

Join us for our General Meeting on Monday July 18 at 7pm!

Arlington Heights Historical Society



# THE COMMUNIQUE



*Monthly Newsletter of the NorthWest Sailing Association*

July 2022

NorthWest Sailing Association is living up to its name! At least the second word of our name. The months of June and July have brought several sailing events to Lake Michigan, and we get to hear everything about them throughout this issue! We also have our usual Rogue's Gallery of submissions.

Hey, we also live up to the third word in our name. I hear there was a lot of associating at a certain lamb roast.

But did someone say Lamb? Since I wasn't there, I hope the lamb did not taste anywhere near as good as it looks.

I also hope someone brought potato salad with useless raisins in it.



**"Yes Jason, it is as good as it looks. In fact, it's *better!*" - Asayo**

*We, the members of NorthWest Sailing Association, share our love for the sport through our quest for increased knowledge, improved seamanship, exchange of experiences, and the promotion of safe boating.*





## Commodore Wayne Smith



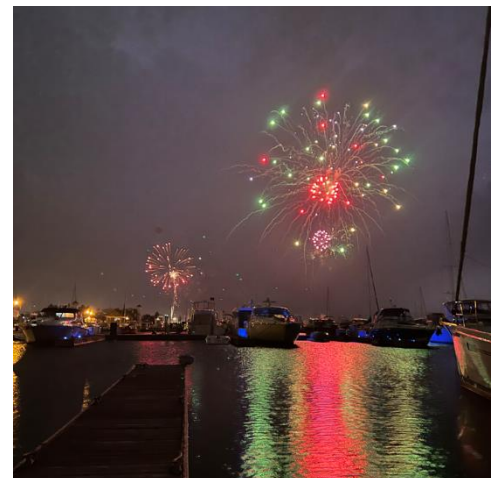
Members,

I am excited and looking forward to rolling out the new website. We have been piecemealing the current website, and email system for as long as I feel that we can. There has been a substantial amount of labor that has gone into trying to keep the current system running, with little support from the developers. The systems are just getting too old for them to support anymore, and no one on the board has time to rewrite the code every time we want to update something. I feel that the entire board has worked towards putting together a product that will be customized for our use, and more user friendly. Our membership director, and Technology director, have put in countless hours entering all the information from our club, and club members. If you have not had a chance, log into the website, and look around, and see how easy it is to navigate, and after August 1st, you will be able to sign up for sails. This is a work in progress, and we are looking for membership content such as articles, pictures, and suggestions to make the site better. The current temporary web address is <https://nwsa.clubexpress.com>, and after we go live, you will log in the way that you always did to at <https://nwsail.com>

Gwen, and I just returned from our 10-day sailing adventure, and we had a great time, although the weather had us in port for more days than we cared for. We did get to spend 3 days at Summerfest in Milwaukee. We saw lots of great entertainers, met up with some friends along the way. "Sometimes the best plans are no plans" Thank you to all the Skippers, Crew, and board members, because without you we do not have a club. Our club is once again growing after the COVID downturn, and I believe that it is mostly from our enthusiastic members, and great word of mouth. We are hoping that the new website will help with potential members being able to sign up online, pay and long on right away.

Wayne Smith

Commodore





## Vice Commodore Tom Steider



Ahoy July Club Members!

Last month we had a fascinating presentation by Dylan Hoffmann, Curator of the Chicago Maritime Museum. Dylan provided a very informative overview of maritime history of Chicago beginning with the early formation of Chicago dating back to the early 1800's to present. Dylan's energy and excitement in telling stories of Chicago maritime events during war time brought home the impact Chicago's maritime history had on our country.

For more information on the Chicago Maritime History Museum please visit their website

[https://www.chicagomaritimemuseum.org/uploads/1/2/5/2/125257906/march\\_2022\\_otm\\_corrected.](https://www.chicagomaritimemuseum.org/uploads/1/2/5/2/125257906/march_2022_otm_corrected.)



This month we will be conducting a short seminar on Docking. Whether you sail your own boat or participate as crew, docking is one of the most critical aspects of any sail. We will be viewing an interesting video of docking followed by a panel of some of our club members to answer questions and discuss best docking practices. As a new boat owner with very limited docking experience, I personally am looking forward to learning from our wealth of experienced NWSA sailors.

