

THE PENNANT



LAKE DIEFENBAKER
YACHT CLUB

Winter 2016



Beechy - Dave Messner

Editor's Ramblings

I have been following the Vende Globe Race from time to time over the past 3 months. It is an around the world singlehanded race where the competitors are not allowed to receive outside assistance. It is really quite an amazing race.

Of the 28 boats that started 11 retired. About 5 of the bots that retired hit UFOs. These are real UFOs. Unidentified Floating Objects. In most cases they are believed to be containers that have fallen off of freighters. They are becoming a bigger and bigger problems for offshore sailors, particularly racers. The number of containers floating around out there are getting larger and the speeds of the racers are increasing resulting in catastrophic damage when a boat hits a container at 20 knots.

What I find so amazing about these races is that after 80 days and some 27.000 miles boats can finish within sight of each other. This year 3 boats finished within 3 hours of each other. There are still some close finishes to come, you can follow it here: <http://www.vendeeglobe.org/en/ranking-and-race-data>

There are quite a number of club members who are travelling this winter, some are sailing but many are simply taking advantage of being able to get away to warmer climes. Take care and safe travels.

Around the Club

2017 Directors

Duane Weekes - Commodore

Mike Stensrud- Past Commodore

Steve Haddad- Secretary

Brenda Hesje – Treasurer

Brian Chalmers- Harbour Master

Joel Hesje- Race Director

Lloyd Horley- Vice -Commodore (South)

Dale Burnett- Vice- Commodore (North)

Donna Svajlenko- Member at Large

Romuald Lagace - Member at Large

Don Crowther – Member at Large

CLUB EVENTS

Icebreaker(May BBQ) - May 27
Sask Keelboat Challenge & BBQ - June 17
Mildner Cup & BBQ - July 8
Commodores Breakfast - July 29
Cruise Week - July 29 - August 6
Sailing School- To Be Announced - sasksail.com
Martini Cup & BBQ- August 19
AGM Supper- September 9th

On the Docks

Cruising Guide Update - Dale Brunet

Just a reminder to send any cruising guide updates to Dale: dalebrunet@gmail.com

SUDDEN DISAPPEARANCE SYNDROME - Bruce Thompson

Based on the drowning of a healthy 23 year old man in Chicago this summer, I am reminded of the phenomenon known as Sudden Disappearance Syndrome. This occurs when someone goes into cold (below 60F water) and never re-surfaces. It is a consequence of cold water shock. Here's an excerpt from the National Center for Cold Water Safety:

During the first several minutes of cold shock, and possibly for much longer, most people find it impossible to get their breathing under control. Breathing problems include gasping, hyperventilation, difficulty holding your breath, and a scary feeling of breathlessness or suffocation.

Gasping: This isn't just a little gasp, like the kind you'd experience if somebody jumped out of a closet and scared you. It's a huge gasp that totally fills your lungs. You may experience several of these gasps in a row. If your head is underwater

when you gasp, *you will immediately drown*, and without the support of a PFD, you will head straight for the bottom. Before cold shock was identified as the cause, this phenomenon was known as Sudden Disappearance Syndrome.

Those words, "you will immediately drown", are the key point. Wearing a PFD for frostbite sailing has been a matter of good policy ever since the Type III vest was conceived. You have to survive the initial dunking to have anything further matter. A bright, sunny afternoon with warm air temperatures fooled the young man into jumping into Lake Michigan - a big, cold lake. He never resurfaced. His friends were stunned. Always wear your PFD around cold water.

Next Newsletter

The next newsletter will be out at the end of April. The deadline for articles and anything else for the newsletter will be April 24, 2016. All items are to be sent to stephen@holgate.ca. We are in need of recipes for the "from the Galley" section.



Encore – Dave Messner

Member Profile: Garth & Beth Gudnason

Our love affair with lake Diefenbaker started in 1990's. We bought our first boat through Eb's Sport and Sail. It was orange with bright yellow jib and main sails; a Mistral 4.04m. We set off for our weekends in our 77 T-bird towing a Skylark trailer followed by a sailboat. We made quite a picture going down the highway. We sailed numerous lakes and ponds until we found Lake Diefenbaker. All the beautiful beaches were on the other side of Douglas park (our son Doug thought this park was named for him.)

Dingy sailing is real sailing; it can be calm and serene or fast and furious. Demanding a quick ballast movements while skipping over the water; Aka; the wife keeps it up right! Without her fast moves we'd be swimming more than sailing. Often we'd both be hiked out with Beth's hair dragging in the water. She always said, "When "my"(Garth's) hair was dragging in the water we were in trouble!" sometimes I would let off the sail just to see her go under the waves; the water rooster tailing over her face. ("Sorry";snicker,snicker.) I soon learned this was a bad idea....good thing I can swim!!!! Now this was what we call fun! On a dingy you can crash and you don't burn.

