



Canadian Albacore Association



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Canadian Albacore Association

Box 16, 660 Eglinton Avenue East, Toronto, ON M4G 4G1
www.albacore.ca

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 manageable 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

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

Commodore's Corner

Hi Everyone - By the time you all receive this issue of Shackles and Cringles, most clubs will have held their first Albacore race of the season. Hope everyone gets out early this year. I will be at our first race to be sure. My boat is now ready to go and had it's maiden year 2000 voyage on April 15th - much earlier than usual!!

POSTER OF YEAR 2000 ALBACORE EVENTS

We have had a fabulous poster printed due to the efforts of the father and son team on our executive, George and Jason Roth. Thanks to you both, as well as Doug Peterson for all of your efforts in getting the poster out, looking great and done in a timely manner. They have printed 1,400 posters in full colour so there are plenty for everyone. Don't forget to stick it on your refrigerator or Bulletin board for easy viewing to ensure you do not miss any important events.

The CAA executive would like to extend a special thanks to Heidelberg Canada for their generous support and the following individuals involved in Production Support at

Heidelberg Canada: Tom Heber, Daryn Gibson, Joseph Banisch, Ray Fagan, Peter Roehrig and Steve Thomson

TRAINING

We have 33 boats registered for the training session in June and so I believe we have 66 people looking forward to an excellent three days. Thanks to Kevin for all of his hard work on this. Word has it we may have another coach fly in from the US West coast! Super Crew will be a welcome addition to the coaching staff if he does arrive.

SHACKLES AND CRINGLES

I would like to take this opportunity to thank Nona Arneson, our Shackles editor for all of her hard work over the last two years in getting this newsletter out. She has done a great job of finding fun pictures, writing articles herself, editing other's articles and pulling everything together.

Nona has also mentioned she is always looking for new material so don't be shy. If you send her an article, it is likely going to be published.



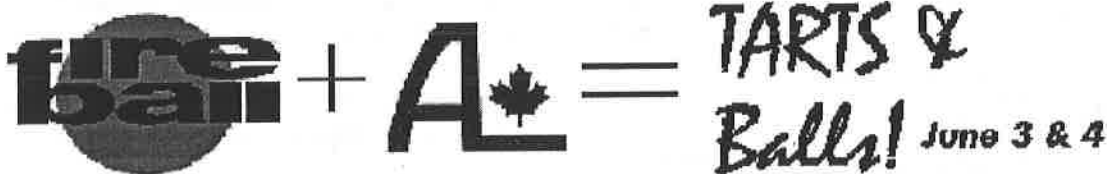
WORLDS 2003

Just a reminder that Canada will be hosting the World's (Internationals) in 2003. If any one has any suggested venues for this event and/or would like to assist in organizing the event, please let me know.

HAPPY SAILING AND SEE YOU
ALL ON THE RACE COURSE!

Heather

NOTICE OF REGATTA



Toronto Sailing and Canoe Club, Toronto.

Invited classes: Albacore, Fireball, Int-14, Wayfarer

June 3 : 1st gun 11:00, four races are planned

June 4 : 1st gun 10:30, three races are planned, no starts after 14:00

Regatta fee is \$30-\$35 and includes, of course, complimentary tarts and muffins.

For details contact Derek Griffiths: voodoo@interlog.com

Buoyancy Testing Your Albacore

It is that time of year again. I know you have all been hard at work over the winter fixing dings in the centreboard and rudder, exercising regularly to be in shape for the sailing season and carefully planning weekends so they do not interfere with any regattas. Now its time to flip over the boat, give her a good cleaning, step the mast, unroll the sails and go for that first-sail of the season. But wait. There is one important step that should not be forgotten in our haste to get out on the water - the buoyancy test.

To encourage safety, the Albacore class rules require that a buoyancy test be conducted on your Albacore annually. The regulation is enforced at major regattas and Canadian Albacore Association events where you will be required to show proof of buoyancy in order to register for the event. Canadian Albacore Association membership cards include a declaration that the annual buoyancy test has been successfully completed and witnessed. Your witness can be anyone who has read the buoyancy test rules and is familiar with the practice.

The class rules allow buoyancy to be tested in two ways. The most common is the five minute submersion rule. It is easily completed by tipping the boat on each side and submerging the side tanks for five minutes each. Watch for any air bubbles while the tanks are submerged - it may indicate a leak. In addition, you should also submerge the boat in an upright position for five

Albacore Class Rules, 18th issue

Royal Yachting Association, March 1976

Tests

4.2.1 The initial buoyancy test for boats with built-in buoyancy tanks shall consist of either a dry pressure/vacuum test as defined in rule 4.2.3 or of the immersion of each buoyancy unit for at least 5 minutes when all units shall be in sound condition. The initial buoyancy test for boats without built-in buoyancy tanks shall consist of the immersion of each buoyancy unit for at least 5 minutes when all units shall be in sound condition. After an immersion test, each tank shall contain not more than 1/2 liter of water.

4.2.2 All subsequent buoyancy tests, boats with hull shells and decks constructed substantially of wood shall have, at yearly intervals, their buoyancy apparatus checked by a measurer or tester (reference rule 4.4 Part A) who shall be satisfied that the buoyancy apparatus is in a sound condition. Every third year or, if the measurer or tester is in any doubt as to the adequacy of the buoyancy apparatus, a dry pressure/vacuum test as defined in Rule 4.2.3 or an immersion test as defined in rule 4.2.1 shall be undertaken. Boats with hull shells and/or decks constructed substantially of GRP shall have a dry pressure/vacuum test as defined in rule 4.2.3 or an immersion test as detailed in rule 4.2.1 undertaken at yearly intervals.

4.2.3 Dry buoyancy pressure/vacuum tests shall be conducted as follows: All openings in buoyancy compartments shall be closed with their own stoppers except where tubes for a pressure/vacuum gauge and source are connected.

Equipment for producing and assessing pressure differentials between buoyancy compartments and surrounding atmosphere shall be connected to the compartment.

Super or sub atmospheric pressure shall be applied to the compartment, sufficient to produce a reading of at least 125mm water gauge.

After isolating the buoyancy compartment from the pressure or vacuum source, the pressure differential shall not reduce from 125mm to 50 mm water gauge in less than 30 seconds.

minutes to ensure that the plug in the front tank is adequately sealed. With practice and help from a friend a buoyancy test can easily be accomplished without getting wet. Upon completion of

the test, remove the plugs and measure the amount of water (if any) that comes out of each tank. If it is not more than 1/2 a litre, your Albacore has fulfilled the

(Continued on page 5)

'01 Worlds Report

By David Wallerstein

dw3001@netkonnnect.net

Sadly there are no new Albacore millionaires in North America. Nevertheless we press on with our goal of filling two containers for the next Worlds in Torquay. The date has now been set - AUGUST 4-10 at the Royal Torbay Yacht Club.

