

ALBACORE

ALBACORE CLASS RULES AND MEASUREMENTS

Incorporating the International Rules and National Variations

PART A

ADMINISTRATION

1. GENERAL

- (a) The Albacore is a restricted class.
- (b) These rules are complementary to the measurement form. Any interpretation shall be made by the Association.
- (c) In the event of discrepancy between these rules and/or the measurement form the matter shall be referred to the Association.
- (d) All boats shall be built in accordance with the class rules and specifications.
- (e) The Association accepts no legal responsibility in respect of these rules or any claims arising therefrom.

2. BUILDERS

- (a) Hulls shall be produced only by builders licensed by the Association.
- (b) Apart from the restriction above an Albacore hull may be finished by any professional or amateur builder.

3. BUILDING FEE

- (a) The building fee may be established by the Association.
- (b) The building fee shall be payable by the builder on each boat whether or not it is subsequently measured and registered. Payment shall be made to the Association which will issue a building fee receipt.

4. REGISTRATION AND MEASUREMENT CERTIFICATE

- (a) A valid measurement certificate may be a condition of entering any regatta.
- (b) The Association will issue sail numbers, which will be consecutive only on receipt of the building fee or building fee receipt.
- (c) The certificate will be obtained from the National Association.
- (d) The certificate is valid for twelve months from the date of the original buoyancy test or any subsequent buoyancy test provided the certificate is suitably endorsed with the date of the test and signed by a measurer or competent buoyancy tester.
- (e) Change of ownership invalidates the certificate but shall not necessitate re-measurement. The new owner may apply to the Association for a new certificate returning the old certificate together with a re-registration fee and stating the necessary particulars. A certificate shall then be issued to the owner.
- (f) It is the owner's responsibility to ensure that his boat, spars, sails and equipment comply with the class rules at all times, and that alterations, replacement or repairs to the boat, spars, sails or equipment do not invalidate the certificate.
- (g) Notwithstanding anything contained in these rules, the Association shall have the power to refuse to grant a certificate to or withdraw a certificate from any boat.

5. MEASUREMENT

- (a) Only an Association approved measurer shall measure a boat, its spars, sails and equipment and sign the declaration on the measurement form that they comply with the class rules.
- (b) Measurement tolerances are intended to allow for genuine building errors and shall not be deliberately used to alter the design. The measurer shall report on the measurement form anything which he considers to be a departure from the intended nature and design of the boat, or to be against the general interest of the class, and a certificate may be refused, even if the specific requirements of the rules are satisfied.
- (c) A measurer shall not measure a boat, spars, sails or equipment, owned or built by himself, or in which he is an interested party or has a vested interest.
- (d) New boats, spars, sails and equipment shall comply with the current rules.
- (e) Boats certificated before 1st January, 1978 shall comply with the current rules with the exception of Rules, 3,4,7,8,9 and 13. In regard to all matters now covered by Rules 3,4,7,8,9 and 13, boats certificated before January 1st, 1978 shall comply with the rules which were in force at the date of the original certificate. Any alterations or replacements shall comply with the current rules.
- (f) New or substantially altered sails shall be measured by an approved measurer who shall stamp or sign and date the sails near the tack. The details shall be recorded on the certificate and the entry signed by the measurer.
- (g) All boats, spars, sails and equipment shall be liable to re-measurement at the discretion of the Association or race committee.

PART B

MEASUREMENT RULES

1. IDENTIFICATION MARKS

- (a) The hull shall display the sail number, either cut into or permanently marked on either the hog, transom or thwart in figures not less than 25mm in height.
- (b) The mainsail shall carry identification marks as indicated in Rule 13(d)
- (c) All emblems, numbers and letters shall be of a durable material securely attached.

2. CONSTRUCTION

- (a) Hulls shall be built of wood or G.R.P. on moulds approved by the Association.
- (b) The wood shell i.e., the hull except for the transom, shall be of uniform thickness throughout, minimum 6mm, maximum 10mm constructed by moulding. The transom shall be built into the shell by the licensed builder and shall be not less than 17mm thick.
- (c) The G.R.P. hull shall be constructed in accordance with methods proposed by the builder and approved by the Association.

