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GREAT LAKES ALBERG ASSOCIATION

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All too soon, the sailing season will be coming to an end (at least on Lake Ontario) for another year, and we'll be involved with work parties at clubs and marinas preparing for haulout. Here in southeastern Ontario this week, it seems summer temperatures are still hanging on...but as we all know, our Canadian weather can change very quickly. It is nice to stretch out a few more days of warmer temps. I hope everyone had an enjoyable sailing season with your Albergs! Not having our Albergs in the water this year, John and I are taking advantage of these late summer days to complete a few outdoor projects around our property, one of which is building a 'wind break' (dare I add "and snow") fence near the house. We would, of course, be happier spending this time on the water! This week while down at our dock checking out the beautiful and BIG Harvest moon, I noticed the water had dropped another four inches...and the pair of beavers swimming underneath our dock didn't seem to mind the shallower depth.

On behalf of the Executive Team, I would like to thank the members of our Association for the generous donations you made this year to the 50th Anniversary Fund!! All GLAA special and regular events held this year had enthusiastic turnouts by members and their guests. However, what is becoming more the 'norm' is that a greater number of members are leaving their boats at home and coming to GLAA Cruising events by land. GLAA Races, for the most part, have had great participation this year...but I know we have a few more 'Racers' in our group.

If you are interested in supporting the GLAA's well organized Race Programme but are a bit apprehensive about racing your own boat, please consider signing on as crew for a race (or two) with one of your fellow GLAA members and their Alberg 30s. This fun race environment provides a great opportunity to get a 'feel' (at minimal expense and risk) for racing an Alberg and not the least, experiencing the world renown Alberg camaraderie. Our very hard working Director of Racing Janet McNally would love to hear from you if you would like more information and details about the GLAA Race Programme. As well, our equally hard working Director of Cruising would be very happy to hear from any member with suggestions for GLAA Cruises....and as always, please contact me anytime with your comments and suggestions regarding your Association.

In this edition of our Newsletter, Editor Jeff has compiled a great collection of articles, stories and photos for this autumn edition. Please consider submitting stories and photos for future editions, and if you are inspired to write a few stories ...please keep 'em coming!! Thanks.

As some members will be preparing to head to warmer climes very shortly for the winter months, I would like to take this opportunity to remind you (on behalf of our Director of Membership) that if you are planning to renew your membership for 2015 (I sincerely hope you will continue to support OUR Association), please send your cheque in (post-dated if you'd prefer) BEFORE you head out. This will be much appreciated. I look forward to seeing you at the Annual General Meeting on January 17th, 2015 at the National Yacht Club. Fair Winds!

Cruising Report: Bill Newman Canada Day Rendezvous at RCYC

The Rendezvous at RCYC was the best that I have seen since I joined the association about 14 years ago. Any concern anyone may have had about being a little too formal or elitist, I am sure, were put to rest for all who attended. All the staff and members whom I came in contact with were most helpful and gracious and I believe this was the experience of all who attended. The atmosphere on the islands and the beautiful facilities made it seem like a first class resort. The fine weather also helped.

Twelve boats showed up, most from the western end of Lake Ontario. The notable exception was James Dawkins from Ottawa who trailered his Alberg 22 to Kingston and sailed single handed from there to RCYC and back, an ambitious trip for an Alberg 22. I later received an email from him saying that he had arrived home safely from what he referred to as his epic sailing trip but said that if he was to do it again it would have to be in a bigger boat.

ed after dinner, with Rick Kent winning a first.

About two weeks before the Rendezvous we had 22 boats registered which if all attended, would be some kind of record and would have given great satisfaction to all those who worked on and promoted this 50th Anniversary event for the last 18 months. However as life will have it, 10 boats cancelled in those 2 weeks for a variety of reasons. Four people from two of those boats arrived by launch. Sorry the others could not attend because they missed the best Alberg event in recent history.

We had a great barbeque buffet by the prepared by the RCYC kitchen staff on the lawn on the west side of the main club house on the Friday night with several members and former members arriving on the classic club launch, Hiawatha. It was a very enjoyable evening with beautiful weather.