I can understand not hearing from Canada. Check out the correct email address above!!! Now that we have that cleared up, anyone on THIS continent let Henry Pedro or me know if you are thinking about going with your own boat, chartering, or looking to crew. With the help of Gene Spillane we have begun contacting shipping companies, airlines, and other potential sponsors. We need to know who wants to go so we can impress these folks with our enthusiasm. I'm trying to convince some of these companies to do a marketing campaign based on our participation in the next Worlds. SO LET'S HEAR FROM THE REST OF YOU, OR NOT ONLY WILL YOU BE LATE TO THE STARTING LINE YOU'LL MISS THE ENTIRE EVENT. This is not a commitment YET, so if you think you might want to go LET ME KNOW.

We will be there during the peak summer season. We need to make arrangements for our housing well in advance or we will be camping out at the dinghy park. One more very important reason why I need to have a head count NOW. Take a break from fixing up your Alb and send me an Email.

For many of us this will be more than just the sailing and seeing our friends from the UK. It's a chance to visit the English Riviera - Torquay, Paignton, Brixham, birthplace of Agatha Christie, years of history going back to the Romans, check out the Paignton Zoo and nearby National Trust buildings, enjoy sandy beaches, and get caught up in the August festivals - Torbay Carnival and those with dancing feet - Brazilian Samba during the Festival of Street Music. And after it is all over it's easy to hop on Virgin Trains or the Great Western and visit Wales or even Plymouth, the site of the first UK Worlds in 1973. That means it will be 30 years since I attended the first Worlds. If I can still hang out by my toes so can you! RSVP NOW! ♣

(Continued from page 4 - How to do a Buoyancy Test)

buoyancy requirement. This simple fifteen minute procedure can save you lots of headache. Believe me you do not want to find out that your tanks leak in the middle of a lake. Righting a capsized Albacore with water-filled buoyancy tanks could cure you of the sailing habit.

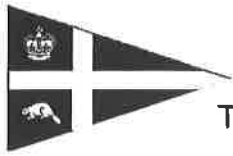
Of course there is a downside to this fifteen minute procedure. What if you find that there is more than 1/2 a litre of water in the tanks?

First, especially if you have a non-cored Albacore, inspect the hull around the buoyancy tanks for any punctures. Check also that the deck is not lifting from the hull. When an albacore is righted after a capsize there is significant pressure at this junction: water may be seeping in. Next, inspect the plugs. It may simply be that they (or the gaskets around them) are in need of replacing. If there are no obvious sources of leakage, then the dye test is the

most reliable method of determining the location of the leak.

Squirt some environmentally friendly dye (food colouring works well) into the leaking tank and add some water. Wait a few minutes. You should start to see the dye escaping where the hole is. If it is your front tank, look around the mast step. This is the most common area for leaks to begin. If it is one of the rear tanks check along the seams between the floor of the boat and the edge of the tank. Remember, water can be very sneaky and leaks may appear in the least likely places. Once you have located the leak you can repair it with standard fiberglass repair methods. "How?" you ask. Perhaps someone could volunteer to write that one! ♣

Taken in part from the 1990 Canadian Albacore Handbook "How to do a Buoyancy Test" by Rosemary Helmer.



NOTICE OF RACE

Ontario Albacore Championships
The Royal Canadian Yacht Club - Open Albacore Regatta

- Date:** Saturday June 10 & Sunday June 11
- Place:** Royal Canadian Yacht Club (Toronto inner harbour)
- Access:** City side launching ramp is available. Enter the RCYC parking lot off Queens Quay East, south side (see map below.) Follow route through parking lot. (RCYC does not own lot.) Free parking on nearby side streets and on Mill St. 1 block north of Parliament St. (Watch for tow zones.) Dollies provided on the Island side. Boats may be stored on the north lawn of Club on both Friday and Saturday nights.
- Ferries:** Leave to the island on the quarter to and quarter past the hour. Return to the city on hour and half past. Dress code on the ferries is men: shirt w/ collar, pants (no jeans), Bermuda shorts w/ knee socks; women: dress, skirt, pants (no jeans), Bermuda shorts w/ blouse
- Racing:** - Conducted under the rules of the ISFA, IAA and CAA
- 7 race series, 3 for a series, 4 for a drop

SCHEDULE

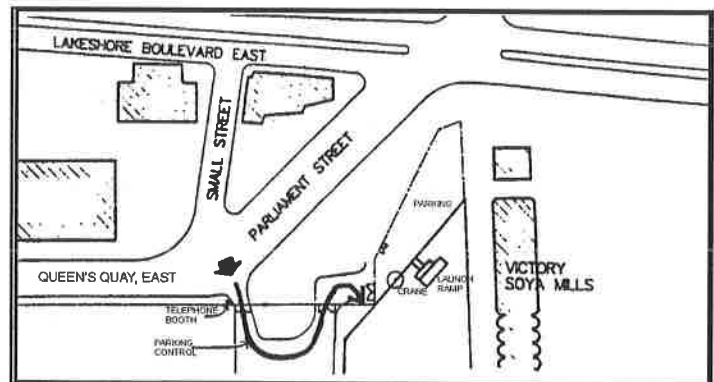
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|------------------|-----------------|--|
| Friday: | 5:00 - 9:00 pm | - boats may be stored on front lawn after Friday night race |
| | 9:30 - 10:30 pm | - registration at Friday night post race pub |
| Saturday: | 9:00 - 10:00 am | - registration/coffee/juice/donuts/muffins |
| | 10:00 am | - skippers meeting |
| | 10:54 am | - warning gun first race |
| | | - back to back races w/no start after 4:00 pm |
| | | - lunch on the water |
| | after races | - beer on shore & swimming in the pool |
| | dinner | - tickets maybe purchased at registration for the RCYC Open dinner, band & dancing |
| Sunday: | 9:00 - 10:00 am | - coffee/juice/donuts/muffins |
| | 10:54 am | - warning gun |
| | | - back to back races w/no start after 3:00 pm |
| | | - lunch on the water |
| | after races | - beer on shore & swimming in the pool |
| | | - prizes giving as soon as possible |

Entry fee \$40/boat includes: racing, coffee/juice/donuts/muffins each morning, post race beers & pop, ferry pass to island, post race swim, and prizes for top 3 crews - please bring your own lunches.

Billeting: Billets can be arranged for out of town guests via Lynne & Keith MacInnes H: 416-922-6440
Email: macinne@idirect.com. One week notice please.

Regatta Eligibility: Participants must be a current member of a national Albacore Association and provide proof of completing 2000 buoyancy test, an insurance requirement of the CAA and RCYC.

