

# THE PENNANT



Winter 2018



Dave Messner

## Editor's Ramblings

After 25 issues of the Pennant I have informed the Commodore that it is time for me to hang up my pen. I would like to thank the many people who have contributed

to the Pennant over these past 6 years, it is you who have made the Pennant what it is. Thank You.

Hopefully someone will step forward to be the editor so that the Pennant can continue. Any volunteers are asked to Contact the Commodore, Brian Chalmers at [brian.chalmers@sasktel.net](mailto:brian.chalmers@sasktel.net)

Last fall you may have heard that Power Boat Television was going to be at the lake to do an episode on Lake Diefenbaker and the club. Here is the link to that episode.

<http://www.powerboattv.com/content/2018/01/19/2018-episode-1-saskatchewan-yacht-clubs/>

Don't forget, the Volvo Ocean race can provide some exciting diversions through this time of layup for us. The recent end of leg 4 resulted in a collision at 20 knots between one of the competitors and a fishing boat. Unfortunately the fishing boat sank with the loss of one life. You can follow it here

<http://www.volvoceanrace.com/en/home.html>

As I am putting the final touches to this newsletter we are having a brief warming and then it looks like we are in for another round of real cold. For those of you who will be experiencing warmer climes this winter, safe travels, for those of you dreaming of warmer climes, stay warm.

## **Commodore's Message**

I Hope everyone had a great Christmas and are enjoying 2018 to date.

Not a lot happening on the boating front, which I am sure no one is surprised as I write this mid -January, 24 below with a wind chill making it feel like minus 37.

There has not been any follow up meetings to date with the Lake Diefenbaker Authority.

I have pursued a number of MP's whom are associated with the area to seek support and assistance in achieving navigational lighting, beacons or navigational aids of some sort.

Upon speaking with numerous yacht club members all the boats in winter storage in the parking lot appear secure.

I attended the Sask. Sailing AGM at the end of January and addressed some of the issues pertaining to the sailing school. The sailing school dates are July 23 – July 27, information and booking will be available at <http://www.sasksail.com/>

If anyone has any specific issues regarding the sailing school or any other issues please contact me at [Brian.chalmers@sasktel.net](mailto:Brian.chalmers@sasktel.net).

Hope the remainder of the off season treats everyone well and if you are travelling safe travels.

Good Cruising

## **Around the Club**

### **2018 Directors**

Brian Chalmers - Commodore

Duane Weekes - Past Commodore

Ginnie Hartley- Secretary

Brenda Hesje – Treasurer

- Harbour Master

Joel Hesje- Race Director

Dale Brunet- Vice- Commodore (North)

Romuald Lagace - Member at Large

Don Crowther – Member at Large

## **Club Events**

IceBreaker – May 26 Dale & Debbie Brunet

Saskatchewan Keelboat Challenge June 23 - Garth & Leanne Hannah, Doug & Sandee Reed

Mildner Cup July 21 - Darrel & Sandra McKeen, Bob & Lorie Gorman

Sailing School – July 23 – July 27 - Duane Weeks & John Hartley

Commodores Breakfast - TBD - Brian Chalmers

Cruise Week - TBD

Martini Cup & BBQ- August 18 - Brian & Nancy Loire

AGM Supper- September 8th

# For Sale

## 1983 C&C MKII 29 - Sea Jay

Great cruiser/club racer. Located at Elbow. Slip in Elbow Marina available for 2018.

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

Upgrades include: Raymarine ST60 instruments; Raymarine auto pilot; Harken radial self tailing winches; Harken windward sheeting traveller system; North Sails Norlam fully battened main sail with Harken front loading batten boxes.

Price: \$27,500

Contact Joel Hesje 306-222-7962 or [j.hesje@mckercher.ca](mailto:j.hesje@mckercher.ca)



## **26' Hughes - 6500.00**

**10% to whoever finds a buyer by May 1, 2018**

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-Berth, 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.

New additions:

New Cushions, Refurbished Interior, new 9HP Yamaha Outboard with electric Start and throttle controls, 3 battery (1), Coolatron Fridge, 2- Self-tailing sheet winches, Custom made anchor roller with 30' chain plus 150' rode, Auto pilot tiller. Depth Finder and VHS radio, Stereo w 4 speakers. New Porta-potty. Original head is available and can be reinstalled.

