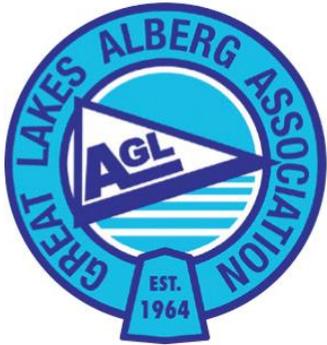


GREAT LAKES ALBERG ASSOCIATION Presents

GLAA NEWSLETTER

October 2011



Commodore's Corner:



This time of year with seasonal changes becoming more apparent each week, I am beginning to feel 'anticipation in the air'... as the inevitable preparation for haul out fast approaches. A few occurrences have made this year, personally challenging and at least for the next couple of months, will remain so..... I am typing this month's column with my left hand due to a broken right wrist (I am right handed). Reading on you will see that I am getting lots of practice trying to type with my left hand (thank goodness for spell-check).

Weather patterns all around the Great Lakes area this year have made for some challenging and at times, frustrating conditions for sailing.

However, in true Alberg tradition, the GLAA was able to hold most of the scheduled races and Rendezvous cruises on the 2011 Sailing Programme. Though, the Eastern Lake Ontario Rendezvous was not as well attended by boats this year as in past years, a number of GLAA members who didn't want to miss out on the fun drove to Picton. The Toronto Rendezvous was very well attended by many GLAA members who keep their Albergs in and around the Toronto area. There's still a great opportunity to get some sailing in, even after most of our boats have been hauled out in this part of Canada.....to extend the season, join the long-standing tradition the GLAA has with the Alberg 30 group from the Chesapeake Bay area for the Rankin Regatta in October!! Even if you do not want to race, there is much to see and do on land. In the GLAA website's Newsletter Archive section you will find a good read about this fine tradition. Check out 2 articles in the December 2010 edition - one written by Phil Birkenheier and another by Leslie Songer Terry..."From the point of view of one who did not race", Leslie wrote a great account of her very enjoyable time at the Regatta while husband, Peter was out on the water.

Getting back to 'a season of anticipation and change'... It is time to submit Nominations for the GLAA 2012 Executive positions. The Election of Officers will be held during the 2011 Annual General Meeting (more AGM details further on in this edition of the Newsletter). Members of the current Executive will have all completed their 2 year terms of service at the end of 2011. While most of these Directors (including myself) have indicated they will stand again in their current positions, the Nominations Committee will be seeking nominations from the GLAA membership to fill the following vacant positions on the Executive for the next term 2012-2014 (please refer to the Bylaws posted on the GLAA website www.alberg.ca for details of the nominating procedure and responsibilities of each Officer/Directorship):

- Racing Director (also required as per GLAA Bylaws, 2 volunteers to sit on the Racing Rules Committee – Racing Director is Chair of this Committee)
- Cruising Director
- Newsletter Editor

Current Directors and Officers of Executive who are standing for re-election:

- Commodore - Cathie Coultis
- Treasurer - Janet McNally
- Secretary - Gord Martin
- Membership Director - Clare Matthews
- Racing Director
- Cruising Director
- Director At Large - Bill Newman
- Director At Large - Peter Scholz
- Webmaster - Dennis Litchfield
- Newsletter Editor

All nominations must be received by the GLAA Secretary no later than 29 days prior to the AGM. A Nominations Report will be posted in the last edition of the Newsletter (last week of November/first week of December). No nominations will be accepted from the floor at the Annual General Meeting in January. However, volunteers for sub-committees will be accepted and are most welcome!

