



NEWSLETTER

A₂₂

A₂₉

A₃₀

A₃₄

A₃₇

VOLUME 2002.2 MAY 2002

IN THIS

ISSUE

2 **EVENTS
CALENDAR**
*THE 2002 CRUISING
SEASON*

3 **SCREWING
AROUND**
Alberg 30 Propellers

4 **FEATURE ARTICLE**
THE ATOMIC 4
"It's not rocket science"

6 **A TINY PERFECT
CRUISER**

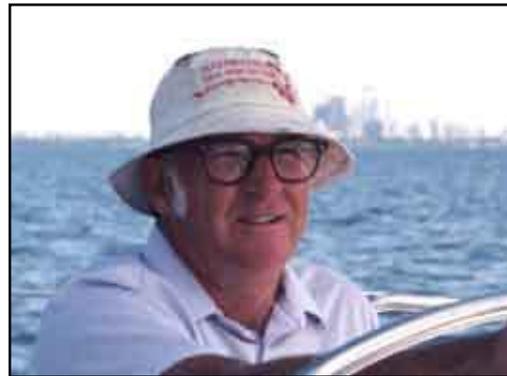
7 **WINTER
CRUISING FOR
ALBERGS IN
ONTARIO**

8 **FOR SALE /
WANTED**



COMMODORE'S

MESSAGE



It appears as if spring has made some progress, but as I write this, a few flakes of snow are still in the air. It has been a bit tough to get reasonable weather to work on boats but I trust that you are all getting those annual jobs accomplished and ready for launch.

John Birch has sent along an interesting website for weather watchers: <http://www.ndbc.noaa.gov/Maps/EastGL.shtml> On this site, you have access to the current information at the weather buoys in Lakes Erie and Ontario. It is restricted to about 24 hours data and I have used it twice this winter to see just how rough the lake is between Toronto and Niagara-on-the-Lake.

I thought it would be interesting to know the wave height at the buoy on the Sunday the Windoc and others broke free in Hamilton harbour in January,

so I e-mailed a query to Environment Canada requesting only the wave height maximum for that date. I was hoping to have it for the Annual Meeting, a week later. It was only last week, that I received a reply back from them asking where this weather buoy was!! I replied that it was the one between Niagara and Toronto and received a second reply, again about a week later to say they had done an exhaustive search and that these buoys were all shut down for the winter. Sailors: beware of Environment Canada and weather information. I sometimes question both their record keeping and prediction capabilities. An interesting site nonetheless.

On a happier note, some of you who belong to the Canadian Power and Sail Squadron will have seen the latest 'Boats and Places' magazine. This is not normally a sailing magazine, but this time there was an article on the classic sailboats of our times. The writer chose 3 as classic, two small boats of trailerable size and one for 30 feet or more which after much thought was the Alberg 30. There was a good picture of a red hull that could even have been in King Bay with crew aboard and some swimming as well. This brought home the fact that we are now owners of classic boats, mostly because they have not been built for some time. But that applies for all our hulls now; 22, 29, 30, 34, 35, and 37. **So take good care of the boat you have, and have a trouble free launch. Come to the events your executive has planned if you can, and if not, have a great summer.**

We do have a few additional sponsors this year, so when you need materials, consider them as suppliers, and tell them their advertising has made a difference.
Don Campbell

FRI. JUNE 14th. **AMERICAN'S WEEKEND**
 SAT. JUNE 15th. **"SYRONELLE"**
 SUN. JUNE 16th.

SAT. JUNE 29th. **LAKE ONTARIO CRUISE**
 SUN. JUNE 30th.
 MON. JULY 1st.

SAT. JULY 6th. **SWINEFEST**
 SUN. JULY 7th. **REGATTA**

SAT. AUG. 3rd. **KERR BAY LONG WEEKEND**
 SUN. AUG. 4th. **CRUISE**
 MON. AUG. 5th.

SAT. AUG. 17th. **GEORGIAN BAY CRUISE**
 SUN. AUG. 18th.

SAT. AUG. 24th. **GREAT LAKES RACE**

FRI. SEPT. 13th. **CHESAPEAKE TRIP**
 SAT. SEPT. 14th.
 SUN. SEPT. 15th.

