

GREAT LAKES ALBERG ASSOCIATION Presents

GLAA NEWSLETTER

February 2011



Commodore's Corner:

Here we are at the beginning of a very exciting year for the GLAA. Your Executive team is hard at work putting together the 2011 Sailing Programme, which we hope will encourage even more Alberg sailors to go cruising, racing and gather together for a whole lot of fun on and off the water.

Along with the Sailing Programme, this year's list of events and activities includes the GLAA 'On the Hard' Seminar Series with the first seminar scheduled for April. Brian Chapman and Tristan Shory of the UK-Halsey Sail Loft in Toronto will be our guest speakers for this one...and, to motivate us to think about our boats' sails, the GLAA's own Don Campbell has written a great article for this edition of the Newsletter on 'Points You Need To Consider In Dealing With A Sailmaker'. Another very popular annual GLAA activity, the Spring Potluck Dinner (formerly called the Blahs) is scheduled for the end of March. Once again, Ann and Sam Malcolmson have graciously

offered to host this gathering at their home in Toronto. Please visit the recently updated Calendar on GLAA website for more details on these events, and to view a full list of activities scheduled throughout the coming year. Also, be sure to check out some PHRF-LO news and other 'bits' in the 'Tid-Bits' feature of this month's Newsletter.

To increase support of the Association, last year a Partnership Programme was created which offers businesses in the marine industry an opportunity to advertise on the GLAA website, and also provide added benefits to GLAA members. This year a few more businesses have joined Good Old Boat and Ontario Sailor Magazines in *partnering* with the GLAA. The Rigging Shoppe, Stainless Outfitters, UK-Halsey (Toronto) Sail Loft, Acrylics by Design and Bennett Custom Canvas are just a few of the businesses that will either be advertising on our website (with a link to their own site for your convenience), or provide special offers to members of the Association. Please visit the GLAA website in March for more details regarding this exciting new Programme. Members of the 2011 Executive team continue to put their *all* into helping make the GLAA one of the best (if not *the* best) sailboat owners associations on the Great Lakes. They are always available to answer your questions, listen to your comments, offer suggestions and share ideas. During my first year as Commodore of this great Association, a few members of the Executive, past and present, provided me with a bit of seasoned guidance, which I gratefully accepted. As I quickly familiarized myself with the colourful history of the GLAA and its members, it became very clear to me that the passion which motivated the Alberg 30 owners 47 years ago

to form an owners Association is not only alive and well, but even stronger now with the development of the Association to include members who own a variety of Carl Alberg designed boats. Going into 2011, it is very evident there is a strong belief that the Great Lakes Alberg Association should not only *just continue to survive* but grow...which I am very happy to report, it is!!

Phil Birkenheier (Race Director), Clare Matthews (Membership Director), Janet McNally (Treasurer), Gord Martin (Secretary), Picton Pete Scholz (Newsletter Editor), Dennis Litchfield (*new* Webmaster), and Bill Newman (Director At Large) are your Executive Team for 2011. They *all* have shared their own unique insight with me throughout the past year, and I look forward to not only their continued input this year but that of GLAA members, all of which will ensure 2011 will be an even better year for Alberg sailors spread throughout the Great Lakes...especially for those who are members of the Great Lakes Alberg Association (GLAA)!! On behalf of the 2011 Executive Team, we look forward to seeing you on the water this year.

Fair Winds, Cathie

Membership Report

Reminder – Membership Renewal by March 31st to be in the 2011 Roster

The 2011 GLAA Membership Roster will be produced at the beginning of April this year so members will have their copies at the beginning of the sailing season. To be included in the Roster, we need your membership renewal information and fee by March 31st.

Feel free to print a Membership Application from the website, fill it out and send it along if you didn't receive a renewal notice, or put it in a safe place and can't remember where that is. Don't miss an opportunity to be included in the 2011 edition.

For those members who are enjoying a southern climate and may not be "home" before April, we also accept cheques payable in US funds.

Thank You to those members who have already renewed their 2011 membership.

