

MESSAGE FROM THE COMMODORE

KNOW YOUR RULES

CLUB UPDATES

HAPCO UPDATE

BUOYANCY/MEASUREMENT

SHACKLES & CRINGLES



CANADIAN ALBACORE ASSOCIATION

SUMMER 2006



Hi Gang;

Wacky Weather Indeed! We've already had a fog out, two drifters and a couple of honkers for May and early June!

The CAA has already hosted its "Moving up the Fleet" two day seminar. Tons of trim tips and boat handling skill secrets were doled out to an enthusiastic crowd of up and comers. Great practice and we all better watch out for this bunch. Big thanks to Tim Broughton, Allan Measor, Van Sheppard, Jeff Beitz and Raines Koby for all their help and to Christine Short for the organization. All reports that I've heard have been very positive. There's going to be two more (one in Hamilton and one in the Ottawa region). Watch the CAA website for all the Hot Tuna news.

Now that we have you all revved up-RELAX!!! It's not an Internationals year so this is the year to do your experimenting. There has been a trend to try different sail makers out and some people are playing with the high aspect jibs. This is the year to do it. The next Internationals is in West River, (MD) in October 2007. Last year in England, there were 75 Albacores in Lyme Regis and I know Head Honcho Peter Duncan wants to smash that amount. Time to organize your trailers now so it's not freak out time later. Not that I get organized early for anything but - do as I say and not as I do!

Two CAA Regatta's this June/July. On June 10/11, RCYC hosted the North American's and it was an all-star cast. Neville Herbert joined us from England along with 6 boats from the United States including former International Champ Barney Harris. Thank you to Heather Macnaughton for all the sailing and partying organization.

The weekend of July 1-2 in Peterborough is the Ontario's. I've been hearing about the last Ontario's there and everyone had a great time. I'm hoping to debut young Evan Farrell at his first Regatta. I'll bring the Game Boy in case Dad pouches the starts. Again, please bring your sailing passports to this event (Bouyancy and Measurement Cards) it keeps kindly George Roth kindly.

Also later in the summer (July 29th) there is going to be the first Hamilton Albacore Open. Let's let'em meet all their new buds and support the Hamilton regatta. And man, the Hamilton Bay Sailing Club know how to cook so come hungry.

I want to also welcome all our new members (full and associate) to the CAA. You've got a great Executive who work very hard to give you great bang for your buck. I don't do anything but flap my lips but they all work really hard. Have a great summer and remember to say "8088 Go Through"!

Later, Commodore Bear , *Northern Aggression 8088*

New Full Members

Bogdan Antoniu HBSC
Chris Bennett J-Town
Andrew Callum NYC
Ross Emmans Parry Sound
Jefferson Hall OHCC
Charles Pollak TISC
Trevor Whitehouse Orleans
Howie Glen WSC

New Associate Members

Mark Arciere J-Town
Tannis Baker TISC
Laurie Frame TISC
Alan Jones OHCC
Stephanie Mah WSC
Rory Martin Ottawa
Chris Mazlowski J-Town
John McCarthy WSC

Harold Murray MSC
Jon Schaefer TISC
Carla Schmid J-Town
Derek Shenstone MSC
Joel Thoman MSC
Elly Winer MSC
Janet Wormitt Kemptville
Ken Yamazaki J-Town

Hello Sailor,

I hope that you are enjoying the sailing season thus far. We thank you for your support and contributions, which includes everyone who contributes to the S & C newsletter, email updates and regattas. There are many regattas and events going on throughout the full 2006 season, and we look forward to seeing you at them.

On the race training front, the CAA hosted a Tactics Seminar with North U, which was an all day in class session we had 27 members attend. We couldn't have asked for a better weekend for our on the water training session held the last weekend of May. Thank you to the coaches mentioned by Barrie, and to Mooredale, J-Town and Westwood sailing clubs for volunteering their boats and club houses.

Keep yourself up to date on events by visiting the the CAA website www.albacore.ca

Happy Sailing,
Christine

Thank you to the Robert MacDonald for the photos and Mike Beaver for the cover



Thank you to **QUANTUM SAIL LOFT** for their continued support.

Congratulations to Toronto Island Sailing Club in winning the donated jib from **QUANTUM!!**

Thank you to all members who joined the CAA before April 30th !

Hi there from way up here in Ottawa. The fleet here is starting to get its act in gear and we have finally got our first race in....after two previous nights with no wind. Winds have been uncharacteristically light for May/June, which means that we haven't really been able to take advantage of the also uncharacteristically warm water. Things have started off well though; I swear there was a big sign on portside bow of my boat that said "Tack Here", otherwise why would I have been lee bowed so often.....

