

Join us for our General Meeting on Monday June 20 at 7pm!

Arlington Heights Historical Society



# THE COMMUNIQUE



*Monthly Newsletter of the NorthWest Sailing Association*

June 2022

Our sailing season is now in full swing! The ships of Kenosha have “broken the ice” and voyaged into the arctic waters of Lake Michigan, reclaiming it for our club! Learn the exciting\* details in our sail write-ups below in this issue!

Weekend after weekend we will have our sails, Chicago will have races, and Captains are looking for crew to take out their own boats! Short of Covid (like yours truly), there’s no reason to not get out there and enjoy the Lake in the summer! Let us know what you’re doing, where you’re going, and share it for posterity with pictures!

**Below, the Caribbean Soul, her Captain, First Mate, Crew and Guest took a relaxing cruise on our Kenosha sail!**



\*Editor’s Note: “Exciting details” may mean exaggerated, embellished, or just plain fictional



**Commodore  
Wayne Smith**



Club Members,

There are big things on the Horizon for the club! Your Board has been doing a lot of work for you behind the scenes to make things easier for members. The work on the new NWSA website is ongoing, and a sub-committee is currently working to make it as user-friendly as possible before it's launched to the entire club as a demo.

There has been some change in board positions since the beginning of the year, and I see it as a positive change and the new members will be a great asset to the Board and the club.

We are now into our sailing season, and I want to thank everybody that has stepped up! First of all, I'd like to thank the Captains who volunteer the use of their boats for the club. I would also like to thank the Cruise Captains who put together the sails and assign members to boats. I would like to thank the Board Members that make everything happen behind the scenes to make it easy for new members to sign up for sails and to attend meetings. But the most important piece to the puzzle are the members of the club. Without the members, the club would not exist, and without your input, the club cannot improve.

It's great to see everybody back at regular meetings again. I know socializing is a huge part of the club, and it's nice to be able to do that again. Hopefully, the weather will cooperate this year and allow for many, many sails. If there is anything I can do for you, feel free to contact me and I will do my best to get back to you. I look forward to seeing everybody at the upcoming meeting in June!!

Wayne Smith

Commodore



## Vice Commodore Tom Steider



### Ahoy June Club Members!

Last month Todd Basch, Loft and Service Manager for Quantum Sails, gave an excellent overview about sails. Todd provided best practices in caring for your sails and discussed new technology in the development and composition of sails. We had a very engaging discussion. The group had many general questions about sails and discussed specific issues they were experiencing with their own sails. For more information on sails, visit Quantum sails Chicago website at <https://www.quantumsails.com/en/lofts/chicago>.

Our presenter this month will be Dylan Hoffmann, Curator of the Chicago Maritime Museum. Dylan will be speaking about the Chicago Maritime history and sharing interesting finds in the Chicago Great Lakes area. Dylan is featured in many articles in the attached Chicago Museum newsletter.

[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..)

We look forward to a very informative and interesting presentation on our local maritime history.

See everyone on Monday June 20<sup>th</sup>.

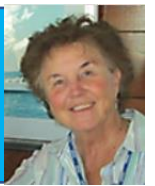
Tom

*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.*





## Fleet Captain: Lorraine Klabunde



As I write this report on June 10, we have had only one sail, originally scheduled for **May 21**. Due to weather conditions, the date of the sail was changed to Sunday, May 22, and our initial retinue of three skippers and eleven crew members was reduced to two skippers and five crew members out of Kenosha's Southport Marina (write-up of the sail below.) Everyone's adaptability in rescheduling this event was greatly appreciated.

The **June 11** sail was originally scheduled as an all harbor sail but launching and technical issues( skippers understand-generator problems, electrical problems, etc.) with boats in the Chicago area limited this sail to the northern harbors(write-up elsewhere in Communique,) **June 18** (Sailstice weekend) will have sails out of both Chicago and the northern harbors and our currently vigorous booking will offer a great occasion to "sail locally and celebrate globally" both Sailstice weekend and the joy, exhilaration and beauty found out on the water in our sailing adventures (write-up on this sail in the July Communique.)

**New skippers and crew** are joining our sailing ranks for our June sails and so AHOY to **Kurt Hermann (Sue Nakazawa)** and his Island Packet 40, *Odyssey*, out of Winthrop Harbor (North Point) and crew members **Bryan Fischer, Roger Mueller, and John and Sue Holt**.

Although the **Door County sail (July 28-31)** and **Long-Distance sail to Port Washington (Aug.26-28)** are weeks away, both of these events require planning for hotel reservations, possible dinner reservation, and potential slip confirmations. So, if you're interested, please sign up as soon as possible.

