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G.L.A.A. NEWSLETTER

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NEXT TIME
I BOUGHT A
BOAT & JOINED
A FAMILY



Alberg 37 Saucy at the
Alberg Rendezvous,
Picton, Ontario





Like so many harbours in our region, Bronte Harbour is a busy place this time of year. There seems to be a sense of urgency as October wanes and winter approaches. Mast-less boats waiting for travel lifts to pluck them from their summer playgrounds, yard workers power washing scummy hulls and tarps appearing from trunks of cars. A walk through the boatyard at this time of year usually includes a friendly encounter with groups of skippers talking over their sailing seasons, plans for winterizing or repairs to be attended to before spring.

This Great Lakes Alberg Association Newsletter is very much like one of those happy meetings. In this issue John Kitchener reports on the racing season, the Syronelle and the Great Lakes Championship. Janet McNally takes us back to mid summer with her account of the Alberg Rendezvous. On the technical side, Gord Martin, Phil Birkenheier and Don Campbell each have submissions relevant to this time of year.

As you may have noticed, this Newsletter has a few more pages than usual. This is to help make up for the fact that the Spring volume was missed this year.

For this I must apologize. This year started out with a bang for me and the honour of being named Commodore of the G.L.A.A. was the highlight.

Unfortunately events overtook all

good intentions, and I had to let some responsibilities slide. Our newsletter and its ability to connect us is very important, The ramifications of missing an issue was made painfully obvious with the confusion over some of our events and their formats. This year we tried to expand the concept of the cruise/race style event, by combining the Canada Day Cruise with the Triangle Cup Race. The idea itself is quite simple and has been well received in the past. Our intention is to formally recognize that not all Albergers want to race, but a well attended gathering of members, cruisers and racers, is a worthwhile endeavour. Without the Spring Newsletter to advertise, remind and encourage Albergers to support this event and the fact that the venue was changed from previous years, made for an unenthusiastic attendance. In fact participation was all but non-existent, save for a few committed souls.

The spring Newsletter also coincides with the publication of the G.L.A.A. Member Roster and this was also missed this year, albeit for different reasons. I must thank Janski and Peter and Vicky Kennan for putting together an e-mail version of the roster. We are in the process of converting the list to a cross platform computer program that will help with ease of output in the future.

The long history of our racing culture and the hard work of John Kitchener and Joan McKay, insured that the racing events were well attended. The Syronelle, was a again a great success. Thanks to Taylor Echlin and the PCYC for hosting the event. Despite the weather and

an unfortunate accident, the Great Lakes Championship weekend was also a hit. Again, thanks to the Port Credit Yacht Club for their hospitality.

Our Alberg Rendezvous was another “hybrid” gathering. By combining the Third Annual Alberg 22 Rendezvous and the much storied Kerr Bay Cruise, we hoped to create a super G.L.A.A. venue at the east end of Lake Ontario. By all accounts and with a huge effort by Picton Pete Scholz, this gathering was a great success. As you will read in Janet’s report, the rendezvous got off to a sad start with the loss of our friend and fellow Alberger Des Cameron, as he prepared to launch his Alberg 22, Sandpiper in Picton.

Des, a former G.L.A.A. executive and enthusiastic skipper will be sadly missed. In typical Alberg fashion the participants dubbed the event “the Cameron Cruise” in Des’ honour. Our condolences to the Cameron family.

At this writing, Elusive has been on the hard in my driveway, for almost exactly a year. And as I prepare to put on her winter cover, I’ll do so without the usual kibitzing and banter of the boatyard. Instead I’ll putter about my boat with the happy expectation of sailing seasons to come, with my extended Alberg family.

*David Timmins,
Alberg 22 Sail No. 250*



THE RACE REPORT

LOOKING BACK AT THE 2006 SEASON

by John Kitchener

The Syronelle

June 16, 17 and 18th, 2006

We hosted the Chesapeake Alberg 30 Assoc. again with this racing series and Friday evening we had a pot luck party at the Kent's and met our Bay friends. Saturday morning we had a skippers meeting at the PCYC for 8 boats. Jazz and Candy Cane were the loaner boats this year. The temperature was about 25C and the wind was 15 knots. We had 2 races on Saturday with White Opal and Dolce Vita and Jazz coming 1st, 2nd and 3rd in both races. In the evening we had a wonderful buffet dinner at the club and about 55 Albergers attended.

