

THE PENNANT



Spring 2018

Welcome to Spring 2018, Dale and I would like to thank Stephen Holgate for his work on the pennant, we will strive to keep up his high standards. If you have any information for the next editon of the pennant please forward it Dale or myself.

Bruce Lyle – brucelyle@gmrelectric.com

Dale Brunet - dalebrunet@gmail.com

Figure 1 April 25th 2018 A Dock



Figure 2 April 25th 2018 Riverhurst



Commodore's Message

As I write this as, we, as most of you, are waiting on the real spring. I am hoping by the time of our first social, the Ice Breaker, it will be in name only.

I would like to assemble a working social for a spring cleanup of the club house and identify any issues that may have arose.

Anyone that has ideas that require expenditures please forwarded them to myself or any executive member. This is so we may do our Due Diligence on them to assess impacts and formalize the associated costs. We can then bring the issue to the AGM. In this way, I believe the AGM can run more effectively and in a timely manner.

A thank you to Dale and Lyle for taking on the role of editors, copy writers and leadership to have the Pennant continue. I encourage all of you to contribute your sailing experiences, good and/or bad, your holiday adventures or your family stories so we all have a more comprehensive understanding of each other.

Thanks to Duane Weekes and John Hartley for running the Sailing School.

At the conclusion of writing this, Deb and I are off to China, which I am certain will be good for a couple of stories.

During the winter I have made enquiries to numerous clubs in Manitoba and British Columbia, to obtain insights on what works for them to maintain a vibrant and sustainable club. The feedback usually fit into two categories, one being to keep the activities up and to acknowledge that not everyone is going to be motivated to participate in every activity. The other is the nature and focus of clubs as they evolve, some clubs started as racing programs, then as a group of cruisers and sometimes value morphed into a social entity built around sailing. So there are many ways to pursue and maintain a vigorous club. I believe each of these aspects can have a contribution to the club and can be promoted by like- minded sailors.

To each of you I ask to do some deliberations as to what our value proposition is, and what we can do to attract non-members, especially non-sailors and day use individuals that are now utilizing the docks. Please contact me with your ideas or drop by post-launch to discuss.

Brian Chalmers - LDYC Commodore



Around the Club

Dale Brunet

Spring breakup of the ice on the lake and in the harbor was underway this last weekend. However the ice was being pushed by a south wind, pressing some of the docks up against the piers causing some damage. It is too early to tell by the pictures how extensive it is but I am sure the Marina will advise us once they have had a chance to assess the docks more thoroughly. I will post the pictures I have on the LDYC Facebook page if they are not already there.

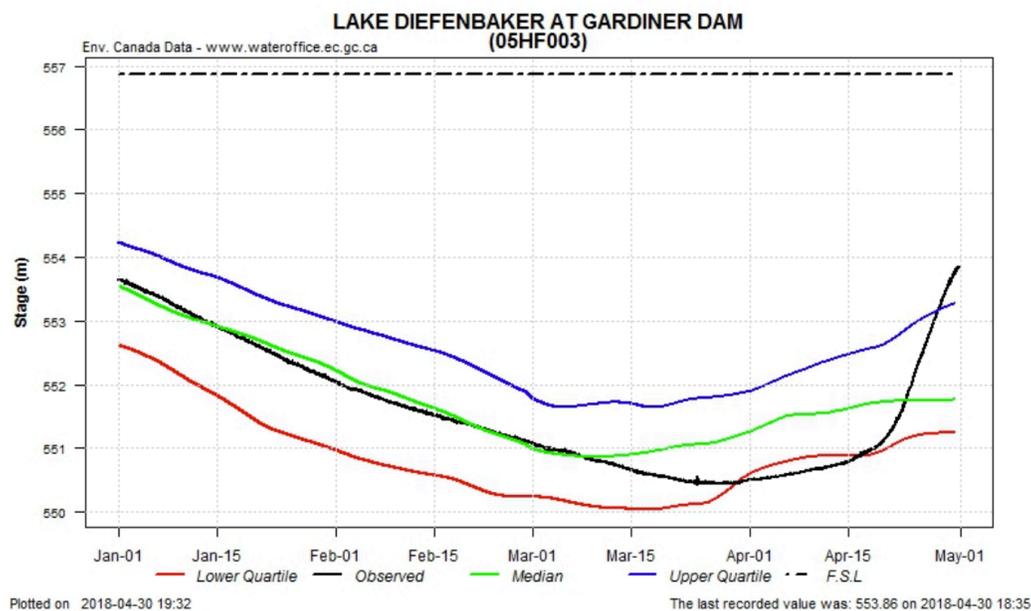
Also concerning launch season. We know it has been an especially long spring with one of the coldest Aprils on record. So once the ice is off and the docks are back in place we are all going to be in a hurry to get our boats into the water. However we want to keep in mind the Lake Diefenbaker Walleye Classic fishing derby, hosted by the Elbow Marina each year

