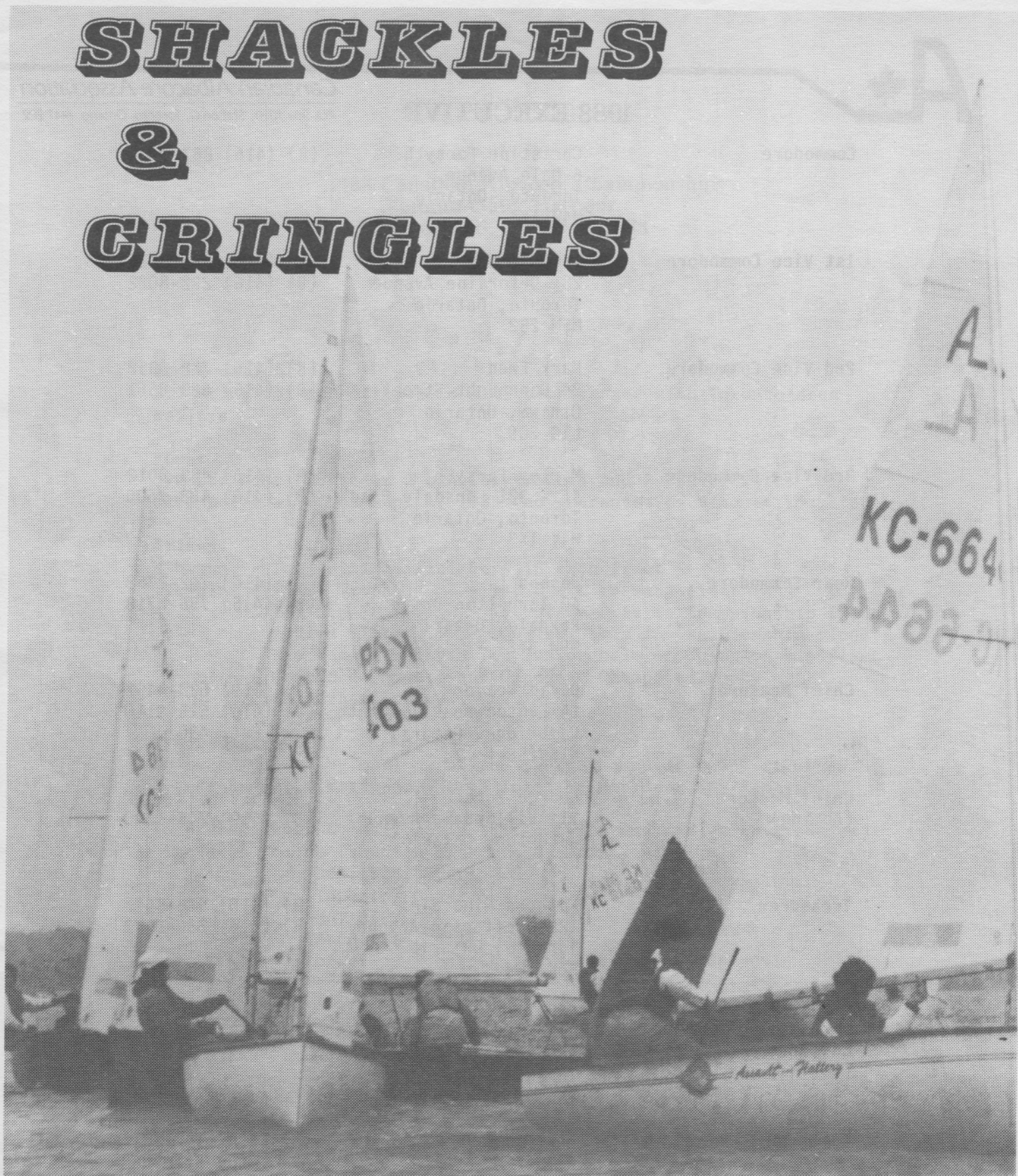


# SHACKLES

&

# CRINGLES



CANADIAN ALBACORE ASSOCIATION

June 1988

Volume XXVII

Number 2



## 1988 EXECUTIVE

*Canadian Albacore Association*

P.O. Box 1028, Station Q, Toronto, Ontario M4T 2P2

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# HISTORY OF THE ALBACORE CLASS

This article was written by Don Giffin, a veteran Albacore sailor of nearly thirty years. He built his own Albacore from a Fairey Marine Kit in the early sixties. Don, a noted sailing expert, is the author of "Advanced Racing Skills", the CYA's bronze sail training manual. He has served the Canadian Albacore Association as Commodore and as Chief Measurer. He won the Canadian Championships in 1964. Don is now retired and living on Shadow Lake close to the water where he continues to race A 652 and live up to his reputation a "Giffin the Ghost";

In 1954, Uffa Fox in England designed the Swordfish dinghy. It was modified by a knowledgeable committee of sailors to suit the variety of conditions around England for family sailing and club racing. This boat, called the Albacore has reached, through steady growth in twenty seven years, a total of over 8000 boats in the U.K and North America. The hull and sail plan is one-design. The rest of the details, restricted by class rules, are almost identical in each country. This has allowed improvements in rigging, convenience and safety. These principles have made it possible for a boat of 1959 vintage, in the 500 series to be made competitive with the latest in 1988, when properly maintained, rigged, tuned and sailed.

