



# The Pennant

Winter 2005/6

## Commodores Report

This may set a new record for the duration between newsletters, and for that, I apologize. First thing I would like to remind everyone is about the upcoming holiday-season gatherings. A special invitation to all the new members as it's a great time and a good place to visit and generally "talk boats" to help get us through the winter. The dates and places are:

Saturday December 10<sup>th</sup>      Craig and Linda Nelson's in Regina  
3726 Edinburgh Place 789-3022

Saturday December 17<sup>th</sup>      Jim and Pam Smith's in Saskatoon  
303 Poplar Crescent 931-1219

My Lake memories of the past year are good. Despite the generally crappy weather we seemed to get, and the lack of really hot temperatures to get the water temperature up, I felt like we had some pretty good weekends on the boat. The cruise week was well attended and I really enjoyed being part of the big group at the first night raft-up. I know I'll be planning on an extended cruise week next year – not just the weekend. OK, I say that every year...

I also encourage more to participate in the overnight race. We don't get a lot of chance for this type of adventure doing something completely different while sailing the Lake and I believe this gives us a real challenge. After following the Volvo Ocean Challenge where they are racing through iceberg laden seas in the black of night in the Southern Ocean, do you realize that a night race on Diefenbaker is probably more achievable on the adventure scale (and a bit higher on the sanity scale). My thanks to Wayne for getting this going.

Lastly, with any luck and planning, the newsletter may be available through a website page in the future. We would still send out email notes to let everyone know about current postings or news, but it should help in the distribution of communications. Having said that...you can't beat good old fashioned telephone calls to find things out or getting together at the Christmas parties.

Please see the "Mooring Options" article written by John Hartley that is meant to stimulate discussion and feedback regarding the placement of mooring anchors in some of the commonly used anchorage bays. I for one will try and take him up on his position that these are for the use of us all and try them out. As a courtesy, I will still probably try and contact him beforehand to check on his plans, but after reading about the installation technique, I'm sure they will probably out-hold my anchor and let me sleep better.

Read on...see you at the parties...best regards,  
Scott Turk  
Commodore

*For those of you who missed the AGM, I welcome the following to the board...ST*

Adrienne Cottrell – Secretary ,  
Frank Larocque – Treasurer,  
Eithne Reichert – Vice Commodore (North),  
Richard Foy - Vice Commodore (South),  
Wayne Ridsdale - Racing Director,  
Mike Stensrude – Harbour Master,  
Craig Nelson - Past Commodore

# Mooring Options:

Never thought I would be writing something for the newsletter. It's not really my style. However some things have come up which need to be aired.

First of all if I have offended anyone by my actions I apologize.

The actions I am referring to are the placement of moorings in spots on the lake. Having watched the club try to establish moorings, which failed, I thought I would try my hand at it. When we set about to establish a yacht club, we wanted to promote safe sailing on the lake. In my limited experience I have found that some simple rules are good ones to start with.

- Stay away from thin water.
- Don't go out in a storm.
- If you are out in a storm, get into a safe harbor.

In over 30 years of time on the lake and many other bodies of water, I have seen a few storms. For a number of these years I have tied to shore. Most of the time I find that coming into the shore while trying to set a stern anchor, hoping to get to a spot where someone can jump ashore to set a bow pin and breast lines is very taxing, sometimes a little dangerous and very muddy. Also the wind tends to blow up or down the coolies and you are on your side most of the time when tied at 90 degrees to the shore.

The other option is to set an anchor. This is not always easy to accomplish on the first pass. I much prefer a Bruce anchor, which has superior holding in sand or mud, and it sets very quickly. It will foul in weeds. With a 30 foot "tide" in our lake, weeds in coulees can be a problem. If my Bruce doesn't catch I use my CQR which tends to cut through the weeds. I find it doesn't set as quick or hold as well as the Bruce. I use lots of scope before you try to get the anchor to set, and make sure it stops the reverse momentum of the boat.

Depending on the position of the eye of the storm, you may find that the wind direction will change 180 degrees at some point. On many occasions Ginnie has informed me we are aground because the anchor pulled out with the wind change at 3am, or some other extremely dark hour, (I tend to sleep through these things). Then it's out on deck, start engine, raise anchor, and reset anchor, quite often in the same storm conditions, not pleasant, she doesn't think it's funny.

It seems to me to be much easier and safer to motor slowly into the wind to a mooring, lift the line, loop your bow line through it, drop back and use much less scope to secure your boat.

Using this philosophy a number of questions arise.

- Where is the mooring?
- Will it hold?

