



Newsletter

Christmas 2011



Commodore's Corner



Cathie and Breezy Caroling

For the past two years, I have enjoyed heading up the Executive Team of the Great Lakes Alberg Association, and am very excited about what is 'in the works' for the Association over the next few years. I am extremely proud to sit on this Executive with a great group of individuals who are not just sailors with a common interest (*passion*) in Carl Alberg designed boats, but are dedicated members who all share a common goal ~ the continued survival of *our* Association. There is no doubt in my mind that the Executive will for many years, continue to achieve this goal with support

from you, the members and our Partners. By creating a greater awareness of the GLAA through

communication, education *and* participation, the Association will not just 'survive' but will grow.

As we approach the end of the year, I am very happy to report that the GLAA is financially sound. We've seen an increase in new members this year over last year and, the GLAA membership has been steadily expanding outside the Toronto area into other locations all around the Great Lakes and adjoining waters. The Partners Programme has brought in some additional revenue, and GLAA events have all been cost effective. Attendance at GLAA races in 2011 has been sporadic but enough boats made the start line to hold races, and the two Summer Rendezvous events had very good turnouts. This year there were two GLAA teams participating in the Rankin Regatta with our Chesapeake Alberg 30 cousins (be sure to check out a great report on this event written by Phil Birkenheier). The Seminar Series proved to be challenging in terms of scheduling guest speakers. Initial commitments were confirmed at the beginning of the year; however, as the year progressed some schedules had to be changed. To-date, we have commitments for the 2012 Series from Interlux Paints,

Klacko Spars and our own GLAA member George Shorey. If you know of someone in the marine business, or a GLAA member, who would like to be a guest speaker at one of our Seminars, please contact me.



Bob and Mandy Townsend

On a very sad note, the Association recently lost one of its Honourary members. Bob Townsend succumbed to cancer in November. Bob was an accomplished sailor, marine historian, published author and an amazing fundraiser. Bob and his wife Mandy (who predeceased Bob) were long-time supporters of the Great Lakes Alberg Association and over the years, had many friends within the Association including me. We have lost a dear friend who over recent years, I was very fortunate to be able to spend more time with. Bob was a wonderful storyteller and a 'history book' of Alberg information. I will miss our afternoon visits at his picturesque Rednersville Rd. home overlooking the waters of the Bay of Quinte in Prince

Edward County, listening to Bob's sailing tales (which often included ones about my folks and me when I was much younger). Bob would also share his memories of a blessed life with his wonderful wife, Mandy and their children. For many years, their Alberg 30 Odyssey was a familiar sight on Lakes Ontario sailing out of the Whitby Yacht Club, and two of their sons are carrying on the family tradition. Jim Townsend is a member of the GLAA and owns an Alberg 30. Brian Townsend has been involved with the Ontario 300 organizing committee for a number of years. On behalf of the GLAA Executive and membership, a donation was made to the CNIB's Guide Dog Assistance Programme in memory of Bob.

With our Albergs put to bed for another winter, some of you may have turned your focus to preparing for the upcoming festive season, digging out those boxes of tangled Christmas lights and decorations, and maybe some of you are getting ready to head south for the winter...but rest assured, your dedicated GLAA Executive Team is busy planning the 2012 Sailing Programme for you to enjoy throughout the year. First and foremost though, we are putting the finishing touches on the 2011 Annual General Meeting and Dinner which will take place on Saturday January 21st, 2012 in Toronto. The AGM Notice/Information Circular, Proxy and Membership Renewal will be mailed out all together at the beginning of December to GLAA members. Please remember to RSVP if you are planning to attend! Once again, this very important GLAA event has been scheduled to coincide with the International Boat Show in Toronto. This is also a great opportunity to renew your membership and support *your* Association!

