



Great Lakes Alberg Association

BYLAWS

GREAT LAKES ALBERG ASSOCIATION BYLAWS

Revised – January 21, 2012

PART 1 – ORGANIZATION

1. Name

- 1.1. The name of the organization shall be the Great Lakes Alberg Association, hereinafter, in these bylaws, referred to as the Association.

2. Objectives

- 2.1. To promote and develop Alberg Class racing under established rules and to *rigidly* maintain the one – design feature of the Alberg designs.
- 2.2. To promote the use of the Alberg designs as family boats for recreational sailing.
- 2.3. To promote or develop any other activity, which may be of benefit to the membership in accordance with these bylaws.

3. Emblem

- 3.1. The emblem of the organization shall be two concentric circles enclosing the words “GREAT LAKES ALBERG ASSOCIATION” and within the inner circle, shall be a pennant with a block letter A with a horizontal right line from its base above which shall be smaller block letters G and L.



3.1



3.2

- 3.2. The emblem of the various Alberg designs shall be the black block letter A with a horizontal line to the right from its base, above which shall be smaller block numbers showing the design's nominal length.

4. Hull Design

- 4.1. All sailboats within the Association have been designed by Carl Alberg, and include the designs known as: Alberg 22, Alberg 29, Alberg 30, Alberg 34, Alberg 35 and Alberg 37.
- 4.2. For the purposes of the one–design requirements of the Association for racing within design classes, any alteration to the hull or rigging that may preclude compliance with the racing rules shall be reported to the Association Secretary by the owner, prior to, or at the time such alteration is made. Such design changes may affect the eligibility of that boat to participate in the racing programme.

5. Membership, Dues and Voting

- 5.1. There shall be three (3) classes of membership: regular, associate and honorary.
 - 5.1.1. Regular membership shall be extended to owners and part owners of Alberg designed vessels who have paid dues, and their immediate families.
 - 5.1.2. Associate membership may be extended to those persons and their immediate families who do not qualify for regular membership, but who express a desire to maintain a close relationship with the Association and who have paid dues.
 - 5.1.3. Honourary membership shall be awarded to those persons who have rendered special services to the Association. Any regular member may nominate a candidate for honorary membership by notifying the secretary in writing. Such nominations will be presented to the Executive of the Association for consideration, and if approved, presented to a general meeting, (special or annual), for election to honorary membership by a majority of those present and voting.
- 5.2. Dues shall be set by the Executive, from time to time, for regular and associate membership. There shall be no dues for honorary membership.
- 5.3. In all matters requiring representation and voting, each vessel shall be limited to one vote. Proxy voting shall be allowed.
- 5.4. Associate and honorary members are not eligible to vote or hold elective office; however, they are entitled to all other membership privileges and may chair and serve on committees.
- 5.5. The power to accept applications for membership and the right to revoke membership for cause shall lie with the Executive of the Association.

6. Executive Officers and Duties

The Association shall be governed by the following officers who shall be elected for a two (2) year term from among the regular membership, as prescribed in *Part 8*, below. The Executive shall have the authority to add to, or change the duties of the various Executive positions as the need arises, so long as the responsibilities of governance are not compromised.

