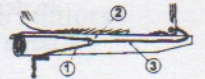


Volume XXXVI; Number 1 **Shackles and**

Cringles

January 1996

Canadian Albacore Association



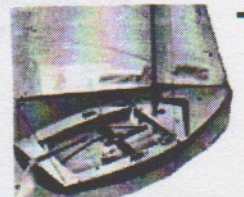
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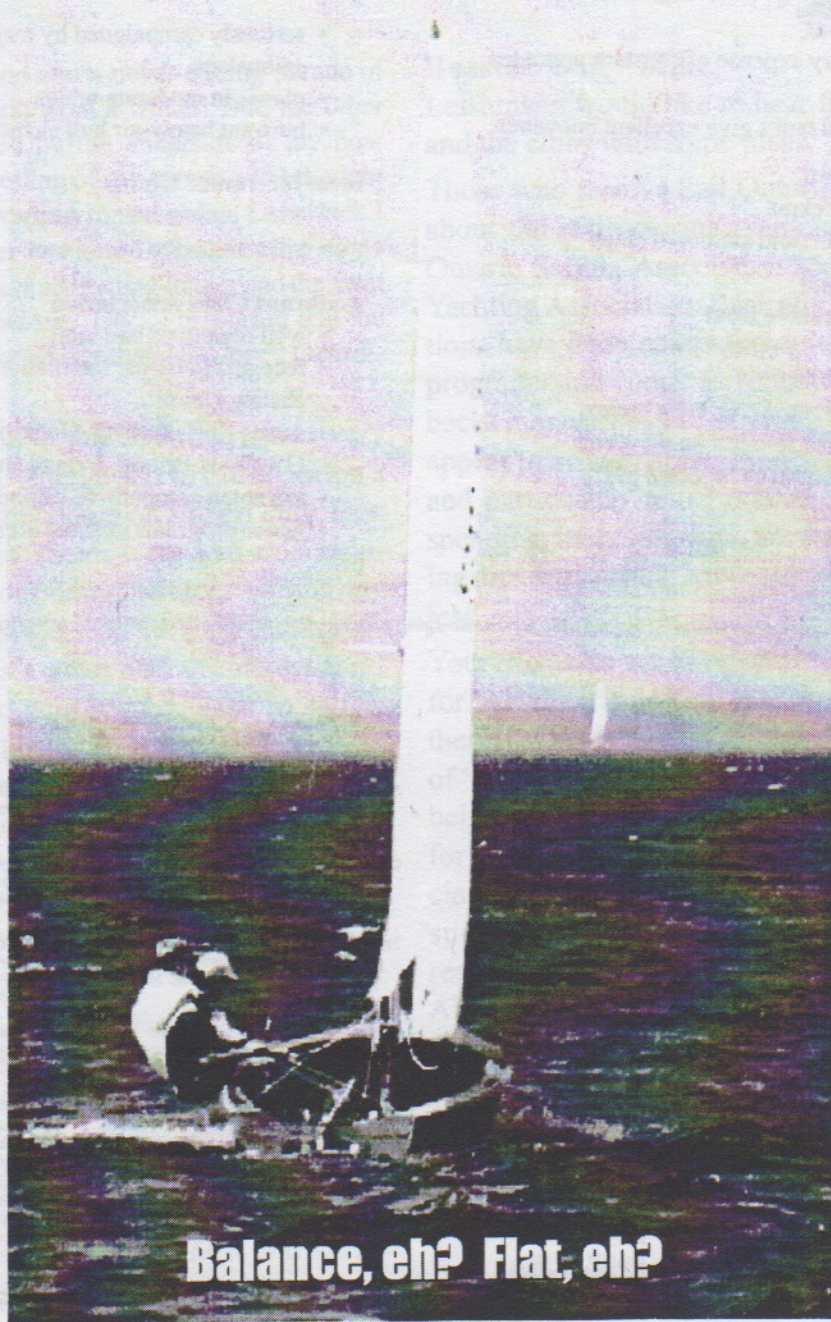
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Balance, eh? Flat, eh?

Photo by Rick Clayton

McNamara and Gifford in Kingston

The Peter V. Contest
and more....



