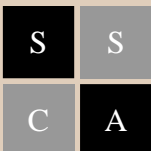


Saskatchewan Sailing Clubs Association



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

2001, Winter Issue

Email to the Editor

Get a Little Magic In Your Life

Although the eye of hurricane Michelle went directly over Nassau, Little Miss Magic was spared. Harry Sweetman is the only member of our sailing community ready to enjoy the tropical serendipity of the Bahamas this year ... so far. Little Miss Magic will likely compete again in Nassau Race Week with a new genoa to try to rebound from last years 6th place finish.

Barry Whitmore



Editors Note

by Mark Drozda

One of newsletter editors' biggest challenges in life is to get articles. This is

not a sport specific problem it is just a fact of life. It does not matter what volunteer organization you may be involved with; this always happens, the same people are always the ones submitting articles and making that extra effort. (I have seen this phenomenon at club work parties too). The last two newsletters had the viewpoints of only four or five people.

My mission was to get some new blood into circulation. With the aid of cyber spam and the twisting of bung plugs I got some writers. Thanks to all those contributors that sent in articles and pictures for this edition. The second biggest obstacle is to get this paper out to the SSCA readership. Club membership lists have been updated so I hope everybody gets this 2001 winter edition of the SSCA newsletter.

This summer for me was spent hanging

Dirt Buggy Boy Dave Skene



around LMLSC waterfront. I hung up my almost brand new ripped Laser racing sail and spent my time introducing new sail school graduates to diaper wedgies. The wind, weather and water the latter part of summer was awesome for some wet rides on the club Laser II's.

Another extreme sport I attempted this summer was torpedo kite flying. This special flying technique involves a huge canopy of rip stop nylon with many meters of twisted lines dragging you underwater for several yards into masses of motorized watercraft. Word has it that Saskatchewan have some windsurf /kite converts that actually can get pulled on top of the water. Imagine that.

Dave Skene introduced me to kite flying buggy style this fall. My first attempt looked more like a man ploughing a field with his head rather than the speed that Dave the buggy gybing machine obtains. Oh well the snow will soon be here and I can practice face plants with the other kite flyers this winter. ■

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

The President's Message

by Sandy Lauder

As I write this article towards the end of November, I am staring out of my apartment window in Kyiv watching rainy sleet slither down the window for the third straight day – and reflecting upon the sub-tropical weather in the frozen sub-arctic tundra up Regina way!

As sailing on the Dnieper River is all over for another year there is time to reflect upon the successes of 2001 (we all forget the bad parts!) and look forward to next season. 2001 was a good sailing season for most of us I think. It was another short one for me but I especially enjoyed Sail West at Gimli, the Canadian Masters at Wabamun and the Provincial Laser Championships at NBSC – in spite of, at the latter, breaking my almost brand new carbon fibre tiller extension. Each of these regattas offered up some fair blows and chop – I have never seen conditions change as fast as at Lake Wabamun west of Edmonton. Almost too light to sail, to racing abandoned due to squall conditions and back to almost calm, in one hour or less. Mostly I remember the camaraderie at these regattas and the opportunities presented for younger (and older) sailors to improve their skills. A special recognition to Ben Pickford and his efforts to compete in the “big field” regattas – no distance is too far for our intrepid “Cancun Ben”!

The big event for Team Sask however had to be the Jeux Canada Games in London. Apart from looking “kuel” in their new gear they put on a great performance and displayed fine “sportspersonship”(!) at all times. A special thanks to Coach Lammens not only for the racing part but perhaps more importantly, for the highest standards of decorum he practices and expects from all team members at all times. Well-done Mark and the team!

The 2005 Jeux Canada Games are coming to Regina as part of the province’s Centenary celebrations – and at this point it looks good for there to be a sailing event to be hosted by LMLSC. This will involve a lot of work and challenges but it will also be fun I am sure – and work has begun already.

This will be a huge undertaking and LMLSC will accept (perhaps demand) assistance from all clubs and friends of clubs! There will be a lasting legacy to the host club regarding improvements to the waterfront and hill and to all of us province wide, regarding organizational and race management duties – not to mention the most fun part on the water. Already there are a number of committee functions identified and very soon we will be looking for “volunteers”.

I am sure I speak for everyone in expressing sympathy to Steven Holgate following the untimely passing of Debbie. Debbie’s contributions to the sport of sailing in Saskatchewan and nationally were many and she will be sorely missed. The SSCA executive is currently finalizing details for an appropriate memorial award in Debbie’s name. Our hearts go out to you Steven.

The events calendar for 2002 is coming together nicely with a number of exciting regattas scheduled for Saskatchewan. For Laser sailors especially, it will be an exciting year as the new “go fast” system of lines and blocks appear about to be approved – at last!

In the meantime and on behalf of the SSCA executive, may I wish all of you a happy holiday season as that time quickly comes upon us.

Na vse dobre! (Best Wishes) ■

The 2001 Canada Games 'experience'.

By Mark Lammens

The Games are unique from any other regatta in that sailing is one of 18 sports that

retrospect the men's team should have done the same.

At the regatta site, boats were drawn and the first coaches meeting was held. In the meeting we were told that the same bus



are sharing a common athlete's village. Sailing at the 2001 Canada Games structure provided new boats for sailing. This may sound nice but equipping them and personalizing them for racing becomes a significant challenge. We spent a lot of time getting the boats ready for racing, especially the Laser 2's, and the Europe.

We arrived in London very early Saturday morning, it was 2:30-3:00 AM SK time or 5:30- 6:00 AM ONT time. This was to be OK as we had nothing scheduled for our arrival date but sleep and the opening ceremonies that night. Then we received the 9:30 phone call; new schedule... there is a bus that leaves at 10:00 for a 70 minute bus ride to the sailing site. This was very difficult to get up for. The men made the bus, the women who are housed 30 minutes away from the men continued to sleep and found alternative travel. In

schedule would exist for the Sunday, day 2. Opening ceremonies the Saturday night were very enjoyable and the team was photographed with Marni MacBean, 3 time Olympic Gold medalist in rowing.

