

2006 AGM

JANUARY 20TH. PLEASE RSVP 905 689 6963



RESCUING
WIND TOUR
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G.L.A.A. NEWSLETTER

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NEXT TIME
THE TRAVELS OF
LINDEFARNE

ITS TIME TO PLOT A COURSE AND... HEAD TO THE AGM!

Make the Annual General Meeting your first cruise of the new year. This year's meeting will be held at the Port Credit Yacht Club, Saturday January 20th 2007. Catch up with old friends, meet new ones and help us celebrate our association and our wonderful Alberg boats.

We will kick things off at the bar at 17:30, then a buffet diner at 19:15, and after dinner, association business and awards.

As usual your AGM coincides with the last weekend of the Toronto Boat Show, so why not make a day of it in Toronto, then head for Port Credit and join us at the AGM?

THE 2006 AGM

- ! PORT CREDIT YACHT CLUB
- ! SATURDAY JANUARY 20TH
- ! DRINKS 17:30 - DINNER 19:15
- ! \$47.00 PER PERSON
- ! **PLEASE RSVP AND SEND**
- ! **CHEQUES BY JAN. 13TH**
- ! **Janet McNally**
65 Concession 8 East,
R.R. 1, Freelon, ON LOR 1K0
905 689 6936 janet@mcnally.ca

CALENDAR

EVENTS FOR 2007

JANUARY 20TH

ANNUAL GENERAL MEETING - PCYC Please RSVP

17:30 hrs. Saturday, January 20th, Port Credit Yacht Club, \$47.00 per person
Please RSVP and send cheques by January 13th, Janet McNally,
65 Concession 8 East, R.R. 1, Freelon, ON L0R 1K0
905 689 6936 janet@mcnally.ca

MARCH 20TH

BEAT THE BLAHS GET-TOGETHER - Please RSVP

At the Malcolmson's, 89 Clifton Rd. Toronto (1 block N of St Clair and 1 block W of Mt. Pleasant). Time 18:00 POT LUCK please phone Ann to co-ordinate food & **RSVP**. Drinks as you bring them. 416 488 8727

JUNE 15TH - 16TH - 17TH

SYRONELLE WEEKEND - Mimico Cruising Club (location tentative)

39th Annual GLAA / Chesapeake Series, to be held at MCC (tentative). Come to race or cruise in to participate, always a good time. There will be more info next issue. Contact John Kitchener 905 838 3848 cradleman@sympatico.ca

JUNE 29TH - 30TH - JULY 1ST CANADA DAY LONG WEEKEND

TRIANGLE REGATTA - Etobicoke Yacht Club (location tentative)

Something for everyone at EYC (tentative). Cruise in and relax with Albergs of all sizes or cruise in and compete for the Triangle trophy. For more information Contact John Kitchener 905 838 3848 cradleman@sympatico.ca

AUGUST 4TH LONG WEEKEND

ALBERG 22 RENDEZVOUS / CAMERON MEMORIAL CRUISE

Picton's PEYC will host the 4th annual Alberg 22 Rendezvous and we'll all meet up at Hay Bay for an Alberg cruise. This years cruise will be called The Cameron Memorial Cruise in honor of our late friend Des Cameron. More info next time. Contact Pete Scholz 613 471 1454 or pscholz@sympatico.ca

AUGUST 17TH - 18TH - 19TH

GREAT LAKES CHAMPIONSHIP - National Yacht Club

To be held at NYC (tentative). Come to race or cruise in to participate. For more information Contact John Kitchener 905 838 3848 cradleman@sympatico.ca More information in the next Newsletter.

SEPTEMBER 29TH - 30TH

THE ANNUAL CHESAPEAKE BAY WEEKEND

More information will be published in the next Newsletter.
Contact: John Kitchener. 905 838 3848 cradleman@sympatico.ca

MESSAGE

FROM THE

COMMODORE

Our Annual General meeting will once again be held at the Port Credit Yacht Club.

This year we have allowed for plenty of pre-meeting visiting time and Jim Watters has agreed to provide a DVD showing pictures from his trip to Newfoundland. We are hoping for a good turn out and please be sure to RSVP by January 13th.

As this is the last newsletter before the AGM, there are a few items of business which should be covered before the meeting.

