

October 21, 2010

GREAT LAKES ALBERG ASSOCIATION Presents ....

# GLAA NEWSLETTER

October 2010 (part 1 of 2)



## Commodore's Corner:

As I write my column, the weather today feels much like it was when we launched the boats in the spring...damp, overcast and windy. The temperature outside has dropped ten degrees in the past couple of hours, and reaching for a warm woolly sweater (still wearing my shorts though) I wonder how many more great sailing days are yet to come before it's time to haul the boats out.

The spring and summer seasons this year, were filled with many opportunities for GLAA members to get together. Almost all events (racing and cruising) had increased numbers of GLAA members participate. I would like to thank everyone who has come out to a GLAA event. An extra thank you goes out to everyone who has throughout the year, encouraged other Alberg owners to join the Association. Keep up the good work! Those who are long-time

members of the Great Lakes Alberg Association know very well the effort that is needed to keep an Association such as the GLAA alive and thriving. Enticing other Alberg sailors to join our fun-loving group and encouraging fellow members to renew their memberships each year is the best and most effective way to ensure the Association continues to have a very long and happy existence. Over the past 46 years, members of the GLAA have nurtured a very proud (some might also add, 'colourful') history...46 years promoting not only a beautiful classic design of sailboat, but also sharing a wonderful camaraderie amongst Alberg owners, their families and crew that is well known all around the Great Lakes.

For me personally, the summer was especially enjoyable meeting new GLAA members and reconnecting with some from many years gone by. One such member was GLAA Honorary member, Yves Gelinis who sailed his extensively traveled Alberg 30 Jean-du-Sud to this year's Rendezvous in Picton from Iroquois, Quebec. We all share the same pride and knowledge that these good old boats still have lots of life left in them...as do the people who sail them!!

With a chill now in the air and haul out fast approaching, I would like to take this opportunity to remind everyone that the 'On the Hard' Seminar Series will be continuing through the winter months. These seminars are very informative, interactive and loads of fun. Come out and hear GLAA members talk about various topics such as winterizing our Albergs, repairs to engines and other 'on the hard' maintenance concerns. There will

also be guest speakers coming from the marine industry to share their expertise with us. Dates and details will be posted on the GLAA website in the near future.

In this edition of the Newsletter, you'll find write-ups on the annual summer Rendezvous events. Accompanying these and other articles, for your added enjoyment are photos taken by GLAA members who captured some great moments during the Rendezvous weekends and at other GLAA events throughout the sailing season. If you would like to share some of your own Alberg related photos with the membership, please send them to me either electronically or as a print. They will be added to a photo presentation to be shown at the AGM in January and later added to the GLAA Archives.

The Annual General Meeting (AGM) will be held in January 2011, once again scheduled to coincide with the annual Boat Show in Toronto. I encourage all our members to attend the AGM. Please look for a notice of the AGM to come in your mail before Christmas (did I actually use the word "Christmas" while the boats are still in the water???).

Even though, many GLAA members take the opportunity to renew their memberships for the coming year while attending the AGM and Dinner in January, a number of membership renewals slowly dribble in through to May or even June. For the Snowbirds out there, please remember you can send in a post-dated cheque to Clare for your 2011 membership renewal before heading to warmer climes. The Executive team has spent many hours looking into ways to keep up with rising costs that affect the GLAA and still be able to put together great events throughout the year. The GLAA is a relatively small Association, and with some newly created programs such as the Partners Program (marine businesses can advertise on the GLAA website for an annual fee with a direct link to their websites) along with a few other ideas currently being considered by the Executive team, the GLAA should be able to keep its head above water. Also, changes are currently underway to tweak the GLAA website and newsletter so stay tuned and in the meantime, please continue to come out and support your GLAA!!

News Flash - Please join me and the GLAA Executive in welcoming Dennis Litchfield to our GLAA family. Effective immediately, Dennis will take over the responsibilities from his brother Randy as the GLAA's new webmaster. Also, effective immediately Gord Laco and Jan Grodzinski have stepped down from the Executive Committee due to personal and business commitments. The Executive team wish both these members well and we look forward to seeing them out on the water next summer.