The fleet here is growing again, with two new boat owners ready to join our ranks. Dave Peer and Dominic Goodwill are anxiously waiting to hear from Westwood and St. Jamestown respectively on when they can travel to Toronto and pick up their boats. That will bring our fleet of previously enjoyed Toronto club boats up to 10. Add in the three wood boats (they are not furniture, they actually work!) and the Skenes that come out regularly and our fleet is growing nicely.

Ottawa will be hosting the Canadians this year, and work is already under way to make the event a memorable one. No promises about wind, (although the Ottawa regattas in the recent past have done fairly well here) but the schedule of events and the caliber of the race committee will be first rate. We look forward to hosting many of you here in September. I may as well go on record here and say that our local fleet is starting a campaign to host the Internationals at Nepean when they return to Canada in 2011 (talk about advanced planning!). To that end, we are hoping the event in September is a memorable one and that it leaves a good impression! (And boy are we praying for wind.....)

Our fleet is again making plans to travel and attend out of town regattas this year. We had two and half boats at the mid-winters in Sarasota and two boats at the mid-atlantics so far this year. The half boat at mid-winters was Patty Maloney crewing for Barney....I figured that needed explaining.... Right now it looks like 7 boats will make the trip to Toronto for North Americans, and there will probably be a similar number going to Peterborough for the Ontario's. Traveling keeps the fleet healthy and growing, so I'd invite everyone that reads this to pick an out of town event this year and make the effort to get out and participate. I am sure that the traveling done by the Ottawa boats is one of the big reasons our fleet continues to grow and our sailors continue to improve.

Ok, back to putting my new mast together. I swear I bought this thing from Ikea, but without instructions..... Next time you see me ask about how nervous I was before I cut the mast to length.... brings a whole new meaning to measure twice cut one let me tell you!



The return of the warm weather is very welcome in Hamilton! Spring seemed a little cooler this year but with the warm temps this week the bay water is plenty warm enough for swimming, I have checked this out personally!

The winter has been a busy one repairing damage to our boats caused by a little bumping and grinding last season. Our boats are pretty tough but we're quite tough on them. Many a night was spent with the smell of fiberglass and gel coat wafting through the clubhouse. A big thanks to all those who helped so we could be ready for another season on the bay.

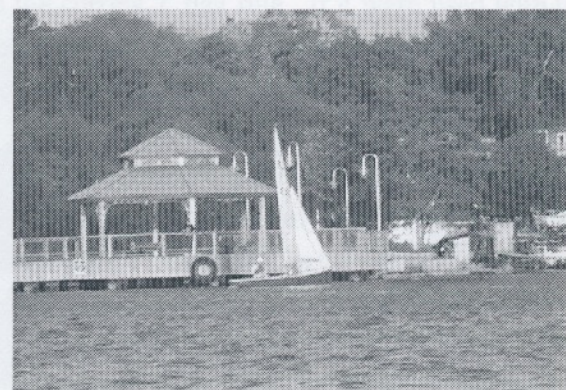
Most of our members have returned for the new season and we have many new members bringing us almost to capacity once again. Looks like the sailing bug is catching on! This year we have added a couple boats to our fleet. One was donated but due to legalities it had to actually be sold to us. We purchased it for the mighty sum of \$1. Add taxes to that and our new boat will be aptly named the "Dollar Eight". To accompany the Dollar Eight we have purchased a brand new Albacore due to be delivered in June. This will be the first brand new boat in our compound since the 70's! With our club's emphasis on learning and introducing new people to the sport our boats take quite a beating. It will be interesting to see how a new boat stands up against the old tanks we are used to. I'm sure this boat will be visiting the Toronto Harbor for a few races this summer.

Racing is becoming a more predominant theme around the club with our racing coordinator organizing a racing week to introduce all members to a little competition. Our races are generally held amongst our members but this year we are hosting the **HBSC Open Regatta on Saturday July 29th.** to which we would like to invite all Albacore sailors. Check out our website at <http://www.hwcn.org/Information/sports/leisure/hbhc> for details. There will be three races in the afternoon followed of course by an evening party at the clubhouse.

Our social season is well under way but the big kick off is our Launch the Season party on June 24th. It's a chance for members to socialize and meet new friends off the water. Coming August 26th. is our annual Lobsterfest, yet another party not to be missed. The grills are fired up to cook up some fresh lobster for everyone.