The tournament dates this year are May 26 & 27. All the boats are launched before 8am and they start hauling the boats out at 3:00 PM on Saturday and 2:00 PM on Sunday. The Marina informed me that it only takes about 1 1/2 hours each day to recover the boats

This means if you are planning launching your boat on either of these days you will need to do so after 8am and be clear of the boat launch by 3pm on Saturday and 2pm on Sunday. This would also include making sure that our boatlift, Bertha is also moved to the top and is out of the way. This is a big event for Brian and his staff. It would be good for us to do what we can to help him make it a success. Even if it's just by staying out of the way.

Brian also informed me that the water was extremely low this year. (Records show it was down to 550.5 meters, only half a meter above the lower quartile level for March.) However on the Water Security Agency website on April 30th, the level had already had already risen to 554 meters. (Average for April 30th is 551.75 meters.) This along with the above average snow pack in our watershed, should mean a fairly high water year this summer.

www.wsask.ca/Lakes-and-Rivers/Stream-Flows-and-Lake-Levels/South-Saskatchewan-River-Watershed-/05HF003/



2018 Directors

Brian Chalmers - Commodore

Duane Weekes - Past Commodore

Ginnie Hartley- Secretary

Brenda Hesje – Treasurer

Dwight Erickson - Harbour Master and Facilities

Joel Hesje- Race Director

Dale Brunet- Vice- Commodore (North)

Donna Svajlenko – Member at Large

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 - Duane Weeks & John Hartley

Commodores Breakfast - TBD - Brian Chalmers

Cruise Week - TBD

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

AGM Supper- September 8th

2018 LDYC Moorings Dwight Erickson



John Hartley and I continue to work on the mooring program. In our discussions with Wild West Steel head their barge for moving the concrete blocks has a limited range that it can travel on the lake. We are putting together some of the parts that Lloyd Horley had acquired to build our own mooring block barge. It will be used to place new blocks and service existing moorings.

John has been in contact with the company “Go Trekkers” to provide further improvements to mooring map. The map “Lake Diefenbaker East” Scale is 1:150,000 has the location of actual moorings and proposed locations.

WWW.gotrekkers.com

I plan to continue collecting bottles and cans with proceeds going to the mooring program.

We are looking to buy/rent a used double axel trailer to move our blocks and barge around. Also it will be used to store and haul the bottles / cans to Sarcan.

We are also looking for volunteer scuba divers to help with inspections of the existing moorings and placement of new moorings.

During the end of September we travel by boat to scuba dive at the Meadows mooring location. Do to the wind and clarity of the water we have not located the mooring. In discussions with Wild West Steel Head they had dropped the mooring on the west side of the bay. With the water level down in the spring, we plan to go back to locate and repair the mooring as required.

During your sailing this year if you come across any damaged moorings please contact me or the Commodore to report the location.

If you are interested in helping out send us an e-mail “ddrbe@sasktel.net”

ARTICLE 1



PARCS UPDATE #84

April 26/2018

Introducing lake-based meetings

MEETING ABOUT INVASIVE MUSSELS AT LAKE DIEFENBAKER



Christina Taylor, director for PARCS south-west region, welcomes delegates.



See page 2 for a Guest Editorial about this meeting.