## **Where?**

Currently I have placed moorings at:

- Sage bay
- Small Sage
- Maskepetoon
- Blockbuster

## **Will it hold?**

- I would say that nothing will hold if someone is determined to pull them up.
- The grain bin anchors I purchased are supposed to hold 2300 lbs. They are 4 feet long, galvanized, with a 4 inch auger. That of course is in most earth types. We do not have a solid bottom on the lakebed. However, even if they grip 4 feet down, you are in about 3 feet of fairly solid earth. I don't think many anchors reach this depth. A few years ago, (I think 4 now) I placed Telephone pole anchors in Maskepetoon, Belhumer and Blockbuster. The first two, (Maskepetoon and Belhumer) are gone. I know the anchors are there, I just lost the floats. Blockbuster still exists. I have personally ridden out many a storm here. The last one was this year, a really bad one and the direction was from the 2 degrees of coulee that comes straight from the lake (lots of wind and waves). Ginnie didn't sleep all night. The next morning when I went down to check, the anchor eye

hadn't moved an inch. This is a 6 foot anchor with an 8 inch auger. Others have used it under the same conditions.

Wayne Ridsdale has very kindly taken it upon himself to have people at his shop build some screw anchors for me. These anchors are about 4 feet long and have about 2 feet of 6 inch grain auger on a 2 foot shaft. I have no idea what the holding force would be. I know it's more than the ones I purchased. (see attached picture)



-The anchors have about 4 to 6 feet of chain attached to them and are tied to a float with what line I had available. The floats are 3 feet of treated 4X4. They are not as visible as I would like but economy rules here, perhaps I could paint them white in the future. The club found that the great white hunters that frequent some coulees tend to use things as targets, we lost several in Sage to this, (these should survive). I marked the floats with Valhalla and Indigo. I didn't feel I had the right to use LDYC. I didn't feel it mattered too much. The markings allow people to know who to contact. They are there for anyone to use.

-Still on the holding power;

-Sage has 1 of Wayne's anchors

-Small Sage and Maskepetoon have one of each on a bridle.

I think that at least 1 mooring every 10 miles or so should be looked at. Thanks to Wayne Ridsdale and grain bin anchors I purchased a movement has been started to see something like this. Maybe we were wrong in doing this.

I know that not too many of us sail down the lake singly or in pairs. When the club does a cruise the dynamics change. Shoreside groupings are the norm.

When I place a mooring I have it at the end of a coulee, out of the line of traffic. I would not be in favor of placing moorings at Enfield or Swift Current Creek because they would tend to be in the way of traffic. At full fill of the lake I want to see 20 feet of depth with scope.

As I said before the club had tried this on at least 2 previous occasions and failed, using motor blocks. Two motor blocks may give you about 200 lbs weight. They displace about a cubic foot of water, which would reduce their bottom weight by about 60 lbs. If the club had set them in a hole dug into the lake bed about 3 feet they would have worked better. This was not done. They can easily be bounced across the bottom in a chop with a short scope. **It has happened!** A motor block discarded on the lake bed would present a possible hazard at low water. It might be difficult to extract an anchor from one if it got caught in it. The screws I ran into the bottom are turned right down to the eye. Very little is projecting. I would think, with a straight pull directly upwards you would get at least 300 to 400 lbs of holding power. You should get much more at an angle.

I won't deal with all the positive remarks I have had but I do feel that I must look at the negatives. In particular issues brought up by one member. I had a very long and I guess somewhat frustrating discussion with him over the issues of mooring. Essentially they were over the following points.

**1-They present a hazard to navigation.**

I tried to explain that I had positioned them out of the line of traffic as much as possible and if someone was speeding towards them they would very quickly hit the shore. (Not that people don't do this). I also pointed out that the club had tried to do this before so it was not the first time moorings were tried. They are there for all to use.

**2-They are where I want to anchor**

Use the mooring.

**3-I don't trust it.**

Set your anchor as well, use both.

After going round and round on the above, what I believe was the real issue came to light, **that I had set a very dangerous precedent by claiming a spot on the lake**, everyone was going to do the same and there would be no room left. Apparently he had a similar situation which had developed down East. He asked me what I would do if I came along and he was moored on one of them. I informed him I would seek another spot, first come first served I know Wayne feels the same way.

In the end the solution seemed to be to cut the offending mooring and set your anchor. Although this seems to be a bit much, there is nothing to stop someone from doing this. They are perfectly within their rights.