On Sunday we arrived for breakfast after a good night's rest and then discovered we were not on the same schedule as Saturday, 10:00 AM bus departure, as reported in the coaches' meeting but on the regatta schedule of 7:00 AM bus departure. AB, ONT, QUE and SK were scrambling to find alternative travel.

On Sunday boats were measured, sail numbers put on sails and most athletes made the practise race. On the bus ride back to the athlete village we came across a very bad 'head on' car/van accident. Our team manager, Katherine, who is a doctor, assisted with the many difficult rescues.

There were babies involved. The SK sailing team watched for 45 minutes as vehicles were cut open and people wheeled into the many ambulances that waited on station. Unfortunately one of the drivers did not survive the accident. This was very sad and our feelings and prayers went out to the families involved.

The accident also presented a significant challenge for the team. We needed to address feelings and issues while trying to focus on the most significant competition of the year. The theme of the team meeting on Sunday obviously shifted. A specific challenge for coaches is to ensure that athletes are able to adjust and adapt with the many obstacles that will be presented at an event. The 2001 Canada Games provided even more mental adaptations, shifts and adjustments.

Monday, Day 1. Conditions were extreme. North winds made for waves at about 5-10 feet. It was also very difficult to get in and out of the mouth of the little river at Grand Bend. Race Management, rescue, coach boats and sailors were having issues with sickness. This is perpetuated by fatigue, jet lag was still an issue for SK. One SK athlete decided to “wash the stuff out the bailers” and race the 3rd race; she had her best race of the day, a 5th. One SK boat realized ‘after the fact’ why the boat was going very fast down wind and very slow upwind they were not set up or tuned properly, another problem with supplied equipment.

Tuesday, Day 2. The day started out a bit lighter with the wind but the waves were still large. Race Management, rescue and competitors were equipped with Graval. Also new skills were recommended such as belly breathing and horizon watching. This day went better and collectively athletes were starting to ‘race’. Men’s byte sailor had the best race on Alpha course with a 5th and the same for men’s Laser 2 on Bravo course.

Wednesday, Day 3. The first race on Alpha course saw SK get a 3rd, 3rd, and a 4th, in Europe, men's Byte, and women’s byte; clearly SK was going very well in the lighter conditions. It seemed that the sailors were finally getting over jet lag. Men's Laser 2 was maintaining close distance on 3rd place by finishing one of the races in 3rd.

Thursday, Day 4. The schedule requires that a minimum of 1 race a day be sailed. Racing must happen on the Friday, day 5, the last day, and the day for medal presentation. This meant only 1 race sailed on Thursday. It was rainy and overcast, a little shifty and light. The SK Women's Laser 2 had their best race finishing 6th, the SK Men’s Laser 2 finished 4th while NFLD finished 7th. This set up a good last race showdown for the bronze medal in Men’s Laser 2. The Men's Laser was getting better every race, and was in the mix in the very strong fleet. 4 boats in this fleet were in the top half at the 2000 Olympic Trials.

On Alpha course, half the fleet, 5 boats, were over the start line in the Europe fleet. Unfortunately the wrong boat went back. The Byte fleet saw big shifts and holes and every windward mark was moved in this race.

Friday, Day 5. The 15 media parking spots plus overflow were filled on the last day. TSN was going to film on the water every leg plus the medalists in each fleet. It was very windy. At the coaches' meeting everyone was in agreement that we could race. The waves were smaller than Monday. It was windy but not as windy as the 2001 Mountain Madness or race number 5 of 2001 LMLSC annual regatta. Unfortunately, the call was made not to race.

Not racing made for some bad feelings for those that could have moved up the score card, especially those in 4th. As with the Olympic Games, the 3 medals have a significant meaning and 4th, although very meaning-

ful, does not presently receive a medal.

I feel bad for the Grant brothers. They did not have their opportunity to race the last race for a medal. Based on what they did at the Western Canada Games I think they would have been successful. At the Western Canada Games, they won the last race, beat the people they needed to beat and won a silver medal. They were excited about this opportunity and I feel would have given it the best effort. NFLD was very nervous about the possible loss, their previous race showed this. They should be proud of how hard they worked and how much they improved this season. They are the 2001 National Champions in the Laser 2.

Team member's results were,

Europe Women- Rachele Lidington, SSC/BSSC 8th overall, best race 3rd.

Laser 2 Women- Heather Tones, Kelly Pawlywshyn, SSC/BSSC 9th overall, best race 6th.

Byte Women- Sydney Byrns, BSSC/SSC 7th overall, best race 4th.

Laser Men- Jo-el van Bergen, SSC/BSSC 10th overall, best race 8th.

Laser 2 Men- Brad & David Grant, SSC/BSSC 4th overall, best race 3rd

Byte Men- Corey Coons, LMLSC/SSC 7th overall, best race 3rd.

Manager Katherine Knox (formally Luttmer) sailed for the Ontario Team in Radial, Europe and the National Team in 470. Katherine was the Ontario Sailing Coach for 1997 Canada Games. Her brother Bernard won the silver medal at the 1997 World Youth Championships in Japan.

We are very fortunate that she was available. She is very pleasant, positive, supportive and sympathetic to the needs and concerns of the sailors. She got along very well with everyone on the team and her expertise in double-handed sailing as well as Laser racing was

very appreciated. Katherine also knew the Ontario coach, Rob Fox, so SK shared coach boats with Ontario on both courses. This was certainly a significant plus for team SK.

Parental Support. To be successful at this level it is critical that athletes receive assistance from many along the way. This also includes parents and club volunteers. The following parents are to be thanked for their efforts in preparing for the Canada Games.

Bob Lidington for running 31 races at the Blackstrap Sailing Club Wednesday night racing and rescue at the trial's selection regatta, Mountain Madness Regatta. Wendy Soare for registering the Sailing Team for the Canada Games. Monique van bergen for running races at the Mountain Madness and Saskatoon Sailing Club trial's selection regatta. Pat Byrns for his work with the SSCA executive and for bringing athletes and SSCA boats to Sail West and the Western Canadian 16 and under. Kevin Coons for bringing athletes and SSCA boats to Sail West and the Western Canadian 16 and under. Brian Grant for his work with the SSCA executive and the SSC executive, and loaning the family vehicle to his sons to travel to the National Championships as well as to bring the Coach boat and Europe mast to the Canada Games.