At our Fall meeting early this month, it became apparent that some realignment of responsibilities on the executive needed to take place. Several members of the executive have decided to take a less active role, and this being a non election year, we are asking the membership to help out. We are in need of two Directors to help with support tasks. By combining the racing and cruising events, we have put too much responsibility on our Racing Director, John Kitchener. It is clear that we need someone to organize and follow up on the cruise component.

The Alberg Rendezvous at Picton is another area of concern. Peter Scholz almost single handedly, made sure this years event was a big success. Our intention as always, is to grow our association and well attended gatherings are an important part

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I bought a boat and joined a family.

by John Flanders

My daughter Susan's picture perfect wedding was held on a yacht club lawn on the shore of Lake Ontario, not far from her groom's Hunter 32 sailboat. During the reception I stole away to admire the gleaming muscular beauty of the yachts, each one full of the promise of adventure. Old dreams began to surface.

Sensing an opportunity to crew on my son-in-law's boat, I enrolled in a Canadian Yachting Association's keelboat cruising course. From the moment the sails filled with wind and the boat surged forward I was hooked. I loved the power, the gentle sound of the water passing the hull; I loved the beauty of it all. I knew then that I had to have a boat of my own.

I was no stranger to boats. English boys grow up singing hymns about "those in peril on the sea." As a Sea Scout I learned how to row by going through the motions on a church hall floor with no oars, and no rowboat. Our weekend "club house" was a decommissioned motor torpedo boat that was moored on the river Thames just a few metres downstream from the legendary tea clipper, the Cutty Sark. My father wanted me to have a career in the merchant navy, but I went on to study architecture instead.

Dreams of sailing were pushed into the background as our young family worked to establish a foot-

hold in Canada. We had four children before I got round to building a plywood sailing dingy, which barely made it up the basement stairs. From the dingy we graduated to a seventeen-foot day sailor. We finally bought a thirty-five foot motor cruiser made in Britain by Thornycroft and still registered in London. During the Second World War she had been requisitioned by the War Department and distinguished herself during the evacuation of the troops from Dunkirk. She was a perfect floating summer home for our children, but her all wood construction with acres of varnished surfaces, made her a maintenance nightmare. For us the old cliché turned out to be true: she

gave us two of the best days of our lives – the day we bought her and the day we sold her.

Ever since a stormy October Atlantic crossing on the Empress of Scotland in 1956, I have had a secret ambition to make that crossing under sail. Although that romantic idea may not happen now – I am seventy-three – a seaworthy boat was important to me. I was captivated by eighteen-year-old Tania Aebi's extraordinary single-handed circumnavigation in her tiny Contessa 26. I was also impressed by the survival of the Contessa 32 in the disastrous Fastnet race where fifteen sailors died. They were seaworthy and

continued on page 11.



A happy group of Chesapeake Bay Alberg 30 Association and Great Lakes Alberg Association members pose for the camera at the conclusion of this years Friendship Challenge Series in Annapolis MD.

PHOTO: CHESAPEAKE BAY ALBERG 30 ONE DESIGN ASSOC.

Misery Cruise 2006

by Gordon Laco



PHOTO: GORDON LACO

Here is a brief synopsis of this season's Misery Trip written in the form of an e-mail to my friend in Australia.

Managed to get away for six days this time. We had a fair measure of weirdness, some misery, and one evening of nice weather. Crew this year was my friend Rod McCollerter from the States.

Day One

Departed Midland about 10:00 am broad reached in a blessed but cold 10-12kt SW wind up Severn Sound, up backside of Giants Tomb Island, through the newish bouyed channel around northern tip and up to O'Donnell Channel light.

Went in through the reefs there and toodled under power 'round 12 Mile Point, through Starvation Bay and up to Wreck Island. Grilled steaks over camp fire, ate them in the rain.

Day Two

Howling north wind after frigid night (but warm and dry in the cabin with the woodstove stoked



up all night...) Motored up past Sans Souci, across Parry Sound entrances and on up Adanac way... Fog and light air from north as we approached Sin Twisters (AKA Twin Sisters Island), but visibility cleared and all was well as we

rounded them.

Arrived friend's cottage at Pointe au Baril about mid afternoon; closed for season of course. Walked around buildings found all well Admired new floating dock with aluminium ramp... As dark fell retreated to mooring.

Also admired colossal peeled snake skin on walkway...