New to the HBSC this year is formal instruction from CYA instructors. In the past our club has always used our own manual for teaching but with the ever-changing techniques and evolving equipment we have felt it necessary to offer something more tangible as far as a certificate goes. Currently we are only offering white sail 3 certification to experienced members but in the future many members may want to proceed further. Interest in formal classes has thus far been excellent and we hope that many will take advantage of them in the coming months

Our gates are open every evening and all are welcome to come by and check us out. Lets hope this summer brings us warm days and lots of push for the sails!



We're gearing up for great sailing in the islands of the Georgian Bay Archipelago this summer. The plan this summer is to run races every weekend on either the Saturday or Sunday, depending on the holiday schedule.[Sunday's if the holiday is on Monday.] 2 races per weekend.



There has been re-newed interest in the Albacore fleet, with 4 new OY boats arriving in late June, and 2 already for next years. These are for new and existing members. The plan is to have 15 new Albacores in 4yrs. The Pointe au Baril sailing fraternity, is a club with some unique logistics.



We do not have a clubhouse, rather we congregate after each weekend's races at the cottage of a volunteer member, where the races results are announced and races rehashed. This means that, for geographic necessity the course can change each week. In all we have approx. 9 courses we can choose from. There are inner island course's resembling those on a small lake, to open courses offshore.

Every weekend sailors have to tow their boat [or if you're close enough sail]to the course area. This can be up to 7 miles for some. We have dedicated Race Committee, that is extremely punctual, and does a tremendous job of getting the race's off on time. I addition we have a safety/crash boat on course at all times, which assist in mark placement and adjustment.

In addition to the Albacore fleets, we also co-start 2 other fleets, Laser's, and Flying Scot's. We have the largest Fly Scot Fleet north of the border, with 18 in the area.

PABAR-Pointe au Baril Albacore Regatta, held every summer in August is an invitational regatta, and has been part of the Gooderham series. This regatta, has not had an outsider attend for years. This is a shame, as PaB, offers some of the best sailing vista's anywhere. The original organizer of the event from PaB, was Ian Rogers AL7405 who put together great events in the late 70's and 80's.

Not having hotels nearby, it was, and still is incumbent on the Members to billet out of town racers. This also means launching boat 7 miles away and towing to cottage, and then to course the next day... alot of towing.. but for all who have made the effort for one of these events, all have said it was well worth it.

The PABAR dinner held at the Ojibway Club, is a tremendous evening, in a fantastic setting, where the winner receives the



Steve Czerny trophy. I am currently putting an organizing committee together for this year's event which will be on AUGUST 12th . There is also consideration to increase the # of races from 3 to 4. If enough interest is shown this year then we might add a Friday racing schedule. If you have anyone interested in sailing in PaB this summer please contact me at 905-845-0008, or pabsailing@cogeco.ca.

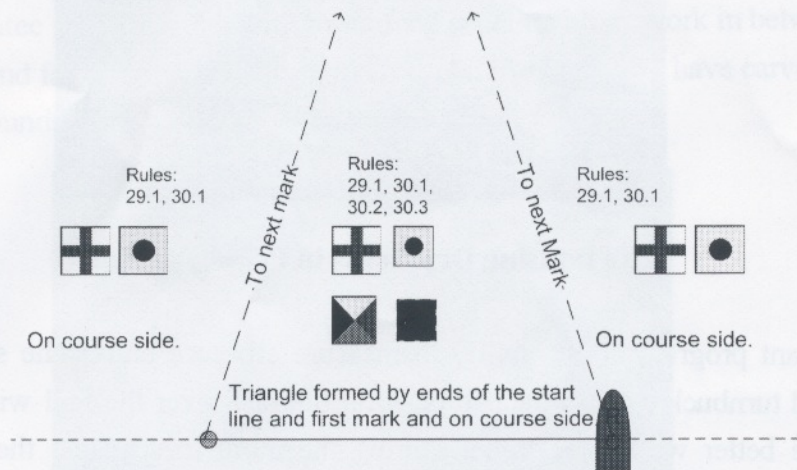


30.3 Black Flag Rule

30.3 Black Flag Rule

If a black flag has been displayed, no part of a boat's hull, crew or equipment shall be in the triangle formed by the ends of the starting line and the first mark during the minute before her starting signal. If a boat breaks this rule and is identified, she shall be disqualified without a hearing, ... If she does so, her disqualification shall not be excluded in calculating her series score. If this rule applies rule 29.1 does not.

The final and most severe penalty is the black flag. If you are over in the last minute you are disqualified, even if there is a general recall.