As promised in the previous edition of the GLAA Newsletter, here is the list of Nominations for Directors and Officers standing for election to the 2012 Executive:

Commodore	Cathie Coultis	Director of Cruising	Bill Newman
Secretary	Gord Martin	Director at large	Larry Richardson
Treasurer	Janet McNally	Director at large	Peter Scholz
Director Membership	Clare Matthews	Newsletter Editor	Wil Richardson
Director of Racing	Kris Coward	Webmaster	Dennis Litchfield

Nominations can be made up until Dec 24th and will not be accepted from the floor at the Annual General Meeting.

Thank you to everyone for your continuing support of the GLAA and also, for your passionate commitment to your beautiful Carl Alberg designed boats ~ we are all his Ambassadors out on the water.

See you at the AGM in January!

Ho Ho Ho!!

Cathie

News from Membership

by Clare Matthews

2011 has been a terrific year for the Great Lakes Alberg Association for membership renewals and new members. Thank you to all members who rejoin the GLAA and to our new members since last year.

Please welcome the following new members who joined the GLAA since September,

- Robert Feeney & Michael Wilmot, Ontario, A30, KAITHLYN, Hamilton – Royal Hamilton Yacht Club, Lake Ontario/Hamilton Harbour.

Your *GLAA Membership Renewal for 2012* form is on its way along with the *Annual General Meeting (AGM) Notice*. Please note the new membership fee and discounted rate.

The new membership fee schedule for 2012 is as follows,

- \$40.00 per year for membership received before March 31, 2012
- \$45.00 per year for membership received after March 31, 2012.

If you are planning to be away during the winter, you can take advantage of the early-bird rate of \$40.00 by mailing in a post-dated (pre-March 31st) cheque for 2012.

Your Regular membership entitles you to participate in the business affairs of the GLAA by voting at the Annual General Meeting. If you are unable to attend the AGM you still have an opportunity to vote by appointing a proxy to represent your sailboat. A *Proxy* form is included in your Renewal and AGM Notice package.

The *Bylaws Part 1 – Section 5 Membership, Dues and Voting* contain the definition for Regular Members (5.1) and details for voting (5.3). Generally speaking, all Regular members are entitled to vote and one (1) vote per sailboat is allowed. If a Proxy is received and a Regular member is present at the meeting from the same sailboat, the member present will be considered the voting Regular member.

Thank you for your continuing support through membership to the Great Lakes Alberg Association.

GLAA Website Activity

by Dennis Litchfield

Alberg.ca continues to get steady use with about 5,000 visits per year and 14,000 page views. The most popular page is the For Sale page which has had 2,300 views this year followed by those pages that provide information on the various Alberg models, the A22 in particular has received a lot of interest.

About two thirds of our visitors come to us via the search engines like Google which suggests they are mostly looking for information on Albergs rather than specifically for our association. Thus, when it is time to sell your boat listing it on Alberg.ca is a good idea because people looking with Google will find it. Two boats on the Buy & Sell page were sold this year, an A22 and an A30.

One curious note, Traffic fell off dramatically in June and September. I guess people are too busy working on their boat, getting them ready or putting them away, to be surfing the net.

Bob Townsend's sons, Jim and Brian, are maintaining Bob's website <http://www.bobsnautical.com/>. The link has been added to the Link section of our Website.

Also we have added the Yves Gelin's articles that appeared in Ontario Sailor and will soon add Dave Terrell's A30 refit article that appeared in Good Old Boat. Our thanks to these magazines for permission to display these works.

And we Welcome Elizabeth Munro who is bringing her skills to assist in the continuing development of Alberg.ca.

GLAA 50th Anniversary

The GLAA Executive Team is inviting current or past members of the Great Lakes Alberg Association who are interested in being involved with the 50th Anniversary (2014) Planning Committee to contact Cathie at zoocrew@explornet.ca or 613-476-1737. Watch for more information about this year-long celebration coming in future newsletters. Alberg sailors who would like to sit on this committee or just lend a helping hand are all welcome. Ideally, we would like a varied representation on this committee of people who sail Carl Alberg's designs ~ Alberg 22, 29, 30, 34, 37. The first meeting of the Anniversary Planning Committee will be held during one of the 2012 summer Rendezvous events.

