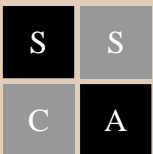


Saskatchewan Sailing Clubs Association



*Saskatchewan
Sailing Clubs
Association
510 Cynthia St.
Saskatoon, Sk.
Ph. 306-975-0833*

2001, Summer Issue

Learn to Sail with the Mobile Sailing School.

Check out the dates and locations on Page 10

David and Brad Grant showing the white stuff (Front page)

Cory Coons taking a Byte out of the water (Below)

If you have any articles, pictures or comments for this newsletter please forward them to the editor. This is my second attempt at the SSCA's Newsletter. I hope you the readers will make an effort to contribute to future articles. Your extra effort will make the SSCA a stronger and more exciting organization.

Mark Drozda
Editor



President
Sandy Lauder

Vice President
Brian Grant

Past President
Morris Markentin

Treasurer
Pat Byrns

Training Director
Romuald Lagace

Racing Director
James Briens

Communications
Mark Drozda

*SSCA Technical Director/
Coach*
Mark Lammens



From The Editor

“Race Management”. How did they come up with this conceptual wordism for starting officials? In the old days, it was called a race committee. Was it more appropriate for the volunteers to manage a race than actually be part of a committee that oversees races?

No matter how simple the officials try to make the rules there will always be somebody out on the course who is not to sure what is actually going on. I'm sure you have seen these racers or actually have been one of them, sailing aimlessly behind the aggressive start looking for the light at the end of the tunnel. Hey, wait a minute; was that a triangle sausage after a 6-minute start or a trapezoid wiener with an obtrusion at the start line? This state of confusion can be seen at your local club event or even at a national venue.

You can put money on the fact that some sailor out there is mismanaging the race information that was given to them at the skippers meeting and is out there lost in the wake of things. In Saskatoon, at the Worlds Ice & Snow races I got a chance to watch first hand mismanaged race information at it's worst. Let's put together a mosaic of 10 countries, 3 non-typical sail classes, and many articles of gray area ice racing regulations that have yet to be translated. What we have cooked up here is action packed KAOS. This mixed up bag of tricks made up for a confused start, an unsure number of laps and plenty of yelling and screaming out on the course. Now add some right of ways or lack of them, 1440 meters of kite lines and spectators playing the role of speed bumps, and we now have an angelic choir of protests in ten languages. Watching this exhibition of ice capades sure made me want to head off to Italy next winter for the 2002 WIASA. Until next time keep your sail out of the water.

President's Message:

Well, the 2001 season's finally started with a full calendar and lots of wind. The LMLSC regatta pretty much got blown off the water with at one point, 17 of 22 boats turtled and a very perplexed looking rating in the Navy rescue boat. The Sunday was marked by 21 "sort of DNS's" and a lot of tired and relieved looking faces. As I write this some two weeks later it is still 40 Km + gusting over 60 - for about the fourth straight week.

What a success for the Wednesday Night Series with twenty plus boats about three-quarters lasers. This is a great success for organizers and competitors alike - we "from away" are hugely jealous. Thanks to Bill and Carol, BSSC and Mark, LMLSC for keeping us all up to date by e-mail and on the website. The year otherwise is unfolding pretty much as planned with some challenges to effectively market the Mobile Sailing School and getting the boats in shape. Mark Lammens is pretty much focused on coaching the team for the 2001 Jeux Canada Games in London and in helping Joanne on the home front with the other expanding team! On the waterfront things are looking up with all the new matching dollies and bags for the team - no excuse for losing and mixing-up things now.

Morris Markentin sat in for me at the Semi-Annual Directors Meeting of CYA in Kingston during April and reported on a Strategic Planning session and a number of fairly routine agenda items. Due to resignations and other factors there will be changes to the CYA Executive in the near future. I serve on the nominations committee and we expect to have a full slate of officers identified in the very near future.

There have been some very significant developments regarding the 2005 JCGs. A long-term lease (subject to LMLSC hosting the 2005 sailing event) has been

negotiated with the Village of Sask Beach which allowed for the development of a proposal to the host City of Regina. This, with the city's input, facilitated an ambitious proposal to the JCG Bid Committee during their visit to Saskatchewan at the end of May. The Bid Committee decision is expected around the middle of June for all participating sports. If successful, our plan, which incorporates significant capital improvements to the shoreline and for boat storage and access, will provide a very significant legacy for the club, the village and for many Saskatchewan sailors for many years to come.