Clare Matthews
GLAA Membership Director

GLAA 2010 Annual General Meeting

from the notes of Clare Matthews and Gord Martin

It was another great night at the Keating Channel Pub and Grill and reserving the pub for our private use greatly enhanced the atmosphere of the meeting.



The restaurant has been renovated since last year and there was a comfortable seating area with leather chairs and low tables at the end with the pool table. Everyone congregated there upon arrival and schmoozed until Phoebe Campbell told everyone to take a seat (great voice and not afraid to use it!). Our waitress was really organized and what with ordering from the bar and taking orders – things seemed to go quickly.

Janet McNally had four sets of tables set up which worked very well - it's enough

space for everyone at the table (10 seats each) to participate in a conversation. Those in attendance organized by tables were:

- Bill & Dolores Newman, Gord Martin, Larry Richardson & Lucie Laliberte, Peter & Vicki Kennan, Sam & Ann Malcolmson
- Don & Phoebe Campbell, John Birch & June Hodgins, Phil Birkenheier & Sandy Globerman, Rick & Celina Kent
- Randy Litchfield, Dennis Litchfield, Dennis' friend ,Tom Grayson, Dave & Sue Williams
- Yves Gelinias, Janet McNally, James Dawkins & Catherine O'Neille, Brian and Clare Matthews.

To save time it was agreed to start the meeting before the food was served and Past Commodore, Don Campbell, agreed to chair the meeting as Commodore Cathie Coultis and newsletter editor, Peter Scholz, were both waylaid by a snowstorm to the east. We were able to cover the directors' reports by the time salad arrived. Gord Martin presented the bylaw revisions which were accepted by the Membership with one exception; after much spirited debate the Membership voted not to replace the word “programme” with “program”. Hilarious! Yves Gelinias pointed out that “programme” was also the French spelling so he didn't have an issue with it.

The group was really keen on Dennis Litchfield's presentation about the number of hits to the website, what people were looking at, how long they spent and where they were surfing from. He had his map presentation showing where the hits were from posted at the dart board (handy having the darts there).

While we were seated, our guest presenters, Dave & Sue Williams, chatted with Yves about the self-steering device Dave bought for Inia which Yves' nephew installed prior to the ocean crossing.

Phil Birkenheier gave his report on the racing season and then welcomed everyone to the Janet McNally awards show!

Awards Presentation:

- Syronelle Phil Birkenheier (Gemini) and Don Campbell (White Opal)
- Triangle Janet McNally (White Opal)
- Great Lakes Championship Janet McNally (White Opal)
- Gordon Proctor Memorial Trophy Gord Martin (Maggy Fields IV)

Janet McNally concluded business with a special presentation to Don Campbell recognising his many years of service to the GLAA.

The last time Randy Litchfield did a presentation there was a screen available at the restaurant. Not so this year, so typical sailor that he is, quickly improvised by pinning a white tablecloth over a window. Presto - screen! The projector was set up on the pool table and the group was enthralled listening to Dave and Sue Williams' tale of their trip to Portugal on their Alberg 37, Inia, all the while relaxing in the leather chairs and bar stools. Their presentation was really dynamite! Wow! Lots of questions from the group, we could have stayed there all night listening to their anecdotes and pearls of wisdom. No one realized it was after 10 when we finally broke up.



Dave and Sue Williams

Stick out Your tongue

by Janski

Many of us at one time or another have launched a boat from a trailer at a launch ramp. Unless you 're dealing with a Mirror or an Optimist many trailer able sail craft present launching problems most usually solved through the use of a trailer tongue extension.