We have four boys (Douglas, Kristinn, Eric and Daniel) and in time we out grew the Mistral.



In 1995 we purchased a brand new Hunter 23.5 water ballast. Naming it “Dream Weaver” we tied it up to the docks, joined the Yacht Club community. Beth and the boys made this their home in the summer months. We home schooled the 4 boys and were able to stay 3 to 4 months on the lake.



In the Hunter we set about exploring the lake from end to end; it's secluded bays, islands, cabin communities, and deep channels; from Douglas Park to Sask Landing. With the retractable keel and rudder we could back in anywhere and step off the transom in only knee deep water. This was nice at the beginning and end of the season when the water gets cold. Soon our Hunter became too small or should I say the boys grew.

In 2000 we purchased our prize a “Classic” a S2 9.2A sloop her fine lines, beautiful teak interior; 6'3” (headroom all the way to the V-berth), and we named her “DREAM ON”.



Our sailing community here is helpful and friendly, many of you helped us unload our newly arrive boat. Then taught us how to use “Big Bertha”. On the docks we all try to help one another out, as we go and come from our finger peers.

We enjoy sailing and exploring the lake and its many bays with others; there is always safety in numbers and nice to have someone to pull you off that hidden sandbar. Such as the ones by Belhumor and in 3 finger's. Here is an example:

Beth was handling the helm and I was on rock watch. When Dream On came to a sudden stop.. I politely yelled back “Can't you see we are in 3 feet of water!!!!” to which she replied “ no! We are in 10 feet!!!! That's what YOUR dept sounder says!!!!” Then she smiled sweetly as I jumped in and pushed the 30 foot boat off. “Oh! Your walking on water or is this depth sounder in the wrong spot on this boat.” She was right. The former owner had placed it behind the keel. Which means...You have JUST hit a..?

Three Fingers and Belhumor are a standard “watch out for the sand/rock bars at the entrance and by the middle finger. We once had to help our sister ship off the sand bar.

I think they know who they are.

Sometimes we sail solo, we feel alone and secluded on this large barren expanse of a lake miles from anywhere only to seek shelter in a distant bay to be surprised by an acquaintance or a unfamiliar craft anchored around the corner.



We hail each other; dingy or swim over to ending up clinking glasses; enjoying the camaraderie of sharing stories of common interests and anchoring spots that is synonymous throughout this sailing and boating community.

The Elbow Marina with it's friendly and helpful operators,(it's showers, the Golf club restaurant, ,the bakery restaurant, the Grocery store and gas station, the walking paths, the clubhouse for gatherings and so much more) “ life on the docks, Can life get any better than this?”



Now Little Sage and Maskaptoon, have some mooring balls in them to make it easier for the boating community.

We like to dingy into Cactus bay and purchase fresh or frozen steel-head trout. "Cook it on a cedar plank that has been soaked all day its a gourmets delight"

Rusties Marina has improved some over the years and we have overnighted there periodically. Having dinner at the Mainstay Restaurant. After roughing it for a few days it really feels classy to dress-up and do formal dining, (Garth always carries dress shoes for this occasion) "Golly after roughing it; the thought of just wearing socks and shoes felt foreign".



We enjoy the simple things on the lake which usually is chilled wine or margarita's at happy hour; served to those floating on their noodles. Or Gourmet meals are passed up from the galley while friends exchange tales of their exploration of the lake or discuss boat projects and maintenance (a never ending list).

Later perhaps a movie watched on our big screen laptop or just relax in the lingering twilight with mood music playing on the cockpit speakers. In the mornings we share coffee, while we discuss the days sail plans and destination.

Sometimes mid lake we raft up for lunch. We once rafted three boats together, lashed the outside boat rudders and set the center boat's jib, for a lazy afternoons

sail. The largest boat in center was the craft that steered. (This kind of crafts does not steer or turn very easy). Was a fun afternoon with Max, Lynn and Marty.

We frequent both Reed's or Not Read's bays. We still not sure which is which but, both bays are picturesque and a safe anchorage. Once we were tied to shore for the night; we'd had our beach walk and a good long dingy ride and were reading. When Beth said " I hear water running." To which I replied "its only the wave lapping on the transom." . "No!" she said, " its water and its coming from the doghouse!" And she was right ! Our big bilge was full to the crank shaft. The stuffing box nut had come loose and water was slowly trying to claim our vessel. I quickly tighten the offending nut. While Beth manually pumped out the bilge.

