

# 1993 IAA MINUTES

Rehoboth Bay, Delaware, United States

**Part 1 -Class Boat Owner's Meeting (Open) -October 12, 1993**

**Part 2 -Executive Meeting (Closed) -October 13, 1993**

Present: Mr. David Wallerstein    United States    President. IAA

Mr. David Innes	Scotland	Past President
Ms. Daphne Byron	United States	
Mr. Ian Rogers	Canada	Treasurer
Ms. Rosemary Helmer	Canada	
Mr. Peter Pontes.	England	
Mr. Ron James.	England	(Stand-in for Ken Ayrtons vote.)

Regrets: Mr. Ken Ayrton.    England    IAA Chief of Specifications

Boat Owners: Approximately 25 boat owners were in attendance. (A list of name was not kept although the minutes reflect the names of some of those who participated in the discussions.)

## Part I Albacore Class Boat Owner's Meeting (Open)

### **Introduction:**

1. David Wallerstein acting as chair opened the meeting by reminding members present that the Association was now 22 years old having been formed in 1971. He read from the 1981 IAA constitution the 6 purposes the Association had been created to achieve namely;
  1. To maintain the Albacore sailing sloop as a restricted one design class of sailboat in accordance with the International Rules issued by the Association and amended from time to time as required by the Association.
  2. To encourage the use of the Albacore dinghy throughout the world.
  3. To encourage and sponsor international competition in the Albacore Class. (hereinafter referred to as the Class.)
  4. To maintain liaison with and assist as required all National Albacore Associations (hereinafter referred to as National Associations.)
  5. To encourage and assist in the formation of new National Associations.
  6. To take any other action that shall seem in the best interest of the Albacore class.

David asked IAA members be mindful of these purposes as they discussed the upcoming IAA business.

### **2. Role of the IAA versus the RYA in general and specifically relating to Rule Change processes.)**

David posed the question "what is the nature of the IAA's role in governing the

Albacore Class versus the RYA's role?" and "what should it be?"

Peter Fontes suggested that the RYA had the ultimate sanction over the Class Rules because they hold the Copyright to the Albacore Class Rules. David Innes pointed out that while this was true it was most definitely the IAA's role to run the class as a self-administered class. He pointed out that the RYA has neither the time or inclination to control the Albacore class.

Rosemary Helmer asked when and how the RYA came to control the copyright of the Class Rules. Ian Rogers said he recalled that in 1975 the IAA at the Association Island meetings had acknowledged the RYA as holder of the copyright. Peter Fontes said he had no knowledge of the paper work which transferred the copyright to the RYA, but he presumed they would have some and could if asked produce such paperwork. He and Ron James suggested that Ken Kershaw, Technical Director of the RYA would be the appropriate person to contact on this matter.

David Wallerstein clarified that the importance of this discussion was that Canada had raised the issue through its Chief Measurer David Weaver and Commodore Carol Kidd. The had expressed a need for an appropriate process of consultation and ratification by all member National Associations before rules are sent to the RYA for publishing. Recent processes used to address the "softfooted mains" proposed rule change indicated that the RYA had exercised its control over Class Rules unilaterally and inappropriately to publish a rule change without allowing the member National Associations to first take this proposed rule change back to their respective Annual General Meetings for ratification. Hence, the question had arisen does the RYA respect the IAA's authority to make changes to its Class Rules? Canada had sent a strong letter to the IAA indicating that more cooperation was necessary to ensure future rule changes were dealt with according to a defined and an IAA agreed process. (See June 10, 1993 letter from Carol Kidd to International Albacore Association Executive attached.)

It was suggested by Peter Fontes that the IAA become an "affiliate" member of the RYA and in this manner could become more aware of any changes being proposed by the RYA to class rules. He stated that Ken Ayrton had joined the RYA Centerboard Committee some time ago to ensure that he had a better handle on what issues were coming before the RYA which might have an impact on the Albacore class. Rosemary Helmer asked what affiliation would achieve and what the IAA would receive from this memberships status? Would the RYA mail all IAA Executive Members copies of the information the RYA sends out or would it just be the President? If just the President received mailings she commented that the President would then be obliged to send these out to all IAA members. She also wanted to know if this "affiliate" status conveyed a category of membership and voting right to a representative. If yes how would this person vote? She felt the IAA's representative would need to be appointed by the IAA Executive and then instructed in writing by the IAA Executive on how they were to vote.