Were awoken at 4 am by screaming wind as squall came through; dressed and sat in cockpit watching the violence. Decided to plant extra anchor to windward... Ugly moment when I pulled life jacket from locker, readied dinghy for me to row anchor out then turned and yelled over the wind - 'where's the life jacket' only to find Rod had put it on. I said quickly 'that's for me; you're staying in the boat!'

He said I looked a little fierce. We laughed and laughed later imaging how we would have looked in a struggle over the life jacket in the midst of the squall.

Were quite surprised to see the bay suddenly drained of water

ART WORK: DAVID TIMMINS WITH BRIAN MATTHEWS

- docks aground and all. (Wish I could say we saw fish flapping in the exposed bottom...) Surprise went hard aground, then lay over on her side; incredible and shocking. After about an hour the water all came back. Were very glad to be on the mooring and not in the river mouth as first considered; with a seitch like that the current there must have been considerable.

Day Three

Motorsailed up to Pointe au Baril lighthouse - told Rod story (probably again but he was a good sport) of Albacore Madnis's ('Madnis' was the name we gave each of our Albacore cruises in northern Georgian Bay back in the '70's). Just for old times sake sailed in lumpy swells 15K North wind out to bell buoy (not a bell any more...) then back into Nares Inlet. Anchored in little cove Caroline named Birdsong Bay last year. That was our furthest north for this trip. Quiet night.

Day Four

Sailed off anchors and out inlet, roared back into Pointe au Baril under genny alone; hung a right at Kitsilano Channel and banged a rock in the narrows just past (who put that f*k'n thing there - must have gone over it a hundred times...) motor sailed in drizzle down Shawanaga Inlet and past Twisters, increasing SW wind, blowing over 30 by CCG weather report at Twisters. Once out from behind them slogging along at 3/4 throttle only making 3kts into fairly large steep waves...ducked into inside passage and peace.

Motored down inside passage all day getting blasted every time an opening appeared in islands - de-

ecided to stop at Franklin Island's Regatta Bay (crowded in summer but of course not now) A little traumatized by the violence of the wind all day, forecast promised worse during night so put down two anchors and had a nap.

Were awoken about 4 pm by squall (right on time by forecast) and noticed we dragged during it. Once squall past, got to work in dinghy and moved boat further up bay and laid elaborate tackle. Doubled little Bruce anchor on the big CQR on the all chain rode... Teamed up two fisherman anchors (like Popeye has on his arm) on 100' nylon 60 degrees to stbd... Big Danforth on nylon 60 to port. Five anchors down on three lines... Had a peaceful night although it howled the

whole time with the boat vibrating all night.

Charcoal running out so all hands frantically cutting firewood to fit in stove as sun set....

Day Five

Blessed clear day - motored in glassy calm around entrances to Parry Sound, on down to Long Sault. Anchored for lunch in cove off channel (one of those I have looked at for years and said - 'if only we could stay there some time instead of being half way to somewhere else every time...') Saw eagle nab a large bird (crow?) then eat it while being yelled at by two crows sitting just above it out of reach in tree. Wondered if they wanted to avenge a friend, or steal

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Surprise at anchor in Birdsong Bay – furthest north on Misery Cruise '06

PHOTO: GORDON LACCO

TECHNICAL TIPS

IDEAS TO HELP YOU MAINTAIN YOUR ALBERG



RESCUING WIND TOUR

Wind Tour was first brought to my attention by way of a posting to the Alberg 22 Newsgroup in November of 2003. Brian and Clare Matthews had their eye on a sadly neglected 22 footer with lovely classic lines, almost hidden with a blanket of moss and pine needles and slowly sinking on her cradle behind a mansion in Warton Ontario. I believe that Bri-

an had an idea that this moss covered little boat may be an Alberg 22, and after joining the Alberg 22 Newsgroup and searching the site, his hunch was confirmed. After sharing some shocking pictures of an orphaned Alberg and with much encouragement from the members of the Newsgroup, Brian and Clare decided to save the boat.

Fast forward to October 2006.

Brian presented me with a CD containing photos of Wind Tour's core repair for an article in our newsletter. Along with the well documented cock-pit repair were stunning shots of Wind Tour - before and after. I have published these shots in an article as a photo documentary with no explanation necessary, except to say "Well done Brian and Clare"!