- 6.1. The COMMODORE shall be the chief executive officer of the Association and shall preside at all meetings of the Executive and members. The Commodore shall have the authority to execute and sign any and all instruments in the name of the Association authorized by the Executive or members. The Commodore shall have general management and direction of the business affairs of the Association and all powers ordinarily exercised by a president of an organization. The Commodore shall rule on procedure at meetings, appoint all standing and special committees, and shall be empowered to call all meetings excepting the Annual General Meeting. The Commodore shall have a vote in all matters before the Executive, except in rulings of procedure when the Chair has been challenged, or in situations in which his or her vote establishes a tie, and the Past Commodore is not present at the time to cast a vote to break the tie. In the conduct of the business of the Association, the Commodore shall be responsible to the members of the Association.
- 6.2. The SECRETARY shall keep minutes of all meetings and records of the Association and shall perform the duties of the Commodore in the absence of the Commodore. In addition, the Secretary shall perform all other duties that pertain to this office particularly in matters of correspondence, or as the Executive may direct. The Secretary shall be responsible for announcing the Annual General Meeting as per *Part 10 Meetings*.
- 6.3. The TREASURER shall keep financial records, make deposits and disbursements and prepare financial statements as are required of the Association. The Treasurer is responsible for making financial reports to the membership at the Annual General Meeting and at such other times as directed by the Executive.
- 6.4. The MEMBERSHIP DIRECTOR shall keep records of all members of the Association, registration of boats, and prepare a list of members, annually, for the publication of the Roster. As Membership Director, he or she shall promote the Association and encourage owners of Alberg vessels to become members of the Association. The Membership Director shall reply to all inquiries for membership. Other duties shall be as prescribed by the Executive.
- 6.5. The RACING DIRECTOR shall be responsible for the promotion and development of Alberg class racing activities and maintaining the one-design features of the various classes as one of the prime objectives of the Association. The Racing Director shall be responsible for the overall organization of the racing programme of the Association and co-ordination of maintaining the reciprocal racing programme with the

Chesapeake Bay Alberg 30 One-Design Association. Other duties shall be as prescribed by the Executive.

- 6.6. The CRUISING DIRECTOR shall be responsible for the promotion and development of Alberg class cruising activities and the promotion and the use of the Alberg designs as family boats for recreational sailing as one of the prime objectives of the Association. The Cruising Director shall be responsible for the overall organization of the cruising programme of the Association. Other duties shall be as prescribed by the Executive. This position may include several appointments, simultaneously, with responsibility subdivided by location such as Lake Ontario, Lake Erie, Georgian Bay and Ottawa River as need dictates.
- 6.7. The NEWSLETTER EDITOR shall be responsible for publishing the Association newsletter at least four (4) times per year. The purpose of the newsletter is to further the objectives of the Association, inform members of Association events, distribute information on racing, cruising, maintenance and repairs, and to inform members of interesting activities of other members. The Newsletter Editor shall be responsible for organizing sponsorship for publication of the newsletter. Other duties shall be as prescribed by the Executive.
- 6.8. The WEBMASTER shall be responsible for maintaining and improving the website known as www.alberg.ca, promoting the aims of the Association, within a budget established by the Executive. The website shall be accessible to members and the public interested in information on Alberg designed vessels, and may include sections restricted to members only. Other duties shall be prescribed by the Executive.
- 6.9. The DIRECTORS, AT LARGE shall be responsible for special projects and interests of the Association as the Executive determine from time to time. There shall be two (2) Directors, at Large as active members of the Executive.

7. Ex-Officio Officers

The PAST COMMODORE is an ex – officio member of the Executive of the Association. The duties of the Past Commodore shall be to advise the Executive on matters before it and to provide continuity to the affairs of the Executive and Association. The Past Commodore shall not have a vote in matters before the Executive, except in the case of a tie vote.

8. Nominating Procedures and Election of Directors

- 8.1. It shall be the duty of the Commodore at the September Executive meeting in the second year of the term to appoint a nominating committee consisting of three (3) members of the Association. This committee shall nominate regular members for Executive positions as stated in *Part 6*, for the coming year prior to the 4th newsletter publication deadline. The nomination report will be published in the Newsletter and a call for further nominations from the membership will be published in the same

newsletter. Nominations from the membership need a proposal by a member, the approval by the candidate and need to be seconded by two other regular members, and must reach the Secretary, in writing, at least twenty-nine (29) days before the Annual General Meeting. If notification to the Secretary is by electronic methods, time must be sufficient that the Secretary can confirm the candidate's approval at least twenty-nine (29) days before the Annual General Meeting.