There was 1 race on Sunday with the same results as Saturday. We



had presentations on the lawn and White Opal and Dolce Vita won the Syronelle trophy with the Bay boys (Towney and Harry) coming 2nd.

le papillon and Silver Birch came 3rd and The Answer and Lindesfarne came 4th. Lindesfarne had all her cruising gear on for her July trip down to Newfoundland. Prizes were donated by The Store, Genco, Triton Sails, Tees by Josh and hats and bags from George Brown College. There were light refreshments for the afternoon celebrations.

Thanks to Taylor for organizing the event at PCYC ; to the Sturms and Kennan's for billeting the Bay boys; to Bev for organizing Palace Pier for some of our guests and to the Kent's for hosting another wonderful Friday night.

More pictures on page 11.

THE GREAT LAKES CHAMPIONSHIP

August 26, 2006

This 3 race series was held at the Port Credit Yacht Club. The weather leading into the weekend was very poor and it was good to see White Opal in attendance after coming across the lake on Thursday. Unfortunately, Dolce Vita understandably did not come down the lake from Sodus Bay.

The races were held in 20 knot winds with large waves that had built up coming down the lake from the East. The races saw all boats with reefed mains and #2 headsails. In the third race, as Jazz tacked in the wave action, Barry Conroy slipped and broke his hip on the foredeck. We're pleased that he's recovering nicely, The overall results were:

Jazz 1st , White Opal 2nd, le papillon 3rd and Candy Cane 4th. Our cruising members who joined us in their boats were Bill Newman, June Hodgins and John Birch, Peter and Moya Ashby, Janet McNally and Chris Guth. We had presentations on the dock with prizes for all boats and there were close to 30 of us on Saturday evening for a sit down dinner. After breakfast at the club on Sunday morning we all headed home in light winds, flat water and dense fog.



The Chesapeake team along with the G.I.A.A.'s Joan McKay and John Kitchener at the close of the 2006 Syronelle. From the left: Ken Liddick, Roberta Liddick, Bill Mattox, Hans Jorgensen, Harry Gamber, Kris Coward, Michael Connolly, Sandy Dapkunas, Joan McKay, Rolf Townshend, John Kitchener. Also attended but not in photo, Susan Dapkunas and Joan Hamilton.

TECHNICAL TIPS

IDEAS TO HELP YOU MAINTAIN YOUR ALBERG

bilge pump blues

by Gord Martin

When I bought my dream boat, the Alberg 37, no. 142, three years ago, I knew there would be lots of things to check and repair. One of the first jobs was to check the bilge pumps. The manual pump was not working so I immediately rebuilt it. The electric pump seemed to be working reasonably well, so it was repeatedly pushed down the ever longer “things to do” list.

Well, I have ignored it for 3 years, always feeling a bit uneasy, but decided this spring it must be looked at. We all know how inviting it is to try to work at the bottom of that deep dark bilge, so I worried about it for a few more weeks. How was I going to get at it?

I can't see screw heads; blame this partly on the bi-focals, and partly on the idiot who epoxied over the screws. Also I did not like the idea of it being mounted on a board which looked quite thick, leaving too much water in the bilge. The board was firmly attached to the bottom of the bilge, so I made up a tool consisting of a 2 ft. handle attached perpendicular to the mid point of a crowbar, then lay on my stomach, and flailed away with a sledge hammer. The board finally popped loose, and I could get the greasy monster up to eye level. Well almost to eye level, first I had to shift the battery, and chip the epoxy that held the wires in place, then undo the Marrettes. Marrettes in a

bilge! Wow!

At this point I checked the polarity, and thought it was a bit unusual to have yellow as plus in a red/yellow pair. More about that later. The pump was Zurn brand and appeared to have a capacity of about 1500GPH.

Now to the hose; the 1 1/8" pump outlet was reduced to a 3/4" automotive heater hose, all limp and grungy, and then further reduced into a 1/2" check valve at the thru-hull. Is there any other way that the pump capacity could have been reduced? Based on the area of the check valve this pump was operating at barely 25% of its theoretical capacity.

