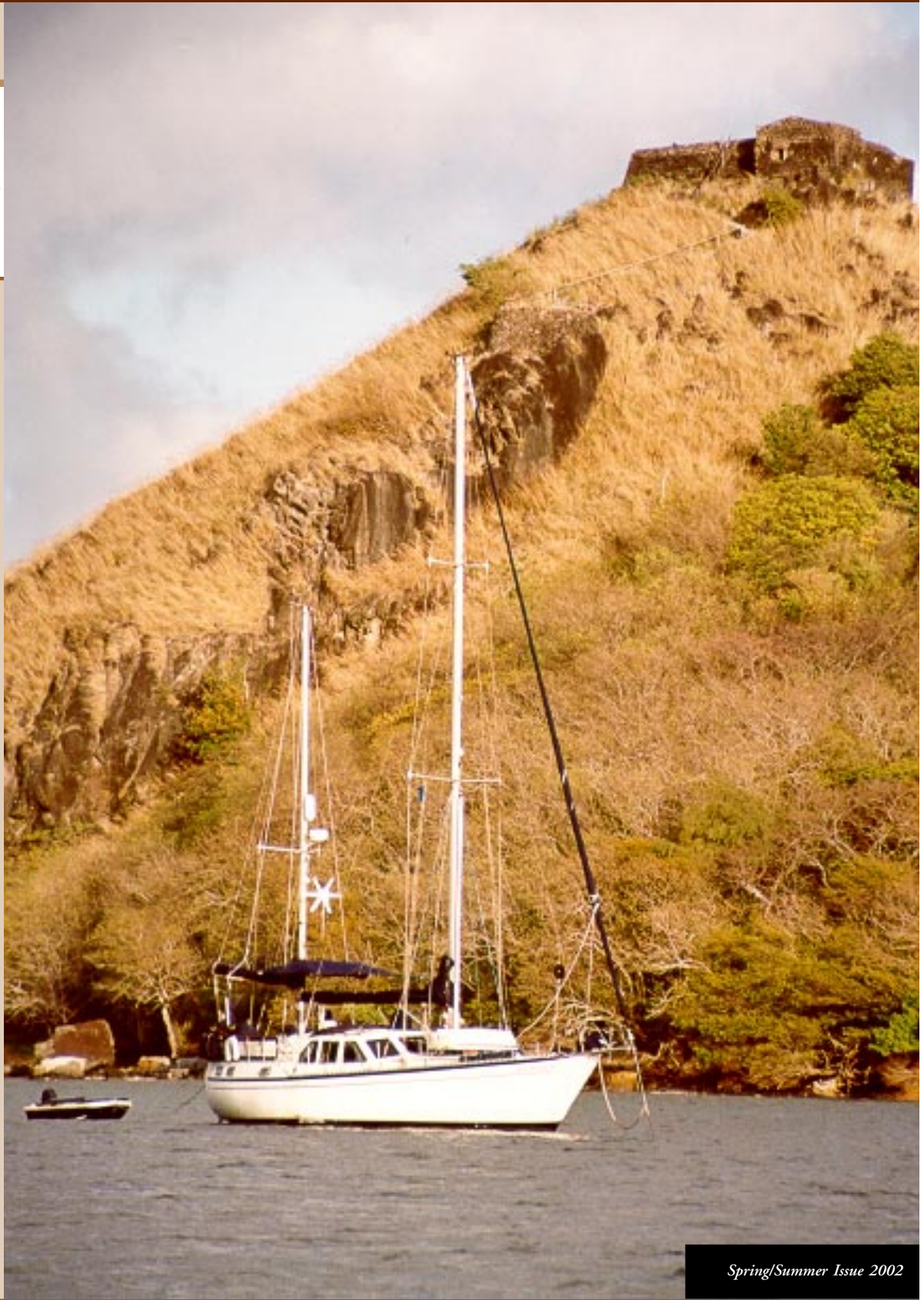


# Saskatchewan Sailing Clubs Association



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

*Spring/Summer Issue 2002*

Dear Editor,

Not much for you - except that the BSSC has GREAT sailing on Wednesday nights starting at approx. 6 pm to about 9 pm (Sunset)! Thanks to Bill Hogan and Bob Lidington who runs the racing program in this "cool" weather. I cannot stress how much I enjoy this series each year, which is made up of mostly Lasers, but it is "open" to any boats. Several junior sailors are showing up in Bytes etc. to keep us old sailors on our guard. Some of the "middle aged skippers" (such as P.B. helped us older skippers one cold evening by demonstrating a "death roll" in his Laser to test the water and show us that his dry suit is water tight! Handicapping is NOT being applied for this "Sunset Series" which will run until the last