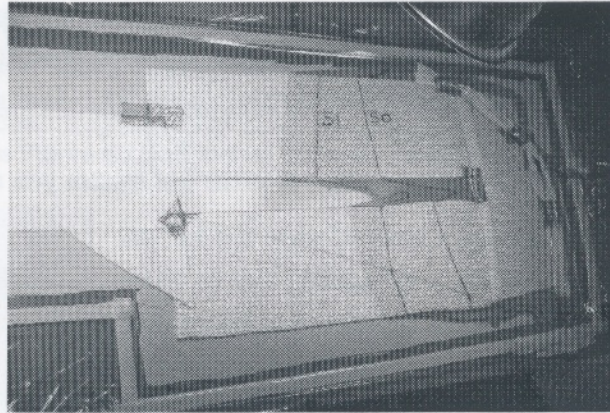
Using the diagram above, then the yellow, blue and green boats are over with the last minute so they are disqualified. The red boat is fine. Let's see why. In the next diagram we see the "Triangle formed by ends of start line and the first mark. If you are in that area in the last minute before the start you are subject to the 20% penalty (if the Z flag was up) or the disqualification (if the black flag was up). If you are in the areas on course side but not within the triangle you might have to go around the end (if the I flag was up) but you won't get one of the other penalties.

Let's look at when the individual recall flag is used. It is used to tell someone that they have to come back. It is therefore used on its own when a boat is On Course Side (OCS) at the start. It is used when the I flag was in effect for any boat that was over in the last minute and has not yet returned around the end. It would be used when the Z flag was in effect for any boat that was over in the last minute and has not yet returned. It would not be used with the Z flag for a boat that was over in the last minute but which had already returned. That boat would get a 20% penalty but they have already come back. It would not be used for a boat subject to a black flag penalty. They will be disqualified. There is no point telling them to come back.

I have been asked a few questions about combinations of these flags. There used to be some committees that used the Z and the I flag together. I think that most times this was used it was with a variation on the current Z flag rule. If it were used with the published rule it is a fairly severe penalty. It means that if are in the Triangle formed by ends of the start line and the first mark, in the last minute before the start you would have to go around the ends and take a 20% penalty. If there was a general recall you would still get the 20% penalty.

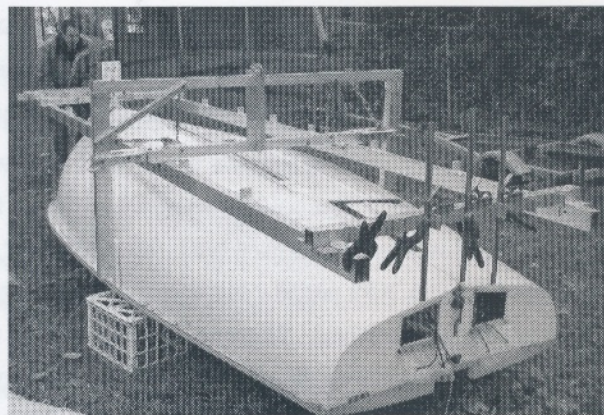
Another variation is the combination of the Black flag and the I flag. I haven't seen this actually signaled, but some fleets have an automatic I flag after a general recall. It might still apply when the Black flag was signaled. The only time this would make a difference is for the Red boat in the first diagram. They are on the course side during the last minute before the start but not in the Triangle. In the diagram they come around the end. It would be possible without the I flag for them to go on the course side of the committee boat and dip the starting line. This is quite unlikely. They would have to stay outside of the triangle until the starting gun and then would have no rights while they went through a presumably crowded fleet.

Prototype hull. We have attempted two hulls. The first did not infuse correctly due to a leak in our mold. This will never become a boat but may find its way somewhere as a Darwin award or something. The second hull infused 98% and was salvaged. We infused the dry areas by bagging them over with peel ply and a layer of flow media covered with a bag. We applied vacuum and infused the area. They came out very well in the end.