This promises to be a banner sailing year for all. I personally am off to a great start. After five weeks of far too rich living in Ukraine I embarked upon a total immersion approach (in all senses) to my 2001 sailing season. As I type this I have an icepack on my right shoulder and another on my left elbow to ease the pain and suffering from last week's "clinic" at BSSC. I keep forgetting that I am no longer 25, or 35 or even 45, or....!! Hopefully I can recover before the provincial series is totally over.

Good luck to all of you sailors for the summer - for recreational sailors, for volunteer race officials and especially to these venturing out of province to the District 5 and National Masters and to other inter-provincial regattas and classes and especial Good Luck to our Sask Team at the 2001 Jeux Canada Games. As they say in Ukraine - "Shyasliva" - or, Good Luck!

Da svidaniya.
Sandy Lauder,
President



The Grant Expedition

LMLSC Regatta Report

The LMLSC Annual Spring Regatta got off to a fine start. Twenty-one boats were entered, the winds were brisk and the temperatures solar bearable. The boats were divided into two fleets. Fleet one was Lasers whilst fleet two consisted of several double and single handled boats. The race preparation was a wee bit bewildering due to our confusion over the new start sequences of flags, audible signals, and groans from the committee boat. Throughout the race, the wind continued to clock in a southerly trend and our start line had to be altered before the next race. By the time the third race was ready to go ahead the windward mark had to be moved adjacent to the south shore. This configuration of mark positions and varying gusts coming over the southern shore made for some shifty racing conditions. By the time race four was ready to be run the windward mark was moved to the west. Now this is where the story gets interesting. The lasers were started and were beating towards the wind mark. Fleet two was jockeying for position with 90 seconds to start. From the west, the

water turned an evil black hue. Boat after boat capsized from the wall of wind that blew the caps off waves and flattened the fleet. White hulls were scattered up the course and around the start line. The rescue boat was awestruck not knowing the difference between bad and really bad capsizes.

I saw this wall of wind work it's way down the lake. I told Janet to let the jib fly and hike out. The main sail was released, the jib was flapping and the wind screamed. Over we went and so did the majority of the fleet. Our start was abandoned while boats were being righted and masts were pulled out of the Last Mountain Lake *goomud. Race day 1 is officially over.

All night the winds built. Eighty-kilometre gusts rocked and thrashed the tents that were scattered about the club grounds. Morning brought cold temperatures and rain. Word had it that snow had fallen in Regina. Pancakes, sausages and coffee were served to the shivering and the regatta was officially called due to surly conditions. Tents were packed away in traditional Everest style and boats were tied down to their trailers for the trip home.

Mud had taken over the clubhouse,
everything is wet and I lost a rudder.
Welcome to Sailing Season 2001.

* a slimy smelly black substance found
on the masts of most Last Mountain
Lake sailboats.

The Purchase

It was during one of my many weekly cruises
of Canadian Tire when I saw the unmention-
able happen.

A woman with her two kids in tow navigated
through the boating section and made a rhumb
line to the ISLE de La PFD's. Little Johnny
stared in awe at the selection of the many
multicolored life vests. There were yellow
ones, and blue ones. Red ones with pockets
and orange ones like jackets. Big ones with
buckles and small ones with whistles.

Johnny's mother told him to pick out the one
that he liked and she would purchase it.

Without a second to lose, Johnny picked out
his favorite PFD and modeled it for his
mother. Oh, it fit wonderfully. It would keep
his knees warm when it got cold and it was a
very nice shade of blue. The buckles could be
opened right up so when Johnny gets tired he
could use it as a hammock. Ah, the not so
perfect selection for this boating family from
Drownville. If Johnny ever had to swim with
this jacket it would be over his ears and
floating on it's own merry way before they
could motor their way out of all those annoy-
ing white buoys.

PFD's that are sold off the shelf at
your local stores are very worthy these days.
Long gone are the keyhole melon squeezing
designs of yesteryear. Today's average PFD
is very comfortable and quite affordable.
Parents, go out and buy your kids PFD's that
fit properly and that are clearly visible if your
child goes in for that unplanned dip.
PS. "The best PFD in the world will not
work if you do not wear it."