Monday morning, we had a really fun race with seven Alberg 30's, most of which were serious Alberg Racers. This cruising sailor distinguished himself by winning 7th place for which, I received a Winner's Mug from RCYC the following evening, figure that out.

Monday evening thirty people attended a truly gourmet dinner in the Patricia Room, the formal dining room in the main club house. I would guess that the cuisine produced by the kitchen for this dining room is the equal to that of any of the fine restaurants in Toronto. Thirty members attended this dinner. The racing awards were present-

Tuesday was an open day and everyone was free to explore the club grounds or tour the Toronto Islands and Wednesday was departure day.

Everything went well from beginning to end and credit for this is mainly due to arrangements made by our principal RCYC contact, Wendy Anderson, a GLAA member and member of RCYC since childhood. Wendy is well known and liked around the club and was able to facilitate all the arrangements. She met me at the dock upon arrival and was on hand for the duration of this event and making sure everything went smoothly.

This was a very special event for the 50th anniversary which is unlikely to be repeated any time soon. It is a concern that we had only 12 boats for a major event like this. With our membership we should have had more boats in attendance especially at such a special event. One wonders if after this Rendezvous we will now go back to our normal 4-6 boats which begs the question, should the association schedule such events for such a small turnout if so many members seem to have little or no interest. There are about 27 Alberg boats in the western end of Lake Ontario from Whitby to Port Dalhousie that can realistically sail to this Rendezvous or any of the other harbours on this horseshoe in one day's sailing. Add another two or three days in hand and there are several more. The question is, why did so many choose not to come? Any thoughts or suggestions on this subject will be appreciated.

Race Report: Janet McNally

A Collection of Notes on the 2014 Racing Season.

The Syronelle

The season began on June 20 - 22 with the Syronelle, held for the first time in quite a while at National Yacht Club. Gord Laco is reporting on his Syronelle experience in another article, but I will summarize the key facts here.

We had 2 crews from the Chesapeake and 7 Canadian boats participate this year, in 5 races over 2 days, giving plenty of opportunity for improvement with experience as the series progressed. In the end, the Chesapeake crews with Skippers Mike Nikolich on Grayling and Ray Meyer on Le Papillon challenged for 2nd place but fell just 3 points behind the Canadian team of Rick Kent on The Answer V and Kris Coward on Candy Cane.

The winning team was John Kitchener on Jazz and Phil Birkenheier on Gemini, who placed well consistently over both days of racing.

Special mention must be given to Gord Laco, who arranged to truck his boat Surprise from Midland to participate in the Syronelle. Perhaps the biggest surprise was the email in the winter indicating that Gord was going to make the special effort to attend during our 50th anniversary year.

And John Ball chose the Saturday portion of the event to practice single handing Eventide in a race situation in preparation for the Lake Ontario 300.

A great Friday night at the Kents, Saturday dinner on a perfect evening on the patio at the National, hospitality of the National and its members, and Albergers enjoying their boats made for a fine weekend of international friendship.

The Bob and Mandy Townsend Memorial Race

On June 30 during the Canada Day cruise to RCYC, we held the inaugural sailing of the Bob and Mandy Townsend Memorial Race. The concept was an inclusive race with all attending Albergs to participate. Crew considerations meant that some sailors combined forces to give us 7 boats on the start line. This was an opportunity for families to sail together, cruisers and single handers to experience a race and even for one of our long time members to sail in his first ever race. For so many reasons, it was just the the right race to honour the Townsends for their dedication to the Association. At the evening dinner the newly re-dedicated trophy was presented to Rick Kent, (The Answer V) who reminded everyone how dedicated the Townsends were to the building and continuation of a strong Great Lakes Alberg Association.

The Great Lakes Championship

The Great Lakes Championship was held on August 23 at the Toronto Hydroplane and Sailing Club. Four enthusiastic Alberg crews participated in a 6 leg, 3 hour race on the Ashbridges – THSC course. All websites predicted light wind, maybe gusts to 10 or 12 knots. However, the east wind had built up some substantial rollers out on the lake. Tom, the race committee volunteer, carefully selected the upwind and downwind marks to set the start. It looked like a fairly routine course with a nice triangle reaching section between the upwind legs. After a bit of a slow start, the fleet headed for the first mark.

