

THE PENNANT



Summer 2018

Commodore's Message

The transition from winter, spring to summer seemed to happen in a blink this year and caused a scramble to get ready for the new sailing season.

The season started with a fiesta, the Ice Breaker, hosted by Dale and Deb Brunet with helpers. It was a great kickoff for the season. Well-done and thank you so much.

It was also the first time the new tables were put to use which were donated by Dwight and Dawn Erickson, thank you Erickson's.

The Saskatchewan Ministry of the Environment was inspecting, with the possibility to decontaminate any boats suspected of being infected with invasive species (zebra mussels) on the long weekend in May. The provincial government has taken up this issue quite extensively and will likely be around again.

If you have any concerns with boats entering the lake or wish further information, the contact individual is Geri Geiger, 306-637-4605, or jeri.geiger@gov.sk.ca.

I have heard some in our sailing community were challenged last year by land owners when they pinned to the shoreline. I have had numerous conversations with various government departments to obtain a comprehensive and formal interpretation. To date, it is not as simple as I had hoped it would be and not what most of us had assumed. Stay tuned.

In my last discussions with Bryan, he expects WIFI for the harbour area should be up and running shortly. We are working with the golf course to originate the signal from their club house with possible booster stations in our club house or by the A Stairways on top. The RV Park is expanding behind the parking lot and they would like to include WIFI coverage in that area. There will be signal limitations, so streaming will not likely be possible.

We are still looking for someone to champion and lead the cruise week. Over the past few years it has been a bit hit and miss. If you are at all interested or have ideas for it, please contact me.

The Commodores Breakfast will be July 7th, look forward to seeing everyone and please when the notice comes out please provide your reply as it makes it easier. I know it is not always requested.

Have a great sailing season.

Brian Chalmers



Which way is UP? - DB

Around the Club

Sometime this July Lakeside Marina and the LDYC will be conducting inspections of all the electrical connections on the docks. These inspections will require the owner of any boat that connects to the power supply to be present during the inspection. Full details of the process will follow.

The Moorings Group is looking for a couple of experienced divers who would be willing to assist them on occasion. If you think you could help, please contact Brian Chalmers or Dwight Erickson.

Duane Weeks informed me that our Sailing School is sold out this year again and there is a waiting list. The school runs from July 23 to the 27th. As an added feature at the end of the school, the club is planning to take the students out for a sail on the big boats. If you would like to share in this great experience of introducing some new sailors to keelboats and can make your boat available, please contact Duane for more details. Who knows, we might just plant the seed that turns them into lifelong sailors and future club members.



2017 sailing school – DW

2018 Directors

Brian Chalmers - Commodore
Duane Weekes - Past Commodore
TBA - Secretary
Brenda Hesje - Treasurer
Dale Brunet - Vice-Commodore (North)
Dwight Erickson - Safety Officer
Joel Hesje - Race Director
Romuald Lagace - Member at Large



Hazy Sail - DB

Club Events

Commodores Breakfast July 7 th	- Brian Chalmers
Mildner Cup July 21	- Darrel & Sandra McKeen, Bob & Lorie Gorman
Sailing School July 23-27	- Duane Weeks & John Hartley
Cruise Week	- TBD
Martini Cup & BBQ- August 18	- Brian & Nancy Loire
AGM Supper	- September 8th

Shipmates at “C”

by: Dale Brunet “Skimmer”



When Deb and I bought “Norms Old Boat” and signed up with the Lake Diefenbaker Yacht Club, we had no idea what kind of group we were joining. What kind of people belong to a “Yacht Club”? Would we fit in? Would they be willing to give us a hand or advice if we need it? What we found out is the sailing and boating community at Elbow is filled with welcoming and helpful people. This was no more apparent than this spring when we decided to take our mast down to perform some repairs up top.

For a couple years I have wanted to upgrade the light bulbs on our anchor light to LED and inspect the sheave for the main halyard. I have always felt that the mainsail was tough to hoist up, so I figured there was probably something wrong at the top. Perhaps there was a stuck sheave, or a line out of place. It certainly couldn't be that I was perhaps a little out of shape.

Then last season during a hard blow, we were sailing, and I found a strange piece of plastic on the floor of the cockpit. After a few minutes of pondering I looked up to the top of the mast only to see half of my wind vane was gone. I figured out pretty quickly where that piece came from. And now with three items needing attention at the top of the mast, the time had come to do something

We had tried the year before to send someone up the mast. However, when we were not having much success, it was decided that it wasn't important enough to keep trying. We had tried using the mast step to hoist someone up, but we found out the mast on our boat sits too high to reach it from the top. Also, we couldn't seem to lift anyone with the winches on our boat. They just did not seem heavy enough. And this time my physical shape had nothing to do with it. My oldest son who is on the fire rescue team at the mine he works at was helping. Just to be clear about that.

So, with this experience in mind, I decided the safest course would be to step the mast to perform the repairs. I then put out a call to a number of members and the response was tremendous. So, with the help of Dwight and Dawn on Citabria, Don from Helix and Brian from Stolen Moments the mast came down and the repairs were completed. Then after the mast was back in place Brian said, "While we are all here let's put her in the water". Wow. After just spending about three hours in the hot afternoon sun working on the mast, everyone was still willing to help put our boat in.

