

July 1997

Cringles

Shackles and

Volume XXXVII; Number 3

Canadian Albacore Association



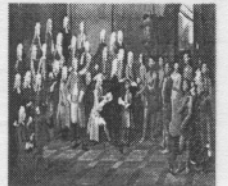
Mooredale
SAILING CLUB
Notices

PLACE	HELM	CFBW
1	Tini-Hoo	Van Steppard
2	Rip-Forth	Milly-Forth
3	Dave-Hughes	Patricia-Lloyd
4	Ian-Foggs	Ross-Mentzer
5	Dave-Erwin	Joyce-Hide
6	Lynda-Gardl	Tony-Island
7	Peggy-Bouillon	Paul-Gardner

Results



Fiber Glassing
page 11



AGM
page 15

**Mirror, Mirror on the Wall,
Who's the Crossest of them all?**



Canadian Albacore Association

P.O. Box, 16 660 Eglinton Ave., East, Toronto, Ont. M4G 4G1

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
- hull shape gives stability on the water
- self-rescue after an unexpected puff is easy

A light and manegeable Boat

- tongue load of less than 100 lbs gives ready trailerability
- launching and retrieving are a breeze

A comfortable Boat

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

A Performance Boat

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

Ideal for Junior Clubs

- 4 to 5 juniors will fit easily
- will stand up to heavy use

A vibrant Class Association

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

The Canadian Albacore Association

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

1996/1997 Executive

Commodore	Bob Stiff 20 Southlea Avenue Toronto, ON M4G 3L9	Res.: 416 423 3294 Bus.: 416 482 5002 Fax: 416 482 5040 IntN: cspa@csparch.com	Specifications Chair	David Weaver 14 Lansdowne Road, North Cambridge, ON N1S 2S8	Res.: 519 623 4402 Bus.: 905 525 9140 X24907 Fax: 905 572 7944 IntN: weaverds@mcmaster.ca
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 #1204, 8501 Bayview Ave. Richmond Hill, ON L4B 3J7	Res.: 905 886 8324	Treasurer	Heather Wroldson 83 Lillian Street, Unit #1 Toronto, ON M4S 2H7	Res.: 416 481 8503 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.: 416 972 7336 Fax: 416 972 5515 IntN: gordonc@xbs.xerox.ca	Secretary	Lynn Shannon 362 Brookdale Avenue Toronto, ON M5M 1P8	Res.: 416 783 9194 Bus.: 416 298 5141 IntN: lshannon@carswell.com
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 Dept Physiology University of Toronto Toronto, ON M5S 1A8	Res.: 416 778 6897 Bus.: 416 978 4017 Fax: 416 978 4940 IntN: u.ackermann@utoronto.ca
Rear Commodore	Mike Leishman 94 Harris Avenue Toronto, ON M4C 1P6	Res.: 416 699 8100 Bus.: 416 4943343 Fax: 416 368 0956 IntN: mleishman@edgeip.ca	Membership	Ross King 635 Broadway Avenue Toronto, ON M4G 2S6	Res.: 416 422 5830 Bus.: 416 592 3676 Fax: 416 592 4000 IntN: ross.king@hydro.on.ca

*Shackles and Cringles is a quarterly publication of the Canadian Albacore Association.
Deadlines for publication are January 15, April 15, July 15 and October 15.*

July 1997

Shackles and Cringles

NOTICE OF RACE

TORONTO ISLAND SAILING CLUB - OPEN ALBACORE REGATTA



Toronto Island
Sailing Club

Saturday, August 23th (Rain date August 24th)
Toronto Inner Harbour and Toronto Island

The regatta is open to all Albacore sailors who are 1997 members in good standing in the National Albacore Association.

Program of Events

Pre-registration by mail see below registration form.

Friday 22rd 9:30 p.m.-11:00 p.m. Registration at C'est What (67 Front Street E) after the Friday night race.

Saturday 23th 8:30 a.m.-10:00 a.m. Registration and breakfast at TISC clubhouse on Toronto Island .
10:00 a.m. Sailing Instruction Meeting for skippers and crew
11:00 a.m. First gun, 3-4 races (2 back-to-back, lunch, 1 or 2 if time permits). If three races, all will count, if four races, the best three will count)
Bring your own lunch (lunch on the water)
6:00 p.m. Social hour - complimentary cocktail and hors d'oeuvres and cash bar
7:00 p.m. BBQ dinner
8:30 p.m. Awarding of trophies to the top three boats and top three TISC boats
9:00 p.m. D.J., dancing, prizes and partying until dawn!

Entry fee is \$50 per boat.

If you require boat launching, a city-side launching ramp is available at the RCYC parking lot at Queen's Quay East South Side. Cost is \$16 for the day; includes your vehicle and trailer. A map will be provided in your registration kit.