Bill Gooderham did much to establish the class in Ontario. In 1960, fleets at RCYC and Muskoka Lakes were joined by a fleet at Shadow Lake of 5 boats after Bill demonstrated the boat. Fleets grew in size and popularity spread so

that in 1965 there were 29 fleets. This was not without many growing pains. There was greater demand for fiberglass boats than for wood. Bill had been importing boats and kits from Fairey Marine in England. Fairey refused in 1960 to license a builder of fiberglass Albacores in Canada. Never-the-less, a boat was produced by Continental Yacht Sales (CYS) in Whitby in 1961 with some superficial changes to keelson and bilge keels to suit the moulding process. High buoyancy tanks were used and the slot width narrowed from 1 1/8" to 1/2" for a 1/4" steel board. This same board was shipped with wood boats at that time. It had a habit of dropping into the slot when the boat turtled, unless properly rigged and cleated.

The Canadian Albacore Association was formed in 1961 by some owners from Muskoka Lakes Sailing Club. The first championships were held in September 1961 at Windermere on Muskoka Lake. Half of the 32 boats were fiberglass and finished in the last half of the fleet. Gooderham of RCYC and Langmaid from Shadow Lakes Sailing Club tied for first place. The glass boats were overweight and their skippers less experienced.

The early boats were difficult to self-rescue if the mast was allowed to go down. The large side tanks tended to push the boat over as it floated to high on its side. This buoyant force also acted to resist righting when turtled. Early Fairey boats came with large buoyancy bags under bow and stern deck. This allowed easy righting, but the boat would be quite full of water. Self-rescue proved to be a problem for many years as builders had choice of buoyancy

cont'd. on pg. 5

cont'd. from pg. 4

location in the rules and they opted for an attractive, neat and simple solution.

In 1962, the CAA formed a specification committee which drew up class rules and specifications for Canada, based on UK rules. CYS were selling many boats and had conformed to the rules on buoyancy tank height. The weight was reduced and an aluminum alloy board 1/4" thick was approved providing minimum weight was 290lbs. CYS sold the boat as the Albatross to avoid Fairey Marine action. Also in 1962, E.F. McGruer imported Fairey moulded plywood hulls and finished the boats in Canada also using 1/4" steel centreboards. The demand in the USA and Canada for boats, both Albacore and Albatross was good.

In 1963, the Royal Yachting Association granted national status to the Albacore in Britain. The design rights were shared by RYA and Fairey. In 1964, Fairey granted a licence to Grampian Marine to build fiberglass Albacores in Canada.

In 1965, Grampian produced many boats sold in Canada and the USA. They used side buoyancy bags at first until the CAA insisted on a 4 cu ft of foam buoyancy under the foredeck to assist in righting and prevent the boat from sinking if bags were not used properly by the owner.

It was a difficult period for the CAA trying to control quality and get CYS and Fairey Marine to agree

