



Northwest Sailing Association

THE COMMUNIQUE

Monthly Newsletter of the NorthWest Sailing Association

March 2022

Important Dates & Info!

Monday March 21st at 7pm

**General Club Meeting In-Person at
The Arlington Heights Historical Society
110 W Fremont St
Arlington Heights, IL 60004**

Also Available via Zoom

<https://us02web.zoom.us/j/81165798529>

Meeting ID: 811 6579 8529

I Wish I Were Sailing Party

Date: Saturday, April 2, 2022 5-9:30

Location: Southport Marina

Upper Level, Bath House

56th Street

Kenosha Wisconsin



It's gonna thaw, it's gonna thaw, it's gonna thaw...

Happy Vernal Equinox!

The days are going to get longer and longer, and the sun will be out warming the water each day!

It's time to get those boats out of storage, and begin the exciting ritual of spring Commissioning!

**Share your experiences, lessons learned, photos,
and all cries for help with NWSA!**



Commodore
Wayne S.



Happy March, club members,
This year is looking up, and I am excited for the upcoming sailing season. We have a good sailing schedule put together for the season. The “I wish I was sailing” party is planned for less than a month away. The board has some really exciting ideas to make the club better and recruit new members. Yachtapalooza is this month, and it will be one of the best recruiting tools for us. The board members, and club members are actively using our social media pages on Facebook, and Meetup. There is a lot of buzz around the NWSA, and I feel, and I hope that this will be a great sailing season. I would like to thank everyone who makes this club great, and selflessly gives their own time, as that is what makes this club great.

Wayne Smith
Commodore



NWSA had a table set up for this year's Yachtapalooza at Crowley's Yacht Yard

The NWSA's Facebook page was updated by the Commodore with a video introduction and numerous photographs.

The cold and rainy weather welcomed those who dared to brave Chicago's springtime fury!

Come to our live and in-person meeting this Monday (3/21 @ 7pm) to hear the harrowing details!





Vice Commodore
Tom Steider



Ahoy March Club Members!

After having survived another cold Chicago winter, I can't help but reminisce about sailing across the warm waters of Sanibel Island. Last month I completed a sailing course offered through Offshore Sailing School in Captiva Island Florida. Captiva Island is located off the tip of Sannibel Island on the Gulf coast. The course provided me the opportunity to sail in the Gulf and intercoastal waters with dolphins in some of the most beautiful areas of Florida's west coast.

Fast Track® Cruising, the sailing course I took combines a 2-day US Sail basic keel boat certification on a Colgate 26 followed by a 5 day US Sail cruising and bareboat certification on a 43 foot Juneau. This course includes classroom and on- the- water instruction along with certification exams. Most of my sailing experience has been sailing small boats, but this course gave me the confidence to sail larger cruising boats (35 feet and over).

Sailing and navigating the Florida waters brought many new challenges I have not experienced on Lake Michigan. Some of the challenges we had to face were adjusting to changing currents, tides, shoals, and shallow depths. Staying in the channel is critical. Anything over a 5-foot draft and you have a high probability of running aground, so we were constantly monitoring our digital and manual charts, course heading and depth.

I would recommend this course not only for new sailors but also as a 'refresher' for experienced sailors and provide an opportunity to sail in different waters.

Below is the link to Offshore Sailing School. Classes are also offered in St. Petersburg, the Bahamas, Fort Meyers Beach and Cape Coral Marina Village.

<https://www.offshoresailing.com/>



Pictured: Captiva Island, Florida, and the less-popular Captive Island



Purser's Report

Hoai H. (and Gordon)



NWSA STATEMENT OF ACTIVITIES			
February 28, 2022			
Beginning Balance		\$	4,078.90
Income			
	Amount		Total
Membership	\$520.00		
Annual Banquet	\$0.00		
Ship Store	\$10.00		
Membership Directory	\$0.00		
50/50 Raffle and donation	\$0.00		
Garage sale	\$0.00		
	\$0.00		
Total Support & Revenue			\$530.00
Expenses			
	Check #	Amount	Total
Monthly Bank Fee		\$12.00	
Annual Banquet		\$0.00	
Sailing Awards		\$0.00	
Annual Banquet Refund		\$0.00	
Member Repay		\$40.00	
Total Expense			\$52.00
Increase/(Decrease) in Net Assets			\$478.00
Ending Balance		\$	4,556.90

Pictured: A rare image of the Purser as the Membership Dues come pouring in!





Fleet Captain: Lorraine K.