And speaking of the general meeting, the first event of the Alberg New Year is the **Annual General Meeting on Saturday, January 21, 2012**. Again, we are holding it to coincide with the Toronto International boat Show (Jan. 14th-24th, 2112) only this year we are moving around the corner to the Cherry Street Restaurant where we will have the dining room to ourselves. It's easy to find and there is plenty of parking. You won't want to miss this opportunity to hear Yves Gelin's presentation, "50 Years Sailing in the St Lawrence and the World". We also plan to have a photo slide show so please send me your Alberg-related digital photos from the 2011 season if you would like them included. Watch your email and check the website for details on the AGM as they are confirmed

Membership numbers in 2011 continue to be true to form in terms of steady growth for the GLAA. This is a very positive indication, as the Great Lakes Alberg Association nears its 50th Anniversary (2014), that a large

number of Carl Alberg's designs are still being lovingly maintained... many still actively cruised and raced all over the world! On behalf of the Executive, I would like thank all our members for supporting the GLAA!!

For the past few years, the Executive has worked hard on the members' behalf, to keep the annual Membership Fee very reasonable even though the costs of many goods and services have been increasing. After much consideration by the Executive, it has been determined that going forward it will be necessary to make an adjustment to the Membership Fee beginning in 2012. Please see reports from our Membership Director and Treasurer regarding the new membership fee, and other news 'n views.

To all you Snowbirds out there, please consider mailing your membership renewals BEFORE heading to warmer climes to ensure your information is included in the 2012 Roster. Read about the advantage of renewing your memberships early in the Membership Director's report. Thank you.

The Association's 50th Anniversary is only a couple of years away, and with continued support from the GLAA membership and members of the GLAA Partners Programme, it is going to be one very special celebration! Please contact me if you are interested in being involved with the Anniversary Planning Committee. A few preliminary plans are already in the works, and the Committee welcomes your help!

I look forward to receiving your comments and chatting with you about Albergs and the GLAA...it appears though, according one orthopaedic surgeon, I won't be seeing you out on the water until next summer!!!

Please keep sending in your articles and photos for upcoming editions of the GLAA Newsletter! In addition to Don Campbell's Tech Talk column and regular fun feature 'Timbits', I hope you enjoy all the articles, reports and photos in this 'expanded' edition of the Newsletter. Almost forgot...find out about a new GLAA Contest.....read on!

Fair Winds,

Cathie

News from Membership

by Clare Matthews

The Great Lakes Alberg Association membership has steadily been growing over the last few years. We currently have seventy-eight 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 over the summer,

- Jane Flanders and Marc Decorte, Ontario, A30, SAM, Toronto - National Yacht Club, Lake Ontario
- Tim Buston, Ontario, A30, VIVA II, Macassa Bay Yacht Club, Burlington – Lake Ontario
- Richard Ratté and Raymonde Gauthier, Quebec, A30, SAPPHIRA, L'Etang du Nord - St. Laurence Gulf.

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.

Reminder to Snowbirds ... The 2012 membership year is fast approaching as the 2011 sailing season is coming to a close. If you are planning to spend the winter in the south please remember you can send in your renewal fees prior to leaving. Take advantage of the early-bird rate of \$40.00 by mailing in a post-dated cheque for 2012. [Payable to: Great Lakes Alberg Association. Mail to: GLAA Membership Director, 348501 15th Sideroad Mono, R.5, Orangeville, ON L9W 2Z2]

Nominations for 2012 Executive Positions

The Election of Officers for the next 2 year term, 2012-2014, will be held during the 2011 Annual General Meeting in January. GLAA members will be receiving a call in the next few weeks regarding nominations for vacant executive positions. As mentioned in our Commodore's column, we are looking for nominees to fill the following positions: Newsletter Editor, Racing Director and Cruising Director.

The details on the nominating procedure can be found in the Great Lakes Alberg Association Bylaws, section 8. The Bylaws are available on our website www.alberg.ca.

A Note from the Treasurer

by Janet McNally

The GLAA Executive has worked particularly carefully this year to recover our healthy financial situation. At this time we are up in membership and have just had a season of enjoyable, successful events. The seminar series has been a recent addition to the racing, cruising, and social schedule and gives an opportunity for year round participation in association events. To help support the seminar series and the newsletter, Commodore Cathie was able to find sponsors within the sailing community. Now we are starting to plan for a very big occasion: 2014 is our 50th anniversary. To create an anniversary reserve and help with ever increasing expenses, we are going to increase the membership fee for the first time in many years. But, because Albergers love a deal, we have created one for you. Starting in 2012, the membership fee will be \$45. Here's the deal: If you pay your membership, new or renewal, by March 31, it will be only \$40 AND you will have your name and boat details listed in the printed roster, AND we will start planning for a memorable 50th anniversary season.

