

July 8, 2011

GREAT LAKES ALBERG ASSOCIATION Presents

GLAA NEWSLETTER

July 2011



Commodore's Corner:



With a number of terrific GLAA events having already taken place this year, I would like to remind everyone that there are still more events to come. These 'gatherings' whether social, racing or cruising related offer many wonderful opportunities for new and long-standing GLAA members to get together and talk about our grand old gals (boats!!)...and also, possibly entice more Alberg sailors to join our fun-loving group.

Within our Association is a membership comprised of some vastly experienced Alberg sailors knowledgeable not only in how to get the most enjoyment from our boats out on the water – whether racing or cruising – but also, in

the ways of maintenance encompassing engine performance, electrical upgrades, plumbing, rigging...some GLAA members have tackled complete refits of their boats.

I have never come across an Alberg owner who wasn't more than pleased to share his or her knowledge and expertise with other Alberg owners. Many GLAA members will even happily roll up their sleeves and help you work on your project too!

One of the GLAA's more 'well travelled' and knowledgeable members, Yves Gelinas was recently interviewed by Ontario Sailor Magazine. For a very enjoyable read, you will find his article in the June edition of the magazine.

On behalf of our Membership Director, Clare Matthews, I (we) are very happy to report the GLAA membership continues to grow in 2011. We currently have 77 members onboard.

If you know of someone with an Alberg who you think would enjoy the wonderful camaraderie experienced being a member of the Great Lakes Alberg Association (GLAA), please direct them to the GLAA website <http://www.alberg.ca> where a plethora of information can be accessed on our Carl Alberg designed boats and the GLAA. Additionally, Clare, myself or any of the Executive Team are available to answer questions.

For your enjoyment, In this edition of the Newsletter you will find articles on both the Syronelle and Canada day events, more Timbits words of wisdom and another insightful Tech Talk by Don Campbell.

We are always looking for material for the newsletters and website, articles and photos, ideas for articles, tech questions you would like Don to cover or Timbit items, proverbs, sayings, jokes, poetry, etc. please send them to myself at zoocrew@explornet.ca or to Dennis Litchfield at dlitchfield@cogeco.ca .

Have a wonderful and safe season out on the water with your Alberg!

Fair Winds,

Cathie

GLAA Web Site Report

by Dennis Litchfield

Usage of the GLAA website continues at about the same pace as last year. In the first half of this year there were just under 3,000 visits and about 8,000 page views. Boats for sale were again the main area of interest with 1,347 page views, so for anyone selling an Alberg you want to list here and if you are a member it costs you nothing.

The next area of interest was information on the various Alberg models followed by the maintenance area, the cockpit forum and the newsletter archives.

As always we are always looking for material or ideas to make alberg.ca more relevant for our members.

The Syronelle Cup Races

The results by Phil Birkenheier

The Syronelle Cup races for 2011 was hosted, as they were last year, by the Toronto Hydroplane and Sailing Club and the GLAA wishes to thank them once again for their warm hospitality.

There were 7 folks up from the Chesapeake and one from Rochester:

Mike Nikolich	Mike Meinhold
Jim Howard	Jim Exten
Lanny Helms	Brock Bradford
Hans Jorgenson	Jacqueline Rogers

The party on Friday night at the Kent household was, as usual, excellent but rather poorly supported by the host Association. I think there were more Chesapeake folks than Canucks.

The racing on Saturday was, according to the weather forecast, supposed to be a wet affair with moderately strong winds. In fact it turned out to be a great day with only a few sprinkles, good winds and good racing. There were 8 boats on the line in 4 teams

Team Chesapeake	Lindesfarne and The Answer,
Canada One	White Opal and Jazz,
Canada Two	Gemini and Summer Salt
Canada Three	LePapillon and Candy Cane.

