



SHACKLES and CRINGLES

FROM:
CANADIAN ALBACORE ASSOCIATION

Room 514 - 159 BAY STREET - TORONTO 1



TO:

Mr. J. O. Duncan,
4515 Saul Rd.,
KENSINGTON, MARYLAND. USA

March 31, 1965.

REPORT OF SPECIAL COMMITTEE

The Special Committee authorized at the General Meeting at Windermere to consider what policy should be adopted respecting the approval of builders and certifying boats was appointed, have met and unanimously approved the following resolution which will be presented to a Special General Meeting which it is proposed to hold in May (See Notice of Meeting on p. 3) for ratification.

"Upon motion duly made and seconded, it was resolved that

This Committee recommends that in accordance with the provisions of By-law 7(b)

1. The Canadian Albacore Association recognize as approved builders of hulls and boats,
 - (1) Fairey Marine Ltd., Hamble, Hants., England;
 - (2) Whitby Boat Works Ltd., Ajax, Ontario; and
 - (3) Grampian Marine Ltd., Oakville, Ontario;
2. A hull or boat built by an approved builder shall be eligible for certification by the Canadian Albacore Association provided that the Specifications Committee,
 - (a) shall have first satisfied themselves that the hull and deck moulds from which the hulls and boats are produced conform to the letter and the spirit of the Class Rules and shall have approved the measurements of the moulds;
 - (b) shall be satisfied that each hull or boat for which certification is sought is constructed in a sound and workmanlike manner; and
 - (c) that the said hull or boat measures in under the Class Rules as they may be in force from time to time.

CARRIED UNANIMOUSLY "

The authorization of the committee was necessary because of discussion about the approval of builders at the last Annual Meeting following the announcement that Fairey Marine would license Grampian Marine to build Albacores. The question raised was whether all approved builders should be licensed by Fairey Marine, the originators of the Class. In 1961 the C.A.A. approved Whitby Boat Works as a builder of fibreglass boats. This was done because the growth of the Class was hampered by increases in the price of wooden boats and by the refusal of Fairey Marine to grant a license for the manufacture of fibreglass boats in Canada despite the demand for such a boat and requests by Bill Gooderham that a license be granted.

Fairey has now changed its policy and has decided to license one builder in Canada. The C.A.A. had expressed its opinion that more than one builder should be licensed. In view of the fact that Whitby Boat Works has supplied the majority of the boats in the years when there was no other inexpensive source of supply and the policy of Fairey Marie to license only one builder, it was the unanimous decision of the Committee that it was in the best interests of the Class to have competition among builders and therefore both the Canadian builders and Fairey Marine were approved as builders.

CHANGE IN CLASS RULES

The Specifications Committee in approving the Albacore licensed by Fairey Marine had to consider whether the differences between the Canadian rule and the British rule should be eliminated in favour of one Albacore rule which would apply equally in Canada, the United Kingdom and the United States. It was considered most important to make this decision now in view of the increased number of boats being built (about 200 this year), increased importation of Canadian-built boats into the United States and the likelihood of increasing competition from newly-designed classes being built in fibreglass.

When the Canadian rules were adopted in 1963 the British rules were changed and a special minimum weight rule for the combined stripped hull and centreboard of not less than 290 lbs. was added and wooden centreboards were deleted from the list of permitted centreboards. A tolerance of centreboard slot width from 1/2" to 1-1/8" max. was allowed to accommodate boats already built by Whitby Boats Ltd.

The 1961 fibreglass boats were considerably above minimum hull weight and had the min. width 1/2" slot (for a 50 lb. steel board). The changes were adopted to make these boats relatively more competitive. Aluminum centreboards were authorized, so long as the combined weight of hull and centreboard was not less than 290 lbs.

The Specifications Committee has considered the matter very carefully and recommended that the additional restrictions now be dropped so that the Canadian rule would be the same as the British. A slight change in the spinnaker rule to create a better reaching spinnaker was also approved. These recommendations were placed before the Special Committee for its views (although this matter was not officially before the Committee). The changes were approved by 9 of the 12 members. The Executive of the Association has, in view of the desirability of effecting the change before this year's production, accepted the recommendations. In accordance with By-law 7(c)(8) the change in rules becomes effective immediately, subject to ratification by the membership at the next General Meeting. It is proposed to hold such a meeting on the 11th day of May, 1965.

In summary the principal changes are:

- (1) The minimum weight of the stripped hull (as defined) remains at 240 lbs. but the minimum weight of hull and centreboard of 290 lbs. is dropped.
- (2) Centreboards of steel (50 lbs), aluminum (16 lbs) and shaped wood (10 lbs) are allowed.
- (3) A new spinnaker rule is adopted.

It is considered that the rule changes will restore the one-design character of the Class completely. It will make the Class fully competitive with most other classes of a similar size, except all-out racing machines such as the Int. 14, and it will prepare the Class to look toward informal international co-operation and status.

NOTICE OF SPECIAL GENERAL MEETING OF MEMBERS

TAKE NOTICE THAT a Special General Meeting of the members of the Canadian Albacore Association will be held at the Toronto Sailing & Canoe Club, 139 Lakeshore Boulevard West (south-west end of Exhibition) Toronto, Ontario at 8 p.m. on Tuesday, the 11th day of May 1965 for the following purposes:

- (a) considering, and, if thought fit, ratifying the motion passed by the Special Committee respecting the approval of builders and boats;
- (b) considering, and, if thought fit, ratifying the change in the Class Rules passed by the Executive of the Association.

NOTE: Pursuant to the By-laws of the Association (printed in the 1963 Year Book) only paid-up 1965 members will be entitled to vote at the meeting. Members are entitled to vote by proxy. Prior to the meeting a copy of the Rules with an explanatory covering letter and a proxy will be sent to all members on our list. If you will not be able to be at the meeting be sure to send in a proxy as the widest possible expression of opinion is desired.

ADDITIONS TO FLEETS - Lake Simcoe, Lake of Bays, Mary Lake, Niagara.

Lake Simcoe will have at least two major Albacore fleets this year. After careful consideration Roches Point Yacht Club on the East side of Cook Bay has purchased a fleet of 15 Albacores to replace their present Nordbergs. Across the Lake on the West side of Klempenfeldt Bay, the K.B.S.A. has added 8 new boats to their existing 2 boats to establish a good-sized fleet. A smaller fleet of 4 or 5 is sailing at Big Cedar Point to the South and there are other boats at De Grassi Point and in Lake Couchiching.

Lake of Bays Regatta & Sailing Club has been formally incorporated this year. The Albacore fleet there has been growing and this year will number about 20 boats. Mary Lake (east of Huntsville) will have 4 to 6 boats this year. Other new areas are the Gatineau River Sailing Club where two boats have been purchased and the Parkway Sailing Club on the Niagara River.

Let us hear any news you have of new activity and increased fleets. Next month we will give a round-up of activity in the Toronto area.

MEMBERSHIPS

Response has been good so far but will need to improve in order that all members may participate in the Special General Meeting. Please fill out application form completely and give lake on which you sail if not a member of a club. We are anxious to let owners in nearby areas know about each other. Also let us know about any owners whose names or addresses are not in the register.

USED BOATS

There is a scarcity of used Albacores. The following persons have indicated an interest in buying a used boat. Owners who are secretly dreaming of a new boat take note.

Douglas Simpson, 132 Yorkminster Rd., Willowdale.
John Whitton, 129 Claxton Drive, Oakville.

Other interested buyers have found boats. We would be glad to hear from anyone else interested in buying or selling a boat.