Canadian Albacore Association

P.O. Box 31087, 725 College St., Toronto, Ont. M6G 4H7

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A One-Design Boat

- no unnecessary expense of constant upgrades in design.
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- 4 to 5 juniors will fit easily
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A vibrant Class Association

- well organized and vital
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- 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

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Shackles and Cringles is a quarterly publication of the Canadian Albacore Association

Commodore's Comments

By Bob Stiff

THE NEXT SAILING "FIX"

Now, ice, wind and a never-ending parade of smiling skiers; what a winter! But, the other day I brushed by the underside of my boat hanging from the ceiling of my garage and I thought about the big job waiting for me there. Last week I took my boat cover to Hans Gottschling for some adjustments. The days are getting longer and the Boat Show is now a memory. Docks-in, spring and the next sailing 'fix' are nearer than last year's Canadians.

Our representation at the Boat Show was very successful, thanks in large part to Chris Gorton's hard work and many hours on and off duty. Don Oakie and Ontario Yachts were also most helpful in providing our demonstrator. During my short stint at the display on the final Sunday afternoon there was a great deal of interest and I met many people who owned, used to sail or knew someone who had an Albacore. There was much interest in what happened when you pulled on this, where to find parts and where to sail. The clubs were actively distributing brochures with membership information and a large number of Albacore owners and potential Association members were noted in Chris's log book.

The Preliminary 1996 Regatta and Racing Schedule is in this issue of Shackles & Cringles. Gord Chu has held many discussions and meetings with the clubs and has successfully coordinated the majority of requests. It's not too early to make holiday plans around those major events. The Junior Canadians still needs a host and David



Bussin and Mike

Leishmann would like to hear from the Juniors and the clubs with some ideas.

Those who receive Sail Ontario will have read about the restructuring plans in place for The Ontario Sailing Association and The Canadian Yachting Association. Basically, these organizations have been compelled to re-evaluate their programs and focus to reflect significant cut-backs in government funding. The initial results appear to be very appropriate. All organizations and particularly those related to discretionary spending, including ours, are faced with declining membership and having to achieve more with less.

Your executive has developed a balanced budget for '96 which is dedicated to preventing any further erosion of our capital fund after several years of 'usual' expenditures exceeding revenues. We believe that the capital fund must be reserved for special and significant projects. Our Association also depends on volunteerism for our success and we hope that everyone will rededicate themselves to the objects of the Albacore Class during the coming sailing season. Every member should undertake to find one new member.

Good Sailing!

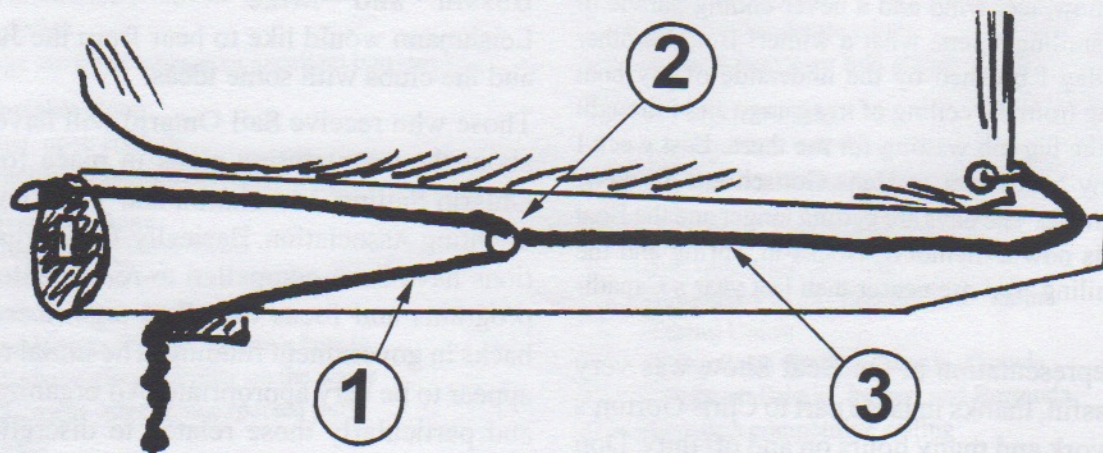
Bob Stiff, Commodore

The Outhaul

The outhaul is used to tighten the foot of the mainsail. One of its most annoying features is that it sometimes stops working. Many Albacore sailors throw up their hands in frustration at that point because the friggin' thing is inside the

Oh! Is that how it works? Another one in the irregular series

If neither of these are a problem then it is most likely that line 1 has become twisted or that 1 and 2 have become intertwined. There seem to be two common causes for this. Often the lines are too long so that the motion of the boat can have its evil ways with the loose ends. The other prob-



boom and how the hell are you supposed to get it in there, eh?

