

## THE 2000s: THE NEXT GENERATION



### Changes

As the years passed, things at the club were gradually changing. The original generation of members that started the club were now less active, both socially at the club and in sailing. The members of the executive were almost all from the next generation of members.

Some of our members are children of the first generation of members. And grandchildren of first and even second

generation members are common in the NASC lessons and during Sailweek.

The boats used by members were changing too. Popular with the youth were classes such as the Byte and the 29er. Interest was dwindling in long time classes such as the Tornado, Sea Spray, Laser 2 and Enterprise. Other new classes arrived on the scene such as the Megabyte and F 16 Blade.



FRED HADLEY PREPARES TO EMCEE THE 2009 WABAMUN OLYMPICS WITH HIS GRANDDAUGHTER ANNA.  
*Photo by Robert Rose*



MARK AND JOHN KORTBEEK EMCEE THE 2009 SAILWEEK KIDS TALENT SHOW.  
*Photo by Robert Rose*



(ABOVE LEFT) ROSS CHERITON AND DICK HARPER ENJOY A QUIET CONVERSATION ON THE FRONT STEPS OF THE CLUBHOUSE.  
*Photo provided by Keith Driver*

IN 2003, MAE HADLEY, THE CURRENT COMMODORE ALONG WITH 24 PAST COMMODORES ATTEND SAILPAST.  
*Photo provided by Keith Driver*



**(ABOVE RIGHT) BRUCE BARSS HAVIN' SOME FUN ON HIS HIGH PERFORMANCE F 16 BLADE.** Notice the asymmetrical spinnaker in the bag and spinnaker pole on the bow. *Photo by Jordyce van Muyden*

**(ABOVE LEFT) A FLEET OF YOUTH SAILORS IN BYTES HITS THE START LINE.** *Photo by Keith Driver*

**(BOTTOM LEFT) STEPHEN HILL RIPS ALONG THE LAKE IN THE 2004 ROSS CHERITON EASTWARD HO IN HIS STATE OF THE ART MEGABYTE.** The free standing carbon fibre mast provides a powerful yet very simple rig. *Photo by Jordyce van Muyden*

**(BOTTOM RIGHT) 29ER SAILING IS DEFINITELY A WATER SPORT!** *Photo by Jordyce van Muyden*



Boat classes that were standing the test of time were the 505, Laser and the Fireball.

Laser sailing grew immensely as both the youth and the master sailors enjoyed it. The Laser had become an Olympic class and an update to the 1970s hardware was allowed. It really increased the performance and handling of the boat.

And the Fireball fleet continued to be active, year after year.

**(TOP LEFT) CLASSIC 505 RACING AS FRANK KOORTBEEK AND RUSSEL KRAUSE attempt to sail to windward of James Brown and Dean Rootsaert.**  
*Photo by Jordyee van Muyden*

**(TOP CENTRE) JIM GOODVIN WAS AN EXCELLENT LASER MASTER SAILOR in all wind conditions.**  
*Photo by Jordyee van Muyden*

**(TOP RIGHT) IAN ELLIOTT DEMONSTRATES WHY HE WAS THE TOP YOUTH LASER SAILOR IN THE CLUB IN THE 2000s.**  
*Photo by Jordyee van Muyden*

**(BOTTOM LEFT) WITH THE NEW "SMOKY COLOURED" MYLAR SAILS, FIREBALLS ARE AS FAST AS EVER.** Seen from left to right are Hamish and Frances Ferguson, Ken Tichkowsky and Bill Russell, and Robert and Dennis Rose.  
*Photo by Jordyee van Muyden*



(LEFT) THE NEW 420S WERE A VAST IMPROVEMENT FOR NASC FROM THE OLD MISTRALS. *Photo by John Henderson*

(RIGHT) NASC'S MOST POPULAR WEEK FOR LESSONS IS SAILWEEK. *Photo by Robert Rose*



## FACTOID

• The Northern Alberta Sailing College (NASC) had been formally created in 1975. According to the charter, the directors consist of two EYC members, two WSC members and three ASA members. EYC members operated NASC for many years but by the mid 1990s their energy level was very low.