I took the pump back to my shop, cleaned it thoroughly and found that it was working fine, that is when hooked up to the right polarity. Yup! That pump had been running backwards for who knows how many years. The red was supposed to be the plus side. I was surprised to find that it moved quite a bit of water in my test bucket even when running backwards. I wonder how many surveyors would think to check the rotation of a bilge pump.

I didn't want to completely trust a 30 year old

pump, but also couldn't just throw it away when it appeared to be working perfectly, so I bought a new Rule 2000 GPH pump and hooked them both up with new 1 1/8" hose, oversized check valves, and new ball valves. The new pump went to a redundant thru-hull left from moving the exhaust to the transom. And yes, the polarity was checked at least three times.

I mounted both pumps to welded stainless steel “L” brackets, which I can raise and clamp in place for service.

That is it for bilge pumps; now on to the next item on the list, and on and on and on.....

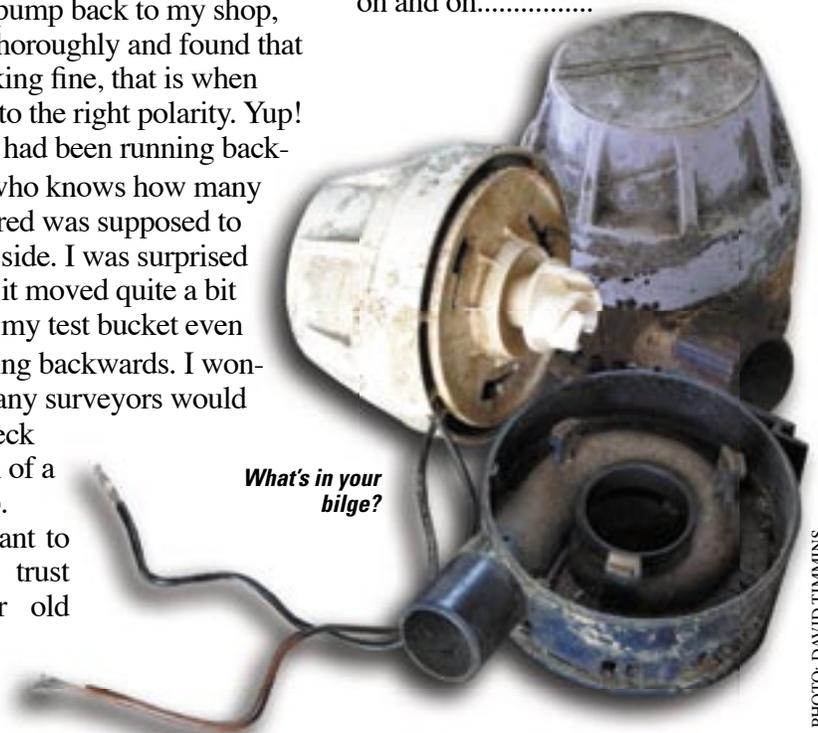


PHOTO: DAVID TIMMINS

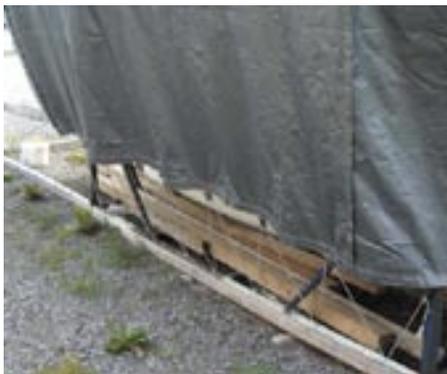
Wrapping it up for the Season

by Phil Birkenheier

This article may be of interest to those who need a new winter tarp and store their boat on a cradle with the mast (or other ridge pole) over the boat.

For the winter of 04/05 I purchased a new black/silver heavy duty poly tarp from Western Tarpaulin (512 Belfield Road, Toronto, (416) 614-9167 sales@western tarp.com) at a cost of \$270. I had it made 20 feet wide and 35 feet long with loops every 18 inches rather than the standard of 36 inches. I wanted the extra width to protect the bottom from rain/snow since I had just removed the bottom and wanted it to keep it dry over the winter. In fact the tarp was left in place for most of the summer of 05 until I had the new bottom on.