See everyone on Monday July 18.

Tom



## Fleet Captain: Lorraine Klabunde



### Fleet Captain report:

The wind gods and goddesses apparently are displaying a fickle mood this summer. On June 18, the Sailstice "all harbors" sail was canceled in Chicago due to heavy seas and winds but took place in Kenosha with a challenge to some of crew due to the rollicking seas. July 25 Memorial Sail out of Kenosha was canceled the morning of the sail due to severe weather predictions of winds up to 35 knots and accompanying seas. The gods toyed with us July 2 allowing a pleasant sail out of Chicago for part of the day before the wind dissipated but allowed a good sail out of Kenosha albeit eight miles out from the harbor. July 3 again was the subject of light winds but a successful sail. **Cruise captain reports are located elsewhere in the Communique.**

What can a Fleet Captain say other than a day on the water in the worst of conditions (a stretch- but I'll go with it) beats most days on land. Our sailing forays included three new members: Pam Pederson, and Joe and Suzanne Cajandig. Welcome.

As for upcoming sails, cruise captains are still needed for the Waukegan sail on July 16, Racine/Kenosha sail on Sunday, August 14, the Long-Distance weekend, Aug. 28-30, and all harbors sail on Aug. 30. The Lake Mendota sail is currently questionable due to a lack of crew/skipper sign-ups.

As a reminder to all members, NWSA has established procedures for organizing our sails. Succinctly stated, crew may request to sail on a specific boat (if they want to gain additional experience) but the final decision is that of the Cruise Captain. Skippers may opt for/refrain from specific crew members in consultation with the Cruise Captain. If either of these situations exists, the cruise captain should be notified **well in advance** of the sail so that a reasonable decision can be made as to the boats to which crew are assigned. The cruise captain assigns crew primarily based on skill level and attempts to place inexperienced crew with those having established sailing experience. Unless specifically contacted by the skipper, the cruise captain determines the crew on each boat. As often repeated, the earlier skippers and crew sign up for a sail, the easier the responsibility of the cruise captain. If there appears to be a large number of crew, the cruise captain can contact additional skippers for the sail. If a good number of skippers sign up, more crew members will consider sailing. If few skippers sign up and a lengthy crew listing is indicated, the cruise captain may be unable to accommodate all of the crew. If multiple skippers sign up and few crew, all the skippers may not be accommodated. So, your understanding of these relationships is appreciated. Lastly, although the cruise captain determines the assignment of crew, the skippers make the final decision as to whether the sail occurs based on weather and crew experience. **As in all exchanges, communication is the key.**

Please remember to check the CHAT BOX on the home page of the website created for members to communicate availability for non-scheduled sails or to pass along information that club members may find useful/interesting. Many of our skippers sail during the week and may be looking for crew.

Looking forward to calm seas and steady winds and more delightful sails ahead.

Lorraine Klabunde, Fleet Captain

## **The Kenosha Memorial Sail**

**Report by Asayo Horibe**

On Saturday, June 25th, there were four boats and twenty-one sailors signed up for a great day of sailing.

However, nature did not smile kindly on us. Thankfully I was able to let some folks know before they got too far out that 38 knot winds and scattered showers does not make for a fun sail.

When I arrived at Gate C, Robbie, Sally, George, Lorraine, and Larry Librauer were waiting inside the gate. Oscar Linares drove up with Conrad and me. Larry and Linda Gulotta drove up shortly thereafter. George was still willing to go out later, but we just decided to go have brunch at the Marina Garden Family restaurant. So, we happily had a leisurely meal, shared a few updates on members and friends.

We had a group discussion about time travel and agreed that the answer to Question B is: Rule 12 states when both sailing vessels have the wind on the same side, the vessel which is to windward shall keep out of the way of the vessel which is leeward.

Don't worry, this will make sense soon!

