



FROM:

# CANADIAN ALBACORE ASSOCIATION

Room 514 - 159 BAY STREET - TORONTO 1



TO:

April 30, 1965.

J. O. Duncan  
4515 Saul Rd.  
KENSINGTON, Maryland

Re: Special General Meeting - May 11, 1965.  
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We enclose a copy of By Law #7 containing the Class Rules of the Canadian Albacore Association which you are being asked to ratify. These rules are essentially identical to the official Royal Yachting Association National Albacore Rules adopted May 1963 and finally amended April 1964.

As there are many new owners we have included an explanation of why it is necessary to amend the Canadian Rules to bring them into identity with the British Rule.

Prior to 1961 Canadian Albacores were imported from England with steel centreboards instead of wooden boards as generally used in England for racing. The first fibreglass Albacores built in Canada in 1961 were over the minimum hull weight and since there was no other builder of fibreglass boats, the Association in April 1962 issued the following rule change as an aid to their owners in correcting this discrepancy:

- "1. The combined weight of stripped hull and centreboard shall not be less than 290 lbs.
2. The centreboard shall be either 1/4" thick steel weighing approximately 50 lbs. or 1/4" thick aluminum which weighs approximately 16 lbs.

The minimum weight of a stripped hull remains at 240 lbs. What this means is that if your stripped hull weights 274 lbs. or more you can replace your 50 lbs. steel centreboard with a 16 lb. aluminum one."

We now propose to return to the National Albacore rule which has never placed a restriction on centreboard weight and has allowed both steel and wooden centreboards. We have also allowed aluminum boards so that wooden and fibreglass boats with a minimum 1/2" slot may reduce their overall weight as well.

After investigating the matter thoroughly we are convinced that there will be no noticeable overall difference in performance in the majority of boats due to these changes. Unless we return to the 240 lb. minimum hull weight we would not be encouraging builders to use the best techniques available to reinforce and produce an equally strong but lighter boat.

The enclosed class rule also includes a change in the one-design spinnaker rule. It has been found that our present spinnaker is not of the best design for reaching. The design which we have proposed is an all round proven design which will be more interesting and useful for those anxious to master spinnakers. It is fortunate this change could be made before more spinnakers are sold.

The Executive of CAA took a serious look at the future of the Albacore Class in 1964. It was apparent that we have the Class with the greatest potential growth in Canada due to its excellent qualities as a combined family boat and racer. However, only three plywood boats had been ordered in 1964 because of increasing prices and the popular appeal of low maintenance fibreglass construction for small boats. We decided that we must make plans for the future of the Class and therefore, the Executive took the following action:

1. Because an insufficient number of boats were available in the spring and those wanting plywood Albacores felt the price was too high, we decided to write to Fairey Marine (the originators of the design) to convince them that the Albacore should be licensed for production by two builders in Canada in fibreglass.
2. Grampian Marine became interested in developing an Albacore and have since tooled for and are producing an Albacore under license from Fairey Marine for the Canadian and USA market which complies with the Royal Yachting Association Class rules.
3. We needed more Association control of builder quality. It was considered that the Association has an obligation to maintain quality by the builders and thought that this could best be achieved by encouraging two good builders competing on price and quality in building boats different enough in appearance to satisfy everyone. This has also been accomplished.
4. We have sought recognition for and encourage growth of the Class in the USA where there are already 200 boats or more. This would in turn help encourage clubs to adopt our class as being internationally recognized. Canadian builders can economically export boats to the USA because of tax and exchange advantages. No American builder is licensed as yet. The Class has been listed in One Design Yachtsman, Yachting Magazine and the N.A.Y.R.U. booklet. The Association was represented at the Boat Show in Toronto with a display which attracted considerable attention and interest.
5. We began more active promotion of the Class in other parts of Canada which will continue.
6. We made contact with the National Albacore Class in England where there are at least 1200 boats with over 600 boats actively racing. They were very interested and surprised at our growth. In an exchange of correspondence they have urged us to try to standardize class rules before too many more boats are built. They were very surprised that we had not dropped the extra minimum weight restrictions and not changed moulds to allow the use of a wooden board, so popular there. We are continuing to exchange information and views with them.

