

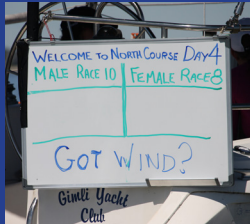
FALL 2017

# PORTHOLE



SAILING NEWS FOR MANITOBA AND NORTHWEST ONTARIO





# THANK YOU TO OUR VOLUNTEERS!





# 2017 Canada Summer Games

BY KEVIN STEWART

## The Volunteer Journey and Rewards

April 2015. More than two years in advance. That was the date of my first meeting starting the journey as chair of the sport committee for the Sailing Competition. A week or so earlier I had phoned Brigitte Smutny, the Executive Director of Sail Manitoba, to ask if anyone had been appointed yet to lead any of the organizing committees. Taking on the role of sport chair was a practical decision.

So why take on this task? What was my motivation? Forefront was that I was an Athlete Alumnus of the Canada Games. As I found out many months later, several other sailing committee members were also Athlete Alumni. I had worked hard to make the Manitoba Team in 1973. My parents let me take most of the summer off from work so I could train. The Canada Games were the pinnacle of my athletic career and were a pivot point after a childhood of being picked last for school yard sports teams. It was time to give back to the Canada Games Society that had done so much for me, 45 years earlier.

Ironically, it was the manager of my Canada Games Canoe/Kayak team that got me interested in sailing. After the Games, he pointed out to myself and a couple of others that we needed to realize that we were not going to make the Canadian Olympic Team and that we should find another life sport. So he introduced us to sailing, thus beginning my fascination with our sport.

Shortly after the initial meeting in April 2015, Brigitte Smutny and I attended an all sports meeting with the Winnipeg Games Host Society. The initial objectives for the Host Society were laid out; that Athlete's needs were to be front and center of our planning. From an organizer's responsibility, we were asked to build capacity and depth in our organizations that would serve our respective sport communities into the future. We needed to consider including younger sport leaders on our organizing team. Many of the Game's lead volunteers and sport leaders in Manitoba had been around for a long time and we were not bringing new blood into the system. So we approached younger (aka no grey hair) volunteers and worked to convince them to become part of this effort. One of the successes was to bring Andrew Murtomaki in as sailing sport co-chair.



My first surprise was to discover that not only did we need to organize for the Canada Games but that a test event was to be held the summer before the Games. Our work had just doubled! At this point we recruited two people to lead the venue side of our organizing committee. Susie Strachan, the former editor of this magazine, who brought her communications skills and Glen Pollard, a resident of Gimli who encouraged local contacts of the Gimli community to join the team. Glen has just been named Sail Canada's Volunteer for the Month of October for his tireless work for the Games.



It was essential to create teams that would look after the myriad of details in hosting Sail West, our test event in 2016, and the eight days of the Canada Summer Games in 2017. As the Games were a national event we knew that not all volunteers could possibly come from Gimli or even the wider Manitoba sailing community.

As part of our mandate of building volunteer depth, we needed more of our local sailors formally certified as race officials and judges. So in early spring of 2016 we held two weekends of classroom training and on-the-water practice for future race officials. We called upon experienced people like Victoria Beach sailor Chris Aldridge to organize the race equipment and boats. Falcon Yacht Club's Liz Hamanshi coordinated the food required for thousands of meals for hungry athletes, coaches, managers, volunteers and officials. Charlie Burns, Gimli Yacht Club Commodore, raised funds so that Sail West would be hosted as a top-notch competition. Gimli Yacht Club's, Mike Guezen, worked the phones recruiting volunteers and explaining their commitment over the next two years. We advertised nationally for an experienced chief race officer that could work with our team, and chose Peter van Muyden from Alberta who delivered an exceptional race experience. Over 60 officials, safety officers, judges and more than 30 site volunteers worked to the common goal of delivering an exceptional Games. Enns Brothers stepped forward for the Games and provided new Brig inflatable boats for rescue at no cost. We worked with exceptional staff from the





Host Society, Janet McMahon and Kelly Babb, that took the time to learn and understand our sport and fully support us. Brigitte Smutny was appointed by Sail Canada as Technical Director. Sailing was the only sport to have this key position filled by a local representative, which made a huge difference in utilizing her experience and judgement.

The experience from the test event put us in ideal shape for the Games the following year. Our test event was held up by the Host Society as an example of a nearly perfect test event. We tweaked and adjusted a few things for the Games the following year.



And then it was July 26th 2017! Trailers of boats arrived that needed parking and unloading. Athletes and coaches arrived on site for two days of training and boat measurement followed by a week of competition. Volunteers from Gimli appeared by the dozens. Many had never been inside the Yacht Club venue before. Out of town officials needed picking up from the airport in Winnipeg. The wind howled and then stayed calm. Sailing competitions lasted into the earlier evening waiting for wind. The competition was capped off with the parade of athletes through the town to the Centre Street stage for the medal ceremony lead by the Viking re-enactors in front of hundreds of spectators.



Following the Games, the rewards came from the comments of athletes, spectators, parents, visitors, coaches and out of province officials. The athletes loved the Athlete Village at Gimli High School – the food and relaxed atmosphere made for a wonderful Games experience. Parents and spectators appreciated the Gimli Yacht Club members that took boat loads of visitors out on our prairie ocean. The coaches nominated the Games for Sail Canada's 'Regatta of the Year' award. Citizens of Gimli asked to keep them in mind when we have our next big event as they would volunteer again. Interlake Tourism awarded the Sailing Competition the tourist event of the year. Officials, some of whom have officiated around the world, have encouraged Gimli Yacht Club to bid on other prestigious sailing events because they would love to come back.

One of the most rewarding aspects of volunteering is working with others; many become new friends. For those building careers, volunteering allows growth in areas that your current job may not allow. I encourage you to volunteer and enjoy the rewards and learning that come out of your commitment of time whether for Sailing or another pursuit. Take the chance and step forward, even before you are asked.

*Kevin Stewart is a longtime member of Gimli Yacht Club, a past president of Sail Manitoba and former director of Sail Canada. In his working life, he was a professional project manager.*



# President's Message

BY PAUL KRESTANOWICH

What a fantastic summer for sailing, bug free, hot & windy! It was crazy busy all across the province this summer with clubs updating their facilities & boats (Black Sturgeon, Gimli, West Hawk, Victoria Beach & Falcon).

Racing was everywhere to be had with the high school league expanding this spring to 11 school teams participating. Almost every club had their race series (dinghies & keelboats) come down to the wire with fierce battles for club bragging rights & hardware. The Provincial Keelboat Championships held at Gimli YC, and the Provincial Dinghy Championships held at Falcon YC, were well attended. Congratulations to all the participants & champions!

A big thank you to the Royal Lake of the Wood YC for stepping up to host Sail West on short notice, when Saskatchewan couldn't take their turn to run the regatta. 50+ sailors were treated to one of the top regattas in Canada this year at one of the most beautiful facilities.

All of this was a good preview for the event of the summer, the 2017 Canada Summer Games sailing event, held at the Gimli YC and their amazing facilities, upgraded with the help of the Games. The best youth sailors from across the country and the best volunteers from across the province met up in Gimli to run a first class event that will be remembered for fierce winds & no wind days. The event was nominated for "Regatta of the Year" at Sail Canada! While sitting in a mark set boat one day, our volunteers figured out that there were 40+ Yacht Clubs from almost every Manitoba member club and across the country represented at the Games.

Congratulations to every sailor, racer, crew, volunteer, board member across the province - you keep this beautiful sport alive and active. The edition of the Porthole Magazine will be Brigitte Smutny's last one as Executive Director & Head Coach. Our board is working hard to find her replacement when she retires in March 2018, no easy task! We will miss her beyond words, as many of us who have been involved with the organization over the last 20 years know, she is the embodiment of sailing in the province, passionate and compassionate.

As I end my two year term as President and hand off the reigns to incoming President Liz Kristjansson, I whole heartedly thank all of you. Please give Liz & Sail Manitoba your continued support as we continue to grow the membership base and bring this amazing sport to more people across the province!





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Cover Photo | Paul Robinson  
Designer | Larissa Blumenschein  
Editor | Brigitte Smutny



Sail Manitoba  
409-145 Pacific Ave  
Winnipeg, MB  
R3B 2Z6

P (204) 925 5647  
F (204) 925 5792  
E [sailing@sportmanitoba.ca](mailto:sailing@sportmanitoba.ca)  
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# Note From the Editor

BY BRIGITTE SMUTNY

The time has come for me to pass along the tiller. After exactly 20 years with Sail Manitoba, this will be my last Porthole magazine before I sail off into the horizon to enjoy my retirement!

I have loved every minute of my job and I will leave with fond memories. The most rewarding thing was to see so many generations of young sailors participating in our programs, witnessing their successes and proudly watching them become wonderful, mature individuals. Many of my former athletes are in leading positions at their jobs, many are married and some have kids, who, I am very sure, will all become little Opti sailors in the future.



It has been a pleasure meeting so many wonderful people from every corner of the Province and around Canada, who enjoy the sport of sailing as much as I do, and many have become good friends. A very big thank you goes to all the former Presidents and board members of Sail Manitoba for their continued support, to the club members for working with me so enthusiastically for so many years, to the many instructors and coaches who dedicated countless hours to the programs and supported their athletes to succeed, and to the committed parents and athletes, who believed in the programs and devoted so much of their time to excel in our sport. Thank you for a wonderful time and please keep in touch!

Moving forward, the two positions of Executive Director and Technical Director/ Head Coach have been filled, and I am happy to announce that two 'homegrown' individuals from Manitoba, Katja Smutny and Shelby Williams will be taking on these roles. Both have an extensive sailing history and there is a wealth of knowledge between the two of them; from learn to sail to high performance, and from team experience to club experience. Both Katja and Shelby have excellent organizational and communication skills, and years and years of sport admin experience. It brings me great joy to pass on the helm to these two young, energetic women and I have no doubts the transition will be smooth sailing. Welcome on board!



# Instructor Clinic

BY SHELBY WILLIAMS



This winter I was able to travel to Victoria, BC to attend a Learning Facilitator Clinic hosted by the Royal Victoria Yacht Club. I got to work with Jen Braem and Charlie Rishor while sailing on the Pacific Ocean in February!

Upon completion of the clinic I was required to teach an instructors clinic as my rookie clinic. I got the opportunity to work with Emma Lewis from BC during our instructor clinic in June at the Fort Whyte Sailing Centre. During the Fundamental we had beautiful weather while we sat in the Sport for Life building. Of course, this meant we got rained on all day during the on water portion of the clinic.

The 13 candidates were complete troopers during the rain as they demonstrated their coaching skills. I love doing instructor clinics because it's a great way to stay current as a coach. You can always learn something from the group, whether it's a new game, teaching aid or tool, or new sailing skills. Each candidate brings something new and fresh to the clinic each time we host one.

On the last night of the clinic we took our guest Learning Facilitator, Emma, to Silver Harbour on Lake Winnipeg. We took the Eclipse, Willie MacDonald's 25 ft C&C, on it's maiden voyage down to the Gimli Yacht Club and it was a great adventure for everyone.



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# High School Champs

BY KAYDEN POLACHEK



The High School Sailing League was held twice a week at the Winnipeg Sailing Centre from May 29 to June 19. Overall eleven teams participated in 420s from the following high schools:

Balmoral Hall School  
Glenlawn Collegiate  
Kelvin High School  
Kelvin High School  
Miles Macdonnell Collegiate  
Oak Park High School  
Sanford Collegiate  
Springfield Collegiate  
St. John's Ravenscourt School  
Westgate Collegiate  
Westwood Collegiate

Lauren Burns and Grace Thompson  
Colton Stone-Lamontagne  
Molly Ingenmey and Bethany Hitchcock  
Quinton Anderson and Gabe Odowachuck  
Bryson Foy and Olivia Cassie  
Dirk Page and Lucien Stratton  
James Thompson and Tallon Sparks  
Cam Kalyniuk and Ben Stephensen  
Anthony Clark and Fiona Dunn  
Cael Penner and Dylan Peters  
Kayden Polachek and Randi Roy

Five boats raced on Mondays and the other six boats raced on Wednesdays. After the third week of racing the points were tallied and the top three teams from each group raced at the High School Championships on Monday, June 19.

Overall Sanford Collegiate with James Thompson and Tallon Sparks placed third, St. Johns Ravenscourt with Anthony Clark and Fiona Dunn were the runner ups and came in second and Westwood Collegiate with Kayden Polachek and Randi Roy won the prestigious High School Sailing Championship.

Congratulations!





# Short Course Championship in Saskatoon

BY LAUREN BURNS

From May 20 – 22, the short course championship was my first road trip with the provincial sailing team and was a great way to start off the season. The regatta was held on the small but beautiful Blackstrap Lake, not far from Saskatoon. I was not sure what to expect being the newest member on the team, but was happy to stay dry for most of the weekend, unlike the two months that followed!

The weekend consisted of a variety of weather conditions, including a light breeze to heavier winds helping to shake off the rust. Overall, it was a great opportunity to get to know some of the other members on the team. Congratulations to all of the winners and, after being told many times to gain some weight, I am excited to eat donuts all winter for another great sailing season next year.





# Tale of Two 29ers

BY HUNTER KRISTJANSSON

First I would like to mention and give credit to Sara Telles-Langdon and Katie Sauer for their commitment and dedication the past summer for sailing. They trained hard and raced harder. Manitoba was lucky to have such a fierce female 29er team. When sailing started this year, many team members were excited for the upcoming qualifiers for the 2017 Canada Summer Games. The games called for only 5 boats, 2.4, laser, laser radial, and two 29ers. It didn't take long to realize that there was one extra male 29er team this year. It would be no cake walk for the male team to qualify when the qualifiers would come around. It would be head to head matchup, skipper versus skipper and crew versus crew. The teams were James Thompson and Anthony Clarke against Bryce and Hunter Kristjansson. You could sense the tension in the air every weekend training session. Both teams with their hearts' set on doing whatever it takes to win. When it was time to go to the Saskatchewan Short course Regatta both teams were anxious to see who the faster team was.

Equipment inspections, as it turns out, are very important. Even more so if the first time you sail is a regatta. Upon arrival the Kristjanssons noticed that their boat was missing a few things. Off to a bad start for the season they managed to borrow a mast and a spin-pole from a Saskatchewan boat. They were back in the races but still had to order a few parts for the upcoming qualifier. Saskatchewan was a fun regatta but having a one lap course really forced sailors to be alert and focused every second of every race. It was a close regatta but James and Anthony managed to win it while Bryce and Hunter suffered a crushing defeat. It became quite evident at this time that the 29er Canada Games qualifier would be a heartbreaker. Two teams so close in skill, but the podium wasn't big enough for both of them.

Before the first qualifier both teams were very nervous. Anthony and Hunter were obsessively checking their equipment making sure everything was ready to race while their skippers were tuning into the wind and weather. Perhaps the recent regatta in Saskatchewan had a role to play in the results of the first day of qualifiers, James and crew feeling more comfortable due to their win where as Bryce and crew were out for blood due to their loss.

It came down to the races, there were favorable winds and as much sun as a sailor could ask for. Bryce and Hunter managed to get 5 straight bullets (first place finishes). It was a deciding victory.

James and Anthony would need to win 5 races in the second qualifier in order to push it to a tie breaker. Hunter and Bryce won the first 2 races and secured their spot on the Canada Games team. As close as the teams were it came down to consistency and opportunistic decision making. It was a very exciting and emotional experience for both teams. The next weekend would be the laser's turn to qualify.







# Laser Qualifiers

BY LUKE BOGUSKI

The Laser qualifiers for the Canada Summer Games took place in Gimli on June 11th and 18th. Both Sundays had abnormally light winds for the big lake, as if in foreshadowing of the hot and windless Games.

During the qualifier, there was a lot of bobbing about on the lake, waiting for races. Several of the races had to be postponed, shortened, or abandoned for failing to make the time limits. These light winds would be the theme of the summer, or at least for most of the Summer Games.

Despite the light wind conditions, the delays in races, and broken equipment by some of the contenders, the trial of the athletes' spirits and endurance would result in the selection of two competitors to represent Manitoba in Canada's 50th Canada Summer Games.

The two athletes who qualified at the end for the Games were Molly Ingenmey in the female Laser Radial class and Anthony Clark in the male Laser class. The Laser qualifiers would be the first step for them on their path towards "the hottest Games in half century".