COMMUNITIES ATTENDING - Starting in the southwest, and travelling clockwise around the lake)

- Sask Landing Provincial Park (Mgr.)
- Sask Landing Marina (Mgr.)
- Prairie Lake Regional Park (Board rep.)
- Village of Beechy (Mayor)
- OH of Hitchcock Bay (Board)
- Hitchcock Hideaway (Mgr.)
- RV of Coteau Beach (Councillor)
- Danielson Provincial Park (Mgr.)
- Village of Elbow (Councillor) and several citizens
- Lakeside RV Park at Elbow (several residents)
- Lakeside Marina (mgr.)
- RV of Mistusinne (Councillor) and several citizens
- Douglas Provincial Park (Mgr.)
- Town of Central Butte (Mayor)
- RV of Beaver Flat (Councillor)

And down the river to:

- Town of Outlook (Mayor)
- RV of Thode (Councillor)
- Town of Dundurn (Mayor)

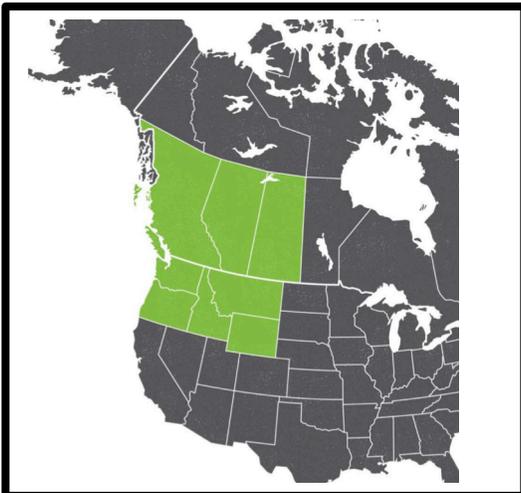
And the following organizations:

- **Lake Diefenbaker Tourism** (3 Board members)
- **South Sask River Watershed Stewards** (Board member)
- **Waterwolf Regional Planning Authority** (Vice-Chair)
- **Saskatchewan Irrigators** (Exec.

GUEST EDITORIAL ABOUT THE AIM MEETING IN ELBOW

History provides us with the ability to understand how past decisions affect our future. Myself and over 60 other concerned water users were given a history lesson in Elbow, Saskatchewan, on Saturday, April 21, by Lynne Saas (PARCS coordinator of member services) on AIM (Aquatic Invasive Mussels).

We were told how zebra mussels arrived on the eastern seaboard of North America and began their march across the continent hitchhiking on watercraft or riding the flow of the current in river systems. Lynne went into detail explaining how states and provinces attempted to deal with the invaders and the money spent on cleanup, attempted containment measures and education -- as water intake pipes for irrigation, for power generation and for water treatment plants clogged up with adult mussels. Beaches became unusable with piles of razor-sharp dead mussel shells the size of a fingernail that cut human flesh like glass littering their shores. Boats hulls and motors were coated with the mussels.



We learned that the province of **Manitoba** and the state of **North Dakota** have mussel infestations and currently pose a clear and present danger to our Saskatchewan water systems.

Alberta, however, has been a leader in the battle against mussels, hiring a specialist and putting border inspection stations in place to protect themselves from the infected provinces and states to the **east** and **south-east**.

That same specialist was enticed by the state of **Montana** to implement a similar border inspection strategy in Montana with the addition of **internal inspection stations to contain their two previously infected reservoirs** (Montana has written the guidebook on containment plans, while at the same time protecting their borders).

Lynne then updated us on the Saskatchewan Ministry of Environment's efforts in forming a task force of concerned agencies, as well as installing signage and producing information kits outlining the dangers, plus purchasing decontamination units (although they were not in place until September of last year due to delivery problems).

Lynne emphasized that the Ministry of Environment foot soldiers have done an admirable job with little monies. She also praised the Ministry's collaboration with our border service agents at our southern border crossings.

The Ministry had previously announced that 2018 was expected to be the year for implementing inspection stations in Saskatchewan.

Alas, although PARCS had been lobbying for six border inspection stations, when the budget was released it included plans for only two. PARCS was pleased to learn that the Ministry had, however, hired a full-time AIM Coordinator and 6 more summer staff (for a total of eight) to operate these inspection stations. The locations of deployment for the stations were of concern to Lynne as they **do not protect the province's "Ground Zero"** (Lake Diefenbaker which, if infected, would spread downstream to Last Mountain Lake, the Qu'Appelle Lakes and ultimately even to Tobin Lake).

The province's new AIM Coordinator is **Jeri Geiger**, a Conservation Officer with 15 years of experience who was one of the original team of COs who were trained in Minnesota on how to do boat inspections. She will continue to work out of her Estevan office. Welcome Jeri.