- 8.2. The election of Officers shall be at the Annual General Meeting of every second year, being the Annual General Meeting for odd numbered years, by secret ballot with the Commodore casting a ballot in the case of a tie. In the event of acclamation, the presiding Secretary shall cast the sole vote to be ratified by the members.
- 8.3. In the event of a vacancy arising after an election, the Executive has the option of filling the vacancy by appointment for an interim of no more than one (1) year. Any vacancy or directorship appointed by the Executive on an interim basis shall be filled by an election or shall be confirmed at the next Annual General Meeting or a Special General Meeting, whichever is called first.

9. The Racing Rules Committee

The Racing Rules Committee shall consist of three (3) members of the Association, one of whom shall be the Racing Director, as Chair. The Racing Director shall establish this committee immediately after the Annual General Meeting and its members shall serve for two (2) years. The committee shall communicate to the Executive all recommendations relating to eligibility of boats and equipment, interpret the Rules and Specifications, measure sails, and recommend to the Executive any advisable alterations or additions to the Class Racing Rules.

10. Meetings

- 10.1. The Executive shall meet at least four (4) times a year at a time and place determined by the Commodore. It is suggested that these four (4) be in February, late April, late September and early November, or at times convenient for planning Association activities.
- 10.2. The Annual General Meeting of the Association shall be held at the end of the sailing season and no later than the end of January of the following year, at a time and place determined by the Executive. The Secretary shall mail a notice of meeting to all members, at least twenty-eight (28) days before the date chosen for the meeting. A quorum shall consist of at least ten per cent (10 %) of regular members and if a fraction exists, the number shall be rounded down. A majority vote of those present and including proxies shall be sufficient to determine the outcome of matters properly before the meeting with the exception of changes to bylaws, which require a 2/3 majority of those present. The order of business at the Annual General Meeting shall be as follows: Call to order, Roll Call, Reading of Minutes of immediate past Annual

General Meeting, Reports from Officers, Other Business properly before an Annual General Meeting, Election and Installation of Officers, and Adjournment.

- 10.3. A Special General Meeting shall be called by the Commodore upon the request of the Executive or upon the written request to the Secretary of at least twenty-five per cent (25 %) of the total number of regular members. The secretary shall give not less than fourteen (14) days written notice to the membership of the purpose, time and place of the Special General Meeting as designated by the Commodore.

11. Amendments

The Bylaws of the Association may be amended at an Annual General Meeting or a Special General Meeting by a 2/3 vote of regular members present at the meeting, in person or by proxy, provided that the subject matter of the proposed amendment shall have been mailed to all members in the notice of meeting.

PART 2 - RACING RULES AND SPECIFICATIONS FOR THE ALBERG 30

With inclusions from previous revisions: Mar.19,1966, Dec.3, 1966, Dec.6, 1970, and 1988.

1. Interpretation

- 1.1. Specifications, however complete, cannot anticipate every possible situation that may arise. If a point is not herein covered, a ruling shall be obtained from the Rules Committee. In interpreting these Rules and specifications, the Rules Committee shall consider the intent, rather than any technical construction that might be derived from the wording, and shall bear in mind, at all times, the basic principle of the specifications, which is to maintain the Alberg 30 (A30) Class as a one-design class. Nothing is optional in these rules and specifications unless as stated.
- 1.2. All participants are encouraged to have a valid PHRF rating.
- 1.3. General Rules: In the absence of specific rules to the contrary, rules of the International Yachting Rules Universal (IYRU)/Canadian Yachting Association (CYA) shall apply.

2. Standards

The original plans and specifications on file with the Whitby Boat Works or a certified copy of these plans acquired by the Class shall be considered as setting forth the official standards with respect to hull, spars, and rigging. An official listing of standard A30 measurements and specifications will be provided by the Rules Committee to members upon written request.

3. Eligibility of Boats

It shall be the responsibility of the Rules Committee to ensure that member boats abide by the Class rules and specifications. The measurement and certification of A30's to be sailed in the Class championships shall be under the control of the Executive. An A30 may be challenged by means of a protest in writing stating the grounds thereof, submitted to the Class Secretary who shall refer it to the Rules Committee for decision. The Rules Committee shall have the power to declare a boat ineligible.