Step 1:

Go to page 6 and check out which one of our sponsors makes the kind of brew that would help you move to step 2. Have one.

Have another.

Look at the diagram to figure out how the thing is supposed to work.

If you see two diagrams, give up for the day and resolve to try another sponsor next time around.

If you see one diagram, go on to step 2.

Step 2, analyzing the construction:

The outhaul uses two lines (labeled 1 and 3 in the diagram) and a single block (labeled 2 in the diagram). One end of line 1 is dead-ended with a knot in or near the gooseneck plate; its other end runs through a cleat about 50 cm aft of the gooseneck. At the distal point of exit line 3 usually runs through a sheave.

Step 3, analyzing the problem:

First check whether or not the foot of the main sail is able to move freely in its groove.

Next check whether or not the outhaul line has wedged itself between the exit sheave and the boom.

lem is that application and release of tension on line 3 will make it twist around its longitudinal axis. The cheaper the line, the more twist.

Step 4, fixing the problem:

Replacing line 3 with shroud wire may add a bit of weight to your finely tuned racing edge and will create a need for a shackle at the other end, but it definitely cuts down markedly on the problem of twist.

Undo the knot in line 1 at the gooseneck plate and attach a very good length of whipping twine or other thin line.

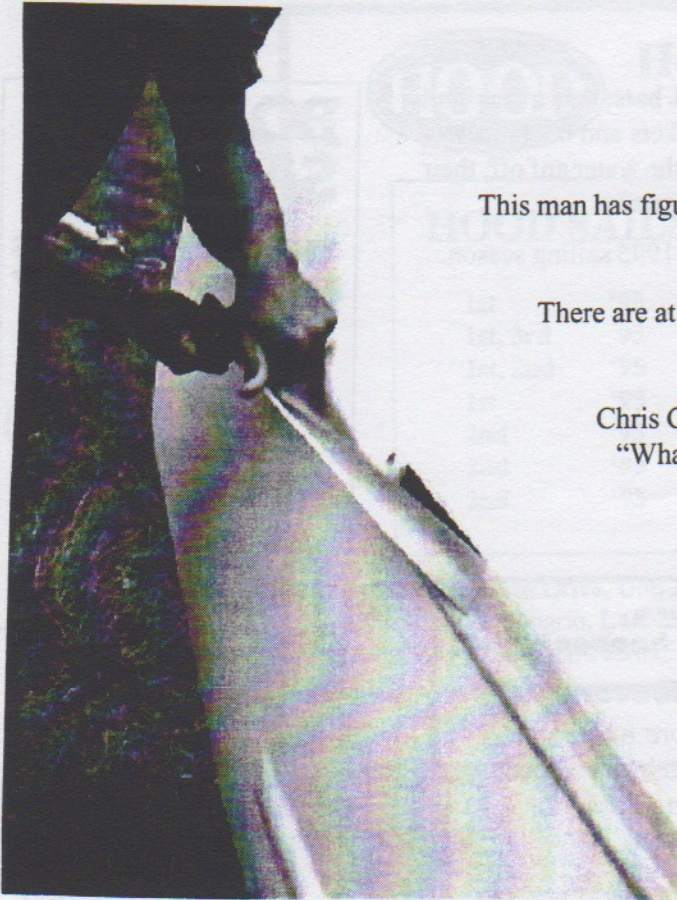
Reach in under the exit sheave at the stern end of the boom and carefully pull out the works. If the thing won't come out all the way you have a mother of a twist and if you get angry at this point you'll blow it. Attach another piece of whipping twine to the end of line 1 that's coming out through the cleat near the gooseneck. Continue to pull carefully from the stern end.

Once everything except the rescue ends of the whipping twine is out of the boom, repair and replace.

Reattach the whipping twine ends in such a way that you'll be able to pull the new line through the existing holes.

Use the whipping twine to pull everything back into place, make the required knots, cut off any excess line and have another brew.

Ask the Experts



This man has figured out a way of making ace centerboard gaskets.