THE 2002 CRUISING SEASON

by Jim Watters

Central Lake Ontario

I've been given the honour of representing the Alberg Association as Cruise Director, Lake Ontario, for 2002. What better way to say "thanks a lot", than to invite you all to my bay, and my home club, for a weekend of fun and camaraderie. (July 1st weekend—June 29/30 & July 1st).

Frenchman's Bay Yacht Club is situated on the west shore of Frenchman's Bay, in the city of Pickering. The club executive and members will be thrilled to have the Albergs visit, as they are a highly respected class with lots of boats being represented in the club over the years. We currently have four Albergs in the club and two others at Pickering Yacht Club which has its home on the east side of the bay.

Frenchman's Bay is well protected, and yet, big enough to sail in, when conditions are not so good on the lake. There is lots of room for anchoring out, for those who choose to do so.

Since many members will be away on that weekend, there will be plenty of dock space available to accommodate us.

The entrance channel to the bay is

well marked and has been dredged recently to a depth of 9-10 feet at low water. The channel is considered somewhat narrow, and you must follow the markers all the way in. Don't take short cuts. Turn to Port after the last inside marker, and proceed to the club docks, which are easily seen, from the end of the channel.

You are welcome to use the kitchen, bar, bar-b-q, and washroom/shower facilities. We will have vehicles available for those who wish to sample local malls or entertainment.

Racing can easily be arranged on a permanently marked course just outside the bay.

For anyone who may wish to visit by car, just take hwy. 401 to Whites Rd. exit, south two lights to Oklahoma, left, down the hill to Breezy Drive, right to end. You have arrived.

What else can I say? Just call me if you need any more information: (H) (416) 284-7672, (W) (905) 579-7351, or, e-mail: jim@enableinc.ca

Eastern Lake Ontario

Kerr Bay Rendezvous, August 3, 4, & 5 Civic Holiday Weekend.

I have been told that Kerr Bay has

been a very successful destination for Albergs over the past few years, so why mess with a proven good thing. Kerr Bay is situated on the north side of Amherst Island (44D,10M N; 76D 43.5M W) A rendezvous at Kerr Bay has been the traditionally beginning of the event. A store is located at Stella for limited requirements; (some home style baked goods and delicious pies).

Depending upon interests and time availability, some crews continue east to Kingston and the Thousand Islands. Confederation Basin Marina offers docking in downtown Kingston.

Anchoring is available in the mouth of the Cataraqui River – proceed under the lift bridge (hourly openings) that forms part of the causeway. There are many possibilities for group or individual activities in the area. The following web sites provide up to date information:

<http://www.whatsonkingston.com> or
<http://www.festivaloftheislands.com>

You can contact me as above or, Jim Cannon in Kingston, for more information about this weekend.

Jim has agreed to act as local area guide so don't hesitate to contact him direct.

Georgian Bay

It may be that the King Bay weekend has run its course, or that interest is waning in this event - at this location. I have been advised that the folks up that way want to give it a rest this year, but how about a semi-spontaneous event at a different location?

Jack Vanderloo has suggested Thomas Bay - just outside Killarney: N45°59.45' / W81°26.95' - on the August 17th. weekend, and he is willing to advise and co-ordinate up to mid-June, after which he will have "gone cruising". If you would like more information or advice, you can contact Jack directly at (613) 233-9476. E-mail: jvdloo@sympatico.ca, or just line up another Alberger and cruise to Thomas Bay. Spectacular vistas of the Northwest end of Georgian Bay and the South La Cloche Range await those willing to scramble the mere 100-125' or so up the red rocks.

SCREWING AROUND

ALBERG 30 PROPELLERS

by Jan Grodzinski

For sometime now I have been unsatisfied with propeller performance on the VIVA II. Reversing notwithstanding, even in forward motion I see several fatal flaws. First to establish a reference point the prop on the VIVA II as supplied by Whitby is a 2 blade Columbia Bronze 13" Dia R.H. 7 pitch.

With my Atomic-4 maximum RPM of approx 1500 provides for a hull speed of 6+ knots. Crunching numbers this translates to a prop efficiency of approx 60%. At 1500 RPM the Atomic-4 develops only 12 HP.

My gyrations to date confirm only one truth. "Propeller choice & performance will always be a compromise".