Wednesday in June. Most of us will pack up our boats on that Wednesday in preparation for heading to SSC's Annual Regatta on the July 1st weekend. This regatta should be a very good one this year for I feel that everybody is really keen and we also have some hot shot past young sailors who have returned to the Saskatchewan racing circuit! I know that they will be there.

Ben Pickford and I are going to the Wabamum Regatta on for the June 15th weekend and will stay around the area for the one on the 21st as well. I hope some other Saskatchewan Laser sailors will consider this trip as well.

Dick White

### Editors Note



This spring I had my first opportunity to be part of a real sailing adventure. Although I ended up with disappointments

dealing with some of the ordeals I faced I have no regrets. I now have had experiences that have changed the way I look at life's journey. I hope that we all will end up at the same destination but how we choose and what road we want to travel to get there is our own decision. The following script was taken from the final log of my Caribbean adventure.

April 23

Once again, Mother Nature and Father Fate have altered the destination of my journey. My plans initially were to sail from the BVI's to Mexico but due to unseasonable weather conditions in the Leeward Islands the progress of the crew of the first leg was slowed and set back over one week. They had spent several days beating against strong NE winds from Granada to St. Lucia, and were quite exhausted.

The captain had given me the call to fly down to St. Lucia and they would wait for my arrival. I met up with the boat in Rodney

Bay Marina in St. Lucia and we prepared to continue towards the BVI's. The winds were light but were coming mostly from a favorable easterly direction, while the general weather outlook was not so good. For the rest of the leg the seas remained very sloppy and the weather close to the islands was unsettled. My personal view was that the whole schedule and rhythm of the trip had been altered. I was forced to make a decision with the information and experience I had gained over the last week whether or not to continue to the final original destination. I had traveled over 350 nautical miles including a 3 and a half-day passage that worked the 3 of us around the clock for about 84 hours. During those hours, I sure missed a dry bed and my 10 o'clock curfew. We arrived in Roadtown in the British Virgin Islands around noon on Monday April 22nd. With a couple days of reflection and a talk with the skipper I decided if I were to end my journey, this would be the safest and most economically prudent landfall to make my departure.

At this time I do not know where the boat and skipper that pushed my personal boundaries are, but I wish them luck, favorable winds and safe passage.

Take a chance and live your dreams  
Mark Drozda ■

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Mark Lammens

## Welcome to the Islands

By Mark Drozda

“How can they just cancel the flight?”

“I’m sorry Mr. Drozda, we did not have enough passenger bookings so you will just have to take the next flight to St. Lucia. The plane is scheduled to leave only a hour after your original departure time.”

“How can a flight not have crew scheduled?”

“I’m sorry sir, the crew is not at the San Juan airport yet, but they should be arriving soon.”

Meanwhile the third and final flight of the day to St. Lucia has already departed and here I sit waiting for the 2<sup>nd</sup> flight to find some flight attendants. Welcome to the Caribbean.

The flight crew eventually arrives carrying her unfinished lunch and off across the tarmac we march to the two-prop job that will carry us to Castries in St. Lucia.

“I’m sorry meester, the flight is very full and you weel have to check your carry on luggage at the passenger door. Please remember to peek it up when you depart tee airplane.”

“Yeah right buddy,” I’m thinking to myself, “I just hope they remember to throw it on the flight before we takeoff.”

I arrived in Castries without incident and luggage in tow. I caught a twenty-dollar cab ride to the Rodney Bay Marina (Looking back, every cab fare seems to cost twenty U.S.)

As luck has it I meet up with the Skipper and fellow crewman Peter C. We sit back and enjoy a couple local brews at the marina bar. Little did I know this would be my last beer till I was in St. Thomas the following week. Had I known that I would have drunk a couple more.