To tie the tarp down, I through bolted a 2x3 on each bottom side chord of the steel cradle and one across the front. Into each I in-



2x3s with screw hooks installed along both sides and at the bow.

stalled screw-hooks to suit and using a long cord, looped the tarp down to the cradle. The excess tarp material at the bow was pulled up one side using a long cord looped over the mast and tied down on the opposite side. The excess at the stern was tied down to 2x4's that extended from the rear of the



The excess at the stern was tied down to 2x4's that extended from the rear of the cradle.

cradle. What I quickly learned was that the tarp, where it was tight to the boat stood up very well. Where the tarp was free to be buffeted by the wind and due to the flexing thus created, it started to wear out rather quickly. This occurred particularly at the stern where the tarp was basically vertical and presented a rather large area to the east wind.

To create a better condition thus allowing the tarp to last longer, I had the tarp modified at a cost of about \$70 to get rid of the excess material and allow it to be tied tightly to the boat. Hopefully this

will allow the tarp to last for more than the 3 – 4 years that Western said it would last. The tarp fits OK but there are a few things I will have done differently when I get the next tarp made.

So, if anyone is interested in getting such a tarp to suit the same conditions, I will provide my tarp as a template for the manufacturer. If you want more details, call me at (416) 284-0361 or e-mail at cpbirkenheier@hotmail.com.



The excess tarp material at the bow was pulled up one side using a long cord looped over the mast and tied down on the opposite side.

PHOTOS: PHILL BIRKENHEIER

SURVEYS AND SURVEYORS

by Don Campbell

As of 2006, some of the early Alberg hulls are now over 40 years old and there comes a time when one needs to determine the reasonableness of maintaining or repairing a hull and the possibilities of having to do a major refit.

I suggest the main objective of such a decision is to have a safe and useful boat that will take the owner on the journey that he desires to travel. Since there are boat owners or would-be owners who are not particularly expert in determining the underlying safety of a boat, it is often prudent and sometimes required to have a third party (a professional surveyor) inspect the boat. There are several reasons to have a survey and they include, insurance or financing company concerns, value for money on a purchase, sale or loss, and outright safety of the hull.

Hiring any professional is often a challenge and hiring a surveyor is no exception. The first thing to do is define what you want from him or her and that will depend upon the reason you have for the survey. I find it helps to write a list, starting with reasons. If it is a simple reason, such as for the insurance company, then I will ask the insurance

company who they recommend for their purposes, and expect a short list of 3 or 4 possibilities. I will then consider the names on the list, their individual qualifications and the proximity of each to the boat. I would then attempt to find others who have employed those on the list for a survey. I then might interview 1 or 2 on the list. The written instructions to the chosen surveyor are then to survey the boat for the purpose of establishing the safety and value of the boat for insurability (by "ABC Insurance Company").

But wait a minute! Since this boat is somewhat aged, perhaps I might consider a "might as well" choice at the same time, and that is to save on having to have a second survey in the near future. What if I also want to have a thorough check of this boat to satisfy myself that the boat is safe for me, whatever I do with it on the water? It may take more consideration to find a knowledgeable person than just the short list provided by the insurance company. It will require that I talk to some repair yards to see who offers fair and objective opinions on the integrity of a boat. Preferably, I can find a person with experience with an Alberg hull or at least Whitby Boat Works or Nye Boatworks hulls, and one who can estimate repair costs that a yard can achieve. I may need to confirm my

choice with the insurance company as well, and if they veto that, then rethink the choice myself!

My list of instructions is now far different, for beyond the reason of insurability, I want to include hull integrity and safety for travel in designated waters, perhaps to include offshore sailing. (And by the way, if I failed to indicate to my insurer that I had offshore sailing in the plans, I might not get the proper list of surveyors or insurance as a result of the omission).

The next thing I need to determine is the standard that I expect the reporting to be measured to. With an Alberg hull, there are at least two possibilities: one to the design standard of the early '60s and the other to current standards, or perhaps even, somewhere in between. It is important to know what this standard is to avoid misunderstanding of reported conditions (to mid '60s standards) vs. conditions acceptable to you (mid '90s standards perhaps) in order to make a reasonable decision on "buying price", "selling price", "repair" or "refit".