A prop pitch of 6 will move the engine revs to 1900 RPM where the Atomic-4 will develop 16 HP, an increase of approx 30%.

Unless prop area is increased a prop pitch of 6 will lower prop efficiency

causing more slippage & more cavitation. Increasing prop area by using a three-blade prop will create more drag when sailing since a 3-blade prop cannot be completely in the shadow of the keel.

I have located a two-blade prop that almost doubles the blade area as compared to my original Columbia two blade. This prop is supplied by Michigan Wheel and is called their MOP-2 Blade sailboat propeller.

The photos illustrate the dramatic increased prop area. Michigan Wheel have provided me with a 13" Dia R.H. 6 pitch prop with a hub sized to fit the Alberg-30 SAE 7/8" Dia shaft taper.

After this summer's use I will report to you my performance experiences. I expect better motoring against wind & current. I also expect less "Prop Walk". Reversing will not be improved other than I expect that stopping power when docking will be better.

Time will tell ! ! ! ! !

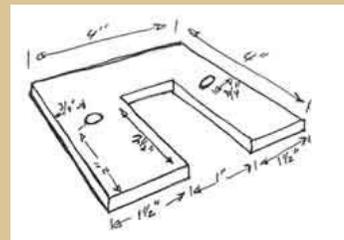


VIVA II's original prop, a Columbia Bronze 13" Diameter R H 7 pitch and the new ME-2 Blade from Michigan Wheel with it's increased surface area.

A Simple Prop Puller

Recently I had occasion to remove VIVA's prop. I discovered that a puller small enough to accommodate the confines of the keel/rudder aperture did not have arms long enough to reach past the depth of the propeller hub. The pullers I tried that had long enough arms, I found the thickness of the jaws too great to fit in the groove between the propeller hub & the end of the cutlass bearing housing.

I obtained two 4" x 4" x 3/8" mild steel plates. In each plate I drilled two holes sized to accommodate 3/8" diameter bolts. In one plate I cut out a rectangular piece which provided a squared off "U" shape to this plate. (See sketch below.)



The "U" shaped plate slides easily between the propeller hub & the cutlass bearing housing. I removed the propeller nut & reversed it screwing it back on the shaft. This provides a bearing surface for the flat of the other plate & insures that the shaft threads will not be damaged.

Lining up the 3/8" diameter holes, I inserted bolts of sufficient length, applied flat washers followed by appropriate nuts. By evenly tightening the nuts I applied sufficient tension so that when I struck the flat plate at the end of the prop shaft smartly with a hammer, the prop popped off the shaft.

I used Schedule 5 bolts 6" long. Since the puller fabrication was done at home I was not sure as to the length of thread I would need on the bolts. For this reason I used a threading die to increase the length of thread on each bolt. If you don't have access to a threading die 6" lengths of 3/8" threaded rod could be used in place of the bolts.

This puller is so compact it now has a permanent home on the VIVA II.

THE ATOMIC 4

"IT'S NOT ROCKET SCIENCE"

FEATURE

ARTICLE

Jan Grodzinski shares some tips on taming the "Beast in the Bilge".



THE COMPRESSION TEST

A cylinder compression test is a simple diagnostic procedure that pinpoints certain engine problems that could qualify as expensive to correct. For this reason a simple test as described in this monograph has value in that it can confirm someone's guess.

This test can also dispel a misdiagnosis pointing the way to a less costly solution to an engine's problems.

This test makes use of some common tools. These will be required to remove the engine's spark plugs. The device central to this diagnostic procedure is an inexpensive engine compression gauge, that bears some resemblance to a dial type tire pressure gauge. These are available from "Crappy Tire Corp" for less than \$ 15.00.

Carrying out an engine compression test on the modern automotive engine can present some problems since some of the spark plugs are very difficult to get at. Happily with the Atomic-4 the spark plugs are located on top of the engine's head standing in a row like four little soldiers.

Preparation for Compression Test:

1. Start & run the engine up to normal operating temperature.
2. Make sure the battery is fully charged.
3. Remove dust & dirt from around spark plug wells. Remove wire spark plug leads from spark plugs. Label each lead so that it can be returned to the correct spark plug at the conclusion. Remove all four spark plugs.
4. Ground the hi-tension terminal of the ignition coil to avoid sparking during test.