Although the overall **NWSA Events Schedule** is shown on the Home Page of the website and in the Communique, the actual **online sign-ups** are affixed as three separate postings throughout the summer. The next round of postings will be for sails July 16 through August 19-21.

A new addition to our schedule is the MEMORIAL SAIL out of Kenosha on June25. Asayo Horibe, cruise captain for this sail and our social director, has a separate write-up for this sail. Check it out. AND... check out the other exciting sails and social events scheduled for the remainder of the season. If you're a new crew or skipper or if you've been a member of the club, stationed on the side lines, and haven't come out recently for a sail, join us. There's always something new to learn or members to meet or socializing after the sail.

As the season begins, I just want to thank everyone in advance for volunteering their boats, time, and cooperation in promoting our shared interest in sailing and, of course socializing and fun. As ever, here's to fair winds, following seas, and pink skies at night...Lorraine Klabunde, Fleet Captain

## Write-ups for NWSA sails July 16-Aug. 21

**July 16-Waukegan sail**-Most southern of the northern harbors of Illinois. Easy access for trailer boats and convenient slips for larger boats. Train access to harbor for those not interested in driving to the harbor. Park area for picnic afterwards.

**July 23-Mackinac Island race send-off Chicago sail**-the start of the Chicago to Mackinac race is a fabulous sight that can be viewed on the water at the Chicago lakefront. An historic yacht race covering Over 300 miles with 200-300 boats entered, the start is an exhilarating experience. If you have time, visit yachts at Monroe St harbor the day before and enjoy the opportunity to talk to crew and share their experiences.

**July 28-31-Door County excursion and sail**-Four days of relaxation, sailing, dining, and getting to know our fellow members of NWSA. Forward planning is important. Potential skippers and crew need to make a reservation and skippers may need crew for the sail; trailer sailors may need crew for the drive up and return. Sailboat rental may also be an option if NWSA skippers are unavailable. Door County is a special destination with plentiful activities. Call Asayo Horibe with any questions.

**July 30-Lake Mendota trailer sail**-Although the sail is listed for Sat., July 30, in the past, the trailer boats generally arrive on Friday and stay through Sunday allowing more than one day of sailing. Lake Mendota is in Madison, WI, near the UofW campus and is a scenic and relaxing outing.

**Aug. 6-North Point (Winthrop Harbor) sail**-Located at the Illinois-Wisconsin border, North Point offers more exciting north shore sailing. In past years, boats from North Point have met up with other northern skippers and crew after the sail to enjoy the Venetian night parade and fireworks-a yearly highlight of Winthrop Harbor.

**Aug. 13- Family picnic at Busse Woods**-A memorial celebration for Rich Kingdon, a longtime member of NWSA who passed away earlier this year. Rich was extraordinarily magnanimous in offering to teach and sail with members of NWSA in his 28' O'Day, "Impetuous," out of Montrose Harbor in Chicago. Sailing and boating were his milieu and generosity informed his character. In the early days of NWSA, Busse Woods was a frequent gathering spot for members. Small sailboats can be accommodated, and rowboat rentals are available. Come enjoy both the celebration and the fun opportunity to meet members of NWSA-and bring your family.

**Aug. 14- Kenosha/Racine meet-up-Sunday sail**- Details yet to be determined based on sign-up of skippers.

**Aug. 19 and 20-Chicago Air and Water Show**-One of the biggest events on the Chicago lakefront, the air and water show is back in full display after the disruptions of Covid. A shorter "practice" show is presented on Friday, but the full event takes place on Saturday and Sunday. The boat action is off North Ave. beach but the action in the sky can be seen from Oak St. to Montrose Harbor. Joining the many aerial events, the U.S. Navy Blue Angels will be returning to thrill the audience on land and on the water.



**Sailing advice:** When food is being brought to a sailing event, ensure it is stored properly or you may attract raccoons, birds, bugs, or hobo sailors. These pests are very difficult to get off your boat once they have gotten aboard.





## Purser's Report

Hoai Ha



NWSA STATEMENT OF ACTIVITIES			
May 31, 2022			
Beginning Balance			\$5,567.76
Income			
		Amount	Total
Membership		\$650.00	
Ship's Store		\$17.00	
Library		\$30.00	
50/50 Raffle and donation		\$20.00	
Bank Service Credit Fee		\$12.00	
Total Revenue			\$729.00
Expenses			
	Check #	Amount	Total
Monthly Bank Fee		\$12.00	
Illos Nfp Annual Rpt		\$14.00	
AHHM Room Rental 3 months		\$300.00	
Total Expense			\$326.00
Increase/(Decrease) in Net Assets			\$403.00
Ending Balance			\$5,970.76