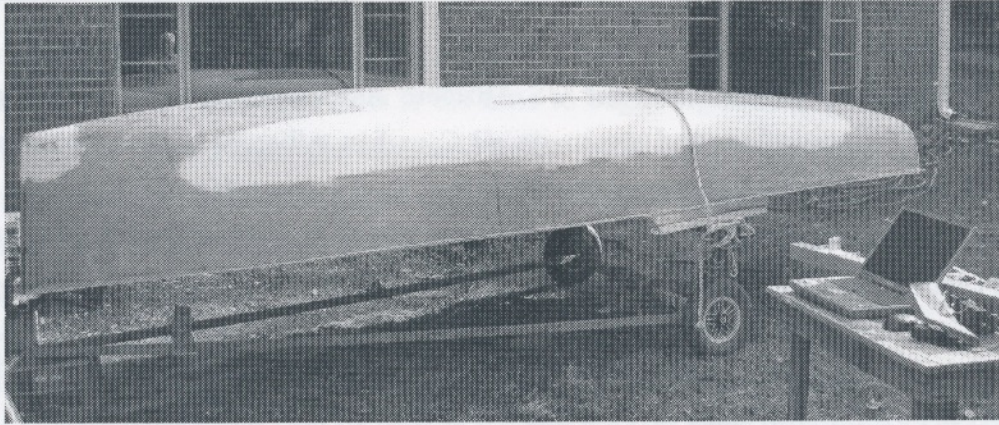
Re Infusing Dry Areas in Prototype Hull

We have made significant progress in our ability to measure albacore hulls. The system is now enhanced with supporting structure and turnbuckle adjustment to position the rack over the hull with fine control. Unfortunately we have found that the better we became at measuring the more inescapable the fact was that our nice new prototype albacore was not an albacore at all as it did not measure in by one or two mm at several points. Ooops.



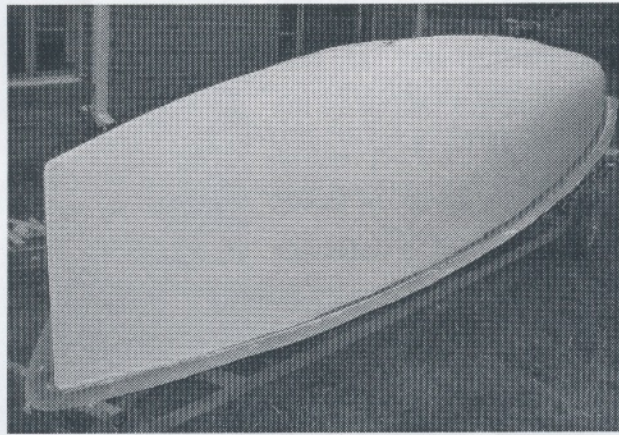
Albacore Hull Offset Measurement Jig on an old Skeene. Note Turnbuckle Vertical and Athwartship Adjustment.

We did reams of calculations and determined that we could alter the mold a slight amount and just bring the errant points into line. In the end we elected to take the much more expensive and time consuming route of bumping the prototype hull into legality and then building a new mold. We began by bonding around 20 layers of fiberglass to the measurement locations and then filing them down until we were 2 mm to the good side of the tolerance. We then filled in between the bumps with fairing compound and long boarded the entire thing.



Bumped and Fair'd Prototype

Next was three layers of duratec fairing primer with more long sanding block work in between each coat. We found that the hull became fair-er and fairer with each subsequent cycle. In essence we have carved an albacore in filler material by hand sanding. Sounds like fun, no?



Prototype with Sanded Duratec Fairing Primer

We are now working on the centerboard slot, keel, etc. these were molded into the prototype, but the insert we used warped a small amount, with the result that these areas were not legal. We have carefully built them back up with fiberglass and filler and are sanding them back into spec for the mold. We are targeting a centerboard case width of 29 mm. 30 mm is the maximum according to class rules.

Our next steps planned are to complete the prototype hull plug and take a second mold. We always planned to do this, but hoped that we would be able to make 10 or 20 hulls before this was necessary. The second mold will incorporate a number of improvements. It will have an integral centerboard case whereas the original one did not. And second the surface finish will be smoother and fairer than the original due to the many spooge and sand cycles we went through.

After we build a mold we will also fabricate two fitting out jigs. These will be molded off the prototype hull directly after the mold is removed. They will be used to preserve the correct hull shape while the deck and interior are fitted. In this way every hull will have the same shape. One of the fitting out jigs will be used at our builder in MD and the other will be a floater which we can send around to others who wish to use a HAPCO hull and perhaps fabricate their own interior.

The International Albacore Association and the US Albacore Association are well into planning for the 2007 Albacore International Championship, and we invite all Canadian Albacore sailors to join us for a wonderful holiday and a week of sailing on the East Coast of the USA. The championship will be held at West River Sailing Club in Galesville, Maryland and racing will be on the Chesapeake Bay about five miles south of Annapolis off the Thomas Point Light. The event is scheduled for October 5-12, 2007 to draw the maximum participation. No need to put your boat away after Canadians in 2007. You can extend your season and enjoy sailing over the Canadian Thanksgiving weekend (we'll provide the turkey). With advanced planning and no conflicts with needing the boats at the community clubs that we will see at least all the Canadian teams that came to Kingston in 2003. We are planning on at least 65-75 boats, but can accommodate well above that number if the enthusiasm builds. We hope to have at least one container (12 boats) from the UK and more attending in charter boats.