3. HULL MEASUREMENT

- (a) The overall length of the hull measured from the aft face of the transom to a point where the line of the deck meets the line of the stem, or stemband if fitted, shall be 4570mm \pm 15mm.
- (b) A fair and continuous keel capping, which should be bevelled to fair into the keel band, shall be fitted outside wood hulls, so that there is not less than 12mm or more than 20mm clear of the skin at the centre extending from the fore foot to the transom. The width shall be not more than 95 mm and at any point within 2850 mm of the aft face of the transom not less than 75 mm. G.R.P. hulls shall have an integral keel capping, the dimensions of which are controlled by the approved mould.
- (c) Wooden hulls shall be fitted with a metal or plastic keelband, extending the full length of the keel, not less than 3mm or more than 6mm thick.
- (d) The beam at mid-length shall be checked by a template with two pointers set at right angles to a base line with the pointer tips 300mm from the base line and 1385 apart. The tips of the template shall be applied to the outside of the hull 2285mm from the aft face of the transom, and with the tips touching the hull and equidistant from the hull centre line, the distance from the base line to the hull 100mm each side of the centre line shall be not less than 95mm.
- (e) A bilge keel shall be fitted on each side of the wood hull, so that the weight of the boat when on a level surface, is supported by the main keel and one bilge keel only. The bilge keel shall be 60mm \pm 10mm wide and not less than 5mm thick at the centre for at least 1220mm of its length. The edges may be faired into the hull provided each edge fairing is similar. Each bilge keel may be extended to fair into the hull, but the overall length shall not exceed 1575 mm and the fairing at each end shall be similar. G.R.P hulls shall have integral bilge keels the dimensions of which are controlled by the approved mould.
- (f) The fore end of the centreboard slot shall be not more than 2670 mm and the aft end of the slot shall be not less than 1140 mm from the aft face of the transom measured along the line of the keel. The leading edge of the centreboard when lowered and at 90° to the keel, shall be not more than 2670 mm or less than 2600 mm from the aft face of the transom measured along the line of the keel.
- (g) The height of the stem, from the top of the deck at the centre-line to the line of the keel projected, shall be not more than 725 mm or less than 660 mm.
- (h) The depth at mid-length, measured vertically from the sheerline to the inside of the skin 150 mm from the fore and aft centre-line, shall be not more than 610 mm or less than 570 mm.

- (i) The depth of the transom, measured vertically from the sheerline to the bottom of the keel capping, shall be not less than 350 mm.
- (j) The height of the centreboard case, excluding any capping, measured from and at right angles to the hog, (or equivalent surface in a G.R.P hull) shall be not more than 330 mm at any point or less than 300 mm at a point 2300 mm from the aft face of the transom.
- (k) Boats shall be fully decked from the stem. The decking shall extend not more than 1450 mm from the stem, measured to a point 75 mm from the centreline. The aft edge of the deck shall not be forward of the aft side of the mast but may have a slot to allow movement of the mast within the permitted tolerance.
- (l) An aft deck is optional but if fitted, shall extend not more than 915 mm forward of the aft face of the transom.
- (m) The beam, measured to the outside of the skin excluding any deck overhang, at the widest section shall be not less than 1535 mm or more than 1575 mm.
- (n) A deck overhang shall be incorporated and shall project not less than 12 mm or more than 77 mm outboard of the sheerline, except that it may be faired into the hull within 100 mm of the bow and transom.
- (o) Side decks shall be fitted between the foredeck and the transom or aft deck. They may be faired into the foredeck but aft of the shrouds the width, measured in plan from the sheerline, shall be not more than 185 mm or less than 80 mm including the carlin. No part of the side decks inside the skin shall fall below the sheerline, except that the inner edge of the deck or carlin supporting the edge may be splayed or rounded providing that such splay or round does not extend more than 50 mm from the inner edge of the deck measured in plan at any point and that the lower edge of the deck or carlin is not more than 50 mm below the sheerline.
- (p) The sides of the centreboard case shall be not more than 20 mm thick. The internal width of the case shall not exceed 30 mm except that the lower edge of the slot may be rounded to a radius of not more than 5 mm and/or a recess 25 mm high by 5 mm wide, may be formed to accommodate the slot rubbers.
- (q) Benches, which may take the form of buoyancy tanks, shall be fitted on each side such that their upper surfaces are not more than 10 mm above the level of the highest point of the centreboard case. The side benches shall extend from a point not more than 915 mm from the aft face of the transom, forward at least as far as the shrouds. The width of the side benches shall be not more than 355 mm or less than 300 mm.
- (r) A tiller port may be fitted not exceeding 230 mm wide by 100 mm high.
- (s) A maximum of two drain holes not exceeding 500 mm² each may be fitted.
- (t) A maximum of two drain ports may be fitted in the transom; each port shall
 - (a) Not exceed 0.033 m² in area.
 - (b) Not be within 25 mm of the top of the transom, the tiller port, any part of the outside skin of the hull or the other port.
- (u) Draining port closing devices shall be fitted to each drain port and shall:
 - (a) Never act as an extension of the hull skin.
 - (b) Never come within 15 mm of the outside skin of the hull.
 - (c) Be capable of being reclosed while sailing.
- (v) Not more than two suction bailers may be fitted and the total effective cross sectional area shall not exceed 1300 mm².
- (w) There shall be no holes openings or cutaways in the transom below the actual sheerline of the hull other than the permitted tiller port, drain ports and drain holes.
- (x) The sheer shall be a fair continuous concave curve.
- (y) The tumble home of the topside shall not exceed 25 mm on each side.