For further information call: Christine Mehling, Race Director (W) 416-867-7475
(H) 416-516-9963

Russ Stothers, Commodore (H) 416-762-1783

Cut Here

Registration Form

Name of Skipper: _____ Hull number: _____

Address: _____

Telephone Number: Day: _____ Evening: _____ Fax Number: _____

Please indicate which Albacore Sailing Club you are a member: _____

Please make cheques payable to TORONTO ISLAND SAILING CLUB

Registration form to be sent to Christine Mehling, 30 Hewitt Avenue, Toronto, ON M6R 1Y3 Your registration kit will be given to you on Friday August 22, or on the day of the regatta

Peterborough Examiner Regatta

Peterborough, June 1, 1997

PLACE	HELM	CREW
1	Tin Htoo	Van Sheppard
2	Reg Forth	Molly Forth
3	Dave Hughes	Ralph Lloyd
4	Ian Rogers	Ross Kembar
5	Dave Erwin	Joyce Hicks
6	Lynda Gadd	Terry Ireland
7	Roger Boutette	Paul Goddard

Midland Walwyn Regatta

Nepean, June 21-22, 1997

RANK	SAIL	HELM	CLUB	TOTAL	1	2	3	4	5	6	7
1	7619	Chris Gorton	Westwood SC	13.5	3	1	1	5	(10)	2	2
2	7384	Rosemary Helmer	RCYC	19.25	2	7	8	(12)	1	1	1
3	7780	Gordon Fleming	NSC	20	5	(9)	3	3	2	4	3
4	7270	Tin Htoo	NSC	23	(7)	3	6	2	3	5	4
5	7945	Douglas Marsh	Monmouth BC	27	4	2	4	4	5	8	(19)
6	6700	Gary Bain	Outer Harbour	35.5	1	5	2	1	14	13	(19)
7	5923	Denis Wetlaufer	Niagara SC	41	11	10	7	6	4	3	(19)
7	5858	Ed Nicholas	NSC	41	8	4	5	9	9	6	(19)
9	7034	Mark Audet	SailRA	46	12	(14)	9	7	6	7	5
10	23	Ross Findlater	CFB Trenton	62	10	11	11	13	7	10	(19)
11	7437	Ann Marie Sahagian	NSC	72	15	15	15	10	8	9	(19)
11	7563	Warner Monteiro	CFB Trenton	72	6	8	12	8	(19)	19	19
13	22	Nathan Bresett	RCSCC Quinte	80	18	18	(19)	15	12	11	6
14	4477	Don Morrison	NSC	82	9	6	10	(19)	19	19	19
15	7060	Simon Igici	NSC	85	14	13	17	11	11	(19)	19
16	7446	Noel Shaftoe	SailRA	97	16	16	13	14	(19)	19	19
17	7221	Frank Vermaiter	NSC	101	13	12	19	19	19	19	19
18	21	William O'Gorman	CFSA	105	17	17	14	(19)	19	19	19

For Sale

Albacore 6657 (Jubilation)

English built composite (one of only two like it in Canada), mahogany deck, sea green fiberglass hull, Wiscott trailer with fitted pronto launching dolly, vinyl bottom travel cover, canvas parking cover, several suits of sails, racing equipped, excellent condition, lovingly cared for. Must be seen!
George W Roth, 519 746 1300 anytime.

July 1997

Shackles and Cringles



Mooredale SAILING CLUB

NOTICE OF REGATTA

1997 Mooredale Sailing Club Albacore Open Regatta Saturday, August 9, 1997

1. **Rules:**

This regatta will be governed by the Racing Rules of Sailing (RRS), the rules of the Canadian Albacore Association and the sailing instructions.

2. **Eligibility:**

All boats must be helmed by members of the Canadian Albacore Association or other national Albacore Association.

3. **Schedule:**

5 races are planned, with 4 to count if all 5 are sailed.

9:00am to 10:00am

Registration in the Mooredale Clubhouse.

10:00am

Skippers' Meeting

11:00am

Warning signal for Race 1.

Races 2 to 5 to follow.

Lunch time determined by the Race Committee.

5:00pm

Refreshments on shore.

6:00pm

Awards.

7:00pm

Dinner.

8:00pm

Party!

4. **Registration:**

Pre-registration at C'est What? after the Friday Night Race Aug 8.
Registration 9:00-10:00am on Saturday at Mooredale.

5. **Entry Fee:**

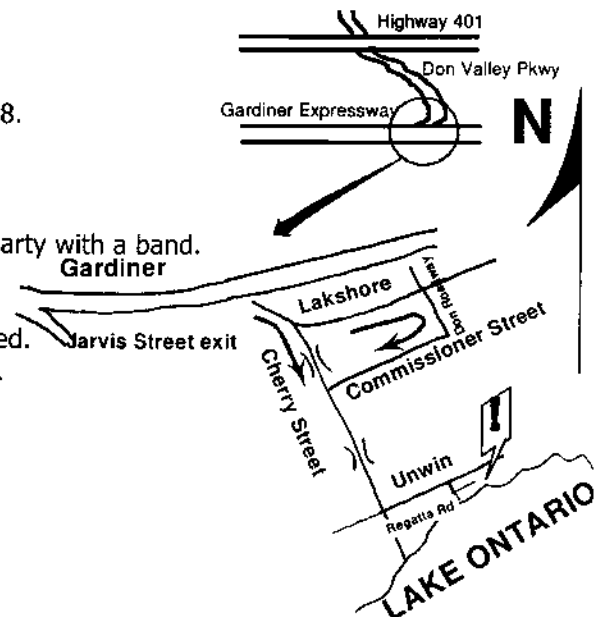
\$55.00 per boat, Includes light breakfast, **lunch**, dinner and party with a band.
Gardiner

6. **Scoring:**

The low-point scoring system, Appendix B2 section 2 will be used.
If 5 races are sailed, 4 will count. Otherwise all races will count.
1 race will constitute a series.

7. **Location:**

Races will be sailed in Toronto's Outer Harbour.