At the first rounding the positions were first, Jazz, followed by The Answer, then SAM, and lastly Gemini. Someone noted this order and it became significant later. The boats struggled in parts of the course, and had a great deal of trouble finding a course with both boat speed and wave avoidance. The wind and waves seemed to come from different directions. There were times when boats were a full 2 mile leg behind and then were overtaking the leaders. Portions of the course were so slow – waves, currents, lulls, whatever, -- that a boat could be caught helplessly trying everything to gain some speed. This was that lesson in the How to Race books : is it better to sail further and faster, or shorter and slower? There was no doubt that at times sailing away from the mark and past the lay line, but with boat speed, was the best option!

Back to the order at the first mark: reverse it and you have the order of finishing. First over the line was Gemini, followed by SAM, The Answer V and Jazz. A very interesting day of racing that will not soon be forgotten.

The day ended with a delightful barbecue put on by the social committee of THSC, one of this club's specialties. John Edwards (Summersalt) and Glen Eddie of THSC coordinated a warm welcome and organized regatta for us. Thank you both.

The Rankin Regatta

Enthusiasm has been building all season for the annual Rankin Regatta in the Chesapeake. Plans are being finalized for 2 crews to represent the GLAA in Maryland on Sept 5 – 7. John Kitchener will be the skipper of Canada I, with Marc Decorte taking the helm on Canada II. Altogether we have 10 people making the trip this year and we look forward to their photos and stories when they return home.



GLAA Championship

Upper Left: Skipper Rick Kent of The Answer V

Upper Right: GLAA Champion Gemini

Bottom: Skipper Phil Birkenheier (right) and crew Janet McNally and George



clockwise from upper left:
John Ball and Eventide, close
encounter with Jazz at the
mark, Surprise from Midland,
another close encounter, and
the visiting American crews
with Canadian skippers Larry
Richardson of Le Papillon (
second from right) and Jeff
Willis of Grayling, second
from left

Eastern Lake Ontario Rendezvous: Jeff Willis

The conditions for a trip heading east from Toronto on Lake Ontario couldn't have been better. Steady breezes from the southwest had been blowing all day. When my brother Glen and I rounded Leslie Spit light the evening of July 31 and put Grayling, our Alberg 30, on a broad reach, the knotmeter put us at a steady six knots.

Our plan was to stand watches and sail through the night, arriving in Belleville for the GLAA Eastern Lake Ontario rendezvous sometime Friday afternoon. The weather gods were with us, and the breezes held until well after midnight. We quickly put Pickering, Whitby, and Oshawa astern. Dawn found us approaching Cobourg, and from there we identified the St. Lawrence cement plant and the approaches to High Bluff Island. We motorsailed our way past and into Presqu'île Bay; the winds had gotten soft and left a confused, rolling sea. We were glad to enter the peaceful confines of the bay, but our respite didn't last long. The depth sounder started registering only three feet of water! Reassured that it was only reading the tops of the weeds, we persevered through the tortuous channel and into the Murray Canal.

After a quick pit stop for a bite of lunch and a refuel, we motored out of the canal and into the Bay Of Quinte. A lovely tailwind blew us down the beautiful bay and under the Bay Bridge. As we passed, my cell phone rang. It was Cathie Coultis, who had spotted us from the bridge as she too was coincidentally approaching Belleville by car. "Isn't that an Alberg?" her husband John inquired as they peered down upon us, and so it was. Cathie confirmed our arrival, and we pulled into the Belleville Yacht Club alongside Gord Martin in his beautiful Alberg 37, Maggy Fields IV. Le Papillon, another Alberg 30 skippered by Will Richardson, joined us soon after. Already nestled in her slip was Bob and Hilary McEwan's Alberg 37, Lady Godiva.