Robbie and George left to work on their boats, the Gulottas left for home, Larry Librauer went home to attack his to do list, Lorraine went shopping for Italian food and Conrad, Oscar and I went to the farmers market, the civil war museum, and had dinner under the umbrella at the Ashland restaurant north of the harbor. I'm looking forward to another sail in Kenosha. It's a beautiful town and maybe we can have an upscale dinner together at Stella 's restaurant.

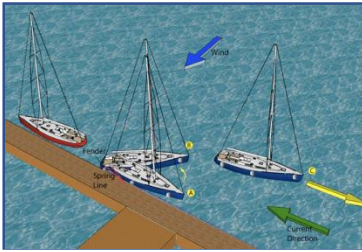
Thank you to everyone, Robbie, George and Sally, Jim Haude, and Bill Seger, who were willing to provide their boats, who drove all those miles, and who were good sports to show up for a sail.

It was a memorial sail to remember Rich Kingdon, Peggy Draver, Barbara McAllister, Burt Klabunde, Cy Race, Russ Nelson, Sally Ballinger, Bob Carter, Dorothy Cutrone, Warde Pierson, Chester and Louise Osada, Margaret Fritzinger, Virginia Golembiewski, Ed Gans, Helen Richart, Arlyn Hale, Jim Heyden, Ralph Daehn, Richard Darnell, Jane Mikucki, and Janice Hollings. There are many others, but I can't remember. Please let me know if you can.

It was a very pleasant day in Kenosha, even though we did not go sailing.

Asayo Horibe, cruise captain





## Membership

### Robbie Leighton



## Rules of the Road

Here are three questions to start off my article.

- A. You are out sailing on Vessel A, and you see a seaplane (Vessel B) that is heading directly towards you, and it appears to be landing. Who is the stand on vessel?



Believe it or not, but a seaplane is a vessel under the Rule. See USCG Navigation Rule 3 (e) if you don't believe me. Ok, let's get realistic. I have not seen a mine sweeper, submarine, or seaplane on Lake Michigan. I have seen a submarine in Jacksonville and a seaplane landing in Miami, but that's another story for a future article.

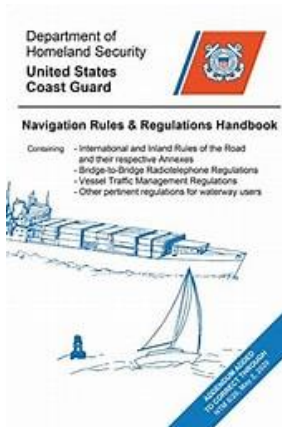
- B. You just left the harbor on sailing Vessel A with the motor on and just got your sails up. You look directly ahead and see another vessel, Vessel B, heading directly towards you with its motor on, what should you do?



- C. You are on vessel A sailing on a starboard tack (the wind is flowing over your starboard side) with a heading of 090 degrees magnetic. The other vessel is sailing windward to you and close to you on a magnetic heading of 090 degrees. Who is the give way vessel and who is the stand on vessel?



The answers are hidden somewhere in this issue!



The navigation rules we follow on Lake Michigan are contained in the Department of Homeland Security, USCG Navigation Rules and Regulations Handbook which covers International and Inland Rules of the Road, Bridge to Bridge Radiotelephone Regulations, Vessel Traffic Management Regulations, and other pertinent regulations for waterway users. There are also state specific boating regulations and harbor regulations as well. There are 38 rules covering 190 pages of text in the Handbook. It seems overwhelming at first but just like driving a car. Here are a few rules from the Navigation handbook.

1. The Navigation Rules apply to vessels in all conditions of visibility. The rules are the same at night or in fog, as they are during a bright sunny day.
2. Every vessel must always maintain a proper look-out by sight and hearing at all times. Operator inattention and not having an adequate look out are a leading cause of accidents each year.
3. Every vessel must proceed at a safe speed at all times. Several factors should be considered when determining safe speed, including but not limited to the state of visibility, traffic density, your maneuverability, the state of the wind, current, and seas.
4. One of my favorite rules specifically require that any action taken to avoid collision, if the circumstances allow, will be positive, made in ample time, and in keeping with good seamanship. Remember, if the give way vessel does not take appropriate action to avoid a collision, then it's the stand on vessel responsibility to take immediate action to avoid a collision. Never assume that the other boat knows the rules or paying attention.