Mark Drozda

Blackstrap Sailing Club Annual Mountain Madness

Mountain Madness provided two high
wind days with some awesome rides and a
few spectacular crashes. The fleet con-
sisted of 14 Lasers and a multi-class mix
of 10 other boats. The race committee,
chaired by Joan Shewchuk ensured experi-
enced and beginner competitors received
equal and fair considerations.

Blackstrap Club's priority one is to bring
the recreational sailor into racing. It's the
safest game on the water, and great fun for
all ages and experiences, in all types of
boats. It's quite exciting to watch a 470,
LII, Europe, Bytes and a Fireball battling
the conditions and each other for the start,
a leg, a mark or a finish. The different
boats bring a variety of techniques and
handling to the race course.

Sunset Series at BSSC

The Sunset Series is short course racing
every Wednesday evening from 6:30 to
8:00 pm during May and June. It's basi-
cally a Club Members' only function, with
sailors from other clubs who have bought
single memberships to join in the fun. The
provincial racing team has also joined in.
Quick, short races with one start and level
racing for all dinghies provides good
competition for everyone and encourages
beginners to get in the game. We have
averaged 16-18 boats every Wednesday
evening. It's good to see sailors of all ages
and experience helping one another and
having fun. That's the bottom line. Many
thanks to Bob Lidington for his expertise
as RC running these excellent races.

Bill Hogan, Race Manager

The Racing Sheet # 2

To promote and encourage racing excellence

Athlete Profile, Joan Markentin

Joan Markentin formally Erickson is a product of the SSC's club racing program. She learned to race in Enterprises, which gave her a strong background in racing skills and tactics. She crewed for her father and finished "in the pots" at a young age. Her first National Success as a helm came in the National Youth Championships where she finished 2nd. Leigh Andrews, the Gold Medallist from this event went on to win a silver medal at the World Youth Championships and finished 9th at the 1996 Olympics.

Joan competed at the Canada Games in 1989 but because of an administrative boat builder blunder; the boats were changed from Laser Radial to full rig laser at the last minute. Large, strong girls did well at this event, Joan only satisfied 1 of those qualities.

The 1993 she teamed up with Michelle Gumprich of SSC in the women's Laser 2. Michelle Gumprich, the skipper and Joan found much success sailing together as they finished 2nd at the National's twice and were top female at the Midwinter's in Sarasota, Florida, 7th overall. An athletic crew that was very well versed in racing tactics seemed to really help this boat. At the Canada Games they finished 4th overall, 2 points from a bronze medal. 1993 was the year that she ventured into the Olympic class Europe Dinghy.

The National Team Qualifier for the Europe class was in Vancouver in 1993. Many of the sailors from the Canada Games as well as the sailors from the strong BC and Ontario programs were there to qualify. Joan shocked the Europe class establishment by beating them all. To prove it was not a fluke, she did it again in 1994.

In 1995 Joan was looking to win the Pre-Olympic Qualifier in Victoria. Canada had 2 spots for the Europe Class at the Pre-Olympics and Tine Moberg had already qualified by finishing 2nd at the World Championships. Joan had a very strong preparation/training Camp and as the regatta played itself out, Joan and

Canada's representative at the Pan Am Games, Sue Emerson were fighting for the spot. It came down to Sue and Joan in the last race. Joan had another of her excellent starts and was driving over Sue Emerson. Emerson did a clearing tack and ducked the whole fleet and went quite far on Port tack to be inside. Joan was easily winning the race.

Sailing can become a strange thing. Suddenly the wind shifted very hard to the right. Emerson who was in very big trouble off the start line with Joan is now by herself winning the race. Joan had 200 yards she needed to get back to win the event. She managed to get back 190 of them by the finish. In 3rd place was Beth Calkin, Canada's representative at the last Olympics.

Joan married Morris Markentin shortly after this regatta. Morris proposed to Joan at the Provincial Enterprise Championships at PASC on the water the year before. Morris and Joan have won 3 National Championships in Enterprise. Joan also finished 2nd in the Laser Radial at the Pre-Pan Am Games and finished in 5th in the Canadian Pan Am Games Trials. Markentin's most recent sailing success was winning the 2000 Fall Laser Provincials.

