

SHACKLES & CRINGLES

CANADIAN ALBACORE ASSOCIATION

24 Hilldowntree Road, Islington, Ontario

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REPORT ON THE ANNUAL MEETING

Due to the lack of space in the last 'SHACKLES & CRINGLES' we did not report the proceedings of the last Annual Meeting held on Friday, September 25, 1967. The meeting was well attended by a large number of sailors. Reports were given by the various members of the Executive. The Cash Receipts and Disbursements showed total cash receipts in the year of \$3,441.00 and an excess of revenue over expense of \$878.22 although there were still some outstanding bills to be paid at the time. (A Final Financial Statement will be published in 'SHACKLES & CRINGLES' now that certain accounts have been settled.)

Don Giffin, Chairman of the Specifications Committee, discussed the requirement for filling the mast with foam which became effective September 30, 1967 and the two Rule changes to become effective January 1, 1968, namely the dropping of the minimum combined hull and centreboard weight of 290 lbs. and the allowance of shaped wooden centreboards. Also he stressed further the requirements of safety.

Len Davis, the Vice-Commodore, spoke briefly on publicity, mentioning the good reception the new owners' handbook had had and the publicity obtained for major regattas, particularly in the North American Championships. A board with some of the news articles was set up in Cleveland's House lobby. The Commodore, John Tinker, gave a report on Don Long's work as Vice-Commodore in the development and organization of the Districts. These are now virtually complete in Ontario and a number of Districts have held Championships already this year.

The Nominating Committee, headed by Past Commodore Don Grant, brought forth nominations as follows:

Commodore	Len Davis	Shadow Lakes Sailing Club
Vice-Commodore	Derek Pollock	Peterborough Sailing Club
Vice-Commodore	Larry Cond	Whitby Sailing Club

(No nominations were made for the posts of Rear-Commodore and Secretary-Treasurer). The elections were unanimous.

The Commodore pointed out the valuable work that Mrs. Dudley Barnes had done as Assistant Secretary-Treasurer of the Association in the past year, particularly in keeping the records up to date and providing service to the members and was pleased to report that Mrs. Barnes would be acting as Assistant Secretary-Treasurer in the coming year.

The principal business of the evening, apart from the election of officers, was the discussion of the policy to be followed with respect to the licensing of builders. The Report by the Special Committee comprised of the members of the Executive, members of the Specifications Committee and the 10 District Fleet Captains was tabled, which recommended that the following Resolution be passed by the members:

'WHEREAS the objectives of the Canadian Albacore Association are:

- (1) To build a National Class in Canada;
- (2) To develop a quality boat which any buyer can purchase with confidence;
- (3) To provide an adequate supply of boats at reasonable prices; and
- (4) To provide an environment for the healthy growth of approved builders.

RESOLVED that:

1. The Executive be directed to obtain and license in due course suitable builders and eventually an alternate in each of the major sailing regions of Canada.
2. Without restricting the list, these shall include Vancouver; Toronto; Montreal; Ottawa-St. Lawrence Valley Area; Halifax and/or Winnipeg or Calgary.
3. That in so doing the Executive shall consult the

present licensed builders before any new licences are granted and shall have a proper regard to the position of the present builders.'

There was an extensive debate. The Commodore, John Tinker, reported that, in the opinion of the Committee, neither a policy of restriction to the present number of builders nor a policy of unlimited licensing would work in the particular circumstances of marketing the Albacore in a large country like Canada. If too many builders in any market were licensed the existing builders would find they could not make a reasonable profit. If not enough builders were licensed there might not be an adequate supply of boats in various separate markets such as the St. Lawrence-Ottawa Valley which might not be well served. Selected additional builders provided reasonable competition and gave more choice in layout, fittings, etc.. A lively controversy developed in opposition to the policy recommended by the Committee. Many were of the opinion that there should be no restriction on the number of builders licensed. It was pointed out, for example, that the present policy might mean that a subsequent builder in a regional market could not get approved because there were already existing builders. There was opposition to dividing Canada up into markets. However, it was pointed out that a builder appointed in any one area could sell boats anywhere in Canada. After lengthy debate the resolution was voted on and passed by a good majority.