On February 28, sixteen skippers of NWSA met in person and on Zoom to discuss our upcoming sailing/social season beginning May 21. Our efforts produced a more expanded series of sails and social events that have been limited in the last few years due to Covid.

Our sails will begin earlier than usual with a North Harbors sail on May 21. Some of the sails are listed as "All Harbors" which means that the departure point(s) will be based on skipper and crew sign-up. There will be multiple sails/events on a given weekend so that while a social event may be planned for one day, a sail may take place on the following day.

Each of the sails will have a write-up in the Communique and online a month prior to the events, so further details will be provided at that time. This is a proposed schedule and will be discussed at the in-person General Membership meeting on March 21, so any comments/questions/suggestions you have can be considered at that time and before a final schedule is completed.

I strongly urge Cruise Captains and crew to sign up as early as possible to better facilitate the sails and the "afterwards" events. Thanks to everyone who participated in the meeting on the 28th. We had a lively discussion and input from our skippers. One thing for sure, everyone is looking forward to a great season ahead.

Lorraine Klabunde, Fleet Captain



The annual skippers meeting is held under the cover of darkness at an undisclosed location on neutral territory.

Real names are not used, and all weapons are checked at the door.

A successful skipper's meeting results in a proposed schedule, a new record in drinks, and a lack of fatal duels.

The Proposed Schedule is Below!

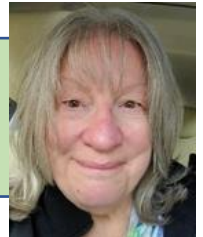
PROPOSED 2022 NWSA EVENTS SCHEDULE

May 21	North Harbors Sail
June 11	All Harbors Shakedown Sail
June 18	All Harbors -Sailstice Sail Also U.S. Sail Grand Prix off Navy Pier
June 25	Kenosha Memorial Sail
July 2-4	All Harbors – Skippers Choice (date and festivities) For 4 th of July Weekend / choice of departure Time / fireworks
July 9 -SOC	Lamb Roast at Asayo's – Evanston
July 10	Kenosha – Sunday sail
July 16-SOC	Waukegan/ BBQ afterwards
July 23	Mackinac Island race send-off Chicago North Harbors sail
July 28-31	Door County / Lake Mendota trailer sail
Aug 6-SOC	North Point – Venetian celebration
Aug 13	Kenosha / Racine Meet-up
Aug?-SOC	Family Picnic – Busse Woods
Aug 19-21	Chicago Air and Water Show (19 th Practice)
Aug 27	Long Distance sail weekend / All Harbors Sail
Sept 3	OPEN – Labor Day Weekend
Sept 10	Chicago sail
Sept 17-SOC	Kenosha – after sail gathering
Sept 24	North Point / Waukegan
Oct 8	Lake Geneva fall sail



Member At Large:

Donna P.



I'm certain that you are kept up at night with the haunting question, "What DOES the Member at Large for NWSA do for me?"

I'm very glad you asked!

The Member at Large is the liaison between the members and the NWSA Board. My job is to relay concerns a member has to the Board while keeping the identity of the member totally confidential.

Of course, if you don't want your concern to be confidential, I'm happy to be your advocate in the open!

Also please feel free to pass along praise, accolades, and your good feelings about our club! I might share those with the board as well.

Outsider Influence!!!



NEXT WEEK! Starting Monday, March 7th, you can save 15% on early-bird tickets for the [United States Sail Grand Prix | Chicago at Navy Pier](#)! This will be the first public ticket offering to reserve your space as the adrenaline-fueled racing of SailGP comes to Chicago June 18-19, 2022.

From extensive grandstand seating options at Navy Pier to exclusive premium on water "bring your own boat" options, there are options for the entire family this Father's Day Weekend!

[Click Here](#) to sign-up for SailGP newsletters and be the first to know when tickets go on sale. To learn more about SailGP, [Click Here](#).

United States Sail Grand Prix | Chicago at Navy Pier tickets on sale March 7th!

Save 15% on on-shore and on-water tickets
and reserve your space for Father's Day Weekend 2022!



*Editor's Note: Use this working Link -> [Click Here](#)



The Ship's Store

George & Sally A.



There is nothing new to report from the ships store but in the month of March the club is having an in-person meeting, this means we will be open for business so bring your cash!

As shown in last month's communiqué there are items that everyone can use. At this coming meeting we will have a welcome sign up for new members, the idea would be for new members to check –in with us so we make sure they are greeted and made welcome from the time they come in the door.