Grow the GLAA Contest

Just a reminder, our Grow the GLAA contest continues until March 31st:

Bring a new member to GLAA for 2012 and win a one year subscription to **Good Old Boat magazine**, plus recognition in our newsletter and the undying gratitude of the GLAA.

To win, we need the new member to send in a completed membership application along with their cheque, indicating on the form that you (a current GLAA member) introduced them by March 31st 2012. New members do not have to own an Alberg, although we would certainly like to attract those owners. A new member could be considering an Alberg purchase and wants to get to know the boats better or is interested in crewing on an Alberg for GLAA races. Please give some thought to who you know that is interested in Albergs, and invite them to join our Association.... **and Grow the GLAA!**

Note: 1 (one) free GOB subscription per GLAA member who is referring a new member in 2012 and for any contest questions please use Contact Us on the GLAA website www.alberg.ca

The Rankin Regatta

by Phil Birkenheier

Chesapeake 2011-11-01

Well this was one for the books. We all arrived on Friday night to the usual friendly greetings and fabulous hospitality at the PSA. Yours truly however, was under the weather having eaten something at the B&B for breakfast that did not agree with me at all, so it was off to bed for me before the festivities were over (a good night's sleep and a few other remedies cure the condition before the morning).

We all knew that Saturday would not be a great day weather-wise. The forecast called for moderately high winds, cold temperatures and rain. What we got was really high winds, almost freezing temperatures and buckets of rain. We all went out anyway to see what the conditions were like in the Magothy, however, the race committee wisely called the races off for the day.

Some of us went back to the billets and vegged out on wine and hot soup. Celina, Rick, Sandi and I went to the Smithsonian in Washington. For us it was the first time to the Smithsonian and on the Metro system. Both experiences turned out to be top notch. Driving to the end of the Metro was a breeze, parking even easier and free on Saturdays I guess. The folks at the fare booth were very helpful and extremely friendly in helping us cope with getting the right tickets. A young lady on the train said she would tell us what station to get off at and even recommended the American History museum as the best place to start and the one with the best cafeteria. It turns out that she worked there and we bumped into her when we were paying for our lunch. She was the cashier of all things. We spent about 4 hours walking around and saw perhaps a 10th of the stuff to see. It is a great experience and one not to be missed should you get to Washington.

On the way back to the party at night, we drove through a snow storm. Not small odd flakes of the white stuff, but large fluffy snow and plenty of it. We later heard about the huge amounts of snowfall on the eastern seaboard and figured that the storm we were experiencing in Annapolis was on the fringe of that storm.

Sunday was a completely different day. Moderate winds, lots of sunshine but still a bit cold. The docks and decks of the boats were covered in thick frost and very slippery. Off to the start line for the first of four shorter

races that day: 9 boats on the line. I would like to report that the Canucks fared well but alas, that cannot be. Our lack of experience in spinnaker flying was our major downfall. Both boats had reasonably good starts but were unable to capitalize on the advantage, particularly once around the first mark and the dreaded spinnaker leg. Both Barry Conway and Tom Gibson did what they could to fly the chute but the lack of experience on the part of the rest of the crew was our undoing. Unfortunately one of the loaner boats had a major problem in that the gooseneck track pulled completely off the mast and the crew was forced to withdraw after the third race.

In the meantime, Celina and Sandi, the two ladies who went along for the weekend, joined up with Joan Hamilton and Jacky Jorgenson to visit the town of St Michaels where there was wine to drink , lunch and SHOPPING.

After the races there was another party where crabs were the main attraction. It was great fun to once again bust open a few crabs to get at the delicious meat inside. The awards were given out, and a few speeches made, and lots of conversation about boats and other things.

Once again, the hospitality was second to none (and not a pun on Harry Gammers boat name). We cannot adequately thank the folks in the Alberg Association – from the hosts who put us up, the people who planned the events and prepared the delicious food, the skippers of the two loaner boats, the people who gave up their house for the parties, and lastly the raced committee. Great job folks and we all look forward to meeting with you again in the spring in Toronto.