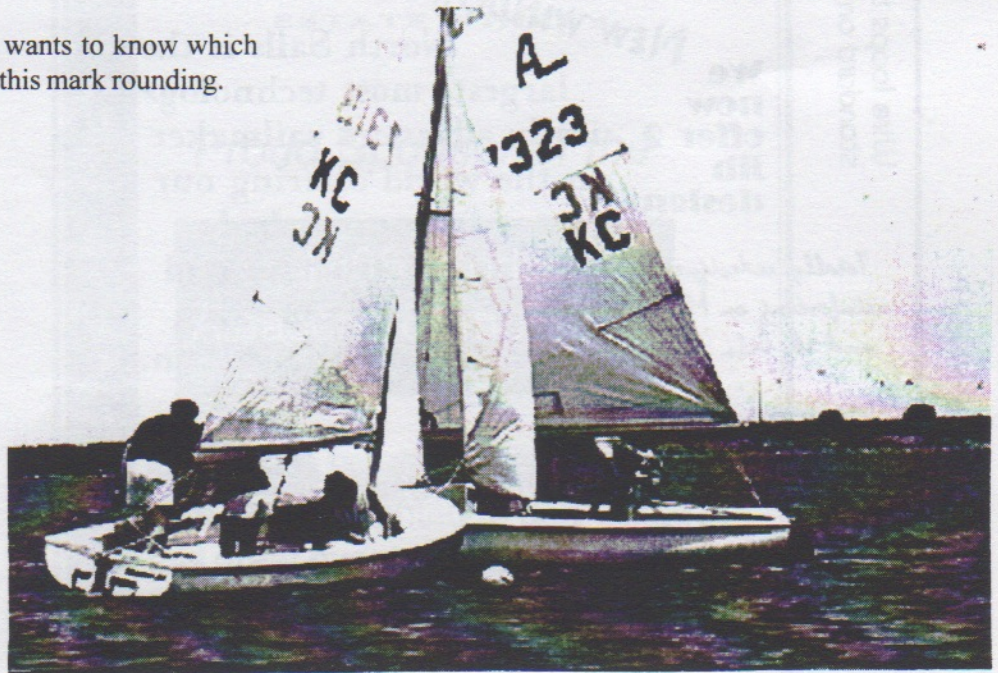
There are at least two others who have figured out better ways.

Chris Gorton (Westwood Sailing Club, Toronto) asks:
“What’s the best way to make a centerboard gasket?”

Heather Wroldsen (CAN 7944, Outer Harbour Center Board Club, Toronto) has a toughie:

“After I came back from the Worlds’ I noticed that my hull has undulations in it where I had placed the straps during trailering. How can I get rid of those undulations?”

Pablo Cazaurang (Toronto) wants to know which yacht has the right of way at this mark rounding.



Know our Sponsors

They donated liquids and solids; sails and hats; key rings and centerboards; epoxy kits and ditty bags, jackets and books; advertising space and gift certificates; advice on the water and off; their time and their encouragement. Mostly their encouragement.

These pages show some of our sponsors during the 1995 sailing season.

There were others.

Thank you.

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North News...Whats happening

with Albacore sails

Wire loops through jib clew ring standard on 1996 models

In 1995, over 40 new suits of North's winning Championship sails hit the water (thanks to all our customers).

All North Albacore sails are digitized and cut by computer on a laser cutting table for 100% accuracy and consistency

NEW WINDOWS IN THE MAIN

We now offer 2 jib designs

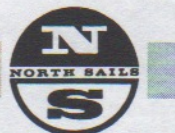
Totally redesigned reinforcing on Mains and the Jibs.

North Sails is the largest, most technologically advanced sailmaker in the world offering our customers unmatched design, construction and people to help you sail faster and have more fun.

Give us a call...

There is a difference!

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1st	'95	Westwood Regatta
2nd	'95	Mooredale Regatta
2nd	'93	US Nationals
2nd	'93	Worlds

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Mississauga, Ontario, L4X 2H1
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R

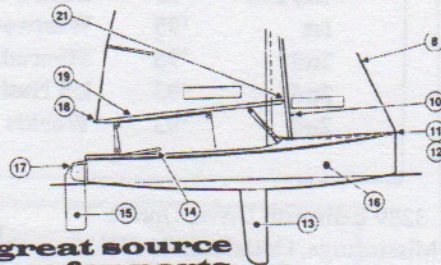
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Ontario Yachts, Limited

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improving Albacores
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for parts

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Trinidad rum you did very best.