A study of the history of growth in other classes convinced us that a strong Class Association, wise and sensible class rules and growth in a number of countries were the keys to class success.

Interest in international competition with the USA, especially along the border is inevitable and we must plan now so that the Canadian Class will have boats that conform to recognized standards.

After discussion with many Albacore owners, most of whom may feel their present boats might be affected by the rule changes, we found that the largest majority agreed that we should make the proper decision now for the future of the Class. The Executive has approved the rule changes and are asking for ratification now so that the Class rules will be settled in all major respects for a long period. Anyone considering a choice of centreboard material will be able to choose without the uncertainty of waiting for ratification of the rule changes.

We have been gratified by the tremendous interest in the Class this spring which has confirmed the decision taken to strengthen the Class. We urge those owners who are not members to join the Association and attend the meeting or send your proxy ratifying the enclosed By-Law.

## 2. WEIGHT AND WEIGHING

- (a) All boats shall be weighed in a dry condition. Built in buoyancy apparatus air bags or other material to provide a positive buoyancy of at least 600 lbs. shall be included in the weight of the boat. Buoyancy apparatus originally weighed with the boat shall not be removed or replaced unless the certified weight of the boat is checked by the measurer.
- (b) New plywood boats shall be weighed before they are put into water for the first time or otherwise wetted.
- (c) The dry weight of the completed hull, including the keel band and essential fixed metal work but stripped of all gear, including mast, boom, centre-board, detachable floor boards, pump (if any), all loose gear and rigging, shall not be less than 240 lbs.
- (d) If a boat is found to weigh less than the required weight owing to an error in building, permanent wooden or metal correcting pieces not exceeding 20 lbs. shall be fixed to the underside of the centre thwart and shall not be removed throughout the life of the boat.

## 3. CENTREBOARD

- (a) The centreboard shall not exceed 80 lbs in weight.
- (b) When housed the centreboard shall extend neither above the sheerline nor below the keel. Only one pattern of centreboard is allowed of minimum width 11-3/8 inches measured at right-angles to the leading edge at a point on the leading edge 2 feet 6 inches from the bolt hole, and of a maximum dimension of 4 feet 2 inches from bolt hole to tip.
- (c) If of streamlined section, the centreboard shall be all wood apart from the usual protective edges and stiffening.
- (d) If of metal, the centreboard shall be of normal commercial flat sheet steel or aluminum not less than 1/4 inches in thickness. Any fairing shall not extend more than 1 inch from the edges.
- (e) The position of the centre of the centreboard bolt forward of the inside of the transom shall not be more than 8 feet 4-1/2 inches or less than 8 feet 2 inches.

## 4. SPARS

The rig shall be single masted sloop rig with an alternative headsail. The type, section, material and weight of the mast and the boom are optional provided that:

- (a) The unrigged spars shall each pass through a circle of 4 inches diameter.
- (b) A maximum of one crosstree and/or one pair of jumper struts are used to stiffen the mast.
- (c) The jib stick or whisker pole for the foresail shall not be more than 6 feet overall.
- (d) The aft side of mast at deck level to the upper after edge of transom shall not be less than 10 feet 4-1/2 inches or more than 10 feet 5-3/4 inches.

## 5. HEIGHT OF SAIL PLAN

The height of the sail plan shall not exceed 20 feet 6 inches measured from the sheerline in way of the mast, and the actual point of measurement shall be marked by the lower edge of a black band painted on the mast. The height of the attachment of the forestay and the jib halyard shall not exceed 14 feet above the sheerline.

The height of the lower black band, above the sheerline, below which the top edge of the boom shall not be set, shall not exceed 2 feet or be less than 1 foot 8 inches.