There are many resources on the internet regarding the rules of the road. Find your favorite site and enjoy learning more.

#### **USCG Navigation Rule 1 (a):**

**If your boat has a cool fish dragon design,  
You ALWAYS have the right of way**





## Purser's Report

### Hoai Ha



NWSA STATEMENT OF ACTIVITIES			
June 30, 2022			
<b>Beginning Balance</b>			<b>\$5,970.76</b>
<b>Income</b>			
		<b>Amount</b>	<b>Total</b>
Membership		<b>\$335.00</b>	
Ship's Store			
Library			
50/50 Raffle and donation		<b>\$54.00</b>	
Bank Service Fee Credit		<b>\$12.00</b>	
<b>Total Revenue</b>			<b>\$401.00</b>
<b>Expenses</b>			
	<b>Check #</b>	<b>Amount</b>	<b>Total</b>
Hospitality (Asayo Horibe)	1262	<b>\$60.00</b>	
Bank Service Fee		<b>\$12.00</b>	
<b>Total Expense</b>			<b>\$72.00</b>
<b>Increase/(Decrease) in Net Assets</b>			<b>\$329.00</b>
<b>Ending Balance</b>			<b>\$6,299.76</b>



We got to go out sailing with Captain Haude on "Silky Day" and for lunch we had Caribbean Soup. He also explained that the answer to Robbie's question A is: the sailing vessel, Rule 18!



## July 3<sup>rd</sup> 2022 Sail Report

By Marty Holmes

S/V "Mermaid Whim"

"Mermaid Whim" a Hunter 33, motored out of North Point Marina at about 10:30 AM with 3 NWSA members, Marty the skipper, Robbie and Joyce, and 2 guests, Suzanne and Joe. We began at the dock with a short safety briefing. Suzanne and Joe both have considerable sailing experience and were eager to be active crew. Robbie said he was happy to not be in charge and be able to just sit back and enjoy the sail. The weather was very pleasant, in the 80's with a light steady breeze out of the southeast. The forecast was for 5 - 7 knots of wind. It was probably closer to 5. The lake was very flat with waves less than a foot tall. Joyce chose the direction. Since they don't often get south of North Point Marina that was where we headed. Off we sailed toward the Waukegan power plant stacks. Joyce was at the helm initially while Marty and Joe raised the sails. We saw a huge plume of dark smoke over by the Zion landfill. Not sure if it was a controlled burn or not but it was put out in a few minutes. After a short time of sailing slowly, Suzanne noticed some wind ripples in the water a couple hundred yards further out. Once we found a little more wind, we were still going rather slow with the main and jib. We decided to put up the gennaker. Joe helped Marty figure out how to rig it and Robbie pitched in by hauling the spinnaker halyard. Now with the gennaker up and Suzanne taking over the helm we were able to get almost 3 knots. We sailed south opposite the Illinois Beach State Park hotel and then tacked to head north. Snacks were enjoyed on the return trip. Joe took his turn at the helm but couldn't match Suzanne's speed. Was there less wind or was it skill? We'll have to have them out again for a rematch! We returned to the dock by 2 PM as Joyce had another commitment. She tried her hand at docking and would have done better if Marty was clearer with his instructions on which slip to go to. She overshot the slip and had to try again. No one panicked. No one fell in. And the boat and the dock were unscathed. It was a successful ending to a beautiful day on the water.



\*Editor's Note: This is a magnificent write up by Marty with lots of great pictures. But he did not provide any explanation of what the giant smoke cloud is in picture 2. So, I am going to assume it is an explosion caused when Joyce tried to dock and Marty's assessment that the dock was "unscathed" is a bit of an understatement.



## Social Director

**Asayo Horibe**



### Notes from the Social Director

We are well into the sailing season and the club has experienced some fun sails.

Unfortunately, some sails were cancelled due to weather.

Events are still going on and the meetings still have great programs. Thank you, Tom Steider.