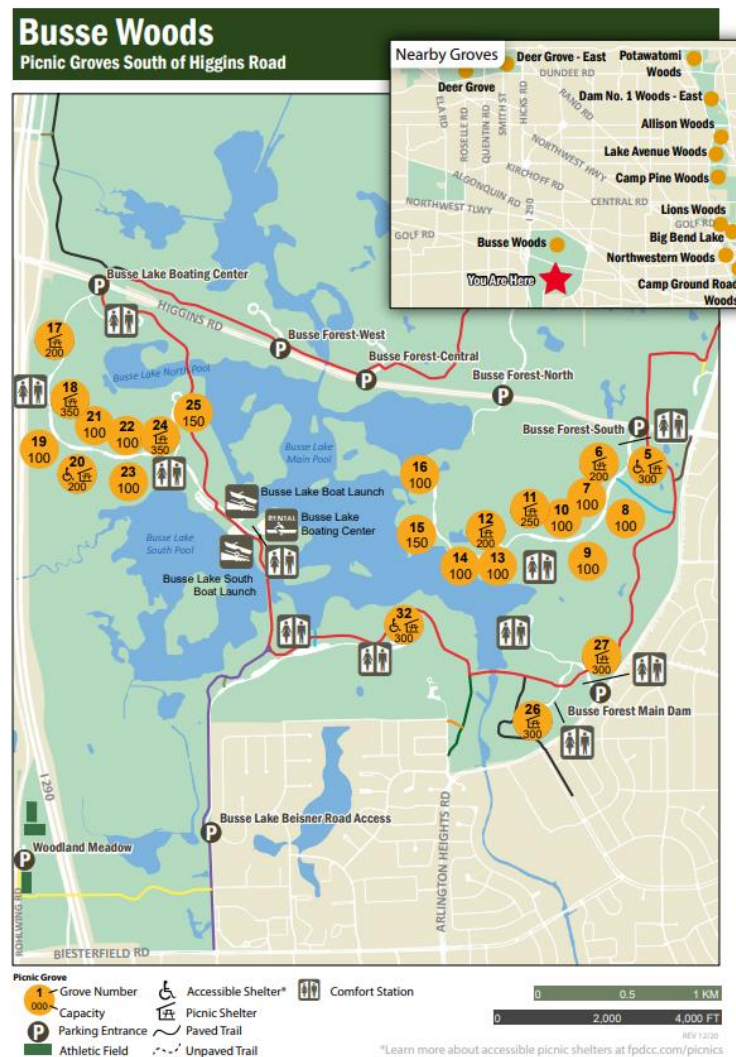
## *An Important Message from Our Special Guest Laura Henry*

Hello NWSA, hope you've been enjoying the sailing season so far!

We would like to invite you all to a Life Celebration for our Dad, Rich Kingdon on Saturday, August 13<sup>th</sup> from 11am to 3pm (or longer!) at Busse Woods Picnic Grove 23. This picnic grove is on the north side of the lake; there is a launch on the east side of the lake if you want to bring a sailboat! There should be plenty of picnic tables, but I am bringing my own camp chairs as this celebration is for both family and friends and you may want to as well. We will have snacks, plenty of food and water/drinks and there will be pictures and mementos of Dad, his boats and YOU!

You NWSA members were very important to our Dad and we would love to celebrate your years long contribution to his life. We chose Busse Woods for his Life Celebration because we remember so many happy Father's Days there 😊 We hope to see you at Busse Woods on Saturday, August 13<sup>th</sup>!

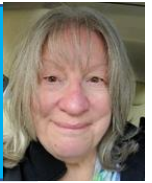
**\*\*The Below map will be available on our website!**





## Member At Large:

**Donna Prestel**



At our last meeting I shared some information for Friends of the Chicago Harbor Lighthouse. Below is the flyer information for you all to look at and get involved with this fantastic group!



### FRIENDS *of the* CHICAGO HARBOR LIGHTHOUSE

#### **PRESERVE** ★

We endeavor to preserve the lighthouse for future generations by maintaining its integrity and mitigating further deterioration. With a pragmatic approach; learn its history, understand its current ownership, learn the avenues to take to meet requirements, consult with knowledge experts, create a plan and focus on priorities related to its current use as a navigation aid where occupancy of the structure is limited to periodic maintenance and protecting the remaining original historic fabric present at the site.

#### **RESTORE** ★

Our plan, in accordance with The Secretary of Interior Standards for the Treatment of Historic Properties, is to restore the lighthouse as a memorial beacon of our past and present. Returning it to its original building, removal of abandoned and obsolete equipment, restoration of interior finished areas, and modifications that would allow for public access.