*Fair Winds, Cathie*

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## GLAA Canada Day 2010 Rendezvous @ QCYC

If there is a nicer place to spend a long weekend on a boat in the GTA than Queen City Yacht Club and the Toronto Islands, I have not seen it. Eight Albergs, six 30's, one 22 and one 37 attended the function. The weather cooperated with clear skies, warm weather and good winds. Many of those present enjoyed touring the paths and trails of the islands. Three of us brought bikes which were perfect for the Toronto Islands. Two

spectacular fireworks displays were enjoyed as well as a fine Saturday night dinner in the clubhouse served to 20 people by the club caterer, Silke Miller.



Don Campbell gave a very interesting and helpful presentation at the dockside on sail trim. I am sure most of us came away with some new information on this subject. This is a much visited club that has a policy of not

reserving slips. They did, however, assure us in advance that our boats would be accommodated on this busiest of weekends. Three of us were packed into the mast crane dock and wouldn't you know it, someone had to put his mast up on Saturday, but these boats toured the harbour for an hour or so and had a good view of the many tall ships visiting Toronto this weekend.



The downside of this weekend was that only three people came by car and club tender or city ferry unlike last year at Whitby where there were many drive-ins and of course there are always some who plan to come and for various reasons, don't make it.



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## Southbound on *MAGGY FIELDS IV* 2008 by Gord Martin

As I prepared for my trip, I promised many people news as I went along. This sounds easy in theory, for me it was not so easy in practice. Usually after an 8hr day of sailing or motoring, I was cold, wet, tired and sometimes grumpy. I then had to clean up myself and the boat, prepare some food, fix the day's broken stuff, flip on the computer to find out there is no Wi-Fi, or they want \$11.95/day for a service which is free in many places. For the first month the computer simply did not work. I had bought a new HP laptop to make sure I was up to date. I took it in for service complaining that I couldn't get wireless. They said your wireless switch is off. "What switch???" I had never even seen this switch, hidden away down on the bottom. In short, I hate computers and they hate me.

I left Aug 25, as planned, with many uncompleted projects aboard in kit form. After a heart warming send off by family and friends at EYC, I had a great beam reach to Whitby, and another great beam reach to Cobourg the next day. A perfect wind two days in a row is a rare treat for a sailor. My crew, Klaus and Jean Schaefer from EYC, came to Cobourg by train after working the full week. We left at 0420 Saturday in order to get into Oswego, NY in daylight. The crossing started with very light air

downwind, so we motorsailed part of the way. I was really worried about crossing shipping lanes in the dark, but we saw nothing except a few pleasure boats much later when we were near Oswego. We arrived late afternoon on Saturday, so we had to wait till Monday to get the mast pulled. We had several meals at the Press Box Restaurant, did lots of walking, some grocery shopping on the Sunday, and amazingly found \$1 draft beer at the Oswego Yacht Club.

On Monday morning the mast was pulled by Bernie, a very personable and expert crane operator. We tied the mast down to the prefabricated stands on deck, and headed down the canal by about 0930. We did 8 locks the first day, as they were quite close together; seven locks on the Oswego canal and one on the Erie. The scenery was wonderful, the weather was really hot, and it was great to have crew helping in the locks. On the second day, we had a 20 minute grounding in mid channel at the Utica Historical Marina, which really wasn't a marina at all, but a restaurant with a dock. I wondered why they hadn't answered my VHF call; they didn't have a marine radio. They didn't even have showers; we bathed from a bucket on the dock. When my turn came a large family picked just that time to start fishing from the dock. It takes more than that to embarrass a sailor who hasn't seen a shower in a few days. There were several small marinas along the canal, but they looked like they could only accommodate smaller power boats. Neither of my two canal guides gave depth in the marinas.

Next day we started early and it was a bit foggy. I went below for breakfast leaving Klaus at the wheel, when he shouted, "Gord, I need your opinion here, there are three big white lights coming at us." I throttled back quickly and got on the radio; it was a dredging rig and they had to move a tugboat and then cleared us to cross their stern. Later in the day we stopped at Ilion Marina, very nice place, and I walked a few miles to tour the Winchester Arms factory. I'm not much of a gun fan; just wanted to see the machinery, but they were not doing factory tours after Labour Day. They had a museum, so the walk wasn't completely wasted.

We had a rather strange night at Crescent, tied to the town wall in a small park, which really was not much more than a gravel parking lot. Late in the night some kids decided to have a drive in drinking party, noisy and spinning tires scattered gravel all over the boat. They left in the early hours AM, but since we didn't get much sleep that night, we were going to have a slow lazy morning with an extra cup of coffee. Not a chance! At about 0900 a fire truck and various emergency vehicles showed up and the operators asked if we could move as they needed to test a new pumper right where we were tied.