### Leaving St. Lucia

Peter C and I bought provisions from a local grocery store. I found stores down in the tropics had less stock than our local 7-11, while items cost twice the price and not a Big



Gulp was ever to be found.

I showered and shaved at the yachties facilities and off to the boat to do. . . . you guessed it, engine repairs!! This repair list included replacing the water pump impeller and shaft, venting the diesel tanks and fixing a leak on the galley faucet. As a wannabe cruiser one must remember whatever takes one hour on land will take you three on a boat. This covers boat repairs, cooking and cleaning. With the engine repairs under our belts, grease under our fingernails, in my hair and on my clean shorts we were ready to fuel up and head out of the marina to the bay. The next job on the checklist was to mechanize and modernize the auto helm steering. I’m sorry to say this job was never completed on my leg of the journey.

### Heating on the Run, Reach or Beat

Oh to be awakened by the smell of freshly brewed coffee being spilled on your pillow in the morning is another joy in itself. Just like repair work, cooking is an experience in its own right. The collecting of ingredients for the feast from the many cubbyholes in the galley area was like bobbing for apples in a washing machine. Every movement of your body and the meticulous placement of items in question was a carefully choreographed feat. If that effort was disturbed in any way, such as a rogue wave train, your meal could become

bilge soup.

Pete did most of the work battling the soup pots over the 3-burner gimbal stove. With the grace of a mountain goat he pranced, bounced and banged his way through the recipe and created wonderful dishes. Needless to say I ended up doing a lot of dishes and cleaning up down below.

### **The Recipe For a Really Bad Day**

The last couple of days the weather conditions have been unsettled. Although the wind was coming from a favourable easterly direction it was light but gusty. The seas were small but very sloppy, the skies were overcast and the islands were blanketed with squalls. Our fuel was being used up faster than planned and we would be forced to make landfall to fill up just to play it safe. It was mid morning and we had run out of diesel from the small tank. Wind was light to non-existent and all sheets were snugged in to keep the sails from flopping in the sloppy waves. Peter and I were instructed to fill up the tank using the spare jerry cans. The famous last words “no spillage” were uttered. The skipper at this point had commented that fish were just waiting to be caught and that is what would be on the supper menu tonight. At that point I took the helm, the skipper was working on untangling his fishing line, and Pete was carefully pouring the fuel into the tanks. About that time I had made the comment that the closer we get to the islands the chances we could get rained upon increased. Peter asked if he should stop pouring the fuel but the Skip said things were quiet don't worry about it.

Seconds later the boat was knocked down. In shock I tried to hold the wheel from heading us up into the wind. Out of the corner of my eye I saw Peter pinned against the lifelines holding the top of the jerry can so he did not spill any fuel. In the confusion Peter had lost the funnel and the deck fuel cap, while the skipper lost his fishing line. Diesel and seawater were rushing across the cockpit. My only thoughts were, “did I

remember the man overboard exercise?”

Another notable mention was that the fuel now had been contaminated with seawater and the engine had stalled. In awe I could not believe how cool the skipper was. He had the boat and crew sorted out in record time. Pete and I shed our fuel soaked clothes and the cockpit was scrubbed clean. We made toward Guadeloupe Island where in Heave To position the skipper cleaned out the tank, fuel lines and filters. To my amazement the engine fired up and off we motor-sailed through the rain showers.

We now needed fuel more than ever. A course was set for Montserrat

### **Rock Around the Clock**

The plan was to sail around the clock doing 3-hour shifts at the helm. This may not seem like any great undertaking but it was. My leisurely 6 hour lounge time consisted of lying in bed with my eyes shut, trying very hard to sleep, or cooking, or cleaning up after cooking, or listening to the weather reports, or making coffee, or wiping up bilge water in the head. Get the picture? Now back to my actual sailing story. This 3-hour stint at the helm involved trying to hold the boat on course within a few degrees for 3 to 4 hours. It took me about an hour each shift to relax, learn to go with the flow and not fight the boat, wind and waves. I had a tendency to over steer and make wild corrections as the boat surfed from one wave to another. The shift I remember the most was a beam reach, sailing on headsail alone at 6.5 knots. I had started my tour at 12 midnight and was really getting into the groove when the skipper came up from down below and said we were making too good of headway. We could not come to shore during the middle of the night and we would have to slow down. So twenty miles from shore we Heave To and there I sat the rest of my shift, and more-looking out into the horizon for freighters that could go boom in the night. Things happen very quickly out there in the night. For hours you squint looking out into the darkness for lights. Once you make out the lights you start

