

THE PENNANT



Spring 2017



Cruise Week 1989 - Stephen Holgate

Editor's Ramblings

The ice was off the lake on Saturday April 8th. This is the earliest the ice has ever been off and that is 5 weeks earlier than it was 2 years ago which is the latest recorded date for the ice to come off.

As of the Mid March water level forecast we are in for a more or less normal year. Levels for the beginning of May were projected to be around 552.2 meters which will allow everyone to launch. By the end of June they are forecasting levels around 555 meters which will be 1.8 meters below full service level which is where we like to see it as we have good water depths in the bays and still have beaches as well as it reduces erosion. As of today it would appear that these forecast levels are low as the lake level is currently around 553.5 meters which is high for this time of year so we may well see a full lake by the end of June..

Commodores Message

It's been quite a winter!

With great sadness we have lost Lloyd Horley, he was a tireless advocate for the mooring program and always ready to lend a hand with the club. He will be greatly missed.

I guess we were not having enough excitement. I decided to have a heart attack in California so I could experience American healthcare first hand. After a couple of days, they shipped me out and back to Canada for the month of February. We returned to San Diego for March. I am currently taking Cardiac rehab, drinking green smoothies and feeling healthy and fit.

Sailing school has new dates. JULY 24-28. We are hoping some members will volunteer to take the students completing the course for a sail Friday afternoon of the 28. Sandee Reed and I are working on an ad campaign. We have 4 of the 15 spots filled for the school and this is most likely the last year that the school will be offered at this low price.

Dwight Erickson will be taking on the mooring responsibilities. He has been in contact with the fish farm as to the GPS locations of the moorings that were installed last year.

The new web site that Doug Reed has been working on will be up and running soon.

There are currently 2 open positions on the executive.

I will be calling for an Executive meeting before the ice breaker BBQ

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

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

Sailing School- July 24 - 28 sasksail.com

Commodores Breakfast - July 29

Cruise Week - July 29 - August 6

Martini Cup & BBQ- August 19

AGM Supper- September 9th



Cruise Week 2017 - Garth Hannah

Membership Dues

Just a quick reminder as the sailing season gets underway, that your 2016-2017 LDYC membership fees are due. Don't miss blast emails about club events, and future issues of the club newsletter, The Pennant. Your membership must be current to remain on the Club email list. **Don't let this be your last Pennant because your dues have not been paid for the year!!**

LDYC membership fees for 2016-2017 were due September 1st, 2016. Please note that the rates remain unchanged at: \$100 for a family membership; and \$80 for an individual. Please make cheques payable to LDYC and forward to:

Brenda Hesje
320 Albert Avenue
Saskatoon, SK S7N 1G1

or by Interac Email Transfer to: bhesje@gmail.com

When you renew please provide updated information for the Membership Directory which will be circulated to all paid members via email, hopefully the beginning of June. Information collected is: your contact information; your year of birth; your boat make, length & name; and your dock slip.

See you on the docks.

Brenda Hesje
LDYC Treasurer

On the Docks

Cruising Guide Update

Dale Brunet has been working hard on updating the Cruising Guide over the winter. He could still use some more history to the bay names so if you know some of the history behind the names let him know dalebrunet@gmail.com Dwight Erickson has also been busy taking pictures of all the bays from the air.

Electrical Status of A Dock

Bryan reports all of the electrical work required has been completed and a Sask Power inspection has been called for. The timing of the inspection is not known. Once the inspection is completed each pylon will then have 2 - 30 amp sockets installed and all boat connections will be required to be made with CSA approved 30 amp marine plugs. Boat connection with 15 amp plugs/cords will not be allowed.

Wifi

Bryan will be having the wireless wifi connection checked with the objective of returning the capacity to its designed speed from the current low capacity.

Parking Lots

The Marina will be working on moving all of the unidentified/abandoned boats and equipment from the parking lots this year. They have also agreed with the Golf course that C lot can be used for golf course overflow parking. Bryan has made assurances that this will not be in conflict with boat parking in the lot in either the spring or the fall. Please ensure your cradle or trailer is removed from the parking lot by June 15.

Fire Extinguishers

The club is working with the marina to have fire extinguishers installed on the docks this season.

Pathway

With the new pathways up and running the Marina will be working with the committee responsible for the pathways to address and sinage and garbage issues.