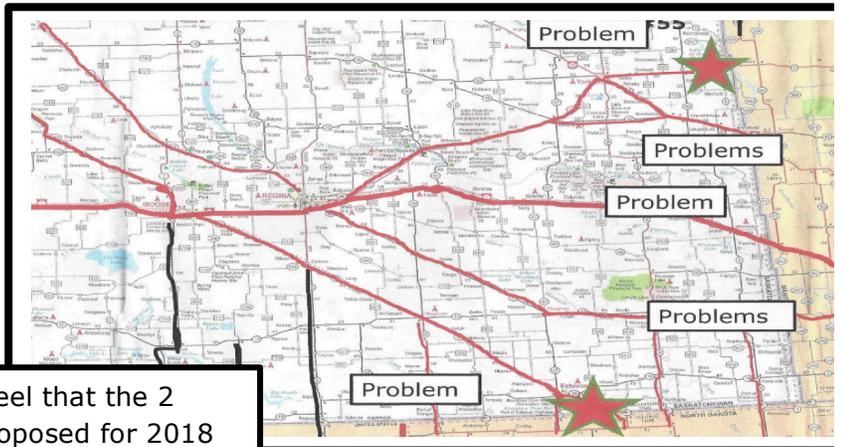
My personal thoughts on a quick course of action would be for our government to introduce emergency legislation **to raise the fine from the current \$500 to \$5,000 and include confiscation of boat, trailer and towing vehicle** if the boat has been found to be carrying zebra mussels into our province - an immediate awareness program after the legislation passes, to inform both Canadians and Americans we are not fooling around.

The next lake-based meeting to talk about what local communities can do to fight back against zebra mussels is scheduled for **Saturday, June 2nd**, at 1:00 pm, in Fort Qu'Appelle - for the **Qu'Appelle Lakes**. Watch for your invitations.

The danger to our waterways, to tourism and to the fishing industry that we promote around the world is too great not to move swiftly and decisively to protect our future. Let history show we made the right decisions.

MEANWHILE THE LAKE DIEFENBAKER FOLKS . . .

It's been 5 days since the meeting and the Lake Diefenbaker folks have moved quickly. The Waterwolf Regional Planning Board met and approved the formation of a committee to head up a Lake Diefenbaker Protection Plan. Joanne Brochu, vice-chair of Waterwolf, is heading up the committee and met last night with PARCS coordinator, Lynne Saas, who agreed to act as advisor to the committee. The Waterwolf committee will begin by seeking a meeting with Environment Minister Dustin Duncan.



The Lake Diefenbaker folks feel that the 2 border inspection stations proposed for 2018 leave big access routes open to their Lake

ARTICLE 2

This article on E15 gasoline, which may be of interest to some LDYC members, was forwarded to us. Though at the moment it is not believed to be an issue in Canada, as it is thought that our max allowable ethanol content is 10%. However we often do follow the US and this may become a concern at some time. *Make sure to consult your owner's manual to find the recommended fuel for your boat engine.

The editors

Fuel proposal threatens boat engines

A proposal by U.S. President Trump to allow the sale of E15 (15 percent ethanol) gasoline year-round has set off alarm bells at the nation's largest boating advocacy group, Boat Owners Association of The United States (BoatUS).

E15 is prohibited by federal law for use in recreational boat engines, voids many marine engine warranties, and is currently banned for sale by the Environmental Protection Agency during summer months over concerns that it contributes to smog on hot days.

Under the President's April 12 proposal, however, a waiver to the Clean Air Act would permit the sale of E15 in the summertime at the same roadside gas stations where most recreational boaters refuel their trailered vessels.

"We are very disappointed," said BoatUS Manager of Government Affairs David Kennedy. "The proposal to sell E15 during the boating season is a recipe for misfueling in the highest order and a giveaway to the big ethanol and corporate farming interests at the expense of America's middle-class boaters.

"The little E15 warning label currently required on gas station pumps does next to nothing to protect boaters' engines, and if a waiver is granted, it would dramatically increase the chances of E15 getting into a boat's gas tank.

“With ethanol, boaters continue to pay the price with increased repair bills, lower fuel economy and poor reliability. Instead of more ethanol, we need more effective misfueling-prevention measures that will educate and protect all consumers.”