4. BUOYANCY

- (a) The boat shall be fitted with buoyancy apparatus giving a total positive buoyancy of not less than 360 kg. The buoyancy shall be in at least three units. Where one or more units of buoyancy are contained or enclosed within another they shall be counted together as one unit.
- (b) In boats with inherent positive buoyancy (such as wood) the buoyancy may be of any type and may be fitted under the deck or side benches.
- (c) In boats without inherent positive buoyancy (such as homogeneous G.R.P.) the buoyancy shall be in the form of three tanks moulded into the shell. Each tank shall contain at least 0.06 m³ of closed cell solidified foam buoyancy and the builder shall certify on the measurement form that this buoyancy is fitted. Additional buoyancy of any type may be fitted.
- (d) The buoyancy apparatus shall not extend into the floor space which shall be taken as 355 mm from the centreline between the shrouds to 305 mm from the centreline 915 mm forward of the aft face of the transom.
- (e) The measurer shall satisfy himself that inflatable buoyancy bags are in sound condition and that all buoyancy apparatus is securely attached to the hull or retained in an effective manner.
- (f) The initial buoyancy test shall consist of immersion of each buoyancy unit for at least 5 minutes when all units must be in sound condition. Each tank may contain not more than ½ litre of water.
- (g) When flooded, in full racing trim but excluding sails and with 270 kg of weight added in the vicinity of the centreboard case the gunwhales shall remain clear of the water.
- (h) At the annual buoyancy test, the measurer or Tester (Reference Part A Rule 4(d)) shall satisfy himself that the buoyancy apparatus is in sound condition. If the measurer or tester is in any doubt about the adequacy of the buoyancy arrangements, he shall order an immersion test.

5. Fittings

- (a) All fittings, except those specifically prohibited in Rule Part B 14 are optional.

6. Weight

- (a) Boats shall be weighed with the internal and external surfaces dry to the satisfaction of the measurer.
- (b) The hull in dry condition shall weigh not less than 109 kg. This weight includes the keel band and essential fixed fittings which are normally screwed, glued or bolted in place and fixed buoyancy apparatus, but excludes the mast, boom, centreboard, rudder, detachable floor boards and all other equipment.
- (c) If the weight of the hull is less than 109 kg correctors, total weight not exceeding 9 kg shall be fixed to the underside of the centre thwart. The total weight of correctors shall be recorded on the certificate.
- (d) Correctors shall not be removed unless the boat is re-weighed by a measurer who shall endorse the revised weight on the certificate.
- (e) The sailing weight shall be not less than 136 kg. This weight includes the hull, mast complete with standing and running rigging, mainsail, headsail, boom, sheets, rudder, tiller, centreboard and all normal fittings.

7. Centreboard

- (a) If of streamlined section shall be of wood and/or GRP construction except for normal protective edges.

- (b) If of metal, the Centreboard shall be of normal commercial flat sheet not less than 6 mm thick. Any fairing shall extend not more than 25 mm from the edges.
- (c) The centreboard shall have no moving parts or devices to change the angle or pitch in the transverse plane and when housed shall not extend above the sheerline or below the keel.
- (d) The profile of the centreboard, including any protective strips, shall be measured according to the centreboard profile drawing. The width of the board shall be measured at right angles to the leading edge. Measurement AD, which shall be 350 mm \pm 10 mm, being taken at the centre of the pivot hole and measurement BC, which shall be 280 mm \pm 10 mm, being taken with point B 1000 mm from point A. The leading and trailing edges between measurement points AB and CD shall not deviate from the straight lines by more than 5 mm. The bottom part of the centreboard below the line BC may be of any shape but must be within the area bounded by the straight line extensions of the leading and trailing edge. The overall length measured from the pivot hole shall be not more than 1270 mm or less than 1220 mm. The top part of the centreboard above the line AD may be of any shape but shall be of uniform thickness.