Dinner on Saturday night was held at the Cherry Street Restaurant and was attended by about 40 people. The restaurant was just opened and did a fabulous job with the hors-de-ouvres, lamb or ginger chicken dinners, fruit deserts, and that, combined with the really good ambiance, and some unique beers , had people hoping for the next event to be held there as well.

The race on Sunday had fair skies and lots of NW winds and low waves, so once again good racing conditions. After the race on Sunday, the THSC provided us with a complimentary burger and sausage BBQ. As it was last year, a great treat for all.

Special thanks to the following folks

The Race Committee crew of THSC

Rick and Celina Kent for hosting the Friday night welcoming party

Phoebe Campbell for hosting Jacqueline around town while the races were underway

The loaner boat Skippers, Jim Watters and Rick Kent

Bev Dale for arranging accommodations for some of the visitors

Oh yes, the race results.

Teams	Race 1	Race 2	Race 3	Team Total	Overall Position
White Opal	3	4	2		2
Jazz	1	1	1	12	1
The Answer	4	2	4		3
Lindisfarne	2	6	3	21	4
Summer Salt	6	8	6		7
Gemini	5	3	8	36	5
Le Papillon	8	7	5		7
Candy Cane	7	5	7	39	6

So, the trophy stays in the GLAA with the Chesapeake Association once again vowing to return next year to do us all in.

All in all, a pretty good weekend.

Don't forget the return races to be held in Annapolis on October 28 and 29. Let's try to get two full crews out for that one. Since spinnakers are flown in the races, we need at least 10 racers. If you are interested, give me a call at 416 284-0361 or send me an email to cpbirkenheier@hotmail.com.

In the meantime, fair winds to all.

Phil Birkenheier

Syronelle Photos

by Phoebe Campbell



Canada Day Weekend Rendezvous

by Bill Newman



The Canada Day Weekend Rendezvous July 1st to July 3rd was held this year at Ashbridges Bay Yacht Club located just east of the Leslie Street Spit. I believe it was probably the best turnout in recent years for this function, with 11 boats. It would have been 12 but Boyd Danford from Belleville in Shiva, hull number 2, unfortunately, had engine problems off Cobourg and was unable to complete the trip. The weather gods seemed to favour us with fairly good sailing breezes there and back and beautiful weather while at the club. The ABYC club members, club manager and all the

staff were all most helpful and gracious. The club house, dining room, bar, docks and other facilities are very good. Friday evening we all had a front row seat for a spectacular fireworks display in the adjoining park. The weekend was mostly spent visiting and exchanging ideas with other Alberg owners and club members as well as indulging in an occasional libation. About ten of us had to gather on the bow on Don Campbell's boat to raise the stern to inspect the propeller for a suspected entanglement. We found no problem but it still cost Don a beer each for our expertise in stern lifting. Several people visited the beach in the adjoining park where several holiday festivities were taking place. This beach is very busy every good weather weekend in the summer and even more so during the Canada Day Holiday. Saturday afternoon, Don Campbell chaired what I will call a roundtable discussion on one of the very pleasant patios at the club. The format of this round table was a group question, answer and open discussion of many sailing and Alberg related subjects including sails, rigging, engines, maintenance, safety, communications etc. In my opinion, at least, I believe this format was most productive, interesting and useful for all who attended. The session lasted for over two hours and no snoring was discernible and no one left, which I believe attests to the level of interest. Originally, there was a club cruiser race scheduled for Saturday but for some unknown reason it disappeared off the club schedule. However, there was such a relaxed atmosphere that no one seemed to care much about the race. Saturday night we had an excellent group dinner in the club dining room. The food and the service were excellent. This seems to be a good venue for this function with good facilities and surroundings while being reasonably central for many members. Part of the reason it was selected was that it is also easy to reach by car but this year everyone came by boat. Je ne sais pas!



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And one very interested observer!

Tech Talk *with Don Campbell*

In this issue Don discusses how to control sails in wind.