Rosemary Helmer indicated that she had trouble understanding why rule consultations did not take place prior to each AGM when a Rule Change is proposed. She pointed out that the times of these AGMs were known and fairly constant from year to year by National Association for example; UK (August), Canada (September) and the U.S. (October). She suggested better communication and planning was needed on this issue. She clearly felt the onus was on the Chief of Specifications of the IAA to keep

all Chief of Specifications and/or Measurement of the individual Associations informed in a timely manner so that consultation was held before the RYA took any action.

It was agreed that we seek to have better communication and prompt inter-country consultation on this issue as soon as the Chief of Specifications becomes aware of any proposed change from any source. This led into a discussion as to what had become of the IAA Rules/Specifications Committee? Why were they not addressing these issues as they had done in the past?

### **Role of International Rules/Specifications Committee**

David Wallerstein raised for discussion the question..."what has been/is/should be the role of the International Rules/Specifications Committee". David Innes stated that this committee should be responsible to the IAA Executive.

Discussion ensued and the general consensus was that the role of this sub-committee should be to protect;

- the Albacore Hull as "one design",
- the Albacore Sail as "one design",
- allow the rig to be "unrestricted"

Some one (perhaps Peter Fontes) stated that the IYRU defined sailboats into three types of classes; one design, restricted one design and development classes.

It was generally agreed that the Albacore class was not a strict "one design" class and hence would have trouble trying to go back to this strict a set of class rules. Hence, it was generally agreed that it probably best fit into the "restricted one design" class definition, since it was definitely not a "development" class.

Someone from Britain stated that the current Albacore Class lines were taken off Albacore # 5.

David Innes stated that the value of an International Specifications Committee was demonstrated by the speed and smooth handling with which the "deck stepped masts" issues was dealt with. He pointed out that Ken Ayrton in consultation with David Innes had contacted his counterparts David Weaver (Canada) and John Luard (United States) to discuss this matter and agree upon the IAA's stance to prevent such stepping of masts.

It was also noted that the majority of Class Rule changes had come from within the class. The criteria considered in discussing all rule changes was to keep all boats uniform, requiring existing boat owners to have to make only minor adaptations when rule changes are made and to apply these rules uniformly across the class.

### **Builders**

Discussion was held on the number of builders currently available worldwide. The UK builders were described as a cottage industry and build approximately 12 -15 boats per year these include: J. D. Young, Paul Amos and Chipstow Boatworks. Canada has Ontario Yachts as the sole builder in North America. The thought was raised by a U.S. member that perhaps a builder should be found within the US to supply the local

US market.

It was generally agreed that all builders should be listed in the IAA Handbook when it is published.

### **Competition**

It was noted that the class has not been growing as much as it used to in the 70s and 80s because new competition was available from windsurfers and other dinghies (particularly) manufacturer's classes which have become popular in our respective member countries.

Don Oakie noted that a new class has surfaced in North America (built in the US) called the JY 15 which is positioned against the Albacore's traditional market. The JY 15 sells for \$2500 - \$5000 and has 125sq. feet of sail area, weights 250 lbs and is 15 feet long. Someone from the US noted that JY 15 is using the old Fairey Marine strategy of offering either a fully rigged boat or a bare hull to be outfitted by a prospective owner according to the class rules.

Don Oakie was asked what is the cost of a bare Albacore hull. He responded that prices were:

- \$4000.00 Canadian for a Kelegecell Hull
- \$3200.00 Canadian for a G.R.P. Hull

Pat Bums from Scotland commented that in his opinion that the major challenge facing the Albacore class was to keep the cost of a boat at "a reasonable and competitive level. This was generally agreed by all present.