OHCC Albacore and Cross Dressing Regatta a.k.a. July 4th in Canada Toronto, July 5, 1997



Race Committee Honchos,
Bob Logue(L) and Jake Smythe



American Visitors are (L to R):
Rolf and Susan Zeisler, Joanna Byron, Suskin
Mooney and Daphne Byron

Winners



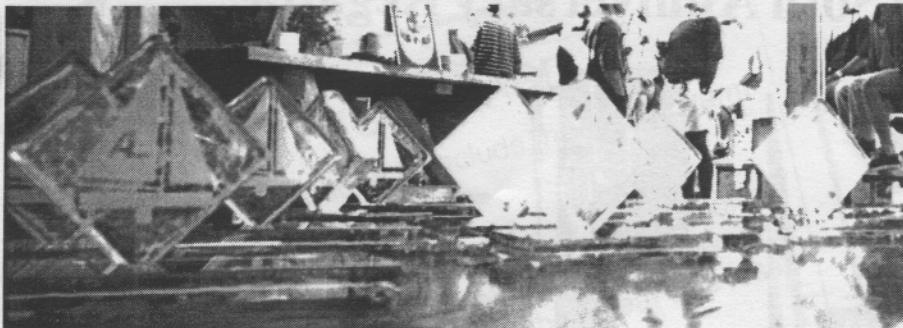
Clockwise from bottom left: Lynn Shannon
and Rick Clayton, Dave Harris, Abby MacInnes
and Ken Clarke, Daphne Byron, Frank Loritz
and Peter Epstein, Dave Harris



Dave (youcan't say that, Kevin) Harris and Kevin (what the
f*^\$#! are you doing, Dave?) Smith

Also in the winners' circle:

Chris Gorton (see cover page) for best cross dresser and Liz Marin for not having hit anybody



Tasteful Booby of etched Glass

POS'N	SAIL	HELM	CREW	1	2	3	POINTS
1	7166	Harris, Dave	Smith, Kevin	1	8	2	10.75
2	7630	Clarke, Ken	MacInnes, Abby	3	5	5	13
3	8017	Loritz, Frank	Epstein, Peter	7	1	8	15.75
4	7964	Balinski, Marek	Hoffer, Nora	6	10	9	25
5	7403	King, Ross	Kidd, Carol	20	2	4	26
6	7563	Broughton, Tim	Marshall, Karen	10	3	14	27
7	US7499	Byron, Joanna	Bagemotu, Chris	12	14	3	29
8	7954	Chu, Gordon	Strickling, Bjorn	2	16	13	31
9	7965	Tokarek, Ray	Grummit, Jackie	22	4	7	33
10	8019	White, Ann	Turnbull, John	16	6	11	33
11	7472	Farrell, Barrie	Harrison, Laurie	13	7	17	37
12	7977	Gorton, Chris	Priestly, Cassie	9	18	10	37
13	US 7378	Zeisler, Rolf	Zeisler, Susan	17	17	6	40
14	7955	Clayton, Rick	Shannon, Lynn	19	23	1	42.75
15	6767	Ajdacic, Milutin	Vaillancourt, Marg	5	30	12	47
16	7942	Marin, Liz	Mehta, Sanju	11	21	15	48
17	8014	Desjardins, Dan	Desjardins, Karen Ann	4	13	DNF	54
18	7970	Nurse, Peter	Romaniuk, M	26	9	20	55
19	US 7380	Byron, Daphne	Mooney, Suskia	27	11	18	56
20	7967	Newman, Mary	Steacey, Fran	14	24	26	64
21	7468	Goode, Steve	Maltby, Pat	8	25	32	65
22	7474	Ackermann, Uwe	Duff, Janet	15	24	27	66
23	7562	Cameron, Marty	Helling, Gianna	25	28	16	69
24	7527	Gilchrist, John	Hogeboom, Sheri	DSQ	12	21	70
25	8009	Koehlmann, Fred	Dirisio, Victor	29	19	22	70
26	8013	Nash, Bruce	Wilson, Neil	18	20	34	72
27	8016	Doell, Mike	Macdonald, Robert	DSQ	15	23	76
28	7944	MacNaughton, Heather	Rutherford, Cynthia	30	31	19	80
29	7972	Carey, Jill	Sherlock, Dianne	21	32	31	84
30	7958	Price, Ken	Pos, Nina	24	34	28	86
31	8012	Rubin, Norm	Struthers, John	DSQ	22	29	88
32	7249	Lincoln, Will	Lincoln, Greta	23	29	DNF	89
33	8018	Simpson, Evelyn	Komoracova, Dorota	DSQ	27	25	89
34	7479	Johnston, Todd	Mullin, Kate	31	33	26	90
35	7966	Abbaszaden, Babek	Richards, Ann	28	36	33	97
36	7473	Reville, Barb	Birse, Ken	32	35	30	97