Questions: contact Regatta Chair Raines Koby 905-792-6080 - rainsesk@bdcorp.nb.ca or Janice Peck RCYC 416-967-7245.





Notice of Regatta

Nepean Sailing Club One Design Regatta

June 16-18, 2000

The Nepean Sailing Club (NSC) invites you to attend the 2000 Nepean Sailing Club One Design Regatta to be held on Lac Deschenes and hosted by the Nepean Sailing Club.

ELIGIBILITY: This regatta is open to: Laser 28, Shark, J24, Tanzer 22, 505, Fireball and **Albacore**. Competitors must meet all ownership, class membership and yacht measurement requirements and have paid all event fees before becoming official competitors.

SCHEDULE:

Friday, June 16	09:00-2300 Launch 16:00-21:00 Registration 18:00-21:00 BBQ at NSC Saturday
Saturday, June 17	07:30-09:00 Registration for late arrivals 08:30 Skippers meeting and weather forecast 10:00 First gun on all courses 18:00-20:30 Dinner 20:00- Live Band and party
Sunday, June 18	10:00 First gun on all courses 15:00 Haul-out 16:00 Awards



RULES: The Nepean Sailing Club One Design Regatta will be governed by the 1997-2000 Racing Rules of Sailing, the prescriptions of the Class Rules for each competing fleet and the Sailing Instructions. This Regatta is classified as a Category B event, per Appendix G of the Racing Rules of Sailing.

FEES: The entry fee will be \$30.00 for the Albacore. The fee and completed entry form must be received by the organizing committee before 08:30 Saturday, June 17, 2000.

CONTACT: The Nepean Sailing Club. 3259 Carling Avenue, Nepean, ON K2H 1A6 613-829-6462.
Doug Lynch 613-599-1404, Email dlynch@ebsco.com

For complete details please see the Nepean Sailing Club on the web:
www.nsc.ca

2000 Albacore Midwinters - A Runaway Success

By Henry Pedro

In the dead of the night, incognito, unbeknownst to the rest of the Canadian Albacore gang (who were still recovering from months of Canuck deep-freeze) an intrepid team of sailors gathered their belongings, dug up a boat from a snowbank (OK, we took one that was the most convenient), and boarded planes and cars for the annual pilgrimage to sunny, warm Florida to participate in the earliest of Albacore events - the Midwinters!

Leaving the cold wet weather of Canada behind, they doffed their fleece jackets, jeans and boots in favour of straw hats, tank tops, and sandals to survive the 80 degree temperatures the local climate had to offer. Things just got better from there.

While Heather and Neil both chose to fly, happy to meet their skippers and boats upon arrival, the team of Henry Pedro and Christine Short decided to take the scenic (suicide) route and drove to Florida, boat in tow. Thinking that they would surely be among the first to arrive, Henry and Christine found that, instead, the party had started without them and was well underway by the time they arrived. There is very little justice in this world, and they weren't going to stand for this kind of tomfoolery.

Armed with several cases of good Canadian beer (a scarce commodity south of the 49th) they promptly changed the tune of the festivities by making utterances to the likes of "Hey kids, how's it goin' eh? We brought some good Canadian beer! Want some?" To which the already arrived and settled American participant Jeff Solsby replied "You brought Canadian beer???? I love you, man!" This set the tone for the next three days for sure.

A noteworthy observation at this point would be the winds in Florida. For a week before the regatta, the winds in Sarasota Bay were reportedly, consistently brisk, averaging 15 - 20 knots every day. The boasting from the locals (it was Chris Gorton, actually) was almost unbearable, "It's been like this for over a week now! It's blowing the dog off the chain! It's going to be a great weekend! I can't wait for the carnage to start, there's going to be some boats upside down today!"

Well these winds were maintained into the first day of racing which saw planing conditions from the shore to the start line. That's when they promptly



slipped to below 10 knots, and at times to below 5. (So much for all the excitement.)

While the first two races sailed Friday were meant to be practice races, the Albacore gang asked the race committee to score them (suckers for punishment). This meant sharing a course with some noteworthy classes such as the MC-Scows, Daysailors, Inland-18s, and E-Scows among others. This made for some interesting racing, especially while running downwind only to be confronted by a massive Scow on a beat, heeled on her ear, her hull slapping at the chop (those blunt noses can't cut through it like the Albacores), with all three crew members hollering "STARBOARD!" Yikes.

The evening was capped off by most of the gang heading off to a local establishment, El-Habanero (Cuban for good-eats-cheap) for the local delicacy: black beans, yellow rice and whatever comes with it.

Saturday's races were sailed on extremely short courses with the Vanguard 15 fleet. Fluky, shifty conditions, with occasional bouts of crappiness, sunny with partly squirrely conditions dominated. The Albacores agreed to the Vanguard-15 formula for the day, sailing six (!) short races. While everyone got busy practising their starts, a spectator boat arrived (hey, if it's good enough for the America's Cup, it's good enough for these guys). The bulk of the cheering came from several bikini-clad fans (hey that's winter in Florida, kids) and was directed at Peter Duncan and crew Barry Wolfson each time they rounded the windward mark.

(Continued on page 13)

2000 Friday Night Race Schedule

Toronto, Ontario

Race	Date	Host	Location	Host Club	Contact	Phone	Email
1	May 5	OHCC	Outer Harbour	Outer Harbour Centreboard Club (OHCC)	Ross King	416-422-5830	rossking@ideirect.com
2	May 12	WSC	Outer Harbour	Westwood Sailing Club (WSC)	Steve Goode	416-964-9417	connell@sympatico.ca
3	May 19	MSC	Outer Harbour	Mooredale Sailing Club (MSC)	Heather Gilchrist	416-533-8279	jmg@connection.com
4	May 26	TISC	Inner Harbour	Toronto Island Sailing Club (TISC)	David Jube	519-581-7575	d-jube@the-wire.com
5	June 2	MSC	Outer Harbour	St. James Town Sailing Club (StJSC)	Robert MacDonald	416-604-8927	robomac@sitefind.com
6	June 9	TISC	Inner Harbour				
7	June 16	OHCC	Outer Harbour				
8	June 23	WSC	Outer Harbour				
9	June 30	StJSC	Outer Harbour				
10	July 7	StJSC	Outer Harbour				
11	July 14	MSC	Outer Harbour				
12	July 21	OHCC	Outer Harbour				
13	July 28	WSC	Outer Harbour				
14	Aug 4	OHCC	Outer Harbour				
15	Aug 11	WSC	Outer Harbour				
16	*Aug 18	StJSC	Outer Harbour				
17	*Aug 25	TISC	Inner Harbour				
18	*Sept 1	StJSC	Outer Harbour				
19	*Sept 8	MSC	Outer Harbour				

The official scorer for Friday Night Races 2000 is Neil Wilson.
Please forward all results to him at:

nawilson@istar.com
(H) 416-203-8395

Results will be posted at: www.albacore.ca

May 5 through August 11, races start at 7 pm. *August 18 through September 8, races start at 6:45 pm. For Friday Night Series racing rules and regulations please contact one of the above mentioned race chairs.

