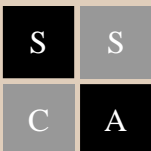


Saskatchewan Sailing Clubs Association



2004
January Edition



Saskatchewan
Sailing Clubs
Association
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*In Memory of
Harry Sweetman*



From the Editor

They say the journey itself and not the destination is what cruising life is all about.

How about getting ready for the journey itself? Let's talk about the sanding the blue hull till you and all around look like you're visiting smurf land. Next we put on a foul; to be precise anti fouling paint that takes us on a trip with fumes alone. Meanwhile life in the Gator boatyard is alive with the sounds of spraying water, grinding fiberglass and the cuss bird letting all know that the dirty tarp underneath some boat has just been lifted up by the gusty winds and had wrapped itself around the freshly painted keel.

One day I spent several hours waxing the hull of Mantra under the hot sun till both of us were glistening with the fruits of my effort. I even got a couple propositions from the ladies around me, something about waxing their bottoms. To me it sounded like an indecent proposal but I think they were talking about their boat bottoms.

The day comes and it is your turn for the big lift to pick up the boat and gently splash her into the nearby Okeechobee waterway. We are now underway toward our next port of call, Fort Meyers. Forty one miles, two locks and several bridges later we arrive at the Fort Meyers Yacht Basin Marina. We stock up on supplies in town, pick up another crew member and prepare for the shake down sail to Key West.

Our course is due south approximately 106 nautical miles across the Gulf. The wind eventually picks up across our beam and we sail into the night at 6 knots. The navigation and self steering systems are running flawless. Our job on watch now is to be on the look out for boats harvesting shrimp or picking up their crab traps. The moon was full though the skies were slightly overcast. It was an uneventful crossing which in sailing terms is a good thing. The sun showed its hazy face on the horizon and dolphins have welcomed us to the Florida Keys. The dock master finds room for us on the mooring fields and like pirates of the Caribbean we explore the local water holes. It has been

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*SSCA Technical
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Mark...*

Farewell to a Friend

The Last Mountain Lake Sailing Club and the Saskatchewan sailing community lost an extremely colorful character this month. Harry Sweetman had rejoined the sailing way back in 97 and life at the club has never been the same. Harry left his mark on all of us and even a few boats. Harry was well known on the racing circuit for his commando racing starts and brown melon to the gunnels hiking technique. We the club members will dearly miss his much energized demeanor. You could always count on Harry, for he would go out of his way to lend a helping hand no matter what was needed.

Over the last few years Harry has dreamt of owning a cruiser. Last summer he bought such a boat and I for one was so glad that he never waited for the right time to purchase it. As we all learn that sometimes in life that right time may never come and our clock may not wait for us to get everything done that we set out to accomplish. On some good information Harry bought the San Juan even though he had no real way of getting the boat down to the launch. That is our Harry and that is how he worked and played.

Harry was involved in so many community related activities it was hard to keep track of him. He was non stop to a fault.

Harry's legacy is four great kids. Over the years I got to know three of them and he was so very proud of them. They will truly miss him.

Our friend Harry has moved on. Fair winds Harry.

The Summer That Was: 2003 at the Last Mountain Sailing Club

by Chris Riegel

Weather in the summer of 2003 proved to be excellent, with many good strong wind days, allowing for the kind of sailing that develops skills. Lots of gusts blowing down the lake caused more than a few interesting spills, but we also surprised ourselves by the times we managed to get the boat planing, crew out on the wire, the hull humming along beautifully. Bliss.

From this vantage point (early January 2004) the days of last summer have mostly blurred together, though there are a few notable memories. I think of the days out with Mark Drozda, teaching me to skip while he bravely hooked up to the harness and let it all hang out. Sometimes it worked, other times we both got nicely wet. Mark and I worked diligently to test Bingo's deficiencies so that we would know what to work on during those windless days. We figured one needed to load the boat fully in order to find stress points—and these we did find more than once!

My second season of sailing only reinforced all my impressions of the previous year—that I liked speed, being on and over the edge, and that there is a wonderful beauty in the mix of elements that sailing a dinghy requires. Miraculously, my lifelong dislike of getting wet disappeared completely when I hooked up to the trapeze wire and I trusted that the skipper and wind would keep me out there. Mind you, there was more than once that I suddenly went flying around the front of the mast and received a good dunking, Mark hanging out the high side of the boat to keep the masting from sticking in the mud. Somehow, these moments made me eager for more.