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Division Director  
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# Laser North Americans

BY KAYDEN POLACHEK

The Laser North Americans were hosted by the Royal Vancouver Yacht Club and the Jericho Sailing Centre from June 21-25. The practice race was sailing on June 21 with 12-18 knots of wind and some wild current causing the majority of the fleet including myself to undershoot the lay line and get caught up in a quagmire of boats at the windward mark. The following day was another unusually windy day with a change in the “hit the beach” philosophy of English Bay.

The first race of the day was right favoured and before the current became too strong, by the time that race was finished, it was again necessary to go far left towards the south shore. June 23 was another windy day with winds exceeding 18 knots in the final race. The second race of



that race was my best of the regatta where I placed 31st of 52 boats in the fleet. When the team arrived at the Jericho sailing centre the next morning it was looking more like a typical Vancouver sailing day with absolutely no wind. While we were rigging our boats, the race officials were discussing whether the races would be postponed or not and before any announcements were made, the wind filled in and we completed two races before the wind died again. Instead of calling it a day the Race Committee decided to move the course farther into shore to provide more current relief so we could complete the final race of the third day.

After racing Royal Van hosted an amazing buffet dinner, where you could find just about anything to eat that you like. On the final day of racing the wind was perfect and for the first race the current was neither ebbing or flowing. During the second race English Bay began to flood and by the second up wind of the last race, swimmers standing waist deep in water were being yelled at by sailors to get out of their way because we were sailing so close to shore. Over all Laser North Americans was a well-run event and the sailing conditions for the majority of the time were “very nice!”





# Waves

After a three-day training camp for our Canada Summer Games Team with coach Dominic Fritz from Vancouver, the three-day Waves regatta was held at the Royal Vancouver YC. Because the dock at Royal Vancouver YC was under construction, all boats were stored at the Jericho Sailing Centre. Manitoba's complete Canada Summer Games team (except the 2.4m) was joined by Kayden Polachek, Mike Couture and Bill Dawson at this high profile event. The fleets counted over 140 boats with 11 Lasers, 25 Radials, 24 29ers, a Feva, 420, Martin 16 fleet as well as a fleet of 42 Optis. The competition was tough and tricky winds made for a great learning experience. Royal Van, as always, put on a superb event.





# Sail West - the Laser View

BY JAMES THOMPSON

This year Sail West was hosted at Royal Lake of the Woods Yacht Club in Ontario. Sail West 2017 was a unique experience as we were billeted on islands and boated to the yacht club daily. I was billeted with Bryson, Kayden and Anthony at Alexandra and Walter Wilson's cottage. They were amazing billets! We got to stay in our own guest cottage on the property.

The first two days were spent training with Laser Coach Dominic Fritz from Vancouver. The training days were cooler with some stormy weather but by the time the races started the weather had turned warm and we had consistently good wind throughout racing. Some of the memorable after sailing activities were jumping off the boathouse into the water and going on the MS Kenora. The MS Kenora is a cruise ship, where we were served dinner while touring the lake.

Winners at Sail West were Michael Pacak in the Opti green fleet, Tomas Green in the Opti, Peter Magnus in the Bic, Joe Gerlinsky in the 2.4m, Tanja Smutny in the Europe, James Thompson in the Radial, Kayden Polachek in the Laser, Geoff Konantz and Connor Stewart in the 420, John Nicolls and James Heimbecker in the Feva and Katja Smutny and Rob Ewanchuk in the 29er class. I would like to thank all the volunteers and billets that made this event possible.





# Sail West 2.4mR View

BY BRYSON FOY



Mid-season 2017 was going well and after a training camp with the team, we packed up and took a drive out to Kenora for Sail West at the Royal Lake of the Woods Yacht Club. What a blast and having everyone staying on a different island was a challenge at first with one coach boat being out of the mix due to some “light” scratching to the bottom... we were relying on one zodiac for most of the trip and thankfully all the amazing billets who were kind enough to feed and house us as well as transport us from island to island when we needed to be there. Thanks!

The week was great everybody had a great time not too much stress got to know more people better than ever before and really see how good things work when working as a team. We had a large get together at the beautiful Thompson cabin with swimming and diving platforms. Highlight was a rather perfect backflip by Mark from Saskatchewan. Everybody did amazing that week either in standings or coaching and we managed to leave Kenora on our way back to Winnipeg with fairly good finesse. And we have a slightly used zodiac to show for it!







## Sail West 29er View

BY KATIE SAUER

One of the biggest regattas our team attended this season was Sail West at Royal Lake of the Woods Yacht Club in Kenora, Ontario. Our pre-regatta training was a great opportunity to meet and get to know the competitors from other provinces before the actual competition. The training was very technical and challenging. We all worked very hard and came out stronger as a team. This team bonding set us up well for Canada Summer Games.

The weather was great, even when it did rain, it did not last long. At that point the wind was the strongest that I had ever sailed. The organizing committee did a wonderful job of ensuring that the athletes from all over Western Canada were taken care of by our gracious billet hosts.

Also thanks very much to our hosts for driving us from island to island, to and from training. As the yacht club is on an island, it was very challenging to get all of the boats, gear, equipment and athletes from the mainland to the islands. The coaches did a wonderful job of organizing this feat. It was quite comical to see parades of Optimists being pulled behind coach boats across the lake.

Congratulations to all of the participants and medalists of the regatta, and special congratulations to our very own Kayden Polachek and James Thompson who cleaned up at this event. I came away from this regatta as a much stronger sailor, both physically and mentally. I look forward to next years' Sail West; the organizing committee will have big shoes to fill!

## Sail West Opti View

BY KENDRA PENNER



This year Sail West was held again in Manitoba. Royal Lake of the Woods Yacht Club is located on an island near Kenora in Ontario, which counts as Manitoba we think! Since Royal Lake of the Woods Yacht Club is located on an island, we had to tow the boats there from shore to the club. The four Opti sailors and coach Shelby stayed on Bell's island with the Tory family. Bell's island has five cabins and a tennis court.

We had a couple days of training followed by three days of racing. After one of the days of training we all went on the Ms Kenora and got a tour of the lake. One night we also had a fish fry at the yacht club and one night we had a fun time on the boathouse at the Thompson camp. After the awards ceremony we towed the boats back to shore, packed up and headed home to Winnipeg.



# Canada Summer Games

BY SARA TELLES-LANGDON

The sailing event for the Canada Summer Games was held in Gimli, MB from July 28th to August 4th. Manitoba fielded a full team to compete on our home turf. It was the event that I had been looking forward to since I started racing in 2015. I was eager to follow in my mother's footsteps; she was the double-handed skipper for Manitoba in the 1989 Canada Summer Games. My crew, Katie Sauer, and I had been training hard for two years, and although we faced some setbacks throughout our training, we arrived at the Games stronger as individuals and as a team than ever before. With our boat rigged using our best equipment, two good training days with the other competitors under our belt, and our minds set on our goals, we were ready to compete.

As we launched our boat for the first race, our emotions were sky high. It was an indescribable mix of excitement, nerves, pride, fear, and a need for speed. Katie and I struggled in the first two races. There were so many things running through our heads that staying focused on our sailing was a huge challenge. We were falling behind the pack,



and as our frustration grew, so did the gap between our competition and ourselves, but we were not about to give up. After taking a minute before the last race of the day to remind each other that we sail our best when we're happy and calm, we started the third race with a new perspective. As small as taking a few deep breaths and resetting our focus may seem, we finished that race in a better position than we had ever hoped to achieve and maintained that new perspective throughout the rest of the Games.

As any sailor knows, mother nature does not always work in our favour. A few days into the regatta, the wind was already up to 20 knots when we arrived at the yacht club and was predicted to build throughout the day. For the first leg of the race, the weather was manageable and the higher speed added to the excitement of the event. However, partway down the first downwind leg it became a survival race. Our strategy shifted from maximizing our speed to just keeping our boat upright. With big rollers obscuring our visibility of the marks and the committee boats measuring wind speeds up to 32 knots, Katie and I set out a clear plan of action and finished the race with impeccable teamwork. I am still amazed that we managed to finish that race and even more astonished that it was our best result of the entire regatta, a third place. Although it was the most tiring race I have ever done, it was an experience that gave me a lot more confidence in our ability to handle challenging situations leading into the last few days of competition.

As the Games came to a close, seeming to end so quickly, I was proud of what we had accomplished. We may not have received an award, but Katie and I had achieved all of our goals for the Games. It was an incredible feeling to be competing as the home team surrounded by people cheering us on. I will never forget the feeling of sailing beside some of the top youth sailors from our country, faster than I thought I could, with my crew and best friend by my side. The 2017 Canada Summer Games was an incredible experience that, despite the ups and downs, I would not change and will never forget.



# CSG - My 2.4mR Experience

BY BRYSON FOY

As a participant of the 2017 Canada Summer Games I can vouch for so many things that I enjoyed and so many great experiences it has brought along for me. Starting with the actual Games themselves, the coordination and the volunteers that were involved with making it all a reality really puts into perspective, what a huge deal it was to actually be able to attend the Games as an athlete.

Surrounded by the best of the provinces all competing against each other made me realise that maybe I was there for a reason besides being the only one in Manitoba for my class. As the races went on and I continued to gain ground, I felt more and more confident that I could place really well and beat my expectations.

By the end of the Games I placed mid fleet. It was an event that I had been so nervous about getting last place in, and it shocked me that at one point during the week I was in second place and continued to work my way from there placing 5th overall by just a few points. It was more than I ever expected.

The by product of the Games is, that it has opened opportunities for things I never had before, just by adding that I had participated in the Games to my resume, I struck a conversation with my now manager and he had offered me a job within 10 minutes of meeting him, so if you need parts for your vehicle come to Can tire on Regent!





# CSG - My Tweeting Experience

BY BRENNAN AGAR

I had the pleasure of volunteering at the Canada Summer Games Sailing event as a Tweeter. My job was to keep all of those on shore up-to-date on the action at the Laser, Radial, and 2.4m course, through Twitter. It was inspiring to watch these athletes compete. Whether it be strategizing at the start line or celebrating a victory at the finish line, it was clear that these athletes had been training for this moment for years, and they were ready to lay it all on the line.

In order to have the best view of the racing, I got to be on the Race Committee boat. This was a first for me, and proved to be an exciting place to be. With three different classes, all racing on the same course, we were always preparing for a race and testing the winds, or monitoring the ongoing races – there was always something happening!

My experience as a volunteer was a great one, as I got to work with many other awesome volunteers, who were all very happy and excited to help put on this event.

Many of the volunteers had just as much passion for the sport as the competitors, making everyone even more invested in putting on the best regatta that we possibly could.

I am glad that I had the opportunity to be a part of the hottest summer in half a century!





# LOWISA

BY PAUL GOMORI

LOWISA 52 took place this year from Aug 6 to Aug 12, taking a mixed fleet of boats across beautiful Lake of the Woods. This year's event faced extremely light winds forcing the abandonment of some of the races, however the comradery and fantastic spirit of all participants made it a fun event none the less!

The week started off with the skippers meeting and sailor's social at the Boathouse restaurant in Kenora. The Boathouse put on a great meal as we held our meeting on the deck by the water. The next morning, the first day of racing set the theme for the week with the fleet waiting for the wind to fill in for a few hours. The race was abandoned and everyone made their way to the first anchorage at Strawberry Island. That evening, the race committee was treated to a few nice meals as they judged The Betty Crocker cooking competition!

The next day the wind had filled in from the southwest and racing kicked off on time at 10:00 am. This was a great day of racing taking the fleet through the 23 Nautical Mile course finishing near 22 Foot Bay, which was the anchorage for the night. That evening was the Mount Gay Rum party celebrated on a nearby island with a bonfire and plenty of rum for everyone.

Day 3 started with light winds out of the East and the races started on time near Micrometer Island. The wind, however, slowly died leaving everyone patiently waiting for it to fill. Desperately looking for every ripple the fleet raced slowly around Gaherty Island and finally towards a shortened finish line near Birch Island. From there, boats made their way down Ptarmigan Bay to the layover day location at Ash Rapids lodge. That evening there were a few very creative entries into the Caesar Competition, followed by a fantastic buffet dinner hosted by Ash Rapids Lodge.

The next day was layover day at the lodge with a variety of activities for everyone to enjoy. The day started off with specialty coffees hosted by one of our cruising participants, Alegria, a great way to start the day! Later that morning people took part in paddleboard races held just off the docks at the lodge. This was followed by the layover day sailing races which is an optional regatta that is scored separately from LOWISA and is a round the buoys race set up in the bay. Throughout the day, Anchor Massage provide massages to people while the kids participated in the mini-Olympics. The day ended with a fish fry hosted by Ash Rapids lodge and live entertainment by the Slam Dunks who played late into the evening!

The rest of the week was very light wind allowing only one more day of racing and even that race had to be cut short due to lack of wind. But the social activities continued each day with a shoreside blended drink party on the Friday night. The race finished at Northern Harbour on Saturday and everyone enjoyed a buffet dinner catered by 901 Westside Restaurant. Thank you to Gary and Barb Hall for their continued support of the LOWISA regatta and for the use of the boat club and the harbour for the event.

The evening concluded with the awards ceremony and the passing of the helm to next year's Co-Commodores who will be John Vogan and Steve Dreger! Please book your calendars for LOWISA 53 in 2018! Congratulations to all participants and to the winners in each division.

Results can be found on the website at [www.lowisa.org](http://www.lowisa.org).







# Opti Canadians

BY JONAH FRIESEN

This year the Opti Canadians were held in Halifax, Nova Scotia from August 20th -26th and hosted by the Nova Scotia Yacht Squadron. We arrived in Halifax on the 16th of August for training prior to the event. I was lucky enough to once again train under the watchful eye of Tine Moberg-Parker and the BC Opti sailing team.

It is a very different experience sailing in the Atlantic Ocean. Every day the coaches towed their teams out to the race course through the shipping lanes, being very mindful of the big ships and freighters that have the right of way over the smaller vessels on the water. We trained hard for the days leading up to the regatta.

The first day of the regatta the weather was fair for all of the sailors involved and we managed to get in 3 races. The second day of the regatta was a totally different story. There were extremely high winds, strong enough to tear one sailor's sail in half while waiting for the start. The race committee postponed the races for the morning and all sailors were towed back into shore. Thank goodness for the parents on shore that were there to help catch the boats and help us to get our optics out of the water. The

wind died down a little bit in the afternoon and the race committee lifted the postponement and two races were sailed. Following these two days, there was a lay day for some and other sailors were involved in the team racing event.

There were two days of championship racing and the fleet was split into gold and silver. The weather for both days was fair, with moderate winds and temperature. All of the sailors raced hard and fought to the bitter end. After both days of championship racing, the results were in and first place was awarded to Jack Gogan from RNSYS, second place to Noah Adler also FROM RNSYS and third to Sebastian Kempe from Bermuda! Congratulations to all those that participated and sailed their hardest!

After training and on the lay days, we took in the sights of Halifax, and surrounding areas as well as taking an excursion to New Brunswick and PEI. What a super experience it was, I learned a lot and I am sure it was an experience I will never forget! I can hardly wait to go to next year's Canadians in Squamish, BC and represent Team Manitoba once again!





# BOOT Camp

BY JON MELSTED

Our sailing team went to Falcon Lake across the big open lake for BOOT (Basic Olympic Optimist Training) Camp. We stayed for the 4 days in the club house up the hill. The little clubhouse is at the dock from where we would launch our boats. There were lots of people and we all had a wonderful time learning how to race and all kind of other stuff about sailing. I had an amazing time at BOOT Camp and hope to go again next year.



# Commodores Cup

BY LINUS SCHWEIZER

The Commodores Cup was hosted on September 10th. The weeks preceding the regatta, there was no wind in sight and the water was cold. Luckily, on the tenth, the tables turned. We had sunlight and wind, a perfect combination. The dinghies were accompanied with the 'Viper', a quick five-man boat. Five races were held and just as we were de-rigging on shore, the wind picked up 10 knots. Thanks to the race committee and Falcon Lake Yacht Club for yet another great regatta.





# Falcon Cup

BY SHELBY WILLIAMS

The Falcon Yacht Club hosted the team for their Falcon Cup on September 10, 2017. The Falcon Cup was also the 2017 Optimist Provincial Championship due to weather postponement during the BOOT Camp event in August.