Dry Compression Test:

1. Screw or push the compression tester on the spark plug port.

2. Have someone crank the engine using the starter button until the gauge on the tester reaches its highest reading. Record this reading using a simple recording grid as indicated below in the examples.

3. Release the pressure inside the tester. Repeat this operation for the remaining three cylinders.

Wet Compression Test:

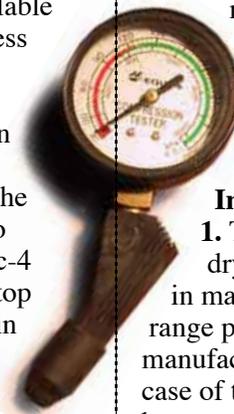
1. Inject or pour an ounce or two of medium viscose motor oil into each cylinder through the spark plug ports.
2. Repeat the compression testing as was done in the dry compression testing.

Interpretation of Results:

1. The pressures recorded in the dry testing should be all similar in magnitude & lay in the pressure range provided in the engine manufacture's specifications. In the case of the Atomic-4 this range is between 95 & 105 psi.
2. If dry pressures are low & wet pressures recorded are higher & in specified range this is an unequivocal indication that either the piston rings and/or cylinder walls will require refurbishing.

Example:	Cyl #1	Cyl #2	Cyl #3	Cyl #4
Dry Test	75	75	75	65
Wet Test	100	100	100	100

3. If the dry & wet pressures are both low in one or more cylinders this is indicative of a burned or sticky valve. In an Atomic-4 the bad valves will usually be exhaust valves.



If the faulty valve happens to be an intake valve in addition to a loss in power & hard starting, when running under load the engine will be backfiring through the carburetor.

Example:	Cyl #1	Cyl #2	Cyl #3	Cyl #4
Dry Test	100	100	30	100
Wet Test	100	100	30	100

4. If the dry & wet pressures are both low in adjacent cylinders this is indicative of a blown head gasket between the two cylinders in question. This problem is sometimes accompanied with water showing up in the crankcase oil.

Example:	Cyl #1	Cyl #2	Cyl #3	Cyl #4
Dry Test	100	60	60	100
Wet Test	100	60	60	100

Wrap-Up:

At the conclusion of the test you may wish to sit down, pour yourself a stiff dram of "Sheep Dip", and contemplate the next step. This might include scuttling the vessel as well as planning to "Tar & Feather" the author or this monograph.

Remember to reinstall the spark plugs as well as to replace the spark plug leads.



ATOMIC 4 VALVE JOB

I have been master of the VIVA II now for four years. During which I have given much thought as to how I might deal with my engine problem. From the very first encounter I knew that I should make some effort to convert my Atomic-3 into a hairy chested prop thumping Atomic-4. Carrying out an engine compression test confirmed that the 30 psi compression recorded in cylinder #3 confirmed a burned valve. With a compression of only 30 psi in cylinder #3 my engine effectively was running only on three cylinders; hence my fond remarks over the past three years referring to my Atomic-3 auxiliary.

Last fall once the VIVA II was "on the hard" I started dissecting the auxiliary. Removal of the head was straight forward & accomplished in

less than one hour. Examination confirmed that the problem was a badly burned exhaust valve in #3 cylinder.



VIVAII's old worn out #3 valve (top) and her new custom made valve (below).

Once the valves were removed I had concern that the bad valve seat was beyond reclaiming. This is where I went seeking help & discovered a most amazing resource person. I recommend that you record the following name & contact information.

**Mathew Bower, proprietor
Automotive Service & Supply Co Ltd
98 Vine Street, Hamilton, Ontario
Canada L8R 2A9
Tel (905)528-8656 Fax (905)528-7784**

Matt has built an enviable reputation for his firm in the Hamilton area. Specializing in engine rebuilding Matt has expanded operation from only automotive work to now doing all manner of commercial heavy equipment engines as well as stationery engines.

His shop being located very close to the Hamilton city dock yards it is not surprising that his staff have more than a passing acquaintanceship with Universal Atomic-4's.

When presented with my problem, I learned that Matt possesses portable valve seat grinding equipment. This allowed him to reface the engine valve seats with the engine block still in the boat. With the valve seats refurbished I

learned that the burnt exhaust valve was beyond recovery & must be replaced.