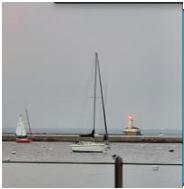


#### **CELEBRATE**

With a goal to celebrate its future, the lighthouse will continue to be used as a nautical navigation aid while supporting public access serving as an interpretive exhibit illustrating Chicago's maritime history and the broader history of the Great Lakes.







## Member At Large:

**Donna Prestel**



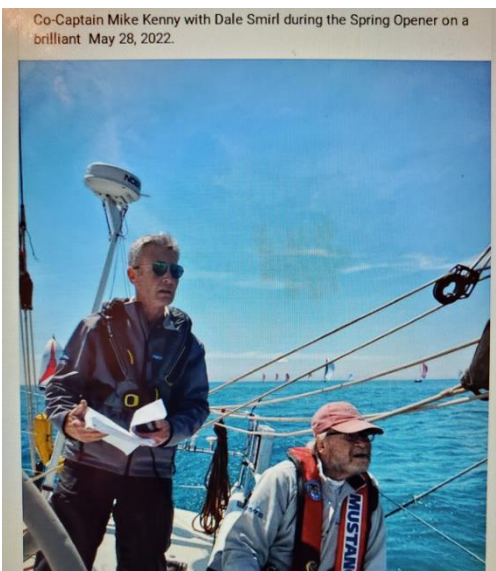
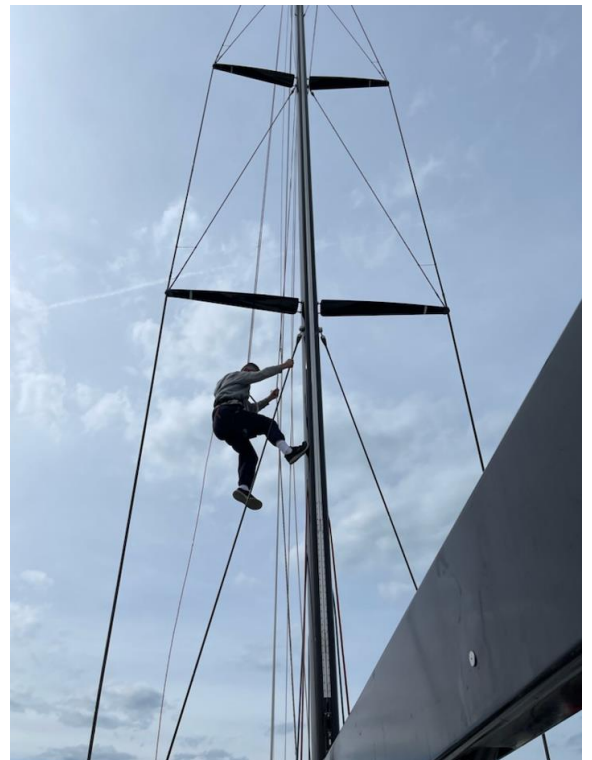
But wait, there's MORE!

Hello,

I visited Defiance, a racing boat where Mike Kenny, NWSA Commodore in 2005 and 2006 is co-captain.

He sent me to NWSA about 3 years ago. Many club members know him, so I want to show 2 photos and identify him for the group. 100-foot mast!

Best, and cheers!



Co-Captain Mike Kenny with Dale Smirl during the Spring Opener on a brilliant May 28, 2022.



## The Ship's Store

### George and Sally Andersson



Ahoy Fellow Sailors,

Your Ship's Store has wonderful items for the start of our 2022 sailing season.

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.

Sally and George Andersson





## **The Ship's Store**

### **George and Sally Andersson**



Hey, we are going to be like Donna and talk some more too!

## **Debbie Garrity's 2022 River Run on "Bridget" (26' Cape Dory)**

**Saturday June 5th, 2022**

Debbie Garrity with crew members George Andersson and Chris took "Bridget" from her storage on the South Branch of the Chicago River near Chinatown to her star dock in Montrose Harbor.

See Jason's stupid montage on the next page!

**Pic. # 1 "Bridget" at the dock on the river.**

**Pic. # 2,3, & 4** There are many sights on the river, a whole new perspective. Notice the different types of lift bridges along the way.

**Pic. 5 & 6** Motoring through downtown, with our mast strapped to the deck we didn't need to wait for the bridges to lift. There was a lot of traffic on the river with tour boats, sailboats, power boats and kayaks, there is a lot to pay attention to.

**Pic. 7 & 8** Entering the lock to move to the lake was a little chaotic, everyone rushing in for a spot, the lock was full, and some had to wait for the next passing.

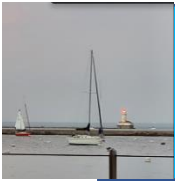
**Pic. 9** Finally out on the lake turning north passing Navy Pier toward Montrose Harbor and "Bridget's" summer home.