Next Newsletter

The next newsletter will be out at the end of July. The deadline for articles and anything else for the newsletter will be July 25, 2016. All items are to be sent to stephen@holgate.ca. We are in need of recipes for the "from the Galley" section.

The Tempest - Garth Hannah

For Sale:

Tanzer 31 For Sale **SOLD**

Marg & Gerry Hooey's Tanzer 31 for sale due to their retirement from sailing. Asking \$25,000. For a full inventory listing contact mhooey@accesscomm.ca or 306-522-7505



26' Hughes - ~~15,900.00~~ ~~13,000.00~~ 12,000.00

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 coolatron cooler, tiller steering. Bottom in perfect condition. Draws 4 feet, Easy load tandem wheel trailer

New additions:

New Cushions, Refurbished Interior, 2011 9HP **Yamaha Outboard with electric Start and throttle controls**, 2 batteries (1 starting, 1 house), 45W Solar panel plus 15W panel, Coolatron Fridge, Self-tailing winches, Custom made anchor roller with 30' chain plus 150' rode, Auto pilot tiller. Boat cover, 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,
Custom keel guide to simply loading.

Extras: Life jackets, lines, shore pinning gear, 3 anchors, and more....



C "Trials" by Dale Brunet "Skimmer"

We all appreciate a little advice from an expert when we start a new adventure.

Insight from someone who has already been down the path you are heading can certainly help you avoid the many "potholes" that can come up. In addition to the direct advice from fellow cruisers in the club, the cruising guide has been an important source of critical information for us as we have explored our lake. Last fall I stepped forward to work on a revised cruising guide.

The project is certainly a large one and there has been good response to my request for pictures and stories about the various bays. However I could still use more information about the names of the bays and any "insider information". What landmarks do you watch for when you head for your favourite overnight spot? Do you have any tips on where to tie up or if there is a giant rock waiting for an unsuspecting keel somewhere in the lake? Please send me a quick note, or a long story. It will all make the revision better. My email is "dalebrunet@gmail.com".

Some of this information may have helped us a couple seasons ago. As Deb and I started our second season with our current boat "Skimmer" we were feeling pretty confident. We have become quite skillful at sailing her. Regularly we take her out in winds that would have kept us in the harbor in seasons before. As well we have on several occasions flown the spinnaker successfully. We have paid careful attention to all the advice and suggestions we received from fellow boaters over the last few years and felt we knew all we needed for overnighting on the lake.

Catching and tying up to a mooring, check. Tying up to shore, check. Getting off when the keel hits the bottom, check. Dropping an anchor? Not a lot of times would we anchor, but we were pretty sure we could do it. We had anchored Norms old Boat for the occasional afternoon after all. Seems like it should be the same, so...check.

Unfortunately, we had a family function in B.C. to attend and were unable to make the first part of Cruise Week. (Apparently we have a ways to go in educating our families about the importance of "Sailing Season" but that's another story.) With our current sense of confidence we decided to head down the lake as soon as we got back. Perhaps we would connect up with the fleet of cruisers as they were coming back from the landing. Remember rule number 7 for cruising? "Sail plans are written in Jell-O." We just moved on to plan "B".

The Sunday after we got back we made ready to head out. Lloyd and Angelle on Reflections were heading out at the same time so we decided to travel together. On the way to our first stop in Maskapatoon, we met Dream On heading back to the harbor. After a brief conversation with Reflections, they too turned around and joined up with us. Despite the fact their reverse had stopped working and they were a little low on supplies. Apparently they were already familiar with Cruising rule no. 3, and were fully prepared to handle the breakdown.

The next three days were perfect cruising days. With overnight stops in Maskapatoon, Enfield Bay, as well as an afternoon swim in Snakebite Coulee. Finally we ended up in Reed's Bay. Now I have to add here that I am definitely, almost positively certain that we were in "Reed's" and not in "Not Reed's". If the information I have is correct. "Reed's" is the one to the Northeast and "Not Reed's" is to the Southwest. It has only taken four and a half seasons but I think I finally got it straight. Unless, I have it backwards. Then someone needs to go over it with me again. Please bring rum.