Sailing the Information Highway

by Karen Atkin

Reprinted from 'Gybe Talkin', v21 n1 (1996) Newsletter of the Mooredale Sailing Club, Toronto. With permission.

It is possible to go sailing without leaving the comfort of your own home (or office) by sailing on the information highway. I have discovered some of the following Web Sites that people may find interesting, including some, such as the weather, which are actually useful. Once Environment Canada starts charging for phone calls to the (marine) weather information line, it will be easier and cheaper to get the conditions and forecast via the web. Have fun sailing the web!!



Weather

<http://www.on.doe.ca/text/fpcnll.wto/>

Marine Weather

<http://www.on.doe.ca/text/fpcn21.wto/>

IYRU Home Page

<http://www.paw.com/sail/IYRU/>

CORK

<http://www.novatech.on.ca/nautical/corkintr.html/>

The Sailing Source - The Internet Sailing Magazine

<http://www.paw.com/sail/>

Mark Rosenstein's Sailing Page

<http://community.bellcore.com/mbr/sailing-page.html/>

AnneMarie's Sailing Page

<http://www.xs4all.nl/~avdberg/sailing/htm/>

Guide to the 1996 Olympic Games

<http://atlanta.olympic.org/index.html/>

Guide to the 1996 Olympic Games - Yachting

<http://atlanta.olympic.org/sports.yachting/yachting.html/>

CYA Home Page

<http://www.cdnsport.ca/~smorrow/>

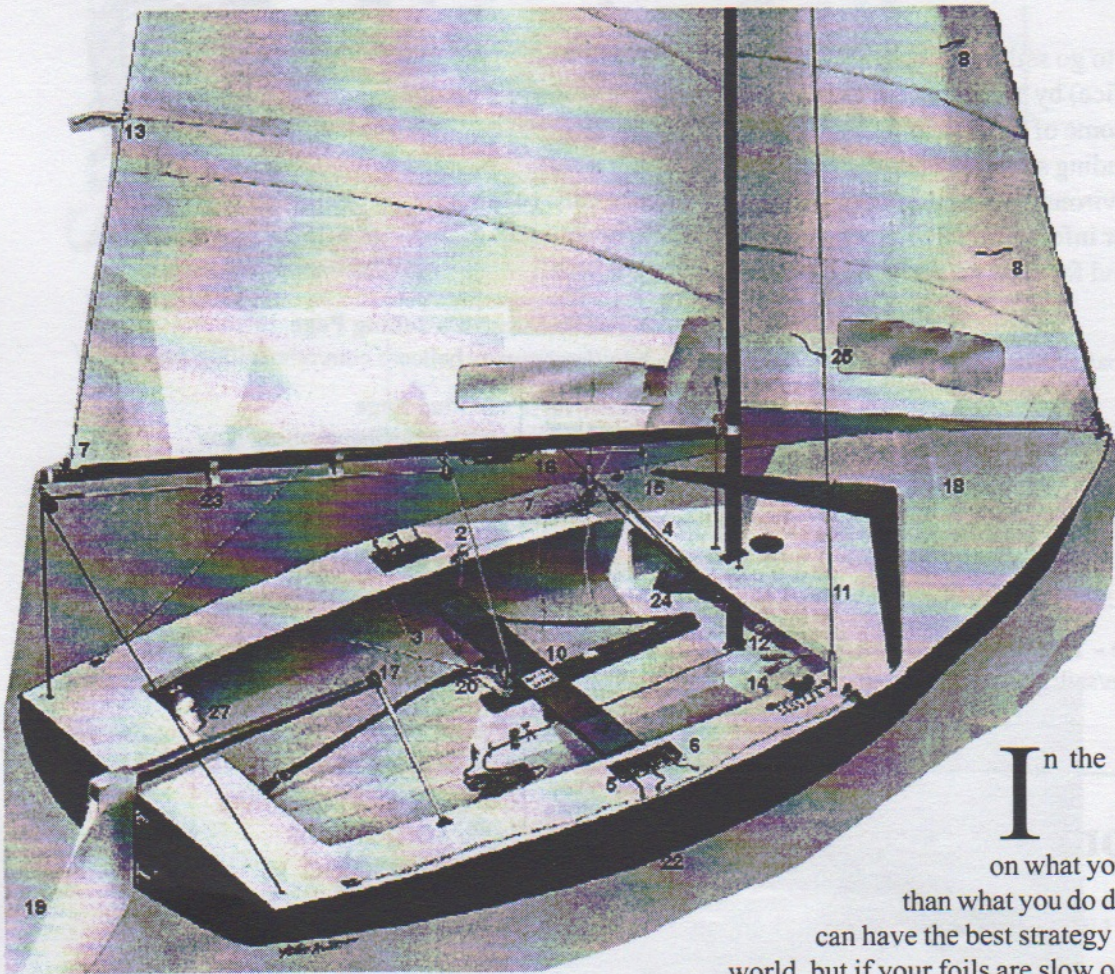
News from the Net

Released by the US Navy (Daily Telegraph, London, January 12, 1996)

- #1: Please alter your course 15 degrees to the north to avoid a collision.
- #2: Recomend you alter your course 15 degrees to the south to avoid a collision.
- #1: This is the Captain of a US Navy ship. I say again, alter YOUR course.
- #2: No, I say again, you alter YOUR course.
- #1: **THIS IS THE AIRCRAFT CARRIER ENTERPRISE. WE ARE A LARGE WARSHIP OF THE US NAVY. ALTER YOUR COURSE. NOW!**
- #2: This is a lighthouse. Your call.

The Racer's Edge

Adapted from Dellenbaugh, D.; *Boat Preparation*. *Sailing World*, May 1989, pages 54-55.



In the sport of sailing, success often depends more on what you do *before* a race than what you do during a race. You can have the best strategy and tactics in the world, but if your foils are slow or if a hiking strap breaks on a beat, you will not be first around the buoys.

Pre-race preparation is especially important in one-design racing. When all the boats are nearly identical, you have to look for any way possible to make your boat a little faster and a little easier to handle. Even if that final wet-sanding of your rudder will have a minimal effect on your actual speed, the psychological boost can be tremendous.

With this in mind, here are some small tricks and ideas that can give you a physical and mental "preparation edge" over the competition.

The Racer's Edge

1. Use electrical tape to cover sharp edges. Smear silicone seal over tape ends to keep them from coming loose.
2. Make your hiking straps easily adjustable to facilitate switching from straight-leg hiking (tighter straps) to droop hiking (looser).