Near the end of the canal at Waterford, we had a catastrophic shifter linkage failure just entering lock 5; no reverse, and stuck in forward. I killed the engine quickly then we got stopped by grabbing ropes on the lock walls. I always enter locks very slowly, so the only thing damaged was my ego. We got towed out of lock 5 and then warped through lock 4 with the help of a great lockmaster, Lou. Between locks four and three we were allowed to tie up until repairs were done. This was a Fri. Afternoon and I disassembled the shifter and found a broken stainless steel bracket which holds the Morse cable, while Klaus went into town and found a welding shop, which was able to weld the part Saturday morning. Klaus and Jean did the shopping while I did the repairs.

Waterford has a great welcome center for sailors, and a very long free dock, except for that weekend, when it was all taken over by a tugboat festival. We were about a kilometre walk from showers, free internet service, and shopping. The tugboat festival was great, but marred by quite a bit of rain. I still got some good shots of old tugs.

We finished locks 3, 2, and 1 on Sunday, and headed down the Hudson River. At Catskill, NY the mast went up again; feels great to be on a proper sailboat again. Being one of the first boats of the fall season coming for mast stepping, we got our picture on the front page of the Catskill paper. At this point Klaus and Jean left to catch Amtrak back home to work, and I carried on by myself, learning about tides and currents as I went along. I was amazed to find the tides run 140 miles upriver. For part of the day the knotmeter would show a faster speed than the GPS, then the reverse for the rest of the day. North of New York I saw a tug pushing twelve barges, in a double row of six. The commercial mariners were very helpful and courteous, as long as you called them on Ch 13. Everyone calls you Captain.

The scenery along the Hudson is incredible, stately mansions, West Point, beautiful house style lighthouses perched on a rock and Bannerman Island Arsenal which looks like a fairyland castle, rather rundown, but was actually built by a military surplus dealer from New York, who used it for storage. It is shocking to pass the Palisades, raw nature, and suddenly you are in New York. The traffic through NYC was something else; pusher tugs, towing tugs, high speed ferries, container ships, and all us amateurs dodging everywhere and you should hear the nasty comments on VHF about powerboat wakes. Wake happens; whether tugboat, high speed ferry, container ship, or power boat, I just learned how to deal with it. I got past Manhattan, and the statue of liberty, then spent a few days at Great Kills harbour on Staten Isl., catching up on boat work, and working up my nerve to tackle the Atlantic. I had a few dinners in local restaurants. Wow, those New York people are high energy and loud!

I left Sandy Hook, NJ on Sept 21; with a forecast for northwest wind in the evening. I was thrilled to be on the Atlantic on my own boat for the first time, and even more thrilled to find no sign of sea sickness, after I had eaten properly. During the day the wind was 10-15kts out of the south, so I tacked all day, and then motor tacked overnight. The wind didn't swing around to north west until about 0530, and then it got rough. Heavy swells, going straight downwind made for very heavy steering; my auto helm could not handle the sea state, so I was stuck at the wheel from 0530 to about 1430 when I got into Cape May. I had nothing to eat in the cockpit but a bag of cookies. On approaching the Cape May channel, I almost got into trouble as I couldn't see the correct mark. A fisherman radioed me and told me to follow him in. At this point I was overtired and not making good decisions. I went through the Cape May canal thinking I could find a nice quiet anchorage in the Delaware Bay, but the bay is huge and the wind was howling, so I radioed a marina and got into shelter. Total time at sea was 27 hours, and total time awake was about 34 hours. I treated myself to a deluxe dinner at the Lobster House, and sure slept well that night!