The friendly Bellevillians were splendid hosts and made sure we were well accommodated. Many thanks go to the Belleville Yacht Club for their generosity and hospitality. Festivities began Saturday evening, but Albergers dropped by randomly throughout the weekend. Phoebe Campbell joined us for lunch Saturday and graciously bought us a piece of the local delicious cheese after we told her we failed to locate any at the Farmer's Market.

Saturday evening featured a barbecue supper, and all the crews were in attendance. Hosts Cathie and John Coultis had arranged for a splendid feast and although we tried our best, we were bested by the plethora of food. Not to worry though; Sunday's breakfast and ensuing day at Cathie and John's helped to reduce the surfeit.

The heroic crew of Le Papillon proved their mettle not only by closing the club bar each evening but also by rescuing the glasses Gord Martin lost overboard. Not every sailor travels with diving gear, but these guys obviously do. They put it to good use when every other effort to retrieve the glasses failed.

More Albergers appeared as if conjured up; John and Joan Kitchener, Richard and Margaret Mair, and Rick and Celina Kent all passed by, giving the weekend a familial, casual atmosphere. Cathie and John hosted the members at their home on Weller's Bay Sunday afternoon and evening.

Monday morning dawned sunny and warm. We breakfasted, prepped, and headed back to Toronto. Our first GLAA rendezvous adventure- the sailing, the camaraderie, and the lovely setting- confirmed our resolve that Albergs and Albergers make the best kind of company.

Gord Martin aboard Maggy Fields, (L) and Le Papillon, Grayling, and Maggy Fields rafted at the Belleville Yacht Club (R)



My First Syronelle Race by Gord Laco

Hello friends - Well our first participation in an Alberg 30 regatta is behind us. Surprise is home at her jetty at Midland Bay Sailing Club now (not quite safely but more of that later). First, let me say on behalf of my crew Clint Nielsen (with the Viking tattoo on his arm) Steve Parm (who can almost reach the spreaders without strain) and Peter Laco (my eldest son) that we all enjoyed ourselves immensely. We had no idea how we'd measure up as a racing crew in a One Design fleet... We've done well racing PHRF here but we'd never been up against an Alberg 30 in fighting trim, let alone a mob of them. It was great to see other boats like us. Alberg 30s are quite capable, shippy looking sailing vessels; the way sailing yachts should look. We kept saying to each other when on various points of sail, "Wow, I guess that's what we look like!" This reminded me of my brother in law's comment after visiting Holland, homeland of his parents: "everybody looked like me; tall, awkward, with receding hairlines...."

The moments before the first race on Saturday morning were filled with a degree of tension... I had no idea how it would go. We finished fourth but were starting to calm down and do what we do. When we got to the start sequence for the second race, we'd designated JAZZ as our target to beat and set ourselves to start aggressively with her. The action in the last moments was every bit as exciting as anything I've ever experienced. It's great when crossing swords with an expert; you can both trust each other not to do something unethical or dangerous... so you can push. An opportunity appeared in the last seconds and we started in a very good position. We managed to stride away from the others but with JAZZ in close combat all the way around the course... but she nipped us with apparent ease during the run to the finish. Second in that race was our best finish. The rest of the races were in lighter air, some with a chop that I was used to during the days we lived and raced in Toronto, but I guess I'd lost the knack of dealing with. We had difficulty keeping SURPRISE moving and my attempts at casting the dice didn't pan out. We were very pleased that our worst race, third on Saturday I think, was also one of SAM's best, so our teammate dragged us up enough that we finished fourth overall in the final reckoning. Somebody asked me, "What happened to you guys?" after the first day. → All I can say is the chop in the very light air was difficult for me and I think I became frustrated and wasn't making good decisions with regard to tactics. During our best race, aside from still being optimistic, there was enough air that we were sailing in the area of 4.5 to to 4.7 knots most of the time. We had enough air to keep SURPRISE trudging along and we were able to keep up. A skipper I sailed for and learned a lot from once told me light air sailing is what really separates the good from the not so good racing skippers... It was a great experience. I told my wife when I got home yesterday that the re-

gatta combined the two elements that make yacht racing fantastic. We had great battles out on the water; with good sportsmanship... And comradeship and cooperation in the evenings. I learned a lot and with luck, may be a more consistent threat to the leaders next time.