Other negative comments;

- Have enough scope for larger boats so they don't hit shore.
- If the anchors pullout you are going to drift quicker than you would with a dragging motor block.
- They make a noise at night if they tap against your hull.

I think the above issues should be something to think about over the winter. I would like your comments.

John Hartley    242-1183    [jhartley@sasktel.net](mailto:jhartley@sasktel.net)

*The following article appeared in a previous newsletter...after re-reading it, I thought it may be appropriate to re-issue it for the benefit of all members – both old and new...some thoughts are good to repeat...thanks Jim...ST*

# Doing It Right On Lake Diefenbaker

This is intended to be a primer for first timers on our splendid lake, but it could serve as a series of reminders for most everyone. This is a little guide for staying out of trouble and maximizing your pleasant experiences with your new boat and your new friends. You'll even look a little more experienced and clever if you start out knowing the basics and avoiding the pitfalls.

Lake Diefenbaker is a vast expanse, and when you leave the harbour you can get a very long way from help in any good day. Think about just how prepared you are for every emergency. Can you handle a breakdown of your equipment and how? Can you handle bad weather and how? Can you handle illness or injury and how? It is important to prepare yourself in every possible way. The first preparation is to acquire all the knowledge you can absorb. Both the Canadian Yachting Association and the Canadian Power and Sail Squadron courses are available in Saskatchewan, and you should have one or both certificates hanging proudly on your wall or bulkhead. At the very least acquire your Canadian Coast Guard Pleasure Craft Operator card right away. It's a legal requirement, but it doesn't require nearly as much knowledge you'll really need...don't stop with just that!

You should also have a VHF Marine Radio on board, and more than just a hand held type. The built in versions use much longer antennas and therefore have much longer range. Out here you'll need all the range you can get. Cell phone coverage has recently improved on Lake Diefenbaker, but they won't replace a VHF Marine Radio either. When you're in trouble you'll need to be able to call a nearby boat, and that takes a marine radio.

We have doctors and nurses in our club, and first aid equipment including oxygen, but you'll have to be able to reach them before they can help. We have many sailors as members, but we also have several owners of fast powerboats who are always ready to come to your assistance. The local RCMP also have fast boats, VHF Marine Radio equipped both at Elbow and Saskatchewan Landing. And the marinas at Elbow, Riverhurst and Saskatchewan Landing also all have VHF Marine Radios with very long-range antennas. The Riverhurst ferry has no radio.

You should also join the Lake Diefenbaker Yacht Club at your first opportunity and participate in some or all of its activities (members with new neighbours who aren't yet members should ensure these new boaters and sailors get a copy of this newsletter). The LDYC offers a host of training, competitive racing and social activities; and you'll become known to your new friends much faster. Contact any Executive Officer and we'll be pleased to assist you with your application.

The Lake Diefenbaker Yacht club was formed in 1974 by half a dozen avid sailors (some are still members today..did I say "avid"? ) and has been operated continuously by volunteers every since. They plan several regattas every summer and at least a couple of cruises including the traditional Ladycris Cruise during the first week of August. This is open to everyone and is the ideal event for newcomers to participate and learn about this vast lake in the safe company of our experienced sailors and boaters.

Now for some comments about equipment. Overnight anchoring on Lake Diefenbaker is done somewhat differently than on most Canadian waterways because of our narrow and very deep bays. Always overnight in one of our safe bays, away around a corner so that if a wind should build in the night, you are safely tucked out of it's way. Don't even think about staying over night on the main lake!

On Lake Diefenbaker, it's safest to moor to the beach inside a bay using a system of shore pins and anchors. You'll need to acquire four husky steel mooring pins at least 2 ½ feet long to pound into the shoreline in front of your boat, a hammer to do the pounding with and several strong lines. Don't use polypropylene lines; they don't coil well, don't cleat well, don't tie well and they are always available to tangle in propellers because they float. Two of your lines (20'-30') will attach the bow to two close-in pins, and two long lines (75'-150') will attach the stern to two far-out breast pins. You'll also need a stern anchor to counteract all these lines holding you to the beach. Any LDYC veteran will teach you how to successfully come into an anchorage using this method. You'll also need several appropriately sized (as big as you can store) fenders for use when typing up with other boats. Make sure you round up this equipment before you launch, you'll need it the very first time you leave the harbour for the night. And even if you resolve always to be a loner, eventually a storm will find you gladly tying up with a fleet of boats and you will need this equipment then. There are mooring buoys in Big Sage Bay, but not many.