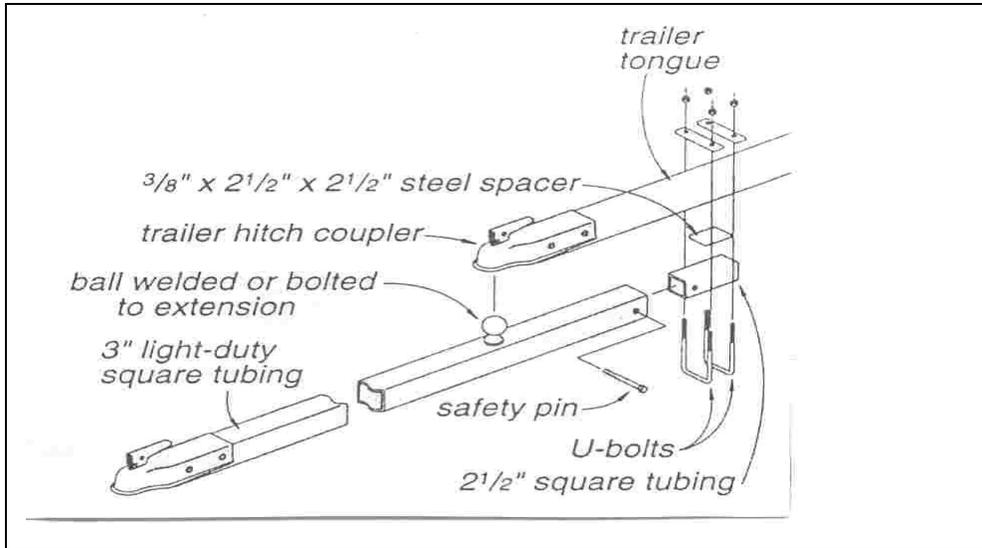


The Matthew's Boadicea being launched with a tongue extension

My own personal experience with trailer tongue extensions occurs when I help my friend Bruce to splash in the spring and recover in the fall his Nordic 16; a very seaworthy small keel boat. Bruce's trailer tongue extension is home built and to be blunt is "cheap and dirty". It works but its deployment is time consuming and hard on knuckles and fingers.

This contraption is a 12 foot length of 2 1/2 inch square tubing to which a standard trailer hitch is attached to one end. It is attached to the trailer tongue by overlapping the underside of the existing trailer tongue for

about 3 feet and attaching to the trailer tongue with a couple of 3/8 inch diameter bolts c/w fender washers. This increases the tongue length by a good 8 feet. The initial use with new nuts and bolts was a reasonable experience. However now with rusty nuts and bolts; with bolt threads mangled one must fight the nuts every inch of the way on or off.



Now comes the reason for this monograph. My 14 year old grandson Phredd has accumulated enough cash and wishes to acquire a 17 -18 foot sailboat c/w trailer. He has conned is momma to agree to get a trailer hitch for her trusty 4x4. The intension this summer is to trailer sail his proposed acquisition.

Assuming that his new vessel will have a trailer with no tongue extension I have been researching the subject and have found a great solution. This comes from a book titled "Things that Work". This book is edited by Herb and Nancy Payson and published by Sail Magazine. It is a compilation of ideas submitted by pleasure sailors to make life a float easier and more fun.

This book is available at the "Nautical Mind" book store in Toronto or it can be ordered online from the Sail Magazine website. It is definitely worth the price.

Janski

Tech Talk *with Don Campbell*

In this issue Don discusses the points you need to consider in dealing with a sailmaker.



Sails are technical beasts in almost every aspect. As sailors, our fun is to sort out the technical details of sails to get propulsion for our boat, so we can have fun moving with just a transfer of energy from the air to the boat. That is how we tame the beast in the sail and end up with a servant for our needs and wants.

This issue of Tech Talk is slightly out of order because I would prefer to discuss the theoretical aspects first, but there is a seminar planned with a sailmaker for this spring, so I thought I would discuss the important considerations that you might want to make to buy a new sail before you go to see a sailmaker. I always start every project with the question "what do I want or need to have to get me where I want to be when I finish?" Thus the decision on size, construction, and maker are the main things to consider.

First the usage, if you are going to be in light air most of the time, then you want bigger and if you are going to be in heavier air most of the time, then smaller. The other compromise for size is stability of the boat and heeling angle. You will find that heeling angle is more a function of a too deep draft on a new sail or how blown out the mainsail is on old sails. If the draft is deep and aft, your boat will heel before it goes forward. Any draft problems in a foresail will only exacerbate things.