cont'd. on pg. 7

# OUR RESULTS SPEAK FOR THEMSELVES.

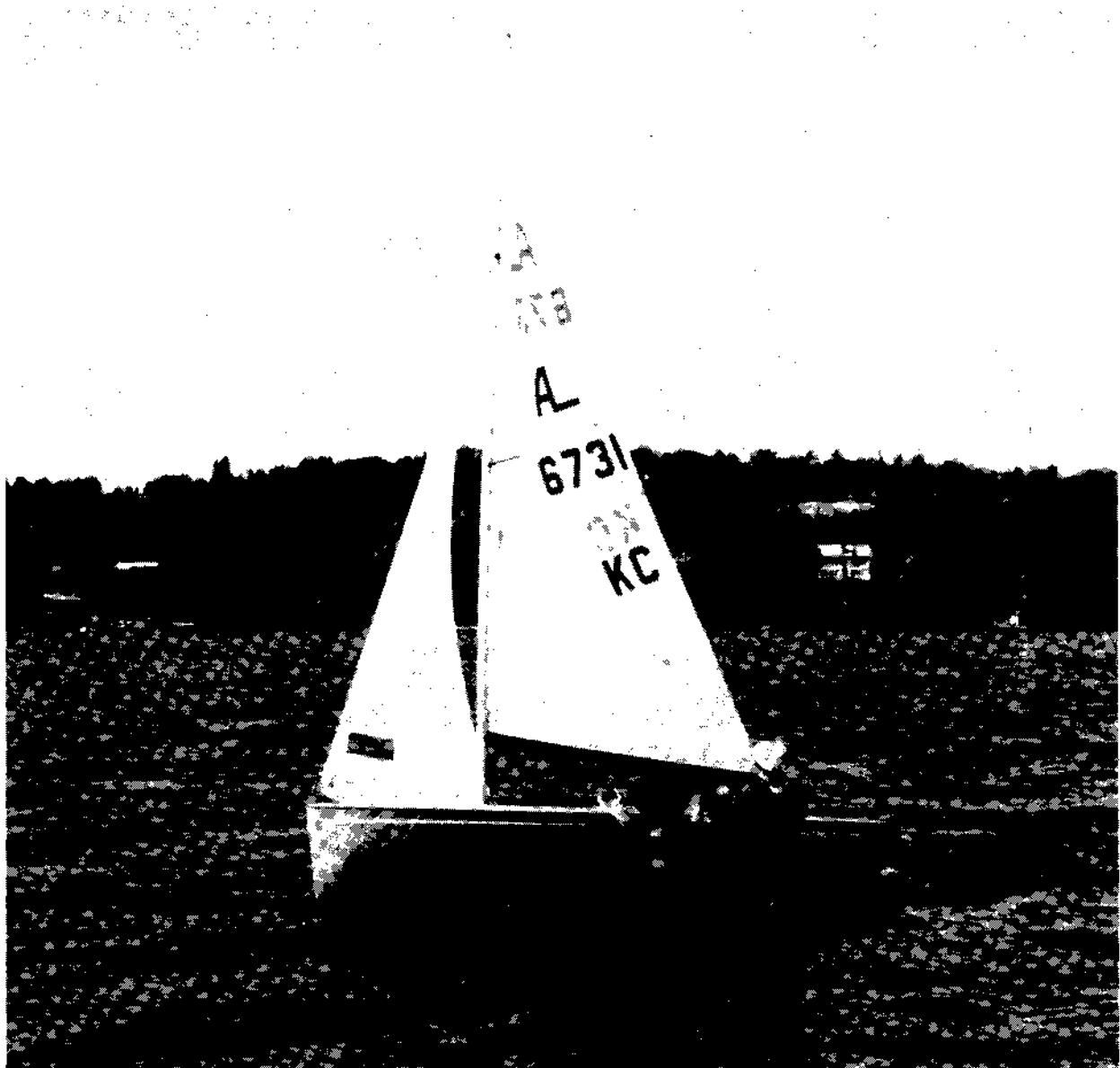
1985	CLASS	EVENT	SECTION
1st	470	WORLDS	EPSILON
1st	420	WORLDS	KAPPA
1st	FIREBALL	WORLDS	D
1st	INT'L 14	WORLDS	EPSILON
1st	F.D.	WORLDS	E
3rd (OOPS!)	505	WORLDS	D



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cont'd. from pg. 5

on a licence for CYS to build official Albacores. A small royalty payment was to be collected by CAA, mostly payable to Fairey. The minimum weight rule of 290lbs with aluminum or steel boards was still applied to all boats. There was now a variety of interior boat designs and buoyancy arrangements, but no international agreement. RYA asked that we work towards identical class rules in all countries.

On May 15, 1965, an historic meeting was held at TS & CC in Toronto to decide if the RYA rules of 240lbs minimum weight and wooden boards could be adopted for Canada. By 2am it finally passed because the majority agreed it was for the good of the class in the long run. It would encourage international competition, and

most boats put at a disadvantage were not racing competitively.

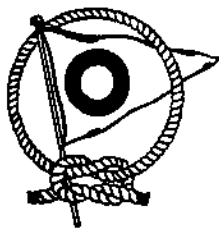
By 1966, CYS had agreed to apply for a licence to build Albacores. Templets had revealed a new mould was required and Kurt Hansen was willing to pay a small royalty. I was able to get Charles Currey of Fairey Marine to sign an agreement in August of 1966 while in England at the National Championships at Stokes Bay. Much support by CAA in these endeavours was given by Don Grant and John Tinker.

Now remained the issue of safety and self-rescue. Back in 1965, after a capsize in Lake Erie in 8 foot waves, where my boat could not be self-rescued, I began to experiment with buoyancy location. The British now had large transom scuppers and no rear deck. They

cont'd. on pg. 9

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### Friday

7:00 - 9:00 p.m. Registration, Bar Open

### Saturday

8:30 a.m.