8. Rudder

The rudder may be lifting or fixed and of any shape or material. When in position on the hull and fully lowered, it shall project not less than 550 mm below the intersection of the line of the keel and transom measured along the line of the aft face of the transom.

9. Mast

- (a) The mast shall be of wood or aluminium alloy. The sail track may or may not be integral with the mast and may be of any material.
- (b) Metal masts shall be constructed of standard grade marine aluminium alloy from a section with a minimum weight of 0.90 kg per metre where untapered and minimum wall thickness of 1.5 mm as specified by the manufacturer.
- (c) Tapering is allowed above the forestay attachment.
- (d) The mast surfaces shall be relatively smooth with no fairings on the surface of the mast designed to change its windage characteristics.
- (e) The mast may have only one set of spreaders and/or one pair of jumper struts.
- (f) The mast, including any sail track but excluding rigging and fittings, shall be able to pass through a 100 mm diameter circle.
- (g) Distinctively coloured bands, not less than 10 mm wide, shall be marked indelibly on the mast as follows:-
 - No. 1 The upper edge of which shall be not more than 610 mm or less than 505 mm above the sheerline.
 - No. 2 The lower edge of which shall be not more than 5640 mm above the upper edge of band No. 1.
- (h) No part of the headsail boom fitting(s) attached to the mast shall project more than 40 mm from the mast.
- (i) The distance of the foreside of the mast, at deck level, from the aft face of the transom shall be not more than 3330 mm or less than 3225 mm. Rigid stops shall be fitted to prevent movement beyond these limits.
- (j) The fore side of the mast at the foot shall be not more than 3350 mm or less than 3250 mm from the aft face of the transom and the foot of the mast shall not be moved or be allowed to move while racing.
- (k) The mast shall be either sealed to keep out water, or filled for at least the top 4270 with closed cell expanded foam or foam pellets, or have openings at each end to facilitate quick draining.
- (l) Rotating masts are not permitted.

10. Boom

- (a) The boom shall be of wood or aluminium alloy.
- (b) The boom complete with sail track, but excluding other fittings, shall be able to pass through a 100 mm diameter circle.
- (c) A distinctively coloured band not less than 10 mm wide, shall be marked indelibly on the boom the inner edge of which shall be not more than 2950 mm from the extension of the line of the aft side of the mast track.
- (d) When racing, the top of the fore end of the boom shall not be lower than the upper edge of the lower mast band.

11. Headsail Pole

The overall length of the headsail pole including fittings shall not exceed 1830 mm.

12. Standing and Running Rigging

- (a) One forestay and two shrouds shall be fitted so that either or both the sails may be lowered without endangering the stability of the mast or its security in the boat at all times. Both sails must be capable of being raised and lowered by halliards.
- (b) The forestay and headsail halliard, or their extensions, shall intersect the foreside of the mast at a point not more than 4270 mm above the sheerline.
- (c) The distance of the shrouds at deck from the aft face of the transom shall not exceed 2795 mm.
- (d) Headsail barber haulers or their equivalent may not be sheeted to a point outboard of the sheerline.
- (e) The type and material of the running rigging is optional.

13. Sails

- (a) No boat shall have more than one mainsail and one headsail endorsed on the certificate when originally issued. Sails may be added by endorsement either as additions or replacements (but not both) at the rate of one mainsail and one headsail during each succeeding 12 month period. The association shall have discretion to permit the endorsement of further replacement sails in the event of loss or damage.
- (b) Sails shall be of woven material and measured in accordance with the 1974 IYRU measurement instructions. The weight of sail cloth shall be not less than 3oz U.S. standard (128.4 g/m²) and the sail maker shall ensure that this rule is complied with. Each sail shall be constructed of a single weight cloth with the exception that the cloth weight may be heavier within any permitted reinforcements.
- (c) One unwoven window is permitted in each mainsail and each headsail and such windows shall not exceed 0.19 m² in area or be less than 150 mm from any edge of the sail.
- (d) The sail number, letter and class emblem shall be placed as laid down in the I.Y.R.U. Yacht Racing Rules. The emblem shall be of standard pattern details of which may be obtained from the Association. The sail number shall be of the following minimum dimensions:-

Height 300 mm *Width* 200 mm (except number 1)
Thickness 45 mm

Minimum space between adjoining figures 60 mm.