Grow the GLAA Contest

Membership has been growing but we want to see it grow even more! Therefore, we are announcing the **Grow the GLAA** membership contest.

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.

For any contest questions please use Contact Us on the GLAA website www.alberg.ca

The Eastern Lake Ontario Rendezvous

by Cathie Coultis, GLAA Cruising Director

photos by Phoebe Campbell

A few days before boats started arriving in beautiful (and normally quiet) Picton Harbour for the Civic Long Weekend Alberg Rendezvous, the weather was *anything* but 'ideal'. For some making the trip by boat to the Eastern end of Lake Ontario, a forecast of extreme humidity, high winds and t-storms was a definitely a deterrent. However, by Friday afternoon the weather gods thankfully decided to 'dial things back' (unfortunately, the wind was dialled back a little too far on Saturday to hold the Triangle Trophy Race).

A well attended Get Acquainted Reception Friday evening in Prince Edward Yacht Club's clubhouse kicked off the second GLAA Rendezvous of the summer. Scrumptious hors'd'oeuvres and lots of mingling with many new and long-time Alberg friends set the tone for a great weekend. 9 Albergs (29s, 30s, 34, and 37) made the trip.

Friday evening following the Reception, the yacht club held its monthly catered buffet dinner. 15 Albergers joined with Club members to enjoy a delicious meal provided by a popular local chef and his staff.....OMG, those desserts!!!

In the Skipper's goody bags were Guide Booklets of Attractions and Services in and around Picton that included historical information. These came in handy and aided in the enjoyment of walkabouts over the weekend.....as well as, provided clues and answers to a fun quiz – but *THAT* is another fun story all on its own!!

Saturday and Sunday mornings everyone enjoyed a Continental style breakfast set up in the Clubhouse. The pastries came straight out of the local bakery's ovens each morning...what a treat!

Saturday afternoon, the *anticipated* start of the Triangle Trophy Race was to be 1400 hrs. This is a fun race that coincides with the annual Eastern Lake Ontario Rendezvous. Unfortunately, as mentioned earlier in this report, the weather gods had dialled the wind back a little *too* much on Saturday. Not many of the group seemed disappointed about not being able to race and instead, enjoyed the opportunity to visit with one another, take in the sights and sounds from the comfort of their cockpits and clubhouse verandas, catch up on laundry, swim, check out the area and replenish ships' stores.....until it was time for Cocktail Hour and more hors'd'oeuvres.

Of course, nap time was always taken into consideration after walking up that darn *little* hill into town!

A BBQ dinner on Saturday was enjoyed by Albergers, Club members and staff alike. A few more GLAA Members drove to Picton just for the evening. Chef John along with his very talented BBQ helpers, made the Saturday evening gathering extra special. The stories were plentiful that night!

16 Albergers got together on Sunday for a delightful Sunday Brunch, Tour & Tasting at the newly re-designed Waupoos Estates Winery. After Brunch in the beautifully renovated Restaurant, we joined up with our tour guide...a very enthusiastic and knowledgeable young man who was called upon to do double-duty that holiday weekend. His regular job was working the fields. Our tour began down at the water's edge – the Winery has its own dock for patrons. A sailboat was anchored a short distance off the dock and the owner had come ashore in her dink to make a dinner reservation and pick up a bottle of wine just as our tour was about to start. After a few wine tastings in the Winery's main building, a visit to the newly built Candy Store and Gelato Stand seemed a fine way to cap off a lovely afternoon. But wait....there's more! Cocktails and lots of food for another BBQ were waiting to be enjoyed back at the yacht club. During dessert, we drew for door prizes - very kindly donated to our Rendezvous by local wineries and a few local businesses.