In the first tech talk on sails, I discussed the desired sail shape by maximizing the flow that was illustrated by the telltales and the controls that you could use to adjust sails. The part that I did not discuss was how to use those controls in wind. The initial settings of the controls for your sails should be set so the range of adjustment is about equal to allow for adjustment for winds lighter and winds heavier than the wind speed specified for you sailmaker to build the sail to. Thus, there is extra line on the sheets to bring the sail in for heavier winds and let the sail out in lighter winds than the settings you have for the designed wind. The same goes for the outhaul, for the halyards, and for any other adjustments that are controlled by lines.

The normal thing to do is to start with the controls set for the designed wind speed. For that wind speed, the angle of the sheets as they come off the clew of the foresail is such that if they were extended into the sail, they would bisect the angle of the clew of the sail. The genoa cars are set to give medium draft. The halyard is tensioned so there are no wrinkles in the luff of the sail. The leech line is such that there is no hook in the sail. The extra things like barber haulers are not necessary. The same goes for the mainsail, the halyard has taken out all luff wrinkles, the outhaul has taken out all creases on the foot and has not done much stretching of the

boltrope in the foot of the sail. The leech line is such there is no hook in the sail. The sheet is tensioned to give a medium leech and the car of the traveler is set so the boom is on the centerline.

The set of these two sails is such that there is no real stretch offered from the controls and it fits the shape as designed. This should give you wonderful sailing at the 12 knots chosen in the instructions to the sailmaker. The backstay adjustment should give a secure mast and good forestay so that there is not much sag.

We then need to consider the changes that we need to make for winds other than the designed wind. So if the wind is lighter, we need energy and power to move the boat on flat water. That means there is very little resistance to our motion from waves, which is a good thing. Deeper drafts give more power so we have to loosen our controls so that the sails develop more draft. The first is to loosen the backstay. This gives more belly to the center of the luff of the foresail (but it still preserves a narrow entry), and hence more depth to the sail as well. If we tried to get this effect from loosening the halyard, we would get scalloping on hank on sails and a very ugly entry on furling units, both of which add turbulence. In light air, you never want turbulence at the front of the boat! In fact you never want turbulence at the front of the boat or anywhere along the sail length until the air has left the mainsail. Move the cars forward and try that, If you have too much draft, then move the cars back and adjust the sheet tension. There is nothing set in stone here, it is what works for your boat and your sails. We can get more draft in the main with a bit less halyard tension and less outhaul tension (because the mast hides much of the entry of the mainsail and the mainsail is always in a knocked position or a position of lower angle of attack than the foresail). I mentioned last issue that battens may also be adjusted to develop or reduce draft. Battens may be used in foresails, but for the most part their use is to keep the leech smooth. With Alberg 30s the sail cannot be more than a 110 to have battens in it, so this sail is usually all in front of the mast. Once we have some draft in the sails, then we need to adjust the rest of our controls to give us power, so we usually want to deflect the air only as much as will give us laminar flow across the sail. Often the slot is a little wider and there is less twist in both sails, but in any case the leeches should be trimmed to get a uniform slot from bottom to top. This is something that you just need to try as you go, particularly for light air. There is a range of light air velocities that require just the opposite trimming. In very, very, light air, almost any deflection will cause turbulence and so the sails need to be flat. Take out the bend in the battens, and move the cars back tighten the halyard on the main and give yourself some tension on the foot of the main. If anything, play with the position of the boom on the traveller so adjust the slot and still maintain power. (This is one place where a knotmeter that measures in 100ths is a big help.) The ideal is to keep the boat upright, or slightly heeled to leeward (by adjusting crew weight) so that gravity can also give you sail shape and get things balanced to have no helm, and have the telltales coming aft. If the wind is so light that telltales will not fly, then have some ticklers on the stays that are very lightweight wool or cassette tape so that you can see something that shows you the air movement. You will be surprised how quickly you get used to the angle of those ticklers as the limits you use for pointing and announcers of wind shifts.