A study by the National Renewable Energy Laboratory conclusively demonstrated that E15 damages boat engines, and 92 percent of readers of a prominent boating industry publication reported in 2017 that they have seen damage caused by ethanol. A 2016 Harris Poll found that 64 percent of consumers were not sure or did not pay attention to the type of gas they used.

Boaters have long suffered under the Renewable Fuel Standard’s (RFS) mandate to increase the volume of ethanol in the nation’s fuel supply. BoatUS is asking boaters for help on the issue by posting a message to their congressman’s or senator’s Facebook page urging for RFS reform. This can easily be done by going to <https://bit.ly/2H62s2p>.

Passed in 2005, RFS requires the blending of biofuels, such as corn-ethanol, into the nation’s gasoline supply. To keep up with this mandate, in 2010 the EPA permitted E15 (fuel containing up to 15 percent ethanol) into the marketplace, but only for some vehicle engines.

The more than half-million-member boat owners group supports fuel choice, including smart biofuels development such as isobutanol, and the availability of ethanol-free fuels that are increasingly more difficult to find. “As more ethanol-blend fuels fill up the pumps, the fuel that most boaters want for safe operation is being pushed out of the market,” added Kennedy.

BoatUS is a member of the Smarter Fuel Future coalition.

Source: <https://www.boatus.com/pressroom/release.asp?ID=1372>

ARTICLE 3

C-Anchor Dale Brunet "Skimmer"

One of the more important skills we have learned over the years that we have been cruising lake Diefenbaker, is setting an anchor. Being able to set an anchor is handy for a quick stop at a beach for a swim or some lunch. It could at times be something you need in an emergency situation. And when possible, it makes setting up to stay overnight in a bay, almost as easy as tying up to a mooring. Since becoming somewhat good at anchoring, Deb and I have enjoyed several nights in Belhumeur, Maskepetoon and other bays, gently swinging on our anchor. Sparing us the task of climbing up the sides of a hill, pounding in pins and running out lines.

I want to note here that I am not saying that anchoring is the best way to go. There are times that there is just not enough room to anchor. More importantly when there is bad weather coming in, I want to be tied securely to shore. We spent one night swinging wildly in a big blow on a mooring in Maskepetoon. The wind was coming straight down the finger we were in at about 40 kph. gusting to 70. Even though I knew the mooring would hold, I was still up every few hours checking our lines. I was certainly glad not to have the extra stress of worrying that the anchor would drag.

However, most of our experiences at anchor have been good. At one time though, our anchoring skills were, lets say, much less skilful. This became very apparent one evening in Maskepetoon. This was in our second year of sailing our "new to us" boat, Skimmer. On our way back from a trip down the lake we joined up with Garth and Beth on Dream On. We motored into the third leg on the right, which we had stayed in several times before. Dream on was the first in and they decided to drop their anchor just past the elbow of the finger. We naively decided to drop our anchor as well. In hindsight, this decision was based more on a "if they can we can" attitude and a "we have been out sailing in the hot sun all day and really don't feel like climbing onto shore" feeling. Not based on any real experience or knowledge. And not realizing, that the couple of times we had put the anchor down for a stop at a beach, really didn't qualify as knowing how.

We settled on anchoring right in the center of the elbow of the finger. Reasoning that there seemed to be lots of room for swing and there was lots of depth, about thirty feet on the depth meter. Additionally, only a few nights before while we were tied up to shore, Dream On came in and anchored in the exact same spot. So we did exactly what they did. Headed into the wind up to the point where we wanted the anchor. Dropped the anchor until it touched bottom and backed off letting out rode to get the proper scope. (I remembered that part from an article in the pennant.) We then tied off the line and done. A piece of cake. And in time for happy hour.

We did know about setting the anchor, however a little voice came into my head that said, "You let your anchor settle in this lake. Drop it in, go have a beer and then it's the right time to set it, once it has had time to settle into the mud." (Some of you will know where that tip came from.) So we went about getting the boat ready for a peaceful night at anchor. Putting on the sail cover, putting up the Bimini and securing all the lines. Then we grabbed some snacks and dinghied over to Dream On for a visit before supper and accepted their invitation to return in the morning for breakfast. Totally unaware at the time, that we were about to learn a lot more about anchoring.