One of the joys of improving my skills was that I could now take Katherine out on big wind days and feel reasonably in control of things. By my thinking, of course, to be in control means to know how to right the boat without too much trouble! Nonetheless, Katherine and I now think the next challenge has to be exploring the world of the spinnaker and the associated accidents one can get into. Bring it on.

Sailing school was also a high point of the summer as it was great to see the club property full of people eager to get on the water. I had planned to spend quite a bit of that week out there—which I was able to do—and was lucky enough to spend few nights camped out behind the clubhouse. It was great fun watching sailors where I had been only a year before and seeing how quickly many of them adapted to the demands of dinghy sailing.

My main purpose for the summer was to sail as much as possible and to learn the handling characteristics of the Laser II as much as possible. Getting a handle on the Laser II and trapezing certainly shifted my sense of what was decent wind. I knew that my attitude to sailing had changed drastically when I did not consider it worth driving out to the beach unless the wind forecast was for at least 30 km/h.

On the last sail of the season, the wind was blowing 35 and rising, so Katherine and I took a Laser II out and I had her strap in and hook up. Over on the clubhouse side, Harry

was taking out his San Juan, but once he got the jib up he decided that was plenty of sail for the day. The wind was gusty and the waves seemed to be getting ever bigger as we tacked back and forth across the lake, and it was no trick to keep Katherine out there on the wire. As so often happens when right on the limit, something went awry and the boat went over. I turned the bow to windward but somehow as I pulled the boat back up the waves pushed the bow around and over she came again. We knew the memory of the kind of sail that gives you everything you need to get through the long winter ahead.

Later that day I helped Harry motor his San Juan the short distance from the dock in front of the clubhouse back to the boat launch. Harry set out with the retractable keel winched up but we quickly saw that the wind and waves were pushing us rather quickly onto the rocky point. In typical Harry fashion, he yelled at me to get the keel down “Now!”. Not being familiar with his set-up I asked, “Which way do I turn the winch?” And Harry, being Harry, shouted back, “Turn it the right way. And do it now!” Luckily, everything worked out fine and we got the boat on the trailer and out of the water.

I have been thinking about this moment over the last few weeks because it reminds me of the kind of man Harry was, and of the man I got to know over two seasons of sailing. Somehow, he had a way of grumbling, of ordering a person about, or just wanting to get his way that ended up being utterly charming. Over the course of the summer, there were quite a few nights out on the front deck when Harry sat there, cigarette in hand, Sandy’s red wine in his glass (“Well, if he was going to bloody leave it out here he should be here to drink it, right?”), wearing his completely ridiculous speedo bathing suit, telling stories about his life—the complicated bachelor life he lead, the interesting sailing days of his youth, the handicapped sailors he had taken out on his boat the previous week, working on a Habitat for Humanity project and, frequently, stories about his children. The club will just not be the same in years to come, alas.

As I look forward to the coming season I realize that one would be wise to follow Harry’s lead and seize the moment as much as possible. Good sailing weather should not be passed up, and taking oneself and the boat to limit is a requirement: if you do not get wet, then you are not having as much fun as possible!

Greetings from the Battlefords Sailing Club.

It has been a pleasure to be Commodore of BSC and our successful 2003 season can be attributed to all of the members, volunteers, guests, and community support that made the year so fun. Despite the low water levels, our sailing season was a strong one. Sailing lessons, with our popular Tumbleweed fleet, was matched by the introduction of kayaking to our club. With the help of SSCA, and plenty of volunteer time, our annual regatta went well even though the winds gods seemed to have taken a weekend off. It was a special treat for me to be a part of the committee boat and watch the pros go through their paces! We hope to again host a June racing event. This winter is certainly not one of discontent! Long term plans regarding updating bylaws, club repairs (shingles, shed, and shelving) and facility modifications are underway. The executive and members are looking at the calendar in order to offer a variety of events next summer, but still set time aside for club socials and fun sails. We are especially excited since 2004 marks the 40th anniversary for BSC! We feel it is a good time to showcase our facility and attract past and potential members. Those interested in BSC are reminded that they can visit

<battlefordssailingclub.ca> for contacts, events, and dates. I hope you will join us in saying, “ Let it snow, let it snow, let it snow!” Hope to see you soon, or at least on the water!