4. Hulls

All hulls shall conform to the design and specifications of the A30 built by Whitby Boat Works so that the one-design aspect of the boat shall remain unchanged.

5. Keel, Rudder and Spars

No change in the dimensions, location, weight, shape, and materials which are standard for the A30 shall be permitted except such changes as are incidental to the upkeep of such items. The keel shall be of iron. The use of a reaching strut is allowed, but its length shall not exceed the "J". Edson type steering apparatus is optional to the tiller.

5.1. Whisker Pole Length

The maximum allowable whisker pole length is guided by the size of the jib being flown and is a maximum of 0.8 LP where LP is the shortest distance from the clew of the sail to the luff. As a guide, the lengths shall be as per *Schedule A* where the LP has been calculated as $(J * \text{sail size} / 100)$, and the J measurement for the Alberg 30 is 10 feet 6 inches. The whisker pole under any circumstance shall not be longer than 14 feet 4 inches. The pole length shall be measured between the heels of the jaws on the ends of the pole.

Furthermore, the whisker pole shall be attached to the boat at the mast and at the clew of the sail only. There shall be no other controls, rigging or manual, on the whisker pole.

Schedule A

| Sail Size | Calculated LP (Ft) | Max Pole Length (Ft In) |
|-----------|--------------------|-------------------------|
| 135 | 14.18 | 11' 4" |
| 140 | 14.70 | 11' 9" |
| 145 | 15.23 | 12' 2" |
| 150 | 15.75 | 12' 7" |
| 155 | 16.28 | 13' 0" |
| 160 | 16.80 | 13' 5" |
| 165 | 17.33 | 13' 10" |
| 170 | 17.85 | 14' 4" |

6. Standard Rigging

No change in the location, reduction in strength or dimensions of the standard rigging which are standard for the A30 shall be permitted. Mechanical backstay adjusters will be allowed provided they are not hydraulic in character.

7. Running Rigging

The fittings for halyards may not be altered insofar as their point of attachment to the mast are concerned. Halyards and the sheaves shall bear the weight of the sails. The arrangement of jib and spinnaker sheet and guy heads, sheet blocks and cleats shall be optional. The locations of the mainsheet boom attachment shall not be changed but the mainsheet track traveller with maximum limits inside the toe rails and aft of the cockpit wall, as optional equipment, is allowed. The use of a downhaul on the tack of the jib or of a winch on any halyard or sheet shall be optional. Any running rigging may, by option, be lead aft.

8. Boom Vang

A boom vang (hold down) may be used and permanent fittings for attaching the vang to the boom and to the boat or mast may be installed.

9. Sail Measurement and Construction Materials

- 9.1. Sail measurements listed herein are maximum measurements and shall, except as specifically noted, be made from outside edges of cloth or bolt rope, as the case may be. All measurements shall be taken with the sail laid on the floor, with tension adequate to remove all wrinkles in the line of measurement. Sails shall be certified by the Rules Committee as meeting the measurement requirements at the time of manufacturing. One half ounce tolerance of fabric weights shall be allowed on Dacron sails. One quarter ounce tolerance of fabric weights shall be allowed on nylon sails.
- 9.2. All sails must be of nylon or Dacron construction only. No exotic materials shall be allowed. Mylar, Kevlar, or spectra sails are not permitted in A30 Class racing.
- 9.3. Note: On jibs and genoas where the luff and leech intersect, head measurements shall be made by extending the luff and leech lines to a projected point of intersection and measuring from that point, disregarding any part of the sail extending beyond this apex. This same technique applies to locating the tack and clew points for measurements. All sails proposed to be used shall be measured, and only such sails as meet all of the requirements of this section of the rules shall be used. The Association reserves the right to measure any competitor's sail(s) for compliance and this may be done randomly.