Sails: Storm Jib, 150 Genoa, Jib, Spinnaker. All in good to excellent condition.

Trailer (included):

2006 Sterling Tandem wheel w surge brakes, Excellent custom keel guide to simply loading.

Extras: Life jackets, lines, shore pinning gear, 3 anchors, and more....  
Located at Elbow Saskatchewan, Lake Diefenbaker.



Contact: 306 586-6455

[bcargill@sasktel.net](mailto:bcargill@sasktel.net)

# C – Ice

By: Dale Brunet, “Skimmer”.

I think that I might be completely conditioned to Saskatchewan winters. One morning in the second week of January, it was still dark when my phone alarm went off to wake me for another day of work. As I lingered under the covers a bit, waiting for the furnace to finish taking the chill off in the house, I picked up my phone. First to silence the alarm, then check the temperature outside. I do this to mentally prepare myself to face the deep penetrating cold that has been embracing Saskatchewan though the last few weeks of December. Still fresh in my mind was the morning of December 23<sup>rd</sup> when the temperature had dropped to an actual temperature of minus 38!

That is the kind of cold that causes even the best winter tires to feel square when you start to drive. The kind of cold that just sucks out all your motivation and squashes all your plans for the day. The kind of cold that makes you wonder why you live here instead of on a catamaran in the sea of Cortez. You get the idea.

I then selected one of my five weather apps. Yes I might be a little obsessed with weather. As I waited a moment for the data to load I couldn't help thinking I was just like a gambling addict. Staring hopefully as the dials spin. Just watching and waiting for his fortunes to be decided. Then it came up, minus 28. And I thought to myself, “That's not too bad.” Yep, I have lived here too long.

Being somewhat acclimatized to the cold is one thing, but not being able to sail all winter is something that I seem to struggle with more and more each year. And each year I have to find creative ways to feed my addiction to sailing. In the past we have watched sailing movies, followed sailors on YouTube and read countless sailing books, magazines and catalogues. We have also been fortunate that we have been able to get away for at least a week each year to a warmer climate where I can get a little sailing in. Even if it is just on a little beach cat.

However this year we started a significant mechanical upgrade and bathroom renovation, which makes it unlikely we will go south this year. I have also watched all the sailing movies on Netflix at least a couple times. And watching sailing on YouTube just doesn't seem to be quite as satisfying anymore. This leaves me wondering how I am going to get through to spring? All I can say is thank goodness it is a Volvo Ocean Race year!

I never had the chance to be involved in sailboat racing but ever since I discovered the Volvo Ocean Race I have been hooked. It is an event I look forward to when it comes around every third year. And since they have gone to the one design race model the racing has never been more exiting. Watching them fly across the open ocean on a sixty five foot piece of carbon fibre in thirty plus knot winds traveling at twenty five plus knots. Fantastic. That should give me plenty to watch and read until spring.

Although I love to follow the big races, I have only entered three races since we started sailing at lake Diefenbaker. Deb and I entered our first race back when we had the Aquarius 23, "Norm's Old Boat". Which, we entered with naively high expectations that we would do well. At the time I was pretty confident with my sailing skills, Deb was fresh out of the sailing school and we had a massive handicap that was in our favour. And I needed all the help I could get. Because, lets face it the Aquarius 23 was not built for the Volvo Ocean Race. Not to mention my forty-year-old Aquarius 23 with years of hard lake crud still on the bottom waiting to be ground off. On a good day she might make four and a half knots. But with a handicap that would require most of the boats we were up against to travel at two or three times our speed, our chances looked pretty good. If we just finished we should place well.

And there's the rub. All went well in the first lap of the two lap race. We got off to a respectable start and the wind was in the range where Norm's Old Boat sailed her best. With full main and the genaker out Norm's Old Boat was sailing beautifully. Although we were clearly out matched and the fleet was quickly leaving us behind, we still felt good about our performance. As long as we didn't get lapped, we would be happy.

That's when the Lake Diefenbaker race day winds took their usual course. We had just completed our first lap and were sailing well to the first marker again. Then just as we rounded the marker, the wind died. Most of the fleet had already finished except for "Bossy Lady" and us. So there we were, left bobbing around in the hot sun until we both retired.