## 6. MEASUREMENT OF SAILS

- (a) All sails that pass measurement on and after 1st April 1965 shall have inscribed in indelible ink in the tack corner, in letters at least half an inch high the initials of the measurer and the date of measurement. Any sail not so inscribed after this date shall be deemed to be unmeasured. All replacements or spare sails shall be measured and their measurements endorsed on the certificate. Each endorsement shall be signed and dated by the measurer. No boat shall have registered for class racing more than two mainsails, two large foresails, one small foresail, and new registration shall not be accepted at a greater rate than one mainsail, one large foresail and one small foresail every twelve months, unless the Canadian Albacore Association is satisfied it is by way of replacement of lost or damaged sails.
- (b) Mainsail - The measured area of the mainsail shall not exceed 90 sq. ft. The luff of the mainsail, (1) which shall not exceed 18 feet 6 inches shall be measured on the mast from the lower edge of the upper black band to the upper edge of the lower black band, which shall not be less than 1 foot 8 inches or more than 2 feet above the sheerline. No part of the headboard shall extend above the lower edge of the upper black band and the headboard shall not exceed 4 inches measured at right angles from the mast.
- (c) The measurement of the foot which shall not exceed 9 feet 8-3/4 inches shall be taken along the top of the boom from the inner edge of a black band painted on the boom to an extension of a line down the forward side of the mast groove, excluding any curvature. No part of the foot of the sail shall extend beyond the inner edge of the black band.
- (d) The area due to the curve of the leech shall not be included in measurement of the mainsail but the width measured at right angles to the luff at its mid point is not to exceed 6 feet 6 inches. The half height measurement shall be taken along the line of the fold (a) which is formed when the top forward corner of the headboard is placed on the bottom forward corner of the tack, with two halves of the luff coinciding and the sail smoothed out. When this measurement is taken the sail shall be smoothed out in dry condition on a flat floor, this measurement shall be taken over the full width, including roping, and any hollows in the leech are to be bridged by straight lines. Similarly a three quarter height measurement shall be taken by folding the top forward corner of the headboard on to the point formed at (a) above smoothing the sail and measuring the resulting crease which shall not exceed 3 feet 9-3/4 inches, effective for sails made after September 15, 1965.

- (e) Four battens are allowed in the mainsail and these shall divide the leech into approximately equal parts. The length of the upper and lower batten pockets shall not exceed 2 feet 6 inches and the length of the other batten pockets shall not exceed 3 feet 4 inches. Mainsails which are not triangular are to be measured in accordance with Canadian Albacore Association rules for the measurement of sail area. The leech of the mainsail measured from the point where the sail leaves the mast at the head to the point where the sail leaves the boom at the clew measured in a straight line, shall not exceed 20 ft.
- (f) Foresail  
Maximum area of large foresail 35 sq. ft.  
Maximum area of small foresail 27 sq. ft.
- (g) The luff measurement (L) shall be taken between the centre of the head and tack cringle and a diagonal measurement (D) from the centre of the clew cringle to the nearest point of the luff.

$$\frac{L \times D}{2} = \text{Area of foresail}$$

The areas due to curved edges of leech and foot shall not be included in measurement. No battens or other forms of stiffening are allowed in the foresail.

## 7. MATERIALS

- (a) All sails shall be made of cotton, or woven synthetic fibre, minimum weight 3.8 oz. per sq. yd., maximum 7 ozs. per sq. yd. English measurement or Canadian equivalent, except that one transparent panel not exceeding 2 sq. ft. is permitted and shall be sewn into either main or foresail. This shall be in the lower half of the sail, and shall be no closer than 6 in. to any edge.
- (b) Every mainsail (without battens) set on boom, with clew hauled out and taut, must be capable of being rolled from foot to headboard tightly around the boom, without cracking the finish or cloth from which the sail is made.