looking for the red or green deck lights. When those lights come into focus you have to make a decision based on the direction the boat is heading. One colour will bring you a sigh of relief; the other will set you in to panic mode trying to figure out what course of action will get you out of their way because they may not be looking for you. A person can do a lot of soul searching while staring out into the green phosphorescence of the waves as they are tossing you about like a salad. We are very puny in this universe, and I have never felt so small and insignificant as I did during that watch. On my last night watch I had a cruise liner pass me within a couple miles. I cannot tell you how very big those ships are when your sorry butt is only five feet from the waterline.

### **Planes, Ferries and Automobiles**

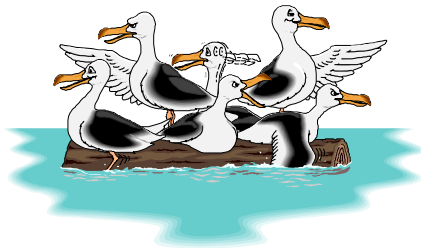
The decision to leave the boat early was made after a couple days of reflection and a talk with the skipper that morning. My thoughts were that I would hang around the BVI's for a couple days but in the end I decided that I would head to St. Thomas in the U.S. Virgin Islands with Peter and work out the details on how to get home from there. I quickly packed my gear (I brought way too much stuff, it turned out) and double-checked around the boat to make sure all was in order. The bags, our bodies and the garbage were loaded into the dinghy and off we went making the very slow trip across the bay to customs. The ride was quite uneventful and we stayed fairly dry. We asked around to find directions to Customs and trudged across the streets of Roadtown to our destination. The skipper seemed to take forever in Customs. This always happens when you are under the gun to catch what we thought was the 3:30 ferry off the island. Two forty-five came and went, and finally the skipper found us and gave us back our passports. We double-checked the paper work and sure enough we were not cleared to leave yet. Back to the Customs Officer we went to sign us off the boat and off the Island. It was now 3:10. Peter had hired a cab driver that was going to take us to West End

where we would catch the 4:00 o'clock ferry to St. Thomas. As it turns out we just made the 3:30 ferry and off we went to St. Thomas via St. Johns. When we reached St. Johns we were told to leave the boat and check through Customs. I grabbed my stuff and waited in line for another Customs check. We were now in the US. Once through customs we hopped back onto the same ferry and chugged our way to St. Thomas. Enroute we met a part time local girl who helped us with the ways of St. Thomas. It turned out that this week was Carnival and a US Navy ship was in town. Accommodations were going to be a challenge. Armed with a bag full of quarters we phoned a dozen hotels, inns and B&B's. Eventually we found a B & B that was not going to pillage our charge cards and with our new friend's personal taxi driver in hire we took the scenic route to the rooms. Our accommodations were fine; the proprietor of the inn was fantastic (Island View B & B). All that was left for me to do was find a flight back to Miami, and of course large amounts of money could fulfill that task. The flight was booked, my first shower in a week was taken and a steak supper was in my belly. I'm a happy traveller. Early next morning I caught my flight to Miami and while standing in line to get off the jet I called my travel agent to change my return flight times. Can you believe that my trip back to Canada ended up to go a heck of a lot smoother than the trip down to the Islands, even though I did it on a whim and a prayer.

### **Lessons Learned**

I would do this trip again but with a few attitude adjustments. Our travelling pace was too fast for my system to handle. I would have needed more time to enjoy the different cultures of each island we by-passed. I would also go down with a bigger bankroll. To carry out the cruiser's lifestyle I would want to uphold I needed more cash for some of the finer things in life like showers, ice cubes and a dry bed. I would also like to take my other half with me because she is a

lot easier on the senses than the two guys I shared 38ft of soggy living space with. No offense, Skip and Pete. I would also want to get to know the group before I spent time with them in a cruising situation. This would eliminate that awkwardness that happens when you're thrown together with people you don't know. I am not saying that taking a chance like this is a bad thing but when you have three or four people on a thirty something foot boat for 24/7 you really never have your own space. This was one of the boundaries that were pushed for me. Till next time this is Wandering Mark signing off. ■



## So you want to win a medal

### Seasonal Plan and Goal setting,

How many times have you heard a parent, teacher or coach ask a child, student or athlete what their goal is? I want to be a dentist, win an Olympic medal or be on the National Sailing Team were my answers to this question. It is amazing how easy these answers became automatic; they became the standard answer. The response by the person that asked the question also becomes a factor and based on their reply, dentistry and an Olympic medal seemed to be worthy goals.