Hans Gottschling

The Dinghy Boatcover
Specialist

Tel. 905 277-3306

Fax 905 277-9021

Web site: Gottschlingboatcovers.com

1655 Coram Crescent, Mississauga, On L4X 1L1



2000 Albacore Race Schedule

	<u>DATE</u>	<u>EVENT</u>	<u>HOST CLUB</u>	<u>CONFIRMED</u>
MARCH	Mar 17-19	Mid Winters	Sarasota Sailing Squadron	✓
MAY	May 20-21	Mid-Atlantics	Hunterdon Sailing Club	✓
JUNE	June 1-4	Albacore 2000 Race Training	Mooredale Sailing Club	✓
	June 3-4	G Tarts & Balls	Toronto Sailing & Canoe Club	✓
	Jun 4	Peterborough Examiner	Peterborough Sailing Club	✓
	Jun 10-11	RCYC Open (Ontarios)	Royal Canadian Yacht Club	✓
	June 17-18	G Nepean Open	Nepean Sailing Club	✓
	June 24-25	Lake Skiff Sailing Assoc.		
JULY	July 2	G Centennial Regatta	Peterborough Sailing Club	✓
	July 8	OHCC Open	Outer Harbour Centreboard Club	✓
	July 15	Women's Helm	St. Jamestown Sailing Club	✓
	July 15-16	Albacore Juniors	TBD	
	July 22	St. Jamestown Open	St. Jamestown Sailing Club	✓
	July 29	G Westwood Open	Westwood Sailing Club	✓
AUGUST	Aug 3-6	CYA Sail East	Beaconsfield Yacht Club	
	Aug 12	Mooredale Open	Mooredale Sailing Club	✓
	Aug 19	G PABAR	Pointe au Baril Sailing Club	✓
	Aug 19	New Skipper's Race	Westwood Sailing Club	✓
	Aug 19-21	US Nationals	West River Sailing Club	✓
	Aug 26	Toronto Island Open	Toronto Island Sailing Club	✓
SEPTEMBER	Sep 2-3	RCYC Royal Weekend Open	Royal Canadian Yacht Club	✓
	Sep 9-10	Fanfare'99 (Area 10)	Nepean Sailing Club	✓
	Sep 9	Round the Island	St. Jamestown Sailing Club	✓
	Sep 15-17	Canadian Championships	City of Meaford	✓
OCTOBER	Oct 7-9	North Americans	Rehoboth Bay Sailing Association	✓

G - Races designated as the Gooderham Series. The Gooderham Trophy was established in the memory of Bill Gooderham to encourage Albacore sailors to Regattas across Ontario and is awarded annually to the helmsperson who achieves the best result in the series.

Canadian Albacore Association
2000 Membership Form

99
1

Please make any changes directly on this form and fill in any incomplete areas.

Last Name
First Name
Address
City
Province
Postal Code
Phone Work
Phone Home
Email

Sail Number
Boat Builder
Boat Year
Club

Membership Type
 Full Member \$40.00
 Associate Member \$20.00
 Youth Member \$20.00

Please publish my name and phone # in the Albacore membership list.

Comments/Questions:

Please mail this form and cheque to
Canadian Albacore Association, c/o Ted
Mallett, 22 Ridley Blvd., Toronto, ON
M5M 3K9

Inquiries: mallett@netcom.ca or tel: 416-486-0515

CAA Membership Survey

The CAA would like to know you better. Please take a minute to fill out the following questions about you and your sailing interests. Survey responses will be kept confidential. Select responses by filling in appropriate circle: <↑>?

1. How long have you been sailing Albacores?
(Choose one)
 1. Since the 1970s or earlier
 2. Since the 1980s
 3. Since the 1990s
 4. This is my first year
2. About how old are you?
(Choose one)
 1. 20 or under
 2. 21-30
 3. 31-40
 4. 1-50
 5. 51 or over
3. What sailing experience did you have before sailing Albacores?
(Choose one)
 1. None, first started in Albacores
 2. Other dinghy (please specify _____)
 3. Keelboats
4. What first started you into sailing Albacores?
(Choose one)
 1. Junior club
 2. Community club
 3. Through a friend
 4. Sailing magazine/article/advertisement
 5. Community event
 6. Other (please specify _____)
5. What kind of sailing do you do in Albacores?
(Choose as many as apply)
 1. Racing
 2. Recreational, near home
 3. Recreational, at cottage
6. Who normally sails with you?
(Choose one)
 1. Spouse
 2. Other family member
 3. Friend, usually the same person
 4. Many different people
7. Do you travel with your Albacore?
(Choose one)
 1. Yes
 2. No
8. What kinds of services do you like receiving from the CAA?
(Choose as many as apply)
 1. Shackles and Cringles newsletter
 2. Entry into racing events
 3. Tuning tips
 4. Classified ads
 5. Repair guides
 6. Contacts, networking
9. What services would you like to see more of from the CAA?
(Choose as many as apply)
 1. More tuning and rigging guides
 2. More sailing tips, rules
 3. More racing events, results
 4. More help for regional fleets (please specify _____)
 5. Other (please specify _____)
10. How often do you visit the Albacore web site?
(Choose as many as apply)
 1. Never
 2. Once or twice a year
 3. About once a month
 4. More than once a month
11. If you own your own Albacore, did you get it new or used?
(Choose one)
 1. New
 2. Used
12. If you own your own Albacore, how often do you buy sails?
(Choose as many as apply)
 1. Every year
 2. Once every two or three years
 3. Once every four or more years
 4. Never, still use original set