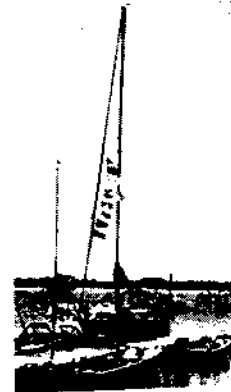
St. Jamestown 30th Anniversary Regatta

July 19 to 20, 1997

Lasers, too
Evelyn Simpson

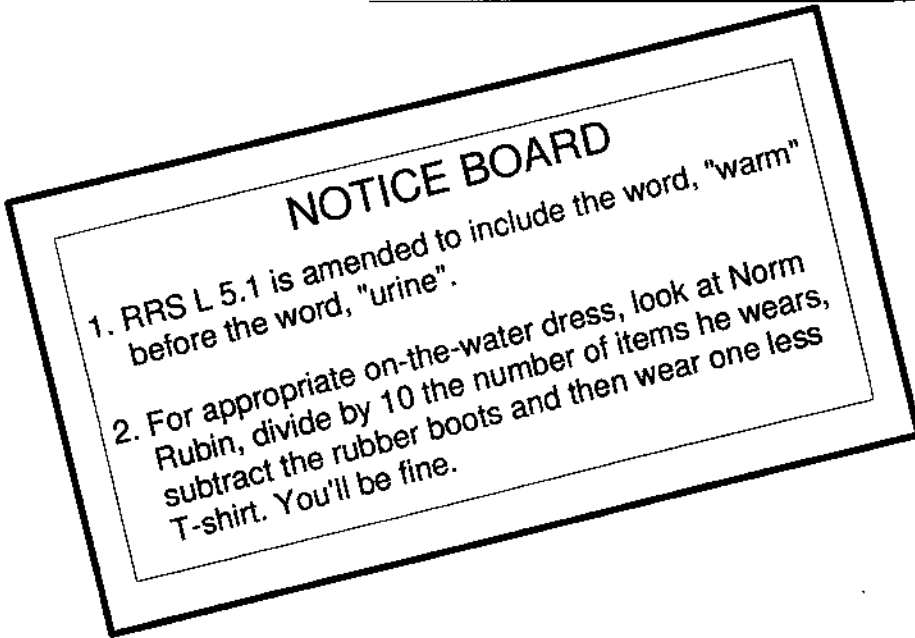


John Cawthorne

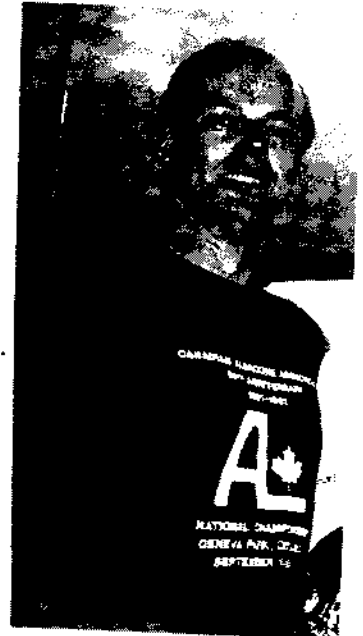


... except that the blue flag shall be replaced by other flags

	SKIPPER	CREW	CLUB	SAIL #	BEST 4 RACES	RACE 1 POS	RACE 2 POS	RACE 3 POS	RACE 4 POS	RACE 5 POS
1	Tim Broughton	Laurie Harrison	MSC	7563	16.7	1	2	4	3	5
2	Malcolm Higgins	Peter Epstein	J-Town	7963	36.7	28	8	3	1	11
3	Peter Nurse	Melody Byblow	J-Town	7970	37	4	1	8	9	14
4	John Cawthorne	Jackie Grummitt	J-Town	7962	45.7	23	5	2	15	6
5	Gord Chu	Mary Ann Edmonstone	TISC	7954	49	2	13	24	18	2
6	Chris Gorton	David Smith	WSC	7977	54	DSQ	9	10	17	1
7	Ken Clarke	Abby McInnes	OHCC	7630	54	9	10	1	23	17
8	Frank Loritz	Ann Richards	J-Town	8019	54.7	DSQ	3	5	4	25
9	Ann Savege	Betty Smythe	MSC	7472	57.4	6	26	20	8	3
10	Norm Rubin	Neil Wilson	TISC	8012	59.7	10	6	12	32	8
11	Mike Morrison	Sandy Kline	J-Town	8017	63	17	12	13	7	7
12	Todd Johnstone	Julia Erichsen	MSC	7479	65.7	18	21	6	2	24
13	Dennis Wetlaufer	Marilyn Lear	NOLSC	5923	70.7	3	24	11	21	15
14	Barrie Farrell	John Gilchrist	MSC	7527	72	7	11	28	20	10
15	Foss King	Carol Kidd	OHCC	7403	80	5	19	15	24	18
16	Marek Balinski	Nora Hoffer	J-Town	7964	81	22	7	7	25	21
17	Gary Bain	Sylvia Davidson	OHCC	6700	89	DNF	30	21	12	4
18	Liz Marin	P. Gedding/K. Huelsmann	WSC	7942	89	24	27	22	10	9
19	Ray Tokarek	Fran Steacy	J-Town	7965	89	19	14	19	27	13
20	Daryl Wiebe	Mylene Kosseim	J-Town	8018	90.7	13	31	25	6	23
21	Barb Revill	Ken Birse	MSC	7473	91	16	16	16	30	19
22	Uwe Ackermann	Janet Duff	MSC	7474	95	8	28	9	26	32
23	Marty Cameron	Gianna Helling	MSC	7562	96	14	15	17	29	26
24	John Turnbull	John Pannell	J-Town	7967	98	DNF	17	30	11	16
25	Marilyn Smillie	Pam Piercey	J-Town	7968	98	21	22	18	13	28
26	Dianne Clark	Bill Collins	J-Town	8016	100	11	25	26	14	31
27	Jill Carey	Diane Sherlock	J-Town	7972	101	20	29	14	16	27
28	Chris Hanson	B. Gravelle/P. Nazar	WSC	7957	104	DNF	4	27	22	29
29	Steve Goode	Pat Maltby	MSC	7468	104	26	23	29	19	12
30	Bob Logue	Will Lincoln	MSC	7471	113	DSQ	32	23	5	30
31	Babak Abbaszadeh	Stan Piotrowski	J-Town	7966	117	25	20	32	28	20
32	Rob Sieradski	Steve Bretherton	MSC	6751	122	27	18	31	31	22
33	Dan Desjardins	Karen Ann Desjardins	WSC	8014	144	15	DNF	DNF	DNF	DNF
34	Jorge Villagran	Robert Berger	J-Town	7971	162	DSQ	33	DNF	DNF	DNF



Tim Broughton won it.
Laurie Harrison was ahead of him, though.