- (e) *Mainsail*

- (i) When racing no part of the sail shall extend above the lower edge of the upper mast band or beyond the inner edge of the boom band, and the foot shall be attached to the boom throughout its length.

- (ii) The nominal area of the mainsail is 8.3 m².
- (iii) The length of the leech shall not exceed 6120 mm.
- (iv) Not more than four battens shall be fitted. The centreline of the batten pockets shall be within 50 mm of points dividing the aft edge of the sail, measured from the head to the clew, into equal parts. The inside length of the upper and lower batten pockets shall not exceed 770 mm and the inside length of the other batten pockets shall not exceed 1030 mm. The inside width shall not exceed 50 mm.
- (v) The headboard shall not exceed 105 mm measured at right angles to the luff.
- (vi) At the half and three-quarter leech points the nearest point on the luff shall be not more than 1850 mm and 1045 mm. The half leech point shall be found by folding the head to the clew and the three-quarter leech point by folding the head to the half leech point.

(f) **Headsail**

- (i) The headsail shall be a three cornered sail. A convex curve or additional area is permitted in the foot but not in the leech.
- (ii) The area of the headsail shall not exceed 3.350 m².
- (iii) The luff (L) and the diagonal (D) from the clew to the nearest point of the luff, shall be measured and the area, in square metres, shall be calculated from

$$\frac{L \text{ (in mm)} \times D \text{ (in mm)}}{2,000\,000}$$

and shall be rounded up to the next 0.001 m². The area due to the curved edge of the foot shall not be included.

- (iv) Battens are prohibited.

14. PROHIBITIONS

- (a) Self draining apparatus except for suction bailers and transom draining ports.
- (b) Any apparatus or contrivance outboard, or extending outboard, 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.
- (c) Spinnakers.
- (d) Boweyes which extend forward of the stem.
- (e) Shroud levers in the United States of America and Canada.
- (f) Sail zippers or other similar closing devices.
- (g) Double luffed headsails
- (h) The use of exotic materials in the construction of any part of the completed boat, except fittings. Such materials include:-
 - (a) Kevlar.
 - (b) Carbon fibre.
 - (c) Titanium.

15. CREW

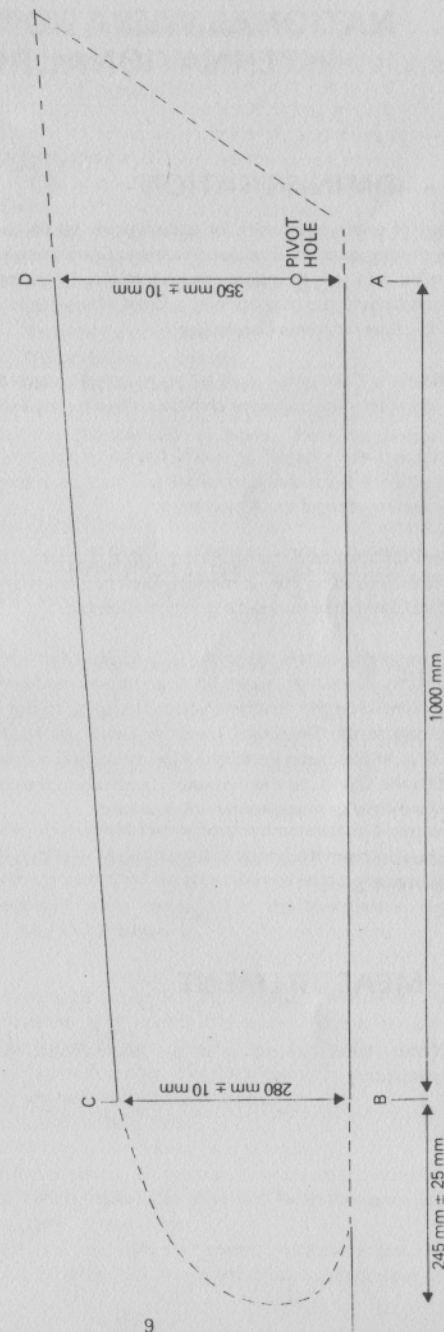
There shall be two or more persons on board during racing.

16. ANCHOR

An anchor need be carried only when specifically prescribed in the sailing instructions.