2000 Albacore Race Schedule

<u>LOCATION</u>	<u>CONTACT</u>	<u>PHONE</u>	<u>EMAIL</u>
Sarasota, Florida USA	Jim Barr	941.366.1972	jbarr3620@aol.com
Spruce Run, NJ USA	Art Mohan	908.526.8506	artmohan@cs.com
Lake Ontario/Outer Harbour	Kevin Smith	416.249.3361 Ext 27	ksmith@aercoustics.com
Toronto, Humber Bay	Derek Griffiths	416.944.1353	voodoo@interlog.com
Clear Lake, ON	Harold Briggs	705.742.2746	
Toronto, Inner Harbour	Raines Koby	905.792.6080	rainesk@bdcorp.nb.ca
Nepean, ON	Van Sheppard	613.729.8939	vsheppard@neptec.com
	Debbie Thomas	416.461.7420	debbie@cdnimage.com
Clear Lake, ON	Harold Briggs	705.742.2746	
Toronto, Lake/Outer Harbour	Ross King	416.422.5830	rossking@idirect.com
Toronto, Outer Harbour	Robert Mac Donald	416.640.8927	robomac@sitefind.com
TBD	R. Helmer / K. Smith	416.964.8427	rhelmer@hmg.com
Toronto, Outer Harbour	Robert MacDonald	416.640.8927	robomac@sitefind.com
Toronto, Outer Harbour	Steve Goode	416.964.9417	connelll@sympatico.ca
Beaconsfield PQ	George Portelance	514.630.1867	georges.portelance@sympatico.ca
Toronto, Outer Harbour	Heather Gilchrist	416.533.8279	jmg@connection.com
Georgian Bay, ON	Jeff Wilkins	416.496.1000	jeffw@webcomlink.com
Toronto, Outer Harbour	Steve Goode	416.964.9417	connelll@sympatico.ca
Annapolis, MD USA	Chris Gorton/Peter Duncan	410.431.5480	Sailfaster@aol.com
Toronto, Inner Harbour	David Jube	519.581.7575	d-jube@the-wire.com
Toronto, Inner Harbour	Rosemary Helmer	416.964.8427	rhelmer@hmg.com
Nepean, ON	Van Sheppard	613.729.8939	vsheppard@neptec.com
Toronto, Inner Harbour	Robert MacDonald	416.640.8927	robomac@sitefind.com
Meaford, ON	Dianne Clarke	416.290.3901	dianne.clark@transamerica.com
Dewey Beach, Delaware USA	Peter Duncan	410.431.5480	sailfaster@aol.com

Some fine print: This schedule is up to date as of press time. It includes some changes since the time the poster was published. Please be sure to check the official Notice of Race for each regatta for complete details.

Harbour Master Series 2000

Notice of Race

The Harbour Master Series for Albacores began in 1973 to promote weekend racing. It was organized by three clubs located on the Toronto Islands; The Royal Canadian Yacht Club, the North Toronto Sailing Club (now Toronto Island SC) and the Westwood Sailing Club. The perpetual trophy was donated by Captain John Mann, the Harbour Master of Toronto, hence the name of the Series. The Series consists of 16 races held on 8 Sundays with 2 back-to-back races run per day.

CAA Schedule: Doug Paterson H: 416-480-0877 doug.paterson@home.com
 Scorekeeper: Neil Wilson, Toronto Island Sailing Club H: 416-2038395 nawilson@istar.com
 Each club is responsible for sending a copy of the results from their races (with names of skippers and crews included) to Neil as soon as possible following the day's racing.
 Please keep a copy of your race results for back-up in addition to the copy sent to Neil.

Race #	Date	Host Club	Location	Contact	Phone	Email
1,2	May 28	RCYC	Inner Harbour	Rosemary Helmer	416-964-8427	rhelmer@hmgi.com
3,4	June 18	TISC	Inner Harbour	David Jube	519-581-7575	d-jube@the-wire.com
5,6	July 9	MSC	Outer Harbour	Heather Gilchrist	416-533-8279	jmg@connection.com
7,8	July 23	St. JSC	Outer Harbour	Robert MacDonald	416-604-8927	robomac@sitefind.com
9,10	July 30	WSC	Outer Harbour	Steve Goode	416-964-9417	connelll@sympatico.ca
11,12	August 13	OHCC	Outer Harbour	Ross King	416-422-5830	rossking@idirect.com
13,14	August 27	TISC	Inner Harbour	David Jube	519-581-7575	d-jube@the-wire.com
15,16	September 10	St. JSC	Outer Harbour	Robert MacDonald	416-604-8927	robomac@sitefind.com

*Any race that is not completed on its scheduled day will not be re-run. Start time for the first race each Sunday is 13:30. The time of the second race is determined by the Race Committee.

ENTRIES

Any boat which is a member of one of the organizing clubs or their National Albacore Association is eligible to participate in the Series. Members of MSC, St.JSC, TISC and WSC, will have their fees paid by their clubs. Members of RCYC and OHCC should register their boats and pay their \$16.00 per boat series fees by cheque payable to "Robert MacDonald - Albacore Harbourmaster Series" and mailed with entry form to 713 Indian Road, Toronto, ON M6P 2E2. Robert is a member of the St. James Town Sailing Club.

RULES

The Harbour Master Series shall be governed by The Racing Rules of Sailing (R.R.S.) 1997-2000 including CYA Prescriptions and the Class Rules of the Canadian Albacore Association unless amended by these Sailing Instructions.

AWARDS & PRIZES

- Weekly Prizes to Top 3 Skippers and Crews for Individual Races
(Prizes can be collected from Robert MacDonald (St. James Town SC) upon submission of results.
 - Overall series Champion – Harbour Master Trophy
The Harbour Master Trophy is awarded to the Top Skipper of the Series.
The championship is based on the scores of the skipper's best 8 races sailed.
 - Participation Award – David Treissman Memorial Trophy
 - Final awards held at St. James Town SC following the last race.

For complete sailing instructions, please contact any of the above mentioned race chairs.

(Continued from page 8)



The lost canuck "Bruce" relaxing at the Midwinters.
Photo by H. Pedro

Back on shore, the festivities were heating up with a banquet thrown by the good folks at the Sarasota Sailing Squadron, followed by adult BEvERages and strip-Euchre. (Okay, it got cold and most people

wimped out and hid in the clubhouse, played cards and watched TV.)

Sunday's conditions were why the Canadian contingent went to Florida in the first place. 20 knot winds with gusts to 26, planing conditions, broken equipment, capsizes: a good regatta of attrition. Several people decided to stay on shore. Paul Norloff and Neil Wilson decided to stay behind (and dry) and de-rig, and so did Henry's crew Christine Short and Barney's crew Becky Harris. With both skippers crewless, Henry decided to crew for Barney, and off they went. With a minute to go at the start line Barney Harris' rudder blade broke off and floated away. After an hour of stupid-human-tricks by Henry and Barney they managed to get the boat ashore, and undeterred, they went right back out in Henry's boat, this time with Barney as crew. They managed to make the last two races of the day. The day was characterized by plenty of carnage, capsizes, chicken-gybes, broaches, and swimming.