It was time for a change. In 1999 Keith Driver, Bob Satchwill, James Brown, Rick Stroppel and John Henderson agreed to take on the rebuilding. It was to prove a turning point for the organization. The old worn out Mistral's were retired and NASC set out a new direction based on Optis and 420s.

Another change that happened in the 2000s was the rise of NASC from its low in the early 1990s. First the improvements were led by Keith Driver and then by John Henderson starting in 1999. A slow and steady rebuilding process made the college a very successful and popular operation. In 2000 NASC obtained two 420s. They obtained more in 2002. In 2004, NASC purchased 12 used Optis from the Opti Worlds in China.

One Opti was donated by the Russell family.

NASC was fortunate to have two club members join the board. Passionate about NASC being a success, Frank Grell and Roy Tichkowsky have spent many hours attending meetings and transporting and repairing boats to keep the college successful.





**WITH SHALLOW WATER IT WAS NECESSARY TO MAKE THE PIER LONGER AND LONGER!** Photo by Keith Driver

Another change that was happening was the level of the lake water. During the 1990s, the lake water level dropped. By 2000 it was a real problem. The club built more sections to lengthen the pier to deeper water for the power boats. Larger classes of boats found launching to be very difficult. Even the barge mooring was getting too shallow.

Cottage owners and Alberta Environment worked with Trans Alta Utilities to solve the water level problem that was partly caused by the power plants on the lake. Trans Alta built a pipeline from the North

Saskatchewan River to the lake and began to pump water back into the lake. By the end of the decade, it had recovered to an acceptable level.

### Challenges

The largest challenge of the decade was the oil spill on the lake. On Wednesday morning August 3rd, 2005, a CN train derailment took 43 cars off the track in the Ascot Beach area. The derailed cars were just a few metres from the lake and were slightly uphill. Fifteen cars containing bunker fuel oil and a power pole treatment chemical leaked into both the ground and lake.



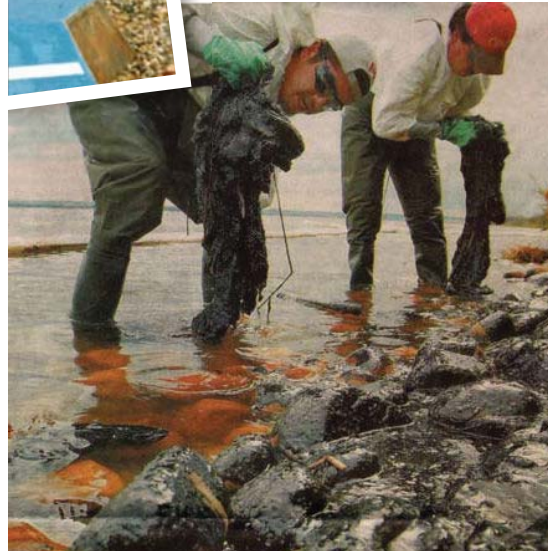
**MANY YEARS AGO HIGH LAKE LEVELS WERE A CONCERN.** 1982 was a wet year with many spring heavy rains. The lake level was so high it began flooding the front lawn of the club. Photo by Robert Rose

The scale of the spill was so large it made national headlines. Even the federal environment minister came out to see it and toured our club shoreline.

Consequently Alberta Environment closed the lake for all recreational purposes for the remainder of 2005. Our club ended all on the lake activities and waited for word of when we could use the lake again.



A significant problem for the club was the planned CYA U-16 Western National Sailing Championships. It was scheduled for just two weeks after the oil spill. Against all odds, Regatta Chairman Frank Grell, Social Coordinator Marguerite Childs and Race Officer Peter van Muyden moved the entire venue to the Calgary Yacht Club (CYC). CYC was very supportive of the emergency change and CYA was very impressed by our club's ability to do it.