PART 'C' — DIAGRAMS

CENTREBOARD PROFILE



NATIONAL VARIATIONS FROM INTERNATIONAL RULES

CANADA—

PART 'A'—ADMINISTRATION

- (1) All questions of conformity with, or amendments to these rules, shall be dealt with as may be required by the Association. The Specifications Committee shall have charge of the administration of these rules and specifications including the issuance of Measurement Certificates. The Specifications Committee may appoint a Chief Measurer to assist in these matters who may be a member of the Specifications Committee.
- (2) 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.
- (3) 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.
- (4) Measurement Certificates become invalid with a change in ownership. The new owner may apply for a certificate by sending the old measurement certificate and \$1.00 to the Class Secretary. The Executive Committee may set a re-registration fee.
- (5) An official measurer is appointed by the C.A.A. Specification's Committee in each area. The owner must apply to the measurer, make an appointment and prepare for measurement by having the black bands painted on the mast and boom according to the class rules. The measurer will send the completed form to the Secretary Treasurer, who will issue the certificate to the owner. A fee payable to C.A.A. has been established for measuring a boat and sails and part of this fee will be reimbursed by the C.A.A. to the measurer. In addition, the measurer may charge for conducting an annual buoyancy test or measurement of new sails.
- (6) After a change to the rules has been enacted, the Executive Committee may require the measurement of all boats.

PART 'B'—MEASUREMENT

- (1) *General*
 - (1) The Association referred to in the International Rules shall be the Canadian Albacore Association.

UNITED KINGDOM

(and all Countries other than the United States of America and
Canada)

PART 'A'—ADMINISTRATION

1. *Administration*

The Albacore Class is a restricted design racing dinghy. To ensure the administration of the Class and the objective of the Class Rules are maintained, before any Albacore may be raced the following documents must have been issued and the requirements adhered to:

- (a) Building Fee Receipt.
- (b) Registration Certificate.
- (c) Measurement Certificate.
- (d) Sail and Buoyancy Endorsements.

All the above documents should be included within the R.Y.A. Yacht Racing Division Registration Log Book, which should be in the possession of the owner at all times. These documents are obtained as follows:-

2. *Building Fee Receipt*

A building fee must be paid by the builder on each boat at the commencement of building whether or not it is subsequently registered and measured. Payment should be made to the R.Y.A. in sterling, and on receipt of payment, the R.Y.A. will issue a building fee receipt and a sail number. The current building fee for the Albacore Class is £15.00 plus V.A.T. for U.K registered boats.

3. *Registration Certificate*

The owner shall apply to the R.Y.A. for a registration certificate enclosing the building fee receipt and a registration fee of £4.00 (£2.00 for a full personal member and £3.50 for affiliated members) at the same time submit three proposed names for the boat and the name of the owner's R.Y.A. Affiliated Club. No two boats in a class shall have the same name, and owners are particularly requested to submit three alternatives when applying for a registration certificate.

Re-Registration

Change of ownership, or boat name, invalidates the registration certificate. The owner shall apply to the R.Y.A. for a new certificate returning the old certificate together with a re-registration fee of £3.00 (£1.50 for full personal members and £2.50 for affiliated members) he shall also complete the appropriate application for re-registration as contained in the registration log book. A new registration certificate will then be issued to the owner.

4. *Measurement Certificate*

The owner shall have the boat measured by an R.Y.A. Approved Measurer. On completion of satisfactory measurement the measurer shall supply the owner with a completed and signed measurement form. The owner shall then apply to the R.Y.A. for a measurement certificate, enclosing the completed measurement form, together with the registration certificate. Upon receipt of these, the R.Y.A. may issue a measurement certificate to the owner

- (a) If there is no change of owner or boat name.
- (b) If required, both sail and buoyancy endorsement are current.
- (c) Provided no substantial alterations, replacements or repairs to the hull are undertaken.
- (d) Provided that any alternation, replacements or repairs to the spars, sails or equipment of the boat comply with the current Class Rules.

Boats certificated before 1st January, 1978 shall comply with the current rules with the exception of Rules Part B 3,4,7,8,9 and 13. In regard to all matters now covered by Rules

3,4,7,8,9 and 13, boats certificated before January 1st, 1978 shall comply with the Rules which were in force at the date of the original certificate. Any alterations or replacements shall comply with the current rules.

5. *Sail and Buoyancy Endorsements*

Sails

Owners shall have all sails (to be used for racing), measured by an R.Y.A. Approved Measurer. The Measurer shall sign and date both the sail tack and the sail endorsement after completion of satisfactory measurement.

Buoyancy

Owners shall have a buoyancy inspection carried out in accordance with these Class Rules. Such inspection shall be carried out by an R.Y.A. Approved Measurer, or Club Measurer.