This event was the Provincial Team's last training session and we could not have asked for a better weekend or turnout. The Falcon Yacht Club had a great turnout for the regatta with two CL 16's, a wayfarer, two Tasar's, a Viper, as well as two Laser radials! Thanks to the hard work of Dave Langdon and Sharlene Telles they were able to use almost their entire fleet.

## Open Class Results

1st - Linus Schweizer; *Laser Radial*  
2nd - Lauren Burns; *Laser 4.7*  
3rd - Andrew Murtomaki and Andrea (?); *Viper*

The Provincial Optimist Championship saw low participation this year but the competition was intense! The wind throughout the day was true to Falcon Lake fashion and shifted constantly. The shifting conditions made every race unique and required constant strategy adjustment. The racing was exceptional and rewarding for me to watch as a coach and the leaders in every race switched constantly.

## Provincial Optimist Championship Results

1st - Jonah Friesen  
2nd - Tomas Green  
3rd - Kendra Penner

The event was run by a great Race Committee consisting of our own Brigitte Smutny as race officer, assisted by Wendy and Michael Sauer.



# Provincial Optimist Championships

BY TOMAS GREEN

We arrived at Falcon Lake for provincials all excited to sail but Falcon Lake had different plans. It pulled one of its signature cards.... no wind to be seen so we all pulled our signature card as well... hurry up and wait.... and wait.... and more waiting. We finally decided to just give it a try and see if there was any wind coming from a cloud system. Only to be let down.... Again! The only race we had was a race to shore and a swimming race to see who could swim to the deep water first. The Provincials ended up being postponed to a few weeks later.





# Penguin Regatta at Norway Lake

BY JAMIE PATERSON

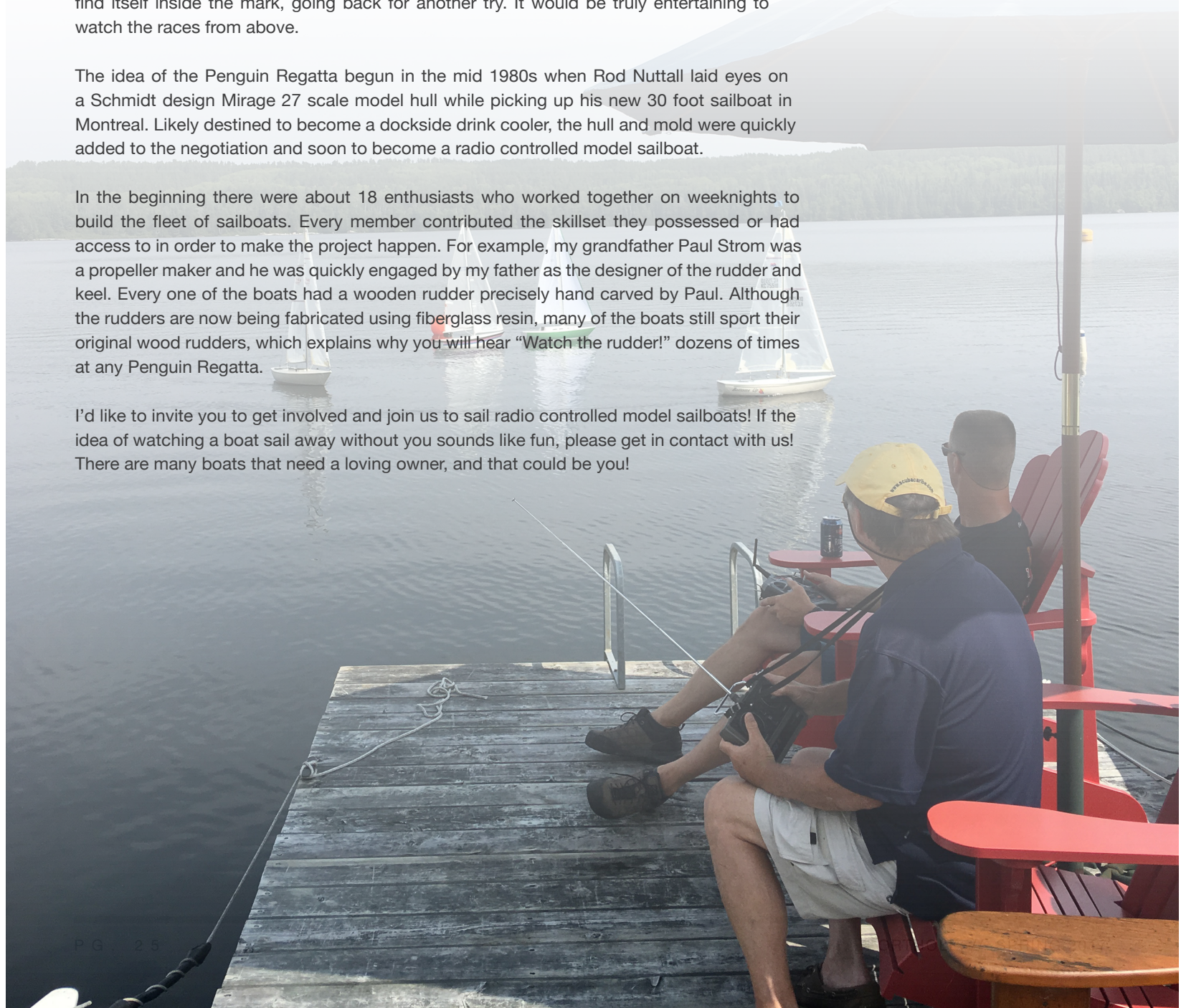
The “umpteenth” Penguin Regatta was hosted at the Paterson’s cottage on Norway Lake, Ontario this past summer. Every year a keen group of sailors take a break from the “big boats” for a day and try their hand at sailing from afar with a remote control sailboat. This year Keith Holm took home the Penguin Cup from the regatta.

Sailing with a remote controller in hand and a pair of binoculars around your neck poses unique challenges to the skipper. The challenge of maintaining depth perception becomes increasingly difficult as the boats sail away into the distance. As radio controlled sailboat racing always hosts an abundance of spectators, there is no lack of “advice” as the skipper contemplates their readiness to round a mark. All share the anguish when a boat rounds the mark too soon, only to find itself inside the mark, going back for another try. It would be truly entertaining to watch the races from above.

The idea of the Penguin Regatta begun in the mid 1980s when Rod Nuttall laid eyes on a Schmidt design Mirage 27 scale model hull while picking up his new 30 foot sailboat in Montreal. Likely destined to become a dockside drink cooler, the hull and mold were quickly added to the negotiation and soon to become a radio controlled model sailboat.

In the beginning there were about 18 enthusiasts who worked together on weeknights to build the fleet of sailboats. Every member contributed the skillset they possessed or had access to in order to make the project happen. For example, my grandfather Paul Strom was a propeller maker and he was quickly engaged by my father as the designer of the rudder and keel. Every one of the boats had a wooden rudder precisely hand carved by Paul. Although the rudders are now being fabricated using fiberglass resin, many of the boats still sport their original wood rudders, which explains why you will hear “Watch the rudder!” dozens of times at any Penguin Regatta.

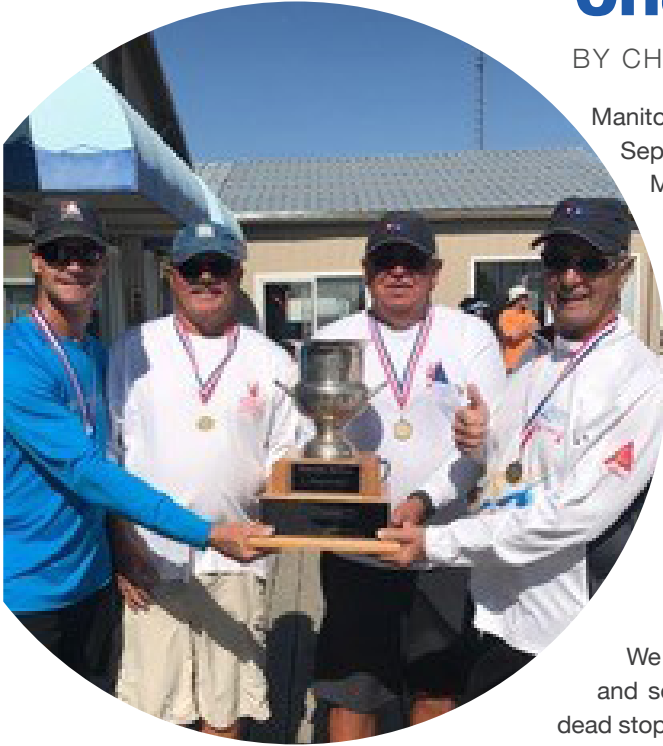
I’d like to invite you to get involved and join us to sail radio controlled model sailboats! If the idea of watching a boat sail away without you sounds like fun, please get in contact with us! There are many boats that need a loving owner, and that could be you!





# Manitoba Keelboat Championships

BY CHARLIE BURNS



Manitoba Keelboat Championships were held at the Gimli Yacht Club this year on the September 10th to 11th weekend. The RC Chair was Kevin Stewart helped out by Mike Guezen and other volunteers and they run an excellent regatta. Unlike the Wednesday Night series we had great winds all weekend long. Attendance was up with 8 boats competing in the 5 race series. This year defending their title again was Rum Line skippered by Jim Fogg, Fred Finlayson, Keith Holmes and Dale Kilimnik. The social on Saturday night was as always well attended.

**1st - Rum Line**

**2nd - Liquor Box**

**3rd - Dog House**

## Bayfield Race Week

BY AUDREY MUTROMAKI

We are heading upwind heeling at a comfortable 10-15 degree angle reading 5.7 and sometimes 6 knots on the Velocitek and then suddenly, extreme leeward heel, dead stopped rolling side to side slowly. It's just like getting passed by a building as the 50 foot MC^2 (an RP50) rolls over us to windward. Welcome to Bayfield Race Week. The annual

event is hosted by the Wayzata Yacht Club and Apostle Islands Station in Bayfield Wisconsin at

the southern end of Lake Superior. The 5 day regatta features 7 different classes which are friendly to both cruisers and competitive racers, a mix of both buoy racing and mid distance racing are available to choose from. One of the highlights of the event is the mid distance Memorial cup for all classes which had approximately 60 boats on the racecourse. At the end of the race day, participants are enticed to come to the harbourfront pavilion to enjoy a \$5 bottomless cup of rum and receive daily prizes.

My husband Andrew and I were more than impressed by the friendly reception we received on shore (we won this year's furthest travelled award). We participated in the fairly new sportboat class in our Viper 640 and made fast friends there. I highly recommend putting this destination on your bucket list even if it's just to check out the very cool Melges 20, Melges 32, Farr 36 OD, J 109, Sunfast 3600 and RP50.



Photo Courtesy of Dean Drevlow



# Laser Master Worlds

BY MIKE COUTURE

The journey began in January, 2015 in Cabarete, Dominican Republic. After close to a twenty-year absence from the Laser racing scene, I signed up for a Laser clinic in Cabarete at the Laser Training Centre. I didn't venture back into racing Lasers with a set plan to compete in the World Masters Championships. My initial goal was to simply find out if I could reignite the racing passion and general love for Laser sailing. My first clinic in Cabarete most definitely uncovered the passion.

The regatta started off on a very quiet note. We were unable to get a single race in on the first two days of the event. Day three brought moderate winds, enabling us to get three races in. My first race at the Worlds was a disaster. At the first windward mark I capsized ( I won't get into how it happened), going from a decent top 15 rounding to close to the end of the fleet. I was able to claw my way back to a 40th. Not the way to begin a regatta. I managed two races in the 20's to round out day one,



giving at least some confidence going into race 4. Race four the following day was much better for me. I rounded the top mark in 3rd place, and hung on the finish 10th. The rest of the regatta was difficult. No racing again on day four due to lack of wind. We were able to get two races in on Day 5 and on each on the last two days. I saved what I felt was my best performance for the last race. I rounded the top mark in 9th and was able to hold my position to the end. I was elated to end the Worlds on a high note. My elation came crashing down on shore when I found out I has been black flagged and disqualified.

I returned to Cabarete in 2016 and 2017 on many occasions taking part in several training sessions. I learned that the go fast techniques had changed significantly from when I had last raced in the early nineties. This made me realize I had a new learning curve to master. However, I still wanted the challenge and learning experience of racing at a world event.

Fast forward, Laser Radial Master Worlds in Split Croatia in September, 2017. I set my game plan in motion. I wanted to make sure I wasn't going to embarrass myself at the Worlds. I sat down with my ever understanding and supportive wife Patricia, and mapped out my training and racing schedule leading up to Split. I planned out a rigorous training and racing schedule that took me from the gym to destinations across North America.

I flew to Split, Croatia Sept 16th, arriving one week in advance of the Worlds. This week allowed me to adjust to the seven-hour time zone change and get accustomed to the city of Split, my accommodations and food etc. I was able to charter a Laser for a few days leading up to the regatta, giving me time to learn a few things about the site and the race areas. I was competing in the Laser Radial Grand Master division (ages 55-64). There were approximately 65 competitors in this division.

My overall position was 31st. Had my 9th counted I would have finished 22nd. I learned many things from my experiences at this regatta. First and foremost, everyone there is fast. We were all good sailors. Personally, I realized that I needed to foster patience in and out of the boat. In order to do this, I needed to be more conscientious about decision making when I am racing in tight situations with big fleets and great sailors. I also need to have patience with my long-term visions and goals.

The fellow sailors I met in Split were very nice and quite willing to share helpful racing hints, tactics, rigging tricks and boat speed ideas with me. Two sailors I want to mention specifically are Al Clark and Andy Roy., who are well decorated sailors from Canada. These two fellow Canadians were incredibly generous in sharing insightful racing tips with me. All in all everyone was very open, friendly and supportive of one another. This made the event a truly wonderful experience on and off the water, one I will remember for years to come. I would highly recommend other fellow Canadian sailors to consider racing at an international level. I intend to try again at the next Master Worlds being held in Ireland September, 2018. The road to Ireland has already begun.



# Racing Rules for Support Personnel

BY LYNNE BEAL

People from parents to coaches to boat professionals to weather experts all support competitors in their efforts to race their boats. As of 2017, World Sailing's Racing Rules of Sailing have brought support persons into the game in new ways, with new obligations for them and the competitors they support. Now, each competitor and boat owner agrees that their support persons, including the parents of child competitors, are bound by the racing rules. That includes the hovering coaches, vigilant from the sidelines of the fleet - you've probably seen them at dinghy regattas particularly when kids are involved.

These rule changes make a difference in how support persons are expected to behave at sailing competitions. If they work on a boat on behalf of the competitor, they must work within the class rules, and obey any reasonable request by a race official. If they go afloat, they must stay outside of the racing area, and not interfere with boats that are racing. If they are dissatisfied with how a race is run or scored, or with the outcome of a hearing, they must behave in a civil manner. No bullying, harassment or melt-downs.

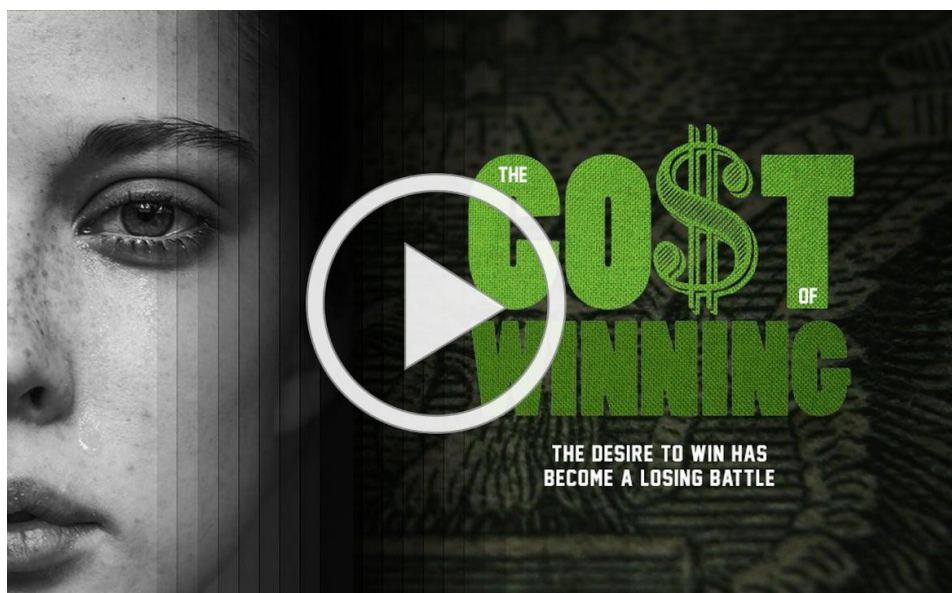
If support persons interfere with racing, or commit an act of misconduct that is linked to the sailing competition, they can be held accountable for their actions. They may be called to a hearing with the protest committee, which could result in sanctions to the support persons. They could lose the privilege of entering the venue where racing is being held, or be reported to their national authority for an act of misconduct.