After a great evening of hiking, fossil hunting and photography, we all headed off in the morning. Reflections were heading for the Landing and were off first thing. They pulled their pins, hoisted the stern anchor and glided out of the bay. Their experience making the process look so easy. Dream On were the next to head out. They pulled their pins, untied the breast line and with a little shove backwards (remember no reverse) they too slipped out onto the lake. We were up next and followed suit. We pulled the last pins and eased through the narrow entrance almost like we had done it for years. Oblivious at that moment, that we still had lessons to learn.

Our first lesson came that afternoon in Enfield Bay. Remember we had just been here two nights before. We just finished an almost perfect downwind sail on just the spinnaker. A beautiful blue sky with just the right amount of wind. The wind direction was exactly right for us to head down the center channel of the lake. We set our spinnaker, turned on the auto helm and sat back to enjoy the ride. And when we felt like we needed to cool off we just hung on the back of the swim ladder and let the boat tow us through the water. A cautionary note here, while attempting this maneuver make sure your bathing suit is on tight. The force of the water from being towed at 4 to 5 knots can leave one, how you say, exposed. It was as picture perfect of an afternoon as it gets. If we could have filmed that sail it would have made the perfect vacation commercial.

However, as we made our way into Enfield, that "perfect sail" feeling began to wane. The "perfect" wind had pushed all the floating debris and algae off the lake into the bay and it was now covered in a green sludge. "The right amount of wind" had died and left us in sweltering heat. Then the "coup de gras". As we were working our way back into the same spot three of us had tied up at just two nights before, we ran aground. A loud "snap" had distracted me and Deb, who was watching at the front, started to yell "go right, go right". But it was too late. I felt the bulb of our wing keel "smoosh" into the muddy bottom of the bay.

We then spent the next hour or so trying to break free of the suction like hold that the muddy bottom had on our keel. Working the boat left and right trying to wiggle the keel free. Taking our anchor out in the dingy, trying to set it in the mud firm enough to winch ourselves out. At one point Deb headed off in the dingy to solicit a tow from a pontoon boat that had wandered into the bay. However, despite her best efforts to explain what we needed, they never came near our boat. They only curiously looked on as we continued to struggle. I can only conclude that they spoke no English and didn't understand our problem. I mean, why else would you not try to help another boat in trouble?

Finally, with the both of us sweating and overheated, the back end of the boat covered in mud and the whole bay stirred up like a sludge smoothie, the anchor set well enough that we were able to pull free. But wait, we were not done yet. We still had to get the boat into shore and tie up for the night. Set out a stern anchor and wash down all the mud from the swim platform and cockpit. We couldn't even take a moment to jump into the lake to cool off as the water looked as inviting as a swamp.

So finally, after we had anchored to shore and rid the boat of almost all the mud we jumped in the dingy to find clear water and a refreshing swim, only to find the battery for the dingy motor was now dead. Lesson complete.

At this point I want to mention that after we got the boat off the bottom we both had a laugh when I said we were just like Lloyd and Angelle. The first time we grounded, Lloyd reassured us that it is just one of those things that happen on this lake. I can still hear his big voice, "Matter of fact, we probably spend most of our time on the bottom."

Since joining the club, Lloyd and Angelle have become great friends, sailing companions and mentors. In a way they opened the whole lake to us. Through their sense of adventure, overwhelming willingness to share their knowledge of the

lake along with Lloyd's stern warning to not become a " Dock Jockey". They have given us the courage to untie our dock lines and explore the lake. Not to mention all the tips about sailing and living on a boat. Such as " Everything on a boat should have two uses."

Deb and I were deeply saddened to hear of Lloyds sudden passing this March. We will truly miss him and sharing more adventures with him.

Now you would think one lesson per trip would be enough. Wrong. Our second lesson came the next evening in Maskapatoon. But I think that has to be another story. And yes, it involves an anchor!

Member Profile: Dwight and Dawn Erickson

Dawn and I grew up in the Lucky Lake and Birsay area. We watched Hitchcock Bay go from being just a creek into the South Saskatchewan River. Riverhurst Park with its large beautiful trees and swimming pool were covered over by the lake. Some of the land that borders the lake is privately owned right up to the lake edge and not crown land. We were able to driving across the train/traffic bridge that went between Birsay and Elbow before the lake was formed. The building of Gardiner Dam in the late 60's formed Lake Diefenbaker and has provided irrigation to the area and a lot of great boating and fishing.