The following SSCA members are to be thanked for their efforts in preparing the Canada Games Team: Tim White for supporting Heather Tones in her training and competitions.

Curtis Kelln for supporting Rachele Lidington in her training and competitions. Mike Heseltine for his role as principal race officer at Mountain Madness and the Provincial Laser championships. Joan Shewchuk and the Blackstrap Sailing Club for the Mountain Madness Regatta. The Blackstrap Sailing Club for supporting Wednesday night Sunset Series racing as well as training camps. Bob

Gilchrist, Barry Frijouf and the Battleford Sailing Club for the Laser Provincials. Reid Graham for his role as principal race officer at Saskatoon Sailing Club trial's selection regatta. Saskatoon Sailing Club for supporting weekend racing as well as training camps. Harry Sweetman and Garry Belanger for running the LMLSC Ice Breaker regatta. SSCA executive, specifically Sandy Lauder, James Briens, Morris Markentin, Mark Drozda, Brian Grant, Pat, Byrns, and Romuald Legace for their support and endorsement of SSCA initiatives and the Saskatchewan Sailing Team.

The volunteers at each club are critical for the success of the Provincial Sailing program. 2001 is the year of the volunteer and I wish to thank all of the people that worked at their clubs. Thank you and please continue with your efforts.

Conclusion The 2001 Canada Games team worked very hard to improve and they became very proficient at the sport. They competed with dignity, tried their best to keep the boat going fast and to pass others. They are friendly, positive and civil to other competitors. They "did Saskatchewan proud" and I consider it an honour to have been involved with such a fine group. I thoroughly enjoyed the experience.

Canada Games 2005 Saskatchewan is hosting the 2005 Canada Games. A few decisions have already been made regarding this. At the CYA Meetings there was a lot of discussion about 'bring your own' boat versus supplied boats. Sailing costs as much as 9 other sports to run and costs \$1,000 more per athlete compared to the second most expensive sport. The motion was made and approved that for 2005 Canada Games teams 'bring their own equipment'.

There was no discussion about type of "equipment". A recommendation on boats

will be discussed at the 2002 Canada Games meeting. Criteria are a balance between boats that are a National Team feeder, National Team trainer, expense and boat availability.

The following events were approved for 2005 Canada Games,

- 23 and under Single Handed Men
- 23 and under Single Handed Women
- 23 and under Double Handed Men
- 23 and under Double Handed Women
- 23 and under Mixed Team

CYA was asked to contact the National Canada Games Council to look into the possibility of another medal for Disabled sailing.

2002 Schedule The Canadian Youth Championships are in Gimli, Manitoba, August 6-11. Sail West is August 3-5 at the Battleford Sailing Club. The Byte Class has indicated that they may schedule the Canadian Byte Championships and the 29er championships as part of Sail West. Sail West also has the Western Canadian Laser/Byte championships as well as the No Coast championships for Laser. This could provide a very good circuit.

The Western Canadian 16 and under or intermediates (WISC) will most likely be at Fort Qu'Appelle August 15-18. ■

Supported By



Summer 2001

by *Rachelle Lidington*

Life lessons, perspective, humility, challenging, busy and a lot of fun; these are all words that could be used to describe the summer of 2001. I spent the summer of 2001 conducting a finite balancing act between the very different and distinct worlds of training for the Canada Summer Games and being the head instructor of the Mobile Sailing School. Though these two represent two of the things I enjoy most in life - racing and teaching, the summer schedule proved to be a challenge - teaching all week somewhere in the province and training at Redberry on weekends. Although, it was FUN! Enjoying the sun and wind of this summer was fantastic. I could not have asked for better weather. Sailing school had near perfect conditions every week and the training weather was great, although it sometimes resulted in swimming lessons! The sunshine was bliss. Working with Bill for the Sailing School proved once again to be great. Bill is so helpful and always joyful. I can certainly say that this summer's Sailing School was my most successful ever and so much of that is because of Bill.

I must say that the first three descriptors of my summer are from the Canada Games themselves rather than the entire summer. The week held many challenges. Sailing on Lake Huron was a unique experience and had I anticipated the horrendous seasickness I experienced the first couple of days, I might have gone to the Ex to do some dry-land training. My results at the Games were not what I had initially hoped them to be, but the fleet was a tough one. Though it is fantastic to see the bar rising for young sailors, it was a lesson in humility to be sailing as hard as I could and still not come close to medalling. I walked away from this event with a greater understanding though, of what it means to win. To me, I won my own challenges. I raced every race while being sick to my stomach. I did not capsize in the 2.5 metre waves and I had

a third place finish on the 'Saskatchewan water' day. (Flat water and medium to light wind.) After a tear or two and talks with Mark and Katherine, I came to understand that truly, though it's nice to have the medal around your neck, the life lessons we can learn from competing in these events take us much further than a medal we put in a box. I walked away from this event exhausted (mostly due to the flights), humbled, and yet so proud. Not only proud of overcoming some of my own challenges, but proud of our team. Team Sask this year was a team like no other. There was so much encouragement and support. The Team had fun.

Mark and Katherine were great. The time and the effort they put into Team Sask throughout the summer was tremendous. The countless hours of training, the patience and the encouragement are only a few of the things they offered to us continuously.

From the Games, I went on to teach at Camp Tapawingo, and then to start my internship at a High School in Saskatoon. Thus marking the end of a busy yet fun and fulfilling summer. ■

Escape 9 Sailboat Donation

In the summer of 2001 Eb's Sail & Sports Ltd donated 2 *Escape 9* sailboats. These are small 9' dinghies constructed of polyethylene (very durable plastic). The boat uses a roller-furling mainsail, so no matter what the wind strength the sail area can be reduced. The boat is ideal for our small sailors (kids). One boat has been donated to Blackstrap Sailing Club and the other to be used by clubs that are members of SSCA. If any SSCA member club would like to use the boat please contact Eb's Sail & Sports Ltd.