This November, World Sailing will consider further amendments to the Racing Rules of Sailing to make a clear path for a boat to be penalized through a hearing if a support person is in breach of a rule, is un-sportsman-like, or commits an act of misconduct. The competitor could be warned. Or, if the competitor has gained an advantage through the support person's actions, their boat could be penalized in the race or series. Support persons are vital benefactors of our sport. Don't be the parent who gets expelled from the venue for behavior you would never accept from your children.



*Lynne Beal: Lynne Beal is a Canadian International Judge and Chairman of the Sail Canada Appeals Committee. She has judged at events from club racing to the Olympic Games, at home and on six continents. She brings the Racing Rules of Sailing alive from her diverse experiences.*

## The Cost of Winning



Leaders of all sport organizations must hold themselves, their coaches and their membership accountable to the proper developmental pathways. Youth sport participation is on the decline. We need to put the proper processes in place to measure what matters while supporting proper Long-Term Athlete Development.

Give sport back to the kids. Return sport back to its foundational purpose. Fun, friendship & character building. Through this process, high performance can be properly nurtured and emerge.

Watch *The Cost of Winning* at <https://vimeo.com/233269552>





# Getting the Most from the Off-Season

BY BILL ROMAN

A seasonal club is all too typically divided into a high-season and an off-season. While emphasis is placed on the glory of the high-season, it is the diligence and focus placed on the off-season that pays real dividends.

Stay prepared I always joke that when we approach our high-season, a switch is flipped and we are sent into high gear, but, in reality, we press the GO button to initiate the comprehensive plan we developed during the off-season. Many members might think that the off-season is a time for year-round employees to sit back and relax, but nothing could be further from the truth. Yes, the pace does not match that of high-season, but I struggle to keep my desk clear, even in the middle of winter. Below are some of the more important matters that should fill your off-season and keep you more than a little busy.

**Calendar** – As you approach the off-season, it is critical to set as many future calendar dates as possible. While programing is still fresh in the minds of committee chairs, work with them to set dates that will become the foundation of planning in the months ahead. Assessing Equipment and Facilities – What has to be purchased, rebuilt, renovated, refurbished, painted or patched in the off-season? Talk to committee chairs and department heads about needs to ensure programing success in the next season. Start making your lists that will be vital to your budgeting process.

**Budgeting** – We are still busy and bustling in Edgartown, but the upcoming season is already on our minds. What initiatives and programing changes will require budget considerations? What capital projects will necessitate time and attention in the winter months? What projects can be completed in-house to keep maintenance personnel busy, challenged and, at the same time, save money? Budgeting monopolizes the greater portion of the start of our off-season and, done right, it should.

**Maintain Engagement** – It is natural for key committee chairs to disengage as new priorities creep back into their busy off-season lives. Take the extra effort to keep them engaged with

their programs and planning that is underway. New committee chairs in particular need additional guidance and attention.

**People, People, People** – Probably the single most important job of the off-season. Your high-season will never approach any level of success without the right people in critical roles. No doubt, you will know before seasonal employees leave who is invited back and who is not. Establish commitments from department heads before they head south, or west or wherever. Be certain the other high performing employees within departments know they are wanted back. Establish early commitment dates so you have ample time to fill vacancies. Recent restrictions with work visas have put quality employees in high demand. Seasonal businesses in particular have been hit hard by this change, demanding that department heads fill vacancies within their departments as early as possible. Waiting too long will inevitably put you behind and in a pinch for rounding out staff with the very best people as the high-season approaches.

**Curriculum Review** – During every off-season, review program curricula and update or adjust as necessary. New programs and significant changes in programming will require a significant allotment of time, so start this process early, allowing ample time for committee input and revisions.

**Promote Your Events** – Most clubs host regattas that attract sailors from within their region and often beyond. Promote your events early and often to be sure your regattas are on the racing calendars of as many sailors as possible.

Throughout the off-season, it is important to maintain the same sense of urgency that the high-season requires. Work and think well ahead – do all you can sooner rather than later. As fast as the high-season seems to fly by, so does the off-season. Programs will be starting before you know it, leaving you wondering where the time went! A productive off-season will afford greater assurance that your high-season will run smoother, with less stress and with greater opportunity to celebrate your successes. So just press that GO button, smile and enjoy all that the thorough off-season planning provides.



# Sailing Your Own Race: Lessons from Junior Sailing

BY ROBERT N. ROSSIER

Robert N. Rossier shares in WindCheck magazine some of the benefits he has observed in junior sailing, and some of the lessons he has learned along the way. All of us who are parents want to do a good job at it, but parenting doesn't come with an instruction manual. Sometimes we make bad choices; other times we do better. Along the way we're bound to worry which is which, and we ask ourselves, "Am I being a good parent?"

Getting my son into junior sailing seemed like a good idea – an opportunity for him to learn responsibility, gain independence, make a network of friends and have real fun. We had recently moved to Nuevo Vallarta, Mexico, and it would be a great way for him to integrate into the local community. Okay, so maybe I was projecting my own interests, but really, what was the down side?

The Vallarta Yacht Club just down the street offered what seemed to be a stellar junior sailing program. The group sailed Optimists – probably the most popular youth racing boat – and about the size of a bathtub. But before getting started, the kids had to pass a swim test, practice rigging the boats, and learn some sailing fundamentals. Before venturing out for their first real lesson on open water, they had to demonstrate their ability to right an overturned boat and get back onboard. Obviously, safety was a primary concern, and the instructor kept a sharp lookout on her charges. By the second day of lessons, they were heading out into open water to practice and learn.

It didn't take long for me to start questioning my own judgment. The basic issue revolved around my responsibility as a parent. After all, there was my son, barely 10 years old, sailing solo in the ocean. How responsible was that? But more than being out on the water by himself, he was negotiating the harbor, where I had personally seen crocodiles. It didn't take a particularly active imagination to see how things might go wrong. Self-doubt began to register as I wondered, "Am I a responsible parent?"

Fast forward about a year. It was my son's second year of sailing, and the famous WestMex competition was being hosted by the Vallarta Yacht Club. As a member of the host club's team, my son was eager to participate. Hundreds of sailors with their families and friends had shown up from across Mexico, the U.S. and Europe. Boats and trailers were lined up in the parking lots, kids

running around, gathering their gear together, meeting old friends, eating mangoes and drinking Coca Cola. Even the Mexican Navy was there to support the event. The excitement was palpable.

The first day of Optimist racing got off to a smooth start, with a calm sunny morning leading up to a brisk afternoon breeze. The committee boat and support boats were all out, the racing marks were in place, and the kids were soon parading out the channel to the course where they warmed up – practicing tacks and plotting their strategies. But the afternoon had some surprises in store. The winds kicked up well beyond its normal range, and soon the seas were building to unexpected proportions. Before long, the Navy was out there with the support boats, plucking kids out of the water left and right as the wind toppled them and crushing waves swamped their boats.

Rounding the last mark, a small clot of racers from Vallarta was struggling. They too were knocked down by the wind, but each one in turn righted their craft, bailed furiously, and continued beating against the growing seas. What was amazing to see is that when they foundered, they weren't left behind. The team stayed together, coaching one another and providing encouragement. Only a handful of racers finished that race, and my son and several of his Vallarta teammates were among them. That particular race was ultimately discarded – a bitter pill to swallow for them since they had done so well – but they learned some valuable lessons about defeat, persistence, and sportsmanship.

A similar story played itself out a couple years later while racing in the South Atlantic Yacht Racing Association series regional competition. We had recently moved back to the States, settling in Mooresville, North Carolina, just outside Charlotte, and had joined the Lake Norman Yacht Club. It was a typical summer Lake Norman day: hazy sunshine and barely a wisp of wind. But that would change. Some 50 kids from all over the southeastern U.S. had gathered for the regatta, and were out on the water for some racing action. Even if the wind wasn't stiff, the competition still was.

By early afternoon, trouble was brewing on the horizon in the form of a rapidly approaching thunderstorm, and the call was made to bring the kids back in and wait for the storm to pass. But before the support boats could round them all up, the maelstrom blew onto the lake, kicking up the water, diminishing visibility,



and hammering us with pelting rain. It was ugly, but the support boats were out on the course towing their charges to safety. As a safety team member, I was busy checking in the kids – verifying sail numbers as the boats were towed in to safety. Minutes later, lightning bolts split the gray sky, and thunder boomed a warning of just how close the cell was. I checked and rechecked my list, realizing my own son had not yet returned. I was getting worried, and once again I found myself asking that question, “Am I a responsible parent?”

As it turned out, my son had refused an offer from his team’s support boat for a tow in. He was worried about another friend of his who was further behind, and without a support boat would be left to sail in alone. He wasn’t about to leave him out there by himself. He had learned from day one that competition or not, leaving someone behind was just not the right thing to do. My anxiety evaporated when the two finally sailed by – the last two sailors had made it in safely.

Moving to southeastern Connecticut a few years ago, we found an active junior sailing scene, and the adventures – and the learning – continued. Beyond the obvious boat handling skills, racing tactics, and in some cases crocodile avoidance, kids learn a lot from junior sailing – lessons that will serve them well in life, both on the water and off. And learning those kinds of lessons is really what it’s all about.

The first lesson is perseverance. They learn to not give up when things get difficult or conditions get rough. They learn to enjoy getting there as much as getting there first. They learn about teamwork. Although the kids are each sailing their own boats solo, they practice, learn and train as a team. They work with one another to develop the knowledge and racing skills that will make them more competitive. They coach one another, help each other rig their boats, and get them in and out of the water. They look out for one another.

Junior sailing also teaches the importance of details, and when competition is tough, it’s the little details that make the difference: the trim of the sail, the balance of the boat, reading the wind on the water, timing one’s course to the start line. Maybe the most important lesson kids learn in junior sailing is to run his or her own race – not just to follow the pack. They learn that sailing your own race means reading the wind and the water and making your own choices of where and how to sail. Sometimes you’re right, and other times not so much. They learn that if they just follow the boat in front of them, they’ll never be in the lead. They learn to figure out when it’s time to change course, and time to make a tough decision.

For those of us who parent junior sailors, there are lessons as well. For me, the biggest one was learning to let go – just a little – and let my son run his own race. And as much as we worry whether or not we’re being a good parent, and acting responsibly, we know we have done a good job when we see our kids choose to do the right thing.

Bob Rossier started sailing in college, and he has cruised up and down the New England coast. He has been a member of the Vallarta Yacht Club in Mexico, the Lake Norman Yacht Club in North Carolina, and the Thames Yacht Club in Connecticut, volunteering in youth sailing programs. His experience includes sail, powerboats, and hovercraft. He currently resides in New London, CT where he is searching for his next boat, and next adventure.





# The Environmental Conundrum

BY ADRIAN MORGAN

The drive for improvement, alongside that drive for convenience, has made strides for man in the short term but will be the bane of the planet long after he is gone. A report on how progress might not be.

One of the better reasons for considering a wooden boat is that they don't last forever. Nothing, you can argue, lasts forever of course and it is a source of some anguish to me that inanimate and ecologically dodgy stuff such as the plastic spoon I just used will be floating around, possibly ground up into lethal little bits, long after I have popped my clogs.

What does a Fairy Liquid bottle bring to the world in culture and brilliance I ask you? OK, brilliance. Yet it still seems, well downright unfair. Are we humans not worth more than a plastic bottle that we should have a lifespan measured in years rather than centuries? For goodness sake; this very keyboard will outlast me, albeit buried under a ton of landfill. It is, quite frankly, iniquitous.

Then again it is simply because we degrade, deteriorate and finally fall apart that is perhaps our greatest achievement in life: the ability to leave not a trace behind other than the stardust from which we, allegedly, were made millennia upon millennia ago.

It makes us humans special. We understand our limitations, our mortality. It should be a source of pride that gives us moral superiority over a Starbucks coffee cup or a Coke bottle or, and here we get to the rub: a glassfibre boat.

I gather there are 13,000 what they call "end-of-life" boats lying around Holland and there may well be 75,000 clogging the banks of the IJsselmeer by 2030, unless something is done. France has made a start: 500 boats were recycled last year. Some start and yet a backlog of 15 years.

Meanwhile our old wooden boats are happily ending their own lives without any help from crushers or dismantlers by crumbling into dust, falling apart, rotting, collapsing and reverting to nature quite on their own. Even as I speak, I can hear the gribble at work. And there is, contrary to myth, no such thing as a polyester mite.

So no point in trying to recycle a 1923 cruising ketch beyond economical repair, aside from salvaging the bronze bits to use again on another wooden boat that will keep the cycle (and skills) going. Build afresh, and by all means play semantic games about "recreating the essence of the original" by way of a shard from the backbone, or even encapsulating the old shape so as to "enclose its spirit." Just let's be thankful that some things are not built to last, and when they do go leave no stain (apart perhaps from the gallons of Cuprinol wood protectant that the owner before last who lived aboard on the Essex marshes poured into her bilges).



Did you know that only a handful of burials occur at sea these days in the UK, and that there are designated areas – notably off The Needles on the Isle of Wight where you are permitted to commit your naval officer father or favorite uncle to the deep, and even then rules stipulate a 440lb weight has to be attached to the coffin which has to be of soft wood and with fifty 2inch holes as well. They leave nothing to chance.

That's a lengthy voyage, which explains why it is so rare. By the time the funeral party, aunts, uncles, wives, mistresses have spent five hours on the deck of a mackerel bait-stinking local sea angling boat, they will be glad to commit themselves to the deep, let alone granddad.

Cremation is another matter (just do it downwind). And don't varnish the cockpit an hour before you set out, something which did happen – albeit it was wet epoxy, not varnish – to the late Robb White, Georgia boat builder when he scattered a friend's ashes from a brand-new canoe he had finished not an hour before the ceremony. Messy.

This ability of our wooden boats to depart gracefully gives us yet another reason to claim some moral superiority over those folks who buy glassfibre boats. I am not decrying glassfibre boats; quite the opposite. It is because they are so good, so perfect, so easy to maintain, and almost impossible to destroy that makes them so, well, bad?

And until we can find a way to recycle more of them into sinks (being done) at a rate that will keep up with the rate at which they are dumped, then we will by 2030 or before have a real problem.



# Old Boats, New Homes

In our search of a solution for those aging boats that can no longer fulfill their purpose, we look back to the past for ideas that may help us in the future. There's a sleepy seaside village in France with a small fishing port, a population of less than 3,000 and some very peculiar-looking houses. At a moment's glance, they could almost appear to be an unfortunate pod of beached orcas, but look again carefully at those unusual roofs.

Yes, those are boats ... upside down! Local fishermen of Équihen-Plage have lived under scavenged boat hulls here for over a century and today, many of these upturned vessels now serve as a unique holiday accommodation for travelers visiting the French coast. In the early 1900's, boats in this small fishing village were constantly getting stranded on the beach. However, instead of going to waste, the poorest fishermen transformed these boats into the roofs for low cost, makeshift houses. It was known as the Quartier des Quilles en l'Air - the neighborhood of keels in the air.

The bases of these houses were constructed from wood or stone and the boats, dragged up from the shore, would be turned upside down, covered in tar to ensure that they were watertight, and used as the roof. The fishermen didn't have much, so the interiors of these houses were very basic. The inside typically consisted of just a single room for the entire family where they ate and slept.

Stoves were used both for cooking and heating and the boat homes lacked light, with only a small window and the doorway to allow in sunlight. During the World War 2, all but one of the 'Quilles en l'air' were destroyed. The last original boat house belonged to a painter, who made it his workshop.

While the "quartier" of upturned boat homes might have disappeared from the village's shores temporarily, the tradition was never forgotten. They became an important symbol of the area's history, and in the 1990s, the local authorities decided to revive the unusual style by constructing a hamlet of new and improved (and slightly less basic) versions to attract holidaymakers in search of off-beat accommodation.