So Sunday afternoon came. With John Kitchener¹'s and others' help we lowered the mast onto SURPRISE's deck and motored away to the commercial marina for hauling out Monday morning. I slept by myself in the boat and by mid morning Monday we were on the boat transporter and rolling up to Midland. Two hours later we were in the water in Georgian Bay again.

Upon motoring over to our club's mast crane, things began to go wrong. The yacht transporter had brought our mast over to the club so we wouldn't have to carry it off the boat which was very kind of him. Upon arrival we found a bit of a disturbance going on...so we put our mast on horses and left. I went by an hour later to see if the crane was available and found another yacht I'd never seen raising her mast...and my mast (complete with new genoa on the furler) thrown on the ground; my horses under their mast. I asked if they'd done that and they said yes. I said, "Let's put it back up again please"..they complied but with poor grace. I went home for supper and when I came back found the mast on the ground again with the masthead only on a block of wood. Not very nice. I felt cranky, but with some friends' help we began the process of stepping:—a simple job. We had the mast over the boat horizontally about five feet up (the jetty is high) and were beginning to raise it. Then a remarkable thing happened. The knot I'd tied for the crane hook sling line, which I thought was a bowline, began slipping and apparently in slow motion snaked itself out and we dropped the mast diagonally across SURPRISE. I was holding the heel of the mast and received quite a wallop as the heel bucked upwards when the mast landed on the cabin top and the head went down into the water. We all stood still for an instant... What an embarrassing and potentially very dangerous incident. Damage? Only slight luckily. The mainsail, bundled on the boom and laying on deck, took most of the landing impact. The portside lifeline, somewhat slack without the shrouds spreading it, took the rest. Mysteriously the starboard spreader was broken off at the tangs, which were bent. I didn't

see this happen but reckon that the sling line must have snaked around the shroud/spreader and for an instant bore the weight of the mast before breaking and letting the mast complete its fall. If that is what happened, I reckon the spreader contributed to the relatively soft landing the mast made across the cabin top.

Looking back on the mast raising operation, I considered the cascade of events that led to the accident. The RCN trained me to watch for such things as part of the Bridge Resource Management regime of thinking the Navy uses; regardless, I didn't see any of the signs. They taught us that one can be on the road to trouble long before one is aware that the cascade has started. I was tired. I was upset by the drama happening at the mast crane when I arrived at the club. I was further upset by the behaviour of the people who put my mast on the ground (new members, it turns out, who - probably didn't know any better) The result? I tied a bad knot. I remember checking it but obviously didn't really look at it and feel it as I normally do. That is the only explanation I can offer for the sling line releasing. I don't believe it is possible for a bowline to snake through itself as we all saw that one do. I tied it with a long tail, so we all had time to see it go. We're lucky the mast wasn't higher...we're lucky we didn't have the mast vertical with people on the boat kneeling to shoot the pins in to secure the shrouds and stays when it came down. I am very lucky nobody got hurt; I would have been responsible for what might have been a tragedy. I am lucky the damage isn't worse. So, the ending notwithstanding, it was a terrific weekend. I'm sorry the explanation of the accident seems to have overshadowed the good stuff, but I'm still getting used to the idea that it really happened!!! ..and yes, I will race with you folks again.... can't wait!

Surprise on the racecourse



GLAA Website Update

The GLAA website has finally been transferred over to our new hosting company. I would ask all of you to visit when you can and help me find any problems or errors that have cropped up as a result of the change.

So far, I know the following problems:

The Cockpit Forum is offline.

The 'Contact Us' form does not work.

Until this specific item is fixed, just email the Commodore, any one of the board members, or or me at rfjfeeney@gmail.com

There is no calendar on the website any more, but you will find the new calendar on the Alberg blog.

These issues were expected. The information has been backed up and will be replaced/repared ASAP. There is still lots of work still to be done, and there is a rather unruly learning curve to navigate. While updates and modifications to the website may still take a little while, current information will be available in a timely fashion on the blog site.