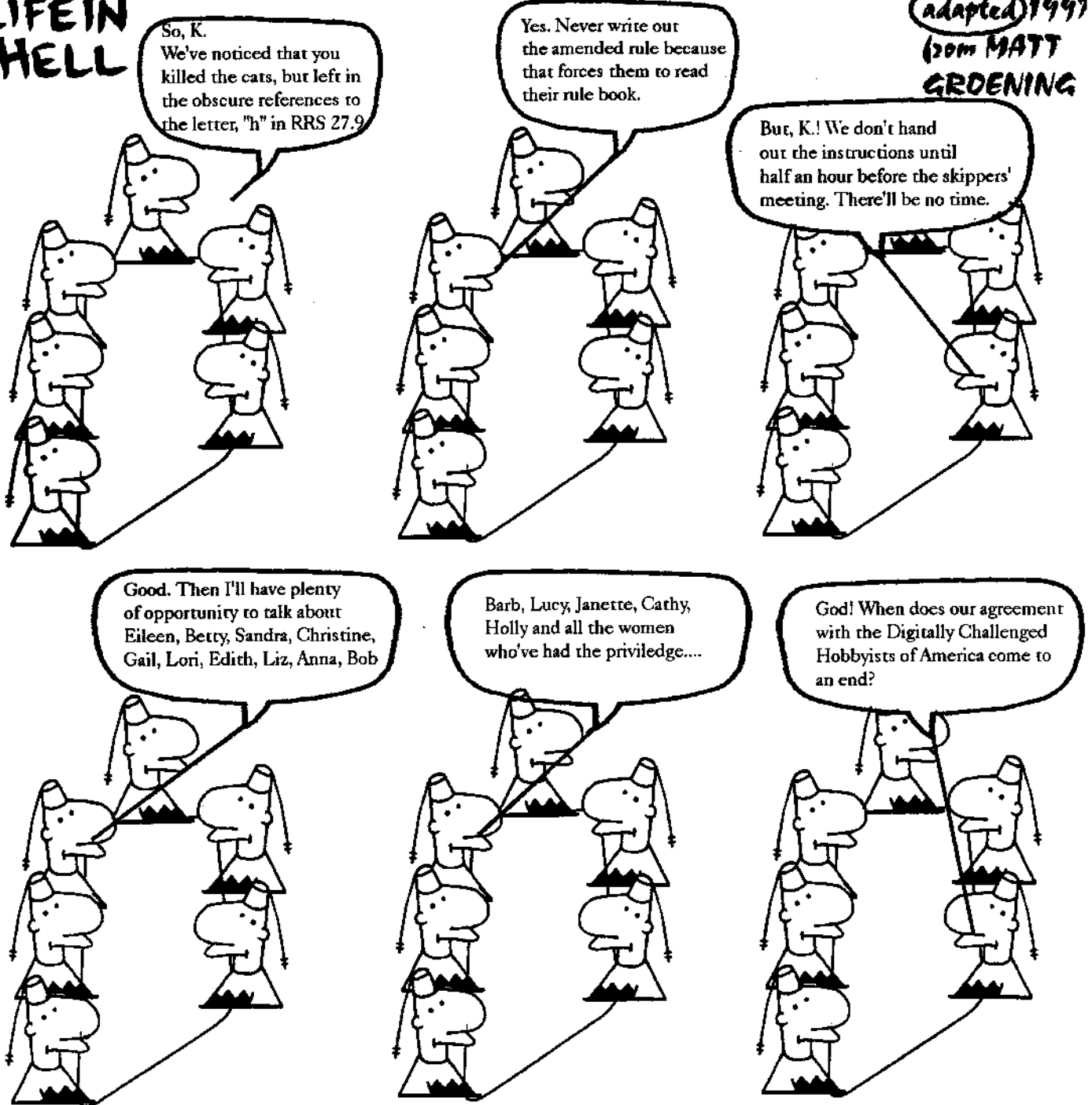
Learning Annex on the Water



Course Title: How to attract and retain a crew
Instructor: Professor Ken Clarke

LIFE IN HELL

adapted 1997
from MATT
GREENING



Oh, is that how it works?

Another one in an irregular Series.

Fiberglass Repairs

A major advantage of fiberglass boats is the ease of repairing dings, scratches and shark bites. You may not wish to take the time or spend the elbow grease to make your handiwork look like a professional job, but at \$500 to \$1,000 a pop your savings amount to something not too shabby in a very short time. If you are the captain of a fleet of 20 or so Albacores you'll save \$10,000 to \$13,000 in a season on boat repairs alone. The worst outcome of your early attempts will be a localized uneven area and that, too, can be sanded and polished away.

Materials:

- 1 L epoxy (better adhesion to polyester resin)
- 1 tube of hardener
- 1 L acetone (the only solvent for liquid epoxy)
- 1 m by 1 m fiberglass cloth
- a roll of clear cellophane wrap (for masking; epoxy will not stick to it)
- angle grinder with 3" abrasive disk.
- 2 or 3 sheets each 80, 120, 220 wet/dry emery paper
- a good stock of empty ½ L yogurt, sour cream or margarine containers
- a good stock of wooden coffee stirring sticks or tongue depressors
- a 1 inch brush (bristles NOT plastic!)
- a 250 mL metal can with the top removed
- a good supply of well-fitting latex gloves (examination glove quality is good enough)
- a good supply of face masks
- a sanding block

NOTE: ALWAYS WORK IN A WELL-VENTILATED AREA. HAVE A QUICK ANSWER READY WHEN PEOPLE NEARBY COMPLAIN OF THE SMELL OF ACETONE OR EPOXY.