Today the 'Quilles en l'air' are standing once again in almost the exact spot as their original positions, and can be rented out per week by travelers.





# Turning Old Boats into New Solutions

BY TYSON BOTTENUS

A story from WindCheck Magazine of the dilemma of what to do with old, abandoned, or derelict boats.

Old boats are a dime a dozen in the Northeast, and every year the problem keeps compounding. After a few years off the market, a used boat's value drops precipitously and eventually it always seems to find itself under a tarp in someone's backyard, or laying in waste at the back of a boatyard; its fiberglass hull slowly turning black and waterlogged, its lines fraying from ultraviolet radiation.

Many of these boats will make their way to the landfill. But the path there is an expensive and time extensive process. It's estimated that it would cost \$20 million to dispose of the estimated 1,500 abandoned or derelict boats in Florida alone. In Rhode Island, the smallest state with an almost-full landfill, the question of what to do with derelict fiberglass boats is a pressing concern.

"It's not like you can recycle fiberglass like you can recycle a plastic bottle," says Evan Ridley, a Research Assistant at the Rhode Island Sea Grant. "With fiberglass, you're breaking down that fiber resin matrix and then when you try to separate the resin from the fiber, you're going to lose a lot of the tensile strength that makes fiberglass a really valuable and useful material."

But while a fiberglass boat can't be recycled in the traditional sense, its "end of life", says Ridley, doesn't need to be in the landfill. "We need to start thinking about more sustainable solutions for material that's potentially useful, like fiberglass. The global demand for fiberglass is going up and the production is going up and to be throwing it away is counterintuitive."

The breakthrough for Ridley and Rhode Island Sea Grant came when they began investigating the European wind industry. Since 2004, most European Union member states passed laws forbidding the disposal of carbon fiber composites. For a growing industry, such as wind, this presented a challenge as rotor blades frequently break or need to be replaced. One study conducted by the University of Bremen found that at the current rate of growth in the wind industry, nearly 225,000 tons of rotor blade waste would be generated by 2034.

To eliminate this obstacle, an unlikely partnership was formed between different industries in Europe. "What we found," says Ridley, "is that fiberglass has been adopted as this wonder material by the European cement industry

as a basis for what's considered an 'alternative kiln fuel.'" A boat used to be somebody's dream, but a derelict boat might have a future as an alternative kiln fuel in the cement industry.

Cement is manufactured when crushed rock and other ingredients are ground, mixed, and fed into a cement kiln. The kiln heats up these ingredients to 2,700 degrees Fahrenheit. Traditionally, this procedure requires an enormous amount of energy, and coincidentally, is responsible for being one of the largest emitters of greenhouse gasses, but many large cement producers are actively considering alternative ways to fuel their kilns in ways that reduce their carbon footprint.

To investigate whether derelict fiberglass boats might make a good candidate as an alternative fuel, Ridley cut up pieces of an old 20-foot Cape Dory that he found access to in Rhode Island.

"Fiberglass, as it turns out, has this thermal property that retains heat when it's burned inside a kiln," says Ridley. "The other interesting thing about fiberglass is that when you use it in the right amounts there's potential for the other ingredients in the glass and the fiber and in the resin itself to supplement some of the raw materials that go into making cement; stuff like the limestone and the silica and the alumina [aluminum oxide]."

This development has set Ridley off in new directions now, most notably aimed at figuring out the logistics of how to supply the cement industry with enough derelict fiberglass boats in a way that's feasible and not cost prohibitive.

"One of the questions we're tracking down is how can we ensure a level of quality from recycled boat material when you've got one boat that's from 1960 that's got a bunch of extra resin and one from the 1980s that's very thin and has balsa wood in the core," says Ridley. "Obviously there are concerns about whether or not they will be receiving a material with a consistent level of quality because that's very important when you're selling a product such as cement."

Provided they can make that kind of guarantee, there are other challenges as well. How will the boats get collected? Where will they get collected? Who will grind down fiberglass boats to manageable sizes and transport this material to cement companies? What about health and safety? These are just a handful of questions Ridley is working on currently.



To fund a pilot project aimed at connecting the cement industry with the marine industry, Ridley recognizes that he will need some sort of legislative support and possibly an increase in the bi-annual registration fees recreational boat owners pay on their vessels. “There are a lot of steps that are happening at once,” says Ridley, “and part of that is figuring out how the business model works and then part of that is continuing to coordinate on the technical side with the other parties while continuing to look for partners here in Rhode Island and in New England potentially.”

Ridley, who is also a graduate student in the University of Rhode Island Marine Affairs department, started this project two years ago when he was offered a research assistantship with Rhode Island Sea Grant. In six months, he’s set to graduate, but he says that if the Rhode Island Marine Trade Association and the cement industry haven’t explicitly told him ‘No,’ he’s willing to stick around to further the burgeoning relationship.

“The great thing that we’re doing at Sea Grant, since it’s a national program, is that if we can get a strategic plan written for developing a pilot program in Rhode Island, we could then share that with all the other Sea Grant programs in the network; all 33 states that, no doubt have these same issues, but have better access to cement markets than the East Coast. It’s potentially a national solution if we can get it off the ground in our own little laboratory, so to speak.”

So how does one take action?

*\* Landfills are filling up. Think twice about dropping your grandfather’s old boat at the transfer station, but remember, never sink or abandon your old boat!*

*\* Call your marina, local college sailing team, maritime museum or search “boat donation” to learn about possible donation organizations in your area. One person’s trash is another person’s treasure.*

*\* Think creatively about repurposing your old dinghy. Small boats make for a terrific raised bed garden. “*

*For more information, visit [sailorsforthesea.org](http://sailorsforthesea.org).*



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# Why Technology Can't Beat Hurricanes

BY THE WASHINGTON POST

When rain threatened the Opening Ceremonies of the 2008 Olympic Games, the Chinese Government fired rockets into the clouds to avert the downpour. It worked, but as The Washington Post explains, don't expect a similar tactic to diffuse the impact of hurricanes.

Predicting where a hurricane is going to go, when will it get there and how strong it will be when it arrives is a challenge. But one hurricane-related prediction is easy: If a storm is about to make landfall, the National Hurricane Center will be flooded with emails and letters filled with ideas to stop or weaken a hurricane.

"Whenever there is a landfalling U.S. hurricane event, I receive many emails from the public with ideas to get rid of hurricanes," says Dennis Feltgen, the public affairs officer at the National Hurricane Center in Miami.

Harvey and Irma kept him especially busy with suggestions:

- Maybe we should cool the water where a hurricane is likely to form.
- If it's already developed, maybe we should try blowing it up.
- Perhaps a nuclear bomb would work.

The good-intentioned letter-writers often don't recognize the power a hurricane — or even a tropical storm — produces. Specifically, the latent heat a hurricane produces is an unbelievable amount of energy. Latent heat is released when warm air rises, cools and condenses into water drops or ice crystals. It's also difficult to grasp, and even know the extent of, the repercussions of changing the environment where the hurricane is expected to track.

## The power of a hurricane

"Hurricane Andrew struck South Florida in 1992, the eye and eyewall devastated a swath 20 miles wide," NOAA writes. "The kinetic energy of the wind at any instant was equivalent to that released by a nuclear warhead."

In other words, in any given moment, the power of a Category 5 hurricane is as much as a nuclear warhead. A bomb would be a pinprick to a hurricane.

In fact, lobbing a nuclear bomb into a hurricane would do nothing but create a radioactive hurricane. All of the rain would be radioactive, and the storm surge would be radioactive too. Not to mention the ocean itself — lots of radioactive marine life. People would need shelters not only from wind and rain, but from fallout. Of course, this fact hasn't stopped people who should know better from suggesting we should "nuke them." Edward Teller (1908-2003), a nuclear scientist known as "the father of the H-bomb," suggested more than once using nuclear bombs to either weaken hurricanes or keep them from forming. He was good at finding

things to do with nuclear "devices" such digging canals or for strip mining.

## Changing the environment

Many suggestions advocate cooling the water a hurricane is going to travel over. This makes intuitive sense, since hurricanes need warm water to form and strengthen. But the idea has several weaknesses.

First, although forecasts have improved remarkably in the past couple of decades, we wouldn't know what part of the ocean to cool. Forecasters would have to know exactly where a storm would track to invest the incredible amount of money and energy it would take to cool such a large area of ocean.

Environmental effects are probably the biggest concern. Sea life has evolved to live in certain temperatures. Cooling a large part of the oceans could wipe out some fisheries. Also, most parts of the world depend of rain from evaporated seawater. Would cooling a large area of the reduce precipitation over downwind areas?

## How about cloud seeding?

Another common suggestion is cloud seeding, in which tiny particles are injected into the atmosphere to change where clouds and rain form. This is a straightforward method of weather modification that's useful in specific cases — like drought and snow creating — but has little effect on hurricanes. The first proponent of cloud seeding was Irving Langmuir (1881-1957), the chief scientist at General Electric and a Nobel Prize winner in chemistry. GE scientists had invented ways to use dry ice and later silver iodide to encourage clouds to produce more rain or snow that they otherwise might have.

The GE scientists actually attempted cloud seeding on a hurricane on Oct. 13, 1947, when an Air Force B-17 bomber dropped 180 pounds of shaved dry ice into a hurricane over the Atlantic Ocean roughly 350 miles northeast of Jacksonville, Fla.

Another B-17 took photos and a B-29 acted as the control aircraft. Those aboard the planes saw no noticeable changes in the storm. Langmuir never published anything providing a hypothesis for his many claims about how cloud seeding would work.

After the seeding airplanes left the storm, which had been heading toward the northeast away from land, it turned toward the west and came ashore north of Savannah, Ga., where it killed one person and did an estimated \$3.26 million in damage before dissipating over southern Alabama.

All in all, it probably makes more sense to learn to safely live with hurricanes than try to destroy or change them.



# Hurricane Heartache

BY PAT-FESTING-SMITH

"Trying my best to put some words together. It's very difficult and emotional." What devastation. Throughout the Caribbean, Irma has produced horrifying pictures of destruction, flooding and catastrophe. For the boating community, it's been heartbreaking to see the wreckage on the sweet islands where we have visited to enjoy boats on the clear, turquoise waters.

Hurricane Irma made direct hits on both St Martin and BVI's and at that moment of impact on the two tiny islands chains, as the most powerful storm in recorded history. Only during that short period of her devastating journey, was she a Category 5 (would be 6 if there was such a category) with 300km/hr. force and 7-11 foot surge.

Have you ever stuck your hand out of your car at 100km/hr. and felt the force? Sure probably. Have you ever at 300km/hr.? No, I'm pretty certain you can't drive that fast. No one wants to experience this fury and the poor people of these tiny islands had nowhere to run.

Having called the BVI a second home for almost three decades, I could only watch from afar and try to keep up with friends and colleagues via SMS and social media. Never before have I felt so far away and useless. Even as I write this, my friends are still in search of many colleagues around our Nanny Cay base.

Pictures and messages received during the eye were grim and hopeless. Updates received after the second wave were further more depressing and devastating. People missing. Buildings gone. Trees and vegetation completely disappeared like a razor blade had freshly shaved the landscape. Everywhere.



The resorts of Bitter End, Leverick Bay, Saba Rock - a bombshell. The little island of Jost Van Dyke - famous beach bars, disappeared. The hurricane holes and marinas providing proven protection from some of the worst storms in the past - filled with piles of FRP, yachts toppled on top of each other. The wind itself at 300km just buckled large bare masts with its force. One hundred foot palm trees tossed around like toothpicks.

The impact of the storm will have consequences on the sailing industry and the local economies for years to come. Ninety percent of the charter fleets are destroyed. Hundreds upon hundreds of yachts will need to be replaced. And some companies in France are already booked up in production for two years prior to this catastrophic event.

Who knows what charter companies, agents, brokers and suppliers both local and worldwide, will survive after the dust settles. The BVI is the central hub for the charter business. It is Moorings, Sunsail, TMM and Horizon's largest bases. What few yachts are left or are replaced quickly will have little in local venues to entice and attract vacationers for some time.

We need to support the local economy, which survives on us yachters to provide most all of their jobs and income. We need to go and help them. We need to go and let them know we are there for them. They have provided us one of the friendliest and most beautiful and welcoming destinations on the planet. Now is not the time to abandon them. As soon as feasibly possible, it's time to pay forward.



# Discovering First Depiction of a Boat

A discovery this past summer is believed to be the world's oldest depiction of a vessel. Estimated to be between 10,000 and 11,000 years old, the rock carving showing a boat was found at Valle by the Efjord in Nordland County, Northern Norway.

Retired geologist Ingvar Lindahl at the Geological Survey of Norway (NGU) stumbled across the rock carving and reported the discovery that is described as unique. "We do believe this probably is the world's oldest depiction of a boat," says archaeologist Jan Magne Gjerde from the University of Tromsø to Norwegian Broadcasting Cooperation, NRK. "It is quite unique that it is found now, but it also shows that there may be something new where rock carvings have been found earlier."

The rock carving was found 230 feet above sea level and it is about 13 feet long, but the back is weathered so it is likely that it was about 14 feet in full size. It is carved into the mountain with a one inch wide line. In 1932, geologists discovered very well preserved rock carvings of seal, harbour porpoise, and bear at the Efjord. However, the boat is by far the most sensational finding. It can be dated to between 10,000 and 11,000 years old (9000 – 8000 BC) because the sea level has changed dramatically



since the Stone Age due to land raise. Gjerde notes how the boat reminds of a leather boat from another finding in Greenland.

The finding is put in perspective when it is known that this type of vessel probably was used on the waters off Nordland about 9000 years before the first Viking ship crossed the sea heading for the British Isles.

## America's Cup - Does Speed Matter?

BY JOHN ARNDT



In a recent statement regarding the 36th America's Cup protocol, Artemis Racing said the following: "The most important consideration for our team is the need for a cutting-edge boat design, one that results in speeds that are as fast or faster than in the last America's Cup held in Bermuda." To us, this seems to say that if it's a monohull, the Swedish-based team isn't racing. It's said that for the America's Cup to keep young sailors interested and to inspire the next generation of yachtsmen, the sport needs very high-speed boats.

But is raw speed really the answer? We guess Larry Ellison could spend \$30 million developing a high-speed foiling cat that Jimmy Spithill would be interested in sailing, but we also guess if they sailed the America's Cup in Snipes and paid Jimmy Spithill \$10 million, he'd still be interested, and would save Larry \$20 million.

While the foiling cats were incredibly fast and at times admittedly cool to watch, the response from sailors all around the world has clearly been overwhelmingly in favor of going back to monohulls. So maybe there's more to it than raw speed. We think Grant Dalton is on the right track. High-tech, high-speed and high-performance monohulls will no doubt be plenty fast, but what we're looking forward to is more of a human element involved in tight maneuvers, lead changes, and close finishes.

Before we talk about the boats, we should be having the same conversation that Emirates Team New Zealand and Luna Rossa have been having. Namely, what is the America's Cup supposed to be? Are we aiming for a massive show with a worldwide audience or is it a 'friendly yachting competition among nations'? Do you want the sailors to be part of sailing the boat in a normal sense of the word, or do you want the fastest thing we can do?

As always, we vote for sailing.



# Bake on Board

## BOAT COOKIES

- 1 cup butter at room temperature
- 1 cup brown sugar
- 1/4 cup sugar
- 2 eggs
- 2T ground flaxmeal soaked in 6T water
- 2 tsp vanilla
- 2 tsp cinnamon
- 1/2 tsp nutmeg
- 1 1/2 tsp baking soda
- 1 cup almond flour
- 2 cups flour

1. Whisk butter, sugars, eggs, flax/water and vanilla until thoroughly mixed.
2. Add remaining ingredients and mix until just combined.
3. Place cookies on baking sheet 2 inches apart.
4. Bake at 350 degrees and no matter what anyone says, leave them a little raw in the middle!

## NO-BAKE CHOCOLATE-OATMEAL COOKIES

- 1 cup sugar
- 1/4 cup butter OR oil
- 1/4 cup cocoa powder
- 1/4 cup milk OR evaporated milk OR prepared powdered milk OR soy milk OR water
- 2 tablespoons peanut butter
- 1 1/2 cups oatmeal (instant or quick cooking are best, but you can use Old Fashioned) OR corn flakes OR Rice Krispies OR similar cereal

1. Mix all ingredients EXCEPT oatmeal in saucepan.
2. Bring to boil, stirring constantly. Boil 3 minutes.
3. Remove from fire and stir in oatmeal.
4. For “cookies” – drop onto waxed paper or aluminum foil coated with Pam.
5. For “bars” – line a pan (I use an 7” frying pan) with aluminum foil and spray with cooking spray.
6. Put mixture into the pan and press it down. Cut into bars when cool. You can eat them as soon as they’re cool enough to handle!