If you see a new face, make the effort to introduce yourselves!

We all know that it's a bit awkward when you're new.

I was asked by the board to find the source we used for getting the officers burgees and while doing so I got sidetracked and started looking at some of the history and meanings of signal flags. I would like to share this with you. Check out part one on the next page, and look forward to part two next month!

Hope to see you all at the next meeting.

Ship's Store, George and Sally Andersson



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Nautical Flag History: Nautical Flag Meanings & International Signals

The History Behind Nautical Flags

Nautical flags were originally used for communications among comrades during military entanglements. What started as a limited communication system evolved over centuries into a comprehensive, internationally recognized signaling system functional for military and non-military purposes. Recreational vessels also use nautical ship flags as well as code signal flags to identify themselves and to communicate with other ships.

The Originating Uses for Nautical Flags

[Nautical flags](#) are an internationally recognized means of communication from ship to ship while out at sea. Code signal flags can be used alone or in combination with one another to send messages while nautical boating flags share other information about a vessel such as where it is from and its purpose for being on the water.

The Military History of Code Signal Flags

[Code signal flags](#) are used in an internationally understood system comprised of 26 square code-letter flags for each letter of the alphabet (A-Z); there are also ten numeral pennants, one answering pennant, and three repeaters. Code signal color flag combinations are red and white; blue and yellow; blue and white; black and white; and plain red –colors that can easily be seen at sea.

Nautical flags were originally used in ancient military encounters where flags signaled other fleet members to take specific actions. Early flag communications were limited; the primary use was to signal the need for a conference where more detailed instruction could then be provided.

- In the mid-1700s, more elaborate signals were developed during Anglo-Dutch naval wars, which resulted in the Royal Navy's Permanent Fighting Instructions comprising 45 mixed messages using 11 flags.
- In 1738, Mahé de la Bourdonniase, a French officer, developed the first numerical flag code, which served as the basis for later flag-hoist signaling. The numbering system vastly increased the combinations of communications a ship could make to 1,000 using three flags.
- Richard Earl Howe, First Lord of the Admiralty in 1783, contributed by revising the French system to include repeater pennants as well as control flags. These modifications led to the 1799 Signal Book for Ships of War, which broadcasted use of individual flag designs that were used by the Royal Navy through the Napoleonic Wars and War of 1912.
- The system expanded further with Popham's Telegraphic Signals or Marine Vocabulary to include 6,000 phrases and 60,000 words.
- The United States first numerical code system, Instructions, Signals, and Explanations Ordered for the United States Fleet, was published in 1797.
- The first commercial book of signals, Code of Signals for the Merchant Service, was published in 1817 by Captain Frederick Marryat of the Royal Navy.
- J.R. Parker's American Signal Book for the Use of Vessels Employed in the United States Naval, Revenue, and Merchant Service was created for government use in non-tactical communications.

Parker revised the signal book until 1856, as technological advances had rendered such a signal system obsolete. The British Board of Trade then began creating an improved code, which would come to be known as the International Code of Signals.

A Brief Background of International Code Signals



The [International Code Signals](#) (ICS) thus evolved:

- The first International Code, which was drafted in 1855 and published in 1857 by a British Board of Trade, contained 70,000 signals, 17,000 messages, and used 18 flags.
- Subsequent revisions were made to the Code during the International Radiotelegraph Conference of Madrid in 1932 where six more flags were added for different languages including French, Italian, German, Japanese, Norwegian, and Spanish. In 1947, it was determined that the Inter-Governmental Maritime Consultative Organization (IMO) should have responsibility over the Code.
- In 1969, more flags were added to accommodate the Greek and Russian languages, and each alpha-numeric signal flag was assigned meaning under the International Code.

Using Code Signal Flags

The number of flags used in messaging changes the meaning of the message.

- One-flag indicates an urgent or common signal. For example:
 - B stands for Bravo and means, "I am taking in, discharging, or carrying dangerous cargo."
 - G stands for Golf and means, "I require a pilot."
 - O stands for Oscar and means, "Man overboard."
- Two-flag signals are used for distress or maneuvering. For example:
 - BR means, "I need a helicopter."
 - PP means, "Keep well clear of me."
 - ZL means, "Your signal has been received but not understood."
- Three-flag signals are used for compass points, standard times, verbs, punctuation, and general code and decode signals.
- Four-flag signals are used for names of ships, geographical signals, and bearings.
- Five-flag signals pertain to time and position.
- Six-flag signals indicate direction in latitude and longitude signals.
- Seven-flag signals are used for longitude signals that are over one hundred degrees.