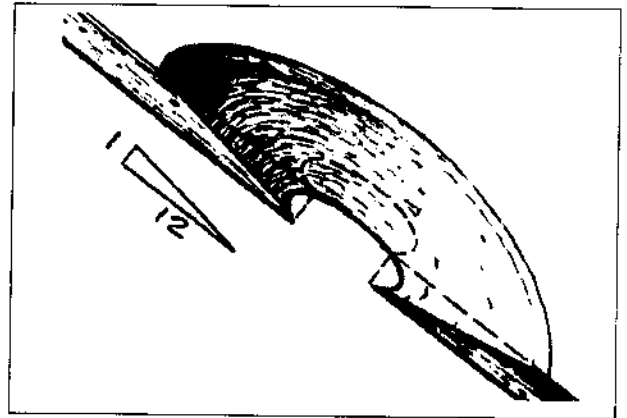
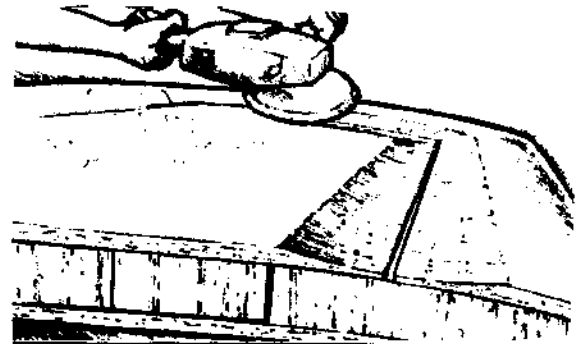


Figure 1 Grind a minimum 12 to 1 bevel around the edge of the excavated hole, whether the damage extends partially or completely through the skin.

Preparing the Damaged Area

1. Remove all of the damaged material. Use a grinder to cut down to solid laminate or a saw to enlarge a hole to solid undamaged laminate. While you're removing the damaged material, try to maintain a circular or oval shape. Grind a bevel around the edge of the repair area to create a bonding region for the patch that will keep the patch flush with the skin's surface. A minimum 12-to-1 bevel is required to assure the transfer of loads across the repair area (*Figure 1*). For example, if you are left with a hole through a 1/4" (6mm)-thick laminate, the outer edge of the bevel will extend 3" (75mm) from the inside edge of the hole.
2. Remove all dust.

3. Pour some acetone into a small metal can and liberally apply acetone to the ground area, using the bristle brush. If you were cheap and went for a plastic brush then it will begin to dissolve at this point.

Laminating the Repair Patch

The new skin must be laminated to approximately the same thickness to assure the strength of the original skin. Multiple layers of lightweight cloth will develop the same or greater strength than a single layer of heavy cloth.

1. Cut an appropriate number of pieces of fiberglass fabric the same shape as the hole. The first piece should match the outside edge of the bevel, with subsequent pieces gradually getting smaller. The final layer should match the inside edge of the bevel at the hole. The combined thickness of the layers should be slightly thinner than the original panel to allow for shaping and fairing.
2. Mix the epoxy resin and hardener in a plastic container, using a wooden mixing stick. (A cm of resin in the bottom of a 250 mL yogurt container will require about 10 drops of hardener).
3. Shake and wipe the acetone from the bristle brush and use it to apply a layer of epoxy to the beveled edge of the hole.
4. Lay the largest piece of glass fabric in position on the repair area. Use the epoxy-soaked brush to permeate the cloth and remove trapped air. (The brush technique is the one great secret I learned from a fiber-glassing course. Before that I used to soak the cloth in the epoxy mixture and then apply the soaked cloth. Try this only if your life is a happy one and requires a frustration.)
5. Repeat the process for each layer of fabric until you have bonded the smallest piece in place last, centered over the hole. By bonding the patch into place in a large-to-small-piece sequence, you will eliminate the possibility of sanding through any of the cloth layers when fairing the surface.
6. Remove excess epoxy from the surrounding areas with an acetone-soaked rag. This is much easier than sanding it away after it has set.

7. Allow the patch to cure thoroughly (about 24 hours, depending on the ambient temperature). A trick for testing progress without getting fingerprints on your work is to keep some of the mixture in the plastic container with the stirring stick.
8. Sand to remove any high spots and prepare for gelcoating.

Gelcoating

Materials:

- ½ L gelcoat and 1 tube of hardener
- acetone
- ½ L cabosil filler
- 2 or 3 sheets each 220, 400 and 600 wet/dry emery paper
- a ½ L yogurt, sour cream or margarine container
- a wooden stirring stick
- a 250 mL metal can for acetone
- a 30 cm by 30 cm piece of arborite counter top to serve as a gelcoat palette
- a plastic trowel to apply gelcoat
- latex gloves

1. Pour some acetone into a small metal can and liberally apply acetone to the sanded area, using the bristle brush.
2. Pour some gelcoat into a plastic container. Add colouring agent to match your hull colour. (This is an art beyond rocket science. The best way to get good results is to introduce a painter into your life and use masses of bribery.)
3. Add cabosil filler to create a thick, spreadable paste that has the consistency of warm-day margarine. Transfer the paste to the arborite palette and add the required drops of hardener. Gelcoat uses the same hardener as epoxy resin, but I find that about 30% more hardener is required for gelcoat than for an equivalent volume of epoxy resin.
4. Use the plastic spatula to "work" the gelcoat/cabosil/hardener mixture. If you need some help with the technique, watch a good drywall worker work the compound on their big trowel.