My foresail compliment for everyday sailing is a 135 and a 170. I do have a 150 that is useless and stays on a shelf at home! The 170 has been retired from the race sail inventory and has sunbrella on the leech for sun protection when rolled up, so it has become the everyday foresail. I have had a blown out 135 that I used for everyday usage but I could not trim the leech well enough for my liking and so have a new one that is used for both racing and heavy air. If we are taking out guests and want good boat speed but no thrills, we use the 135. It is about 0.5-1 knot slower than the big sail in lighter winds but for a day sail and lack of heel it is great. That speed loss means about 1.5 hours longer on a full day trip to get to a destination, which I do not appreciate at the end of the day so I tend to use the 170 as much as possible but I like performance first, any and every day.

For racing, I use a 165 now, so that if I race PHRF, as in a club race, I will only incur a 3 second penalty. PHRF-LO has changed their sail measurements from the old 153 as standard to 155, so the increments are 165 and 175 now. (The Chesapeake may still be on 173 and they seem to have a much different clew placement for the same rating than we have.) If we go to the 175 then the penalty is 6 seconds and I don't think that the advantage of the extra cloth is equal to the extra penalty incurred, because once at hull speed there is no more to get.

Once the wind gets above about 14-15 knots, I will switch to the 135, as in this year's Syronelle, and find no loss. At over 22, Joe Fernandez said to use just the 135 and no main to win races. We have sailed with just a 135 from Port Dalhousie to the National Yacht Club in 4 hours on a reach with about 20-22 knot winds. That was a great ride with no heel and no spray to get wet in 2 meter waves.

I also like the sail to have the maximum luff, so all my sails go right to the top limit that allows for the halyard to have the needed angle to furl on my foil without having to have a pendant in there as well. I think it necessary to always try to get the wind high off the water, especially with low aspect sails, since there is a geometric increase in wind speed as height off the water increases.

I usually go as heavy on the cloth as I think I can and that is usually one heavier than is often suggested. However, usage is the first object and while my mainsail is 7.2 oz. cloth, Jean du Sud carries a mainsail made from 12 oz. cloth. Height of the clew is important, and I do not like high cut clews on genoas for two reasons: first you lose the air on the deck and second you raise the center of effort so increase the heeling propensity. The height of the clew determines the area distribution of the sail, a higher clew will have less area low than a low clewed sail.

As for a 135 not losing much compared to a 165, there will be some loss upwind up to mid range air velocities. Downwind you lose a lot, especially with a compromised pole length and that will be so up until about 18 knots. I find the adjustable whisker pole to be very helpful in maximizing pole length for each sail used.

The main determinants that you need to take to a sailmaker for sails are the wind speed you normally sail in, how deep you want the draft, the overall measurements of the sail. For the mainsail, you also need the set back at the gooseneck, the number of reefing points and their measurement from the boom, the weight of cloth, and I prefer to stipulate the maker of the cloth too, the headboard size and measurements, the half girth measurement and you will get a good sail made. There are some easy extras that you may want to consider as well: sail numbers, class logos and racing draft stripes. I find that the stripes make it much easier to see the curves in the sails and changes in adjustments, so they are on my sails. Then there is the question of battens for the main. Sailmakers like this newer, catchy phrased 2+2, which means the top two battens are full and the bottom two are short. (This is really a UPS fix, because UPS refuses to take shipments of packages as long as the battens are for Alberg mainsails). I have one North mainsail that is a 2+2 and was very disappointed with the life of that sail.

This sounds like a ton of material to take to anyone, but the sailmaker needs it to build your sail. If you want it in writing, then go to the race rules in our by-laws and it is there in black and white. I have included them below.