We both moved to Saskatoon where I was working for Norcanair and Dawn was attending the U of S. I became a Journeyman Electrician in the construction industry. Then In 1980 we moved to Coronach to begin work as Journeyman Electrician with SaskPower in Power Production. Dawn has spent many years volunteering for the Royal Life Saving Society as swimming instructor, examiner and National board member.

We bought a 16.5 ft inboard power boat as we both loved the water. Lakes were very small in the south so we made many trips to Lake Diefenbaker to boat, fish and to visit family. In 1996 I transferred to Outlook with SaskPower and began working at the Gardiner Dam Switching Station. We up graded our boat to 18.5 ft Bayliner with wake tower as our two sons were into skiing, wake boarding and fishing.





While enjoying many vacations to Mexico we started sailing Hobie cats at the resorts. Dawn's brother got us interested in sailing again as he used to race Hobie cats.

I started helping Wayne Vermette in the spring and fall with launch his sailboat. In 2008 we went sailing with them on their sailboat "ISIS" and had a great day. We were hooked.





Then helping with their new sailboat “Odyssey “ it became apparent there was an upgrade coming from power boats to sailing Hobie cats to sailboats, so the search began.

In Sept of 2010 we spent a week taking our Basic Cruising on a 37 ft. Jeanneau in the Gulf Islands along with Wayne and Marianne as they were taking their Intermediate Cruising course. We learned to deal with tides, rain, rip tides and ocean sailing during the week.





In 2011 we found our CS 27 sailboat in Thunder Bay but as Shane and Donna can attest too getting a sailboat shipped to Elbow was a struggle. We finally had a trailer built by Greg's Machine in Saskatoon and brought her back to Outlook.



We were on a waiting list for a slip so we had to sub lease slips from inside of A dock to different slips on B Dock then finally getting a permanent slip on D dock. We have now moved back to the north end of B dock and have enjoyed the many friendships on the docks.

We have enjoyed the many trips to Little Sage for cruise week, many LDYC BBQ's and if the lake is glass or 20 knot winds it makes for a great day for being out on a sailboat.



People always ask where do you sail in Saskatchewan. We say we have Lake Diefenbaker with many coulees, 500 miles of shore line and many places to cruise too.



I have retired after 35 years with SaskPower and am now enjoying, 6 grand kids, many sailing adventures, travel, friends and family. But not getting called out at 2:00 AM in the worst of weather has been the best part of retirement.



Many times we have come back from sailing and God has painted a great picture at the end of the day.

Maintenance: 35 things to check before launching Sail Magazine.

On Deck

- Give each winch a quick spin. If they're not turning freely, now is the time to strip and clean them.
- Windlass issues are almost always down to poor connections. Inspect these closely, especially at the foot switches, and if necessary take the connections apart, clean them, apply some petroleum jelly or dielectric grease and reassemble.
- Check your lifelines for signs of corrosion. Sheathed wire is especially prone to this. Replace if they look suspect. Also, check the split pins or split rings at the terminals. Split rings have a habit of working loose.
- Take a close look at turnbuckles and shroud terminations. Make sure all split pins are in place—especially if the mast has been unstepped for the winter! In the spring, yard workers are so busy they sometimes forget the obvious.
- How's your anchor rode? Time to redo the depth markers? Make sure the connecting shackle's pin is wired, so it can't work loose.
- Rinse all turning blocks out with freshwater to remove any dust or grit.

Down Under

- Make sure through-hulls are free of barnacles and marine growth.
- Check that your seacocks operate freely. Depending on the type, these may need to be stripped and greased. The best thing to do with ball valves, especially Marelon, is to exercise them by regularly opening and closing them during the year.
- Make sure hose clamps are in good condition and replace any that show signs of rust.
- Do you carry wooden plugs on board, as you should? Why not attach them to the seacocks, so that they're right there in case of emergency?
- Check the P-bracket for stress cracks—especially if you've had a line around the prop the previous season.
- Shake the propshaft from side to side to check for movement in the cutless bearing. Change the zincs.
- Check the rudder for cracks in the leading and trailing edges, and check for play in the bearings.