Bad news was that Matt was unable to locate an after market supplier for Atomic-4 valves. Matt has access to a tool maker who has a sideline of custom making valves for high performance racing engines. I have no idea how Matt got this craftsman to lower his sights & do valves for an Atomic-4. However it happened. A brand, spanking new exhaust valve for a modest \$ 30.00 Cdn.

My next problem was gaskets. Not a problem. Matt has access to Atomic-4 complete engine rebuild gasket sets at a price that was surprisingly reasonable. So reasonable in fact that I purchased an extra set to have at all times aboard the VIVA II.

Engine assembly is now underway. I should be able to make my May 21st launch date without problem. While the manifold is off I will rebuild the Carb. Matt feels that locating a rebuild kit will be no problem.

As well since the VIVA II possesses an after market electric fuel pump I intend to remove the old mechanical pump & cover over the old pump mounting boss. This will unclutter the space under the manifolds making carburetor adjustments much easier.

I am happy to share with you my contact with Matt Bower. I know that you will find in him a valuable resource in helping you to keep your Atomic-4 healthy.

*I have not seen anyone explain this as well as Cliff Claven did on Cheers.
"A herd of buffalo can only move as fast as the slowest buffalo. And when the herd is hunted, it is the slowest and weakest ones at the back that are killed first. This natural selection is good for the herd as a whole; because the general speed and health of the group keeps improving by the regular killing of the weakest members".
"In much the same way, the human brain can only operate as fast as the slowest brain cells. Excessive intake of alcohol, as we now know, kills brain cells. But naturally, it attacks the slowest and weakest brain cells first. In this way, regular consumption of alcohol eliminates the weaker brain cells, making the brain a faster and more efficient machine".
That's why you always feel smarter after a few stiff drinks!!!!!!*

A TINY PERFECT CRUISER.....

THE ALBERG 22

Ralph Brown who sails "Ariel" an Alberg 30 (hull 649) out of APSC Toronto, recalls some happy times with his young family and "Gemini" their Alberg 22.

Q. What attracted you to an A22 ?

We looked at other boats but we agreed that life is too short to live with an ugly boat. I bought it because it had a high ballast to displacement ratio which means it was very sea worthy even in bad weather. Mostly we bought her because her lines were lovely and she was affordable.

There was a time when my family was young; the kids were 4yrs and 9 yrs old.

Our Wheaten terrier, 3yrs old and my wife and I ageless. Our Alberg 22, 6 yrs old.

The boat had been day sailed by a WWII air force veteran who sailed out of the National Yacht club. I came along and thought the only way I could sell the idea of acquiring such a craft would be to tell the "Admiral" that this would be the perfect craft for use as a movable summer cottage. Trust is a beautiful thing. We became the proud owners. I had been a lover of boats ever since I could remember, sailed Lasers and I was mostly ready for the job as the owner of my own vessel.

Q. What year was she and how was she equipped ?

She was built in 1976 Hull 184 She has a 6 h.p. Johnson outboard motor in the lazette. We installed a v.h.f. radio and life lines and stanchions - all safety equipment - and a drifter reacher spinnaker. We did not immediately have a dodger that came later.

Q. How long did it take you to feel comfortable with your new boat ?

Yes, the learning curve was steep, but I had to be able to sail her single-handed to be confident with the family



Gemini's crew relaxes in Newcastle Ontario during their first cruise.

on board. I had to train the crew and all had to feel comfortable aboard.

Q. Your first cruise, where did you head ?

I thought with a craft of such pedigree and beauty at our disposal, we would have to do her justice and put some miles on. Plans were initiated that would have us traveling down the lake (Lake Ontario) headed East on our summer holiday, destination Bay of Quinte. Picton looked like a good place to go according to the Ports book.

The first day out we made it as far as Bluffers Park Yacht Club in the rain, spending most of the time below decks. The Captain, normally not enamored by rainy weather, did not mind in the least. We spent five days in good weather, sailing on to Coburg, visiting all the possible ports on the North shore.

We made it through the Murray Canal safely, with great excitement on board. We entered for the first time the Bay of Quinte. We had a great sail to Belleville enjoyed that the bar at the club was a full size half hull of an Alberg 22.