3. Use a shock cord to hold up hiking straps in normal hiking position. Check strap attachment points for chafe every day.
4. Boomvang lines should be prestretched or Kevlar to minimize stretching. Main and jib sheets should be thicker and softer than control lines.
5. Colour-code control lines. It is easier to ask an inexperienced crew to pull the yellow line than to explain where the cunningham is.
6. Mount control cleats so lines are easy to adjust from a fully hiked position. Keep cams free of dirt. Don't leave lines in them when storing the boat.
7. Put numbered reference scales along the outhaul, jib tracks and so on.. This will make it easier to duplicate fast settings.
8. Place telltales about 6" to 12 " aft of jib luff. Keep them away from sail seams. To get rid of static electricity, spray yarn telltales with a lubricant like WD-40.
9. Store code flag "B" (the protest flag) where someone can quickly grab it in case of protest.
10. Tape a diagram of code flags into the cockpit for easy reference. You can get this from the rulebook and cover it with plastic or buy a plasticized version from your sailing supply store.
11. Use a Loos tension gauge to measure and duplicate precise shroud tension.
12. Make sure bouyancy tanks are bone dry and air-tight. Check port covers and plugs before sailing each day to be sure they're tight.
13. In windy conditions, use a stitch or two to keep each batten in its pocket. Carry a spare batten of each size just in case.
14. Keep two top battens on board: A soft one for light air and a stiffer one for a breeze.
15. Cut all line tails as short as possible to minimize tangles.
16. All clamcleats should be metal. Plastic ones wear out more quickly and don't hold as well.
17. Use a solid rubber universal on your tiller extension to reduce play and get best feel.
18. Get rid of all non-essential weight, especially in the ends of the boat and aloft.
19. Sand trailing edge of centerboard and rudder to eliminate concavity and thereby reduce speed-robbing vibration.
20. Adjust the height of the main sheet cam so that the mainsheet is just above the cleat when you're holding it from a hiked position.
21. Shim the head of the centerboard (or the inside of the trunk) to get a tight fit, especially along the bottom of the trunk.
22. Wet-sand the entire bottom with 600-grit paper on a block.
23. Use duct tape, wire, webbing, or sailcloth to make loops on aft part of boom. These hold up the main sheet and keep the helm from getting strangled.
24. Carry a ditty bag. Include pieces of line, shackles, knife, tape, screwdriver, pliers and so on.
25. For tangle-free telltales on shrouds, attach the yarn to a plastic bushing that rotates around the shroud. Place it on top of a stainless steel washer that is held up by a small wrap of tape around the shroud.
26. Carry a grease pencil to write compass headings on your deck or on a clear piece of plastic mounted on the deck.
27. For easy drinking while racing, use a juice-filled bicycle squirt bottle that was frozen overnight.