The sailing area is in a wide-open part of the Chesapeake that is often used for hundred boat, world class events such as Rolex Women's Keelboat Championship and J22, Star and Soling Worlds as well as recent inshore racing of the Volvo Ocean Racing boats. Beginning in mid-September the lighter summer thermals give way to a series of fronts that sweep the mid-Atlantic region at 3-4 day intervals with increasing strength in October. Over a week of sailing we should see two weather systems giving us a full range of conditions to challenge all competitors.



Preliminary analysis of wind data collected from Thomas Point shows that winds during sailing hours on two-thirds of the days in October were between 5 and 18 knots with average velocity of 12 kts. Water depth is 20-40 feet over most of the course area and we have a full compliment of rescue boats so there should be no need to postpone the racing if we a few days of 25 knot winds behind a strong front. Water temperature is typically 17-19 degrees Celsius with daytime air temperature ranging from 15-25 Celsius with the average in the upper teens. In short, the weather forecast is for plenty of wind to race with a low risk that any days are too light to sail. John Luard, a long time Albacore competitor who has frequently been in the top three at Albacore Internationals, will be our PRO and assure we have first rate committee work and get the most out of the week of sailing.

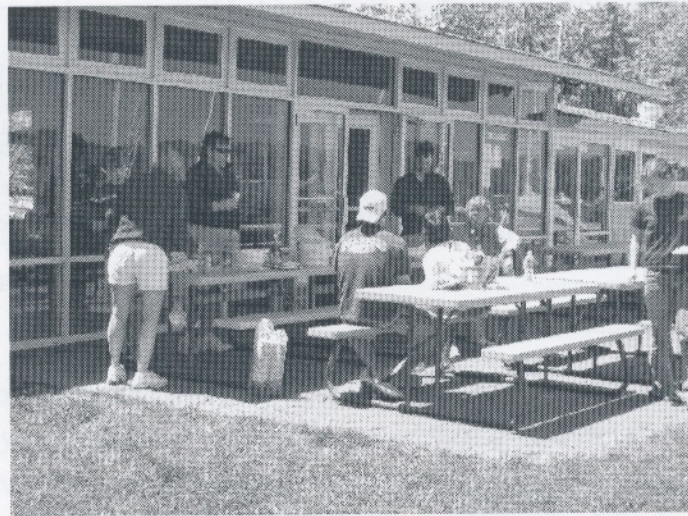
Off the water there is plenty to do. A full social program is planned at the club for half of the evenings. On the other nights, Annapolis is 20 minutes away and will be packed with activity as it will be hosting the biggest sailboat show in the USA the week of our regatta. For those bringing family or extending their visit, Washington, DC is only 50 minutes away...will have ability to accommodate some visitors in sailors homes near Washington so non-sailors can tour. Baltimore (70 minutes) may provide the cheapest flights. And there are many other things to do within 2-hour radius. Other big cities accessible by car (or train) include Philadelphia- 2 hrs, New York- 5 hours, Williamsburg, VA- 3 hours, and the autumn leaves in the Appalachian Mountains should be nearing their peak about 4-5 hour drive to the west.

We encourage and look forward to a large contingent from Canada to make this a truly international event. **The first gun goes in less than 16 months.** Now is the time to begin organizing trailers, transportation and your vacation schedule. With some proper planning and a few multi-boat trailers we should be able to arrange transport for all who need it. I recommend each club put someone in charge of transport logistics and they start collecting the names of all who would like to go. The entire planning committee will make every effort to make your visit fun, easy and trouble free.

See you at West River in 2007!

More information will be posted on the web by summer. For those wanting to get a jump on things and make early plans (lock in rates while the Canadian dollar is strong), here are some reference web sites:

- Event site link: www.albcore.org
- Weather: www.ndbc.noaa.gov/station_page.php/station/tplm2
- West River SC: <http://sailingsource.com/wrsc/>
- Things to see/do: <http://www.annapolis.worldweb.com/SightsAttractions/>
http://www.tripadvisor.com/Attractions-g29494-Activities-Annapolis_Maryland.html
- Accommodations: <http://hotel-guides.us/maryland/annapolis-md-hotels.html>
www.stayannapolis.com/



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MEASUREMENT CERTIFICATE/BUOYANCY CARD

What is a Measurement Certificate?