The next step is then to outline on your list what is important to you. That can range from the general description of hull integrity to the specifics of a survey for osmosis, hull to deck joint integrity, deck delamination, moisture within cored construction, cockpit floor integrity, rudder moisture levels, tabbing

construction and bulkhead support, ballast tabbing and joint seal integrity, chainplate knee integrity and safety, damage from leaks into the hull, weakness around tanks within the hull, weaknesses of caulking materials, mast support system weaknesses, keel bolt integrity (although not in Alberg Hulls) compromises in designed strength due to cutting of holes in bulkheads, and a characterization of the condition of possible electrolytic reactions within the boat's system including crevice corrosion.

There may be more and you can add to that list as you see fit. Your choice of standard for measurement will determine how critical the surveyor ought to be. If you choose to be to 2006 standards, then he may say that everything is well below the standard you have chosen, and so the standard you might rather choose for this is the ultimate one of safety at sea.

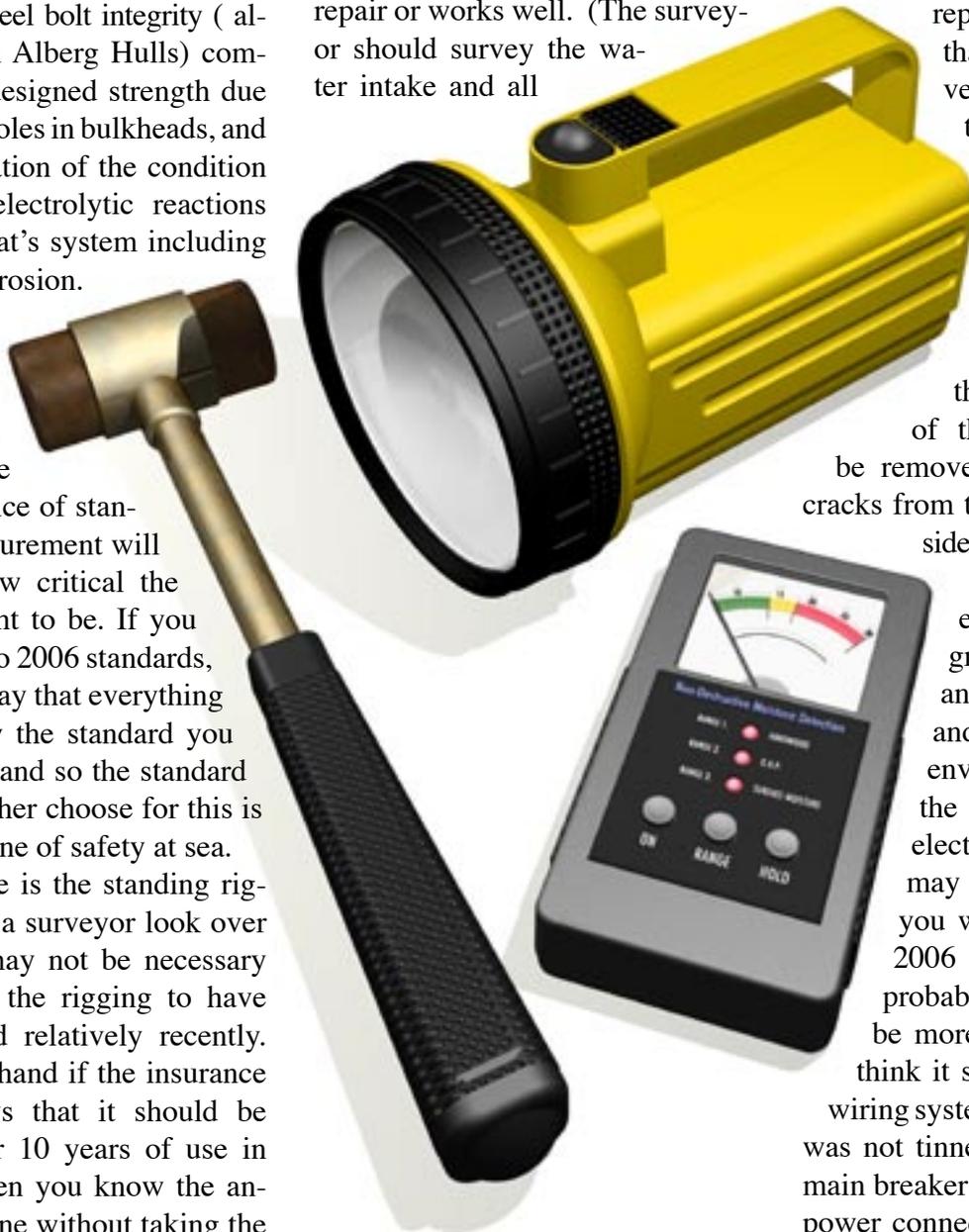
Then there is the standing rigging. Having a surveyor look over the rigging may not be necessary if you know the rigging to have been replaced relatively recently. On the other hand if the insurance company says that it should be replaced after 10 years of use in salt water, then you know the answer to that one without taking the surveyor's time for that. It may be a good idea for him or her to survey the spars and suggest replacement of any rivets in the endcaps (with threaded machine screws) and spreader brackets, and have an opinion on the gooseneck area of boom to mast.