And that is the fantastic thing about our boating community. Everyone is willing to lend a hand to help each other out, big or small. All done with no expectation of payment, except that, sometime in the future you return the favour by helping them or someone else. Well, perhaps they might appreciate a cold beer as well.

Backing up a bit to this last April, Deb and I had the opportunity to go out to Kelowna. Our second oldest son Jared had been asked to go out to work on a hotel renovation by his employer. They asked if he would be willing to go there for three months starting in January. What a choice. Spend our harshest winter months in the deep cold of Saskatchewan or the mild climate of the Okanagan. I think you can guess what he chose. And really who could blame him. As his "winter" went on his contract kept getting extended. Which then led to the decision for us to go out to see him at the end of April and check out this magical place we have heard so much about. The mild climate, the vineyards, the majestic scenery and of course the Yacht club. We of course wanted to see our son but the possibility of getting to start sailing a month early was too hard to resist.

We also heard a theory, that if you belong to a Yacht club, you can get privileges at other Yacht clubs. As well we have heard a few stories from members of the LDYC who were able to just walk in to some very posh clubs this way. Being a little more reserved in these matters, we decided to test this theory in a more cautious way. We contacted the Kelowna Yacht Club by e-mail to see if we could arrange for someone to show us around their facilities and perhaps take us out for a sail. They then put us in touch with Michael, who graciously agreed to show us around the club and take us out on his San Juan 24, "Animal House II". We were just to contact him once we had arrived.

We ended up being invited to crew on his boat in the Wednesday night race. I was a little nervous to make our first sail of the season a race. Especially on a 24-foot boat that I imagined was somewhat more tender than our boat. Not to mention this was not their first sail of the season. They had started racing a few weeks ago so I reasoned that they were already in the groove. The only sailing I had done in the last six months was on the Virtual Regatta game for the Volvo Ocean Race.

We had never met Michael before and didn't know what he looked like. He had just asked us to meet him at the gates to the dock at five. We arrived a few minutes early and positioned ourselves by the gate. We watched as

people started to arrive and go through the gate making their way down the docks. As it went a few minutes past five I started to get a little anxious that we had miscommunicated. However, just as that thought entered my head Michael rolled up on his bicycle and asks if we are Deb and Dale. After a quick introduction we rush through the gate and head down the docks toward a group that was just starting to break up. As we approached the group Michael says to us “I guess we missed the skippers meeting.” He then told us that when he got his slip he drew the short straw, as he then led us way down to almost the end of the docks.

Once we arrived at the boat he quickly started to open the boat and get it ready. We were joined by his crewmate Robbie, who after a quick introduction, immediately started helping out. In short order we were heading out towards the committee boat. It was about this time that Robbie informed Michael that he forgot to bring the radio. Not wanting to tell the race director this bit of information, they decided to just motor close to the committee boat and tell them the radio was dead. I was not sure of the reasoning, but I guessed this was somehow better.

So now here we go. The course is set. The winds are light but steady. All the boats in their classes are lining up and jockeying for position. With three different classes of boats racing it was necessary to stagger the starts. Without a radio we had to rely on just the sound and flag signals from the committee boat to know when to start. Then after two delays and with everyone on the boat listening for the horn blasts and squinting to see the flags, the final blast came to start our group. The race was on! And in a moment that brought us back to our first race on lake Diefenbaker ...the wind died. All I could think was that this seems just like home.

So just like a race day on lake Diefenbaker, what followed can only be described as a slow-motion ballet. And after an evening of light and shifting winds and the shortening of the course, a final breeze rolled down from the mountains to gently push us across the finish. Yep, it all felt very familiar.

After we put the boat away for the night, Michael invited us up to the Kelowna Yacht club's member's lounge to await the results and celebrate the race with a pint or two. As we chatted about the evening's race and the wind conditions on lake Okanagan verses Lake Diefenbaker, I started to think. Here we are, a thousand kilometers from Elbow, in a slightly more upscale yacht club than ours. With a group of people that until a few hours before we had never met. Yet still we were welcomed in as part of the crew, enjoying an evening of sailing and comradery.

It seems that, through our love of the sport of sailing, we are now connected to a much bigger community. One where people are usually remembered by their first name and the name of their boat. Where almost everyone has no idea what you do for work and are not overly anxious to find out. Because they are really more interested to find out how the sailing was last weekend or what cleaner you use to get the bird droppings off your deck. You know, the important stuff in life.

The evening after we put our boat in the water I was sitting in the cockpit looking up the instructions for a shroud tension meter that Craig on Mara Azurra had loaned me. I started reflecting on the events of the day and I started to feel pretty good that the repairs at the top of the mast were finally done. I said to Deb how great it was to have so much help. Especially from those with lots of experience stepping their mast. As the light faded I asked Deb to turn on the anchor light so I could see the results of our hard work. After repositioning myself so I could see the top of the mast I looked up only to see one of the two bulbs come on. Well I guess it's back to researching how to go up the mast. I hope I figure it out before the next two things go wrong up there.