Mark Barclay

Part I: The Boat Yard

By Mark Drozda

Forty miles east of Fort Meyers along the Okeechobee waterway lay a pasture named the Gator Boatyard. It is neither a trendy Florida beach resort nor a ritzy marina but a field with long horn range cattle grazing in the shade of Banyan trees. The location is a far cry from picturesque sunsets and romantic moonlit bays but it is inland far enough to survive the wrath of hurricane winds and storm surges. The boatyard is broken into four sections. On the waterway right in from of the yard is a small dock with room enough for 3 moderate sized boats. On shore and adjacent to the docks is the boatlift pit where boats up to 50ft can be easily set in the water or lifted out for storage on the hard. The second section is the work area. This area is set up with power and water so boats can be overhauled, bottom painted or have their topsides refurbished. Whether it be a sea going

sailing vessel or Tampa trawler these vessels will remain in this area from several days to a few years. I met one sailor who has had his boat hauled out for over a year just to dry it out an than his mast was hit by lightning resulting in a welded sail track. Several of the owners of these work in progress

projects live on these boats year round. A fellow Canadian and self proclaimed Cuba bureaucrat expert was just one of several people I met while hanging out in the work area. Behind the active work area is the storage area. Several dozen rows of boats of all types spend their out of the water life on dry dock here. From the looks of many of these yachts it is a long hard life battling the not so friendly Florida elements. Anything that can rust

will; if it does not rust it will turn green or worse yet black with mold. The native bugs enjoy these fiberglass digs, wasps called Mud Dauber build nests that turn into a hard mud concrete like bunkers. These nests can be found everywhere. Anchor lockers, vents, storage hatches, inside masts where the halyards become jammed by their persistent engineering. To battle the insect infestation, bug bombs are left in the cabin to poison these pests. The final section of the boat yard is what I dubbed the boat graveyard. Here forgotten hulls of past glory days disappear from the minds of their past owners.



Draft Regatta & Sailing School Schedule,
2004 Saskatchewan Regatta/Racing Schedule
Updated Jan 24/2004

February 28th	Canada Games “Core Group” Winter Camp 2
April 3rd	Canada Games “Core Group” Winter Camp 3
April 24th	Sailing Team Meeting
April 25th	BSSC Boat set up
May 1-2, 8-9	BSSC, TBA Training
May 5-June 23	BSSC Eb’s Sunset Series
May 15-16	BSSC, Sailing Team Training Camp #1
May 15-16	SWC Gnarly Man, Regina Beach
May 22	LDYC Icebreaker
May 22-23	LMLSC Annual Regatta, Youth Team Ranking
May 29-30	BSSC, Sailing Team Training Camp #2
June 5-6	BSSC, Mountain Madness Regatta,
June 5-6	WC ‘Intro. Windsurfing’, Regina beach
June 12-13	BSSC, Sailing Team Training Camp #3
June 12-13	SWC Wind and Water, Tufts Bay
June 19-20	BSSC, Sailing Team Training Camp #4
June 20	LDYC Mildner Cup
June 26-27	SSC, Admirals Cup
June 28-July 2	PASC Sailing School
July 3-4	SSC Annual Regatta. Youth Team Ranking
July 5-9	SSC Sailing School
July 9-11	CYA Sail West, LMLSC
July 12-16	LMLSC Sailing School
July 19-23	LDYC Sailing School
July 24	LDYC Martini Cup
July 26-30	WOWSC Sailing School
Aug. 21-22	BSC Saskatchewan Single-handed Championships Laser Provincials, Laser Masters, Europe , Byte Laser Ranking
Aug. 21st	LDYC Martini Cup
Aug. 29th	BSSC Great Corn roast Regatta
Sept.3-5	PASC Annual Regatta,
Sept. 2-6	National Windsurfing Championships, Regina Beach
Sept 11-12	SSC “Short Course Championships” Laser Ranking Event #3
Sept 18-19	SSC Flat Earth Laser/Byte
Sept. 18	LDYC AGM
Sept 25-26	BSSC Wrap-up Regatta
Oct 2-3	Training, TBA
Jan. 26, 2005	SSCA AGM

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