Please visit both the website at alberg.ca and the blog site at albergcanada.wordpress.com when you can, and advise me (at this email address: rfjfeeney@gmail.com) of any other problems you find with links or other programming functions that do not work the way they should.

Thanks to everyone for your patience!

Rob Feeney
GLAA Web Admin.



The Murray Canal Adventure: Gord Martin

“Carrying Place Bridge, Carrying Place Bridge, this is sailing vessel Maggy Fields, Maggy Fields, requesting passage, over.” “Maggy Fields, this is Carrying Place Bridge. There are two vessels behind you; if you could slow down a bit we will get you all through on one swing.” “Maggy Fields, stand by a moment..... A car has just hit the bridge. I’m afraid the bridge is closed indefinitely. We have police and ambulance on the way. You’ll have to raft up at the dock and wait for further notice.”

Brothers Jeff and Glen Willis on A30 Grayling were next in line, and we rafted up at the dock on the NE side of the bridge. We were travelling together heading home from the GLAA Rendezvous at BQYC in Bellville, on Aug 4, Civic Holiday Monday. The bridge operator asked me to contact other vessels on Ch 16 to explain the problem. I did a security call advising vessels to tie up at the break-wall and to monitor Ch 14 for updates from the bridge operator. Sirens were heard and soon police and ambulance were on hand. We went to have a look and were told that, although there had been air bag deployment, no-one was hurt, but the car was really stuck in the bridge. The driver, probably distracted, had jumped the curb and stuffed the right front wheel, sans fender, into the gap in a girder. After the ambulance was gone one tow truck showed up. In Toronto that would have been 15 trucks bristling with scanner antennas and flashing lights. After a bit of struggle, the tow truck operator managed to get the car separated from the girder, and hauled away, but the bridge remained closed to auto and boat traffic. The only damage to the bridge that we could see was a 2” dent in one side of the girder, but we speculated that the bridge was going to need an engineer’s inspection, and where are you going to get an engineer on the Civic Holiday Monday? My personal guess was that the bridge had suffered less than 1% compromise in strength, but the world is run by lawyers these days, so nobody is going to take a chance on anything. The accident occurred about mid afternoon, and Jeff, Glen and I had planned to tie up on the west side of Brighton Road Bridge in order to get an early start to Cobourg. I assumed that we would likely be stuck where we were for the night.

The bridge operator eventually came over and apologized for the delay, but said he just couldn’t take a chance without an engineer’s clearance. He said if he

tried to open it and it wouldn't close then he would have both waterway and highway closed, and he wasn't going to risk that. As we suffered through our 'terrible ordeal', on a gorgeous sunny day, I got a text from Cathie, saying that John was stuck, couldn't get across the Carrying Place Bridge; the OPP had the road closed. "Did you and Jeff get through?" I told her no, we were stuck on the east side and I gave her what limited information I had. Cathie kept us updated with weather reports and offers to do shopping if we needed anything.

Well, we were getting our relaxation, but it was just a few miles short of where we wanted to be. After several hours a few vehicles crossed the bridge and amazingly it didn't fall down. Later it was opened to regular vehicular traffic. Into the early evening some official looking red trucks, lights flashing, showed up and the occupants studied the bridge over and under. At about 7:00 pm, assuming that we were stuck for the night, I started my dinner, and then VHF Ch14 came alive and it was Kevin, the bridge operator saying that they were going to have one opening only, at 7:30, to clear everyone through the canal, and then the bridge would be closed for an indefinite period. The Brighton Road operator was staying overtime to clear us through there as well. To compensate us for the delay they gave free passage to all the boats, and free tie-up to those of us who wanted to stay on the west side of Brighton Road Bridge.

I monitored the VHF in the morning as I headed for Cobourg; it seems that the bridge was closed until around noon when they announced that it would be opening on a limited schedule. Some day this fall, when I have nothing better to do, I may take a drive in the country, to go and see if they actually did any repairs to the bridge, but for now, this is the story.