Float switches can fail

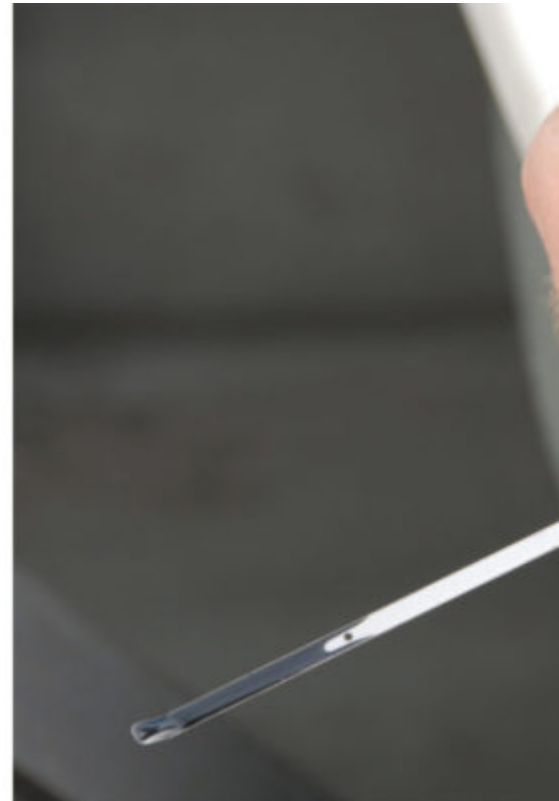
Down Below

- Make sure the propane connections are tight, the supply hose is not chafed or pinched, and test the stove and solenoid.
- Get your head ready for action by removing the intake hose and pouring vinegar into it. This will dissolve much of the scale buildup in the hoses and pump body. Pump the vinegar through the system, letting it sit overnight, flush with freshwater and then follow up with a shot of Pure Ocean head lube or mineral oil.
- Inspect and clean your electric bilge pump(s). Make sure the electric cable connections are sound and test the float switch. Dry the bilge thoroughly before launch, so you'll know at a glance if there is a leak.
- Test the macerator pump, if fitted, and make sure some critter hasn't made its home in your holding tank vent.
- Flush out your water system. If you've made the mistake of pouring antifreeze into the tank, you may have to fill and empty it a few times to get rid of the taint. If you've been smart and added the antifreeze just upstream of the electric pump, it won't take long to flush out the hoses. A small dose of bleach in the penultimate tankful will clean out the system.
- Open all compartments and lockers, and clean off any mildew. Vinegar is an effective mold and mildew killer, but do not mix it with bleach.
- Test the batteries in the smoke and carbon monoxide detectors and replace if necessary.

Electrics and electronics

- If you have flooded lead-acid batteries, check the electrolyte and top up if necessary. Charge the batteries.

- Inspect the battery terminals for corrosion. If necessary, clean them with baking soda and water (an old toothbrush is great for this job). A thin coat of Vaseline on the terminals will keep corrosion at bay. Tighten all connections at both ends of the battery cables.
- Make sure the 12V system's ground connection to the engine is tight and free of corrosion. A poor ground is a common cause of electrical problems.
- Inspect the shorepower inlet for signs of overheating, which can result in a fire.
- Power up your instrument displays and switch on the backlighting to help clear condensation.



- Check the shorepower inlet for signs of overheating (left;)

Engine and Drivetrain

- Is the oil fresh? If you neglected to change the engine oil at the end of last season, do it now. It will contain contaminants and acids. Check transmission oil level and refer to the manual to see if it's due to be changed.
- Check the engine coolant hoses for cracking and splitting, and make sure fuel lines and their hose clamps are in good condition.
- Change primary and secondary fuel filters.
- Adjust alternator and water pump belts—there should be no more than half-inch of play in them.
- Reinstall the impeller, if it was removed at laying up time, and check internal zincs—replace if more than half wasted.

- Check engine coolant levels.
- Have a look at the stuffing box and make sure the packing has not dried out, especially if the boat has been laid up for longer than a winter. If you have a dripless shaft seal, inspect the rubber bellows closely. These have a finite lifespan.
- If you have a saildrive, check the oil level in the drive leg and check for signs of leaking around the rubber seal. Change the zinc if it's more than 25 percent gone.



- Are your flares in date? Remember to test your lifejackets

Safety Gear

- Orally inflate your lifejackets and leave them overnight to check for leaks. Make sure the CO2 canisters and automatic inflators are installed correctly.
- Check and, if necessary, replace batteries in MOB lights, strobes and flashlights. Test Epirbs and PLBs, and ensure flares are in date.
- Charge up your handheld VHF and cordless spotlight.