Monday was another beautiful day, sun shining with a light breeze blowing...perfect travel day. After 'good-byes', a few of the Alberg group planned to continue on with the Rendezvous in Kerr Bay!

My (and chef John's) heartfelt thanks go out to all of the Albergers who 'pitched in' over the weekend, making the 2011 ELO Rendezvous a whole lot of fun for everyone!! There was certainly no shortage of food, and smiles that weekend! On behalf of the GLAA, I wrote a 'thank you' letter to the members, staff and Board of PEYC thanking them for their warm hospitality and also, made a monetary donation to the club's Junior Sailing Programme.'Til next year, Fair Winds!



Great Lakes Championship

by Don Campbell

This year Great Lakes was a part of the Force 10 race out of APSC. Only 3 Albergs were there for the race and John Kitchener sailed away from the Alberg fleet and was 3rd overall on uncorrected time with all of the boats included. Janet McNally was second in the Alberg Fleet sailing White Opal and 5th overall in the Force 10 on uncorrected time and Rick Kent was 3rd of the Albergs, I lost track of his finish in the Force 10. Again, our good showing in the Force 10 is indicative of the fine racing qualities of the Alberg 30.

There was a great potluck dinner and dance after the race

Tech Talk *with Don Campbell*

In this issue Don discusses sails and how to make them work to point higher.



I had a most interesting trip to the Syronelle races last June, but one I will not have to do again. There was a bit of a protest by the Hamilton steelworkers union local 1005 about their treatment at the hands of US Steel that they did not appreciate so they blockaded the lift bridge on the Burlington Canal. I had missed beating the blockade by about 5 hours and so the only way out of the harbour was under the bridge and I had to take down the mast and motor to Toronto. I was able to get the mast up again at NYC and thought I had it fair and straight for the races on Saturday and Sunday. However, I did not have a long tape to be sure of the rigging measurements. All was well..... until I was racing.

It became very apparent that I was fine on starboard tack but port tack was not good. I was pointing more than 5 degrees below every other boat in the fleet on port tack and that is one big handicap in a race. Fortunately, we were fast enough to not give up too many places in the scoring and we made it to harbour in time to borrow a tape and re-set up the rig. I was $\frac{3}{4}$ " long on the port upper stay and that was all it took to change pointing ability.

There are three things things to take note of in this tale. The first is that I would never have really known the difference if I had not been sailing with one-design company. The second of course is that very small increments translate into very big differences. The third is to always be prepared and I was not prepared, being without a long tape when I took the mast down. I had no choice but to take it down and had no way to check things once back up. What was shown was that there can be no better situation than to go out with a companion boat to test the ability of the boats and crews. While this is often difficult to co-ordinate, it pays big dividends if you like performance, or require the boat to be able to get you in before the storm rather than in the middle of it. The rule of thumb is that for every degree off course that you take out for 60 miles, you lose

one mile upwind. If I had gone out from Hamilton harbour to go to Whitby with a north-easterly breeze, I would have been offshore an extra 5 miles and so another hour to get back in. There are advantages to being able to point well.

I am sure many of us do not check the compass course every time we tack to see what angle we tacked through. But when it is only one side of the rig that was off (I had not changed the starboard stay lengths), the tacking angle resolution tends to be halved between both tacks without determining direction when head to wind, so one never knows if you are with good rigging if the testing has been done sailing alone.

Recently Gord Laco had a comment on the Chesapeake website saying his pointing ability was improved using a high clewed 100% foresail and normal sheeting (outside the stays) and a reefed main. He felt he had a 5 degree pointing advantage over foresails that overlapped the main (and the rest of the fleet in that race). The wind was blowing that evening over Chesapeake Bay at 30 knots.