(Continued on page 14)

The Results - 2000 Albacore Midwinters

Place	Boat	Skipper/Crew	Race	Race	Race	Race	Race	Race	Race	Race	Race	Race	Race	Total	Drop2	
			1	2	3	4	5	6	7	8	9	10	11			12
1	CAN7700	Chris Gorton Heather Macnaughton	1	1	1	1	7	3	1	OCS	4	1	1	2	36	16
2	USA7107	Nathan Cowan Matt Cawley	DNS	DNS	4	2	8	6	3	1	1	2	2	1	56	30
3	USA5923	Denis Wettlaufer Diane Goebes	5	8	3	6	6	10	4	3	3	3	7	4	62	44
4	USA6701	Barney Harris Becky Harris	2	2	2	3	1	1	2	OCS	DNS	DNS	DNS	DNS	78	52
5	USA666	Daphne Byron Stephanie Strand	8	3	6	4	5	5	5	5	DNF	9	6	6	75	53
6	USA8026	Joanna Byron Gretchen Wilkinson	3	4	8	9	3	2	9	OCS	2	4	DNS	DNS	83	57
7	USA342	Peter Duncan Barry Wolfson	DNF	6	7	7	2	11	7	2	7	5	8	8	83	59
8	USA8021	Jim Graham Susan Graham	4	5	9	12	9	4	10	7	5	6	4	9	84	62
9	USA7499	David Huber Dory Samuels	6	9	5	10	4	8	8	9	8	8	5	5	85	66
10	CAN8022	Henry Pedro Christine Short	7	7	11	5	11	12	6	6	DNS	DNS	3	3	97	71
11	USA7305	Dan Caplan Jeff Solsby	DNS	DNS	10	11	10	9	11	4	6	7	DNS	7	114	88
12	USA7379	Neil Wilson Paul Norloff	DNF	DNF	12	8	12	7	12	8	DNS	DNS	DNS	DNS	137	111



St. James Town
Sailing Club

Year 2000 J-Town Albacore Regatta Saturday, July 22

ELIGIBILITY: The regatta is open to all Albacore sailors who are members of the Canadian Albacore Association or another National Albacore Association.

SCHEDULE: A maximum of five races are planned, with four to count if all five are sailed.

REGISTRATION: At J-Town the morning of the event; also pre-registration at the Friday Night Series award ceremony on July 21.

ENTRY FEE: \$55.00 per boat, which includes light breakfast, lunch, and Birthday Bash dinner and party.

PRIZES: Freshly varnished Klinger Trophies.

LOCATION: We will be sailing in the Toronto Outer Harbour.

RULES: This regatta will be governed by the Racing Rules of Sailing, the rules of the Canadian Albacore Association and the regatta Sailing Instructions.

For more information, call Robert MacDonald, Race Chair at 416-604-8927 Email robomac@sitefind.com.

9:00-10:00 am Registration and breakfast at the J-Town Clubhouse.

10:00 am Skippers' and Crews' Meeting.

11:00 am Warning Signal for Race 1. Races 2 to 5 to follow. Lunch time to be determined by the Race Committee.

5:00 pm Refreshments on shore.

5:30 pm Awards Ceremony.

6:00 pm J-Town Birthday Bash Dinner and DJ Party (registration includes this).

(Continued from page 13 - Midwinters)

After the day's racing Barney decided that Henry's heavy-air gybing technique required a little polishing, so the pair sailed off to practice. The results were predictable: a couple of bad gybes, followed by a capsize, followed by a rudder falling off the boat (which was retrieved by Henry and his Steve Austin-like reflexes before it sank into oblivion.

When the dust settled, the local favourite and everyone's favourite displaced Canuck, Chris Gorton won the event with Heather Macnaughton crewing. Canadians Nathan Cowan and crew Matt Cawley, both from RCYC placed second in the loaner boat. A notable performance with two bullets and two second place finishes on the last day

with a combined crew/skipper weight well under 300 pounds in winds over 20 knots! Everyone's favourite long-distance traveller Denis Wetlaufer with crew Diane Goebes finished third for the series, and not having scored any races on the last day, Barney and Becky Harris placed fourth. Rounding out the top five were Daphne Byron with crew Stephanie Strand.

A brief awards ceremony followed the day's sailing with prizes handed out by the local Budweiser model wearing a dress everyone was certain was spray-painted on. Well that's Florida. Hope you can all make it down there next year! 🍷

For additional commentary about the regatta refer to the Canadian Albacore Association webpage at: www.albacore.ca

Canadian Albacore Association Measurers

Chief Measurer:

George Wm Roth
 212 Willowdale Ave
 Waterloo, ON N2J 3M1
 Phone: 519-746-1300
 Fax: 519-746-1162
 Email: georoth@golden.net
 Sailing Club: Outer Harbour Centerboard
 Club

Chief of Specifications, IAA

Dave Weaver
 14 Lansdowne Rd, N
 Cambridge, ON N1S 2S8
 519-623-4402
 Email: weaverds@mcmaster.ca

Name	Address	Phone Number	Email	Sailing Club
Gord Chu	310 Durie St. Toronto, ON M4J 1X9	416-760-8778	gordon.chu@can.xerox.com	Toronto Island Sailing Club
Rick Clayton	362 Brookdale Ave Toronto, ON M5M 1 P8	416-783-9194	richard.clayton@stoneweb.com	Outer Harbour Centreboard Club
Ted Mallett	22 Ridley Blvd Toronto, ON M5M 3K9	416-486-0515	mallett@netcom.ca	Royal Canadian Yacht Club
Peter Vasoff	120 St. Johns Rd. Toronto, ON M6P 1T9	416-762-4592		St James Town Sailing Club
Ed Nicholas	106-3445 Uplands Dr Ottawa, ON K1V 9N5	613-738-7050	ed_nicholas@yahoo.com	Nepean Sailing club
Van Sheppard	509-215 Parkdale Ave. Ottawa, ON K1Y 4T8	613-729-8939	vsheppard@neptec.com	Nepean Sailing Club

For more information on how to get a measurement certificate for your Albacore please visit the Canadian Albacore Association webpage at www.albacore.ca/howto.html to read a past *Shackles & Cringles* article (April, 1999) about measurement certificates by Rosemary Helmer. For information about becoming a measurer contact the CAA Chief Measurer, George Roth.

Repairing Foam Cored Albacore Cockpit Interiors

By Barney Harris, Hapco Marine USA 6701, 8011

Cored hull Albacores are somewhat susceptible to damage to the floor of their cockpits. This damage can take the form of an indentation from a concentrated point load from stepping on a small hard object such as a pebble or tool. This will poke through the inner fiberglass skin and into the foam core. Another common form of damage occurs when the hull has a point load applied outside the hull - as from improperly positioned trailer bunks or setting the hull on the ground with an uneven surface.. This will create a crack or series of cracks on the hull's

interior, usually aligned fore n aft. Fortunately repairing this sort of damage is straightforward. I have done these repairs to several boats including my own, and have developed the following process.

First, none of the materials work if the surface is wet, so I will dry the boat thoroughly by storing it uncovered in a waterless area for at least a week. Gentle heating from a small lamp will assist this.