Submitted by George, thank you Debbie for inviting me!









**Member At Large:**

**Donna Prestel**

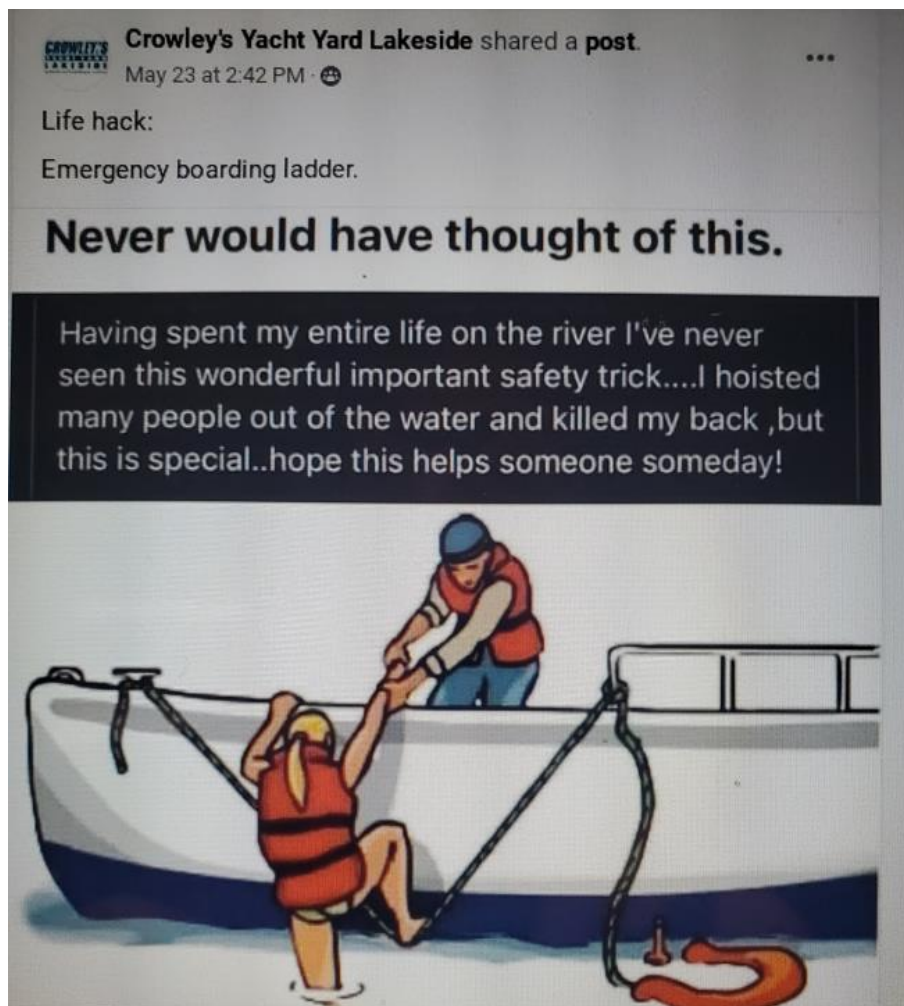


Oh Yeah, well here I am again!!!

This was initially on GB from Crowley's and reposted in Chicago Sailors.

I think it's an important hack, might help someone, someday

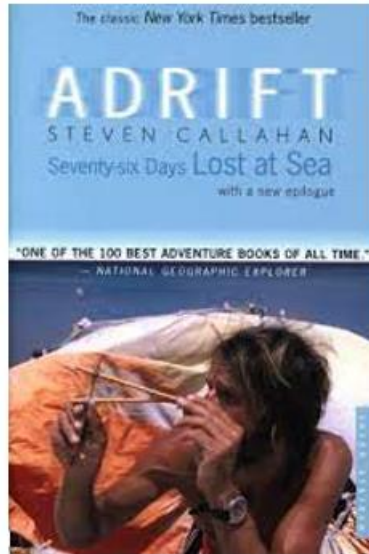
For additional help, you can put one end of the rope on a winch to help pull them up like an aquatic elevator!





## Librarian

### Gwen Brodeur



I'd like to highlight one of the books in our library this month called "Adrift – Seventy-six Days Lost at Sea" by Steven Callahan. This true-life story tells the tale of the author's survival alone in a life raft in the Atlantic Ocean, which lasted 76 days back in 1986.

While sailing near the Canary Islands, Callahan's vessel was badly holed by an unknown object during a night storm, and became swamped, although it did not sink right away, due to the watertight compartments Callahan had designed into the boat. Unable to stay aboard the *Napoleon Solo* as it filled with water and was overwhelmed by breaking seas, Callahan escaped into a six-person inflatable life raft, measuring about six feet across. He took with him a piece of cushion, a sleeping bag, and an emergency kit (containing food, navigation charts, a spear gun, flares, a flashlight, solar stills for producing drinking water, and a copy of *Sea Survival* - a survival manual).