After one day of shopping and sightseeing in Cape May, I had to move on. The forecast was calling for steadily worsening weather, so I headed up Delaware Bay in 30-35kts on the beam, doing hull speed with about 1/3 mainsail and 1/3 genoa. Every few minutes I would get a salt water drenching from waves on the beam. I spent a rotten night at anchor near the top of Delaware Bay, just past the nuclear generating station, hoping I was clear of their security zone. I just made it as the sun went down. That's my excuse for being too close to the crab trap line that was tangled around my anchor chain in the morning. As I was untangling the crab trap a US Coast Guard boat came by to ask if I was aware of the gale force winds forecast for later in the day. Yes sir, I sure am; I'm getting out of here as fast as I can. I was afraid to use the engine in case the line was still under the boat, so I sailed off the anchor, and did not start the engine until I was at the C&D canal about 45 minutes later. What a relief; the prop was turning normally. I went part way through the C&D canal, intending to stop at Chesapeake City, but ran aground twice, the second time needing Towboat US. This is after phoning and being assured that they could handle 6ft draft at the town dock. They were only off by about 1.5ft. I then had to backtrack 5 miles to Summit North Marina where I waited out a few days of bad weather. While there I got the news that my new grandson was on the way, so I rented a car and rushed home to meet William Robert Wylie. Cute kid; and Mom and baby are healthy and happy. I got back to Summit North and better weather and proceeded into the Chesapeake Bay. Wow, the north end of the bay is shallow everywhere. After a few nights at anchor I was near Annapolis in time for the boat show. I was nervous of crowded anchorages at Annapolis, so I stayed at Magothy Marina north of town, finding that it was a \$20 cab ride to the boat show. Ouch! The Annapolis boat show is 'Mecca' for sailors. Met a few friends from home there, and got lots of equipment information. I tried to make a deal on two new house batteries, to include delivery of me and the batteries back to the boat, but no luck.

.... to be continued

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October 2010 (part 2 of 2)



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## INFORMATION TIMBITS ... by P.Scholz

- 1) With the sailing season just ended, one starts dreaming of next year. Improving ones boat, visualizing sailing destinations, vacations and dare I say it (?), the dreaded ...“*footertitis*”.  
  
Same goes for your GLAA representatives. But, we also look at things like; membership drives; rendezvous locations; promoting; AGM details; website & newsletters; etc. And, we always, always look for help. Hint hint.
- 2) The GLAA annual general meeting (AGM), is fast approaching. Typically it is held every January around the time the Toronto Boat Show is held ... [www.torontoboatshow.com/](http://www.torontoboatshow.com/) and we always expect a strong membership turnout. And sometimes, just sometimes, we have the odd laugh. Okay, okay ... when I’m there, everyone just laughs at me. Hmmnnn.
- 3) Missed a past newsletter and/or just want to go back down memory lane this winter? Just go to your GLAA website and scroll through the old issues at ... [www.alberg.ca/newsletter.shtml](http://www.alberg.ca/newsletter.shtml)
- 4) Alberg sailboats for sale and old outdated “for sale” web pages ... it’s a mess out there. Well, that is my interpretation of it. Outdated web pages, numerous loose listings and extreme price differences show that now is the time to clean up what is out there and make things right. If you have a “for sale” web page, make an effort to update it and try to make it a positive sell.

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## GLAA Membership Update ... by Claire Matthews

2010 continues to be a great year for GLAA Membership with lots of new members joining our team.

Please welcome our latest new members,

- Guy Milne & Sue Hanson, seeking an Alberg for the 2011 sailing season
- Paul & Diane Walmsley, 1978 A30 *Ragged Robin*, home port – North Channel, Lake Huron
- Carlos & Elizabeth Vidinha, 1965 A30 *ATINS*, home port –the Great Lakes and beyond

- (welcome back!) Judy Preston & Dawn Gardham, 1981 A29 *Andante II*, home port – Lakeshore Yacht Club, Lake Ontario.

We have received feedback from members who wish to see the roster available before the next sailing season. The GLAA Executive team has agreed to have this happen for 2011, and to do so we are introducing the following changes,

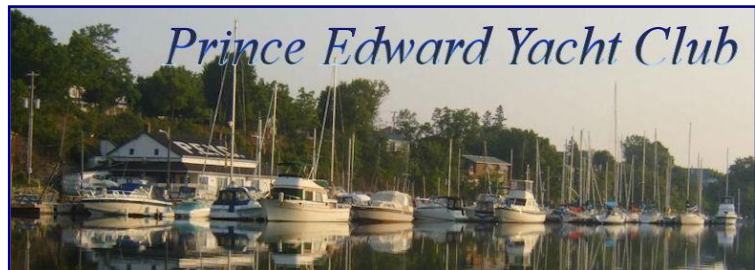
- The membership renewal period is extended from the end of January to March 31<sup>st</sup>, 2011, and,
- The Roster will be published and distributed in early April 2011.
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The extended renewal period will give members more time to renew before the roster is published. Those Alberg sailors who enjoy sailing in the south during the winter season, can submit a post-dated cheque for renewal in the new year to ensure your inclusion in the roster. The renewal rate remains unchanged at \$35.00/year.