1996 ALBACORE REGATTA SCHEDULE

As of February 5, 1996

DATE		EVENT	HOST CLUB	LOCATION
April 27		Spring Vice Regatta	Mooredale S.C.	Outer Harbour
May 25	NC	Warm Water Regatta	Conestoga S.C.	Conestoga Lake
May 26		Harbour Master	RCYC	Inner Harbour
June 1-2		TARTS	TS&CC	Humber Bay
June 2		Peterborough Examiner	Peterborough S.C.	Clear Lake
June 8-9		RCYC Open	RCYC	Inner Harbour
June 15-16	NC	Nepean Open (?)	Nepean S.C.	Nepean
June 16		Harbour Master	Westwood S.C.	Outer Harbour
June 22-23		LSSA	ABYC	Ashbridges Bay
June 30		Centennial Regatta	Peterborough S.C.	Clear Lake
July 7		Harbour Master	OHCC	Outer Harbour
July 13		OHCC Regatta	OHCC	Outer Harbour
July 20		Westwood Open	Westwood S.C.	Outer Harbour
July 21		Harbour Master	Mooredale S.C.	Outer Harbour
July 27		Women's Helm	St. Jamestown S.C.	Outer Harbour
July 28		Harbour Master	St. Jamestown S.C.	Outer Harbour
August 4		Balsam Lake Open	Balsam Lake S.C.	Balsam Lake
August 10		Lake Ontario Challenge	Bronte Harbour Y.C.	Oakville
August 10		Mooredale Open	Mooredale S.C.	Outer Harbour
August ?????	NC	Albacore Junior's	TBA	TBA
August 11		Harbour Master	Westwood S.C.	Outer Harbour
August 17		PABAR	Pointe au Baril S.C.	Georgian Bay
August 17		New Skipper's Race	Westwood S.C.	Outer Harbour
August 18		Team Racing	TBA	TBA
August 24		Toronto Island Open	Toronto Island S.C.	Inner Harbour
August 25		Harbour Master	Toronto Island S.C.	Inner Harbour
Aug 31/Sept 1		St. Jamestown Open	St. Jamestown S.C.	Outer Harbour
September 7		Round the Island	Klinger (J-Town)	Toronto
Sept. 7-8	NC	Fanfare '96 (Area 10)	Nepean S.C.	Nepean
September 8		Harbour Master	St. Jamestown S.C.	Outer Harbour
September 13-15		Canadians'	Geneva Park	Lake Couchiching
September 14		Not-theCanadians'	Mooredale S.C.	Outer Harbour
September 21		Fall Vice Regatta	Mooredale S.C.	Outer Harbour

Races still to be designated for Gooderham Series
 NC = Venue or event not yet confirmed

TBA = To Be Announced

Scoring Responsibilities:

- Harbour Master's Series: Ian Aukema, St. Jamestown
 Telephone: 416 225 3108
 Fax: 905 851 6460

1996 TORONTO FRIDAY RACE SCHEDULE

DATE	HOST CLUB	LOCATION
May 3	Mooredale	Outer Harbour
May 10	St. Jamestown	Outer Harbour
May 17	OHCC	Outer Harbour
May 24	Mooredale	Outer Harbour
May 31	Westwood	Outer Harbour
June 7	Toronto Island	Inner Harbour
June 14	St. Jamestown	Outer Harbour
June 21	OHCC	Outer Harbour
June 28	Mooredale	Outer Harbour
July 5	OHCC	Outer Harbour
July 12	Toronto Island	Inner Harbour
July 19	Westwood	Outer Harbour
July 26	St. Jamestown	Outer Harbour
August 2	OHCC	Outer Harbour
August 9	Mooredale	Outer Harbour
August 16	Westwood	Outer Harbour
August 23*	Toronto Island	Inner Harbour
August 30*	St. Jamestown	Outer Harbour
September 6*	Westwood	Outer Harbour