After exhausting the meager food supplies, he had salvaged from the sinking sloop, Callahan survived by "learning to live like an aquatic caveman". He ate primarily mahi-mahi as well as triggerfish, which he speared, along with flying fish, barnacles, and birds that he captured. He collected drinking water from two solar stills and various other improvised devices for collecting rainwater, which together produced on average just over a pint of water per day. [\[4\]](#)

During the ordeal, Callahan faced sharks, raft punctures, equipment deterioration, physical deterioration, and mental stress. This story shares the story of courage and determination over the course of 1,800 nautical miles across the ocean before his dramatic rescue from the sea.

**PLEASE NOTE:** The 2018 survival drama movie called *Adrift* (a film produced and directed by Baltasar Kormákur) is different. **This film was based on the 2002 book *Red Sky at Mourning* by Tami Ashcraft** and is also based on true life events. Look for this article next month.



**Social Director**

**Asayo Horibe**



### Notes from the social director

Our sailing season has started, and we are having in person meetings again.

It's difficult for me to access the website since I don't have computer transmission all the time. When I am cruise captain, please call me to sign up for a sail or sign up on the hard copy sign-up sheet at the meeting. During the summer meetings at the historical society, one time we should have an ice cream social so we can "socialize". I'll bring the sprinkles and chocolate syrup.

Please don't forget that the memorial service for Rich Kingdon will be on August 13, 2022, at Busses Woods. Small Trailer boats can sail, or rentals are available. More information will be forthcoming.

Our sails are organized by each cruise captain and after sail gatherings will be set up by the cruise captain. It may be a pizza party, BBQ, or dinner at a restaurant. Attendance is encouraged but also optional.

Door County sail us a four-day event and reservations for lodging and slips should be made early. The dates are Thursday, July 28 to Sunday, July 31st.

Information on sailing protocol and equipment needed is in the club directory.

Information on the Lamb Roast will be available at the June meeting.

Looking forward to seeing you at the June meeting and in Kenosha on June 25th.

Fair winds, Asayo,

Social Director



## Technology

### Joyce Clifford



My first Departure & Return to Dock this season (I docked in previous years but skipped docking last season so I'm a bit rusty.)

First, we reviewed the weather, direction of the wind, the strength of the wind and effect on the boat.

Next, the actual departure and docking procedures, the lines we were going to use, how we were going to deploy them, & the responsibilities of each crew member.

Next, we discussed if something went wrong, what were the adjustments to our assignments.

And one last thought, we confirmed we had ample vodka or rum on board for the instructor once the docking lesson was concluded.

All lines were released with the exception of the bow line and the stern line. The bow crew member who was already on board, held the bow line on the back-end horn of the cleat. I gave the order to depart. The stern crew member released the stern and stepped on board. I put the boat in reverse and gave the engine increased thrust while the rudder was centered, to provide flow of water to the rudder and obtaining control of the boat. While in reverse, the bow line slid off the cleat & was retrieved onboard.

I slowly departed in reverse. Once I was about  $\frac{1}{2}$  way out of the slip, I turned in the appropriate direction to gradually place us into the middle of the Fairway. Now switching to the Forward gear, we went over to the Fuel dock to practice docking. While waiting for a spot at the fuel dock, we practiced turning the boat in circles to get a feel for how tight of a turn the boat could make. Since they were busy for quite some time, we returned to our slip. As I slowly approached our slip, I gradually turned and aimed for a spot about a  $\frac{1}{3}$  of the way up the dock. My goal was to have the beam part of the boat (widest part of the boat) be as close as possible to the dock. My priority was to secure the spring line using a docking stick to the dock cleat. Once that line was secured, and we were next to the dock, another crew member stepped off the boat to secure the mid-ship spring line. We then secured the stern line and the bow lines.

I was proud of my first dock. I know more practice will make me feel more secure in my departure and docking skills. I realize each boat may have different docking procedures due to the size & type of boat, whether it's a bow in port side, or bow in starboard side dock, & the wind conditions.

My 4 take-aways are:

- 1) have a departure and docking plan that's communicated with the entire crew,
- 2) appreciate the wind conditions and the impact on the departure and docking procedures,
- 3) go as slow as possible while maintaining control of the boat
- 4) prior to departing in reverse, center the rudder to get flow of water past the rudder.

This is my personal entry to encourage other women to actively participate at the helm including Docking & Departures.