For things like sails, motors, and instruments, it is very difficult to offer critical or exact opinions of value, except to say that a diesel is of more value than a gas engine, but that does not imply or suggest that this particular engine is in good repair or works well. (The surveyor should survey the water intake and all

shackles and axles for instance and replace anything that is observed to be worn. Check winches for excessive play on the spindles and pawls and worn grip on the barrel, or if they are such that they are not convenient for your use, then consider replacement. One area that is difficult to survey, but important, is the drive train. With Alberg 30s, the coupler from the transmission to the prop shaft is weak at the keyway and to properly examine this, one or both halves of that coupler need to be removed and examined for cracks from the keyway to the outside of the casting.

Two areas that are easy to survey for upgrades are the plumbing and the wiring systems and when it comes to the environmental aspects of the former, and safety of electricity and water, this may be two places where you want or need to be at 2006 standards. This will probably be a refit and may be more expensive than you think it should be, but for the wiring system, the original wiring was not tinned and there were no main breakers or fuses in the shore power connection. Some did have threaded rings for secure locking of power cords but many did not. If you specify current ABYC standards, at least you will know that the insurance company will accept those changes without question.

continued on page 10.



seacocks and the exhaust systems regarding their safety). Similar results are usual for hardware, and it saves time and dollars if you do your own hardware survey. So with a magnifying lens, look for cracks on cheek plates and rivets on all the blocks and for wear on tracks, cars,

CRUISING ALBERGS

THE GLAA 2006 CRUISING SEASON



THE 2006 ALBERG RENDEZVOUS

August 4th.-7th. Prince Edward Yacht Club, Picton , Ontario

by Janet McNally

PHOTO: JANET MCNALLY

Beautiful scenery in the Picton area, ‘County’ hospitality, and extraordinary sailing waters – such was the experience enjoyed by Albergers who gathered in Picton on the Civic Holiday weekend.

The week leading up to the rendezvous began in a very sad way with the death of our good friend and intrepid A22 sailor, Des Cameron. Des had trailered his boat to Picton from Niagara-on-the-Lake, put up the mast and was ready to launch Sandpiper. Unfortunately, he died before he saw the boat launched this year. The rendezvous went on as planned and was joined by Des’ son and daughter, Kevin and Sharon who came to

get a sense of what it was that their Dad enjoyed so much.

Boats started to arrive on Friday and Albergers enjoyed socializing and the inevitable sailing stories at PEYC. Some cooled off at the nearby Scholz family pool. As always, boat projects were on display and the subject of much discussion.

Saturday’s events began with the launch of Boadicea, Brian and Clare Matthews’ gaff rigged cutter A22. This launch was an informal workshop for everyone interested in launching efficiently at a ramp. No one does it better than this team: Brian in the truck with Clare carefully guiding Boadicea into the water.

In the afternoon, five Albergers and one Y-Flyer (owned by Don Campbell and substituting for White Opal in her absence) set out on a sail on Picton Bay to Hallowell Cove where we enjoyed rafting up for a swim. Then it was back to PEYC for a delicious barbecue prepared by Trish Scholz and her sister Kathy Brown, with lots of assistance from Mike and Linda Cooper former owners of Wanderlove.