Tech Talk *with Don Campbell*

In this issue Don continues his discussion on "Pointing"



Well, finally I have had the first feedback on a Tech Talk discussion and that was on pointing. Gord Laco informed me that his foresail head was not at the masthead top but considerably lower, so that his COE was lower than what I had discussed last time and lower than his normal 140 foresail. (However, any sail of a determined size, (whether 80, 95, 100 or 135), with a high clew will have the CoE for that sail higher than if it were a low clew.) I always feel that a high clew wastes the air moving over the deck and with a low aspect ratio sailplan, that is always a concern for me. Here is Gord's comment on pointing ability:

"I think I should clarify why we were pointing higher with the small jib...."

The reason has to do with sheeting angle and sail flatness, not centre of effort. In fact, despite the smaller sail's high clew, it's centre of effort is considerably lower than that of the 140% genoa we normally use. The reason is that the hoist is about six feet shorter than full hoist, and the whole sail is very much narrower up high.

Getting back to pointing; we could point higher with that sail because we could sheet it closer without having the upper portions artificially held out by the spreaders. There is no overlap with this sail whatsoever - the clew when sheeted hard is about at the primary shrouds with the rest of the sail of course being well forward of that. Up at the spreader tips, the leach of the sail is considerably inboard of the full length of the spreader.

Normally sheeting this flat wouldn't help but in heavy air there is so much power that even if a tiny fraction is pulling in the right direction, the boat will still move. In 30kts, she didn't just move she galloped.

Factoring into this as well is the fact that the small high-clew jib is very flat. That means that the forward curl of its camber is flat... We could jam the bow higher into the wind without backwinding or even stalling it. The reefed main was also very flat so it could also cope with the wind much further ahead.

If we'd tried this in moderate air, a sheeting angle this tight with sails that flat would not have been enough to drive SURPRISE and we would have made nearly as much leeway as headway.

Looking at centre of effort.... Where that plays in the game is steering balance. This will affect speed, but not pointing."

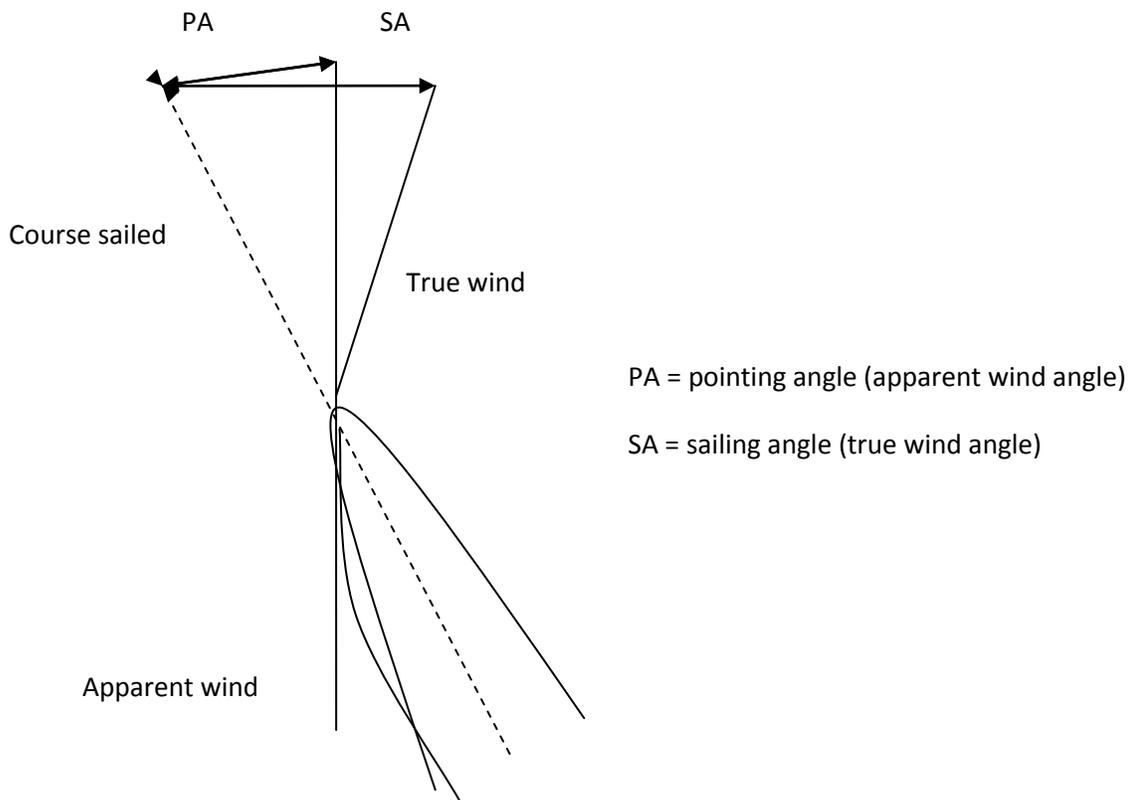
Gord's suggestions are realistic because there will be less angle between apparent wind and course sailed for a flat sail than a deep draft sail, and less heel with that small foresail/reefed mainsail combination, so a more upright presentation to the air movement. That gives a much cleaner entry over the full luff of both sails, although the mast effect for disturbance will be greater with the smaller foresail from a lack of pressure off the inside of the foresail. There may be some confusion with the term sheeting angle, which to me means the place on the hull where the sheet block is fastened. Since the outside track is at the widest part of the hull on Alberg 30's, the sheeting angle is less for big sails than small sails because the aft sheeting positions are inside those forward. If one were to use the outside track and take a sheet aft from a small sail, then the sheet would be held out by the upper stays and no gain in angle would accrue.