The one other thing that is getting to be more common, unfortunately, is loose footed mainsails. These are not class legal sails for Alberg racing, and so not legal for PHRF racing either if you expect to have an Alberg PHRF factory rating. I know of three in the Ontario fleet and know of a fourth one that was a nightmare for all concerned. Of the three in the fleet, one is not delivered yet, one contributes significant weather helm and the third is liked by the owner. The fourth was a new sail sold to an engineer. He was unable to trim the sail to his satisfaction so he had the sailmaker come sailing twice and both times, the sailmaker trimmed the sail well on the boat. After another two weeks of trying, the sail was taken back by the sailmaker to avoid further complaints and an unhappy customer. It has since had a boltrope added and been bent onto a Corvette and that sail is working very well there! I will never condone a loose footed sail on an Alberg for one-design reasons, but if you must have one, then be prepared to add significant modifications to the boom and boat to control the foot of this sail. At least, modifications include a track and car on the boom, and a control line and

blocks to take the outhaul to a winch. However, you attempt to set this sail up, you will be on your own, because we do not have much experience on measurements that work. (My personal feeling is that it will be much cheaper to add the boltrope and an outhaul that works for you and you will not exclude your boat from the one-design class. If you choose not to buy the controls, then your boat will be slower than the class fitted sail because you will not be able to control draft and clew placement.)

So now you have the details you need to talk to a sailmaker. But you need to know the specifics that he will ask, like the depth of draft, and placement of draft on the main particularly. You may need to review that. I have also not mentioned the type of cut for sails and new cloth is making some of the old styles of cut obsolete. More to think about for you for sure!

I will discuss some of the theoretical subjects that relate to sails in future Tech Talks and , as always, I invite questions and comments from the readers. You can reach me at dk.campbell@sympatico.ca

Don Campbell

Northbound MAGGY FIELDS IV *Cont'd* *by Gord Martin*

We pickup Gord's journey in Atlantic Highlands, NJ as he is about to set out up the Hudson with crew Hans

On Saturday it was finally clear, and we headed up the Hudson, around lots of anchored barges and freighters. It was probably quieter than it would be on a week day, but busy enough. We spent the night in Tarrytown Marina, and were ready to go at 1000, but the engine wouldn't run. It would fire a few times and die. I checked fuel lines for air leaks, and went through the bleeding process. There seemed to be lots of fuel at the injector pump so I was beginning to think that the injector pump was the problem. Just then I heard a couple of strange sounding clicks from the electric fuel pump and decided since I had a spare pump, I had better change it. The engine ran perfectly after that; sure glad I carried that spare pump, and also sure glad that it didn't happen while under way off Manhattan. Later in the day I had a moment of panic when the oil pressure suddenly went to zero. I shut the engine down and Hans kept us going under sail, while I found and fixed a broken ground wire. Our plans were off by about half a day now, and we ended up in a rather poor anchorage at Wappinger Creek because we couldn't get a marina to answer the radio. We were probably anchored in a few inches of silt over rock, but we held through a thunderstorm around 0330. Next day we made Catskill and tied up at Hop-o-nose Marina. We got the sails off and stowed before the rain started, then went for fish and chips at Creekside Restaurant. On Tuesday we were second or third in line to have the mast pulled and had it down and secured in the afternoon.

We had a great run on Wednesday, making it to the Erie Canal and right through the Waterford flight, locks 2-6 and on to Crescent municipal wall for the night. Thursday we motored on in all day rain, delayed at lock 11

because there were divers working in the chamber, then we were delayed at lock 12 because the staff had to drive an hour from lock 11 to 12. I think we were the only idiots out there on such a miserable day, so the locks were short staffed. With all the rain the locks were very full, and the dams were overflowing creating a lot of turbulence below the locks, plus we dodged a lot of flotsam. At some locks we were within a foot of the top, barely able to keep the fenders down to protect the hull. We tied up at Fultonville municipal wall, in a works yard which is locked up at night. They leave keys in the guard shack for sailors to come and go; a very friendly idea. After all day in the rain we treated ourselves to dinner out at the Buck and Horn Restaurant.