Our shore captain, Randy Diamond, took on the role of CN liaison, and successfully coordinated all the impacts of the spill on our club. The lake was reopened for use in June of 2006 which allowed the Wabamun Open Regatta to be held as planned. It was several years before no more traces of oil were seen on our boats and equipment.

Before the oil spill, the club had received confirmation from CYA that it would host the 2006 CYA Youth National Sailing Championship. After the spill, CYA assumed the club would not be able to host the event and began looking for another venue, probably on the west coast. Our executive kept in touch with CYA and monitored the lake clean up progress closely.

In early 2006, when the announcement was made that the lake would reopen in the early summer, CYA stayed with the commitment to hold the event at the club.

Our members again sprang into action and produced a fantastic event. CYA staff were so impressed we were given the CYA Regatta of the Year Award.

65 club members volunteered their time and put on twelve races for the youth. Media coverage included CBC, Global TV, City TV, the Edmonton Journal and Edmonton Sun.

**(LEFT) THE ENVIRONMENTAL IMPACT ON LAKE WABAMUN WAS IMMENSE.**  
*Photo from the Edmonton Journal*

**(BELOW) THE OIL SPILL IMPACTED OUR CLUB FACILITIES WITHIN HOURS OF THE DERAILMENT.**  
*Photo by Robert Rose*





The club received national recognition for its hosting of the event.

Warren Nethercote, protest committee member and RRS 42 judge on Echo course: *"The level of volunteer support was almost unique in my experience."*

Tim Hornett, recorder on a finish boat: *"I want to congratulate you on what I think was the best run and organized race committee I have ever had the pleasure to serve. Well done!"*



**(TOP LEFT) DAVE HARRIS WITH HIS BAGPIPES LEADS EVERYONE INTO THE 2006 CYA YOUTH NATIONAL SAILING CHAMPIONSHIP OPENING CEREMONY.**  
*Photo by Jordyee van Muyden*

**(TOP RIGHT) THE 2006 CYA YOUTH NATIONAL SAILING CHAMPIONSHIP SAILORS.** *Photo by Jordyee van Muyden*

**(BOTTOM RIGHT) THE 29ER FLEET WITH THEIR VIBRANT SAILS** made an exciting sight on the lake.  
*Photo by Keith Driver*





In 2008 the club executive made the decision to change the name of the Ancient Mariner Regatta to the "Dick Harper Ancient Mariner Regatta". Dick had raced in the event in almost every year of its running and would even come out when he was in his 80s. In 2008, with Dick's retirement from sailing, the executive decided it was important to honour Dick's long time support for both the event and his 40 years of sailing and enthusiasm for the club.

Another big undertaking in this decade was the major improvements to the clubhouse. The bathrooms were over twenty years old and in need of an upgrade. The kitchen needed improvements to handle the demands during major regattas. And the second floor interior of the clubhouse had still not been completed.

A considerable number of members worked together to get these projects done. The renovation project team consisted of John Henoch, Adrien Rootsart, Geraldine Rootsart, Wanda Bornn,

Bruce Barss, and Corinne Brown. The grant application team was Randy Diamond, Frank Kortbeek, and Bonnie Steiner. James Brown was the executive lead for the projects.

With the \$40,000 received from CN and additional grant money, the decision was made to hire a contractor for the washrooms and kitchen renovations. The second floor of the clubhouse project was led by Neil Dickey and had the involvement of over 50 club member volunteers. For the three projects, the work was done from 2006 to 2009.

**(ABOVE LEFT) DICK HARPER INSPIRED EVERYONE** by continuing to race and trapeze his cat well into his 70s and even his 80s! *Photo by Keith Driver*

**(ABOVE CENTER) NEIL DICKEY UP ON SCAFFOLDING FOR THE PINE CEILING WORK.** *Photo by Robert Rose*

**(ABOVE RIGHT) THE SECOND FLOOR OF THE CLUBHOUSE** in late 2008 before the upgrade project. *Photo by Neil Dickey*