Eb's Sail & Sports Ltd.
1640 Saskatchewan Ave.
Saskatoon, SK.
Ph. 306-652-0385
Toll free 1-888-652-0385
Email: ebssailandsports@shaw.ca

SEE PAGE 19 FOR ESCAPE 9 BOAT POLICIES ■

Reflections from the Tin

Boat

by Mark Drozda

The Crossing

Somehow I accepted the task of managing the races for the SWC September Long Weekend Schlog and Schlam.. Friday night I had my own race against time and the approaching darkness. I quickly drove out to Saskatchewan Beach and commandeered the LMLSC tin boat for committee boat duties. It was hastily loaded with flags, markers, rope, and anchors and launched into the setting sun. The wind had picked up considerably during the crossing, and bouncing around in the darkness in a tin boat is not my idea of how I like to spend my Friday evenings.

At Camp

The windsurf club had arranged for group camping at the Regina Beach Campground and upon my arrival I was greeted warmly by many members of the SWC with the words, "Who are you?". I quickly pitched my tent in a parking stall and my cooler was positioned for quick refreshment access. A BBQ was hosted by the club and shrivelled-looking wieners were handed out to all that dared to consume them. The phrase, "Wind surfers have skinny wieners", took on a life of its own. The party went on and I'm not sure if it ever broke up.

The Next Day

The morning brought light winds with gusts to 25K. The rumour I heard from racers of yesteryear was that windsurfers do not sail unless the winds are blowing more than 30K and at 40K they would rather play in the waves than actually sail a course. That's not



much of a window to work with, but of course this was just rumour. The afternoon brought the winds up to 25 plus and we managed to set a course and pull off a few races. While out in the tin boat I wanted to get some action photos. The problem with this was that the first half of the fleet were so fast I had trouble snapping off pictures and getting a finish line set.

I would like to acknowledge that without the help of Judy Burgschmidt keeping track of the finishing racers I would have been making up the race results. With no numbers on their rigs, and the switching of sails with every wind gust, they all started to look the same to this non-boarder.

My thoughts were that the races went quite well and everybody seemed pleased with the outcome.

The Morning After

Sunday brought wind, lots of wind. At 9:00 a.m. guys were already out on the water jumping, gibing and crashing. I set my camera up on the pier and shot off two rolls just documenting this unusual phenomenon of

windy conditions at a windsurf regatta for two days straight.

Well... I was here to run races and that is what I was going to do. I wiggled into my wetsuit, found a damp volunteer to help me set the course and off we headed into the huge waves. Did I mention that bouncing around in a tin boat on Sunday mornings is not my idea of fun? We got the course set and I was ready to start the races from the wharf. The wind direction was perfect for shore starts and finishes. Hey... my far mark has moved ! In fact it was drifting quite fast towards Craven.

Another daring volunteer and I jumped back into the tin boat to chase that renegade marker. Our ride to the far shore was wet and wild. The line to the mark's anchor had broken. Chris and I jury-rigged one hundred feet of spare anchor line into a twenty foot section and set the mark again. The races started in windsurf time.

Sunday evening we had a BBQ at the beach and prizes were given out. The prize pool testified to one of the most impressive quests for donations that I have ever seen. The SWC does a tremendous job of finding sponsorships.

Monday Morning

Come Monday my trip down to the beach was an early morning wake-up call. My boat was gone!! DOH!!!

I would like to take this opportunity to thank the wind surfing crowd for their efforts to put on a great race weekend. They were very appreciative of the work I had done for them and they expressed their gratitude. I had a fun-filled weekend and I thank you all for the good time.

PS. I did get the club boat back and that too is another story in itself. Did I ever tell you that even though I don't like bouncing around in tin boats I do miss them when they are gone? ■

Laser New Rigging Info

by Mark Lammens

Laser Sailors,

I have the performance upgrade kit in my hand. I guess I have to differentiate, they are the vanguard ones.

Wow, I think is the best word to describe it. This proper system thing should have been approved after the class got Olympic status in 1992. I remember Bruce Kirby, the class designer at the 1996 Olympics saying how goofy it was that we had these vang, downhauls, and outhauls.

However, now you can finally adjust (in and out small amounts if necessary) vang, downhaul and outhaul properly and most importantly FROM FULL HIKING POSITION. This kit is designed specifically for the Laser using existing holes.

You can go on the cheap with this and still drastically improve performance. I was sailing in Toronto last week and what the cheap students are doing is a multi block downhaul system (using existing cleat), and throwing little bullet blocks in the existing systems wherever the rope is turning a corner. The biggy is the down haul, that is what caused this big change, now we can all properly depower the Laser when we hike.

You know how systems are on other Olympic Class boats like 49er, 470, even the Europe and the Finn? Well, now the laser is like these boats. Impressive. Unfortunately they have not approved the hiking harness, trapeze or the hiking plank. Still need to use the hiking strap. ■



Sask Laser Fleet Grows

By Ben Pickford,
Sask Laser Rep for District 5

The Laser fleet in 2001 saw another increase at Sask. Regattas and for those of us who enjoy one design racing, this is encouraging.

Increases from 2000 to 2001 at Mountain Madness went from 8 (?) to 14. At the Wednesday night series at Blackstrap, Laser participation climbed to 21 from 17. The Battlefords Regatta showed an increase of 15 to 19, and participation at the Fall Laser Regatta increased from 12 to 16 boats.

The competition has become keener as well. As one who clawed (or sneaked) to the front some of the time in 2000, this summer saw the competition at the front of the fleet become much greater with the return of Stephen Huszar to Sask. racing. In addition, Brad and David Grant joined us along with Mark Lammens so there were few first place finishes for me. I'm sure, however, this competition is improving everyone's skill level. Like they say, one learns more by losing than by winning.

It has been interesting to watch how quickly some of the younger sailors improve.

This past summer, Joel van Bergen (above photo) showed great progress as a result of sailing more often. The year before, Jon Ferguson showed the improvement. There are a couple of sailors in the Bytes who are growing quickly and should be joining us soon. Some of us older sailors will have to work hard or we will be beaten regularly by 16 year olds. It is a wonderful feature of the Laser class that masters and young sailors can compete together. This mixture doesn't seem to exist in other classes or even in other sports. Sailors can share their triumphs and frustrations, young and old can equally whine about being on the wrong side of a wind shift.