Joan competed in the World Championships in La Rochelle, France and in San Francisco. As many as 200 competitors from 40 countries compete at Worlds. This event is said to be more difficult than the Olympics. All of the best athletes in the World are at the World Championships, not just 1 athlete from each country as in the Olympics. In France she finished in 123rd and in San Francisco she finished 56th. Olympic Class World Championships are 'closed' events where only National Team Athletes are allowed to compete. However Canada will be host of the Europe World Championships in 2002 in Hamilton and Canada will be given extra host spots. Joan has indicated that she wants one last kick at the worlds and qualify for one of the host allocations.

Laser Midwinter's West Report,
Mission Bay Yacht Club, San Diego, CA,
March 15-19, 2001

There have been a few requests from Laser District executive for a report from the Midwinter's in San Diego. I will try to summarize some of the things that happened down there.

Equipment. I had a spirited discussion with a D-5 member regarding clothing, rope, life jackets, spray tops before Christmas. I made the all-encompassing statement of 'this is what the guys use'. So I thought I had better take a hard look around the Boat Park to see what people are using.

Rope. Everyone has spectron-12 line for the Boom Vang. It is very strong, does not stretch or absorb water and is greasy to allow movement between itself in the knot purchase. Many have this rope for the Outhaul and the Cunningham. Traveler lines seem to vary quite a lot. Most of the top guys are using 'Rooster rope' for main sheet. This was the first time I had used this rope; (it is a new product). I have experimented with almost all of the rope that is out there and I was very, very impressed with its ability of rooster rope to stay 'knot free'.

Tillers. I noticed that everyone (repeat everyone) has low-profile tillers in the laser fleet. The young kids sailing radials had some of the older styles. The low profile tiller is great to ensure the traveler block is all of the way down to leeward (important for driving with speed), low to the deck (important for leech tension on the sail), and allows the sailor to 'feel' the helm (important to respond properly to critical cues). There is very little friction on the top of the tiller with a tight traveller. This has become a standard piece of equipment for sailors that are racing at the top levels.

Clothing Laser is an extreme boat for clothing. There is nowhere to store the extra clothing so important decisions are made before you leave the dock. Are you warm enough, dry enough, are you too hot, do you have a place to store your power bars, drinking water? What about Hat sun glasses, etc? Is your life jacket too bulky? I took a very hard look at what people were wearing because I wanted to figure out how to dress for the day, as well as continue my discussion (argument) with my D-5 training partner.

Wet suits. The water was 58 degrees so I was surprised to see that no one was wearing full-length 'farmer john' wet suits. They bind behind the knee, are restrictive in lighter air and can become very warm. Shorty wetsuits or Camet style hiking pant/wet suits were being worn. Most of the US Sailing Team guys are wearing the new Australian wet suit that goes just below the knee, with stiff hiking pant battens sewn in.

Splash tops. There was a lot of money on the start line in splash tops. Gill, Musto, Gul and Whites were worn by 95 percent of the sailors. Some sailors decided against wearing a splash top and instead wore a splashguard under their full-length shorty. This is a synthetic shirt that dries quickly but smells very strong after a regatta.

Life jackets Americans have had an advantage over Canadians in this area for some time. However, the Canadian Coast Guard has recently approved American style jackets for Canadian use. *Extra Sport* is what the majority of Americans wear; it is the brand legal in the states. However, we have *Lotus* lifejackets that are just as comfortable and provide the same ease of movement and floatation. Other companies are coming out with Canadian Approved jackets that are also very good for elite sport. Canadians do not need to wear straight jackets or illegal jackets any more. Everyone at this regatta but 1 Canadian had the new comfortable, legal lifejackets.

Head Gear I remember many years ago when the CYA coach said I was one of the select few not wearing a hat or sunglasses at a major regatta. With constant sun on the white sails, white decks or simply looking up at the sail you can see how your eyes are exposed to nasty rays. Since I have started to wear sunglasses and or a hat, I stopped having headaches on the water. However, there are many that do not do this. I noticed that these sailors tended to be in the back of the fleet. I saw many polarized versions of sun glasses, (Revo, Varnet, H20) plus normal glasses like Ray Ban and some Oakley. Not as many of Oakley's as some of the Skiing sunglasses are simply too dark for sailing. Many sailors are also wearing sunglasses with a light coloured hat. Some guys even have a hat retainer line so that if it come off, it is still tied to their life jacket. One sailor with our team looked like a cooked lobster after a day of sailing. He had some significant discomfort as the sun block was obviously not working and he did not have a hat or glasses.