Registration

9:30 a.m.

Skipper's Meeting

11:00 a.m.

First Race

1:00 p.m.

Lunch

2:00 p.m.

Second and Third Races

6:30 p.m.

Dinner

8:00 p.m.

Dancing! Entertainment!!

Bar!!! Free Admission !!!!

### Sunday

11:00 a.m.

Fourth and Fifth  
Races

1:00 p.m.

Lunch

Afternoon

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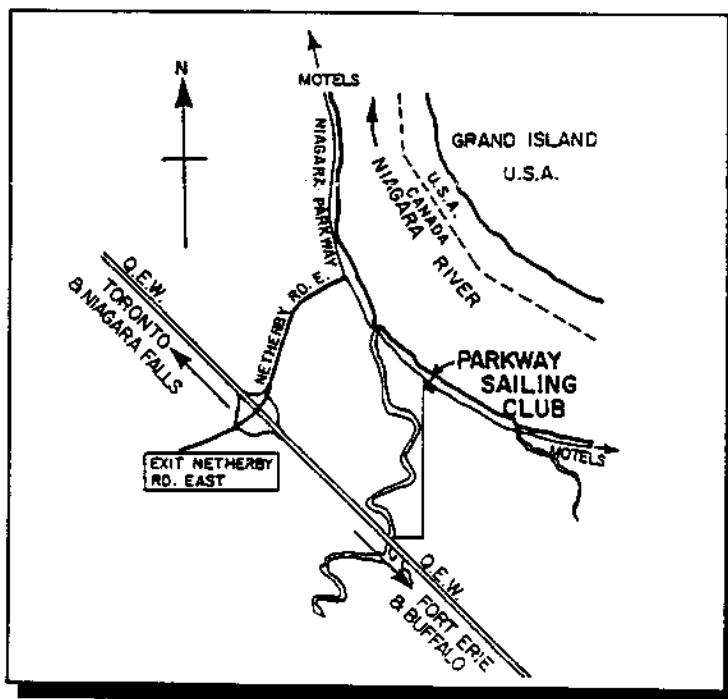
### Registration Fee

Steak dinners included

One Person Boat \$16.00

Two Person Boat \$30.00

Additional Dinners @8.00 each.





cont'd. from pg. 7

used a bow bulkhead which prevented water rushing forward when the boat was righted. It also gave more buoyancy effect to prevent turtling than to cause it. Some side buoyancy was allowed in the rules, enough to keep water left in the boat after righting to a minimum. I added buoyancy under the rear side decks in the form of bags. At last the boat would lay on its side and not turtle. Scuppers cleared the water left after righting very quickly. Buoyancy high at the sides in the ends, low in the centre in the bow and a smaller amount under the seats at the sides works well.

It seems that even by 1975 Canada, USA and Britain had still not agreed on one method of buoyancy that was practical, safe in the worst conditions, and allowed the boat to sail away from a

capsize as the water leaves through transom scuppers.

All these years, Albacore Association Executives have wrestled with the problem of trying to adhere to the spirit of the rules, satisfy those who want a hotter boat, satisfy the family sailor, provide maximum safety and get all countries to agree on the rules. The early history of the Albacore in Canada was affected by many diverse forces and interests. Happily, the CAA was able to help it grow and correct the situations that threatened the continued success and development of the Class.

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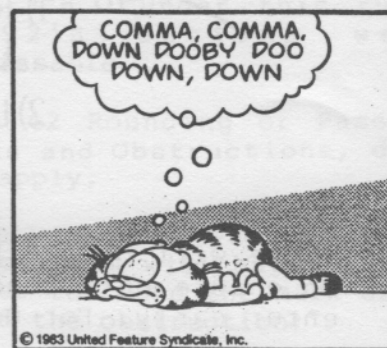
# 1988 RACE SCHEDULE

## 1988 Race Schedule

DATE	RACE/REGATTA	HOST	LOCATION
<b>JULY</b>			
July 3	Harbour Master	RCYC	Inner Harbour
July 9, 10	Ontario Championships & National Capital Regatta	BYC	Britannia - Ottawa
July 9	Burlington S.C. Open	BSC	Burlington
July 16	Outer Harbour C.C. Open	OHCC	Outer Harbour
July 16	Muskoka Open*	SMLSC	Lake Muskoka
July 17	Harbour Master	SJSC	Outer Harbour
July 23	Westwood Regatta	WWSC	Outer Harbour
July 23, 24	Nepean Open Regatta	NSC	Nepean
July 24	Harbour Master	WWSC	Outer Harbour
July 30	Team Racing	MSC/WWSC	Outer Harbour
July 31	Balsam Lake Open	BLSC	Balsam Lake
<b>AUGUST</b>			
August 6	Mooredale S.C. Albacore Open	MSC	Outer Harbour
August 7	Harbour Master	MSC	Outer Harbour
August 13	Albacore Otherworlds (PABAR)	PAB	Pointe au Baril
August 20	NTSC Albacore Open	NTSC	Inner Harbour
August 20, 21	Don Rantz Regatta	GRSC	Gatineau River
August 21	Harbour Master	NTSC	Inner Harbour
<b>SEPTEMBER</b>			
Sept. 3, 4	St. James Town Albacore Open	SJTSC	Outer Harbour
Sept. 10, 11	Area 10 Championship*	NSC	Nepean
Sept. 16 - 18	Canadian National Championships		All Toronto Community Clubs Lake Ontario