## PERFECT BISCUITS

- 2 cups flour
  - 1 tbsp baking powder
  - 2 tsp sugar
  - 1 drop of bitter almond oil (optional)
  - 1/2 cup salted butter, cold
  - 1 cup cold milk (almond or buttermilk)
1. Heat cast iron skillet on stovetop. Mix flour, sugar, baking powder, and oil together in a bowl.
  2. Slice butter into small pieces and cut into dry ingredients as you would a short crust. Once texture is crumbly, add milk and fold gently until ingredients are combined, being careful to not overmix.
  3. Melt a tiny amount of butter in skillet and scoop batter into pan in biscuit sized heaps.
  4. Cook both sides until golden brown, using a cover when not flipping to ensure middles are baked. Enjoy!



# Dry Tortugas and Fort Jefferson

BY WOLFE SMYTHE

Last winter, Lu, H and I on Easy Goin' opted not to go to Bahamas, our usual winter destination but instead to explore the west coast of Florida. After sailing down from Ft Pierce to Miami and meeting up with our crew Jason and Amanda we sailed with them to Key West. A great time was had by everyone as we explored the sights and sounds of Key West, but all good things must come to an end and sadly J and A had to return home to the cold. Lu, H and I were on our own again and it was time to continue our adventure. Where to first?

Our first destination out of Key West was the Marquesas Keys. This is a small island group about 20 miles west of Key West. The islands are uninhabited and mostly covered in mangroves. We dropped anchor on the west side of the island in 12 feet of water. Not much there to explore on shore but there was time for some snorkeling and of course watching the abundant population of seabirds. The highlights of the evening were a school of bioluminescent jellyfish that surrounded the boat just after sunset, and the veil of stars that lit the night, doesn't get much better. On top of that no bugs.

Next morning it was off to our real destination, Dry Tortugas and Fort Jefferson, 44 Nm to the west. We got an early start and arrived at 1330. We dropped our hook in the lee of the fort in the boat basin. Rather than tour the fort that day we opted to hang out on the boat and watch the tourists getting on and off the ferry and float planes which came in and out at regular intervals. One challenge here is that the planes needed to taxi by Easy Goin' and we got a pretty good spray from their prop wash every time one went by.

Fort Jefferson is an interesting place and one well worth visiting. The construction of the fort started in 1846 and lasted 30 years, it was never completed. It is the largest brick structure in the Americas composed of over 16 million red clay bricks. It was originally built as an advance post to protect shipping along the gulf coast. Included in its construction was the Garden Key lighthouse and lighthouse keeper's cottage. The fort encloses a 13 acre during its occupation it fulfilled its role as a sentry station. During the Civil war it housed 160 soldiers and their families. Post-civil war it functioned as a prison and along with 270 plus prisoners a few special guests, the most noted being Samuel Mudd, sentenced to life for aiding and abetting John Wilkes Booth in the assassination of Abram Lincoln. The fort itself is an architectural marvel. Dry Tortugas is aptly named as it receives very little rainfall. As such by design water is captured on the roof of the fort and through an elaborate filter system of sand and charcoal makes its way to cisterns below the walls where it can be retrieved. The water unfortunately continued to be non-potable due to salt water contamination. It was still fine for cooking and washing though. Potable water was gathered as runoff from the 13 acre parade ground and contained in underground cisterns in the center of the fort. We found the fort fascinating and walked through a few time finding new treasures on each venture.





Other than the fort itself the snorkeling and diving here is spectacular. I saw the biggest parrot fish ever while snorkeling the west side of the island. Another day I snorkeled through a huge school of herring sized fish; I was surrounded for a good 5 minutes while I attempted to get clear of the cloud of fish.

He was a little innerved when he saw the sign warning about the salt water crocodile that lives on the island. No one knows where the crocodile came from or how he got there. I never saw him thankfully.



We had planned to stay a couple of days and then move on but best laid plans. A front moved in and with winds in excess of 30 knots and 14 ft. waves in the gulf caused us to stay for 5 days.

With the high winds we ended up deploying our second anchor (35 lb Claw) to back up our primary (45 lb Manson Supreme). Everything held for the duration. Being weathered in always makes for an interesting time, and an opportunity to socialize with other mariners in the anchorage,

We hung out with a Canadian couple that were living the dream and doing a multiyear cruise. Another couple on a 52 ft. Beneteau would take their dog, read pony, to shore every day. Their puppy was the biggest Great Dane I've ever seen. On one of our ashore trips Lu asked if she could ride the pony.

On the third day I had to perform a dinghy rescue when a dinghy went adrift from one of the fishing boats anchored in the basin riding out the storm. On returning the dinghy to the fishermen I was asked, in what I could only make out as Greek, if I wanted some fish for my efforts. A little signing and settling on the word "fish" I was rewarded with 5 yellow tailed snapper for my efforts and made for a few great dinners. It should be noted that there are no services in the park. The only time you can get food or beverages is when the ferry is in; it didn't come in for 3 days. They even close the public washrooms when the ferry is in and you must use the ferry facilities. Waste disposal on the island is a challenge. The need to be self-sufficient when visiting Dry Tortugas is imperative. Finally 5 days after dropping anchor we had a weather window to leave. Off on the 90Nm sail to Marco Island, but that's a story for another day.

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# Navigation Devices

The iPad and its great use as a marine navigation instrument is undisputed. It's functional, apps are available and it has relevant hardware. Why has the focus been solely on the use of iPads for marine navigation rather than Android devices? The question is a valid one.

First and foremost, and for full disclosure, I must admit that I myself prefer Apple devices rather than Android. I have used Android devices but through experience have come to prefer the operating system and layout provided by Apple devices, as well as the connections offered when the majority of your friends and family are also Apple users. But that is just my preference, and like when we compared iPad to standard chartplotters, in the end the question of iPad vs Android really is about preference, but let's see just how the tech holds up when we look a little deeper.



Before even delving into the depths of use for marine navigation we can look at how standard tech reviews rank iPad and Android tablets. In June of this year Techradar published an article titled "The 10 best tablets you can buy in 2017." Of the top ten tablets available in 2017 5 different iPad models made the list, and when we look at the top 5 identified by Techradar they are in order: 1) 2017 iPad, 2) iPad Pro 10.5, 3) Samsung Galaxy Tab S3, 4) iPad Pro 9.7, 5) iPad Mini 4. After looking at similar tech reviews iPad quite consistently scores at the top, although a number of Android tablets including the Samsung Galaxy received positive reviews. iPad however does dominate the tablet market in terms of popularity and units sold. In 2016, it was reported that Apple shipped 42.6 million iPads, totalling 24.4% of the market. Samsung Galaxy came in second with 26.6 million tablets for 15.2% of the market.

If we compare standard iPad specs with the Samsung Galaxy there are minor differences but overall both certainly possess the ability to operate marine navigation apps.

However, we have previously identified how essential built in satellite navigation systems are for marine navigation to be functional at sea. The built-in system in iPad only has the ability to connect to GPS (American) and GLONASS (Russian) satellite navigation systems but the Samsung Galaxy can connect to GPS, GLONASS



and BDS (Chinese) satellite navigation systems. However, an external satellite navigation receiver is recommended for both tablets for assured connectivity.

Both have the ability to download and run sophisticated apps, although every app downloaded from iTunes has been tested by Apple for potential malware while Google Play doesn't provide such assured protection. Another feature unique to Android is that a number of Android devices have the added benefit of direct USB connection and external memory ports.



When considering their use in marine navigation we need to review all the factors that make a tablet a viable as a marine navigation instrument. There are a number of products that offer the same sort of protection and mounting for Android tablets that we previously identified for iPad, although there is a much wider range of options available for iPad.

As we made apparent with an earlier article the right navigation app for your intended use is essential and there are a number of marine navigation apps available for each tablet, although apps like iNavX and Garmin Bluechart Mobile are



only available on iOS devices. iNavX does however mention in the FAQ section that they have plans to design the iNavX app for Android devices, although no timeframe is given. However, those with Android devices can get Navionics, Transas iSailor, Garmin Helm and MX Mariner to name a few. A number of CY readers have written me to share their positive experiences using the Navionics app on iPad and Android tablets.

Although there are marine navigation apps available for both iPad does have the advantage of supporting a wider range of apps, and that in itself is a reflection of the popularity of iOS devices for marine navigation as several popular apps are highly successful yet only available on Apple devices.

So, to return to the original question. iPad has been the focus of this column not due to my preference but is the result of iPads being the most popular and widely used tablet, and although I have received responses from Android users the vast majority of respondents are using iPads to run their marine navigation apps. Apps bring us to the next point. Android tablets are limited in the marine navigation apps available, and for someone like myself who prefers the iNavX app an iOS device is essential. Although we should note for those who do prefer Navionics that iNavx now supports Navionics+ charts.

In the end, we again reach a point of personal preference as both iPad and Android are feasible navigation devices. But ask yourself before heading to the store what features you want and look closely at the navigation app that is right for you and be sure that whichever device you select supports the app you plan to trust before you toss your lines!

Canadian Yachting recommends all mariners carry and are knowledgeable in the use of hard copy marine charts in the event of technical failure.



#### About the author:

Owen was born and raised in Midland, Ontario on the shores of Georgian Bay. He has been boating and navigating ever since and has experience as a paddling instructor, rescue boat operator, and a passenger vessel operator for Parks Canada. He is also an avid fisherman. He obtained his Master's degree from McMaster University and holds SVOP and MedA3 certificates from Transport Canada.





# Skippers How Safe Are You?

BY WOLFE SMYTHE

Skippers here's the big questions, would your crew be able bring your boat home if you're incapacitated. Would they be able to pick you up if you went overboard? How many of you go through the safety maneuvers with your crew at least once a season to insure they understand and can perform these basic maneuvers if called upon?

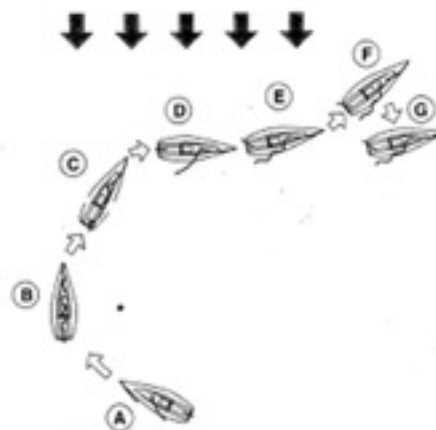
The usual scenario that I encounter out there is a capable skipper than can sail his or her boat in all kinds of conditions. They understand the boat systems; can perform a Heave-to, Crew overboard, and Reefing without a hitch (no pun intended)

That's all fine and good, but what happens if the skipper is down, could your crew take over. Could they bring your boat home, could they control the boat while potentially providing first aid? Could they make an emergency radio call to get assistance? Do they know where the safety gear is? Could they pick you up if you fell overboard?

It's great to get out there sailing and we don't expect there will be issues but the truth of the matter is S%#\* happens. An accidental Gybe on a nice off the wind run can be catastrophic if heads are in the way. You could be in the galley and a rogue wave causes the boat to pitch and you have a knife accident that needs attention. You have an unexpected cardiac event. The list goes on.

The intent is not to scare anyone but the reality is out there and you may be far enough away from necessary services that your crew needs to take action. There are a few key maneuvers that should be practiced on a regular basis to insure that the crew and vessel will be safe from harm should an emergency present itself. One of the most useful maneuvers that we use is Heaving To. Once initiated the boat will sail itself and the skipper or crew can go about performing first aid, reefing, or any other task while the helm can be left unattended. On Easy Goin' and Resolute we practice and use the maneuver often. It is also a great storm tactic. For those of you that were around for or those that read about the ill-fated 1979 Fastnet race where sailors were lost, of the 300 yachts that raced, 158 adopted storm tactics, some ran before the wind, some chose to lye ahull and 26 Hove To. Of the 158, 100 suffered knockdowns, 77 turtled at least once and the hove to boats neither capsized or sustained any significant damage.

Sounds magic, how is it done?



**A** - Turn the boat to windward, sheeting in headsail to close hauled or close reach

**B** - Stall the boat to windward until speed drops below 2 Kts.

**C** - Tack the boat without releasing the jib sheet.

**D** - Ease the mainsheet

**E** - Push the helm slowly to the lee rail (opposite for a wheel) and tie off.

**F** - Wind in the jib drives the boat forward and forces it to head up and stall

**G** - The backwinded jib forces the bow away from the wind

The boat sails a scalloped course making about a half knot forward and a quarter knot of leeway. Providing there is enough sea room the boat will remain in this configuration indefinitely. The leeway creates a slick that knocks down the waves and creates a fairly comfortable and smooth ride.

All boats will heave to, though there may be some tweaking required to get the boat into the optimum position (about 50 deg. to the wind). However even if not perfect it will be effective in an emergency.

This is only one of the safety skills that are covered in the "Crewmates you Can Do It" program offered by Prairie Ocean Cruising in conjunction with Sail Manitoba.

For more information visit the websites,  
[Prairieoceancruising.com](http://Prairieoceancruising.com) or [Sailmanitoba.com](http://Sailmanitoba.com)





## Black Sturgeon Lake Sailing Club

BY PHIL BURNS

The Black Sturgeon Lake Sailing Club has been growing and there are now close to 25 sailboats in the club, mainly on the North end of the lake. Our race season got off to a slow start due to the cold wet spring we had. The weekend school went well with another 28 students going through the program with thanks to Graham and Kayden for putting on a good course. Feedback from the kids was positive and many said they would do it again. The plan is to run the school again next year and possibly do a windsurfing clinic. The Club is in the process of buying two used 420 sailboats from RLWYC, which are in excellent condition and will be available to those who want to learn to sail or who simply want to go for a sail. The Club will use these boats for lessons and they will be available for races.

For more info contact us at [info@bssailingclub.ca](mailto:info@bssailingclub.ca)

## Gull Lake Yacht Club

BY KEVIN TURNER

The weather was fantastic at Gull Lake this summer. Very few bugs; very few ticks; very little rain; but, very also very little wind. We were skunked most of the weekends in July. It picked up in August and in particular and in a blessed way, on our regatta weekend in August.

Much was learned this summer and on our regatta weekend. For instance, new or different equipment can sometimes matter. New crew does matter. Trying harder tends to work against you. Laying an E Scow over is just a bad way to have a two hour swim. The newest and most inexperienced of the fleet are almost always the most inspirational.

There is George. George just took up sailing a few years ago and joined our fleet only a couple of years ago. George is a senior. He never gives up. In our regatta, the wind was howling and George suffered a capsized just before the race start. He struggled a bit to get to the start line. But start he did and perform he also did; laughing all the way to the finish line. And then there is Kenny V. Kenny and his company Freedom Concepts sponsored our fleet this year and provided team shirts (see photo) for the entire team and also the support boats. What a guy. Kenny V is also a novice on paper. But just put him on water. He is certainly our most improved sailor. Beyond that

Kenny V is our steadiest (and deadliest) energy provider for all times.

Kevin and Kris, our race Patriarch and Matriarch were in the committee boat for our regatta and also raced in a few races and raised the heart rate for all. Our results are pleasing to the heart – Dan came first for our summer series in his new boat. Braden and Jordan tied for second in a hard fought series. Jordan was in a new boat as well this summer. In our regatta, Dave once again came first. Dave could probably sail a sardine can and still win. I am now planning to bring in a recovered U Boat to ‘take care’ of Dave. I mean – “boom”. Then we would all have a chance. Cam came in second. Now, Cam is living on the Wet Coast these days and training regularly. So he is a bit of a force. And Dan came in third, capturing one of his very own highly coveted hand crafted trophies.

That is all to say that yours truly and crew came up empty handed again this year except for a hefty repair bill from my crew (friend and mate Craig and wife Deb - but very unhappy at that moment) flying straight through my E Scow Sail. Not funny at the time, but hilarious afterward. All in a great season of sailing. Great times, great memories here at Gull Lake.



