn's Island, Virginia, 1981. Needless to say much had changed in the last 14 years. After lengthy debate and suitable amendment consensus was achieved. While a painful process at times, it had to happen and I thank those who stayed the course even though we sometimes yelled at one another to make ourselves heard. Thank goodness it is done and we are all still on speaking terms. The end product will see the class into the future and I encourage each National Association to openly publish the 1995 edition of the IAA constitution to their members. There should be no secrets among boat owners on this document.

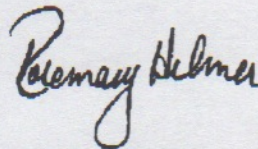
Key changes include:

- lowering of the minimum number of boat owners a National Association requires to become an IAA Member country (a voting member) from 150 to 15 and Associate Members (non voting). This enabled the USAA to be reinstated and the newly formed Irish AA to join the MA, both as voting Members.
 - requirement of two countries votes to make up a majority to pass any IAA motion.
 - clarification of the process for discussion and approval of any proposed Class Rule changes.
- A new Technical Sub-Committee of the MA chaired by Ron James, new UK, IAA member was established to review the technical merits, rules issues and construction demands of redesigning the **Interior only** of the Albacore. This committee has already begun its work with initial preparation of objectives for the proposed redesign. They are now working on negotiation of proposed rule changes, if any. The representatives appointed to this Sub-Committee were comprised of Chiefs of Specifications and/or Chief Measurers or their designates from each country and those who have a strong technical interest/knowledge in this issue.

Ron James, Chair	United Kingdom
Ken Ayrton	United Kingdom, NAA & IAA Chief of Specifications
Michael McNamara	United Kingdom
Lloyd Walker	United Kingdom
Rick Clayton	Canada, CAA Chief Measurer
Jorg Pawlik	Canada
Barney Harris	United States
Bob Harwood	United States

We will keep you advised of the developments coming out of this committee.

- The venue for the 1997 Worlds was selected as Hayling Island Sailing Club at the south of England. (Let us try to get a container of 5 Canadian boats and 8 US boats across the pond to England.) Let me know if you are interested.
- It was agreed that we the IAA would begin discussions with the Royal Yachting Association to secure the transfer of the copyright to the Albacore Class rules to the International Albacore Association for the betterment of our class. We will keep you posted. This is critical to the uniform and orderly development of universal class rules for our class worldwide. A principle held to strongly by the AA.



Rosemary Helmer
Past President & Current Secretary
International Albacore Association