Thank you also to Syma for her generous donation to the nosh kitty after winning the 50/50. Also thank you for the treats brought by Dan and Sally and George. I really appreciate the efforts made to add to the social break time. Sorry, I don't know who brought the pound cake... but thank you also.

I hope everyone enjoyed the Lamb Roast backyard picnic and thank you for all the potluck fixings.

Please remember that there will be a memorial event for Rich Kingdon hosted by his family at Busse Woods on August 13th, area # 23 starting at 11am.

The NWSA awards banquet is scheduled this year for Saturday, November 12, 2022, so save the date!

Looking forward to seeing you again and stay safe.

Fair Winds, Asayo

Meanwhile, From our Racing Friends...

Sailing Skippers,

Have you ever considered racing but don't know where to start? Well, CASRA (Chicago Area Sail Racing Association) has a new series just for you. The CASRA Rookie Regatta Series.

It is designed to get those new to racing sailboats an opportunity to try their hand at racing in a more relaxed environment. You will not be racing against "serious racers". You will have easy to follow instructions and courses. You will have a "starting window" to ease tensions at the start. No spinnakers are required or allowed. Just a fun time and opportunity to "hone" some sailing skills.

To add to the fun, we will have dock parties at the various sponsoring yacht clubs following each race. Awards will be handed out and experienced racers will be on hand to answer any questions.

The first race is July 2nd so don't delay. Please read the attached flyer for details. Feel free to reach out to me with any questions.

Dave Dickerson Dave@Dickerson1.com  
Chairman Rookie Regatta Committee CASRA

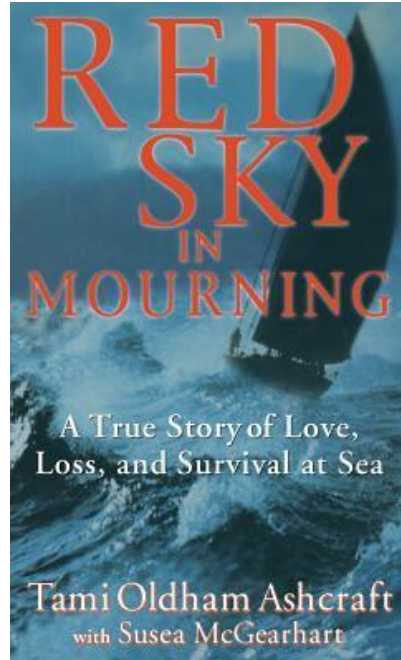
2022 CASRA Rookie Regatta Series (railmeets.com)



**New Rookie Regatta Series for  
Novice Racers**



**Librarian**  
**Gwen Brodeur**

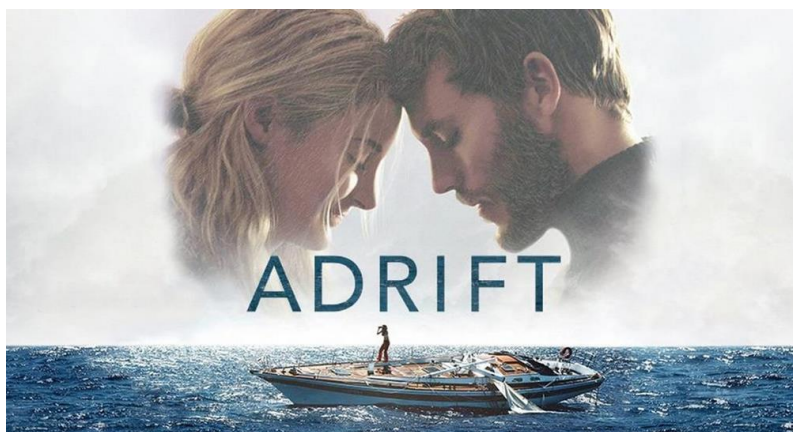


This month, I'd like to highlight the 2002 book called "Red Sky in Mourning" by Tami Oldham Ashcraft. This true-life story tells the tale of Tami's 41-day journey back to safety after encountering a hurricane, which she survived through fortitude and sheer strength of character.