Racing 8 races were scheduled, 6 were completed. Racing was on the Ocean and started at 12:00 each day. This required that sailors leave the beach at 10:15 or 10:30 to get out in time for the race. 4 courses were available for the fleet and the Race Committee chair felt it was important to change this up for every race. With 85 boats you needed to check the RC boat for the course, compass heading and the starting penalty for this race or start. It was difficult to take a transit on the start line because there was nothing on the horizon to line the pin up with. Luckily for the Sask crowd we got to practice starting poorly in quite a few general recalls. The 3rd race for Saturday could have happened but we had 2 light air races and were on the water for 6 hours. The fleet had 2 rather obscene General Recalls (everyone over the line) so the race Committee sent us in for the long sail before the sun went down. When the sun goes down here, it gets very cold.

David Grant and I started at the pin in one race, tacked onto Port and noticed we were clearing the middle of the line. Shortly afterward the whole fleet was on Port and sailed for a while, the wind knocked, fleet tacked and this race was basically over for us as we looked at the transoms of many boats.

My best race was the last one, when I could put my kiester over the side of the boat. 1/2 way up the first beat everyone was either on the same tack or ducked me. A boat to leeward and I sailed into a one of the many kelp beds and lost speed, distance and a couple of boats to windward. I rounded the weather mark in fourth place. It has been a while since I have had 80 boats behind me. This I feel is the essence of laser sailing, big fleets, a little race success and an inflated ego. This situation however soon changed and I managed my only top 10, top 20 and top 30 in the same race.

Brad Grant, David Grant and Jon Ferguson, sailors preparing for the Canada Games had sailed hard and were working on their racing skills at one of the top one design regattas on the west coast. David, normally a laser 2 crew had the best race from the group with a 52nd

Results Laser Midwinters, California, 85 boats
39th Mark Lammens, 63,36,43,69,38,10
74th Brad Grant, 67,57,75,76,68,63,
78th David Grant, 70,52,72,78,78,74
84th Jon Ferguson, 78,65,82,80,79,73,

Results Byte Midwinters, Florida, 17 boats
9th Rachele Lidington, 8,9,9,9,17, 6,8,9

Sincerely,

Mark Lammens,

SSCA Coach/Technical Director

**LMLSC May 19 –20
Spring Regatta**

Laser Fleet

- 1 Mark Lamens
- 2 Ben Pickford
- 3 Brad Grant
- 4 Pat Byrns
- 5 David Grant
- 6 Jo-el van Berge
- 7 Jon Ferguson
- 8 Chris Pugh
- 9 Sandy Lauder

Multi Fleet

- | | | |
|----|-------------------------------|----------|
| 1 | Tones, Heather/White, Tim | Laser II |
| 2 | Lidington, Rachelle | Euorpe |
| 3 | Hogan, Jaime | Laser R |
| 4 | Drozda, Mark /Parker, Janet | Laser II |
| 5 | Coons, Corey | Byte |
| 6 | Bertwistle, Drew/ Bohme, Paul | Laser II |
| 7 | Hogan, Bill/Hogan/ Carol | Laser II |
| 8 | Byrns, Sydney | Byte |
| 9 | Baiton, Wayne/Baiton, Susan | Cornado |
| 10 | Coons, Patricia/Coons, Kevin | 470 |

Optimist Fleet

1. Payton Byrns
- 2 Kristine Coons

**BSSC June 2-3
Mountain Madness Regatta**

Optimist Fleet

1. Payton Byrns
- 2 Kristine Coons

Multi Fleet

- | | | |
|---|---------------------------------|----------|
| 1 | Rachelle Lidington | Europe |
| 2 | Corey Coons | Byte |
| 3 | Stefan Oerlemans & Kevin Coons | 470 |
| 4 | Matt Jenkins & Allan Wolinski | Fireball |
| 5 | Heather Tones & Kelly Pawlyshyn | Laser II |
| 6 | Sydney Byrns | Byte |
| 7 | Mickey Pawlyshyn | Byte |
| 8 | Bill Hogan & Patrick Dudiak | Laser II |