The scenery gets more picturesque as you venture past the Blockbuster and Snakebite. Smiths Hideaway is the next safest shelter from Reed's and its a long sail. We have been caught in bad weather many a time while rounding Beechy corner. Watch the weather in this area. We once were caught trying to out run a lighting storm. Trust me is not a good feeling with a 40 foot mast. We tried to get into Mounties Hat... its not a good anchorage any more.



.....Its gone from this

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Beechy Regional Park is a good explore. And if you have the GPS coordinates for Dinosaur Bay you can hide from bad weather there. This bay is a hard one to find with out them!!!! We now have the the GPS coordinate and used them this past year . Yes another storm by Beechy.

Beaver Flats is shallow on its lake side , but you can anchor near the boat launch, dingy in; it has a small store you can get most essential supplies and ICE.

Also between Smiths Hideaway and Sask Landing I have found little shelter. With Swift Current Creek now too shallow to take shelter in so, a good weather eye is needed.



In years gone by we enjoyed the inner reaches of Swift Current Creek, here you can kayak far up the creek and “shoot the rapids on the way back dodging the many large boulders in the stream.



This creek is “truly” one of the most scenic spots, with its cliff and high surrounding hills ; it's a shame that it has become too shallow to go farther than the mouth and the silt bottom will not hold a anchor.



At least once a year we venture to Sask Landing and stay at Anchor Marine. It is a full service marina like ours.

The Golf Club Restaurant Food is good and it boasts a fish fry on Wednesdays which we try to attend; people drive in from Swift Current for this. After dinner we enjoy walking the paved path to the vacation homes or the camp confectionery.

We enjoy night sailing and have plotted many of the bays on the GPS. I am fully confident entering these bays in the darkness. We have been known for our late evening arrivals and fast departures from the dock this past year. We are also famous for our 2015 sail with no reverse...that's another story for another time. But, I must say it has made us much better at docking...

We love our hidden marina oasis here in Elbow, the sailing, the people and the quiet solitude.

It's always sad when we must put our boat to bed and bid farewell to our sailing friends until we meet again months later.



See you all this spring.

Emergency Scenarios - ActiveCaptain

We love speaking to groups of boaters and are often asked to talk about ActiveCaptain and marine electronics. And while those topics are near and dear to us, medical emergencies onboard is our favorite topic. No one tells us how deciding on the right cellular amp for their boat changed their life. But we receive notes, emails, and contacts all the time about how the emergency talks gave the confidence and knowledge that likely saved the life of a loved one.

The talks are interactive and wouldn't lend themselves to video or distributing the slide set (already on the ActiveCaptain website under Resources / Medical). The main point of the presentation is that in all medical emergencies onboard, these are the first three things you should always do:

1. Practice scene safety - make sure you, as caregiver, aren't in a position of being involved in your own emergency. This often means delaying care to make sure you are safe.
2. Call 911 or issue a Mayday if you are in a real medical emergency and you need help. If there are any serious injuries, unconsciousness, or difficulty breathing, don't delay.

There was a big discussion on the ActiveCaptain Facebook group about whether this should be a Mayday or a Pan-Pan. Ignore that - it's a Mayday. Just do it.

3. Standby to assist with ABC - airway, breathing, circulation. These topics are the main focus of CPR and other first aid classes. Everyone onboard should have had a CPR course in the last 2-3 years (5 years is too long ago and although you think you remember it, you don't).

One of the things we suggest every couple onboard do to prepare for medical emergencies is to practice scenarios. For example, we'll pretend Karen got her fingers cut off in the windlass while retrieving the anchor. Jeff's first response is not to attend to Karen. Scene safety says to make sure the boat is still well anchored and secure. Only then can he go to assist Karen, no matter how much she's screaming at him.

So here's the thing. While underway or even in the kitchen this winter, practice "what if" scenarios. Make sure everyone knows it's a scenario. Don't grab your chest in pain to see what your partner would do.

Things to discuss and practice:

- What if the person at the helm while underway has a stroke?
- What if one person at anchor at night wakes with crushing chest pain?
- What if while on a remote beach, one person walks into a hornet's nest and goes unconscious?
- What if one person falls into a companion-way while underway and doesn't respond to, "are you OK?"

These scenarios and others particular to your boat will help you uncover things you never thought about. And while we hope you never face any emergency situation, running through the scenarios in the calm of day will prepare you and give you more confidence for your cruising adventures.



Dave Messner