Gord Marti



Grayling and
Maggy Fields
rafted in the
Murray Canal



Dinner Al Fresco at Royal Canadian Yacht Club



Membership Director's Message: Larry Richardson

Hello all you new and not so new Albergers. I hope your sailing season is going well despite the odd summer we seem to be having. I haven't been out as often as I would have liked, largely due to work conflicts, but son Wil and three friends took 'Le Papillon' for an entire month and visited nearly every yacht club and marina between Port Dalhousie and Kingston and managed to take in the Eastern Area Rendezvous, too. Perhaps you saw them? Hopefully they behaved themselves and 'Le Papillon' will be welcome next time I visit those ports of call!

A couple of updates:

John and Diane Richardson have joined the GLAA. They sail their A30, 'Isabelle Linda' #99 out of Oakville. Email is john_richardson@manulife.com They list their interest as Cruising. Welcome to the GLAA. May you find new friends and new adventures with us!

Bill and Deborah Tomlinson have rejoined the Association. They list their interest as Cruising, too and sail 'Aldabi', A30 #648 out of the Bay of Quinte Yacht Club. Welcome back to you both! Email is Wtomlinson@gmail.com

And of course, a correction:

At the Canada Day RV at RCYC I met new member Bill Wallace. In the course of conversation Bill advised me that the name of his newly purchased A30 is incorrect in the 2014 Roster. Turns out I misread. Bill's boat is Chewan, not Cheway. As Bill explained it, "It has something to do with the previous owner's attachment to Saskatchewan." Maybe, but it looked like a 'y' to me!

Other new members include:

Peter & Mary Hay
Alan & Terri Pateman
Lorne & Colleen Mitchell
Ivor & Christine Corbett
Serguei & Larisa Chestopalov

We have a great association that brings benefits to all members. The easiest and best way to attract new (and former) members is to reach out when you see people in their Albergs. We have a lot to share, but we have to make the effort.



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The perfect size for magazines, garbage bags, gloves, hats or whatever! Just find a hook and hang it up. The basket measures 9" high, 8" wide and 3.5" deep. It comes in either a dark stain or a lighter one (shown here). I have various colours of cotton shaker tape handles – solids in red, black, green, red & blue stripe, green and black stripe. The cost is \$70 plus shipping and tax (varies as to where it's going from Gravenhurst).

If you are interested, contact me either by phone at 705-687-3336 or email at lesliesongerterry@sympatico.ca

If you are interested in my other work I have a website at www.muskokaart-sandcrafts.com and you click on the members studios and look for my name. You can also look at Peter's who builds terrific half models, just ask Sam and Anne Malcolmson or Peter and Vicky Kennan! You can also see some of my work and what's going on at my Gallery, Arts at the Albion in Gravenhurst by going to the website www.artsatthealbion.com or looking at it on Facebook.

Albergers Have Talent!!

We know many more members of our association have skills and abilities beyond owning and sailing beautiful sailboats.

Elizabeth Munro (elizabeth@emunroartanddesign.com) is an accomplished designer, graphic artist, and artist.

Gord Martin is a skilled and meticulous machinist who provides service from his "Semi-Retired" machine shop.

If you'd like to promote a service or product, let us know by contacting us through the website or blog. We'll do our best to accommodate!

The Whiney Kid of Hanlan's Point

“Mommy, Mommy, look at the boats. Mommy, Mommy, look at the boats.”

Aw shut up kid, I'm trying to have a snooze. It was a hot July day at Hanlan's Point, and I was having my mid-afternoon nap on the boat, when the voice started up again, grating on my nerves.

“Mommy, Mommy, that's my favourite boat. Mommy, Mommy, that's my favourite boat.”

Fully awake now, with the voice getting closer, I took a look through the hatch and there, admiring my classic Alberg, stood an astute young gentleman with impeccable taste in nautical architecture.