## 8. BUOYANCY

- (a) Buoyancy of any type may be fitted under the foredeck, aft deck and side benches. Additional buoyancy may be carried provided that this does not extend into the clear plan opening of the cockpit, nor into the floor space. The clear plan opening of the cockpit is from the after edge of the foredeck to 3 feet forward of the outside face of the transom and between the faces of the shell athwartships above the highest point of the centreboard case. The floor space shall be taken as 1 foot 2 inches from the centreline between the shrouds to 12 inches from the centreline 3 feet forward of the outside face of the transom. Buoyancy apparatus giving a positive buoyancy of not less than 600 lbs. which shall count in the hull weight, shall always be carried in the boat whether cruising or racing. Removable buoyancy equipment included in the hull weight, shall be stamped with the boat's number and form part of its permanent equipment which shall not be removed or replaced unless the boat is re-weighed in accordance with rule 2(a). The disposition of weighed buoyancy shall be such that the flooded boat, in full racing trim, less sails, shall remain with the gunwales clear of the water and reasonably stable, both fore and aft

and laterally, when persons of minimum combined weight of 600 lbs. are standing in the boat (not immersed above the knee) between the mast and the aft end of the cockpit. This test shall be for at least 30 minutes, but the measurer shall be satisfied that the equipment can be expected to support the boat and crew for long periods.

- (b) The measurer shall satisfy himself that the boat is equipped with effective buoyancy as required by these rules and that any inflatable buoyancy bags are in sound condition. He shall also confirm that the attachment and stowage of other than built-in buoyancy is effective.
- (c) It is the duty of the owner to see that the buoyancy at all times complies with rule 8(a). The Certificate of Registration is valid for twelve months from the date of the original buoyancy test, or the annual retest, provided that the certificate is suitably endorsed with the date of the buoyancy test and signed by a Club official. A sailing committee may at any time order a buoyancy test, the result of which shall be endorsed on the certificate of registration.
- (d) Hulls of fibreglass construction must have at least 4 cu.ft. of permanent buoyancy in the form of buoyancy tanks or rigid foam properly secured to the boat as part of the 600 lbs. of positive buoyancy.

#### 9. RUDDER

Either lifting or fixed rudders are allowed. The arrangement is optional. The blade must conform to the class drawing or pattern.

#### 10. TILLER PORT

A tiller port not exceeding 9 inches in width by 4 inches high is optional.

#### 11. CREW

The racing crew shall consist of two or more persons including the helmsman. In special circumstances it may be desirable for a boat to be raced single handed. Prior permission of the sailing committee must be obtained.

#### 12. GENERAL

- (a) Apart from items already mentioned, all hull fittings, centreboard winches are optional.
- (b) There is no restriction on the finish.
- (c) The use is prohibited of any apparatus or contrivance outboard, or extending outboard, and attached to the hull, spars or rigging, to the person of the helmsman or crew, the purpose or effect of which is or may be to support or assist in supporting a member of the crew outboard or partially outboard.
- (d) Spinnakers are not allowed in the Canadian Albacore Championships but individual clubs using spinnakers should adhere to the one-design dimensions laid down by the Canadian Albacore Association as follows:  
The leech and luff shall not exceed 14 feet 3 inches + 3 inches. Half the foot shall be 5 feet 9 inches + 1/2. These measurements should be taken under a 5 lb. tension. Girth shall be measured with the sail folded in half putting the luff and leech and the two clews together and then spread

evenly and flat on the floor without tension. The measurement shall be taken from the head cringle 7 feet 0 inches down the luff and leech in a straight line and also 7 feet 0 inches down the opposite side of the sail as folded. This measurement shall be 5 feet 5 inches  $\pm$  1-1/2 inches. It shall be taken when the cloth between the head of the sail and the points of measurement and immediately below are spread out smoothly on the floor. The sail parallel to the girth measurement should be pulled only enough to smooth out vertical wrinkles, but not enough to produce transverse wrinkles.

Spinnaker pole length including fittings shall not be greater than 4 feet 6 inches. Sail cloth weight shall be not less than 1.2 oz. nylon. English measurement or Canadian equivalent. Only one spinnaker shall be allowed to each boat. Attachment of the spinnaker halyard shall be not more than 14 feet 1 inch above the sheerline.

- (e) The registration (sail) number on boats built after 1964 shall be carved into the keelson, the figures shall be at least 1 inch high on plywood boats. Builders of fibreglass boats must put the hull number in the boat in a manner approved by the specifications committee. All numbers with the owner's name and address shall be reported to the Canadian Albacore Association Secretary for the class registry.