Next year is looking good. Thanks to Reid Graham for buying a couple of used Lasers and then selling one to a youth sailor and the other to a master. The Laser class has approved some new rigging features to make it easier to adjust the cunningham, outhaul, and boomvang. There will be some good Regattas on the Prairies, more Laser clinics, and just fun competition. See you in 2002. ■



Kite Demo Weekend

by Chris Gilmore

Picture this if you would: you load up your raised top van with all the kite surfing equipment you need to kite surf at any location with any wind. You have a mission to drive from Vancouver south along the west coast, then east through the gulf states to Florida, then up along the east coast to the Ottawa/Kingston area, and then back across Canada to Vancouver. You will stop at as many documented kite surfing locations as you can to kite surf and meet the local people showing them your kites, boards, buggies, videos and skills. Your gas and food will be paid for during the three months it takes you to do this tour. This what Luk Stanek just finished doing in July.

Luk made it to Saskatchewan to demo his kites on the Friday of the Canada Day weekend. Friday had no wind, it was glassy at Regina Beach. The 8 or 9 people who came out to see Luk's demo ended up sitting around Luk's van watching him kite surf and paraglide on his portable TV/VCR. Some of the guys tried riding down the hill on his

buggy. Luk was also showing the durability of the Roberts Kite boards. You should of have seen Ian's face when I jumped on the middle of the board. That night Luk got into the Rock in the Valley Concert to meet some of his friends from Saskatoon.

Early Saturday morning Luk called saying it was windy, lets get out there. I gave him directions to Fox's Point, the short cut way just after the field of boots. I did not know it had rained as much as it did. There were huge puddles on the short cut road. I used the Jamie Janotta method of traversing puddles, hit them hard. Water and mud flew everywhere. It was a welcome site to see Luk's kite flying on the horizon as I approached the beach. Of course the wind died after I got there. We did end up flying a few of Luk's Jojo kites. Some of the children there tried the Windglider and the trainer kite. The wind picked up to 16km gusting to 18km (according to Brad's Windgauge). Luk went out. Mark Chandler was sure there was not enough wind to do anything. Luk of course popped up on a plane and did a few runs with 5 to 8 foot jumps on the transitions. Randy Goulet who rode his Zodiac all the way from Buena Vista did get to rescue someone. Scott Goldie took out the kite that Luk was on. The wind got lighter and he ended up down wind. A squall came through to put an end to the demo day. Thank you, Luk, for the demo.■

Problem Solving

"When the only tool you own is a hammer, every problem begins to resemble a nail"

Abraham Maslow

Sailing fanatics

"A fanatic is one who can't change his mind and won't change the subject."

Sir Winston Churchill

Prince Albert Sailing Club

by Peter Ross

2001 Sailing Season in Review

This sailing season had just begun and now we all have to recall our fond memories of 2001! The shores of our club were as busy as ever this year with the addition of several new members and the activity of our kids, relatives, and friends entertaining themselves with our great sport of sailing.

I would like to personally thank our provincial sailing association for the use of the 2 Optimists, Laser 2, and the Tumbleweed for the summer. I can count over 15 kids that have become hooked on optimist sailing this year because the dingies were not intimidating and were available to them at the club. Our club membership only hopes this program will continue next season after seeing the interest created with our youth.

The sailing school arrived at the club with anticipation as one of our largest classes to date participated in the program. Twenty-two students sailed through the week with good winds, weather, and instruction from Rachele and Bill. The Program provided a Laser 2 to the club, which several students utilized after the school to retain all the information presented to them during the week. A big thanks goes out to Stephen Carter who coordinated our school this year.

As for our Volunteer of the Year, our membership is extremely proud of Mike Heseltine for all of his efforts into not only our club's activities, but with race management throughout the province. Congratulations, Mike, for being recognized with this award.

The annual Labour Day Regatta was well attended this year. We would like to thank all of you for making the trip up to Emma Lake. Twenty-five (+/-) boats were registered for the event. Winds were anything but cooperative giving a little of everything including dead

calm to near hurricane conditions. I couldn't help but notice all the squeaky clean hulls that left that weekend. The Grants wowed us all with the 49'er even though Emma claimed her tiller. Corey Coons amazed the fleet with his ability to just never give up and finish first in his fleet. (Man can that little guy get around the marks).

A few sailors initiated themselves over the weekend to racing. Way to go Tanner Ross (authors namesake), Warren and Paul Beaton for giving the optimists a try.

The weekend results, courtesy of our racing chair mike Heseltine, were as follows;

Laser II Provincials

1. Jaime Hogan and Rachele Lidington
2. Paul Ross and Rose Paradis
3. Ben and Katie Nussbaum
4. Heather Tones and Tim White
5. Peter, Tanner and Billy Ross
6. Bill and Carol Hogan
7. Stephen and Marshall Carter (and Shamus Sullivan)

Multihull Provincials

1. Bob Lidington - Hobie 17
2. Richard White and Fulton Briand - Hobie 16
3. Dave and Taylor Howard - Hobie 16
4. Larry Burke and Phil Wallace - Hobie 17
5. Kim Beaton and Ian Slugoski - Hobie 18
6. Warren Long and Kim Classen (and Bill Wallace) - Hobie 16
7. Marty Houle and Stan Oleksinski - Hobie 16
8. Greg and Jordan Chartier - Hobie 16
9. Everet Van Olst - Sea Spray

Monohull Handicap

1. Corey Coons – Byte
2. Jonathan Heseltine – Laser
3. Kevin and Pat Coons – 470
4. David and Brad Grant – 49'er
5. Stephen Carter and Rick Sullivan – CL16

6. Sarah Jane Nussbaum – Byte

Optimist

1. Kristine Coons
2. Tanner Ross (and Billy)
3. James Beaton (and Paul Beaton)

That wasn't it for our club activities, as Murray Little proceeded to coordinate the mid September Phase II of the south shore-line reclamation project. A bobcat was rented for the weekend to assist in completing the gabion shore. (Gabion = a metal cage holding rocks) A dozen members assisted with the project that in the end made more than a few backs sore. Thanks for all of your time and effort on the project, Murray.