# Gimli Yacht Club

BY CHARLIE BURNS

What an exciting time to be the commodore of the Gimli Yacht Club? This year is the 50th anniversary of the club. 1967 to 2017. During that time the club has grown from 20 intrepid dingy sailors to become the largest club in the region. It has hosted two Pan Am Games a World Championship, a Canada Games and numerous North American and National Championships. The 11th largest freshwater lake in the world beckons sailors to come and test their metal on this Prairie Ocean. Whether you are a cruiser, a keen racer or an avid long distance sailor Gimli and Lake Winnipeg will challenge your skills and whet your appetite for more.

This summer has been one of Gimli's busiest in recent memory. Anniversaries, Icelandic Festival, Canada 150 Celebrations, the Canada Summer Games, and the usual summer program of Sailing School, Pursuit Races, Wednesday Night Racing, Provincial Team Training, Cadet Training and Cruising to the Northern reaches of Lake Winnipeg made Gimli a hot bed of sailing.

The year started off with our annual general meeting awards luncheon where we honored our founding members who incorporated the club in 1971. Our Founding members were, Phil Isaac, Dr. Dan Snidal, Don Freudenberg and Mel Parsons whom we named our first awards after. Our first recipients were: Wendy McConnel, Honorary Director & lifetime Member 25+ Years, Al Paterson, Honorary Lifetime Member 10+ Years, Volunteer of the year, Kevin Stewart, Commodore's Award, Mike Guezen, Youth Sailor of the Year, Kayden Pollachek. A terrific group who have all made amazing contributions to the club over the years.

On July 1st we celebrated Canada's 150th Anniversary with the cutting of the longest cake in Gimli's history on the front lawn of the club. We hosted a club open house where we took over 60 visitors sailing and toured over 100 visitors through the building. That evening we hosted our 50th anniversary dinner with over 115 club members attending an amazing 5 course meal cooked by our own chef Rose Hull and our pastry chef Joanne Burns. At the evenings speeches hosted by our ever witty MC Tom Smith we heard from Steve VanVlander and his crew Darlene Hildebrand about their planned two year adventure to sail the Great Lakes on behalf of a cure for Parkinson's disease. The Club became official sponsors for this adventure and we wish Steve and Darlene all their best next year as they sail the Great Lakes.

Two weeks later we hosted the Canada Games Torch Relay run at the club with over 150 spectators from the Town of Gimli Arriving to celebrate the coming Games. The Kiwanas hosted a Fish Fry on the front lawn of the club and we celebrated the 20 Torch Bearers who had carried the torch throughout the town. Long-time club member Sarah Isaac was one of the torch relay runners. Our local MLA Jeff Wharton, Mayor Randy Woroniuk and Canada Games Board Members helped us celebrate this great event. Much thanks to Darlene Hildebrand who organized everything for the club.

Indeed the highlight of the summer was the Canada Games itself. Over 120 athletes, coaches, mission staff and managers descended on Gimli for 10 days of competition, fun and good cheer. The Gimli Yacht Club and the Gimli High School were turned into the Regatta Head Quarters and Athletes Village with the help of over 140 volunteers from Gimli, the Gimli Yacht Club, other Sail Manitoba Clubs, and from other clubs around the country. Pictures say 1000 words but the entire venue rivaled any international event I have ever attended.

Winds cooperated giving athletes challenging days with six foot waves and other days with moderate to light airs. For three years the Games were meticulously planned and managed by our incredible volunteer chairs headed up by Kevin Stewart, Andrew Murtomaki who were the Sport Chairs and Glen Pollard and Susie Strachan were the Venue Chairs. In September of this year the event was named and awarded the event of the year by the Interlake Tourism Association at a banquet attended by over 120 tourism managers from Winnipeg and the Interlake. The Games was a huge success and enjoyed by all who participated.

Pursuit Races are fun. Over 61 boats competed and over 210 club members participated this year in the five races that were sailed. The races were run under the careful guidance of Neil Boyd and the crew of Paragon who dutifully set marks and calculated start times for each and every race. For those that have never participated your handicap is calculated up front and you are given a head start with the view that everyone should finish at the same time. Lots of laughs, arguments and bragging rights were heard all summer long. This year like past years the pursuit races are one of the highlights of the club's sailing season.

Hec & Bac  
Scally Wag

50th Anniversary  
Commodore's Cup

Leukemia Cup



Mayor Jeff Woroniuk (T-Shirt) & MLA Jeff Wharton cut the Canada 150 Cake



Wednesday Night Racing has been a huge part of the Gimli Yacht Club program and for over 25 years. In 2017 we had 14 boats compete with over 60 different sailors coming out each and every night, for over 12 evenings from June to the end of August. Racing was great although we had more than our fair share of light air evenings. Each year we end the series with a potluck dinner that always brings out over 60 sailors sampling a smorgasbord of appetisers, dinners, Chili's, Pork Loins, Deserts, Salads, Pizzas, Lasagnas, cakes, cookies etc. You name it someone brought it. The racing was tight with some divisions being decided during the last evening. Mike Guezen and Eric Turner organized this year's program and did a great job getting us through the whole season.

2018 looks like it will be another eventful summer and we are already planning for



Parade to Awards Ceremony, Organized by Cari Rebizand



Canada Games Torch Relay Runners



Games Judges: Mike Turner, VYC, Eric Turner GYC, Lynn Beale,



Dale Kilimnik, Mark Set & IT support



Our Bilingual Games MC



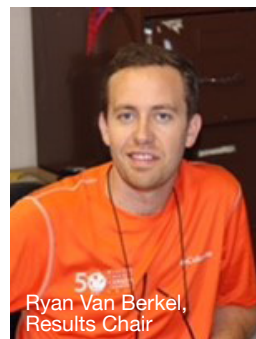
Sail Manitoba President, Paul Krestanowich, Mark set Volunteer



Gimli Volunteers manning the information tent



Glen Pollard, Venue Co Chair, Kevin Stewart Race Co Chair, Charlie Burns, GYC Commodore In serious discussion.



Ryan Van Berkel, Results Chair



Guy Newman on the run.



# Falcon Yacht Club

BY PENNY KELLY

Falcon Yacht Club (FYC) members had a good sailing year this summer. The Club grounds have recovered from all the damage caused by the big rain storms of 2016, the weather was generally cooperative and a good number of new members were active in the weekend races. The only thing limiting the weekend sailing was the occasional lack of wind. Last summer, Club members spent a lot of time and effort fixing the grounds, but this year, newly seeded grass has grown where it was pure mud last year. A huge thank you to Gord Bartel, Cliff Loganberg, Brian Kelly and Al Cade, who led the way in our re-landscaping project. Functional grounds allowed us to resume our normal activities including the regular schedule of races on most weekend days, interspersed with special events. The Club also ran a week long Learn to Sail Program in mid-July for kids followed by a weekend course for adults. The LTS Programs attracted 11 kids and 6 adults. Toward the end of the season two brand new wheel chair accessible washroom/change rooms were operational and near completion. The washrooms are close to the centre of activity near the dock and launching area and therefore more convenient than the facilities in the club house 'up the hill'. The washrooms were designed and built entirely by members. We once again have room to host members of the Manitoba Sailing team for spring and late summer training. We enjoy their company and their enthusiastic participation in races. In August, FYC hosted BOOT camp and the Optimist championship regatta, but unfortunately wind failed to show up for the regatta. The Optimist championship was re-scheduled to coincide with the Falcon Cup on September 10. The Falcon Cup also included an event for master age sailors.

This year, two young FYC sailors qualified to represent Manitoba in the 2017 Canada Summer Games. We were very proud of Sara Telles-Langdon and Katie Sauer who competed in challenging conditions in the women's 29er class the week of July 30-August 4 in Gimli. On August 19, sixteen boats enjoyed good winds for this year's Commodore's Cup. Craig Baker won the Club cup sailing his Laser, and Kayden Polachek, from the Manitoba Sailing team, matched Craig for total points in the overall results.





# Northern Yacht Club

BY KELLY BROWN & PAUL GOMORI



The summer of 2017 was another outstanding season for Northern Yacht Club! Highlights included our annual Ice Breaker Social, featuring the band Highway 59. This May long weekend tradition is typically the first event of the year with everyone coming together and sharing the stories of their winter and plans for the summer. Back by popular demand; a couple of the NYC members Don Lindsay and Mark St. Denis, organized a Cruise Week in mid-July. Fourteen sailboats cruised into Whitefish Bay and ended at Deadbroke Island, Lake of the Woods. Six full days of sailing, socializing and partying. Everyone had a wonderful time! Late July brought the second annual NYC Stand-Up Paddle board rally at 22' Bay. With 25 participants wearing crazy socks, they rounded the 3 km course twice. The weather was great, the party and prizes were tons of fun! We closed off August with the annual Caribbean Night Rum Party.

This extremely well attended event brought everyone together to enjoy food, music and Caribbean inspired rum cocktails. It was another remarkable summer at Lake of the Woods! We all share an amazing love for the lake!!

The Northern Yacht Club held its annual racing series this year with a great turn out at each of the events. Northern Yacht Club is based out of Northern Harbour on Lake of the Woods and the racing fleet is made up of a mix of keelboats, most of whom dock at the harbour. The races are pursuit style races with staggered start times calculated using the PHRF system based on the length of each course. The slower boats start first and are pursued by the faster boats that start later. It is a hunt across the course with boats converging together at the finish. This makes for some very exciting racing and some close finishes. This year we held four races through the summer taking the fleet to various anchorages on the lake. In June, 9 boats participated in the Summer Solstice race which took the fleet to 22 Foot Bay. Over the July long Weekend, 6 boats raced across the lake to Morson Ontario. This is a 4 day event with 2 days of racing. Later in June, 6 boats raced to Queen Island and in August, 9 boats raced to Witch Bay.

Thanks to everyone who participated! For more information on Northern Yacht Club and the races, see our blog at <http://northernyachtclub.blogspot.ca/>, or visit our Facebook page by searching for Northern Yacht Club.





# Pelican Yacht Club

BY LYNN CHIPLEY

The Pelican Yacht Club is running at full capacity, although we will always try to find some way to accommodate a new sailor/sailboat. We sustained significant damage to our docks in the spring, so many had to be replaced and/or re-built at significant cost to the club.

Both recreational sailing and racing were well attended this summer, although our races were hampered by poor wind. The sun shone but the wind did not blow. The social side of the club made up for any shortfall in good wind. We were treated to several musical events on the deck - our resident harpist, Ann Germani, our very own blue grass band, and an assortment of skilled guitar players and singers who kept us entertained many weekends long into the evening. The Leech family hosted the famous wood stove pizza night at their compound, and we had an outstanding turnout, in costume, for our "hippy" Commodore Cup.

We hosted our first ever paint night as a fundraiser for the LTS program - and specifically, a new dingy - and raised over \$800. Thanks to Doug and Leanne Trealar for their amazing dedication to all things social.

The LTS program was well attended over 6 weeks, with 11 half day and 25 full day participants in CANSail 1 and 2, and 5 students in CANSail 3 and 4. Gillian is a most capable instructor and leader for our program, under the direction of Erin Cox and Dieter Schwartz.



## Harold Baird

*Harold Baird - a salty sailor - 1931-2017*

*Harold was a member of PYC from 1975 to 2017, in every capacity. He supported, promoted and helped build The club where it is today. He shared his love of sailing by introducing his family, friends and strangers alike to the sport. Many members of the club today were introduced by a chance meeting with Harold. He took every opportunity presented to have a crew aboard and share his stories. He loved racing with his wife Winnie and if you had the privilege of experiencing a start line or rounding a mark against Harold, you would hear his competitive spirit and passion in his colourful language. His love of the sport had him delivering boats many places in the world providing him with more stories to tell. He was a salty character with a big heart for living life and making new friends.*

*He will be greatly missed.*

# Zig Zag Yacht Club

BY KATHLEEN REID

By Our club ran the CANSail program for 5 weeks this summer. The program was offered in the morning from 9:00am-noon. Our two instructors, Justin Alkier and Fiona Dunn had the pleasure of instructing 37 individual sailors for a total of 272 'sail days'. We have two Level 4 sailors that we hope will continue on and consider instructing for Zig Zag in the future. Our two regattas, the ZZYC Open and East Ender were both cancelled due to a lack of wind! Our fleet of boats are in need of some TLC. Missing parts, and ripped sails will need to be addressed for the upcoming season. We will be applying for a Sail Manitoba bingo grant in the new year to help defray the costs associated with these repairs.



# Royal Lake of the Wood Yacht Club

BY LIZ KRISTJANSSON

Needless to say, it can be hard to start a story at the end as there are far too many races, adventures, noteworthy sailors, volunteers and staff to thank and acknowledge for a season, extremely well done.

The Royal Lake of the Yacht Club launched its 114th sailing season on Canada's 150th Birthday with the Konantz Cup and a Special Commodore's reception. It seemed that not long after opening the doors to summer, Sail West was upon us and luckily the wind. 56 sailors of all classes descended on our Club. The racing was very competitive, conditions were near perfect and because of our many volunteers and donors the logistics truly were first class. Both courses were able to hold 5 races on the Saturday, safety was excellent and the marks stayed put. The racing was fair and competitive and the athletes had a marvelous time. The club's annual Fish Fry Saturday night was the perfect atmosphere to share the stories of the day and feast on Lake of the Woods finest pickerel before Sunday's final two races. Our club was well represented with top spot in the Open Bic going to Peter Magnus followed closely by Aiden Lawton. The RS Feva Class was dominated by John Nicolls and James Heimbecker.

Our club's premier event the Richardson Regatta took place the end of July. For the Scows, the regatta started on Friday with a clinic hosted by our own sailing legend, Sandy Riley. On the Saturday, the breeze was up early, the racing was very tight, and mark rounding's intense with multiple boats putting themselves in a position to win or improve their standing.

Sunday brought back those breathless conditions and an early awards ceremony. Rob Aitken emerged as the overall Winner, former race team coach John Gray Thomson won the Lasers, Peter Magnus dominated the Bic fleet while Kingsley McLandress' persistence took top Opti. Honourable mention goes to the crew of race team kids, Ian McLandress, James Heimbecker and Lukas Borger sailing in a C scow.

Despite light winds, the sailing program was enormously successful with great participation in numbers. We are pleased to see big growth in our Opti fleet both in numbers and skill level. James Tory and his team of instructors did a fantastic job keeping the kids engaged and active on the water. Race team, led by Hunter Kristjansson and Geoff Konantz, was also a popular draw this season. It was interesting to see the kids settle into their preferred dinghies after trying a range of different classes from Scows to Fevas to Bics to 420's. Also this summer RLWYC race team alumni, Hunter and Bryce Kristjansson represented Manitoba at the Canada Summer Games in a very competitive fleet of 29ers placing an impressive sixth just two points away from 5th place. Congratulations to all our RLWYC sailors for being such good sailing ambassadors to our club.

Like the wind, we changed things up this year and decided to hand out the 2017 season awards at the Commodore's Reception in 2018. We think it will be a fabulous way to kick off our club's 115th season.





# Sail Thunder Bay

BY INFO SUPERIOR AND ROSS BAILEY



Photo: J. Bailey/infosuperior.com

The first picture was taken on a dock at Amethyst Harbour in 1947. Amethyst Harbour is some 35 km./21 mi. east of Thunder Bay on Lake Superior. The photo shows a group of sailors, surrounded by their boats, mostly home built, all smiles and clearly enjoying themselves. They've just come off Lake Superior after competing for the "Crystal Beach Trophy." A hand scribbled note with the photo contains everyone's names – like Jack Fryer, Jim Coslett, Porter Bailey, Bert Rowe, David and Sheila Burnford and Monty Mathews. To some

people, these names would mean nothing. To others, they are easily recognized as some of the first recreational sailors in the Thunder Bay area, and by extension, the Canadian waters of western Lake Superior.

Turn the clock forward 70 years. The same race was held on July 22nd, in the same waters of Superior, starting and ending at the same dock. The intent of race organizers was to take the same picture, with today's sailors, at this very same Amethyst Harbour dock. Plans sometimes go awry however and this case was no exception. It's a nice problem to have but sailing the waters of Superior has become so popular that the whole group of present day sailors wouldn't fit on the dock. Instead, after the day's racing, sailors assembled on shore in front of the dock for a photo marking 70 years since that first photo and 79 years from the 1938 inaugural Crystal Beach event. Some of the same family names mentioned above are present for the 2017 photo.