This is where things can go a little unclear and confusing. Dentistry did not have a chance to work out because I had little interest in

### **S.W.C. News:**

The Gnarly Man Event at Chandler's Cottage south of Rowan's Ravine was for the second year in a row - truly gnarly. 60 km winds had us out on our smallest gear, and the waves were set for both port and starboard jumping. Scott Goldie was throwing forward loops while the rest of settled for some huge air.

A free windsurfing introduction and instruction day will be held on June 8th at Regina Beach from 10 AM to 4:30 PM. Just show up or contact Mark C at 949-9590 or Art at 949-6192 for further information.

Our next big event is the 15th Annual Wind & Water Weekend at Elbow (Tuft's Bay) on June 15/16. This may be one of the longest running windsurfing events anywhere in the world. This year we will see more kite sailing action, so come on out for a great Father's Day weekend.

Ian Stewart ■

biology and subsequently was poor in this subject matter. I stopped saying that I would be a dentist when I was young teenager. The Olympic medal in sailing had a better chance because I was very interested in the subject matter. Even though I trained very hard, this became illusive because, at the time, I had little knowledge as to what all of the critical performance factors were. I stopped saying I would win an Olympic medal when I was a young man.

Having coached the sport for a few years, (I believe I have earned my gray hair) I am sympathetic, surprised and a little concerned when I hear athletes freely say they want to win an Olympic medal. I think that when someone says this it urges a few 'follow up' questions. The 2 big questions would be 1. *Are you willing to do all the things to get better?* And 2. *Do you know what the things are?*

## Assumptions

Certain prerequisites from the boat will require athletes ensure they are close to the internationally recognized standard. Certain body types and ranges are critical to the make the individual boat go fast. Laser requires a range of 165 to 190 to be World Standard (some will say even a finer range) and 5 foot 9 to 6 foot 2. Some classes like the Finn and Europe allows for individualizing the rig, but even those boats have well-defined ranges. 280 pounds is not the best weight to sail a laser and 130 is not the best weight to crew in a Star. It is important to be close to the standard, physical training can do the rest.

## Champion Qualities

I have had the honour of being exposed to a few Olympic medalists in different capacities; as training partner, as a coach and as an athlete. They are very rare individuals. Qualities of all of these sailors are, they are very good athletes, very fit, love sailing and training, respect their competitors, thrive on competition, are *students of the game*, and follow a *seasonal plan*.

Sailing in North America utilizes the 'self actualization' theory when it comes to improvement and performance. If this sailor is to meet the goal of sporting excellence then they need to have qualities of Olympic medalists. I have not meet or heard of an Olympic Medallist that does not have all of the mentioned characteristics. However being students of the game and having a clear defined plan are areas some campaigners will fall short, they are critical in addressing the qualities for improvement.

## 'Student of the Game'

Most of us are self-taught and we can have strong feelings regarding how to do things in the boat. This is only natural because so

much time and energy has gone into the 'research'. Changing a technique such as hand exchange while tacking a high performance dinghy can be difficult because it has been repeated so many times it is instinctive. However, a more important skill for the sailor is realizing that there may be a better way to do something, or a different way to do it when the conditions change.

My experience is that high school and university students are the most proficient at improving. They are in the student-learning mindset. They have an open mind, ask questions and are looking for knowledge. When I started out in racing I was told to be a student, surround myself with winners and people with similar goals and people that could make me better. This is certainly a way for athletes to accelerate learning in their identified areas.