The Canadian Association Measurement Certificate is a blue card (combined with a location for your Annual Membership sticker). The Chief Measurer of the CAA with the listing below of who measures your boat fills out this card. On this blue Measurement Certificate/Membership Card, will be a record the key data about your boat as follows:

The name of the Owner of the hull/boat:

The sailing Club that the owner has a membership with:

Hull/Sail No:

Name of the Measurer of your hull/boat:

Builder of your hull/boat:

Year the hull/boat was built: [likely the same as the year in which the hull/boat was certified as a true Albacore, but not necessarily so]

The hull's last weight as recorded by a CAA Measurer and filed with the CAA Measurement hull files that the Chief Measurer maintains

The amount of Corrector Weights required bringing your bare hull in dry condition up to the minimum class required weight (240 lb. or 109 kg as per IAA class Rule B 6.2) if it is an underweight hull.

Exceptions (any exceptions to class rules noted when measured.) These usually refer to accepted Exceptions by the CAA Chief Measurer and CAA Chief of Specifications in consultation with the International Chief Measurer of the Class and the Royal Yachting Association (who maintains the copyright to the Albacore Class Rules.) Unacceptable exceptions must be corrected to ensure compliance with the Class Rules before a Measurement Certificate will be issued.

Date of Certificate Issued:

Chief Measurers Signature:

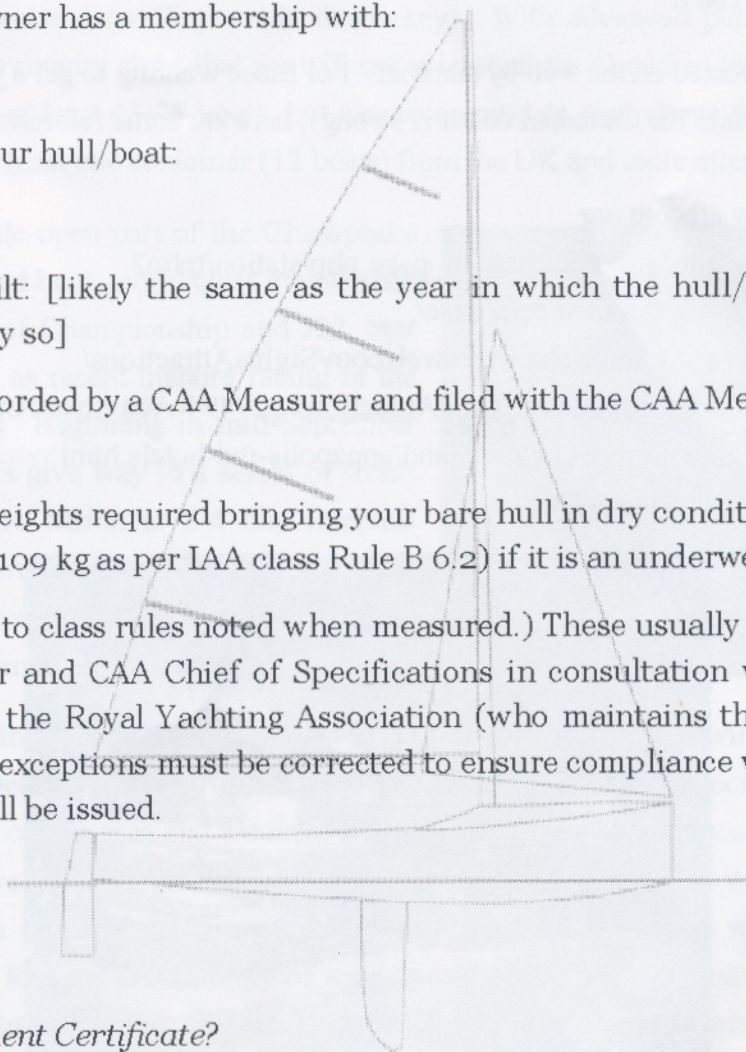
Why do I need a Measurement Certificate?

To confirm you own or are buying a "bona fide" certified Albacore that has been measured to the current Class Rules.

To ensure you can register for major CAA/IAA Albacore racing events where the Certificate is required before your registration can be accepted. (For example, the Albacore Internationals [world championships], North Americans, Canadians, Ontarios or any other local regattas where such registration may be required.)

To be aware of whether your boat is sailable and/or sellable.

To protect your investment in your hull/boat. Hulls/Boats in good condition with a Measurement Certificate typically command a "higher price" in the market place than those without. Those without may not sell.



Yellow Card Buoyancy Appendix.