So what happens when the wind freshens? We need to constantly readjust the controls. As the wind speed increases, draft is reduced, the backstay is tensioned, the outhaul and halyard on the main are tensioned, the slot is narrowed some to give a working venturi, but the sails should still have as uniform a slot as can be achieved bottom to top, there is twist added to the sails up top, (it is difficult to change battens, so often they are not tampered with unless the whole day looks to be light air), the car is offset on the traveller to reduce weather helm and the genoa cars are brought aft. There is usually enough time with a freshening breeze so

that these adjustments are gradual and when cruising, one crew can do most of the changing. In races, more crew means more frequent and less drastic adjustments. The idea is to get the main sail flatter, get the genoa flatter and keep going with as much sail as the boat or the crew can handle. Once we are at the maximum the crew can handle, whether it is from an adjustment standpoint, or comfort position, then we need to shorten sail. My normal would be to go head to wind and change headsail from a big one (165 or 170) to a 135. (If I thought the day was going to be one with mostly big winds, I would start with the 135 and not worry about lost production in the light wind for the short time I was in it.) If you have two halyards for foresails and a double track furling system, you can slide the small sail up inside the big sail and carry on by taking the big sail down on a quick pause head to wind. After that, reef the main and after that, I will sail with just the 135 since I don't have a second reef point. The controls still need to be there so that you can manage the sails in those big winds with the crew you have.

I have always found that some sail is better than no sails in rough weather. It gives a far more stable ride if there is some pressure to heel the boat and help with energy to fight the waves. Trimming in these circumstances is done so that you get the best you can as you make your way off the lake. As long as you have control of the helm and as long as sails are working, things will be fine. Be ready to let off sail tension in squalls and head off for speed and head up in lulls as you bring in the sail. If the waves are such that the period is short and they are steep, sailing is an easier way to go rather than have the prop come out of the lake as you crest waves. That is very hard on all parts of the auxiliary power system.

There are some controls that will not be touched and leech lines are some of those, unless there is a real variance on the stretch of the leech. Adjusting that while under big loads may be difficult. Now, with velcro™ as fasteners, the adjustment is totally variable. Battens are another control that cannot be easily adjusted under sail. Things like rake and mast bend are not easy to adjust in big winds but depending upon the rig set-up may be adjusted but not usually that important on AL30s. Again that depends on your rig. Jean du Sud has running backstays and two sets of spreaders. Yves can adjust tensions in his mast even though the section is a stiff profile and difficult to bend. Rake is something that is usually set as part of the rigging set up. It can change with backstay tension, particularly on downwind points of sail.

The possibilities are there for a fairly sophisticated set up for control of sail shape and positioning with all Alberg designed boats. The class restrictions are not great for most of it provided you stick to the original rig set up with no split backstay, and things like that of obvious infringements. That allows us to upgrade to current technology to keep our boats as modern as we would like and so not necessarily an old boat with no possibilities for ease of usage. Whether the upgrade is to allow women or children to enjoy trimming, or to allow for increasing arthritis in hands and arms to continue to trim, it can be done by using the newer technology of mechanical advantage use to achieve that. It is still a quieter day on the water if you are able to trim a sail comfortably, than to have to resort to trawlers before that necessity arises.

Don Campbell

INFORMATION TIMBITS

"The voice of the sea speaks to the soul". Kate Chopin, *The Awakening*

Common Sense Onboard Safety ~ Make sure your fire extinguisher is readily accessible. It is not necessarily best to store it where fire is likely to break out. You don't want to walk through a smoke-filled galley, for example, to access an extinguisher.

"There is nothing - absolutely nothing - half so much worth doing as simply messing about in boats". - Kenneth Grahame, *The Wind in the Willows*

"The larger the island of knowledge, the longer shoreline of wonder" - an old proverb

Although not designed to serve as a legal document, your boat's log will have some legal status in the event of trouble. Always make sure you make careful and methodical log entries.