## NWSA Sail Write up Kenosha "Reschedule" Sail May 21, 2022

Written by David Jacobson and Hijacked (edited) by Jason Taylor

Saturday May 21, 2022's, scheduled NWSA sail became a washout due to "bad weather" concerns developing over the few days prior to the scheduled sail. However, the idea of shifting the Saturday sail to a Sunday sail was thought to be a good idea; with just about everyone scheduled for the Saturday sail able to make the Sunday sail a viable option.

Sunday May 22's Day of sailing out of Kenosha Harbor turned out to be a "mildly to rather chilly" day of sailing, depending on one's personal advance knowledge/preparation for the day. **Temp was 58-60 degrees and sunny\***

The day dawned bright and clear, even with plenty of brisk to strong wind depending on the location as well as time of day.

"Silky Day" plus "Caribbean Soul" both departed Kenosha Harbor around the same time, with plenty of wind at the onset for a rousing day of activity.

Indeed "Silky Day" piloted by her owner Jim Haude and crewed by David Jacobsen and Sean Carpenter; was first to exit the harbor, raise the sails, shutting off the diesel engine, followed by sailing E, then NE out of Kenosha Harbor on a port tack. **It doesn't matter who gets out first, it's not a race! – Captain Robbie**

Subsequently "Caribbean Soul" piloted by her owner Robbie Leighton and crewed by First Mate Joyce Clifford, Jason Taylor, Bryan Fischer, and guest Captain Tom; followed a short period of time later, sailing more to the East from the shore into Lake Michigan than "Silky Day." **My crew was larger, cause people actually like me. -Captain Robbie**

The NW wind frequently changed in its' intensity throughout the afternoon's sail; at times being incredibly stiff, then backing off, changing directions a bit; followed by an interestingly "becalmed" experience in the middle of Lake Michigan.

The becalmed experience was quite interesting, as though we were in a bubble of "more dense air" with the periphery less dense as well as quite stiff in strength; necessitating our Skipper Jim Haude restart "Silky Day's" diesel after about 5-10 minutes to power out of the "doldrum" of becalmed air.

The nearly complete lull in the wind's strength was quite remarkable, with "Silky Day's" wind vain on her masthead simply bouncing around without indicating any real wind direction.

Au contraire, at its' strongest the NW wind brought "Silky Day's" heel to about 45 degrees, necessitating a bit more reefing of both the mainsail as well as Genoa for increased safety.

Periodically we heard the Channel 16 to 72 radios' Skippers' discussions tied to our different vessels' locations, while attempting to sail a bit more closely with each other.

Skipper Jim Haude's telephone app quite interestingly showed "Caribbean Soul" almost due E off Kenosha Harbor, with "Silky Day" to the NE during the entire afternoon.

Returning to Kenosha Harbor on "Silky Day" was also assisted "for the most part" by her diesel, as the wind was quite WNW at the time.

The post-sail shared meal was well-received by everyone, with no one going away hungry!

"A good time was had by all" aptly describes the afternoon sail; although I'd personally add the fact, I've never felt so comfortable on a rather chilly day previously, simply because I wore my long underwear plus a winter coat, plus stocking hat!

Amazing! Especially for Sunday, May 22, 2022!

Sincerely,

David (David Russell Jacobson)

**The Crew of Caribbean Soul enjoying the sail**

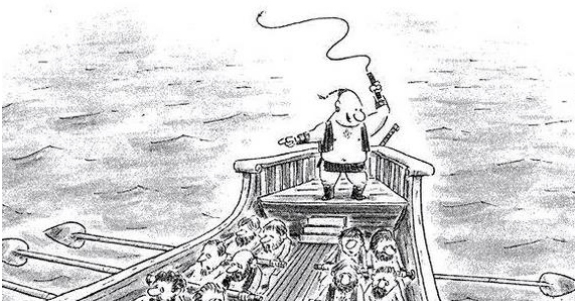


**Caribbean Soul's Captain enjoying the sail**



**As no photos were taken, this is an artist's rendition of Silky Day's Captain and Crew**

**– Submitted by Captain Robbie**



## NWSA Sail Write up of Sail June 11, 2022

Written by Joyce Clifford

It was a beautiful cool Saturday afternoon for Silky Day, Odyssey, & Caribbean Soul to set sail with their crews.

Silky Day with Captain Jim Haude's 35' O'Day out of Southport marina in Kenosha, had a crew of Bryan Fischer (new member), & Larry Libauer.

Odyssey with Skipper Kurt Hermann & Sue Nakazawa's 40' Island Packet out of NorthPoint marina in Winthrop Harbor had a crew of Chris Verges (new member), & Jeff & Kelly Wilcoxson from Indiana.