Sunday dawned bright and sunny, perfect for a backyard breakfast buffet at the Scholz home. A look at Pete’s dinghy project and at the fine points of trailer design on display in Pete’s driveway followed.

Boats of all sizes departed for a

cruise to Hay Bay, about 10 miles from PEYC. In the fleet were four 22s, a 30 and a 37. Another good swim and plenty of delicious snacks were enjoyed by the group before most returned to Picton and others began the trip home.

Our cruising director in Eastern Lake Ontario Pete Scholz (Picton Pete to most of us) summed up the weekend in the following words – a reminder of the good times to those who were there and for those who were not, why they might wish to plan to attend the next rendezvous.

Facing page, left to right: Gemini, Phoenix, Shiva, Vantor and Boadicea rafted at Hallowell Cove.



George Shorey (left) and José Campione check out Boadicea's launching procedure.



Above: Brian and Clare Matthews ready Boadicea's rig before launching. Left: The Alberg 22 gaff rigged cutter Boadicea, is all set to go.



Pete Scholz and Don Campbell (right) in the "Y" # 2416 (with a very blown out mainsail)



George Shorey (right), John Sorenson and John Johnson on Little Mermaid. Behind them, left to right, Dave Stumbo, Pete Scholz, Clare and Brian Matthews and the "Y" Flyer is off in the distance.



Mike Cooper (left) and Pete Scholz tend the grill during Saturday evening's BBQ, with Don Campbell and Gord Martin ready to assist.



Trish Scholz with little Zoe, John Johnson (left) and Don Campbell in background.



Gator Dave Stumbo, Brian and Clare Matthews and Sheba with Pete Scholz at the PYC.

PHOTOS: JANET MCNALLY

ALBERG RENDEZVOUS PARTICIPANTS

by Pete Scholz

This was as good as an Alberg 22 event could get. Great Weather. Great Company. Great Sailing. I really enjoyed being a part of a truly dedicated group of Albergers who are such knowledgeable souls. Albergers like;

1) Des Cameron - AL22 Sandpiper, trailered & prepared a farewell launch of Sandpiper before leaving to ...

2) Janet McNally - AL22 Gemini trailered, slinged in/out from Hamilton to Picton & back - truly amazing.

3) Brian & Clare Matthews - AL22 Boadicea trailered from Orangeville their beautiful gaff rigged cutter AL22 - a real show stopper. **4) José Campione - AL22 Vandor** - sailed from Collins Bay to let Vandor and Now oar Never finally meet - thanks.

5) John Johnson & George Shorey (former owner) - AL22 Solace sailed from Kingston as John has done for the past three events - awesome.

6) John Sorenson - AL22 Little Mermaid 80 yr. old sailor John, who is "burning out" his second AL22 in 26 yrs., still has the right stuff.

7) Mike Cheney - AL22 Phoenix joined in to demonstrate his flair for having a AL22 with a place for everything & can this guy sail.

8) Gator Dave & Family - AL22 Drive-In Gator brought his young wife and their beautiful baby Zoe ... they'll be sailing here next time.

9) Don & Carol Hedgeman - AL22 Kate drove up from New York State and Don had a great sail / swim with skipper Jose.

10) Jim & John (?) - AL22 sailed in late Saturday night from Kingston to see all our boats up close. Claire gave them the tour.

11) Don & Phoebe Campbell - Y Flyer Don & Phoebe brought the Y Flyer one day and Janet's Gemini the next and back again - great ambassadors.

12) Lloyd & Jean Danford - AL30 Shiva a fun couple from Belleville who were a great raft up boat too. And, Shiva is hull # 2 of the Alberg 30 fame.

13) Gabrielle & Jolene - AL37 Saucy a couple who started learning to sail 5yrs. ago with José as instructor. Look at them now ... AL37.

14) Bob Clapp - AL30 Grenadier this 1965 beauty boat is advertised for sale on Des's web site - sailed out with us on Sunday.

15) Jennifer Brown - new to sailing went for a full day sail on Don C.'s Y flyer and now seems to be"hooked on sailing".