On route to Long Reach the wind was light. We sailed and enjoyed seeing

the shore move slowly by .As is almost always the case as one moves past Foresters Island, the day had warmed up enough to create the thermal which blows directly in your face from down the reach and remains blowing, so lots and lots of tacking The Admiral as is often the case in these situations suddenly said with all the authority invested in her, ok that's enough, we will now motor. We did and I was glad too.

Picton Bay opened up for us and the town proved to have one of the most beautiful little harbours.

We pulled into Harry Smith's Prince Edward Cruising Club and were introduced to a wonderful time. We did in the course of time become members there. We have made and continue to enjoy many good friendships there.

Q, Two adults, two kids and a dog, how did you manage ?

The Admiral found the space below decks a challenge. For sure all members of the family including the dog had to become very good friends. Also, kids are restricted in what they can bring. We gave both girls a cloth bag each, about the size of a shoe bag. They were allowed to bring what would fit and additionally some games and books.

We choose to go into ports where the kids and the dog would have room to run. As our cooking facilities were limited – single burner alcohol stove and a charcoal barbecue – we made use of picnic tables.

Picton Cruising Club offered lots of room to run, as well as the City of Picton for exploring and finding neat stuff.

Next issue, Georgian Bay, Lake Ontario was just not big enough for our Alberg 22.

Winter Cruising for Albergs in Ontario

by Don Campbell

I mentioned in the Commodore's Comments that Alberg designed boats were a feature in Bruce Kemp's article in the most recent Boats and Places. Bruce suggested that there were others, by name or design, that were also classics: Grampian, "C & C", Hinterhoeller and Tanzer. His suggestion was that there were many older boats that were good value if one sought out some of these well built hulls.

I have had the fun of cruising some of Ontario's roads this winter looking at some of these, although not limited to, or by Bruce's choices. Our search was for a boat for an older friend, an experienced sailor on the Great Lakes and in Europe. The original assessment was to find a boat that could be single-handed easily, safe in almost any weather, and one that would sail well under most conditions. The other factor in the mix was that he wanted a boat with classic lines, a design that had been sailed across the ocean, and a hull that had not been altered - to give headroom for instance! So we began the search for a collector's item with boats such as Folkboats, Albergs, Vegas, and Contessas high on the list.

There were some of all of these for sale in the province this winter. We looked at many, missed a couple by days, some even by hours and so had moments of disappointment, even though one can easily rationalize why it was fortunate that that boat had been sold.

We saw a number of Albergs and because the buyer is just a wee bit older, he felt the 30 was too big for him. So we concentrated on the Alberg 22. The choice was really quite amazing.

We saw boats that had been in fields for 3 years - on a trailer not the ground, fortunately. We saw boats whose decks looked like pegboard

because of an incomplete fix of a rotted cored deck. We helped to remove a nest from the engine compartment of a hull that was at a yacht club near a marsh. We saw boats that were in the initial stages of complete refit. Why we even found a kit that was never completed, so it had no ballast, a very weathered wooden deck and coachhouse, a trailer with only one trip on it and the hull had never been in the water, even though it was about 18 years old!

The proof of value was in seeing final products. I just about used the word 'elusive' to describe what we were looking for in this search but that word did not fit because it was easy to find Elusive*. She is Dave Timmins' AL22 and is in an almost finished stage of refit and a fine example of how well these hulls look when they are redone.

In our travels, we ended up in Bronte Harbour where there were Albergs, Contessas, and Vegas, not all for sale though. There was an Alberg 37 that had had her keel peeled with a quite severe case of osmosis but she was going to be much better after this work than before, since it appeared as if there was no damage to the inner 'glass layers.

There was an AL30 still under wraps beside the AL37, about to be fitted with a new set of winches, and there was the AL22, Sparrow Hawk, sitting just north of the shop. She had just been painted and what a beautiful sight she was, with her deep blue topsides, white deck and red bootstripe. I certainly hope to see her on the water and I am sure she will look like the little falcon that is her namesake, peering keenly out from her mooring.