As the photo was shot, sailors were asked who had more fun – those sailors from "back in the day" in their homemade vessels or the present day crowd with their fiberglass boats and modern rigs. The assembled 2017 sailors let out a cheer and strongly asserted that they were definitely having more fun than the 1947 crew. That assertion is doubtful but one thing is clear. The passion for sailing and the passion simply to go out and enjoy Lake Superior is as strong as ever.

Photo 2 There was definitely a feeling of history being made as this photo was taken, July 22nd, 2017. Same dock, same



Photo: J. Bailey/infosuperior.com

sailing event but 70 years later with Caribou Island in the background. This crew was simply too big to fit on the dock for an exact "retake" of the 1947 photo above. The joy for sailing Superior's waters connect the two groups, through 70 years of time.

For 79 years, the Crystal Beach Trophy has been sailed for in the Crystal Beach, Amethyst Harbour area east of Thunder Bay. The trophy itself, shaped something like the bell portion of a trombone, is actually a "speaking tube" from a German sunmarine dock. The facility, along with the speaking tube, was surrendered to the Royal British Navy, in 1918. Present day sailing races are typically around triangular courses with inflated buoys used as "marks" on the corners, each leg of the triangle typically being a couple of kilometers or miles. Back in 1947, no sailing races used buoys and races were run around local landmarks like a group of islands or by keeping a specific reef to port or starboard.



In the case of the Crystal Beach races, landmarks like Caribou Island, Seagull Island and Temple Reef are easily recognizable local features. The race on July 22nd covered a course of approximately 12 km./7.5 miles and circled Caribou Island, a large area island, most of which was recently purchased by the Nature Conservancy of Canada.

The event is the same now as it was back then – a softer approach to sailing, through beautiful surroundings, often trying to introduce a few new crew members to sailing. This year's event saw moderate to strong easterly winds with waves of about 3 ft or so. While 19 ft Lightning class open sailboats form the backbone of the fleet, all sailboats are welcome and handicap rules apply in order to make the event as fair as possible.

A notable difference between now and then is that today, all of the smaller boats are trailered to the race start. In 1947, all of those boats would have sailed the 35 km/21 mi. from their local base at Chippewa, southwest of Thunder Bay, across the open waters of Superior to the start at Amethyst. This "delivery sail" would have been done on weekend one, as a group cruise, with the Crystal Beach event taking place the following weekend. This, followed by another long-distance sail to return to Chippewa. Sailing was in small open boats, no longer than 19 ft.

There are six masts in the upper photo. It's impossible to know whether this was the total number of boats. According to local sailors though, the sixties saw the largest number of participants, with up to 20 boats. There were 14 boats participating in the 2017 event. Most of these boats had

at least a three person crew, some of the larger boats had many more.

The Crystal Beach trophy lists Monty Mathews as the 1947 winner. He's holding the trophy in the upper photo. Seventy years later in the 2017 photo, Richard Walsh is front and centre as Crystal Beach trophy winner. Over the years, some families have had four generations of sailors inscribed on the trophy.

Photo 3 July 22nd, 2017 action as sailors complete for the Crystal Beach Trophy off Caribou Island. (Photo: J. Bailey/infosuperior.com)

Local sailors feel the race is in good hands and foresee no break in the event's long history. In fact, the 2017 photo includes many young sailors, two of whom, Monica and Malcolm, are holding the trophy along with their dad Richard Walsh. Approximately 100 Thunder Bay young people between the ages of 7 and 15 are learning to sail on the waters of Superior this summer, using the Thunder Bay marina as home base. A learn to sail program for children has also run at Amethyst Harbour for many years.

The sailors of 1947 and 2017 share a common bond through their sailing experience – and every one of them, including the kids, knows they are truly blessed to be so closely connected with the lake. Here's to another 70 cool, clear years.



Photo: J. Bailey/infosuperior.com



# Silver Harbour Sailing Club

BY SUE MACKENZIE

Another summer has come and gone. Weather was the main topic each weekend. Mornings would find intrepid sailors sitting around having breakfast while watching the various on-line sites to determine wind speed, direction and the timing for the next rain squall. This year it seemed it was gale force or light winds. We did have some of those perfect days that make us come back for more- like the perfect golf shot. When perfection happened you could see upwards of 18 boats out at a time enjoying the brisk winds and, believe it or not, flat water as we ventured out between systems.

Silver Harbour experienced a booming season with the most boats ever. We have 59 senior members and 73 associate members. Our membership continues to grow and we welcome all newcomers. Our annual spring banquet, held at the German Club, was a great success and the sailing trivia quiz sorted out the more knowledgeable among us. A meet and greet wine and cheese started off the season giving an opportunity to meet new members and share stories.

Our club held a very successful Canada Day Weekend. A "sail by" was held on the Saturday with 16 boats participating, flying the Canada flag and as much red and white as they could amass.



A lesson learned- it would have been much easier to organize a "sail-in" instead of a "sail-out". Kind of like herding cats but we did manage. The events continued to include games and an excellent Canada theme pot luck. Silver Harbour is famous for pot luck dinners.

To top it off, we had a Canadiana music event with the Silver Harbour Concert Band. Great spirit was demonstrated by band members and audience alike. Thanks SHSCBand. Geoff Penner put on a great fireworks display to cap off the day.

A number of boats ventured north for their annual cruise. They braved the heat and flies but enjoyed the Lake Winnipeg sights and camaraderie. This year we combined our closing bar-b-que and our Thanksgiving dinner on September 30th. We were blessed with excellent weather and great companionship. Our club is about cruising, caring and supporting each other not just during the summer but throughout the year.







# Victoria Beach Yacht Club

BY AJ TOOLEY AND RYAN VAN BERKEL

Like an afternoon squall that blows across our bows but is astern before we know it, the sailing season at the Victoria Beach Yacht Club has passed us by. Some memories of the 2017 season include:

Weekend Racing was busy again this year with a total of 26 races hosted over weekends from July Long to Labour Day. Participation in the catamaran class remains popular as we had 10 – 20 sailors racing on any given weekend. An exciting addition to the VBYC Event Calendar this season was the successful introduction of the Rum Cup & Moonlight Youth Regatta, both of which are multiclass events. To cap off a busy summer of racing events, the VBYC hosted the first keelboat race in recent memory. A number of member and non-member sailors crewed six boats in a heavy 18 knot west wind.

Nationally, club members James Thompson (29er), Molly Ingenmey (Laser Radial), & Tomas Green (Optimist) represented VBYC and the Province well at several high profile regattas. After a busy early summer schedule, Molly Ingenmey qualified to represent Manitoba at the 2017 Canada Summer Games, hosted in Winnipeg. The sailing event took place at a familiar venue, the Gimli Yacht Club, where sailors experienced a wide range of sailing conditions. Following an exciting week of racing, Molly's performance at the Games earned her 6th place overall. In addition to club representation at the Games by Molly, long-time volunteer and club leader Chris Aldridge took on a major volunteer position with the event. Chris acted as the Equipment Chair for both the Canada Games and the Sail West Test Event in 2016. Chris arguably took on the most onerous position for the event, which entailed inventory, repair, purchase and catalogue of all equipment necessary to host a world class regatta. Not surprisingly, Chris succeeded in this role,

ensuring the event went smoothly and that there will be quality equipment for the Manitoba Sailing Community to utilize for years to come, well done Chris!

The Sailing School had another successful year under the direction of our club coaches. Head Coach James Thompson led a group of fantastic young coaches, which included Tallon Sparks, Olivia Thompson and Daniel Derksen. After four weeks of lessons, over 40 sailors of all ages participated in Optimist and Laser II classes. Thanks to our coaches for making sailing fun, getting people involved, and fostering the next generation of racers, coaches, and sailing enthusiasts.

The Yacht Club Dance was a fantastic evening as a sold out crowd raised an impressive amount of funding for the Yacht Club and Victoria Beach Sports Club. Special thanks to the "Brock Street Bandits", DJ's Fraser Auld & Jason Quinton, the bartenders, the VB Sports Club, and all the volunteers who made it happen. We're already looking forward to next year's event. This is a key event for the club for it is an integral part of proving support for our operations and especially the sailing school and development programs. The support from the community is greatly appreciated.

We're happy to report that membership at the Yacht Club continues to grow as we've welcomed more new members this year. A larger membership base is allowing the Club to more effectively pursue our mandate of promoting and encouraging the development of sailing in the community. The Yacht Club is a wonderful place to base your activities on the water whether you're into paddle boarding, recreational sailing, hardcore racing or anything in between. Anyone interested is always welcome to drop by the Yacht Club or check out the website at [www.vbyc.ca](http://www.vbyc.ca).



# West Hawk Lake Yacht Club

BY PAUL KRESTANOWICH

What a beautiful summer, bug free and warm but sadly not a lot of wind for sailing.....hard to believe that we've put away the boats for the winter already. For the twelfth summer the club ran one of the largest Learn-to-Sail programs in the province, using exclusively our club sail boats for only the second time in our recent history. Three courses were offered; CANSail 1-3 introductory programs for youth and adults plus an intermediate class. Unfortunately the windsurfing program had to be cancelled due to no certified instructors being available.

The LTS program was again a success with thirty one students taking part. We also welcomed back ten Girl Guides from Caddy Lake who had an incredible week of wind. There were some hard core girls in this group who thrived in the crazy wind they had their week! Hopefully we'll see them back next summer. We also had excellent instructors come from across Manitoba to teach this year, Graham Moll, Kayden Polachek and Laura Hrichishen. Congratulations to our youth & adult racers!

Brennan Agar represented us very well again in her Laser Radial: Homecoming Regatta – Gimli YC (6th), Prairie Wind Regatta – Gimli YC (4th), Fish Fly Cup – Falcon YC (6th). Tom Saunders and crew Derek Hayden in their Albacore KC6614 “Stealth Pig” took the 2017 Season Series & WHLYC Open championship. This was Tom's 5th time putting his name on the Cup, the last time in 1976! Brennan Agar, last year's winner, in her Laser L198367 finished 2nd in a tight race with 3rd place going to Paul Krestanowich in his Laser L4867 “Rainbow Warrior”. Thanks to the seven boats that took part in this year's races, hopefully we can build upon this year's success with even more boats participating.

## WHLYC Opti Championships AM

1st – Lucas Hendrikson,  
2nd – Moira Sie  
3rd – Theo Sie

## WHLYC Opti Championships PM

1st – Cole Anseeuw  
2nd – Aaron Krestanowich  
3rd – Noah Hayden

Paul Krestanowich (Major Official) and Brennan Agar (Social Media) represented our club and were selected as officials for the Canada Games at the Gimli YC in August.

On a sad note we were told of the recent passing of Dr. Jim Mitchell at the age of 97 by his daughter Susan. He was one of the founding members of the original West Hawk Yacht Club in 1959 and served a term as commodore. He raced a Fireball in the weekly series and built one of the original wood Cadet sailboats the club used for their Learn to Sail programs. We used his Cadet for our LTS programs for our first 5 years after we resurrected the club in 2006, now that's well built! Our sincerest condolences to the family.

As many of you have noticed this year we have not been emailing out for bingo volunteers. Sport Manitoba has changed the way they hand out bingo dollars and volunteers are no longer required as the bingos have been changed to electronic only. With our capital campaign in full swing and the building of our new docks & storage garage this winter Sailing Manitoba has been very generous in giving us two bingo grants totaling \$1,500 towards our capital campaign.

The new storage site beside Big Island Landing has now been cleared of the brush and a few trees thanks to Paul Krestanowich & Kevin Anseeuw. We finally received our building permits from Parks & the Office of the Fire Commissioner in late August. The nine concrete pads were set and leveled in September thanks to Kevin Harbottle, Adam Krestanowich & Aeden Loschiavo. The floating dock & ramp will be installed in January/February, they are built but will be easier to install on the frozen lake. The storage garage will be built when the weather warms slightly in March and the lake is still frozen for us to get the lumber delivered. Carrying it through the bush from the road would not be fun! When we are ready to build and dates are set we will email the full membership to see who can help our local carpenters.

Thank you again for those that have donated generously towards our capital campaign, we could not complete this legacy without your help! We are still a few thousand dollars away from the goal for those that would still like to donate please contact Paul Krestanowich at [info@whlyc.ca](mailto:info@whlyc.ca) or 204-479-7100.

Going forward we promise to give you updates on the building, dock, site, etc., please check our website for regularly. [www.whlyc.ca](http://www.whlyc.ca)





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# Obituaries

## Salute – George Cuthbertson

Canada's most successful and esteemed boat builder passed away last week. George Cuthbertson was without peer as one of the founders and the president of C&C Yachts, this country's most impressive boat manufacturer. Under Cuthbertson's helm, C&C emerged from its Niagara-on-the Lake home to become a powerful Canadian force on the world sailing stage. C&C boats were respected all over the globe and continuously demonstrated design leadership, performance, and quality. Whether you own a sail or powerboat, you know the C&C brand. Not far down the dock there are still C&Cs bringing enjoyment and adventure to their proud owners. George Cuthbertson was much more than a boat builder; he was THE Canadian boat builder.

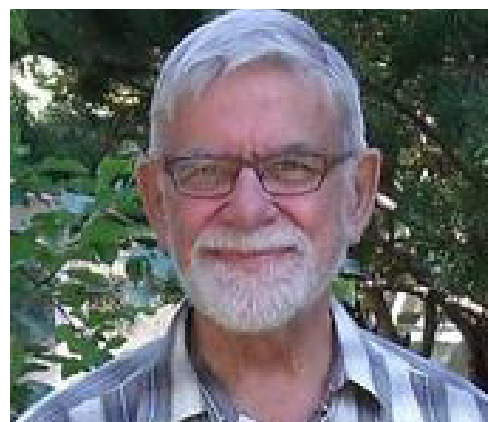


## Dr. Jim Mitchell

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## Carl Radimer

Carl Radimer passed away on April 15, 2017. He had many diverse talents and pursued several careers over his life. When Carl and his wife Jackie bought their first sailboat they embarked on a new adventure. Carl was one of the founding members of Silver Harbour SC and never one to do things in half measures, so he spent countless happy hours "messaging about in boats." He and Jackie sailed the high seas with ports of call including Cape Breton, Vancouver Island, The British Virgin Islands, the Isle of Skye, New Zealand, and St. Vincent. Carl will be sadly missed.



## Brian Wadsworth

It is with great sadness that we announce the passing of our dear friend Brian Wadsworth. Brian was a true adventurer and lived his life to the fullest. During the summer months, Brian spent his time cruising Lake Winnipeg and racing on Wednesday nights with his friends and crew of SV Wild Rover. In the winter months, he escaped our snow and took to adventures in tropical destinations. Brian's journeys were always well documented in his blog. (Confusion on the Water), for all his family and friends. Brian was diagnosed with ALS and treated it like all aspects in his life. He didn't let ALS beat him. Brian exited this life on his own terms by medical assisted suicide, and made the decision to donate his kidneys. Brian will be greatly missed. If friends so desire, donations in Brian's honor can be made to the ALS Society of Manitoba or Transplant Manitoba.



# Award Winners 2017



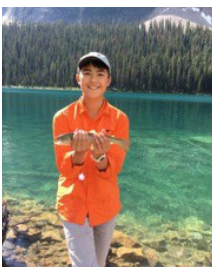
**Honorary Member**  
Tannis Leach



**President's Award**  
Paterson family;  
Jim, Jamie and Margot



**Susan Mezaros Trophy**  
Sara Telles-Langdon &  
Katie Sauer



**Charles Fleming Memorial Trophy**  
Bryce and Hunter Kristjansson



**Youth Elite Award**  
Linus Schweizer



**Most Improved Sailor**  
Matthew Sauer



**Rising Star**  
Lauren Burns



**Prairie Opti Grand Prix**  
Tomas Green



**Provincial Champions**

**Manitoba High School Champions**  
*Westwood Collegiate*  
Kayden Polachek  
Randi Roy



**Opti 13 & under**  
Jonah Friesen - male  
Kendra Penner female



**Opti 15 & under**  
Tomas Green - male

**2.4m**  
Bryson Foy

**29er**  
Bryce and Hunter  
Kristjansson



**Laser Radial**  
Molly Ingenmey

**Laser**  
Kayden Polachek

**Laser District 4**  
Kayden Polachek

**Manitoba Masters Champion**  
Sharlene Telles-Langdon

**MB Keelboat Champion**  
Jim Fogg  
Fred Finlayson  
Keith Holm  
Dale Kilimnik





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