* signifies a 6:45 PM start

Scoring Responsibilities:

- Friday Night Series: Will Lincoln, Mooredale
 Telephone: 416 759 6095 (H)
 416 479 2434 X2603 (B)
- Harbour Master's Series: Ian Aukema, St. Jamestown
 Telephone: 416 225 3108
 Fax: 905 851 6460

Letters

Dear Sir:

I hope you don't mind pictures because there's something my skipper does that can't be described in words.

Could you please tell me whether the position shown in the accompanying photograph is normal for an Albacore skipper?

Just Wondering



Dear Just Wondering:

What is normal depends very much on your culture and on the situation. Judging by your skipper's grin, we would have to know what went on immediately before this picture was taken. We have consulted our expert on sail trim and it is his opinion that the droop of the wire indicates excessive tension in the front. Good cunningham, though. He also says that the position shown is one of the best for checking whether or not the jib is blown out.

Dear Sir:

Is this an acceptable way of "shooting" the mark?

North by Northwest

Dear North by Northwest

It is more acceptable than using an AK-47 and riddling the thing to a state of negative buoyancy. However, it would be much better if at least one of the two people in the boat went to the back and steered the thing.





**CONTEST!
CONTEST!**

**THIS ISSUE OF SHACKLES CONTAINS
THE MEMBERSHIP APPLICATION/RENEWAL FORM FOR 1996.**

**FOR AS LONG AS ANYONE CAN REMEMBER,
PETER VASOFF HAS BEEN THE FIRST TO RETURN HIS FORM
AND HIS CHEQUE**

BEAT THE PANTS OFF PETER V.!

**IF YOU RETURN YOUR COMPLETED FORM AND CHEQUE TO ROSS KING BEFORE
PETER V. RETURNS HIS, YOU WIN A PAIR OF AUTHENTIC PETER V. SWEAT PANTS.**

**IF YOU INTRODUCE 3 NEW MEMBERS TO THE CAA THIS YEAR, YOU WIN
AN AUTHENTIC PETER V. SHOPPING BAG.**

**IF YOU INTRODUCE 5 NEW MEMBERS TO THE CAA THIS YEAR, YOU WIN
AN AUTHENTIC, FILLED PETER V. SHOPPING BAG.
YES, I.Y.R.U. RULINGS AND APPEALS, 1786 TO 1994, COMPLETE.**

GET THOSE APPLICATIONS AND CHEQUES TO ROSS !

Market Place

Boats for Sale

#7977

Hot News!!!

Barney (#7977) is for sale at a lake bottom price. Barney needs a special home. Someone who likes fibreglassing.

Someone who has a little extra time to give.

Barney is in amazingly good shape after its land-planing experiment on the QEW.

There must be a great humanitarian out there who will come to the rescue.

David Bussin at 416 223 3851.

KC7400

1982 Don Young Hull. Includes

North sails

compass

top and bottom covers

trailer and dolly

custom, "easy to sail" controls

This wooden boat has recently been refinished and is proven fast

Bob Leonidas at 416 488 7175 (Home) or 416 512 9000 (business)

- Sexy British male (VERY rare) #7362 seeks fun-loving sailor to share sun, wind and laughter.
- Offspring of loving boat-builders and coffin makers, Knight and Pink (1983).
- Alluring racing-green complexion on very fair cold-rolled Mahogany bottom. (Recent minor cosmetology).
- Excellent wardrobe with several quality suits by JC and North. Sleepwear (full pajamas) by Hans G.
- Well-equipped for easy handling and passionate performance.
- Extremely responsive and rewarding to the right touch.
- Favourite pastime:
Planing
- Most annoying habit:
Going off a little early
It could be Magic

Merlin c/o Gary Bain 416 533 1909

Boats Wanted

Wanted. Good used Albacore. Prefer recent model fiberglass hull, but will also consider others.

David Vincent at 416 865 4445.