Picture yourself in a tropical climate, sailing out to sea with your fiancé. Life is perfect; you're young and in love. Then picture everything going horribly wrong. You inadvertently sail into a hurricane, you're injured, and you wake up to find that your loved one is gone. Your boat's motor is shot and your masts have disappeared. Utterly alone, you're weeks from dry land. *Red Sky in Mourning* is interspersed with flashbacks to her romance with her fiancé, Richard. This survival story offers an inspiring reminder that even in our darkest moments we are never truly alone.

It can be found in our NWSA library called TinyCat, which you can get to from our homepage.

**PLEASE NOTE:** The 2018 survival drama movie called *Adrift* (produced and directed by Baltasar Kormákur) was based on this book.







## The Ship's Store

### George and Sally Andersson



Ahoy Fellow Sailors,

Do you have a good hat for keeping the sun out of your eyes and off your head?

How about a waterproof whistle to attach to your PFD?

Hopefully you'll never need one, when you need it...

Keeping notes or composing texts and emails is much easier with an NWSA stylus pen.

These items and more are available from your Ship's Store at every NWSA General Meeting.

Also, this month we have an ORIGINAL autographed copy of Robbie's Answer C! It is written on paper made from trees and signed with an official NWSA pen. Offer good while supplies last!

Sally and George Andersson







## Yeoman

### Sally Andersson



Lake Michigan and all bodies of water hold an amazing collection of items lost over the years.

What have you lost?

Please share stories of when, where and what you lost. How do you prevent loss? What did you almost lose? What have you found?

Please submit your stories for future Communiqué articles to:

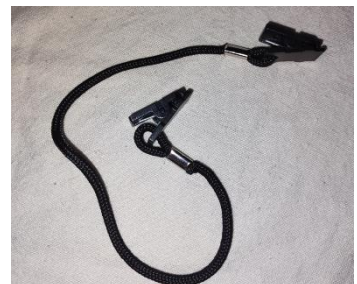
Sally Andersson

[yeoman@nwsail.com](mailto:yeoman@nwsail.com)



Gordon Human: *By the by, we have unearthed a hat-retainer-lanyard thing at the Kenosha sail social on Sat 18th June. Any takers?*

**Editor's note: (Gordon has a British accent, that's why he types that way)**





**And now, double your pleasure with a double sail report!**

### **June 18 sail (Sailstice Weekend) out of Kenosha-report by Robbie Leighton**

Four Boats set sail on June 18 out of Kenosha: **September Song (Sally and George Anderson)** with crew Jeff and Kelly Wilcoxson, and Larry and Linda Gulotta); **Seas The Day** (Bill Seger) and crew Sean Carpenter and David Jacobson; **Silky Day** (Jim Haude)) with crew Dan Jakubisin and Gordon and Hoai Human; and **Caribbean Soul** (Robbie Leighton) with crew John Holt, Bryan Fischer and Roger Mueller, each boat with a full compliment of crew.

A sunny day with NNE winds at 10 kts. The Winthrop NOAA Data Buoy reporting 2 ft seas at 3 seconds (which means an average of 2–4-foot waves and 3 seconds between wave crest to crest). After about 2 hours of sailing, some crew members started feeling a bit under the weather. The skippers chatted with each other. Two skippers decided to head to port while the remaining skippers with healthy crew decided to stay out a bit longer. One skipper gave his crew member QueaseEASE and the crewmember instantly felt better. QueaseEASE, developed by a nurse anesthetist, is a drug free, all-natural product of a unique blend of pure essential oils formulated to calm queasiness associated with motion sickness. It really worked!! (Sounds like a TV promo ad?). It worked so well, the skipper went out and bought several more. It saved the day on one boat. The other boat was not as fortunate. We all have gotten seasick in our sailing life and will do so in the future. Watching what we eat before the sail, staying active sailing the boat during the sail, not going below, watching the horizon, and adding your personal favorite remedy in your sailing bag is a great way to prevent that queasy feeling and may ease the symptoms if they develop. Don't forget to tell the skipper if you're not 100 Percent. The objective of the sail is to have FUN! Who knows? Maybe others are not feeling so great and secretly thanking you for speaking up.

Once on land, everyone felt better and enjoyed a delicious potluck together on the upper deck of the bathhouse overlooking the marina. It will be a sail to remember.