Experts such as industry people, sport science leaders, top athletes or coaches could be helpful in embellishing trade secrets and critical knowledge. However, these experts may not be sensitive to how you learn or your learning style. They could be exclusive 'faultfinders' and may only point out the athlete's weaknesses or how much they think they know. Most athletes might not want to hear this kind of delivery or are not willing to admit that they have weaknesses. Experts and coaches could also be 'sunshine blowers' and simply pronounce some popular feel good material that could simply create an inaccurate sense of ability in the athlete.

The challenge for the athlete is to utilize the experts and coaches that create an environment for athletes to improve, while not infringing on their program ownership. For true long-term motivation, it should be the athletes program. Coaches can try to plant some productive thoughts in their psyche, encourage non-threatening advanced dialogue, or positive peer learning within a team regarding their own individual program. However ultimately it is the athlete's respon-

sibility to do the things to help them get better.

## Product and Process Goals

Product Goals is the product. It is relatively easy to verbalize, I want to be a dentist, win an Olympic medal. It is the diploma or actual Olympic medal in hand. The critical component to reaching this is the Process goals, breaking dentistry and high end racing down to small workable blocks. This is the challenge for athletes that want to succeed. What are the processes that need to be improved to reach this goal?

The other challenge for sailors is to realize that some processes improve at different paces. Some process improvements take a minute (boat set up, shifting gears,), some take a day (minor modification to steering technique), some take a week (new starting technique), and some take a year (hiking or pumping ability).

## Seasonal Plan

The athlete that is working towards the product goal could have a daily plan, weekly plan, monthly plan within a seasonal plan, yearly plan and quadrennial (4 year) plan. Within this plan there would be all of components of improvement, processes that may be specific to the class of boat and perhaps specific to the athletes areas of improvement.

The seasonal plan would have all of the competitions, on water training camps and land training camps positioned so that proper taper and peaking are accounted for. Also training themes could be highlighted seasonally to address areas of attention. Boat handling and fitness could be an excellent early season theme, starting an important theme perhaps closer to a major event. Obviously all themes can be worked on all the time but specific improvement will require specific attention. Also, it is important to not

work on specific technique or equipment changes at your major events, only at your identified minor training camps or training regattas.

As the athlete gets more mature and objective, they may start to evaluate the events differently. Sailboat racing is a relative sport; it is evaluated by who crosses the line first. We have few absolute measurements. It would be excellent to be able to fitness test all of the athletes that finished in the top 8 at the Olympics. Fitness and more importantly class specific fitness is only 1 component. (What would you try to measure?) Crossing the finish line first does not mean you sailed well and crossing the line 15<sup>th</sup> does not mean you sailed poorly. Unfit, smart sailors win races and they are still unfit. However someday they will race against smart and fit sailors.

If you can objectively look back on the race and remove some or all of the emotional values that are intertwined with it. If you can identify what components went very well, what components OK and what components went poorly, one can address these areas at the next training camp, regatta, race or leg.

## Seasonal Plan Part 2

In Part 1 we discussed qualities of an Olympic medallist, goal setting specifically product and process goals. In part 2 we are going to look at the components of the seasonal plan.

All of the sailboats are different but have the same components of attention. The equipment and physical preparation requirements for Star and Windsurfer are different but they are still components that need to be addressed. In fact, these components are simply adjusted to suit the requirements of that specific racing sailboat. A coach told me early on, that in Sailing, this is the one time plagiarizing is all right. When you are starting out use the same equipment, train the same way, be the same size as the top sailors in the

class and you should be in the ballpark. However, if you want to be one of the best, one needs to be strong if not superior in all of the areas.

The 5 Olympic circles can represent the 5 major areas of attention. They are interconnected and should be balanced. This holistic approach is critical to long term consequential improvement. They represent 1. Physical preparation, 2, Technique, 3, Racing Skills, 4, Equipment and 5. Mental skills.

Within each of the main themes/areas of attention are its components and ingredients. Physical Preparation is expanded to strength, power, speed, aerobic, anaerobic, nutrition, coordination and flexibility. Please see the Yearly Training Plan (YTP) enclosed. The components to perform in the specific class should be emphasized and addressed with the primary areas such as fitness, in the off-season. Primary skills should not be emphasized just before or during a major performance event. Finer skills such as sport psychology (relaxation-efficiency of motion, positive environment) could be addressed or refined closer to the peak season.