This first racing experience left me a little disappointed in my performance and wanting to try again but things never seemed to work out. So I was pretty excited that things lined up this year for us to enter in the Mildner cup. At last here was my chance for some personal redemption. Our Hunter 29.5 "Skimmer" sails much

faster than our Aquarius. As well, with a few more seasons of sailing under our belt, I was even more confident in our sailing abilities. And she has a clean bottom. We are going to clean up! Clearly that first race had been bothering me a lot over the last few years.

However this time the race did not disappoint. We had great wind for the entire race. We didn't make a great start but by the time we reached the first marker we were into our groove. Well it really took a semi-heated discussion where Deb pointed out that I was taking it too seriously and we had to get a few things straight. I would take over trimming the sails, she would take the helm and not throw me overboard. It seems this race had brought out the competitive spirit in me.

However, once we had sorted ourselves out we had a fantastic race. Midway we ended up match racing with "Wind Dancer Too". Both boats tacking back and forth, each trying to get the advantage over the other. This was the race that I had envisioned back when we entered "Norms Old Boat" the first time. Then to top it off and with a little help from our old friend the handicap, we took second place. Yep I was feeling pretty good about racing now.

This feeling wasn't very long lived though. Feeling urged on by our last success we entered the next club race, the Martini Cup. This time though, was almost like we had gone back in time to our first race on "Norms Old Boat". Although the winds were light the race seemed to start ok but by the time we made the first marker the wind was quickly dropping. It was decided to reduce the race to one lap. However the wind continued to drop and shift from one direction to the other leaving most of us just bobbing around on the lake. Finally after three hours and fourteen minutes with only three of the six entrants across the finish the rest of us retired from the race. Clearly I have more to learn about this racing game.

That's where the Volvo Ocean comes back into play. You see they have a virtual race game to go along with the race. You skipper your own boat along the same route as the race takes. Using the same real weather forecasts and wind data you race the fleet in real time. One more way to keep sailing and I might just pick up some tactics to try next summer.



Dave Meesner

## Knots Are Great But Beware Of Limitations

Published on October 4th, 2017

Paul Dyer, technical manager at Marlow Ropes, tests the effects of knots and splices on rope strength.

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It's likely anyone who has ever used ropes has learned to tie knots – to create eyes, connect rope to objects or even just for decoration. There's a knot for every application and for many applications there is no better solution than a knot. Nonetheless it is important to be aware of the limitations of knots.

Every time a rope is distorted, strength is lost. When a rope is bent around itself or an object, some of the strength quoted by the manufacturer is lost. A bent rope means some of the fibres on the outside of the curve will have to carry more load while fibres on the inside may take none of the load.