### **June 18 sail out of Chicago-report by Lorraine Klabunde**

Unfortunately, those NE winds and increased waves further down the lake in the Chicago area caused the cancelation of the scheduled sail. Thanks to Larry Makowski for volunteering his boat even though the sail couldn't be undertaken. This author opted for the exhilarating US Sail Grand Prix races in the inner harbor of Monroe St., off Navy Pier. Quite a site and they will return in two years.

#### **The sailing in Kenosha**



#### **Meanwhile, in Chicago**





## Member At Large:

**Donna Prestel**



NWSA is welcome at the Jackson Park Yacht Club. The Commodore (who we all met at Crowley's Yachtapalooza, because we shared a display table with them), told me in person when I was there for a SailGP event, that we are welcome there. Parking on the street at the Yacht Club, it's a serene street in front of LaRabida Children's Hospital.



## NWSA Meeting Pre-Glow at Francesca's Tavola

208 S Arlington Heights Rd, Arlington Heights

I'll arrive 4:30-5 pm. Separate checks!

Monday July 18, 2022. BE THERE! :)

Donna

Details: Happy Hour is 4-6 pm. Reduced prices end at 6, and it's automatically charged regular price at 6:01 pm, he can't override it. So, I always order about 5-5:30 pm, then enjoy what I've ordered and relax until I must leave for our meeting.



## And Now, Double the Double Sail Reports!

### July 2 sail out of Chicago-report

by Larry Makowski

On Saturday, July 2, three sailors celebrated the start of the Fourth of July weekend by setting sail from Monroe St. Harbor on the Sea Hawk. Lorraine Klabunde, Donna Prestel, and Larry Makowski, captain of said **Sea Hawk**, sailed out of Monroe expecting steady 10 mile an hour winds out of the east. Sailing conditions were good for a while until the winds turned light and variable. The experienced sailors were no match for the shifting winds and confused seas. We had to motor back. A bummer. Dinner was at Freddy's, a Bridgeport restaurant on 31st street west of Sox Park. The food was great with great value for your pocketbook. A good time was held by all despite the uncooperative wind.

### 02 July sail out of Kenosha, WI

Report by Bill Seger

**Wind N NE light 5-10 Knots** Eleven NWSA sailors gathered at Southport Marina docks to begin a pleasant Saturday sail. Leaving early on a holiday Saturday proved wise as we had a ten-mile crawl on the tollway due to a traffic accident. Upon arrival in Kenosha, hundreds of area visitors clogged streets on a holiday weekend to shop for goods at the Farmers Market and a carnival in town. The normal Saturday market traffic patterns were reversed which added to the confusion. Captains and crews headed to their respective sailing vessels with Gordon Human and Hoai Ha crewing for Jim Haude aboard **Silky Day**. Joyce Clifford, Pam Pedersen, and Ravi and Vasu Gandhavadi assisted Robbie Leighton aboard **Caribbean Soul**. Bill Seger, and Larry and Linda Gulotta prepared **Seas the Day** for departure and exited the harbor after completing our safety procedures. The winds were light and pleasantly cool under milky skies and the seas were one foot or less. Robbie informed us via vhf radio that there was more wind further out and he was right. Under full sail we headed East and increased our speed to about five knots. Approximately eight nautical miles later, captain and crew decided to tack back to terra firma. Nearer land we struck sail and found ourselves running alongside Caribbean Soul to the harbor entrance. Successfully berthed and closed-up for the night we strolled over to the upper deck to find Robbie grilling hamburgers and hot dogs complemented with salads, side dishes, and homemade cookies. From our vantage point we watched a dingy parade that was pelted by water balloons from A dock. This captain felt it was a near perfect day on the water with good weather, good fun, and good company!



# Two men given jail sentence for sailing drunk on River Liffey

<https://www.rte.ie/news/courts/2020/0130/1112024-sailing-boat-charge/>

tv report

[https://old.reddit.com/r/sailing/comments/vov4om/arrested\\_for\\_being\\_dd\\_and\\_blocking\\_a\\_shipping\\_lane/](https://old.reddit.com/r/sailing/comments/vov4om/arrested_for_being_dd_and_blocking_a_shipping_lane/)



**One guess about which one stripped down**

Two men who sailed a boat along the River Liffey and into a shipping lane while drunk have been sentenced to three months in jail, with one month suspended.