10. Emblems and Numerals

- 10.1. The Emblem shall be positioned on the mainsail between the first and second battens, toward the top of that area. The starboard Emblem shall be the higher. On each side, the Emblem shall be centered between the luff and leech.
- 10.2. Numerals shall be fifteen (15) inches high. The starboard numerals shall be higher.
- 10.3. These specifications apply to all sails made after July 1, 1964.

11. Battens and Windows

Except as otherwise specifically permitted or required, no battens or other means of artificially stiffening the sails shall be used. Windows are permitted in mainsails and all headsails in accordance with I.Y.R.U. Rules.

12. Mainsail

- 12.1. Each mainsail shall be equipped with a headboard with a maximum width of 5¼ inches, measured at right angles to the luff.
- 12.2. Each mainsail shall have a maximum of four (4) battens of any length.
- 12.3. All mainsails shall, when in use, be attached to the spars for the full length of the luff and foot, no loose footed cut mainsails shall be used. The mainsail shall have a functional tack. Jack lines are allowed.
- 12.4. Devices such as Cunningham grommets, or tie lines maybe placed along the luff or foot of the sail, but if jiffy slab reefing is used, the minimum distance that the jack lines and grommets must be from the foot of the mainsail shall be at least three feet.
- 12.5. Mainsails shall be made of woven Dacron cloth, 7.25 ounces maximum, and 5 ounces minimum per running yard 28.5 inches in width.
- 12.6. Contrasting colour bands, one inch (1”) wide, shall be painted around the mast, below the main halyard sheave and near the gooseneck fitting, and so positioned so that the distance between the lower edge of the upper band and the upper edge of the lower band shall not exceed 31 feet. The luff of the mainsail shall not extend beyond the inner edges of the coloured bands.
- 12.7. A contrasting colour band, one inch wide shall be painted on the boom so that the inner edge shall be 14.25 feet maximum from the afterside of the mast, not the track. The clew of the mainsail shall not be pulled out beyond the inner edge of the coloured band.

- 12.8. The size of each mainsail shall be governed by the following:
- | | |
|-----------|---|
| Luff | 31 feet max. (coloured bands on mast). |
| Foot | 14 feet, 3 inches max. (coloured band on boom). |
| Leech | 33 feet, 6 inches |
| Mid-Girth | 8 feet, 6 inches. |

Notes:

- 12.8.1. The length of the leech shall be measured from the top of the headboard to the clew.
- 12.8.2. The mid-girth shall be measured across the sail from the mid-point of the luff to the mid-point of the leech. The width of the luff rope or tape shall be included in the mid-girth measurement.
- 12.8.3. The mid point of the leech shall be determined by folding the sail back on itself, bringing the head to the clew thimble and drawing the middle of the leech taut with the same tension on each half. The mid-point of the luff shall be determined the same way except with the spike or pencil through the vee in the headboard and the tack.

13. Headsails

The flying of headsails is permitted in accordance with rules governing regattas and races in local areas, in Toronto, LORC, PHRF and CYA, and in class racing otherwise sponsored by the rules governing CYA races. However, the use of illegal sail material will invalidate standings for A30 Trophies.

Notes:

- 13.1. Alberg 30's when racing as a class are allowed to use an additional headsail provided it is one of the class approved measured sail complement.
- 13.2. A headsail shall be made of woven Dacron, 0.75 ounces minimum and any weight maximum per running yard 28.5 inches in width.
- 13.3. The maximum size of any headsail shall be governed by the following
- | | |
|----------------|--|
| Luff | 35 feet maximum |
| LP measurement | 18 feet, 4 inches (18 feet max. recommended for PHRF). |
- 13.4. Jibs must be attached to the headstay for their entire length of luff when hoisted. Roller furling jibs are permitted. However, no raising of one jib while another is flying in a double luff groove foil is permitted. The boat must be bald headed during jib changes.
- 13.5. The use of battens in the leech of a headsail is allowed and is optional, provided that such headsail does not overlap the mast more than 10%. The number of such battens shall be limited to two and the maximum length shall be 18 inches.