On behalf of the Prince Albert Sailing Club, I would like to take this opportunity to wish everyone a safe and happy holiday season. ■



North America's Oldest Bird Sanctuary Is At Last Mountain Lake, Saskatchewan
North America's Youngest Birds Go To Another Sanctuary at Redberry Lake.

**2001
John Merz SSCA Series Cup
Top 25**

- | | |
|----------------------------------|-----|
| 1. Coons, Corey, LMLSC/SSC | 498 |
| <i>Top Overall/Youth</i> | |
| 2. Byrns, Payton, SSC/BSSC | 497 |
| 3. Tones, Heather, SSC/BSSC | 491 |
| <i>Top Female</i> | |
| 4. Coons, Kristine, LMLSC/SSC | 491 |
| <i>Top Female</i> | |
| 5. Grant, Brad, BSSC/SSC | 490 |
| 6. Byrns, Pat, BSSC | 485 |
| <i>Top Master</i> | |
| 7. Byrns, Sydney, BSSC | 484 |
| 8. Van Bergen, Jo-el, SSC/BSSC | 479 |
| 9. Lidington, Rachelle, SSC/BSSC | 476 |
| 10. Hogan, Jamie, BSSC | 476 |
| 11. Byrns, Sydney, BSSC | 474 |
| 12. Grant, David, BSSC/SSC | 470 |
| 13. Huszar, Steve, SSC | 398 |
| 14. Pawlyshyn, Kelly, SSC | 393 |
| <i>Top Crew</i> | |
| 15. Pickford, Ben, SSC/BSSC | 390 |
| 16. Pawlyshyn, Mickey, SSC | 393 |
| 17. Graham, Reid, SSC | 380 |
| 18. Lauder, Sandy, LMLSC | 361 |
| 19. Heseltine, Mike, PASC | 291 |
| 20. Coons, Kevin, LMLSC | 289 |
| 21. Ferguson, Jon, SSC | 284 |
| 22. Hogan, Bill, BSSC | 282 |
| 23. Otereulo, John, SSC | 279 |
| 24. Otereulo, Lewis, SSC | 273 |
| 25. Pugh, Chris, SSC | 270 |

Check the SSCA Website for complete list

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

Money? Who needs it?

"Money doesn't always bring happiness. People with 10 million dollars are no more happy than people with nine million dollars"

Hobart Brown

A Sailing Mom's Point of View

by Patty Coons



One of the biggest challenges facing a sailing mom is to find a good point from which to view sailing.

Viewing in Saskatchewan

At early provincial regattas and training camps this past summer, my husband and I felt that the best place to watch the kids was out on the water, racing our 470. But with many distractions such as keeping our boat upright, avoiding collisions with other boats, all the while trying to catch up to Heather Tones and Kelly Pawlyshyn in their *L >>*, we completely lost track of how the kids were doing. We did see them occasionally on the start line. They would call out greetings to us such as: “Starboard!” or “Mum! You just took my wind.”

All things considered, being out on the water racing is the most fun and exciting place to be during a regatta.

Sails West

Our kids' first out of province regatta this

season was at Gimli Manitoba for *Sails West*.

Upon our arrival, the first thing we saw was a gigantic Coast Guard Ship. Kristine's jaw dropped, any lake that had ships that size was going to be a challenge for her *Opti*.

After helping the Sask Team set sail: juniors, masters and inbetweeners, Kevin and I asked the locals, “Where is the best spot to view the sailing?” We were instructed to walk around the breakwater to the far side of the harbor, and then crawl over the rocks. After a 20-min. walk, we reached our destination, climbed

over the rocks and squinted out into the lake. There on the horizon were faint specks of white. Even with strong binoculars, we were unable to tell who was who. My heart dropped. My kids were out on that vast lake, in large swells with heavy winds and I was trapped on shore. This entrapment causes a pacing reflex to come over me, much the same as seen in caged animals. (Pacing over jagged boulders isn't easy, not recommended.) After all my worrying, the *Optis*: Kristine Coons and Payton Byrns came ashore grinning from ear to ear, chattering about how much fun they had racing in the big waves.

The next day the course was moved closer to shore, now we could watch the sailors round the leeward mark. Unfortunately, the starts and finishes were still out of our range of sight. The whole team did very well at this regatta bringing home lots of hardware. The kids especially had a blast in the big waves.

Canada Games

Our next big adventure was the *Canada Games* in Grand Bend, Ontario. We had heard that the



organizers had arranged for boats to take the parents out to the courses. This was going to be great! We waited on the dock as families were placed in boats.

Unfortunately, there weren't enough boats to go around and we were left standing on the dock. Monique van Bergen was lucky enough to have found a boat heading out to the Bravo Course and cheerfully waved to us as she motored out of the harbor.

We drove over to the main beach and joined approximately a dozen parents on the roof of the Grand Bend Beach House. From there, you could see the Alpha Course, that is if you were armed with a good set of binoculars, held your breath, and concentrated hard. Bravo Course could not be seen at all so it was a good thing Monique had found a ride out there or she wouldn't have been able to see Joel.

On the roof, the parents took turns watching and commentating on the racing. It was very interesting to meet and chat with sailing parents from all over Canada. At the end of the day, we headed back to the dock to greet the sailors. With swells as big as 11ft., many of the officials and sailors had trouble with seasickness. Perhaps it was a blessing in disguise that we ended up on the roof that first morning.

Day 2

On the 2nd day of Games, a Mom from Manitoba and I managed to wangle a ride

out to Alpha course. Kristine and Kevin unfortunately were left standing once more on the dock. We had a great view of the racing from a luxurious boat supplied by a local boat store. However, it was short lived, after the first race we were put ashore, so it was back to the roof again.

Day 3

Upon hearing of our struggles to get out on the water, Mark Lammens and Katherine Knox kindly offered the Sask coach boat to us. They had teamed up with the Ont. coaches in their boats and did not need it.

