

SHACKLES AND CRINGLES



From:

CANADIAN ALBACORE ASSOCIATION

Room 514 - 159 BAY STREET - TORONTO 1

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

21st June, 1965

REPORT OF SPECIAL GENERAL MEETING - 11th May, 1965

Over 80 members of the Canadian Albacore Association attended the Special General Meeting held at the Toronto Canoe and Sailing Club (thanks to Frank Wimmer) to discuss and ratify:

- (a) The Report of the Special Committee authorized at the General Meeting at Windermere to consider the policy to adopt respecting the approval of builders and certification of boats.
- (b) By Law # 7 containing the Class Rules of the Canadian Albacore Association. These rules are essentially identical to the official Royal Yachting Association National Albacore Rules adopted May 1963 and finally amended April 1964.

In summary the principal changes recommended were

- (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) Centreboard of steel (50 lbs.), aluminum (16 lbs.) and shaped wood (10 lbs.) are allowed.
- (3) A new spinnaker rule is adopted.

The first item on the agenda, the policy respecting approval of builders, was upon motion made and seconded duly carried and approved and reads as follows:

- (1) The Canadian Albacore Association recognize as approved builders of hulls and boats
Fairey Marine Ltd., Hamble, Hants, England;
Whitby Boat Works Ltd., Ajax, Ontario; and
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.

The second item on the agenda was the ratification of the amended By-Law # 7. Don Giffin, Specification Chairman, read out the various rules changes and pointed out the reasons why the Executive and Specification Committee were recommending these changes. After a lengthy discussion in which various people expressed their opinions for and against proposed changes, it was decided to break down the proposed By-Law #7 into three sections:

- (1) Amended By-Law # 7 as written and mailed to all members, 30th April, 1965, with all changes including new spinnaker rule, but excluding sections dealing with minimum weight of hull and centreboard and type of centreboard allowed.
- (2) Type of centreboard allowable.
- (3) Minimum weight allowable.

On motion made and seconded and duly carried the amended By-Law # 7 as written and mailed to all members on 30th April, 1965, was approved as written with the following changes and exceptions:

- (1) The new spinnaker rules was adopted but the sail cloth weight was altered to allow a minimum of .75 oz.
- (2) The sections dealing with type of centreboard allowable and minimum weight allowable were taken out to be ratified in a separate motion.

The meeting then attempted to deal with the centreboard and overall weight problem and after various amendments suggesting the change be made from now until five years hence, it appeared that the members were at loggerheads. But sound minds finally prevailed and thanks to the expert legal handling of the various amendments by our secretary, John Tinker, the following compromise was finally presented to the floor, seconded and duly passed.

That effective 1st January, 1968, the following rules are in effect, as originally presented in the amended By-Law # 7 re: (1) hull weight and (2) centreboard, i.e.

- (1) The minimum weight of hull (as defined) shall not be less than 240 lbs., and the minimum weight of hull and centreboard of 290 lbs. is dropped.
- (2) Centreboards allowable are steel, aluminum and wood.

It should be pointed out that until 1st January, 1968 the present rules affecting hull weight and centreboard apply, i.e. minimum weight of hull and centreboard is 290 lbs. and the centreboards allowable are steel and aluminum only - not wood. Boats using aluminum boards must be weighed and if overall weight under 290 lbs, correctors permanently fixed to the thwart to bring the weight up to the 290 lbs. overall minimum. This must be done before approved certificates can be issued. We wish to point out that as in the past approved measurement certificates must be held by all entries in the Canadian Albacore Championships in September. It is important that these certificates be obtained in advance of the September race.

I would like to thank on behalf of the executive all those members who took the time out to attend this important meeting.

CONESTOGA REGATTA RACE RESULTS - 20th June, 1965 - 2 Races
- 22 Albacores competing

First	Jack Langmaid (and his daughter)	Shadow Lake
Second	Don Wilson	Lakeside
Third	Doug. Minor	Lakeside

Membership Renewals

Response has been good so far but there are still a few who have not renewed their 1965/66 membership. We would appreciate if the Club Secretaries would check their own membership list and see if they can get the non-members in their Club to join, or at least ensure that they are listed in the Canadian Albacore Directory

Junior Clubs

The Junior Sailing Committee of the Canadian Yachting Association are anxious to get in touch with any clubs operating junior sailing programmes. They have some highly useful information to distribute. Write W.G. Thomas, Esq., 3401 St. Antoine Street, Montreal 30, Quebec.

Boats for Sale

1964 (Whitby) - White hull, beige decks, new sails, spinnaker and gear, jam cleats, etc. Consistent winner Lake of Bays last year. Owner has purchased new Albacore.
Price \$925.00
J.M. Hahn, c/o Shepherd Boats Ltd., Niagara-on-the-Lake, Ontario.

1962 (Whitby) - AKC 75 - Curved buoyancy tanks + bow buoyancy bag, white hull, light green deck, aluminum and steel boards, full rigged with dual mainsheet control. \$700.00
Dr. Clement McCulloch. Room 830, Medical Arts Building, Toronto.

1962 Fairey (finished by McGruer). Blue hull. Complete boat and trailer offered. Price \$850.00
Jack Maxwell, c/o Personal Studios, 29 Princess Street, Waterloo, Ontario.

FAIREY MARINE - AKC 374. C.F. Ryan, M.D., Medical Arts Building, Oneonta, N.Y. writes -

The outfit was advertised in 'One-Design Yachtsman' in February. I desire to sell because our sailing club is switching to Thistles and I find myself with one of each - having failed to persuade my colleagues to the delights of the Albacores.

The rig is complete with S.S. fittings, bailers, vang, steel and plywood centreboards; one suit of baggy Hard Dacs, one suit of Williams dacs with windows, flotation, flip rudder, nylon hiking straps, cover and trailer. It is in top condition and needs no preparation for racing. It was advertised for \$950.00 but I am willing to consider a reasonable offer for this quality offer.

Boat Stolen

John Whitton, 129 Claxton Drive, Oakville had his 1964 Whitby boat stolen. It is a white hull with beige decks, has the name 'Sitzmark' on it and three $\frac{1}{4}$ " boltholes in the transom for an outboard bracket. Anyone seeing this boat should get in touch with John at once.

Insurance

John Whitton's unhappy experience is the first report we have had about an Albacore being stolen. For your information we have received information about a new 'One-Design' all-risks policy for class boats being offered by the Insurance Company of North America, 491 Eglinton Avenue, West, Toronto 12. We are not advocating this policy over any of the others being offered but are merely passing on information sent to the secretary.

Measurements

Boats requiring measurement in area where no measurers have been appointed should write Don Giffin, 1242 Albion Road, Rexdale, Ontario, to make arrangements. C.A.A. scales and block and tackle require a support approximately 8 to 9 feet off the ground. Make arrangements with your measurer to borrow them for your fleet.