Having a Product Goal, utilizing a Seasonal Plan and having many small Process Goals should help you get you to where you want to go.

Mark Lammens ■

## LMLSC Spring Regatta Report

The Last Mountain Lake Sailing Club held its Annual Spring Regatta over the May Long Weekend. We had fifteen boats out for the weekend of races. This year the weather gnome was smiling on us. Although the ice was late in leaving it's winter hold on the lake, the weekend brought fair temperatures and nice winds. Saturdays format consisted of 6 races with winds blowing SE at 24 to 30 km. Our chase boat got a chance to see some action when Morris broke the mast on his Finn. A couple races later they plucked Harry from the frigid waters after two cap-sizes too many. The winds never died that night; in fact they picked up and greeted us with gusts up to 60km by late morning. We ran two races that morning and 8 die hards battled the cold water and strong winds. Ben proved to be very tough on his boat. The first race he snapped a mast on his Laser (without any sail damage) and the second race a tiller extension was broke right after the start.

I would like to thank all the competitors that came out to support our race weekend and to the LMLSC volunteers that put on a very good regatta, excellent supper BBQ and tasty pancake breakfast. ■

## Race Results

### Laser Class

1	Lamens	Mark
2	Grant	Brad
3	Byrns	Patric
4	Grant	David
5	Pickford	Ben
6	Briens	James
7	Sweetman	Harry
8	Coons	Kevin

### Open Class

1	Markentin J	Europe
2	Coons C	Byte
3	Byrns S	Byte
4	Hogan	Laser II
5	Baiton	Cornado
6	Byrns P	Byte
7	Markentin M	Finn

### Optimist Class

1	Coons	Kristine
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Supported By



## Battlefords Sailing

### Bingo Update

A big thank you goes out to all those around the province who helped support us in our efforts to maintain the right to use bingo proceeds for mortgage payments and upkeep of the Clubhouse. However, we ran into a hard nosed government appointed appeals commission who seem to fervently believe that bingo proceeds are meant exclusively for youth activities. Following is a short quotation: "It is clear to the Commission that the clubhouse is used by minors and adults alike. It is not for the exclusive use of youth. Further, while it may be desirable for there to be some type of indoor area to teach sailing basics, the Commission does not believe that the clubhouse is a vital component to the development of youth programs. One need only think of youth sailing lessons at various lakes to realize that in those situations no clubhouse was necessary."

### Canada Scout Groups

Three Scout Groups in the Battlefords area have joined the Club and this means about 45 Scouts and their leaders getting an introduction to sailing. The big kick off is June 8-9 with everybody camping out at Meota. Some will be taking lessons and some just going for rides but I hope that an interest will develop. We will see later in the season how many earn their badges.

### Kayak Clinic July 6-7

Mark Barclay (446-3860) has arranged to bring in kayaks and instructor for the weekend. Cost per student is \$75.

### Annual regatta Aug 3-4-5

Our web page has been updated. Have a look at [ww3.sk.sympatico.ca/gilcr](http://ww3.sk.sympatico.ca/gilcr) or use your search engine to check for Battlefords Sailing Club. There is a notice of race, a list of accommodations in the Battlefords and an advance entry form that can be filled in right on your computer and then mailed along with the entry fees. If anyone is worried about the

Meota campgrounds filling up, they can make an advance booking by calling Lorette Johnson at (306) 892-2568.

This is going to be our major undertaking for the year and Mike Heseltine has already agreed to act as the on water race committee chairman. Our only worry now is the water level. Pray for rain.

Bob Gilchrist ■

## Mountain Madness Results

### Laser Class

1. M.Lammens
2. S.Huszar
3. P.Byrns
4. B.Pickford
5. L.Oteruelo
6. J.Van Bergan
7. J.Oteruelo
8. J.Markentin
9. J.Briens
10. R.Graham
11. J.Hogan
12. S.Oerlemans
13. R.Bristol
14. H.Sweetman

### Byte Class

1. C.Coons
2. M.Pawlyshyn
3. S.Byrns
4. K.Pawlyshyn
5. P.Byrns
6. E.Graham

### Open Class

1. K&K Coons
2. B&C Hogan
3. P&E Neilson
4. B.McSheffrey

# Sailing Instructor Required

The Wind On My Wings Sailing Club is currently looking for CYA Certified Sailing Instructors to work with approximately 45 sailors who have disabilities and a variety of sailing skills and experience. The instructor is required for 2 days per week for the months of June, July, and August, 2002. An ideal schedule would involve one 8 hour day per week and one 8 hour day on the weekend. This would include set up and rigging time. This is a paid position.