16) Gord Martin - AL37 Maggy Fields IV drove in from T.O. to participate in the Saturday evening BBQ nice to meet you Gord.

17) Mike & Linda Cooper - Ex AL30 Owners & Picton Friends...I smell a slight desire to sail again, or was that Mike BBQ'ing Chicken ?

18) Kevin & Sharon Cameron - AL22 Sandpiper - came down to learn why their Dad loved sailing with wacky Albergers - slept on Sandpiper too.

19) Trish Scholz & Sister Kathy Brown - Cooks Extraordinaire - they truly made me and this event look real good.

continued from page 7.

I would suggest that if you want estimated repair or refit costs, you ask for a separate document. That way, you have a survey that you are able to use for multiple purposes, (i.e. insurance company, financing company and buyer) without prejudicing the reader on associated estimated costs for which you may either get a better quote from a yard or choose to do yourself.

A well thought out set of instructions will result in a valuable survey that you may work from to bring your boat up to the safety standards that you will be comfortable with for your sailing pleasure. The one thing that you do not want to describe in those instructions is the method that must be used to do the survey thus preventing the surveyor from performing an unbiased job, hence opinion, which would in turn, defeat the purpose. If you need to accompany him or her while he does his work so that they have access to the boatyard, take a good book and stay well out of his way. You may want to watch what he does, but observe from a goodly distance.

Once you get the report, enjoy the read. You will appreciate the direction provided by this list of repairs in the report. As for the other report on the estimated costs, be prepared and be sitting down to read it. Then, after swallowing hard, learn to do some of the list yourself. Every job gets crossed of the list one at a time, and you can do that as well as anybody with some time, patience and care. Once you are sailing again, you will have a better understanding of your boat and the satisfaction of knowing how to fix things when things fail while on the water.



Pictures from the Syronelle.



Cruise-in Gemini with racers Silver Birch and White Opal.



Taylor Echlin's le papillon in the foreground along with Jazz, The Answer and Candy Cane.



Team G.L.A.A.'s Frances Doyle readies Dolce Vita for Sunday's race.



Lindisfarne, left and cruise-in Viva. Bill Newman aboard Marion Rose also cruised-in for the event.

PHOTOS - TOP & MIDDLE L/R: DAVID TIMMINS



Team Great Lakes, John Kitchener, Don Campbell and Harry Grigat receive their first place pennant.



Team Chesapeake, Harry Gamber, Bill Mattox and Rolph Townshend show off their second place pennants.

Photo, left & right: Susan Dapkunas



COMMODORE

David Timmins
905 825 0407
editor@alberg.ca

SECRETARY

Jan Grodzinski
905 523 4188
janski@iprimus.ca

TREASURER

Peter Kennan
905 849 8742
pkennan@cogeco.ca

MEMBERSHIP

Rick Kent
416 766 5063
kentreb@hotmail.com

RACING

John Kitchener
905 838 3848
jkitchen@gbrownc.on.ca

CRUISING

Gord Martin
416 399 2349
gordmartin@look.ca
CRUISING- GEORGIAN BAY
Ralph Brown -416 536 3778
ralph.brown@sympatico.ca
CRUISING- ONTARIO EAST
Peter Scholz -613 471 1454
pscholz@sympatico.ca

NEWSLETTER /WEB EDITOR

David Timmins -905 825 0407
editor@alberg.ca
ASSOCIATE EDITOR
Joan McKay -905 838 3848
jmckay@gbrownc.on.ca

DIRECTOR AT LARGE

Janet McNally
905 689 6936
janet@mcnally.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.)



ALBERG 30

Hull # 469. Atomic 4, completely rebuilt, many maintenance and hardware upgrades including new head. Interior requires new upholstery. **Asking \$20,000. Don Campbell, 519 475 6033, dk.campbell@sympatico.ca**

SHORE POWER CABLES

One almost new 50' MARINCO 30 amp shore power cable. One 18" MARINCO household to 30 amp shore power link. One older 80' MARINCO 30 amp shore power cable. **Best Offer. David Timmins, 905 825 0407 editor@alberg.ca**



The Great Lakes Alberg Assoc.
C/O- 170 Grenadier Road,
Toronto, ON
M6R 1R7