What was evident in our travels was that all these refurbished hulls were fine boats, obviously enjoyed by their owners, and not for sale. These were true value for their owners. The search for a hull that can be repaired is an interesting and enjoyable time, particularly if you see some of the finished products on the way. Prices vary but there are some very good bargains to begin with, and some very fine results from these beginnings.

It behooves us all to maintain our boats well, since we are now having a new class of buyer entering the market, one who is looking for a collector's item. So far, no builder has begun to reuse the Alberg molds and so the buyer's choices must be within the numbers already built. Enjoy both your boat and a rising market. And by the way, we did find an AL22 and have modified a trailer to be a cradle, but I don't think I'm finished cruising the roads (and the internet), since I'm hoping I can get north to see the AL 35 that is for sale at Kilarney.

**Elusive's refit is documented at http://www.setworks.com/ej/jorn_1.html -ED.*



The freshly painted AL22 "Sparrow Hawk" and an AL37 with a severe case of osmosis, await the advent of Spring in Bronte Harbour.

DIRECTORS

2002 / 2003

COMMODORE

Don Campbell
dk.campbell@sympatico.ca

SECRETARY

Des Cameron
descameron@yahoo.com

TREASURER

Jan Grodzinski
janski@iprimus.ca

MEMBERSHIP

Ken Stephenson
kiltarlity@bmts.com

CRUISING- LAKE ONTARIO

Jim Watters
enablinc.@on.aibn.com

CRUISING- GEORGIAN BAY

Jack Vanderloo
jydloo@sympatico.ca

RACING

Rick Kent
kentgreb@sprint.ca

NEWSLETTER

David Timmins
dtimmins@setworks.com

DIRECTORS AT LARGE

Mike Cooper
mcooper@grasp.ca
Ralph Brown
ralph.brown@sympatico.ca

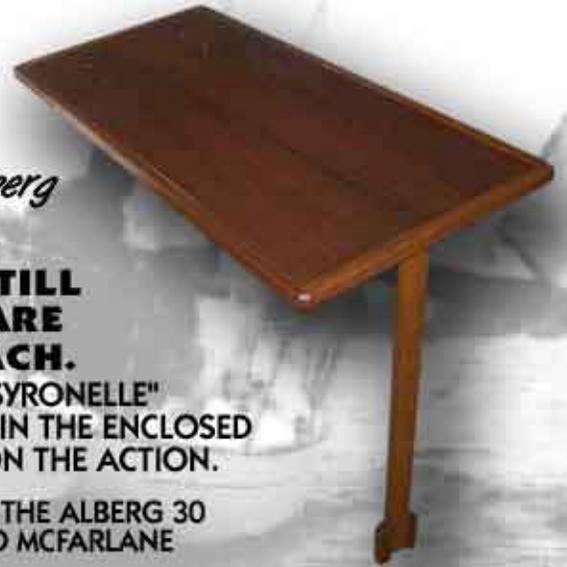
The Great Lakes Alberg Assoc. Newsletter is published 4 times a year for the members of The Great Lakes Alberg Assoc. and any opinions expressed do not necessarily reflect the opinions or beliefs of the Membership, it's Directors or the publisher of this newsletter. (Any errors or omissions come with full apologies in advance.)

FOR SALE/WANTED

For Sale; 1981 Alberg 29, Yanmar diesel, Harken Furling, 4 sails, Autohelm, VHF, Loran C, AM/FM/Tape, Hard tender. Asking \$38K Cdn. Lying Ottawa.
Contact Jack LeMay,

DON'T MISS THE BOAT!

Win this beautiful Teak Cockpit Table by entering the "Alberg Table Raffle".



TICKETS ARE STILL AVAILABLE & ARE ONLY \$5.00 EACH.

DRAW WILL BE HELD "SYRONELLE" WEEKEND.....JUST FILL IN THE ENCLOSED COUPON TO GET IN ON THE ACTION.

BUILT SPECIFICALLY FOR THE ALBERG 30 AND DONATED BY DAVID MCFARLANE (ROSE AU RUE #514)



BURGEES ARE STILL ONLY \$20.

PHOTO CREDITS: RALPH BROWN-PAGE 6, PHOEBE CAMPBELL- PAGE 1, BRUCE SNIVELY- PAGE 8 TOP, DAVID TIMMINS- PAGES 3, 4, 5, 7, 8 BOTTOM