6. *Alterations or Repairs*

For both the Registration and Measurement Certificate, and sail and Buoyancy Endorsements to be valid, the hulls, spars, sails and equipment shall comply with the current Class Rules or those Class Rules applying to them at the time when the original Measurement Certificate was issued. Any alteration, replacement or repair shall comply with the current Class Rules.

7. *Check Measurement*

All hulls, spars, sails and equipment shall be liable to re-measurement at the discretion of the R.Y.A. or a Race Committee at any time, and it is the owner's responsibility to ensure compliance with the appropriate Class Rules at all times.

Notwithstanding anything contained herein, the R.Y.A. has the right to refuse to grant or withdraw a Registration or Measurement Certificate and/or a Sail and Buoyancy Endorsement of any boat at any time.

Boat owners are required to return their Registration log book to the R.Y.A. upon request or upon any dealings pertaining to the boat.

8. *Notes on Responsibility*

The R.Y.A., the Class Owners Association and an R.Y.A. Measurer is under no legal responsibility in respect of these rules, plans or accuracy of measurement and no claims arising therefrom can be entertained. It shall also be made clear that it is the owner's responsibility to contact an appropriate measurer and to make his own contractual agreement with that measurer.

PART 'B' — MEASUREMENT

1. *General*

1. For 'Association' read 'Royal Yachting Association' in rules Part B 2(a), 2(c), 13(a) and 13(d).

UNITED STATES OF AMERICA

PART 'A'

Administration

1. All questions of conformity with, or amendments to these rules, shall be dealt with as may be required by the Association. The Specifications Committee shall have charge of the administration of these rules and specifications including the issuance of Measurement Certificates. The Specifications Committee may appoint a Chief Measurer to assist in these matters, who may be a member of the Specifications Committee.
- (2) 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.
- (3) 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.
- (4) *Change of Ownership*
Measurement Certificates become invalid with a change of ownership. The new owner may apply for a certificate, by sending old measurement certificate and \$1.00 to the Class Secretary. The Executive Committee may set a re-registration fee.
- (5) An official measurer may be appointed by a fleet or district and shall be confirmed by the Specifications Committee. The owner must apply to the measurer and present a check for five dollars (\$5.00) payable to the Association. The measurer send this payment along with the completed measurement form to the Association. Upon approval of the measurement form, the Chief Measurer will forward a Measurement Certificate to the owner.
After a change to the Rules has been enacted, the Executive Committee may required the re-measurement of all boats.

PART 'B' — MEASUREMENT

(1) *General*

- (1) The Association referred to in the International Rules shall be the United States Albacore Association.

PART D

DIMENSIONS

The following are those dimensions required to be measured by an R.Y.A. Approved Measurer and entered on the approved Measurement Form. On Completion of a satisfactory measurement the Measurer shall supply the owner with the completed and signed measurement form which shall be forwarded to the R.Y.A. with the application for Measurement Certificate, in accordance with Part A of these Rules.

No boat is entitled to either use the class name Albacore or race in R.Y.A. affiliated club races until such time as a duly completed and signed Measurement Certificate has been issued by the Royal Yachting Association.

Item No.	Rule No.	Dimensions	Minimum	Maximum
1	B1a	Sail number cut into or indelibly marked on the hog, transom or thwart in figures at least 25 mm high	Yes/No	
2	B3a	Length overall	4555	4585
3	B3b	Width of keel capping from stern to 2850 mm from aft face of transom	75	95
4	B3c	Thickness of keel band extending full length of keel	3	6
5	B3d	Distance from baseline to hull 100 mm each side of centreline	95	
6	B3e	Bilge keel width	50	70
7	B3e	Bilge keel thickness at centre for 1220 mm of its length	5	
8	B3e	Overall length of each bilge keel		1575
9	B3f	Aft face of transom to fore end of centreboard slot measured along the keel		2670
10	B3f	Aft face of transom to aft end of centreboard slot measured along the keel	1140	
11	B3f	Leading edge of centreboard when lowered and at 90° to keel	2600	2670
12	B8	With rudder fitted to hull and blade fully lowered distance from tip of rudder blade to intersection of line of keel with aft face of transom	550	
13	B3g	Stem height from deck at centre to line of keel projected	660	725