Friday was a perfect sunny day, after some early clouds. There was a lot of current against us; my normal cruising speed would be 6kts but we were getting just 4.2kts over the ground. We docked for the night at Ilion Marina & RV Park; nice people and a very well kept property. I went to the Dockside Restaurant for dinner. It has a takeout window and some outside tables. There were about 6 people ahead of me but they said go ahead they hadn't decided what they wanted. I placed my order and the server said will this be all together? Before I could answer the guy behind said "Sure, put it all together, Dad's paying. He can afford it; he's got a big boat over there." We had a good laugh over that one. I said I can't afford to pay precisely because I had a big boat over there. Next day we made good time with only 2 locks, but rain most of the day, across Oneida Lake, 53 miles, and tied up at the terminal wall in Brewerton. Sunday, rain early, sunny later, got us into Oswego by about 2:30 pm, lots of time for showers, a walk and a nice dinner out at The Pressbox. Hans started looking for bus connections home, being anxious to get home to Gillian and his job. I was feeling a little homesick now that I was so close to home. We were first in line for mast stepping, got it in by about 0930, and because Hans had to catch a bus at 1100 we put the sails on before tuning, as I could do that at my own pace later. I finished up by mid afternoon, and, would have liked to get away early Tuesday, but my UPS mail package which I had ordered on Friday, did not get there till noon on Tues. This left a day for walking, reading and meeting other cruisers waiting to get their masts in. I had an early night and woke at 0345 for a 0510 departure. It was mostly motorsailing with a few hours of pure sailing in light west wind getting me into Cobourg at 1930, total, 79 miles. I fuelled up before calling customs; thinking I was probably risking a jail term for doing that. I was pleasantly surprised to clear customs with just a phone call; having expected to have the boat torn apart after that long away from home.

Thursdays forecast said thunderstorms eastern Lake Erie and western Lake Ontario; I left early and tacked SW in a W wind, thinking I could make Whitby before the weather turned bad. At about 5 miles out the sky turned really black and, thinking it would be stupid to take unnecessary risks that close to home, I headed back to Cobourg and got on the dock just as the storm hit. The thunderstorm wasn't really bad, but it rained off and on for the rest of the day. Friday got me into Whitby; started out motorsailing into W wind, then a fantastic sail as the wind clocked to NW. I went to Port Whitby Marina, as I have Alberg 37 friends there, and was surprised to find that the marina does reciprocals with EYC. On Saturday I had a great sail in WNW wind, going light at midday, then N 15kts after passing Toronto headlands for a great sail home. I have done 2526 nautical miles, and put 448 hours on the 34 yr old engine; can't believe it is still running.

It is great to be home with family and friends, but now I wonder what to do next?

Gord Martin, SV Maggy Fields IV

INFORMATION TIMBITS

PHRF-LO Ratings Change?

...taken from the minutes of PHRF-LO's AGM in January during the Toronto Boat Show this year - there was a discussion about their Central Council still looking into some one-design boat classes and their handicaps - specifically, the Alberg 30 Class Rating is currently on the Rating Review Alert List. PHRF-LO handicappers were instructed at their AGM to bring issues to the District Chiefs for review by Central Council at their February meeting, this is to be a Non-Flying Sails review.....stay tuned. Currently, the Alberg 30 PHRF-LO rating is 225 Flying Sails and 231 Non-Flying Sails (no spinnakers). BTW, PHRF-LO stands for Performance Handicap Racing Fleet - Lake Ontario. If our Alberg sailors want to race and they do not have an all Alberg start (meaning they race as One-Design), say in club races or a regatta, then they race PHRF-LO.

Placing an Ad on the GLAA Website Buy & Sell Page

- Listing posted for 1 year (February 2011 through to January 2012)
- Please use the 'Contact Us' link on the website <http://www.alberg.ca> at any time to advise if boat or item sells within the year, otherwise a member of the Executive will contact you for an update at the beginning of the year to find out if you wish to renew the posting on the website or make changes to your ad
- GLAA members can post a listing for free (included in their membership - please check out the Membership page on the Website for Member benefits)
- Non GLAA members fee for posting a listing \$35.00 (includes photo if you have one)

Newsletters

Missed a past newsletter and/or just want to go back down memory lane this winter? Just go to your GLAA website and scroll through the old issues at <http://www.alberg.ca/newsletter.shtml> and please keep your articles and photos coming in! Watch for the next edition of the newsletter coming in April.