### **New Albacore**

Don Oakie commented that to respond to the JY 15 and other competitive challenges he (representing Ontario Yachts from Canada) had begun discussions with Derek Ethell (President of Sailforth from Scotland) on a project to redesign the interior of the Albacore which would contribute to easier tooling and construction, improved safety and lower costs. Essentially the interior design would be reduced from its current 7 pans to 2 pans. Don explained that discussions had just begun on this project and that they hoped to have a proposal to the IAA and their respective country executives in the new year of 1994. He indicated the motivation for this project was to contribute to the growth of the Class which both companies believed was mandatory if the Albacore was to survive.

Don Oakie asked if any of the National Associations and or the IAA would be willing to contribute monies as planners to this project. Carol Kidd from Canada indicated that the CAA would be willing to contribute to such a proposal. The USAA and the NAA said they would be willing to discuss this with their Executives upon receiving a proposal.

### **Promotion**

It was generally agreed that the class needs a new story to tell and that promotion to

support the new Albacore is necessary.

The various country representatives on the IAA handed around copies of different types of promotional packages to the meeting to be reviewed. These included the CAA 1990 Handbook and copies of Canada's Shackles and Cringles newsletter, the NAA Promotional Brochure and copies of Britain's Alive magazine. Canada talked about its "Plane Sailing" campaign of the mid 1980s on brochures and T-Shirts and Sweat Shirts etc.

It was also suggested that the IAA compile a list of excellent sailing venues in each country which the IAA could select from when selecting World Championships venues. This could include information about the number of boats which could be accommodated, the nature of the weather and local conditions, and the best time of the year at which a particular site would be suited to run a Worlds regatta. Rosemary Helmer suggested this could be put into a World Championships Regatta Handbook for use by hosting countries. It was also suggested that a standard set of sailing instructions be prepared for Worlds level racing.

### **Prospective New Member National Association - Ireland & Cyprus**

It was noted that Ireland will be able to develop a class association with 14+ boats mostly sailing out of one club. It was agreed that Ireland should be actively encouraged to develop and to join the IAA.

Derek Ethell of Scotland also noted that there were Albacores in Cyprus which we should contact to see if they would be able to form another national association.

### **IAA Constitution**

It was noted that the IAA constitution was last updated in 1981 and was now out of date in a number of areas. In particular the sections dealing with membership were out of date and needed to be revised. It was pointed out that this should be examined and new proposals put forward to reduce the number of boat owning members required in a National Association from 150 to a more meaningful level which could accommodate the UK, Canada, Ireland and the United States and potentially Cyprus.

### **RYA Copyright of Class Rules**

It was suggested by members from a number of countries that the IAA look into acquiring back the copyright to the Class Rules for the Albacore from the RYA.

### **End of Open Session**

### **Part 2 Executive Meeting - (Closed)**

Present: Mr David Wallerstein      United States      President, IAA

Mr. David Innes	Scotland	Past President
Ms Daphne Byron	United States	
Mr. Ian Rogers.	Canada	Treasurer
Ms Rosemary Helmer	Canada	
Mr. Peter Fontes	England	

Mr. Ron James

England (Stand-in for Mr Ken Ayrton's vote.)

Regrets: Mr. Ken Ayrton

England

IAA Chief of Specifications

The Meeting was held at a local Rehoboth Restaurant. Daphne Byron and Rosemary Helmer had to attend a protest hearing from a Worlds' race so general discussions were held among the other members until they arrived. No items of business were voted upon until they arrive due to the lack of a quorum.

David Wallerstein chaired the meeting.

### **1. Approval of last Minutes.**

Minutes of the last IAA meeting held on August 10, 1991 at Cramond Boat Club, Cramond (Edinburgh) Scotland prepared by Rosemary Helmer with notes from David Innes of Scotland were unanimously approved. (See Exhibit 1)

### **2. RYA Ownership of the Copyright**

Rosemary Helmer asked how the RYA came to hold the copyright for the Albacore Class. The UK IAA reps noted that Uffa Fox had died in 1969 and somehow the copyright had been transferred to Fairey Marine. In 1974 according to the IAA constitution Fairey Marine had conveyed the copyright to the Class Rules to the Royal Yachting Association. No one present at the meeting had ever seen the paperwork or knew the amount of consideration that was paid (if any) for the copyright to the Class Rules by Fairey Marine or the RYA.