D Timmins

B E F O R E

-

A F T E R



PHOTOS: BRIAN MATTHEWS

RESCUING WIND TOUR

PART TWO - COCK-PIT CORE

by Brian Matthews

For those of you following our project boat, the 1976 AL22 "Wind Tour", you'll remember the rebuild of her rudder last winter. My apologies to those who went looking for the mysterious 3M 4500, my mistake, it should have read 3M 5200 instead. Experts may question the use of polyester instead of epoxy, but apart from not having that kind of money to spend, Clare's allergy to epoxy makes it dangerous to use in large amounts here at home. Best to use it as only as glue. Now with the arrival of spring and warmer temperatures, I was able to proceed with

more repairs, this time replacing the rotten balsa core of the cockpit seats and as featured in this article, the cockpit sole.

A springy or even mushy feeling deck is unfortunately one of those growing problems among older Albergs, water having entered the core through tiny cracks or fittings and slowly turning the wood to mush. So far, we've found 3 different core materials used on our Nye Scott Alberg 22s - Balsawood, plywood, and tempered masonite. No sign of urethane foam, perhaps too expensive at the time.

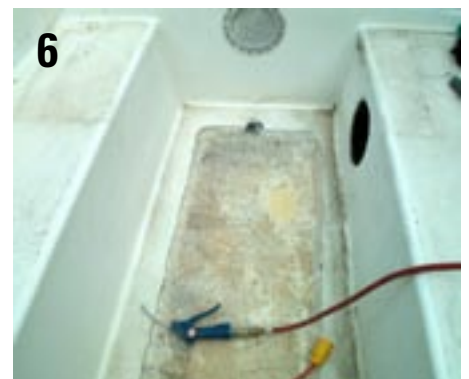
The builder's theory that end-

grain balsa doesn't absorb water horizontally is really very questionable. I've found water spreads easily throughout the core, in this case entering through the unprotected hole around the rudder post and spreading several feet forward.

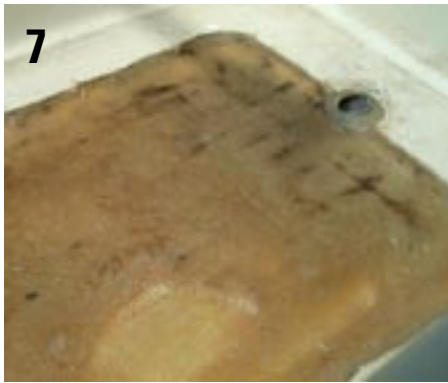
Up till now, all previous core replacement I had done from below decks, preserving the original diamond pattern above. Apart from the awkwardness of working overhead in confined spaces, it was fairly easy and neatness not a big concern. Now it was time to tackle the cockpit sole, and doing it from below was out of the question due to very limited access.



1. The moisture meter registered water saturation everywhere, so the entire cockpit sole would have to be opened up. **2.** Using a diamond saw I cut the upper surface into strips for easy removal. **3.** You can see how the water entered the core at the rudder post, progressing forward through the balsa core.



4. Turns out the job is quite a bit easier when the balsawood has thoroughly rotted. **5.** When the core is only wet, the glass remains stuck and must be hacked and chiselled away. **6.** With all traces of the balsa removed, I found the lower fiberglass skin to be very thin and fragile.



7. A layer of chopped mat was laid in to strengthen the bottom layer. Stinking brown ooze had previously dripped down through this layer, making the boat's interior smell pretty bad. **8.** A special polyester bonding putty designed specifically for the job was spread over the chopped mat. It's a mix of resin, milled glass fibres and cabosil. This paste is very slow to harden and remains somewhat flexible after it cures. It also fills any gaps between the ply and uneven glass layer below. **9.** Balsa core tends to conform to the surface it's adhered to and in this case I didn't want the flexibility. Plywood was to be the new core material creating a nice flat surface over the lumpy and uneven glass layer. Belt sanding with 40 grit and heating the side to be bonded, I soaked it with a slow mix of unwaxed polyester resin. As the wood cools it helps draw in the resin. Using less hardener keeps it liquid longer for better absorption, and without the air dry wax mixed in, it will remain sticky for several days giving us a good chemical bond later.



10. The plywood was bonded in and belt sanded flush. **11.** Three layers of 18 oz. stitchmat were laid down for a total of 1/8" thickness. Almost twice the thickness of the original lay-up. In order to avoid the complication of going over the cockpit drains and dealing with the sole to side wall radius, I very carefully cut the glass to create a precise raised edge all around the perimeter, exactly following the edge of the original non-skid diamond pattern. **12.** Following the fiberglass lay-up there was quite a bit of sanding. This surface had to be perfectly flat with the edges around the perimeter straight and true.