(Continued on page 18)

Upwind Sailing Technique: High Wind

By Barney Harris 8011 & 6701

At some wind level the Albacore will become overpowered. The reader may know the sensation - boat over on her ear, huge weather helm, having to ease the main, which is always luffing, well outside the leeward rail, and pinch up into the wind to keep from being blown over. The skipper and crew are hiking really hard, but the boat just does not move. The boat feels "bound up." Here is a quick set up and technique recipe for curing this.

Set Up: First, pull the Cunningham and then outhaul as tight as you can. Then, set the jib halyard to produce around 50 or 100 lbs of tension in the shrouds. Now, tension the vang. The boom will both pivot down at the goose neck and translate forward, bending the mast. At first, the rig tension will reduce slightly, since the bent mast is somewhat shorter than when straight. The jib luff tension will have dropped somewhat. The jib luff should continue to slacken with increasing vang tension until the mast contacts the forward travel limit on the partner. At this moment the mechanics change since the mast is constrained from further forward motion by the partner. Additional vang tension now pulls the top of the mast aft in the boat and adds directly to the jib luff tension. Now, ease the jib halyard a small amount and watch the entire rig bend aft with only a small additional increase in vang. At this point the aft end of the boom will be 8 or 10 inches above the deck. When the boom is eased off centerline the leeward shroud will become totally slack and the mast will bend both aft and to the leeward. The windward shroud will be banjo string tight, and sharply kinked aft at the spreader. Set the jib leads about 2 inches aft of their normal position.

Place the boat in the water and add lots of wind. With the rig bent like an archer's bow, wind pressure on the sails will increase leech tension - and pull the top of the mast to leeward and aft. Now, when sailing to windward, gusts increase the tendency for the mast tip to be pulled still more to leeward and aft, further flattening the main and reducing power, making the boat quite easy to sail - merely ease the main an inch or two in all by the largest puffs and the rig depowers all by itself.

Technique: Sail the boat with the inside tell tail lifting, crew hiked out, and main eased to the rail. If you find yourself trimming the main to centerline and sitting in, you have depowered too much. Ease the vang a bit. If this persists, pull a little on the jib halyard and move the jib leads forward a pin. Conversely, if you find yourself frequently having to luff the main, you have too much power. Reduce power by moving the jib leads one pin aft, adding vang, and easing off the jib halyard a very small amount.

When properly set up, the boom will be eased a bit - to



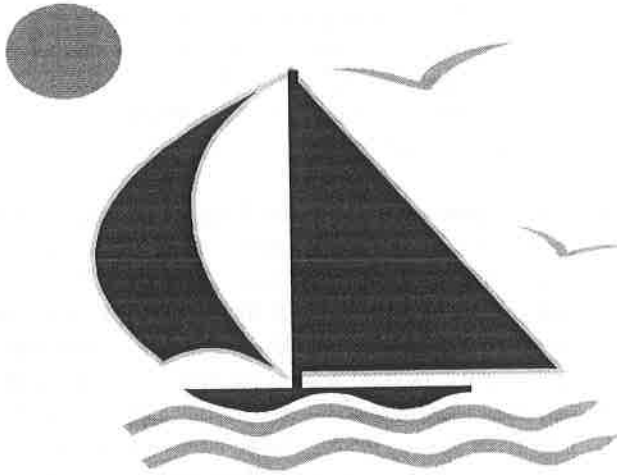
Barney Harris at the Albacore Midwinters in Sarasota, FL with 6701. Photo by H. Pedro

the rail perhaps, with the crew fully hiked out. The jib inside tell tail should be just lifting a bit all the time. During lulls, pull the main in just a bit and sail a little lower to increase power. Keep hiking. In gusts, steer just a little higher - to where the jib inside tell tail just begins to lift and maybe the front of the jib backs slightly, and ease the main only a few inches. The boat should stay on its feet - flat or nearly so. Steering is critical here: if you are too far off the wind you will have to ease the main and lose height. We will frequently sail so high that the jib luff is backed to shed power in puffs with an accompanying ease in mainsheet.

The crew and helm should sit a bit further aft. This requires an acquired touch - if the boat feels as if it ran into a pillow when encountering each wave, move a bit aft. If it seems as if you are dragging something from the stern, move a bit forward. A small rooster tail is acceptable. The helm and crew should sit next to each other and move as one. Never have the crew hang on the shroud - it tends to drag them too far forward.

With just a few adjustments the Albacore can be transformed from an overpowered monster into a team of obedient sled dogs. The sensation is wonderful - it literally feels like something has grabbed the boat by the bow and is dragging it to windward, smashing over waves and sending spray far to either side in the process. The rig feels efficient and the helm balanced. Gusts require only a small ease on the main sheet - and the boat lunges ahead with every increase in wind strength and/or hiking effort. You can feel it. Ease the main and jib a and steer a bit low and the Albacore will just begin to plane to windward. The only thing more fun than sailing an Albacore to windward in a breeze is the ride back! ♣

OUTER HARBOUR CENTREBOARD CLUB
ALBACORE REGATTA
JULY 8, 2000



Registration: Outer Harbour at OHCC

Races: On the lake, weather permitting.

Cost: \$50 per boat

Includes: breakfast--coffee, juice, muffins...

** happy hour*

** dinner*

** prizes*



Lunch: Bring your own. Lunch is on the water.



Extra Dinner: \$15

SCHEDULE

9:00 a.m. Registration

10:00 a.m. Skippers Meeting

11:00 a.m. 1st Race

2nd Race to immediately follow first Race

(Lunch time to be determined by the Race Committee)

2:45 p.m. 3rd Race

4th Race to follow 3rd Race, time permitting

4:45 p.m. Cocktails

5:15 p.m. Dinner

Awards

All times are approximate and weather dependent.
(If 4 races, best 3 to count, if 3 or less races, all to count.)

For more information call David Harris (416)923-8416 ext. 22 or dharris@crfa.ca

(Continued from page 15 - Repairing Foam Core Interiors)

There is probably more than one area which needs repair, so mark off all the damaged areas. I use a pencil or magic marker to identify each area on the inner hull to be repaired. Next, use an electric grinder to remove the gel coat for about one inch surrounding each damaged area. Be careful, the fiberglass skin is pretty delicate and its very easy to remove more than necessary.

Next, inspect the underlying core material. It should be completely dry. If it is not, heat the area and allow time to elapse until it has fully dried. Sometimes the object which created the dent - like a pebble - will be lodged in the hole. Pry it out.

Next, fill the dent with epoxy filler such as west 105 resin and 205 or 206 hardener with a lightweight filler such as the West 407 or 410. Apply a thin coat of pure resin to the area being filled to ensure a good bond. Then mix the filler into the remaining resin until you reach a mayonnaise or peanut butter consistency. Apply the filler with a putty knife and fair it into the surrounding area as well as you can. Allow this to cure overnight.