Caribbean Soul with Skipper Robbie Leighton & Joyce Clifford's 36' Catalina out of Southport marina in Kenosha had a crew of Ravi & Vasu Gandhavadi (new members joined last September), & John & Sue Holt (new members).

Both Odyssey and Silky Day sailed easterly about 5-10 miles off the Wisconsin coast while Caribbean Soul practiced Man Overboard Drills prior to setting sail. Once Caribbean Soul was underway to catch up with Silk Day and Odyssey, a PAN-PAN message was received by the US Coast Guard that a kayak approximately 2 miles off the Kenosha harbor was taking on water. The Coast Guard requested mariners to keep a look out for a gray kayak taking on water. Silky Day and Odyssey were too far to assist. Since Caribbean Soul was within the immediate area of the vessel in distress, she dropped sails & participated with other vessels in the area, in the search. Eventually the Coast Guard cancelled the PAN-PAN. They were able to assist the disabled watercraft. The Caribbean Soul crew observed the Coast Guard vessel with the kayak & kayaker on board, returning to the Kenosha harbor.

Silky Day and Caribbean Soul finally rendezvoused while Odyssey enjoyed listening to them on the radio using Boat Beacon to locate each other.

After the sail, crews from both Kenosha boats drove down to NorthPoint marina for a Potluck dinner at Winthrop Harbor's beer garden where there was live music. A great time was had by everyone. Bryan is getting known for his Apple pie (& on a previous sail his chocolate rum cake). Deli sandwiches, hot dogs, chips, potato salad, pastries, & more were enjoyed by all. Some even had 2<sup>nd</sup> & 3<sup>rd</sup> helpings.



~~Librarian, Yeoman, Purser~~

**Now I'm Membership!**

**Robbie Leighton**



## Launching Caribbean Soul

**Skipper:** Robbie Leighton

**Crew:** No brave soul available to help on short notice

I watched to weather every day to get the temperature warm enough so I could paint the bottom of Caribbean Soul. Mission accomplished. I was not so lucky with painting the places on the haul where the cradle pads were supporting the haul. I had to wait till it was on the sling. I was scheduled to be launch on Tuesday, April 19<sup>th</sup>. I arrived at the marina only to learn that my launch was being delayed due to boats in the way. The marina had no idea when I would be able to launch and simply said they would call me in a couple of days. I left the marina that day a disappointed skipper. Friday arrives, a cold, rainy day. The marina called and



said I could launch. I grabbed the launching slot. Two boats were going in that day. Mine, and the boat next to me who was also being delayed. I finished painting my haul in the pouring rain. As I was being lowered down into the water, the lift operator noticed something strange on my propeller. It was my NWSA hat. I took it off so I could see the underside of my haul while painting without water running in my face. Well, up we went to retrieve my hat. We settled into the well, checked my thru hauls and stuffing box, turned on the navigation/communication switches and prepared my docking lines. The engine started on the first try and sounded like a purring kitten. My thoughts drifted to would my newly installed steering and engine control cables work? With troubles behind me and rain coming down like cats and dogs, the aft sling was lowered and was given the signal to back out of the well. My bow immediately moved to

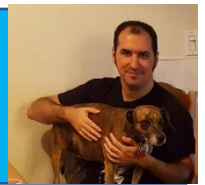
starboard. The lift operator yells to stop. The aft sling was caught on my keel. So back in I go into the well, the operator lowers the sling a little more and away I go. Smooth motoring to my slip. Not quite. I had to pass the land of running aground in front of the fuel dock. Several boats ran aground and took several tries to negotiate the shallow channel. A dredge is scheduled but not in time for my passage. I hugged the starboard side of the channel. My depth meter read 3 feet below keel, then 2 feet, and then 0.8 feet. I told myself I only need 0.1 foot of clearance and its soft mud. I passed this area who claimed several sailboats running aground victorious. The rest of the journey to my slip was uneventful. I was soaked and cold and one happy skipper. Who says you must sail to have an adventure?





## Public Relations

Jason Taylor



Ever since I was a little boy, I would always say “On the weekend when you have to write a 21-page Communique, THAT is when you will catch Covid!”

Seems I was right.

The good news is my symptoms are manageable and I have my emergency plan should I need to be hospitalized. The bad news is... well I have COVID on weekend that was supposed to be busy. Of my seven planned activities this weekend, only one will be completed. Assuming I finish writing this entry.

Instead of my planned activities, Pepper and I will be watching a movie marathon and eating fruit salad. Rodica is off in Romania and probably laughing at me.

I hope you all do enjoy “Sailstice” and the general meeting this Monday.

I will be enjoying “Pirates of the Caribbean” and “Ghost Ship.”



**Social Distancing is no fun....**

## 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.