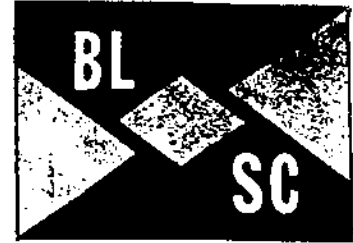
\* Denotes Gooderham Series

GARFIELD



# BALSAM LAKE

# SAILING CLUB



25TH ANNUAL ALBACORE OPEN REGATTA

Honorary Regatta Chairman - Tony Griffin

SUNDAY, JULY 31st 1988

### PRIZES

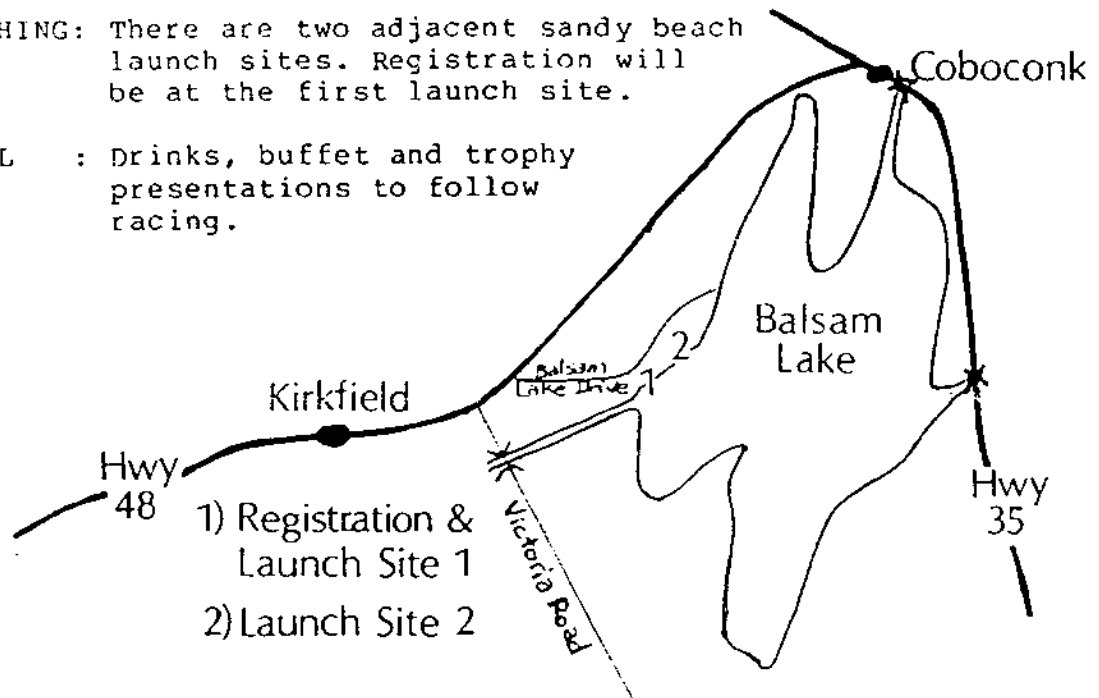
The Griffin Trophy  
Keeper Trophies to Top Five  
Special Awards

**PROGRAM** : Registration 0900-1100. Start at 1200 noon.  
Sailing Instructions at Registration.  
NO Skipper's Meeting. Three races back-to-back.  
Third race at discretion of Race Committee.  
No start after 1530. Bring your own lunch.