A few comments about etiquette. We do value our privacy and ask that you always request permission to board anyone's boat before stepping on. Because the boats are small and not very sheltered, if permission is denied, don't take it personally. It's likely there's a partially dressed crewmember aboard with nowhere to hide. As well, because we all live in close proximity, please also consider others when adjusting music volumes and party volumes or duration! Always keep your boat and dock spaces neat and tidy. Pets are the responsibility of their masters at all times! Young children should always wear approved floatation devices and be supervised when on decks or docks.

We have another very useful tradition here at our docks. Whenever a boat is returning to the dock, at least two people should make themselves available to take their lines and assist tying them in place, even if the boat in question is a very long way down the dock and you don't personally know anyone on board! They will return the favour when you are landing, even if they don't know you. When leaving or returning to the harbour, always be on full alert. We have a lot of traffic here at times, including swimmers, kayakers (and even the occasional radio controlled model float plane committed to a landing). Pay attention at all times. At the marina dock, go about your business and then move your boat as soon as you've finished. Help catch other boats there too.

The Cafferata families, Bryan and Donna, Barry and Wendy offer a complete line of boating services and supplies in their inventory and they will bring in any other items that you need at fair prices. We need them here much more than we need any BC, Ontario or USA mail order houses, so please support them at every opportunity.

We're a small group here at Lake Diefenbaker on a huge lake that offers you some of the least crowded cruising in Canada. The LDYC is composed of approximately 50-60 sailing families and 15-20 power boating families. We cruise together and assist each other in every way. If you are of the opinion that the two factions should constantly be snarling and hurling insults at one another, you'll have to retire that attitude immediately to succeed here.

There's much more to learn, of course, but these are the basics you'll need for a successful start. Please feel free to ask any questions of your experienced neighbours. Let's not learn anything the hard way! Lastly, be sure you are tied up securely at your final destination before incapacitating yourself chemically. Your families and your boats are worth way too much to ever risk an accident.

Welcome to Lake Diefenbaker and to the Lake Diefenbaker Yacht Club. We hope you enjoy yourselves to the fullest here, and stay with us a good, long time. Stop by for a visit.

Jim Smith (and Pam)  
"Pamela Ann 2", Slip A43  
Past Commodore, LDYC  
Past Commander, Saskatchewan Power and Sail Squadron  
Internet jim.smithjr@shaw.ca

## For Sale:

For sale from a C&C 24

Used sails 1- 170% - Dacron - approx size.-.luff 27' 9" , foot 17' 10" price \$150

1- 150% - Mylar - - luff 28' 5" , foot 16' 6" \$200

1- 150%- Dacron - - luff 28' 1" , foot 16' 10" \$100

1- 100% - Dacron - - luff 25' 4" , foot 12' 4" \$100

All prices subject to OBO i.e.or best offer

Ross MacLennan [rmaclennan@accesscomm.ca](mailto:rmaclennan@accesscomm.ca)

2002 MacGregor 26 X for sale You can view the details by accessing the following link:

[http://www.gordssailing.com/2002\\_macgregor\\_26x\\_for\\_sale.htm](http://www.gordssailing.com/2002_macgregor_26x_for_sale.htm)

Gordon Griffin

## Adventure:

*I received the following...thought it might be of interest...ST*

Hello fellow sailors,

I am e-mailing from Victoria, BC. This winter we are organizing a sailing adventure for up to 8 persons - who would like to escape the rain and gloom of our coasts. Our plan is to sail from St. Lucia to the Grenadines, or alternatively, sail the barrier reef in Belize (not yet decided).

We would charter a bare boat from one of the companies in this area, and share costs with compatible crew mates.

Al Lubkowski

(250) 216-2389

[paddle@blackfishwilderness.com](mailto:paddle@blackfishwilderness.com)

## LDYC Web Site:

A few years ago, the LDYC purchased our own web domain name so that we, as a club, could have a central access point to find out about events, etc. relating to the club. It's time to take it to the next step...to actually develop the web site! A few of you have listed WEB page development experience on your membership forms, and some of you have web experience but maybe did not list it on the form. If you are willing to help with the WEB page project, please forward your name to Scott Turk - [tgturk@shaw.ca](mailto:tgturk@shaw.ca) . Once we have the names, everyone who has responded will be contacted to arrange a convenient time to meet. At this meeting, someone from the group would be asked to chair this committee. Target date to get the site up and running is May 1<sup>st</sup>. Are you up to the challenge?

*Please forward any comments / future topics of interest / articles for sale to myself...I hope it won't take so long to put the next one together ...Thanks Larry S for the article about ground fault testing, but I am saving it for next time...thought we had enough for this one...ST*

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