Item No.	Rule No.	Dimensions	Minimum	Maximum
14	B3h	Depth at mid length measured vertically from sheerline to inside of skin 150 mm from the fore and aft centreline	570	610
15	B3i	Transom depth from sheerline to bottom of keel capping	350	
16	B3j	Depth of centreboard case excluding capping measured to and at right angles to the hog		330
17	B3j	Depth of centreboard case measured as above 2300 mm from aft face of transom	300	
18	B3k	Length of fore deck from stem measured 75 mm from centreline		1450
19	B3l	Aft face of transom to: (a) foreside of aft deck, if any		915
20	B3m	Beam to outside of skin at widest point	1535	1575
21	B3n	Projection of deck overhang outboard of sheerline at any point except within 100 mm of bow and transom	12	77
22	B3o	Width of side decks at any point aft of shrouds	80	185
23	B3o	Lower edge of deck or carlin below sheer at any point		50
24	B3o	How far, measured in plan, does splay or rounding of deck or carlin extend from inner edge of deck		50
25	B3p	Thickness of centreboard case sides		20
26	B3p	Internal width of centreboard case		30
27	B3q	Side benches are fitted extending from shroud position to within 915 mm of the aft face of the transom with upper surfaces not more than 10 mm above the level of the highest point of the centreboard case	Yes/No	
28	B3q	Width of side benches within limits stated above	300	355
29	B3r	Tiller port width		230
30	B3r	Tiller port depth		100
31	B3s	Number of drain ports fitted		Two

Item No.	Rule No.	Dimensions	Minimum	Maximum
32	B3t	Drain ports are more than 25 mm from top of transom, tiller port, any part of the outside skin of the hull or the other port	Yes/No	
33	B3t	Area of each drain port		0.033 m ²
34	B3u	Drain port closing devices are fitted to each port which: (a) never act as extension of hull skin (b) never come within 15 mm of the outside of the hull skin (c) are capable of being re-closed while sailing	Yes/No	
35	B3v	Number of suction bailers fitted		Two
36	B3v	Total effective cross-sectional area of bailers		1300 mm ²
37	B4	Buoyancy shall not extend into the floor space defined as 355 mm from centreline between the shrouds to 305 mm from centreline 915 mm from aft face of transom. Buoyancy conforms	Yes/No	
38	B6b	WEIGHT Weight of stripped hull in dry condition	109 kg	
39	B6c	Weight of correctors		9 kg
40	B7d	MEASUREMENTS ON CENTREBOARD Width of centreboard at pivot hole measured at right angles to the leading edge	340	360
41	B7d	Width of centreboard 1000 mm below pivot hole measured at right angles to the leading edge	270	290
42	B7d	Length from centre of pivot hole to tip	1220	1270
43	B9e	MEASUREMENTS ON SPARS Mast fitted with not more than one set of spreaders and/or one pair of jumper struts	Yes/No	
44	B9f	Mast of wood or aluminium alloy and able to pass through a 100 mm diameter circle	Yes/No	
45	B9g	Upper edge of band No. 1 above sheer	505	610
46	B9g	Lower edge of band No. 2 above upper edge of band No. 1		5640
47	B9i	Foreside of mast at deck level from aft face of transom	3225	3330

Item No.	Rule No.	Dimensions	Minimum	Maximum
48	B9i	Are rigid stops fitted to prevent movement of mast outside tolerance given in item 9	Yes/No	
49	B9j	Foreside of mast at the foot from aft face of transom	3250	3350
50	B10c	Inner edge of band on boom from extension of the line of the aft side of the mast track		2950
51	B10b	Boom of wood or aluminium alloy and able to pass through a 100 mm diameter circle	Yes/No	
52	B11	Headsail pole length including fittings		1830
53	B12b	Point of intersection of foreside of mast and forestay and headsail halliard above sheerline		4270
54	B12c	Shrouds at deck from aft face of transom		2795
55	B13e	MEASUREMENTS ON MAINSAIL Length of leech		6120
56	B13e	Inside length of upper and lower batten pockets		770
57	B13e	Inside length of other batten pockets		1030
58	B13e	Inside width of batten pockets		50
59	B13e	Centre line of batten pockets within 50 mm of points dividing the aft edge of the sail, measured from the head to the clew, into equal parts	Yes/No	
60	B13e	Width of headboard		105
61	B13e	Width of mainsail at 1/2 leech point		1850
62	B13e	Width of mainsail at 3/4 leech point		1045
63	B13f	MEASUREMENTS ON HEADSAIL Length of Luff (I)		
64	B13f	Diagonal (D) between clew and nearest point of luff		
65	B13f	Area of headsail from $\frac{L \times D}{2,000,000}$ rounded up to 0.001 m ²		3.350 m ²

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THE ROYAL YACHTING ASSOCIATION

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