**LOCATION** : Balsam Lake is less than a two hour drive from  
Toronto, near Kirkfield on Highway 48.  
(map and signs from there)

**LAUNCHING**: There are two adjacent sandy beach  
launch sites. Registration will  
be at the first launch site.

**SOCIAL** : Drinks, buffet and trophy  
presentations to follow  
racing.



There will be a fifty boat limit, first come, first serve.  
To ensure entry and help the caterers, you are urged to  
enter early. For more information contact:

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105 Glengrove Ave.  
Toronto, Ontario. M4R-1P1

# APPEAL 16

KC492 V/S KC522

IYRR 42(a) Rounding or Passing Marks and Obstructions  
IYRR 42.1(a) Rounding or Passing Marks and Obstructions When Overlapped  
IYRR 43 Closed-Hauled, Hailing for Room to Tack at Obstructions

## Facts & Decisions of the Protest Committee

In Race 6 of the Canadian Dinghy Association Championships held at the Royal Canadian Yacht Club, approximately 30 seconds prior to the start, KC522 and KC492 were reaching on port tack, below and parallel to the starting line, KC522 to weather of KC492. As they approached a white hulled yacht on starboard tack, KC492 hailed KC522 for room to tack. There was no response from KC522 and KC492 hailed for room again and luffed sharply to avoid the white hulled yacht. KC522 hailed KC492 not to tack, and KC492 bore off to a reach. No collision occurred and there was no apparent course alteration of the starboard tack yacht.

Subsequently, KC492 tacked and in some manner apparently infringed the rights of KC514. KC492 performed a 720 turn and hailed KC522 that she would be protested.

The Protest Committee disqualified KC522 under IYRR 42.1(a), "for failing to give KC492 ample room to avoid (ed. an) obstruction."

KC522 appealed on the grounds that:

1) the Protest Committee misinterpreted Rule 42.1(a) in that the only requirement of 42.1(a) is that room be given to allow the inside yacht to pass safely between the outside yacht and the Mark or Obstruction.

(2) in that KC492 performed a 720 turn in acknowledgement of her infringement with respect to KC514, the protest should be disallowed.

(3) the protest was submitted both outside the time limit and incomplete.

## Decision of the O.S.A. Appeals Committee

IYRR 68.6, Time Limit, allows the Protest Committee discretionary powers with regards to accepting a protest filed outside the time limit. It would be preferable if a Protest Committee has accepted a late protest, make a note to that effect in the "Facts Found". In this case, the only reference is contained in the Chairman's observations that the Committee was satisfied that a valid protest was file on time.

To the appellant's second grounds, that KC492 acknowledged an infringement and performed her turns, thus negating her right to protest, the Appeals Committee referred to Appendix 3, in particular part 1.6. Under this rule, KC492's actions were permissible.

IYRR 42 Rounding or Passing Marks and Obstructions, does not apply,

"...between two yachts ...when one of them will have to tack either to round the mark or to avoid the obstruction;"

cont'd. on pg. 14



cont'd. from pg. 13

IYRR 42.1(a), Rounding or Passing Marks and Obstructions - When Overlapped, states the obligations of the outside yacht. This rule provides that the outside yacht allow the inside overlapping yacht;

"...room to round or pass the mark or obstruction...and includes space to tack or gybe when either is an integral part of the rounding or passing manoeuvre."

KC492 was not claiming room to tack to round or pass the starboard yachts, but to avoid the obstruction. If KC492 and KC522 were close-hauled, both would have been obligated to act in accordance with IYRR 43.1, Close-Hauled, Hailing for Room to Tack at Obstructions. However, both yachts were reaching.

KC522 was fulfilling her obligations as required by IYRR 37.1, Same Tack - Basic Rule, and continued to do so throughout the entire incident. KC522 did not infringe the rights of KC492. The Protest Committee erred in its interpretation of IYRR 42.1(a) and the decision of the Protest Committee is overturned.

The appeal is upheld. KC522 is to be reinstated in Race 6 and the results are to be amended accordingly.

September 20, 1986

L. G. Reise, Chairman  
A. McAuley T. Nelson  
D. Creelman P. Vasoff

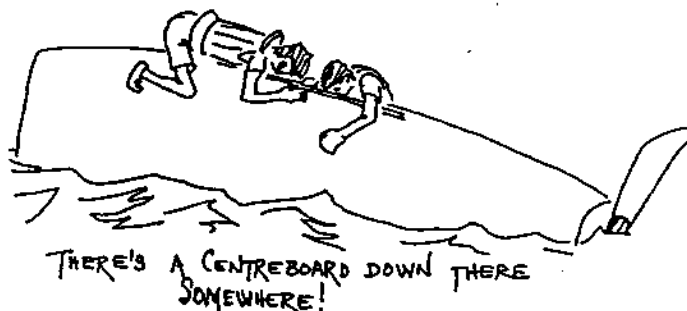
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## APPEAL # .....??