Now, prepare for a fiberglass patch by sanding the cured filler area flush with the surrounding area and wiping it down with acetone and a clean paper towel. Carefully mask off the area to be coated so that inadvertent spills do not mess up the boat

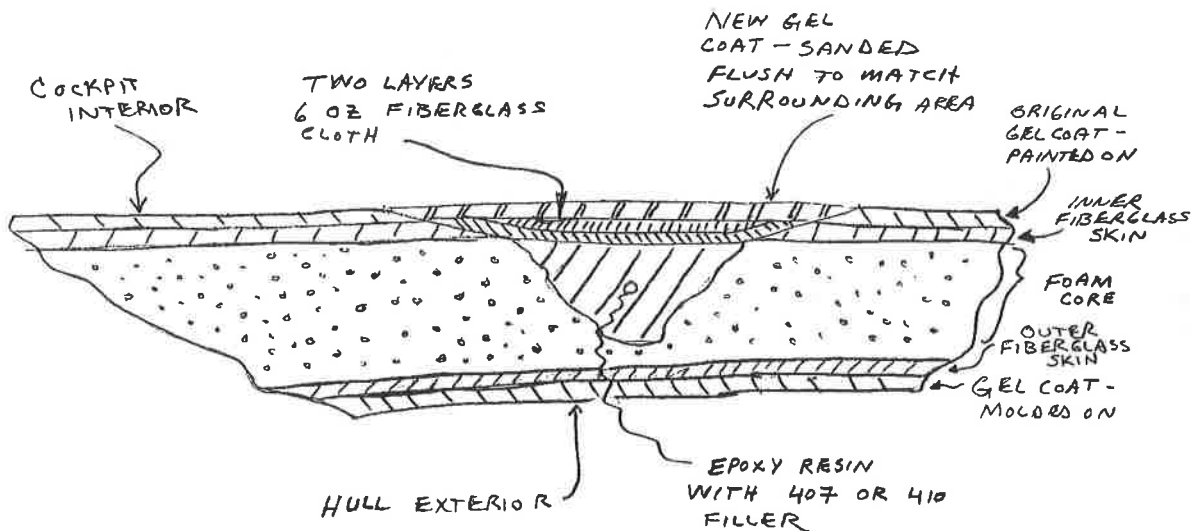
interior. Cut two pieces of 6 ounce fiberglass cloth to the exact shape of the area being repaired.

Now, mix a small batch of West epoxy resin and paint the damage area with a thin coat. Apply one piece of fiberglass cloth and wet out with resin completely by dabbing with a small brush. Try to use a little resin as possible. Apply the second piece of fiberglass cloth and wet it out with resin. The cure can be speeded by gentle heating with a 75 watt light bulb if desired. Watch for drips - clean them up before they harden

Bare epoxy will not last long in the sun, which is why fiberglass Albacores have the "gel coat" opaque surface finish. This protective barrier must be restored in the area of the repair. I have found the white gel coat sold in West Marine serves well and is nearly a perfect match for the white gel coat used in the Ontario Yachts Albacores. One can match the color of a non white surface by tinting the gel coat with a coloring additive. Best to attempt a test batch first to ensure the cured color matches.

Prepare the area for gel coating by sanding with 100 grit paper and wiping it down with acetone and a clean paper towel. This is very important since the epoxy exudes a waxy substance, referred to as an "amine blush" in their literature, when it cures which will prevent succeeding coatings from

(Continued on page 19)



ANATOMY OF AN ALBACORE COCKPIT REPAIR

(Continued from page 18)
adhering.

Mix the gel coat in accordance with the directions on the can. Gel coat can be applied like paint. If a thicker mixture is desired to say fill a deeper depression, mix in a little colloidal silica. The cure can be hastened by gentle heating with a 75 watt lamp.

Gel coat will not cure fully when in contact with air, so it is necessary to isolate it while it cures. After the gel coat has become somewhat solidified, usually after 30 or 45 minutes, apply a light coat of PVA to isolate it from air. The PVA dries to form a thin wax barrier

over the gel coat, and ensures a full cure.

Finish the repair by removing the masking and washing off the PVA with soap and water. Sand the gel coat to match the surrounding area. If in the cockpit, sanding with 220 wet will suffice. If on the deck or other smooth, shiny area, sand with 220 through 1000 grit. For a final finish, buff with a rubbing compound. It is possible for an amateur to match gel coat reasonably well, but it takes a little time and effort. A repair made using the procedures and materials outlined above should last the life of the boat. ♣

Letters to the Editor

Nona,
Your article "I Would Rather be an Editor than an Author", mentions, "at least four recognizable Canadian boats in the picture..." in *Sailing World* magazine. I can not tell you if hull number 55 is a Canadian boat but hull number 9 (sailing into the photograph from the left side beside hull 5) is a Canadian boat from St. James Town Sailing Club sailed by Mary Romaniuk and Ian Aukema. While you enjoyed your first appearance in *Sailing World* I will have to wait and sail faster before I can enjoy my first appearance in *Sailing World* :).

Ian Aukema
8036 St. J-Town Sailing Club



Be the first on your block to say we raced, we partied,
we survived the

Westwood Open

July 29th, 2000

Westwood Sailing Club

Toronto, ON

Westwood will provide a light brekkie in the morning, lunch, a sumptuous barbeque dinner and of course, well-run races. Then we'll dance under the stars to the band

Nightfly.

How much you ask? Certainly easily affordable for all true Albacore racers.
Separate dinner tickets will be available.

For further details, please contact Steve Goode. Phone: 416-964-9417
E-mail: connelll@sympatico.ca



Mark Your Calendar

The Canadians in Meaford

Friday, September 15 - Sunday, September 17, 2000

- ▲ Come and enjoy a lovely September weekend on Georgian Bay
- ▲ 7 races (2 races Friday starting at 12 noon, 3 on Saturday starting at 10:00 am., 2 on Sunday starting at 10:00 am.)
- ▲ Championship and Challenger fleet, prizes for Masters, Women's Helm, Family trophy, etc.
- ▲ Regatta fee to be determined; will include dinner on Saturday night, box lunches for 2 days, beer after sailing
- ▲ Motel, bed and breakfast, and camping available

Registration forms will be available in the next issue of *Shackles & Cringles*.

For further information, please contact **Dianne Clark**
(416)290-3901
dianne.clark@transamerica.com

It's time to Renew

Please find enclosed in this issue of *Shackles & Cringles* your personalized membership form. Take a few minutes to ensure that all your information is current and correct. Make any changes directly on the form and return with your cheque payable to the

Canadian Albacore Association
c/o Ted Mallet
22 Ridley Blvd
Toronto, ON M5M 3R9

Full Membership \$40.00
Associate Membership \$20.00