Discussion

The leeward face of a sail, when properly trimmed, should never be outside the angle that is formed between the apparent wind and the tangent of that wind angle to the leeward face of the sail as far back as the maximum draft of the sail because that is the minimum angle of attack, so least angle possible. Sheeting will help to flatten the sail to the maximum to allow for the least angle of attack and this is one place where the inside track may be of real benefit, provided the sail is cut for that draft and sheeting angle position. This will reduce the angle known as the pointing angle in the diagram below. The main difference in Gord's situation though with big wind comes from the other angle that plays into upwind performance and that is the angle that is the difference between true wind and apparent wind angles. This angle changes as the boat speed and wind speed change and as the relative differences between boat and wind speed change. As boat speed increases relative to true wind speed, the apparent wind moves forward. This decreases the angle between true wind and apparent wind and that gives the lift relative to true wind, even though the capability to point does not change relative to apparent wind. As the differential between true wind speed and boat speed increases even more, as would be the case in 30 knot winds, then the apparent wind approaches true wind for angle and so upwind performance is increased with the very small difference between true and apparent wind angles.

Flattening a sail causes the draft to move aft causing the resolved forward force to move back and down wind. However, with excessive wind at 30 knots, getting rid of force is needed and so both flattening the sail and lifting into the wind will decrease force. That does give more pointing ability because one is still restricted by the apparent wind to sail tangent angle, unless the resolved forward force coupled with the decreased angle between true and apparent wind allows that resolved forward force to remain above the force line obtained with less tight sheeting. The lowering of the CoE will give hull stability too and that will help with powering through waves, which will also means no loss of pointing ability or no increase in leeway.

The part that does matter is that it is the depth and position of the draft or camber that makes the difference for pointing and the consequences of that to the apparent wind angle changes relative to true wind angle. If the draft is sufficient to generate forward force, and the wind great enough to power the boat at hull speed, then you can point higher because of apparent wind changes relative to true wind since, at that speed, you are in a lift compared to operating at lower speeds. As long as the boat is moving fast, it is easier achieve upwind performance. If the boat is not moving fast, then upwind performance is compromised due to relative apparent wind angle increases to true wind. Having a good differential between wind speed and boat speed helps for good upwind performance. When boat speed and wind speed are close to equal, then the faster one can go the more difficult it is to point. This is because the boat speed offers a greater influence on apparent wind than wind speed does and thus both the pointing angle and sailing angle are maximized.