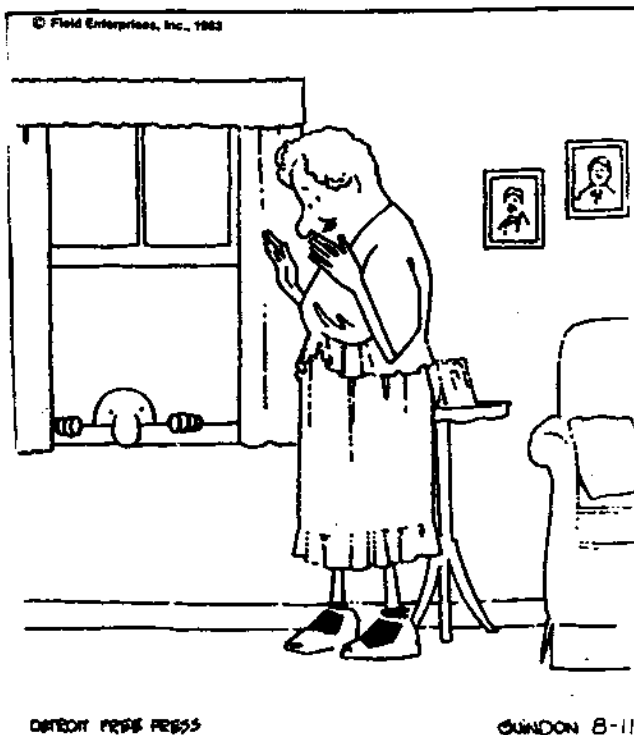
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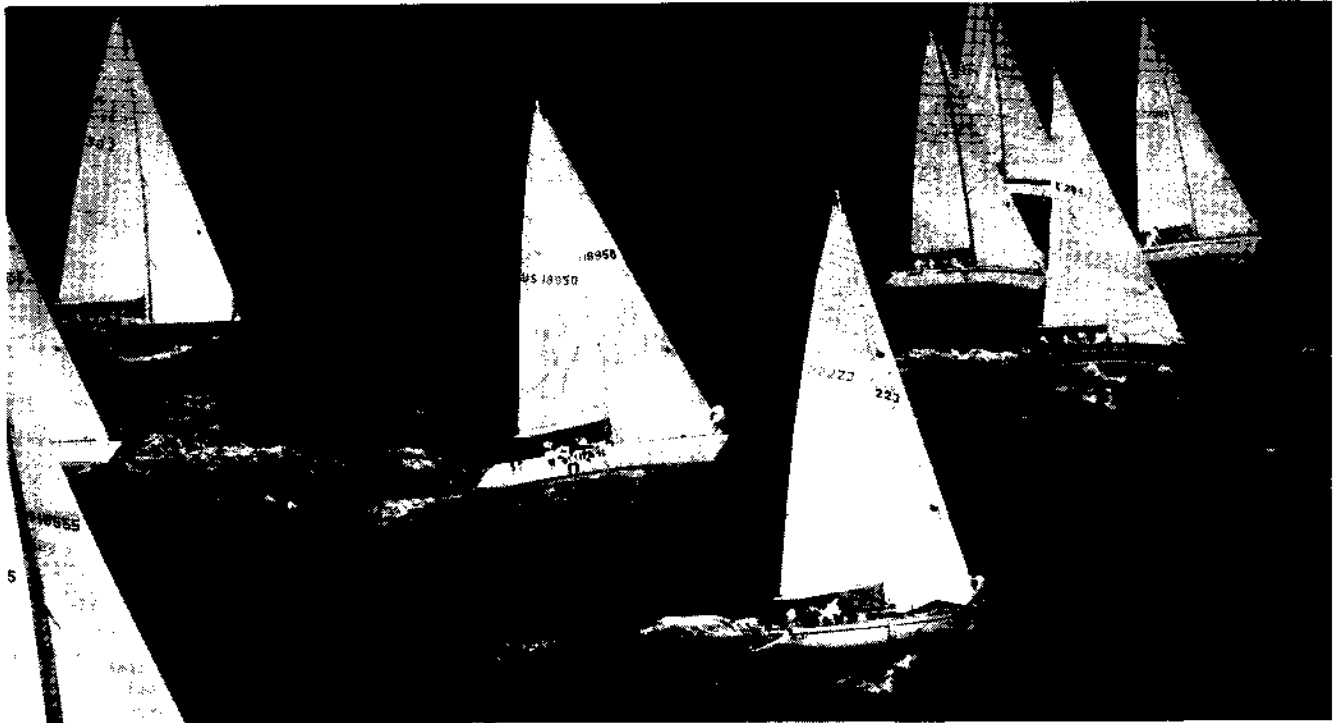
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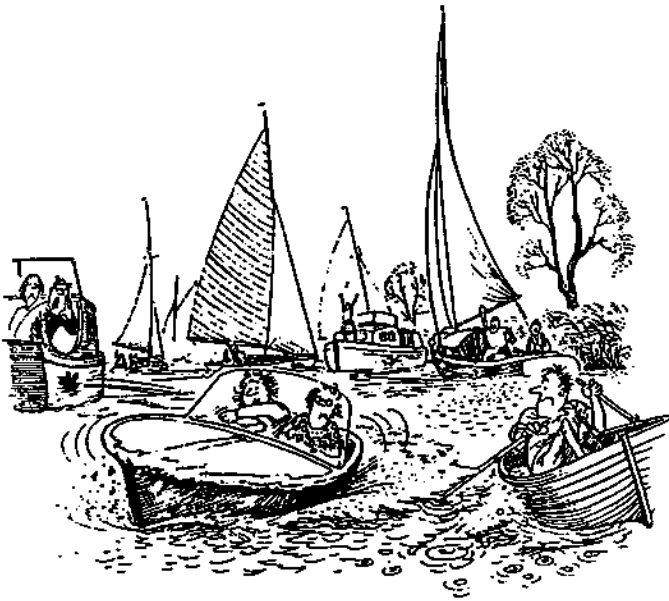
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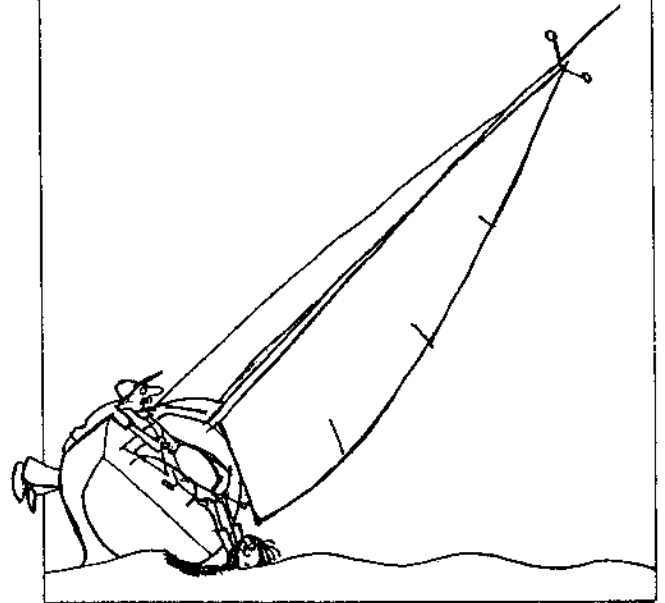
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Date: Saturday July 16, 1988