We perused our cute little SK inflatable, then gazed out to the mouth of the harbor. There, waves that reminded me of the opening sequence to *Hawaii 5-0* were crashing in towards us. These waves would make exiting from the harbor an interesting ride for the three of us in the inflatable. Just when we were thinking the roof really wasn't so bad after all, a kind retired Doctor offered us a ride on his boat. He was headed out to the Alpha Course with a boat full of spectators from Nova Scotia and Manitoba.

We spent Day 3 watching out on the beautiful turquoise blue water of Lake Huron. It was a perfect day with sunshine, wind and a boat full of sailing enthusiasts to share our excitement. We saw all of Corey's starts and finishes, plus the best races the SK Sailors had on that course. Third place finishes for Corey, Rachelle and a fourth for Sidney.

Day 4

We were out on the Dr. Tom's boat again and delays caused a 1½ hr. wait out in the rain. "That's O.K. we're tough. We're from Saskatchewan. We can handle this," I said to myself through chattering teeth. Sitting there waiting and waiting, some of the inconveniences of watching from the water began to occur to me; no protection from the elements, no concession booths, lack of seating and no washrooms. (Hockey moms you don't know how lucky you've got it!) Only one race to watch today.

Day 5

Everyone waited on the dock anxious to get out, but to everyone's disappointment, races were cancelled.

Pleased and proud of our determined Sask Sailors we headed home. We had just enough time to do laundry and water the lawn before it was time to head out west to *W.I.S.C.* (Western Intermediate Sailing Competition)

W.I.S.C.

The venue of the 16 & under championship was Chestermere Lake east of Calgary, just outside Calgary. I felt confident that on such a small lake I would be able to view the racing unhampered. At the start of the first race, I soon realized that this was not to be the case. Dozens of boats the same as that of our kids were confined in a very small area making it difficult to tell who was who. With a gate positioned right in front of us, we did see some exciting mark rounding, but the many sails in the foreground obscured our view of the finish line located on the far side of the lake. We Sailing Moms Wendy Soare, Alison Byrns, Monique van Bergen and myself were left guessing as to the placing our kids were getting. Kevin Coons and Pat Byrns were out in the coach boat with Mark Lammens and were watching some great sailing action close up.

The kids had 2 days of expert training and one day of racing. Day 2 of the racing was cancelled do to lack of wind.

After closing ceremonies, it was time to head home to repack for Emma Lake.

P.A. Annual Regatta

Up at Emma Lake we were back to familiar faces and sailing our 470.

At this regatta, there was a new distraction.

Brad and David Grant were sailing their 49er. Every so often, it would streak by us like a flash of lightning. A few times, I spotted it flying the largest spinnaker I've ever seen.

To "come about" on the 49er, Brad dropped the tiller and both skipper and crew would run to the other side of the boat. Here Brad, would pick up another tiller and join David out on a wire. Sometimes they had a jib and some times not. Must be a new tactic, maybe we should give it a try? (I found out later that the jib lowering was due to a faulty halyard and should not be copied intentionally).

There was also the Girls to watch, Jaime Hogan and Rachelle Lidington, reunited in an *L >>* and doing some amazing sailing. I was distracted from watching my kids once again.

Day 2 - Lots of wind, more than I needed. After two capsize and a couple of hours battling strong bizarre corkscrew winds, I was exhausted. Just as I was about to suggest to Kevin that we stay on shore and watch the sailing with the Hogans, Brad Grant came over and offered to skip the 470. His boat had been disabled and David had a new position as skipper of a Hobie. He also mentioned his mom was going out on the mark boat.

Great idea! I joined the wrangling team of Julie Grant and Jan Shewchuck out on the pontoon boat. After wrestling a couple of Marks, (not Drozda and Lammens) but the big orange inflatable kind, we were ready to watch the racing.

Our captain positioned us off the jibe mark. We had a great view of the entire course. It couldn't get any better than this! Now whom should I watch? Should it be my husband planing up wind with Brad in the 470, (something I've only dreamed of) or our son Corey on screaming reaches in his Byte?

"Watch the *Catamarans!*" someone called

out. We watched the *Cats* as they did spectacular capsizes, amazing pitch poles, crazy back flips plus a cool donkey kick by David Grant. This was the best spot ever; they should charge admission for this!

The ladies were right; the experienced Sailing Moms had informed me earlier in the summer that the best "point of view" for a sailing mom is from a committee boat.

I guess I'll have to study up on race management.

Looking back it was a great summer; we loved every minute of it and can hardly wait for next summer's exciting line up of regattas.

Thank you to Mark Lammens and Katherine Knox for coaching our children this summer.

Thank you also to all the sailors, out there that have helped our family along the way.

Congratulations to Team Sask for another great year. ■

Sylvan Lake Sailing Club Summer Hummer Report

District 5 Laser sailors Graeme Strathdee of BSSC and crew Barry Tee of the SLYC plus ex-Huskie football player Dave Strathdee teamed up to sail a borrowed J-24 to third place in Division 1 of the End of Summer Hummer regatta, with 3-4-1 finishes.

The highly competitive Division 1 was won by Mike Seth of Calgary in a J-24, followed by Al Fisher of Sylvan Lake in a Martin 242.

The 30-boat regatta is the largest keelboat event in the Prairie Provinces, attracting yachts and crew from SK, BC and AB. About 100 competitors participated in the 2001 regatta held on September 8 and 9th. ■

Fall Provincials

By Mark Lammens

Steve Huszar won the fall provincials for the 6th time with firsts in 6 of the 11 races. Ben Pickford kept his nose clean and the boat upright to score a 2nd overall. Brad Grant with brother David finished 3rd and 8th. The "Braves" BRAd and daVE finished 4th overall at the Canada Games in Laser 2.

The "dolly maker", Pat Byrns indicated he wished he spent a little time practicing before this regatta as 2 critical boat handling errors cost places and a masthead fly.

With heavier winds, waves and 'the run', many spectacular crashes entertained the committee. Jo-el van Bergen top youth and SK rep at the Canada Games had the longest rail ride, on the edge for 25-30 yards.