It was strongly recommended that this matter be investigated further and that the IAA consider the repatriation of the copyright of the Class Rules. David Innes commented that the RYA might be only too happy to give them up. Peter Fontes commented that we might expect to pay for this transfer and should consider what we are prepared to pay if a price is asked by the RYA.

### **3. Chief of Specifications Reappointment**

Ken Ayrton has been a valuable member of the IAA Executive in his role as Chief of Specifications. It was generally agreed that he should continue in this position.

### **4. Boat Numbers Issued**

David Wallerstein reported that the number of boat numbers issued by the CAA (which holds the master record of Albacore sail numbers) since the August 1991 meetings was in the order of 75 numbers (total of all countries.)

Peter Fontes suggested that the IAA take over the recording of this number issuing process. Rosemary Helmer disagreed saying that the book was better kept with the CAA for the time being as the IAA was in a state of flux and reorganizing. She suggested that when the class was able to appoint a permanent international secretary then it might be appropriate to consider this matter again.

### **4. Voting Status - By National Association Representatives**

It was clarified that according to the current 1981 constitution that the US had no official vote since their membership had fallen under the 150 member level required by the Constitution. It was generally agreed that for the purposes of this meeting the US would be given two votes, Daphne Byron to vote as the USAA representative and David Wallerstein to vote as President of the IAA. All agreed that it was vital to keep the U.S. in the fold and that the Constitution would be changed to reflect this and to bring Ireland into voting membership status.

## 5. NAA Motions

Peter Fontes and Ron James as the IAA Representatives put forward the attached motion from the NAA. (See Attached Exhibit 2)

This motion was defeated with strong opposition from Canada and the United States.

An alternative motion was put forward moved by Rosemary Helmer, seconded by Ian Rogers that;

1. That a demonstration event be used to allow for the testing of shroud adjustment while underway at the time of the 1995 International/Worlds Regatta.

**Purpose:** To give the Canadians and Americans the opportunity to observe different forms of shroud adjustment mechanisms while underway before being asked to consider a formal vote on this issue.

2. That Canada be invited to host the 1995 Albacore World Championships and that they confirm their intention to do so by no later than December 31, 1993.

These two alternative motions were discussed at length and finally unanimously approved.

## 6. 1995 Worlds - Canada

Rosemary Helmer presented two venue proposals for the 1995 Albacore Worlds; one from the Royal Canadian Yacht Club in Toronto and the other from CORK in Kingston, Ontario. (See Exhibits 3 and 4 attached).

After discussion of each venue Kingston was chosen.

## 7. Election of IAA Officers

The following persons were unanimously elected to hold office for the next term until the end of 1995.

President: Rosemary Helmer, Canada

Vice-President: Peter Fontes, United Kingdom

Secretary: Daphne Byron, United States

Treasurer: Ian Rogers, Ian Rogers



Councillors: Jim Quibell, Canada

Chief of Specifications: Ken Ayrton, United Kingdom

## 8. Expenses

It was generally agreed that the President and any other Executive Member should be allowed to claim reimbursement for expenses relating to postage and phone calls. No travel funds would be extended as the IAA had limited resources.

## 9. New Rotation of World Event

It was moved by Peter Fontes, seconded by Ian Rogers that a new four year rotational schedule be established for the World Championships between North America and Europe beginning in 1997.

**Purpose:** To move the World Championship venue back and forth across the Atlantic every two years to allow fair access to the event by local sailors on both continents.

This motion was unanimously passed.

## 10. Treasurer's Report

Ian Rogers reported that the IAA had in its bank account monies in the order of slightly over \$2000.00 once David Wallerstein's expenses in the order of \$200.00 were submitted for payment. David agreed to submit these as soon as possible after the close of these meetings.

David Wallerstein turned the Chair over to Rosemary Helmer. After discussions about some ideas for a 1995 IAA Handbook (the idea was unanimously embraced subject to receipt of a proposal from Rosemary) the meeting was adjourned.

Respectfully Submitted

Rosemary  
Acting Secretary

Helmer