14. Spinnakers

- 14.1. Spinnakers shall be of the parachute type with equal luffs. Venturi types shall not be used.
- 14.2. Spinnakers shall be made of nylon, 1.2 ounces maximum and 0.75 ounces minimum per running yard 28.5 inches in width.
- 14.3. The maximum dimensions permitted in accordance with the PHRF rules shall govern the size of the spinnaker.

| | |
|---------------------|---|
| Maximum Class width | 19 feet, 4 inches (1.8 x "J" max. recommended for PHRF - 18 feet, 11 inches) |
| Luff | 35 feet, 6 inches. |

- 14.4. The spinnaker staysail as specified in the sail plan is permitted in class racing.

15. Number of Sails Permitted

- 15.1. Only one suit of sails including spinnaker, shall be added to any boat's equipment in any one season. (In case of an accident, the Rules Committee may waive this rule.)
- 15.2. There shall also be the following exception: Any new boat may add one extra suit of sails during the first two years afloat, i.e. at the end of the first two years, any boat may have three complete suits of sails, including the suit that came with the boat. Two complete suits of sails may be carried and used while racing, except only one mainsail shall be aboard during a race. In the absence of any specific announcement, it shall be presumed that participants may make their own choice of class approved headsails without restriction.

16. Competitions

- 16.1. The Executive shall specify the basis of eligibility for participation in the Championship regattas and season cumulative Low Point Trophy, and shall also establish the rules, which shall govern these events.
- 16.2. For calculating values for the Whitby Boat Works Trophy, the cumulative Low Point Trophy, the Race Committee shall use a formula that includes rewards for participation in class events and will not include any additional placings that may arise as a result of wildcard team selections in the Syronelle Races.
- 16.3. To be eligible for the Whitby Boat Works trophy, a boat must compete in all scheduled low point races for the class.

16.4. Points will be awarded on the basis of the number of boats in the race, with the winner receiving the number that registered for the race, and each boat finishing thereafter receiving one less point in order of finish. Boats that registered but did not start, or did not finish will receive 0.75 points. Since the Whitby Boat Works Trophy is a cumulative low point trophy, the winner will have the smallest score when the reciprocal of the total high point score is determined. In the case of a tie in points, the trophy shall be awarded to both boats.

17. Crews

A minimum of three (3) is recommended.

18. Standard Equipment

18.1. Standard equipment shall include all equipment normally supplied with the standard A30 as of November 1, 1964. The Class Secretary shall maintain a record of what constitutes standard equipment.

18.2. Since the class objective is to promote one-design racing in a family type cruising boat, the selection of equipment over and above the minimum required shall be left to the individual.

19. Safety Equipment

Safety equipment as required by law and / or the Rules Committee must be aboard. CYA rules must be met.

20. Cruising Equipment

It is expected that boats will be maintained in cruising trim with stores, fuel, water, etc. in reasonable quantity. Violation of the spirit of this rule shall be grounds for protest.

21. For Other Alberg Designs whose Owners may want to Race as One-Design Fleets

21.1. The above Rules set out the specifics for the A30 but the same rules apply to other Alberg designs that wish to race as a one-design fleets. The measurements for hulls, keels, spars, riggings, mainsails and headsails require substitution for the original specifications of the specific class design. (This may require some consideration with the Race Committee prior to a race, as the Committee may not have the specifications and standard equipment lists available without prior notice.) Crew numbers will vary with the class requirements. Since Carl Alberg designed most of his designs as racer-

cruisers, the last three above rules, *Rules 18, 19 and 20*, apply to all Alberg designs when racing. This does not preclude developing a set of rules for another Alberg Class.

- 21.2. If members of the Association wish to participate in Association races, but there are not enough other members to constitute a fleet (3 boats), then they may sail the racecourse, provided the boat has a valid PHRF certificate. They are not eligible for any of the Alberg 30 trophies, but may be considered for the Low Point Trophy.