5. Apply the gelcoat mixture. Press hard on the first layer so that gelcoat is forced into all the little nooks. Apply the next strokes with less force. Now leave it alone and don't fuss at it.
 6. Fresh gelcoat is a magnet that will attract probing fingers from everywhere. Keep a hatchet ready for the first 12 hours.
 7. Use acetone to clean up your tools and your clothing. If you wear polyester, don't try acetone.
 8. After about 24 hours the gelcoat is ready for the hard work of dry and wet sanding with finer and finer grades of emery paper. Don't be cheap and try to use sandpaper. You will only regret it. The quality of the finish is directly proportional to the time and effort you spend on this phase. I've tried the Tom Sawyer approach. It doesn't work.
-

New CYA Addresses on the Net

The CYA has installed new, individual e-mail addresses:

France Martin:	fmartin@sailing.ca
Peter Wood	pwood@sailing.ca
Marie Gendron	mgendron@sailing.ca
Ken Dool	kdool@sailing.ca
Sharon Morrow	smorrow@sailing.ca
Mary Jane Drouin	mjdrouin@sailing.ca
Cindy Gascon	cgascon@sailing.ca

Disconsolate that The Worlds' was beyond your pocketbook?

Pissed off that The North Americans' did not happen?

**Hey, cheer up! Mikey's got a winner.
At the RHYC.**

(Notice the H in that if you have an opinion on Royal Race Committees.)

**Canadian Albacore Championships.
Royal Hamilton Yacht Club. September 19 to 21**

See the last page, write your check, mail it and join us.



Something different.

From the USAA Site

Getting the best out of your Albacore is a combination of correct organisation of equipment and then proper use of it when out on the water. In fact, now that the class is well into its fourth decade the "go fast" parameters are pretty well established revolving around the long, relatively heavy but easily driven hull; the short aspect ratio mainsail and its relationship to the foresail; the very deep centreplate and the ability to adjust the rig.

Mast Rake and Position

The height of the sailplan can vary according to the height of the boom above the sheerline (which, is basically the gunwale height when opposite the mast). The tolerance is 105mm although the trend in recent years has been to opt for the highest possible position. The following measurements are, therefore, based on a bottom black band height of 610mm above the sheerline.

Front of mast at heel to outside of transom

Light airs	10' 9.5"
Middle winds	10' 10"
Strong winds	10' 11"

Top black band to bottom of transom at the hog

Light airs	23' 0"
Middle winds	22' 10"
Strong winds	22' 7"

Spreader information for Proctor D and Superspars M7

Length from side of Mast 1' 5"

Back of Mast from the straight line tip to tip

Light airs	6.5"
Middle winds	5"
Strong winds	5.5"

Spreader Information for Proctor Sleeved D

Length from side of Mast 1' 5"

Back of mast from the straight line tip to tip

Light airs	7"
Middle winds	6.5"
Strong winds	7"

Spreader Information for Proctor Stratos or Superspars M2

Length from side of Mast 1' 3"

Back of mast from the straight line tip to tip

Light air	7"
Middle winds	6.5"
Strong winds	7"



Jib Sheeting

Our sails are designed to give maximum performance when the leech at three quarter height is 10° "open" away from the centreline; at half height is parallel to the centreline and at quarter height is 10° "closed" towards to the centreline. To achieve this the line of the jib sheet, when extended through the clew and diagonally across the sail should meet the luff at the half height windtuft.

The fairlead track should be parallel to and as close as possible to the centreline with its centre at 8' 0" from the transom and at least 10" from the inside face of the hull.

ADJUSTING LUFF TENSION

The tack of your new jib is adjustable so that the luff tension can be altered to suit the conditions. The problem is that as the wind rises and the rig tension increases, the luff wire stretches. This has the effect of tensioning the luff. As the flow is brought forward and the leech opens, pointing ability is lost. Therefore, after the rig has been organised for the day, check that the luff is tensioned properly by the following steps:

1. Make sure that the luff does not have a vertical crease. Ideally, there should be tiny horizontal wrinkles (approximately 25mm long) coming away from the luff.
2. See that there is about 5mm of movement in the luff tube (enclosing the luff wire). Check this by nipping the tube between thumb and forefinger approximately 1 metre up the luff. Then slide down the luff wire without allowing the cloth to escape upwards. The luff will be O.K. if the cloth moves down the wire/eye at the bottom by approximately 5 - 7mm.

Finally, make sure that the lashing is tied off correctly. If it comes undone during the race it will be disastrous! So cover your knots with PVC tape to make doubly sure!

M. McNamara
 9 Camperdown Terrace Exmouth Devon X81EJ
 Telephone: Exmouth (0395) 264907 Fax: (0395) 276156

July 1997

Shackles and Cringles

CANADIAN ALBACORE ASSOCIATION

NOTICE OF ANNUAL GENERAL MEETING

DATE: Saturday, September 20, 1997
TIME: Immediately following dinner
PLACE: Royal Hamilton Yacht Club, Hamilton, Ontario

All members of the Canadian Albacore Association are urged to attend the Annual General Meeting of the Association. In their absence all Full Members of the Association may nominate a proxy, using the form attached. To be recognized, the form must be presented to the secretary prior to the beginning of the meeting.