The lesson came just after supper back on Skimmer. We were relaxing in the cockpit enjoying the warm calm evening. I decided to check the anchor one last time before it got dark. I went forward and tugged on the line. It seemed "ok" but at the same time, it didn't feel quite right. I went aft and had a look to see if the depth had changed from when we dropped anchor. It was less and we were definitely closer to shore. No problem, we would just need to reset the anchor. This time though I would set the anchor right away. No pausing to have a beer. So I started the engine and Deb went to the bow.

The process however didn't prove to be that simple. Each time I would bring the bow up to the point where I wanted to anchor, we would drop it and back down on the line. Deb would tie us off and I would try to set the anchor, but it just didn't seem to hold. And now with the light starting to fade a sense of urgency started to set in. So we decided to switch places. Perhaps I would have better luck in getting the anchor to grab.

This only complicated things more. Now I was giving instructions from the bow on which way to turn, when to go forward and reverse. Half the time we couldn't hear each other over the noise of the engine. So now we are yelling back and forth. "Forward." "What." "Forward." "Too far, back up." "What." Then of course our little friend the mosquito decided to drop in with about a gazillion of his buddies. I think they were attracted by the noise.

Then, after several attempts and fails, a lot of yelling and flailing around swatting mosquitos, I figured out a possible flaw in our approach. After our third or fourth attempt, I pulled up the anchor and it was fouled with the chain. I noticed, wound up in the mess was also a lot of weeds. I then realized, there was no mud for the anchor to settle into. The Danforth we had been using since we bought skimmer was not able to dig into the weedy bottom. With the light just about gone and the both of us a little light headed from blood loss to the mosquitos, we faced a difficult choice. Do we move to another spot and try again or find a spot to nose into shore?

You may have noticed sometimes, that out of ones desperation comes ones most brilliant moments. That brilliance now entered my mind. It was a vision of a brilliant, most perfectly polished, Bruce anchor. A Bruce anchor that had come with the boat but for reasons beyond any explanation, I had left stored in the very bottom of the cockpit locker. That anchor, I saw now as the only hope we had of successfully spending the night on the hook. All I had to do was disconnect the Danforth, carry it to the cockpit, dig the Bruce anchor out from the bottom of the locker, carry it to the bow and securely connect it to the rode. All without dropping either into the water, in the dark, while fending off a bloodthirsty horde of mosquitos! Ok.

So with Deb at the helm circling the boat, I switched the anchors and once again set myself at the bow for one more attempt. With us yelling back and forth over the noise of the engine, we motored up to the drop location again, dropped the anchor and backed down on the rode. I tied us off and then Deb revved up the motor and set the anchor. We felt it grab, then paused and watched intently for any indication that we were dragging.

Finally, after staring for what seemed like eternity, at the depth meter and what I could make out of the shore, I felt that we were secure. I then cautiously said, "I think we are good." and

shut off the motor. A split second later I heard a splash as Deb jumped off the back of the boat. Desperately seeking relief from the swarm of mosquitoes and trying to soothe the many bites they had inflicted on her. Two seconds later I joined her.

The next morning, after a thankfully uneventful night, we took the dinghy over to Dream On to join them for breakfast. We were warmly greeted with a cup of coffee and the usual pleasantries. “How are you guys?” “Did you sleep well?” etc. But curiosity overwhelmed us and we had to ask. “Did we disturb you guys with our anchoring antics just before dark?”

Initially there was a surprised “Oh did you have trouble last night?” type comment. Then Garth said quietly, “I have something I wanted to show you this morning.” He went down below and brought up black case. He handed it to me and said, “Have a look.” I opened the case and inside was a set of wireless two-way radio headsets.

I guess our adventure in anchoring was not only educational for us, but entertaining for the neighbours as well.



“On a mooring! Well that was easy.”



June 18th 2017, Merv showing us young racers how its done.

Classifieds

Slip available inside on B dock

– We are moving up to A for taste of the powered life, whilst Tom moves up to a northern lake to try it out for a summer, our slip on B will be available for the summer. Please contact brucelye@gmrelectric.com if you are intrested.

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



26' Hughes - \$6000.00

10% to whoever finds a buyer by May 15, 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-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.

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. 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):



Contact: 306 586-6455

bcargill@sasktel.net