The Canadian Albacore Association requires standardized sail markings for uniform identification of the class in Canada. The official marking is AKC above the number. Official Canadian numbers are assigned by the Canadian Albacore Association, however, a block of numbers may, in the discretion of the Executive Committee of the Association, be assigned to an approved builder who may assign numbers to boats produced by that builder on behalf of the Association. A boat retains its sail number (corresponding to the hull number) throughout the life of the boat. When the ownership of a boat is transferred the number of the boat and sails remains although the boat is transferred.

NOTE: Existing owners are not required to change their markings or numbers except in the case where confusion might arise in the opinion of the Specifications Committee. Original English numbers may be retained but must be placed below the AKC. No numbers will be duplicated in the Canadian registry. Details of the size of numbers may be obtained from the Specifications Committee.

Sail numbers, letters and emblems shall sharply contrast in colour with the sail and shall be placed at different heights on the two sides of the sail, those on the starboard side being uppermost, to avoid confusion owing to translucency of the sail.

- (f) The shell being one design, transparent panels are not permitted.
- (g) The Executive Committee may from time to time specify that possession of a valid measurement certificate shall be a condition of entering any event sponsored by the Canadian Albacore Association. Clubs or Fleets recognized by the Canadian Albacore Association may require a valid measurement certificate as a condition of entering events sponsored by the Club or Fleet.

### 13. ADMINISTRATION

- (a) All questions of conformity with, or amendments to these rules, shall be dealt with as may be required by the Canadian Albacore Association. The Specifications Committee shall have charge of the administration of these rules and specifications including the issuance of Measurement Certificates.
- (b) The Specifications Committee shall be empowered to approve new builders and to withdraw approval provided that such decisions shall be ratified by the Executive Committee.
- (c) Amendments to these rules will be avoided as far as possible. However, amendments to these rules may be made by the Executive Committee and shall be in force pending ratification at the next subsequent general meeting of the Association.
- (d) Change of Ownership:  
Measurement Certificates become invalid with a change in ownership. When a boat is sold, send the certificate to the Canadian Albacore Association Secretary along with the name and address of the new owner. The Secretary will forward a new certificate to the new owner.
- (e) An official measurer is appointed by the Specifications Committee in each area. The owner must apply to the measurer, make an appointment and prepare by having black bands printed on the mast and boom according to the class rules prior to measurement. He must present a cheque for five dollars (\$5.00) payable to the Canadian Albacore Association. The measurer sends this along with the completed measurement form to the Secretary Treasurer who will issue the certificate to the owner. The measurer is entitled to be reimbursed four dollars (\$4.00) for measuring a boat and sails by the Canadian Albacore Association and in addition may charge the owner one dollar for either an annual buoyancy test or measurement of new sails. He must send a record of his endorsement on the certificate of new sails to the Association.



THE RULES OF THE  
CANADIAN ALBACORE CLASS  
(being By-law No. 7 of the By-laws of the Canadian Albacore Association)

OBJECTS OF THE CLASS

The object of this Restricted Class is to provide a family racing and sailing boat which can lie afloat but is light enough to haul out daily and easy to transport on a trailer.

To achieve these objectives the following rules have been drawn up. Should a measurer consider that there has been any intentional distortion of hull shape, even if not contravening the prescribed measurements, or any other attempt to depart from the spirit of these rules, he shall report the matter to the Canadian Albacore Association.

1. HULL DIMENSIONS

The completed hull shell shall be of uniform thickness throughout, except where it fays with other members or where stiffness is required; fibreglass hulls, minimum thickness 1/8 inch and moulded plywood hulls between 1/4 inch and 3/8 inch and shall only be built by Canadian Albacore Association approved builders on Canadian Albacore Association certified moulds.