Location: see map

Entrance Fee: \$30 per boat

includes coffee, donuts, dinner

Program:

Registration- 8:30 - 10:15

Skippers Meeting- 10:15

1st Race- 11:00

2nd Race- immediately after 1st

Lunch- Please provide your own

3rd Race- 1:30

Cocktails- 4:30 - 5:30

Dinner- 5:30

Awards- 7:00

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**Westwood  
Sailing Club**

WESTWOOD SAILING CLUB  
INVITES YOU TO JOIN THEM  
FOR AN ENJOYABLE SATURDAY  
IN THE OUTER HARBOUR  
FOR OUR ANNUAL ALBACORE REGATTA

Date: Saturday July 23, 1988

Location: Our New Site - The Old Cat Club on the Outer Harbour

Agenda: 9:00 am - Coffee, Pastries  
10:00 am - Skippers' Meeting  
11:00 am - First Starting Gun  
1:00 pm - Lunch (approx)  
6:00 pm - Dinner (approx)  
7:30 pm - Awards  
8:30 pm - DJ & Dance

- Rain Date - Sunday July 24
- Breakfast Snack, Lunch and Dinner Included for Skipper and Crew
- Four Races, Weather Permitting - One throw-out
- Solid Brass and Oak Awards - Top Three Boats - Skipper and Crew
- Lots of Parking Available for Trailers and Cars
- Cost - Only \$35.00 per Boat - Additional Dinner Tickets - \$10
- Please Join Us for our Friday Night Race:  
Friday July 22 - Starting Gun - 7:00 pm
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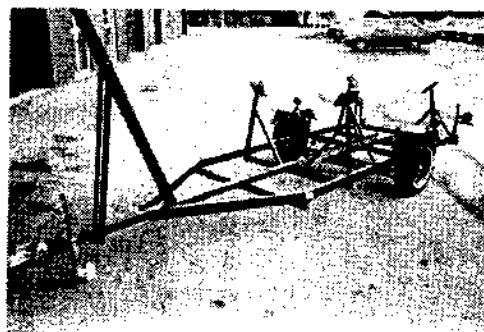
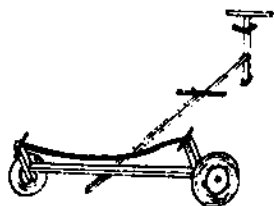
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