The *2011 Renewal/New Membership Application* is now available on the website. Feel free to download a copy if you want to renew before the individual renewal notices are issued in November 2010 (with the Annual General Meeting information). If you are renewing and we already have your detailed information – then please just indicate your name and any changes and submit with your cheque or post-dated cheque.

## 2010 PEYC Rendezvous

Picton, Ontario



**WOW** ... 2010 was the best GLAA Eastern Lake Ontario's rendezvous to date. I mean ... wow. There were (15) boats; (6) drive-ins; special guests Yves Gelinias and Allan Scott with Nathan Biesett.



Yves (left), sailed his boat "*Jean-du-Sud*" into Picton Harbour a couple of weeks prior to this event, moored her and then came back to share with us and explore our local waters.

Allan (right), joined us on Saturday evening, for another amazing Cathie Coultis's BBQ where she presented Allan with a birthday cake. Guess how old Allan is?





So, let's see ... Friday we had a great reception + club happy hour. Saturday we all went racing, our annual "FUN" race. Yves Gelinas went out with a younger, new and excited Alberg 30 member. Out there was a Alberg 37; a Alberg 34; a Alberg 29 and a half a dozen Alberg 30's plus the fleet of Corvette 31's who were also at the PEYC club for their annual rendezvous. The place was hopping.

Sunday a magic bus came by and took our members on a little tour, followed by a afternoon Backyard BBQ at the home of Cathie & John Coultis. Their place sits on Long Reach allowing some skippers to sail out to their residence and drop anchor. I drove the magic bus and dropped anchor on the driveway.



Oh yeah, and I cannot forget to mention Cathie's neighbours, Sue and Martin who brought four dozen cobs of local corn and did a corn roast. I couldn't believe how good it was and how fast it went. Right Jean?

And, let's not forget Don Campbell. He did another sail demonstration. We had a few new Alberg skippers in the group and it was cool to see how they tried to sponge up all of what Don was sharing.



# Great Lakes Championship

Sept 11, 2010

## Aquatic Park Sailing Club

The Great Lakes Championship race saw 6 A30's at the start line along with a number of boats from Aquatic Park Sailing Club in their annual Force 10 race. 3 of the A30's were from Aquatic Park so they were actually sailing in two races at the same time.

The wind about 1 hour before the race seemed a bit light and shifty, but by the time the race started it had filled in nicely from the east with no waves to speak of so sailing was fantastic. It was a downwind start with a beam reach to T2 and a run to Gibraltar, a reach to Dufferin, close haul back to Gibraltar and a tacking race back to the start. At about 2 ½ hours long, it was a fairly good test for sail trim and tactics.

The results are as follows

- 1) *White opal* with Janet McNally at the helm
- 2) *Gemini* with Phil Birkenheier at the helm
- 3) Ralph Brown on *Ariel*
- 4) Jeff Willis on *Grayling*
- 5) Rick Kent on *the Answer*
- 6) Larry Richardson on *le papillon*

John Birch and June Hodgins sailed in on *Sunstone* to partake in the festivities.

For those who were able to stick around, there was a club party after the race with live music and great food. All in all, it was a great day for a race.

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## Balance, propulsion and sailboats: I. Balance and Forces.

I had interesting comments passed on to me by two of the skippers in the Great Lakes Championship after the race finished this year in 2010. The first was that White Opal looked balanced as she passed the fleet on the way home and the other was that a new mainsail (loose footed and not legal for racing but that did not matter on that day) still allowed problems with weather helm until it was reefed. For those of you who have been at the sail seminars these past 2 years, you know I have talked about balance, how to get the boat balanced, and what balance does for ease of sailing. This subject may go on for a second and third part but I will start with the basics of arithmetic and physics, levers and moments. While I know that those are all words with negative connotations for most people, the arithmetic allows us to say exactly how big and where the forces are acting and the physics just explains how it works.