- (a) Length overall of the hull, including stem band, but excluding normal rudder fittings measured from the outside of the transom to a point where the line of the deck meets the line of the stem, shall not exceed 15 feet 1/2 inch and shall not be less than 14 feet 11-1/2 inches.
- (b) Beam shall be measured to the outside of the skin, excluding any deck overhang.
  - (i) At widest section it shall not be less than 5 feet 7/8 inch nor more than 5 feet 1-7/8 inches.
  - (ii) At mid-length 9 inches above the bottom of the keel band it shall not be less than 4 feet 6-1/2 inches.
- (c)
  - (i) Depth at mid length measured vertically from the sheer line to the inside of the skin 6 inches from the fore and aft centre line of the boat shall not be less than 1 foot 10-1/2 inches or more than 2 feet. Showline shall be taken as the top of the deck or the gunwale at the side.
  - (ii) The stem height from the top of the deck at the centre line to the line of keel produced shall not be less than 2 feet 2 inches or exceed 2 feet 4-1/2 inches.
  - (iii) The depth of the transom vertically from the sheer line to the top of keel capping shall not be less than 1 foot 1-3/4 inches. The thickness of the transom shall not be less than 3/4 inches.\* The transom shall conform to the class drawing with profile tolerance of + 1/4 inch measured at right angles to the skin.

\* provided that the thickness may be less in fibreglass boats if suitable strengthening is provided including re-inforcement for all fittings attached to the transom.

- (d) All boats shall be fully decked from the stem for a maximum length of 4 feet 9-1/4 inches and a minimum length of 4 feet 1-3/4 inches. The after edge of the foredeck shall not be forward of a line drawn from the forward edge of the mast to the most forward permitted shroud position at deck on each side. (See Class Rule 1(1)). Side decks extending not more than 6-1/2 inches or less than 3 inches from the inside of the skin, shall be fitted between the foredeck and the transom, or until the after deck, if any, is reached. An after deck is optional. If fitted it shall not extend more than 3 feet forward of the outside of the transom. Deck overhang is optional maximum 3 inches beyond the outside of the skin including the rubbing strake at any point. No boat may be built or modified after the 1st of May 1963, so that at any point inside the skin, the level of the side decks shall be below the sheerline.
- (e) In relation to boats built or modified after the 1st of May 1963, side benches shall be fitted on each side at thwart level (taken as highest point of the centreboard case) or below and shall extend forward at least as far as the shrouds from a point not more than 3 feet from the outside of the transom. They shall be of a width not less than 1 foot and not more than 1 foot 2 inches within these measurements.
- (f) The centreboard case shall conform to the Measurement Diagram. The sides of the centreboard case shall not exceed 7/8 inches in thickness. The centreboard slot in the keel and hog shall be between 1/2 inch and 1-1/8 inches in width.
- (g) A false keel which should be bevelled to fair into the keel band, shall be on the outside of the shell so that there is a minimum of 1/2 inch and a maximum of 3/4 inches clear of the skin at the center extending from the fore foot to the transom. The width at any point shall not exceed 3-3/4 inches. The width at any point within 9 feet 4 inches of the after edge of transom shall not be less than 3 inches.
- (h) As from 1st of April 1965 one bilge keel of length 4 feet  $\pm$  1/2 inch. (excluding fairing) shall be fitted on each side of the boat showing at least 1/2 inch clear at the centre to the full length. Bilge keels may be faired to the hull. The faired section at each end of the bilge shall not exceed 6 inches in length. The total width of the bilge keel (including fairing) shall not be less than 2 inches nor more than 2-1/2 inches. All four edge fairings shall be similar. All four end fairings shall be similar. The bilge keels shall be fitted so that the weight of the boat shall bear on the main and only one bilge keel when the boat is placed on a level surface.
- (i) Sheer shall be a fair continuous concave curve.
- (j) Tumble home of the topside shall not exceed 1 inch on each side.
- (k) Transom scuppers not exceeding a total area of 18 square inches are allowed and/or two suction bailers not exceeding an effective cross sectional area of 2 square inches each (i.e. area of the smallest hole or holes through which all the extracted water passes). Other apparatus to make the boat self draining is not allowed.
- (l) The distance of the shrouds at deck, aft of an athwartships line touching the aft side of mast at clamp shall not be less than 1 foot 3 inches.