Effective 1 March 2003, the International Albacore Association has directed each member class association to implement Rule changes regarding Buoyancy testing procedures. As of the date stated, the sole responsibility for the status and maintenance of hull buoyancy is that of the hull owner. The hull owner shall certify compliance by his/her signature that must be witnessed by a CAA designated official.

The reverse side of this document outlines the statement and signatures that are to be verified on an annual basis.

This Yellow Appendix card is to be kept and attached with your Blue Card Measurement & Membership certificate. It has been issued since 2003 with any new or renewed, transferred Measurement Certificate.

This is a sole responsibility record that should be available for presentation at the same time as the Blue Card Measurement Certificate is requested at the Registration for any major CAA/IAA Albacore racing event.

How do I get these Certificates?

New Boats

When you buy a new hull/boat from a builder (Ontario Yachts in Canada) or other builders in the UK, you should arrange to have a CAA Measurer measure your boat before you accept final delivery and make your final payment. This is your confirmation that you are getting a "bona fide" Albacore. If you have the available time, try to be present when the measurement is performed. It will be the first step in a major education about the nature of the hull/boat you are purchasing. It becomes part of your "due diligence," a step to take to protect yourself in the "Caveat Emptor" (Buyer Beware) acceptance of your new ownership. Builders are more than happy to comply with this requirement because they know once your hull/boat has passed measurement you will be a happy customer. If any minor or major corrections are to be made it is best they and you know about them at this stage.

Second-hand Boats

When examining a boat for consideration of purchase from an existing owner do ask to see the Measurement Certificate. If you buy the boat without reviewing and obtaining this documents you accept the liability of not knowing whether the boat can or may "measure in as an Albacore" and you will have little or no recourse legally to demand "make goods" or "compensation" from the previous owner.

If the owner does not have this document, has lost them, or does not know if the boat has been measured, you have several courses of action. Before or after you purchase the hull/boat, you may wish to ask the owner to have a successful measurement performed on the boat as condition of purchase. Who pays for the measurement is subject to negotiation of cost sharing between the buyer and seller.

To determine if the boat has been measured you can email or call the CAA Chief Measurer and ask him to research the CAA Measurement files on the hull number under consideration.

He will be able to provide you the date and details of the last recorded and filed copy of the Measurement Form if the hull /boat has in fact been measured. He can then arrange to issue a new Measurement Certificate with or without any re-measurement. If the boat was measured recently or is still owned by the person whose ownership name is recorded on the last measurement on file and no major changes have been added to the hull/boat since its last measurement, then accepting a re-issued copy of the last measurement may be acceptable to you and the owner. If however, major work/changes (hull repair, additions of fittings, new foils, spar or boom) have been undertaken to the boat since its last measurement then you would be wise to request a re-measurement to know "what you are buying" from one of the CAA measurers.

To obtain a first measurement or re-measurement of an Albacore, Email or call the CAA Chief Measurer or the Chief of Specifications and request a list of CAA Measurers. Contact a Measurer and arrange a mutually convenient time to have the boat measured. The cost of Measurement is not a set fee, but usually amounts to \$50.00 to \$75.00 honorarium for a partial or full measurement, respectively. Additionally, the Measurer is entitled to recover out of pocket costs for travel to get to the hull/boat if they so chose. A full measurement takes in the range of 2 to 5 hours. The Measurer will need to arrange to borrow the CAA Measurement scales to weigh your boat and this may dictate where the measurement task will take place. The hull/boat needs to be properly hung and secured to safely weigh your hull/boat. Once the boat has been fully measured or partially measured (for example, if you know specific areas that need to be re-measured because of work /changes that have been done to the boat) the Measurer will advise you of the outcome and may suggest corrective steps if any to be taken. Once the corrective steps have been completed to the Measurer's satisfaction or if none are required they will release the completed and signed Measurement Form to the Chief Measurer and he will complete and release to the owner the new Measurement Certificate.

How frequently should I have my boat measured?

When a boat is newly purchased from a builder.

Any time major equipment changes are made to a boat, major repairs have been undertaken due to repair, or betterment of the hull or rigging that may affect current class rules. One of the major concerns will be the weight of the hull/boat.

When you don't know the measurement status of the boat.

If you are concerned about minimum weight and wish to know if natural weight increases due to rigging changes or years of sailing during which the hull could have gained weight through water absorption.

If you want to be confident you are buying/selling or sailing an Albacore arrange to get your boat measured soon. By doing so you also help the CAA (which is a volunteer organization of boat owning members helping other members) to be in touch with its many boat owning members and Albacore owners who are prospective members. Protect the value of your boat and arrange to get it measured. At the same time why not become a CAA member?

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