## Sailing Instructor Duties

- Teach technical and non-technical aspects of sailing to sailors at the level that they are able and interested.
- Following acquisition of a trailer hitch, transport sailboat to Marina.
- Ensure boat is at the Marina on sailing days.
- Rig sailboat (with assistance from Sailing Coordinator).
- Provide on-land sailing instruction when possible to sailors interested in obtaining their White Sail certification.
- Ensure the safety of all sailors while on and around the water.
- Work in cooperation with the Sailing Coordinator to facilitate the operation of club activities and sailing sessions.
- Maintain open communication with Sailing Coordinator regarding any changes in scheduling or procedures required facilitate sailing instruction.

For more information or to apply for this part-time summer position, please contact:  
Kimberley Ives, Commodore

Ph: (306) 757-7452

[Kim.ssilc@sasktel.net](mailto:Kim.ssilc@sasktel.net) ■

## Getting around [www.sasksail.com](http://www.sasksail.com)

**What's New** -Sailing Articles, Newsletters, Awards and Stories

**Communicado** – Daily updated information from the webmaster, clubs and members.

**Event Calendar** –Upcoming events, regattas, notice of races and race results.

**Sail School** – Sail School information and schedule

**SSCA Executive** – SSCA Executive contact list

**Team Sask** – Team Sask information and forms

**Local Clubs** – SSCA local club information and contact list

**Commodores** –Local club commodore contact list

**Winter Sailing** – What's happening during those cold winter months when the water is hard.

**SparkStart** – Sparkstart information and instructors contact list.

**CYA**- A link to the CYA website

**Sailing Links** – Interesting website links

**Canada Games** – updated information on the 2005 Games

## Site Statistics

Month	Visitors	Page Views
Feb	170	1597
March	280	1376
April	487	2433
May	792	2954

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[Sailon@sasksail.com](mailto:Sailon@sasksail.com)

## 2002 Event Calendar

June 2	LDYC Ice breaker
June 1-2	<b>BSSC <u>Mountain Madness*</u></b>
June 8-9	BSSC Open Training Camp
June 15-16	BSSC Open Training Camp
June 21-23	BSSC Instructor Training Clinic
June 22	LDYC <b><u>Keel Boat Challenge</u></b>
June 29-July 1	<b>SSC Annual Regatta.*</b> Laser Provincial, Masters & Byte Provincials*
June 29-July 7	LDYC CRUISE Week
July 6-7	SSC Enterprise Provincials
July 13-14	SSC Open Training Camp
July 13,14,20,21,27,28	SSC <b><u>Summer Series</u></b>
July 20-21	SSC Laser, Byte & Europe The <b><u>'Flat Earth' Fleet Championships</u></b>
July 27	LDYC <b><u>Mildner Cup</u></b>
July 27-28	SSC Open Training Camp
August 3-5	<b><u>CYA Sail West*</u></b> 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 <b><u>Western Canadian 16 and under championships,</u></b>
Aug 25	BSSC Great Corn roast Regatta
Aug 24	LDYC <b><u>Martini Cup</u></b>
Aug 24-25	SSC Training Camp
Aug. 27-31	Mobility Cup, Kingston, Ont.
Aug 31-Sept.2	<b>PASC Annual Regatta* Enterprise Nationals</b> Laser 2 Provincials
Aug 31-Sept.2	<b>SWC Windsurfing Provincials*</b>
Sept. 7-8	<b>SSC <u>Laser Fall Provincials, *</u></b> District 5 Championships
Sept 14	LDYC AGM
Sept 26-29	Laser National Team Qualifier, Vancouver
Sept 28-29	BSSC Wrap-up regatta
Jan. 26, 2003	SSCA AGM

### For more information please contact :

Saskatchewan Sailing Office

(306) 975-0833

or e-mail us at:

[sasksail@shaw.ca](mailto:sasksail@shaw.ca)