13. A layer of gelcoat was applied to this new surface. **14.** The gelcoat was sanded smooth. An alternative would be to thicken the gelcoat slightly and roll it on for texture, but sanding this to receive the colour I used on the other deck surfaces would be troublesome. **15.** The final step was to apply deck paint with a non slip additive mixed in.

continued from page 5.

the feast, or both?

Ran aground in mud on way out - moment of fear as it crossed collective minds that water had dropped while anchored but no, not this time; got engine cranked up full power in reverse while both of us stood on bow "one-two-JUMP-(BANG!) one-two-JUMP (BANG!)... got out.

Sadly, looked again at ruin of old cottage at narrows that burned down recently.

Stopped in at Sans Souci for fuel and pumpout - found all power still out from storm of day 2 - nothing working. Bought two steaks and some potatoes carried on with all our sh*t still below but OK so far, tank not near full.

Learned that an intense local low pressure system had passed about 15 miles south of us when we were at Pointe au Baril and experienced the seitch. (Ah, so that's what happened...)

Motored all day down to Indian Harbour, anchored with two hooks. Went ashore and cooked steaks over coals of fire, ate them in soft warm clear air sitting on rock top of island watching sun set. Lovely.

Went back down to shore and lay on warm rocks feet toward fire watching stars - incredible show. Suddenly heard loud clank on Rod's beer can. Switched on flashlights and saw HUGE beetle enjoying fire with us. Measured 4" with evil shining eyes...could actually see it breathing. V. ugly monster. Eventually flew off into dark. Holy cow, it can fly?!

Suddenly darkness not so attractive anymore, retreated to boat lit woodstove and continued yarning in safety.

Wye Marsh naturalist has since reported we encountered a female

Giant Water Bug. (Wonder how it got that name...)

Day Six.....

Woke to calm and morning mist to find a 30' yacht was anchored near us, must have come in while we were ashore eating the evening before. Was from King Bay and had dead batteries. Handed over our booster and circled while he started up. Parted, he going North we going South.

Wind built all morning to usual howler on the nose. Went inside all way down to Honey Harbour, were in hopes of sailing close hauled from Present Island to Midland. Not to be. Once out in Sound big pair of squalls developed and motored through them. Watched fool behind us sailing into one with everything up, then panic scramble to drag down sails while on ear sliding onto lee shore at Present. Could imagine tale later "...wind came suddenly from out of nowhere...'

Arrived at Club late afternoon - Called Caroline on cell, had quiet beer with her before going home. Airport shuttle picked up Rod at 3am to catch plane back to Boston.

End of story.....



EPILOGUE

Big improvements to boat this season were second fuel tank with associated valve; complete success. Extra range v nice and engine ran fine. I have always wanted to increase the range but here is how I came to break down and do it.

This summer the fuel gauge on the factory installed tank died. Traced trouble to sending unit. Discovered cannot come at sending unit without removing tank...can't remove tank without removing steering and engine.

Trouble: gloom, consternation and sadness.

Decided to break down and install new second tank with working new sending unit... Routine now is to use old #1 tank until empty (estimating fuel by hours run) then switch to new larger tank with gauge. Success: happy optimism, gladness and pride.

The other improvement was decent galley water pump. What a diff to washing dishes etc that little change made.

Perhaps becoming fond of this boat at last. She's not wooden but we had dry bunks every night...

continued from page 3.

desirable yachts, but unfortunately, way beyond my budget.

John Vigor's book, *Twenty Small Sailboats to Take You Anywhere*, contains the stuff of dreams. He calls the Alberg 30, "A Legend in its Own Time," and the chapter starts with a quote from America's Practical Sailor magazine: "Not many 30-footers, old or new, seem as basically seaworthy and rugged as the Alberg 30." Quick searches of the Internet lead me to the inspiring film by Yves Gelinas: *With Jean-du-Sud Around the World*. This looked like the boat for me.

I found an Alberg 30 for sale in Hamilton, and the minute I climbed into the cabin I felt at home. On June 14 this year I became the second owner of this well cared for boat with hull number 624 built in Whitby, Ontario in 1978.