The arithmetic is not above grade school levels for the most part. The math is not above mid high school. So let's start there. It is easy to understand a balance when we have two pans on a beam and weights on each pan. Balance is achieved when the beam is level or horizontal. How does it get that

way, especially if the pans are not suspended from points equidistant from the point of balance or fulcrum? The weight of one pan multiplied by the distance at right angles to the vertical axis of the midpoint of that weight must equal the weight of the other pan multiplied by the distance at right angles to the vertical axis of the midpoint of that weight. We have what we call a moment of force around the fulcrum, in this case a pin holding up the beam. It is of no consequence if it happens that both the weights are on one side of the fulcrum as in a wheelbarrow with a load on it, the idea of a moment is the same. The other definition is that for any situation where we have mechanical advantage because of unequal lengths of a bar around a fulcrum, we call the bar a lever. So the handles of the wheelbarrow are a lever, and a jack handle is a lever to name two examples.

With respect to a sail boat, to make the boat move forward, we have forces we must figure out. There are some on the sails, there are some on the keel and there are many more on rigging and hull. For the most part, we can assume that the designer and builder have done a good enough job on the forces on the rigging and hull that we do not need to consider those. And those are the one's that get into much more difficult mathematics because of curved, solid surfaces. Getting the boat to move is described arithmetically as work.

When it comes to definitions, a force is what is required to accelerate a mass so  $F = ma$ . Work is described as a force acting through a distance, so  $W = Fd$  and since  $F = ma$ ,  $W = mad$ . When it comes to levers and moments, we all know it takes less force to lift a weight on a wheelbarrow than it does to carry the object by itself and it is easier to jack a car with a long handle on the jack rather than a short handle. The reason is that the force around a fulcrum is equivalent to the push required multiplied by the distance from the fulcrum. The same effect works on sails and boats and it is the application of these levers and moments that balance a boat.

To begin, we can see that we need to have forces acting on a hull in such a way that the boat goes forward without wanting to turn either into or out of the wind. Therefore, we need to design the hull so that it is possible to drive the boat in a straight line, hence a symmetrical hull for both right and left sides. If propulsion is by a motor and propeller, then that needs to be centered, or balanced if there are two propellers, to create least helm. Once we decide to add keel and sails, we have other major problems. When we add keels, we add weight and that increases the force required to get the mass moving and work done doing so. However, that mass can be added so that it, too, is symmetrical from port to starboard, but probably is not centered if we look at the boat from the side. Therefore, we have a potential for the keel to be a fulcrum and we can develop a moment around that if we put the hull in water and have wind only from the side. Then, when we decide to add sails, we get an even bigger problem to be solved. If one looks at children's drawings or drawings for children, often the mast is centered fore to aft on a hull, the sails are often mast head sails and both are equal. In practice, we never see this sail plan on working boats. The mast is not midpoint on the longitudinal line on the deck and the sails are not the same triangular shapes. Thus, we have a bit more mass added to the system from the mast, boom and sails, but also an offset to the keel for a second moment.

For a sail, the point where the forces act is determined to be the centroid of the triangle, which is the intersection of the lines drawn towards the center of the sail if all angles are bisected. Since the angle at the tack of a mainsail on a Marconi or Bermudian sloop is about  $90^\circ$  the centroid is always on approximately the  $45^\circ$  line from the tack and is then equidistant from the mast and boom. Thus a high aspect sail has a much lower point of action than a low aspect sail and unfortunately, we in Albergs are with a low aspect sail ratio, so good sails are more important for performance to us than a boat with a very tall rig and short boom. This is because the leverage for us to push the boat over on her

side rather than send her forward is proportionally greater because the center of effort is proportionally higher on our sails compared to high aspect sails.

Once we have two sails and two centroids, we have two forces pushing the boat. For convenience to balance the system, the combined resultant force needs to be determined so that we have one arithmetic force pushing the boat forward that we have to balance. We call this point the center of effort (CE). There are still two separate forces working and it is a good thing there are because they are very different in practice. I will say more about that later. Since one centroid will be in front of the other, we have another situation where we can develop a moment with a fulcrum somewhere between the centroids of the two sails. We resolve the two forces by taking the efficiency of the foresail x the force times the distance from the resolved center of effort (over the center of lateral resistance (CLR)) and add it to the main sail efficiency times the force times the distance (-ve) to get the total positive force. The main thing here to achieve balance is to get the resolved forces, (the CE and the lift from the keel) in actual situations over the CLR. On White Opal, the way she is loaded with supplies and gear, but without crew, the CLR is aft of the upper chain plates but ahead of the rear lower chain plates. Once crew is aboard and in the cockpit, the CLR moves aft. (When racing, crew is positioned at the stays to distribute weight to minimize CLR changes). If there is more force behind the CLR than ahead of it we will have weather helm and if the reverse occurs, we will have lee helm. With the CE above the CLR, there is very little force on the rudder and steering is easy. The boat is in the groove and she will sail well for you. What you have done, perhaps without knowing, is to balance the sail and keel pressures and fulcrums with the hydraulic pressures and fulcrums and equalize those over the hull. Thus far, that part was easy and without much arithmetic or mathematics. You have merely applied what you feel in the lines and see in the knot meter to your boat and you and any physics involved have gone along for the great ride!