If I analyze this situation with the resolution of theoretical centers of effort, some interesting things happen. Any higher clew will raise the combined center of effort because the center of effort of a high clewed jib is above that of a jib with a low clew. Thus, there should be more heeling moment compared to a low clewed sail, and quite often, heeling allows for more pointing ability. I have taken the time to draw out a scaled diagram of a one plane sail plan for 165, 150 and 100 LP, full luff (35 feet) foresails and used a second 100 with the clew 5 feet higher than the low clewed sail. For this analysis, I used the theoretical resolution so that the end point of the resolved Centers of Effort (CoE) were proportional to the sail areas. (To do this it is assumed that the center of the triangle is the point at which the COE operates, and that the resolved CoE is on the line joining the sail centers and that the point on that line is with the jib area closer to the main. So if the jib area is 3 and the main area is 5, then the resolved COE is 3/8 of the distance between CoEs from the center (CoE) of the main.)

For a 100 LP foresail, the higher the clew, the more overlap on the main. While this is not much of an overlap, it happens because the definition of the LP is the distance perpendicular to the luff and that has to be at 100% of J. The point of LP measurement is always on a line parallel to the luff and equidistant from it (regardless of the % factor. It just moves further from the luff for 135, 150 and 165 sails). Since the area of a triangle is $\frac{1}{2}$ base x height, as long as the luff is kept constant, the sail area for any and all 100 (135, 150, 165) LP sails is constant regardless of clew height position.

First with a full main, the change from a 165 to a 150 to a 100, with the foot on the same line, indicates that the resolved CoE moves forward from a starting point with the 165 by about 3 inches for the 150 and 6 inches for the 100. The resolved CoE for the 150 is 3 inches higher and the 100 is about 6 inches higher than the resolved CoE of the 165. This happens because of the method to determine the centers of the triangles and that center rises as the foot shortens. This illustrates that the big gains from going to a 165 over a 150 is for downwind sailing where you can get much more sail area exposed to following winds. With the high cut 100, (clew 5 feet above the low clew) the resolved CoE was only 1 – 2 inches further forward from the resolved CoE of the 165 but about 15 inches above it I do not see any advantage to raising the CoE, particularly since it will increase heeling moments. Many say they can see the blind area behind the sail better if the clew is high. While

this may be true, it decreases performance and can be offset with a window in the sail or a more careful look-out from the crew.

Once the main is reefed (and I used 42 inches for the reef), the resolved CoE of the 165 and reefed main compared to a full main is lower by 6 inches and it moves forward by 12 inches (because of the change in the center of the triangle of the reefed main). It is little wonder that the balance on the helm and heeling moment change. The corresponding changes for the 150 and 100 (low clew) relative to the 165 and reefed main CoE position are 2 inches ahead and 3 inches higher for the 150 and 4 inches higher and 6 inches ahead for the 100. With the high cut 100, the changes relative to the reefed main and 165 are 2 inches ahead and 12 higher. This last CoE is slightly (1 inch) higher than the CoE for full main and 165 but about 12 inches ahead of it. That means you would not notice any change in heeling moment but a real change on helm and balance around the center of lateral resistance (CLR).

Drawing lines on paper only gives a clue about what happens on the water. Things like the rake of the mast, tension on stays and shrouds, weight position in the boat and movable ballast can change all of the above for placement of the CLR and CoE. There is still skill needed in the skipper and crew to make the boat move well and point well. The only way to compare the differences you think you need to make is to go out with another class boat and do things together, one change at a time and measure the relative differences.

As we get older, some of us think it helps to write things down in a logbook of some sort because it is easier to go back to written material and repeat that from year to year rather than try to remember every last detail: your choice based on your memory by next year and your experience!

Don Campbell

INFORMATION TIMBITS

Boom - called boom for the sound that's made when it hits the crew on the head as it comes across the boat

Baggywrinkle - the affect from many years of wind and sun on one's face

Chart - a type of map that shows exactly where you have run aground

Clew - an indication from the skipper as to what he might do next

Estimated Position - a place you've marked on the chart where you are sure you are not

Heaving Line - a rope with which to hold on to while being seasick

Running Free - cruising without the use of an engine

Spinnaker - a large lightweight sail used in dead calm to keep the crew busy