A subsequent discussion arising out of the licensing of builders concerned the importation of boats built by foreign builders, particularly with respect to the licensing of Tom Allen by the United States Albacore Association. The Commodore pointed out that Allen Boat Works did not receive a licence as a Canadian builder because there were already sufficient builders in Ontario and other applicants for licences had been turned down on that very ground. Nevertheless, the discussion from the floor indicated that an approved builder of foreign boats should be allowed to import boats into Canada and have them recognized as Albacores. The analogy was taken to Fairey Marine's boats and English custom built boats which can be imported and approved in Canada.

'ON MOTION duly made and seconded it was

RESOLVED: that, boats imported into Canada from

a licensed manufacturer from any country will be approved in Canada by the Canadian Albacore Association, provided they conform to Canadian rules and specifications.'

NEW EXECUTIVE

The following are the members of the 1967-68 Executive, either elected or appointed:

Past Commodore	John B. Tinker	TS&CC & GYC
Commodore	Len Davis	SLSC
Vice-Commodore	Derek Pollock	PSC
Vice-Commodore	Larry Cond	WSC
Rear Commodore	Bob Armstrong	OC
Secretary-Treasurer		
Assistant Secretary-Treasurer	Dorothy Barnes	BLSC
Chairman - Specifications Committee	Bob Goodings	TS&CC
Chairman - Regatta & Racing Committee	Alex Macnaughton	MLSC
Member	Monty Brown	ABYC
Editor - Year Book	Bob Armstrong	OC
Editor - 'Shackles & Cringles'	Keith Bull	TS&CC
British Columbia Representative	Don Long	-

DON LONG MOVES WEST

Don and Holly Long have moved to Vancouver as Don and a partner have set up a new enterprise out there. It was with regret that we learned that Don was leaving Ontario for the West. For a number of years Don has been a very able competitor sailing out of Morgan's Point Sailing Club on the Niagara Peninsula and this past year had done outstanding work as Vice-Commodore of the Association. While we are sorry to lose him to Ontario sailing, we are happy to announce that Don will act as a Special Representative for the Association in British Columbia and we hope to see further Albacore activity on the West Coast which should be a natural for the Albacore.

1968 RACING SCHEDULE

The Association has already received notification of one Invitational Regatta scheduled for 1968.

The Lake of Bays Regatta & Sailing Club has indicated that they wish to hold their Invitation Regatta on Sunday, August 11, 1968.

In order to ensure a minimum of conflicting dates for Invitation or Open Regattas, would all Clubs notify Mr. Larry Cond, 115 Raglan Street, Whitby, Ontario of their preferred dates as early as possible.

TWO USED ALBACORES WANTED

Lake of Bays Regatta & Sailing Club are looking for two good used Albacores for their Junior Sailors. These boats will be needed before June 1, 1968.

Kindly get in touch with Mr. Peter Thompson, 111 Cheltenham Avenue, Toronto, if you are interested in selling any boats.

1968 MEMBERSHIP

The annual membership fee of \$5.00 for the year 1967-1968 is now due. We hope that you will take the time to-day to fill out the information below and return it with your remittance. This will enable us to maintain accurate records and complete most of the paper work which is time consuming prior to the active sailing season.

Some of you who are new to sailing may not be familiar with the idea of a One-Design Class. It is to design a boat in which the major characteristics which govern speed are fixed so that competitive sailing becomes a test of helmsmanship and not of ability to create new and radical design or of being able to out-buy one's competitor. In all major respects the Albacore is such a One-Design Class. To keep a One-Design class running properly takes a great deal of thought and effort and to do this a strong, active class association is necessary. The

Canadian Albacore Association was formed to do this and the purposes of the Association may be paraphrased from the Constitution as follows:

1. To administer, enforce and keep the Class Rules up to date in order to maintain the One-Design character of the boat;
2. To maintain the character of the Albacore as a family sailing boat with excellent racing capability;
3. To provide an organizational framework for bringing together Albacore sailors in order to increase their enjoyment from sailing the boat;
4. To sponsor and sanction regattas and competitive sailing in Albacores.

We look forward to your continued support of your Class Association.

FLEET CAPTAINS AND SECRETARIES

A new list of Fleet Captains and Secretaries is being prepared and any changes which have been made in the past year should be reported to Mrs. Barnes with a copy to Larry Cond, 115 Raglan Street, Whitby, Ontario.

REGISTER OF OWNERS

The Register is being brought up to date for the 1968 Year Book and Mrs. Barnes would like to be notified of any transfers which have taken place and/or omissions or errors in the Register as published last year.