Gord Martin

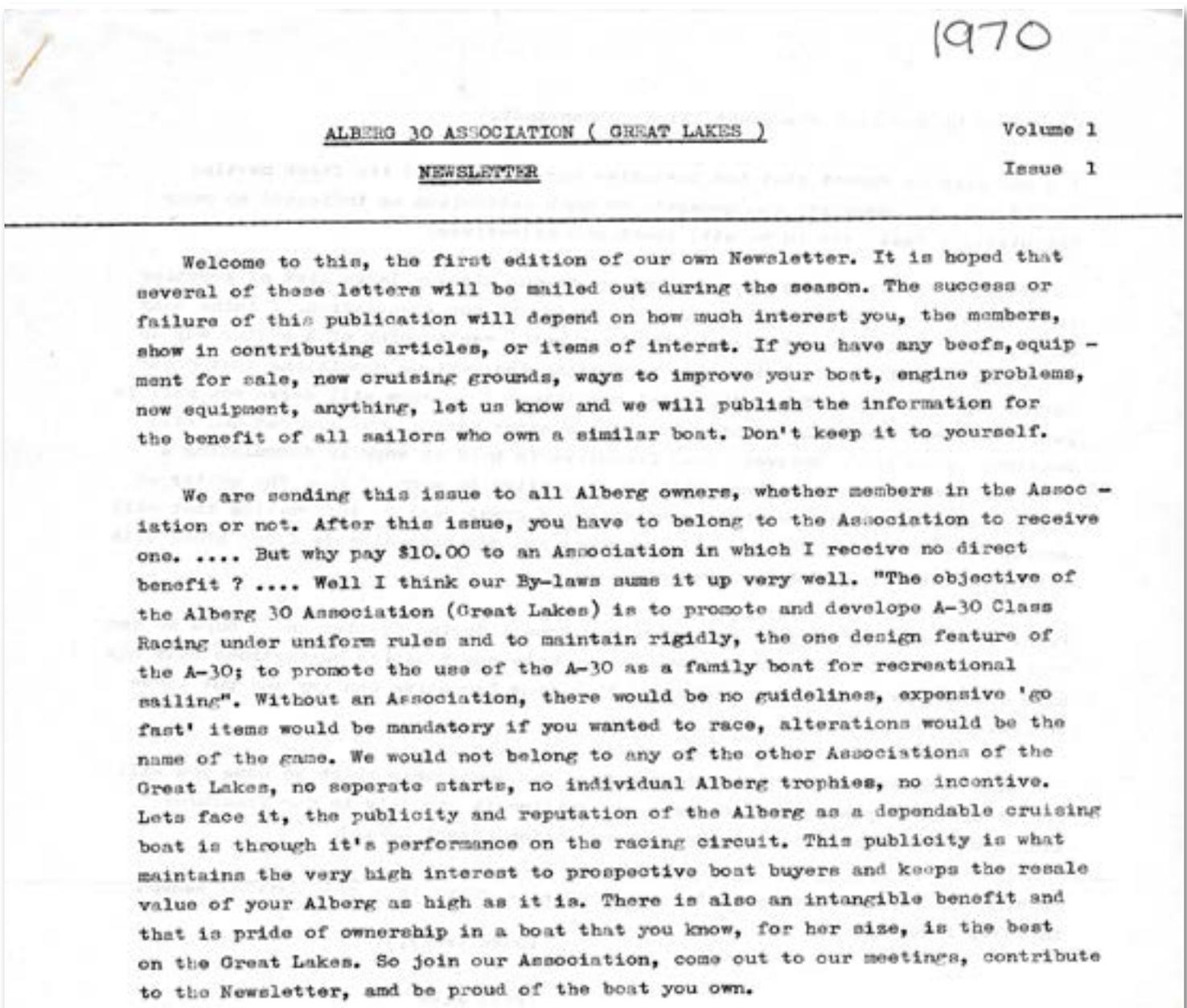
SV Maggy Fields IV



Notice

Executive Member-at- Large
David Tessier
(left) is initiating a Phone Com-
mittee. Members can expect to
be contacted for advisories of
upcoming Alberg events.

GLAA Newsletter 's humble beginnings...1970!!



Tip: Yes, it's not easy to read. Try pressing "control" and use the mouse wheel to enlarge it. The message is still valid!