Notables: John Otereulo finished 6th, Lewis finished 10th. When this boat had all of their top results in the Laser 2, John crossed the start/finish line before Lewis as well. Dick White promised to race more next year, he always seems to enjoy himself and wants more racing, always next year. Ian Elliot of Alberta was so upset with his entire break downs on Sunday, he sold the boat before the prize giving. He talked of new fiberglass for himself next year.

Jaime, 'first off the beach' Hogan missed the first race on Saturday, good thing there were challenges getting the races set up for Sunday because she would have missed that one as well. She hiked hard and was 'top female'.

Saskatchewan ranking list "Top Rookie" goes to Kris Graupe of BSC and "Most Improved" goes to Curtis Kelln of BSSC/SSC. Congratulations 2 our new racers.

Ask Santa for some new Laser gear and we will see you next year. ■

2001 Provincial Laser Ranking List

	BSC	SSC	Total
Stephen Huszar, SSC	19*	17	36
Brad Grant, SSC,BSSC	17	15	32
Ben Pickford, SSC/BSSC	15	16*	31
Patric Byrns, BSSC	16	14	30
John Otereulo, SSC	11	12	23
Jo-el van Bergan, SSC	9	13	22
Lewis Oteruelo, SSC	12	8	20
David Grant, SSC	10	10	20
Mark Lammens, SSC/BSSC	18	0	18
Graeme Strathdee, BSSC	14	0	14
Jamie Hogan, BSSC	8	5	13
Sandy Lauder, LMLSC	7	0	7
Dick White, SSC/BSSC	0	7	7
Gayvin Franson, SSC	4	3	7
Jonathon Heseltine, PASC	0	6	6
Curtis Kelln, BSSC	5	0	5
Kris Graupe, BSC	3	0	3
Doug Sevick, BSC	2	0	2
Carl Schlecte, SSC	0	2	2
Teak Boyko, SSC	0	1	1
Kil Boyko, SSC	0	1	1
Harry Sweetman, LMLSC	1	0	1

* Qualify for SFA (Sport for all) as the winner of either regatta at a funding level of \$300.00. To be used for title events expenses in 2002. 2nd place at "Fall Provincials" will be eligible for SFA funding.

BSSC Wrap-up Regatta Sept 29-30

7 boats entered (2 Lasers)

1. Heather Tones - Europe
2. Corey Coons - Byte
3. Bill & Carol Hogan - Laser II
4. Pat & Kevin Coons - 470
5. Tim White - Laser
6. Ben Pickford - Laser
7. Jaime Hogan - Laser II

Laser Fall Provincials September, 8-9 2001

Saskatoon Sailing Club

Huszar, SSC	26
Pickford, SSC/BSSC	40*
Grant, B. SSC/BSSC	49
Byrns, SSC/BSSC	55
van Bergen, BSSC/SSC	66.5
Oteruelo, J.SSC	70
Elliot, I AB	90
Grant, D. SSC/BSSC	91
Graham, BSSC/SSC	104.5
Otereulo, SSC	105
White, SSC/BSSC	108
Heseltine, PASC	120
Hogan, BSSC	133
Elliot, D AB	140
Franson, SSC	144
Schlechte, SSC	203
Boyoko, T. SSC	204
Boyoko, T. SSC	204

* Eligible for SFA (Sport For All) Funding for 2001 sailing season.

Escape 9 Boat Policies

- Clubs are to be fully responsible for transportation and usage of boats.
- Any items requiring repair or replacement will be invoiced to club.
- Please phone 1 week in advance to arrange for pick up.
- Boat can be carried in the back of a ½ ton truck or on top of a strong roof rack. If transportation means are not suitable we will not allow boat to leave.
- Please contact Eb's Sail & Sports Ltd.
1640 Saskatchewan Ave.
Saskatoon, SK.
Ph. 652-0385
Toll free 1-888-652-0385
Email:
ebssailandsports@shaw.ca ■

2002 Saskatchewan Regatta/Racing Schedule

(draft date December 10,2001)

May 8-June 26	BSSC Eb's Sunset Series
May 18-19	LMLSC Annual Regatta
June 1-2	BSSC Mountain Madness
June 29-July 1	SSC Annual Regatta. Laser Provincial, Masters & Byte Provincials
July 20-21	<u>TBA *SSC Laser, Byte & Europe Club Championships</u> <u>*TBA</u>
August 3-5	CYA Sail West Canadian Byte, Canadian 29er, Western Canadian/ No Coast Laser Championships BSC Annual Regatta
Aug 6-11	CYA Canadian Youth Championships, Gimli MN
August 15-18	CYA Western Canadian 16 and under championships, Fort Qu'appelle, SK
Aug 25	BSSC Great Corn roast Regatta
Aug 31-Sept.2	PASC Annual Regatta
Aug 31-Sept.2	SWC Windsurfing Provincials
Sept. 7-8	Laser Fall Provincials, <u>*TBA District 5 Championships TBA*</u>
Sept 28-29	BSSC Wrap-up regatta

Check out our website
<http://members.home.com/sasksail/>

For further information please contact 975-0833

Saskatchewan Team select results for 2001

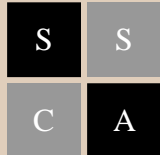
Brad and David Grant won the Laser 2 Nationals in Vancouver.

Corey Coons won the Western Canadian Byte Championships, Sydney Byrns was 3rd at Gimli, MN. Mark Lammens won the Western Canadian Laser Championships.

Corey Coons was 2nd at the Western Canadian 16 and Unders in Calgary in Byte. Kelly Pawlyshyn was 2nd in Laser Radial, Sydney Byrns was 4th in girls byte, Mickey Pawlyshyn was 14 overall in byte. Kristine Coons and Payton Byrns were 6th and 7th in optimist and Jo-el van Bergen was 5th in Laser.

Jaime Hogan was 7th at the Laser Radial nationals in Vancouver.

Graeme Strathdee won the District 22 laser championships.



Editor
Mark Drozda
Regina, Sk.
Tel: 306 591-1494
mdrozda@saskenergy.sk.ca