**The next tech talk will discuss forces and how to capture or change them in more detail.**

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## **Southbound on *MAGGY FIELDS IV* 2008 - (Part 2)**

After the boat show and a few days waiting for my mail, during which time I finally installed my solar panels, I sailed across to the east side of the bay to St Michaels, a very historic town with a great marine museum. The harbour looked a bit crowded, so I dropped anchor just outside the harbour. Friends from north of Baltimore were to join me there for lunch the next day. In the morning it looked a little rough to be launching my dinghy and rowing into town, so I took the easy way out and called the water taxi service. Surprise; they weren't operating as they said it wasn't safe. I had to give up and go in to a marina at outrageous rates.

Next stop after some very heavy sailing, rushing to find shelter as the sun went down, and total failure of the Autohelm, was Tilghman Chesapeake Marina on Tilghman Island. I was 30 ft. From a perfect docking just behind a fancy new Bavaria, when the shifter failed again; I steered away from the dock, killed the engine, ran forward, dropped the anchor and slowly drifted back to an abandoned pier loaded with birdie dirt. Dave, from the Bavaria, rushed over to help, and complimented me on the manoeuvre, thinking that I had planned it all in advance. I think he was very grateful that I had not hit the Bavaria, as it was borrowed. Next day, Dave and Ellen invited me for dinner on their boat and we had a lovely evening. I had the shifter fixed quickly because this time I knew exactly what had happened; a loose screw which should have been on my daily check list. The staff helped me to move to a better dock, but I had to plough mud to get in. The high winds had dropped the water level 2 ft. (seiche) and I was stuck

there for 2 days. When the wind died down there was 8ft at the dock. It was here that I discovered all my shirts salt water soaked from a loose hatch when bashing up the Delaware. I spent some time doing laundry and fixing the Autohelm again. I left Tilghman Island in warmer weather and moderate winds and sailed back to the west side of the Chesapeake. Next stop was Solomon's Is., a popular tourist spot, where I had a wonderful dinner; 1 lb. of crab legs for \$9, a lot of work and messy but really delicious! A rainy day gave me time to do some shopping and boat tasks. Realizing that I was behind the crowd I headed south, anchoring off the Wicomico River one night and had my first sighting of Pelicans. As I passed the Potomac River, I was amazed at the width of the mouth, probably over 5 miles. Next day I made good mileage and got into an exposed anchorage just before dark in Mobjack Bay. I couldn't find any sheltered area with adequate depth, so I was stuck for two days with 30 to 50 knot winds and cold, really cold. Every 10 seconds or so for two nights, as the waves came through the boat would yank against the chain. I was stuffing all the vents with garbage bags, and duct taping the companionway vent to keep out the cold wind. I was using a 45lb. CQR with 140 ft of chain and didn't drag an inch, but getting the anchor up after two days of gale force wind was something else. I bent the very strong double anchor roller I welded up last winter. With a barely noticeable improvement in weather, I headed for York River. After a hard slog to windward, against the tide and current I sailed in to York River Yacht Haven to catch up on sleep, warmth, and repairs. The first evening I walked about 2 miles to the main road for a nice meal at the Carolina BBQ. I relaxed and read while I ate, as I usually do, and then asked the waitress to call a taxi for me. Oops! There are no taxis in Gloucester, VA. I had more than my share of exercise that day.

I had been fighting a losing battle with Autohelm repairs for several weeks, I'd fix one thing and the next weak link would go. I simply did not want to spend \$1250.00 for a new unit. York River had a well stocked marine store and I was pleased to find out that I could get just the wheel assembly from Raymarine for \$480.00, and it is perfectly compatible with the Autohelm control head. This is just what I needed, so I placed the order for next day delivery. I replaced 2 house batteries which were long past useful life, installed the Autohelm and did some repairs to the mainsheet block caused by a crash gybe. The marina had a loaner vehicle so I picked up a new propane tank, did some grocery shopping and spent an afternoon at historical Yorkton.