This diagram is after figure 26 in Wallace Ross's book: *Sail Power, The complete guide to sails and sail handling*. A discussion on camber and its placement and depth relative to power is found at page 100 in H. F. Kay's book:

The science of yachts, wind, and water. Kay also discusses sheeting angles and the effects on drive and heel at page 109.

From this figure one can see that the apparent wind can never change from the tangent to the draft of the sail because that is the angle of attack of the wind as it hits the sail. As the sail is flattened, one can visualize that the course sailed relative to the apparent wind angle can change but the apparent wind entry angle is constant for a well-trimmed sail. Often this causes a tradeoff between power (speed) and leeway. Thus, at maximum trim, assuming there is still power there to move the boat well, any change in course sailed must occur with the angle between course sailed and true wind, which amounts to a decrease in the difference between true and apparent wind angles if upwind performance is to get better. However, the real pointing angle remains constant as the apparent wind angle to course sailed.

It takes good sails of reasonable design to allow boats to move fast. It takes the crew to trim them to the conditions extant to achieve the speed. This trim has to be done as the boat moves and changes speeds, because the faster it moves, the more the apparent wind angle moves forward and the more one can steer higher. It should be noted that the foresail is always in a lift and the main is always in a knock if one measures the apparent wind hitting the angle of attack. The main is in a knock because of the deflection of apparent wind from the forestay and sail entry. Therefore, the more one changes speed and accelerates, the more one then needs to re-trim up that acceleration curve to match the changing apparent wind angles. Similarly, one has to re-trim on any downturn of wind velocity for the same reasons, - the changes between true and apparent wind angles as wind to boat speeds change. Gord is correct in saying the small sail can be trimmed in without limits from spreaders but that sail too has a limit for optimum trim from its draft depth and position. At that point, the ticklers on the sail or the wool on the stays will be flying and whatever the skipper does after that will be to sail the boat to those measures of course available. (In any wind, but especially in big winds, one does not want old bagged out sails that blow the boat over before they force the boat ahead.)

The CoE will be a factor in the steering balance for sure, and Gord's suggestion is that it will affect speed. If it does affect speed, then it will affect apparent wind to true wind angles, so it will also affect upwind performance, slower is lower. If the CoE is moved with a sail change, then movable ballast, - crew known as rail meat-, can be moved to align the differences with the CLR..

This has been a good thought provoking discussion. Thanks Gord for sharing your sail plan and your thoughts on this. I have enjoyed the feedback.

Kay, H. F., 1971. The science of yachts, wind, & water. John deGraff, Tuckahoe, New York ISBN 8286-0053-8
Ross, Wallace and Carl Chapman. 1984. Sail power. The complete guide ot sails and sail handling. Alfred Knopf, New York. ISBN 0-394-72715-0 pbk

Don Campbell

INFORMATION TIMBITS

“How quietly they do their work!” --- A shipmate of Richard Henry Dana in *Two Years Before the Mast* as he and Dana lay out on the Bowsprit looking back in awe at a full spread of canvas gleaming in the sun.

“And how the single-handed sailor comes to love his little craft! He takes such a keen pride in keeping her smart without the assistance of others, and he is indeed jealous of their interference. Those who know not the delights of small boat sailing sometimes dub the amusement a monotonous one; and, occasionally, it may appear to be so to the ignorant spectator--- much as golf does, for the matter of that to the uninitiated. But there is no monotony for the true sailor alone with his yacht. Loving his craft, he does not find the time hang heavy, even when she floats idly in a calm --- a position trying to the temper of those who are not enthusiasts of the sea.” ---- E. F. Knight in his 1901 classic *Small-boat Sailing*.