A Sense of a Goose.

Submitted by: Duane Weeks

Next fall when you see geese heading south for the winter, flying along in “V” formation, you might consider what science has discovered as to why they fly that way. As each bird flaps its wings, it creates an uplift for the bird immediately following. By flying in “V” formation, the whole flock adds at least 71 percent greater flying range than if each bird flew on its own.

People who share a common direction and sense of community can get where they are going more quickly and easily, because they are traveling on the thrust of one another.

When a goose falls out of formation, it suddenly feels the drag and resistance to trying to go it alone. And quickly gets back into formation to take advantage of the lifting power of the bird in front.

If we have as much sense as a goose, we will stay in formation with those people who are headed the same way we are.

When the head goose gets tired, it rotates back in the wing and another goose flies point.

It is sensible to take turns doing demanding jobs, whether with people or with geese flying south.

Geese honk from behind to encourage those up front to keep up their speed.

What messages do we give when we honk from behind?

Finally – and this is important – when a goose gets sick or is wounded by gunshot, and falls out of formation, two other geese fall out with that goose and follow it down to lend help and protection. They stay with the fallen goose until it is able to fly or until it dies; and only then do they launch out on their own, or with another formation to catch up with their group.

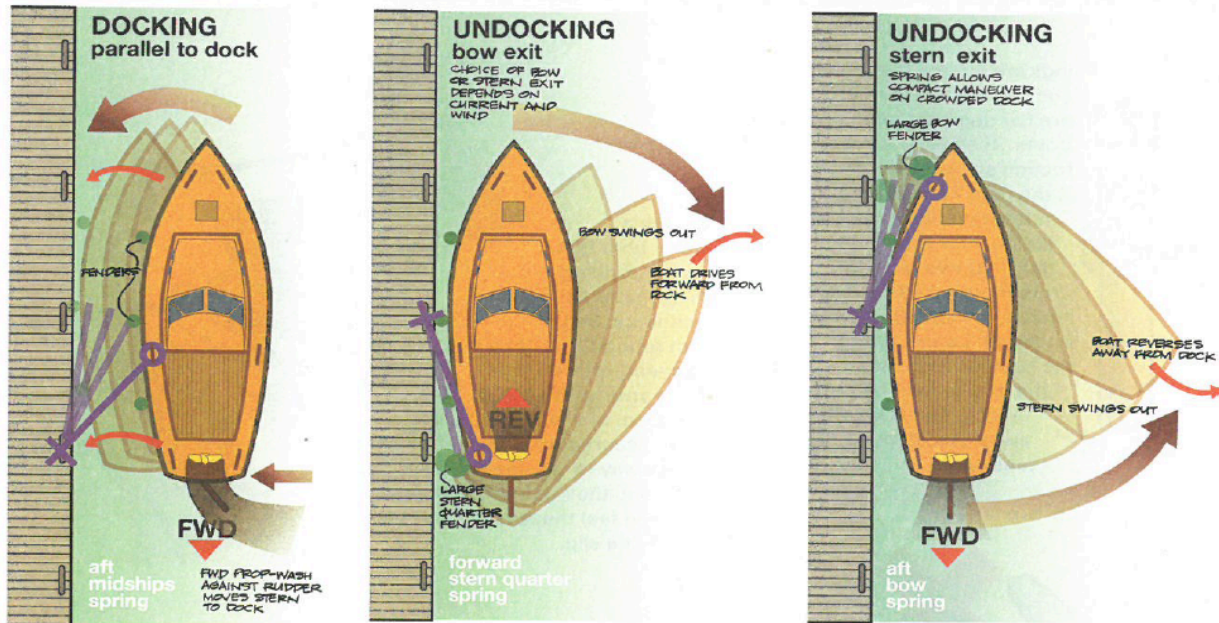
If we have the sense of a goose, we will stand by each other like that.

AUTHOR UNKNOWN

Coming and going

Submitted by: Bruce Lyle

APPROACHING THE UNKNOWN (CONTINUED)



For most of us getting off the dock and back on again is interesting time, docking on the “inside” makes things even more interesting. Above is from wooden boat magazine tech tips which is in the current issue. Like most things in life practise makes perfect, a quite morning with no swell and wind is a great time to go over how you dock your boat with your crew, maybe ask a friend in a different style of slip to practise in theirs. – Bruce Lyle

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Classifieds

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Includes: trailer; winter cover; extensive sail inventory including spinnaker, asymmetrical spinnaker with North Sails launching bag; Yanmar 2GM diesel; and dodger.

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Contact Joel Hesje 306-222-7962 or j.hesje@mckercher.ca



26' Hughes - \$6000.00

Very robust construction, beautiful lines.

This is an excellent boat to learn Keel Boat sailing or to upgrade to. Non-complicated rigging. Full Standing head room in cabin, generous sized V-Birth, good sized ¼ berth in rear, propane stove conversion, large insulated ice box plus 12v cooler, Auto-tiller steering. Bottom / Keel in perfect condition. Draws 4 feet, Easy load tandem wheel trailer.

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