After a relaxing stop it was on to Hampton Roads and Norfolk, the biggest Naval yard in the world. It sure was great to have reliable self steering again. The Blue Water Yachting Centre at Hampton Roads was full of larger boats assembled for a rally to the Caribbean. Norfolk is the official start of the ICW, also called 'the ditch', the route to Florida, which is made up of rivers and canals. The first night was spent at Great Bridge lock; very crowded, and I had to raft up with Edward and Mona, 'Argo 5', from Quebec. Next night was spent at Coinjock Marina; just a long wall right on the canal, and very busy. I learned that reservations are definitely recommended in this area. Just a few miles before Coinjock I ran aground in mid channel, needing Towboat US again, and I was not the only one stuck in that spot. Around bedtime in Coinjock a large noisy pusher tug and barge went through. I assume they go at night because there is too much pleasure boat traffic during the day. After a few rainy boat work days I sailed across Albemarle Sound and Pamlico Sound, down the Neuse River toward Oriental, NC. On Bay River I saw my first dolphins; six played around the boat early in the morning while I was at anchor. It was at this anchorage that I had too close an encounter with a pusher tug and barge. I had anchored rather close to the channel, on the outside of a turn, so when I heard the tug it looked to be coming straight at me. Well, they made their turn OK, so I don't need to shop for a new boat.

Oriental is a real sailors town, they claim 2700 boats and 900 people. It was here that I had to face the fact that I had some serious leaks from up top. I had been ignoring minor leakage at the chain plates for some time, but now I had a major leak at the fireplace chimney which ruined an expensive chart book, so I scraped and fixed them all properly, along with some shopping and laundry.

Next stop was Beaufort, NC, after getting through a very tricky channel to get to Beaufort Docks; I had a soft grounding 2 minutes from the dock. You would think that they could mark a shoal right in a busy harbour. I got away quickly on a rising tide and soon got settled into a dock. Beaufort is another popular sailor's hangout where I waited out several days of cold rainy weather. Paul and Cheryl Shard, who do sailing shows for TV, were there on their new boat as well as friends Richard and Margaret who had bought my old Alberg 30. We had a great time trading stories at Taylor's Big Mug, while waiting for the rain to stop. After four days I decided to leave, putting my own optimistic twist to a fairly bad forecast. Everyone else stayed put. Another lesson learned! I headed for the Atlantic in the late afternoon on an outgoing tide, so I could hit Masonboro Inlet in daylight and high tide. I sailed for the first while but the wind did not veer as forecast, so I had quite a few hours of hard upwind motor sailing, 18 hours total, at a few degrees above freezing. I had on sweaters, fleece jacket, winter gloves and my heavy duty floater coat and still froze. It was in the early hours of the morning that I realizing that my steering pedestal was getting dangerously loose. I had been warned about this by the surveyor before I left home but it hadn't seemed that bad at the time, and I had too much else to deal with. My good old boat is 34 years old, and now I realized that I could not go any further without a thorough check and repairs of the steering system. At the Annapolis boat show I had gotten Edson service data for my 1975 system so I was prepared. In the morning I got through the Masonboro inlet with no trouble, and tied up at a Wrightsville Beach marina. I had a great lunch at the Causeway restaurant and got caught up on sleep. It went below freezing for several nights at Wrightsville Beach, and I spent several days on maintenance, laundry and shopping. The main problem with the steering was only loose bolts, but, like most things on a boat, extremely hard to get at. I had to lie on my back on the engine, and then reach full extension above my head to reach the bolts. After a few days with no sign of warming up, I took the ICW to Southport on the Cape Fear River. At Southport I had to face the fact that I was not having much fun and still way too far from the tropics. I took a few days to decide what to do, and since the forecast showed no sign of improving for a week ahead, I decided to abandon the trip until spring. I made arrangements with the marina to winter in water, did some minor winterising and flew home Dec.3.

In one sense not getting to the Bahamas was a failure; but I don't feel bad. I have had an incredible experience, done 1314 nautical miles more than most of my friends, and I have the return trip to look forward to hopefully in much warmer weather.

Gord Martin  
SV Maggy Fields IV