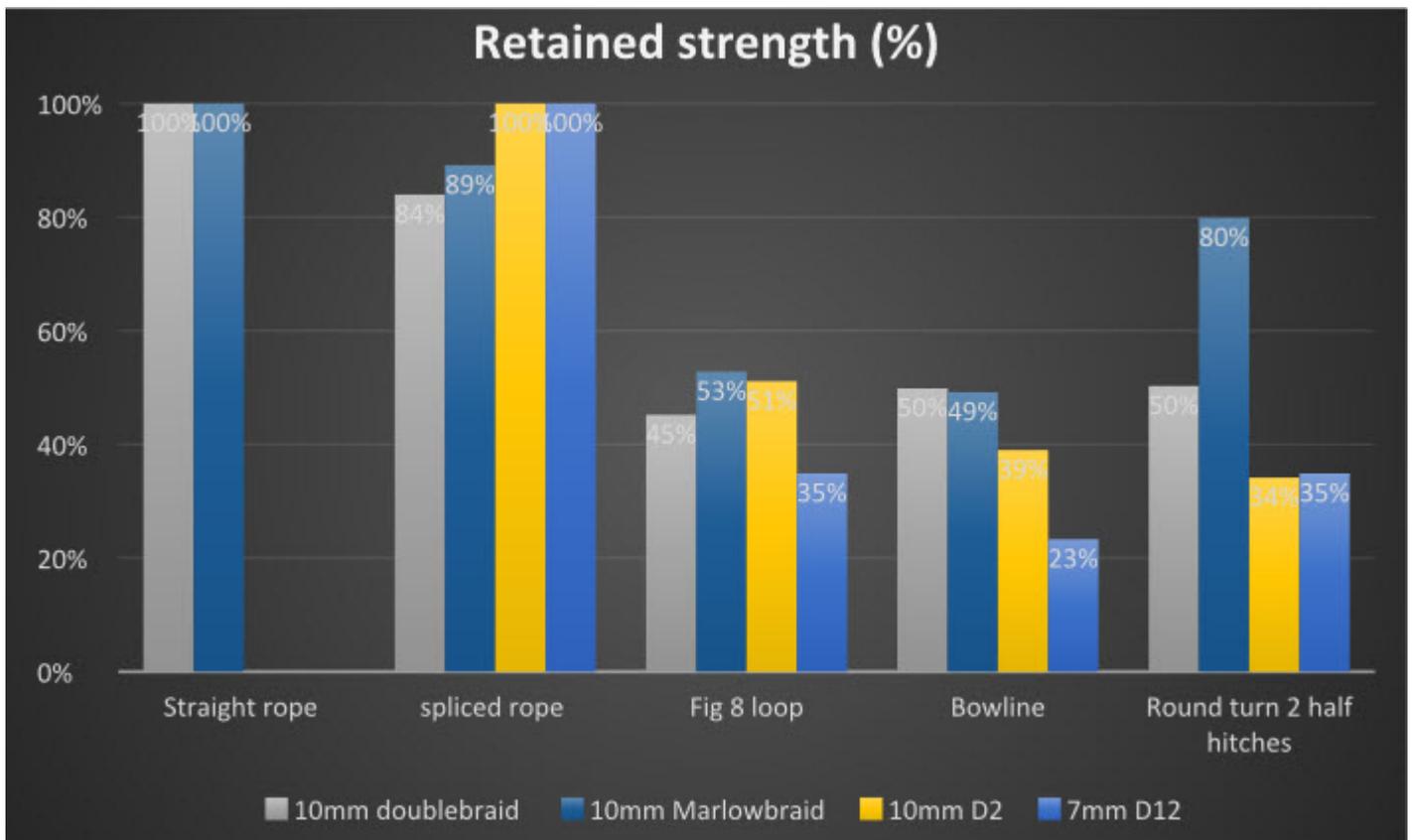
In addition, parts of the rope in a knot may be compressed and the fibres unable to move to share load. These factors and more combine to give a complex mechanical system that ultimately reduces a rope's strength.

The level of strength reduction can be substantial. In some cases, strength can be reduced by over 50 percent. However, this will depend on many factors, including the type of knot, how the knot is tied, how neat it is, how the rope is loaded, the design of the rope and so on.

For these reasons Marlow likes to keep things simple with the following guidelines:

Any knot in typical polyester or nylon ropes should be expected to retain 50 percent of its original strength. Ropes made from HMPE or LCP type material (for example, Dyneema or Vectran) should be assumed to retain 40 percent of their strength when knotted, while Aramid ropes could retain as little as 30 percent of their strength.

In contrast to these figures, a well spliced rope will typically retain 90 percent of its quoted strength. In fact, some ropes (typically HMPE products) are often quoted with spliced strength, as this is how the product is tested. If strength of termination is critical then a splice is always the preferred choice.



There is much healthy debate about what knots work best for any application and which knot is strongest. Tying knots is a skill... it needs to be practiced! There are numerous examples of accidents and injuries caused when an incorrectly tied knot behaves unexpectedly. It's better to know a few simple multipurpose knots that can be reliably tied every time than to try and use the 'best' exotic knot but make an error in tying it.

The following 'Magnificent Seven' knots can be used to solve almost any rope problem. Notice some of the same knots can be used for many different applications. If you only learn one knot, learn a Figure 8 and how to use its many variations.

**Knot types and how they can be used:**

- Fig 8 – Stopper, Eye, To join ropes, To attach to something, Friction hitch
- Alpine butterfly – Eyes in middle of rope, 'Y' hangs, etc.
- Reef knot – Joining 2 ropes
- Sheet bend – Joining 2 ropes of different size
- Clove hitch – Attaching a rope to something
- Round turn and 2 half hitches – Attaching a rope to something
- Prusik Knot – Friction hitch to grip rope

The study of knots can be fascinating and a lifetime's work. The Ashley Book of Knots, often considered the definitive work on the subject, contains over 3800 knots and 7000 illustrations and took Clifford Ashley a lifetime to compile!