Laser Fleet

- 1 Mark Lammens
- 2 Brad Grant
- 3 Ben Pickford
- 4 Pat Byrns
- 5 Joel VanBergen
- 6 Jon Ferguson
- 7 David Grant
- 8 John Otereulo
- 9 Jaime Hogan
- 10 Reid Graham
- 11 Lewis Otereulo
- 12 Richard White
- 13 Chris Pugh

Sunset Series

Mark Lammens	53
Patric Byrns	130
Brad Grant	154
Jaime Hogan	187
Rachelle Lidington	189
David Grant	204
Jon Ferguson	213
John Oteruelo	207
Ben Pickford	207
Graeme Strathdee	228
Stefan Oerlemans	278
Dick White	325
Heather Tones & Crews	338
Reid Graham	343
Joel VanBergen	343

Curtis Kelln	349
Bill Hogan & Crews	360
Sydney Byrns	374
James Briens	376
Mickey Pawlyshyn	395
Graeme Quest	400
Barry Ziola	402
Sandy Lauder	408
Carl Schlechte	408
Chris Pugh	412
Ridsdale	426
Payton Byrns	18
Deanna Legace	29
Paul Legace	31

SSCA Regatta & Event Schedule 2001

June 22-24	Canadian Laser Masters Championships, Wabumum, Alberta	
June 23-24	BSC Mobile Sailing School	
June 22	LDYC Keelboat Challenge	*SSCA Series Cup
June 30-8	LDYC Cruise Week	
June 30-1	SSC Annual Regatta	*SSCA Series Cup
July 2-6	PASC Mobile Sailing School	
July 4-8	Canadian Laser Championships, Vancouver, BC	
July 9-13	SSC Mobile Sailing School	
July 14-15	SSC Provincial Sailing Team Camp	
July 16-20	LMLSC Mobile Sailing School	
July 21	LDYC Mildner Cup	*SSCA Series Cup
July 23-27	LDYC Mobile Sailing School	
July 24-29	CYA Canadian Youth Championships, PEI	
July 28-29	SSC Provincial Sailing Team Camp	
Aug. 4-6	BSC Annual Regatta, Single-handed Provincials Laser, Master, Byte, Optimist	+*SSCA Series Cup
Aug. 11-12	SSC Admirals Cup, Enterprise Provincials	
Aug. 11-17	2001 JEUX CANADA GAMES, London Ontario	(Closed Entry)
Aug. 18-19	SSC Tumbleweed Worlds	*SSCA Series Cup
Aug. 24-26	CYA Western Canadian 16 & unders, Calgary	*SSCA Series Cup
Aug. 20-25	Mobile Sailing School Topawingo	
Aug. 25	LDYC Martini Cup.	*SSCA Series Cup
Aug. 26	BSSC The Great Corn Roast Regatta,	*SSCA Series Cup
Sept. 1-3	PASC Annual Regatta, Laser 2/Cat SK's	*SSCA Series Cup
Sept. 1-3	SWC Provincial Championships, Regina Beach	+*SSCA Series Cup
Sept 8-9	SSC Fall Laser & Youth Provincials,	*SSCA Series Cup
Sept 29-30	BSSC Wrap-up Regatta	

* SSCA Series Cup - John Merz Memorial - top 5 regattas count towards sailors total.

+ Provincial Laser Ranking from the Fall Provincials and Laser Provincials

Last Minute News

Graeme Strathdee, Dick White, Ben Pickford and Sandy Lauder did their best for Saskatchewan. Graeme placed 12th overall out of a fleet of 28 and first in the Grand Masters category, Cancun Ben placed 14th overall, Sandy and Dick were a little further down the pack - but were there!

SWC Ramblings: -The Gnarly man was a great success. The day brought the highest winds of SWC event history. 3.0 sails were the sail of choice.

-The learn to windsurf brought out 12 students. The wind was optimal.

-Wind and Water was windless. Ian Stewart was the big winner for the early bird draw.

-Don't forget the Scholg and Slam Provincials Labour day weekend

Supported By



Check out our website

<http://members.home.com/sasksail/>



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2001, Summer Issue