AGENDA

1. Notice of Meeting.
2. Establishment of a Quorum.
3. Collection of Proxies.
4. Minutes of Annual General Meeting, September 14, 1996
5. Reports of Officers
6. Election of Officers for 1997-1998.
7. Appointment of Auditor.
8. Other Business.
9. Adjournment.

Lynn Shannon
Secretary, Canadian Albacore Association

CANADIAN ALBACORE ASSOCIATION

PROXY

1. I..... hereby appoint
as my proxy holder for the purpose of attending the Annual General Meeting of the' Annual General Meeting of the Canadian Albacore Association for the year 1997.
2. I understand that I may direct how my proxy holder is to vote and I direct that my proxy holder may (circle A or B, and if choosing B, fill in how you limit the authority you are giving)-
 - A. vote in accordance with his or her discretion on any matter specified in the notice or which may properly come before the meeting, or
 - B. vote as follows in respect of each matter raised in the notice (identify **each** matter from the notice and then clearly note "FOR" or "AGAINST" following such reference):

Signature of member: Date:

Please print name here.....

Commodore's Comments

Has anybody seen the Commodore?



It's nice to be missed, and I wish I were out there with you. Unfortunately, or fortunately, depending how you look at it, my work has consumed all of my time since last Christmas. Correspondingly, I have had to forgo essential boat repairs and sailing. In desperation to save some of the season, I took my boat to Patagonia in June, for the essential repairs. Sadly, my budget was quickly exhausted long before the work was complete and I now have the huge task of stripping and refinishing the hull inside and out myself. It's pretty unlikely that WHIFF will see the water this season.

With a little more free time now, I'm happy to be relegated to the crew bank (hint, hint) where I hope to see the water and some of you again soon.

Most of you will have heard that Chris Gorton has departed for Florida and we all wish him much happiness and success. Chris was an active member of the executive and he will be sorely missed.

I hope that you are all planning to sail the Canadians at the Royal Hamilton Yacht Club, Sept. 19-21, 1997 and also to attend the Saturday night Annual General Meeting. There are some important positions becoming vacant and we would welcome some new ideas. Please let me know that you would like to help out on the Executive Committee next year.

Good Sailing.

Bob Stiff

The 1997 Canadian Albacore Championships, September 19 - 21

NOTICE OF RACE

These Championships will be governed by the ISAF Rules, the prescriptions of the Canadian Yachting Association when they apply, the rules of the Albacore Class, and such other rules as are applicable.

Organizing Authority: The Canadian Albacore Association

Club/Host Organization: Royal Hamilton Yacht Club, Hamilton Ontario

Advertising: This regatta is classified as a category A event.

Eligibility: The regatta is open to all Albacore sailors who are 1997 members in good standing of their National Albacore Association.

Schedule: Seven races are planned

Friday 9/19/97	0900 - 1200 hrs	Registration @ RHYC
	1200 hrs	Skipper's Meeting
	1300 hrs	First Gun. 2 races back-to-back.
	1630 hrs	Beer keg; Snacks; Reception
Saturday 9/20/97	1030 hrs	2 races, back-to-back, lunch, last race.
	1630 hrs	Beer keg; Snacks; Reception
	1800 hrs	Wonderful Dinner; Live Band; Draw Prizes
Sunday 9/21/97	1030 hrs	2 races back-to-back.
		1330 hrs (approx.) Prize giving.

Registration: Sailors are encouraged to register in advance to help organizers with planning (and to save \$25!). Please complete the attached registration form and mail it with the registration fee to: **CAA c/o Michael Leishman, 94 Harris Avenue, Toronto, ON M4C 1P6.**

Entry Fee: \$125 per boat if payment received/postmarked on or before September 5, 1997; \$150 per boat if payment received after September 5, 1997. Please make cheque payable to: **Canadian Albacore Association.** The entry fee includes T-shirts, Sunday lunch on the water, keg receptions and dinner Saturday night.

Measurement: All boats must be accompanied by a valid measurement certificate and current buoyancy endorsement. All equipment is subject to measurement by the Chief Measurer or designate.

Safety: Boats must carry a 50 ft. tow line and a paddle. An approved PFD must be worn at all times.

Sailing Instructions: Will be available at registration

Scoring: The Low Point System, rule A2, will apply, modified so that each boat's series score will be the total of her race scores with the worst score discarded if 5 or more races have been completed. Three completed races shall constitute a series.

Further Information: Reminder will be mailed August 15 or call Michael Leishman, Regatta Chairman at 416 504 0000 (work) or 416 406 7982 (pager) or 416 504 3787 (fax). The RHYC telephone number is 905 528 8464

Entry Form

HELM:

CREW:

ADDRESS:

ADDRESS:

TELEPHONE:.....

TELEPHONE:.....

BOAT NAME:

SAIL NUMBER:

Entry fee enclosed \$.....CDN. Please make cheque payable to: **Canadian Albacore Association** and send this completed entry form including the **Waiver of Liability** to: **CAA c/o Michael Leishman, 94 Harris Avenue, Toronto, ON M4C 1P6.**

Waiver of Liability: By participating in this regatta, I understand that I voluntarily assume and am knowledgeable of the risks of sailing and I undertake full responsibility for myself, my crew and boat. I agree to hold harmless and free of liability the Organizing Authority, the Club/Host, its members, employees, officers and individuals appointed as volunteers for the regatta for any damage, material or personal, suffered by me or my crew during the racing or otherwise.

16 Date:..... Skipper's Signature:.....