On the day I took possession there was no wind so we set the auto helm, and allowed the GPS and the old Bukh diesel engine to bring us back to her new slip at the National Yacht Club in Toronto.

Through my new membership in the Great Lakes Alberg Association, I met John Kitchener and his wife Joan McKay who own Jazz, an Alberg 30 at the National. While my main interest is in cruising, I was delighted when John invited me to be on Jazz when she raced on Wednesday evenings, first as a passenger, and later as a crewmember-in-training. I could not have asked for better sailing instructors. The highlight of my months as a new Alberg owner came when John and Joan invited me to go with them to race in Annapolis.

The Great Lakes Alberg Association shares a close and historic relationship with the Chesapeake Bay Alberg 30 Association. In 1962,

sailors from the National Yacht Club commissioned the Whitby Boat Works to build them a fiberglass boat that slept four. Whitby hired Carl Alberg to design the boat that became the Alberg 30 that had a production run of over 700 boats. A group of sailors from Annapolis also ordered the boats.

John, Joan and myself made the 10-hour drive to Annapolis in the rain. We had the pleasure of staying with Rolph (Towney) Townshend and his wife Joan, in their house overlooking the bay. It is hard to imagine a more idyllic setting for a sailor.

Annapolis lives up to its reputation as 'a drinking town with a sailing problem.' There must be thousands of boats moored there, from lovingly maintained dories, to the huge motor yachts complete with helicopters on their decks. I must confess that while in the bay I had a brief crush on a Westsail 32.

Before setting out for a tour of the town's many marine supply shops, we checked out Towney's boat Skybird, which he was graciously letting us use as the Canadian boat in the races with the Chesapeake Bay Association sailors on Saturday and Sunday. Since there were only three of us from Toronto, we were joined by Jim Palmer and his wife Barbara, two of Skybird's regular crew. As a rank novice, I am not a judge of sailboat racing, but I can say that we all had a splendid time working hard for our second, third and fourth place finishes.

The races were followed by presentations at a garden party where yachts were moored at the end of the lawn. While thanking our American hosts for their generous and gracious hospitality, our skipper, John Kitchener, introduced me as the newest owner of Alberg 30,

and pointed out that I had not only bought a boat but I had also become a member of a family. A wonderful family of people with a wide variety of backgrounds and nationalities bound together by a shared love of sailing, and a shared love of the Alberg 30.



continued from page 2

of the plan. An additional Director at Large at the east end of Lake Ontario would be a great benefit. Without the extra help we may find our organizers losing some enthusiasm for their jobs which could put our programmes at risk.

Don Campbell has agreed to take over the membership duties and thanks to Mike Cooper's donation of one of his Grasp Software programmes, the job of tracking memberships will be made easier.

There will also be a change in the format of the Newsletter. Starting with the Winter 2007 issue, your newsletter will become a Reader's Digest sized publication. This will mean that there will be more pages per issue and there will be some cost savings in printing. The smaller size will allow us to continue to realize some savings in postage, but best of all the Spring Newsletter will include the 2007 Roster. We strive to keep the Newsletter fresh and interesting and I believe that this new format will carry on the tradition.

All the best of the coming season and I hope to see you at the AGM.

*David Timmins,
Alberg 22 Sail No. 250*



COMMODORE

David Timmins
905 825 0407
editor@alberg.ca

SECRETARY

Jan Grodzinski
905 523 4188
janski@iprimus.ca

TREASURER

Peter Kennan
905 849 8742
pkennan@cogeco.ca

MEMBERSHIP

Rick Kent
416 766 5063
kentreb@hotmail.com

RACING

John Kitchener
905 838 3848
cradleman@sympatico.ca

CRUISING

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

**NEWSLETTER /WEB
EDITOR**

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

DIRECTOR AT LARGE

Janet McNally
905 689 6936
janet@mcnally.ca

The Great Lakes Alberg Assoc. Newsletter is published 4 times a year for the members of The Great Lakes Alberg Assoc. and any opinions expressed do not necessarily reflect the opinions or beliefs of the Membership, it's Directors or the publisher of this newsletter. (Any errors or omissions come with full apologies in advance.)



FOR SALE

Alberg 30, hull # 469. Atomic 4, completely rebuilt, many maintenance and hardware upgrades including new head. Interior requires new upholstery. **Asking \$20,000. Don Campbell, 519 475-6033, dk.campbell@sympatico.ca**

SHORE POWER CABLES

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



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