The captain Brian Stacey from Derry Drive in Crumlin in Dublin insisted it was his "God given right" to sail on the River Liffey while his friend, Ronan Stephens from Captains Road in Crumlin, stripped off on the quays when the RNLI and the gardaí got them to shore.

The men were convicted of careless and drunk sailing and a breach of the peace under Maritime Law but have been released pending an appeal to a higher court.

They went for "an early morning cruise" on the Liffey on 1 June 2017, sailing the 26ft pleasure craft into a shipping lane, at 6am.

They refused to get out of it for either the RNLI or the Harbour Master.

This delayed the arrival of a 4,000-tonne cruise liner.

## **In Memoriam**

With a heavy heart and all our admiration, we take a moment to report

Richard Kuentler's wife, Janet, died, July 4, 2022.

Our condolences go out to Richard, and his family. Richard has been a long-time respected member of the Northwest Sailing Association.

Dale Bennet was killed in a man-overboard accident on the Atlantic Ocean on May 12, 2022.

Our condolences go out to his wife Sharon, and his family. Dale was a respected member of the Northwest Sailing Association as well.

Our membership will always be our greatest treasure.

## Excited To Join?

Fill out the form with a check made payable to NWSA, and mail it or bring it with you to the next meeting!



**Membership Application**  
Membership open to those 18 years old and older  
Northwest Sailing Association  
P.O. Box 921, Arlington Heights, IL 60006

Date: \_\_\_\_\_

Name: \_\_\_\_\_

Name for Badge: (if different): \_\_\_\_\_

Partner's Name: \_\_\_\_\_

Name for Badge: (if different): \_\_\_\_\_

Mailing Address: \_\_\_\_\_

City / State / Zip: \_\_\_\_\_

Home Phone #: \_\_\_\_\_

Cell Phone #1: \_\_\_\_\_ Cell Phone #2: \_\_\_\_\_

Email Address: \_\_\_\_\_

Partner's Email Address: \_\_\_\_\_

Membership: (Circle one)    Single (\$40.00)    or    Family (\$50.00)

Referred by (New Members Only) \_\_\_\_\_

Do you want to be removed from the online directory (Yes or No)

Rating Scale #1: \_\_\_\_\_ Partner's Rating Scale #2: \_\_\_\_\_

### Crew / Skipper Information / Availability

- |   |                                   |                                   |
|---|-----------------------------------|-----------------------------------|
| <input type="checkbox"/> NWSA Events only | <input type="checkbox"/> Weekends | <input type="checkbox"/> Any Time |
| <input type="checkbox"/> Weeknights       | <input type="checkbox"/> Weekdays |                                   |

### Boat Owners:

Boat Name: \_\_\_\_\_

Boat Length: \_\_\_\_\_

Make: \_\_\_\_\_ Moored? \_\_\_\_\_ Trailered? \_\_\_\_\_

If moored, which harbor? \_\_\_\_\_ Slip Number: \_\_\_\_\_

If trailered, will you bring your boat to a club sailing event? Yes or No



### RATING SCALE

1. I have no sailing experience, but I want to learn.
2. I'm learning knots, parts of a sailboat, and the points of sail as well as helm a sailboat with supervision.
3. I can handle halyards, sheets, winches, cleat lines, and tie basic knots-stopper, square, clove hitch and bowline.
4. I can trim sails, I know "Boating Rights of Way" and when/how to make a mayday call on VHF radio.
5. I can help in/out of slip or secure on/off mooring lines and set/weigh anchor.
6. I can helm, tack, jibe, heave to, reef sails and give instructions to crew.
7. I can helm a MOB person overboard recovery.
8. I can read and understand nautical charts and sail by compass, plot and record course using speed, time and heading with standardized notation.
9. I'm competent in heavy weather sailing and night sailing
10. I can operate various marine electronics and engines and I'm experienced in all aspects of sailing solo.