Some letters have different meanings depending if they are used in an international, Navy, or Sailing Regatta context. So, for example, when communicating with allies, [Navy signals](#) are used; otherwise, the International Code of Signals is used.

Nautical Boating Flags

Flags are also used to identify a vessel. The [three flags traditionally used](#) are:

- The national ensign (country)
- The yacht club burgee (fleet)
- A private signal (master)

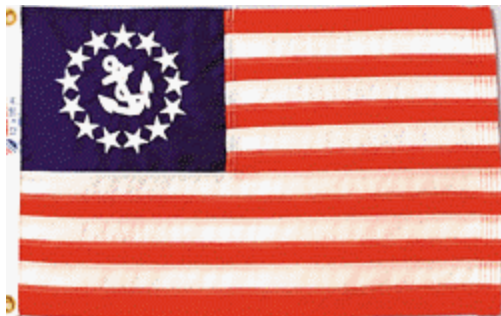
These are used primarily on recreational vessels. Some boaters are criticized for using flags too recreationally as flags should only be used to send a message about the boat such as:

- Nationality
- Maneuvering situation
- Club affiliation
- Office held

Identification Flags

The preferred United States national ensign is a “50-star” or “Old Glory” flag. The ensign is used to represent the country of the vessel’s registry. In domestic waters, some vessels prefer to fly the following:

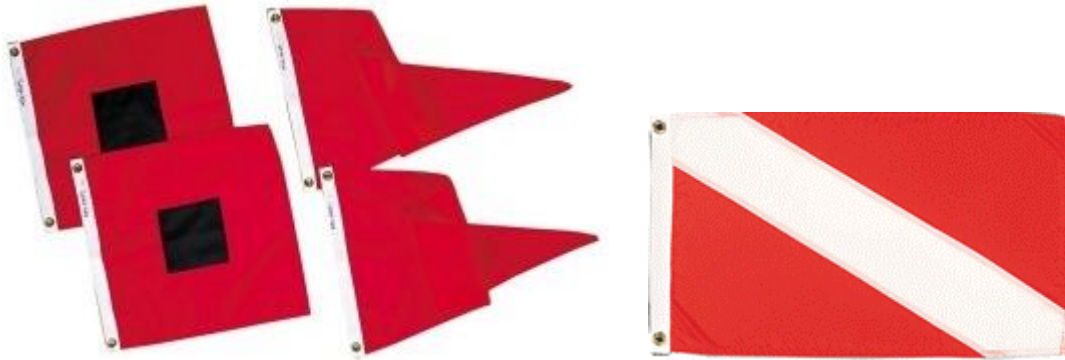
- **U.S. Yacht Ensign:** Features a blue canton with 13 white stars surrounding an anchor atop horizontal red and white stripes.
- **U.S. Power Squadron Ensign:** A red canton with 13 white stars surrounding an anchor atop vertical white and blue stripes. This flag can be flown on boats with the U.S. Coast Guard Auxiliary Ensign (a blue ensign) to indicate the owner is affiliated with both the U.S. and the Coast Guard.



Warning Flags

Other flags used on recreation vessels are intended to serve as warning to other vessels:

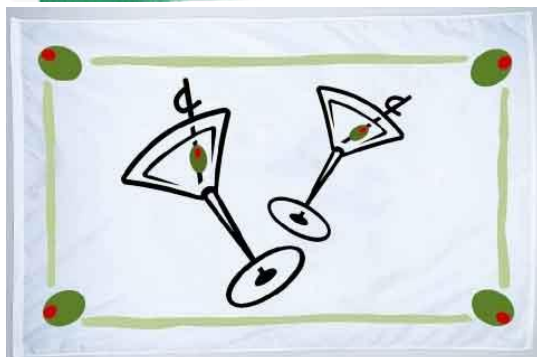
- [Hurricane Warning Flag](#) announces that sustained winds of 74 mph or higher are expected within the coastal area.
- [Skin Diver Down](#) River Flag is legally required to be used by divers to indicate their activities and diving area.



Fun & Fish Flags

Some flags are used to serve a more decorative purpose. For example, [the Jolly Roger](#), or pirate flag, famously features a skull and crossbones on black canvas. Originally used to indicate no mercy when taking over ships, many who fly a Jolly Roger do so for sport, though only in domestic waters. Other fun, novelty flags include:

- 19th Hole Fun Flag
- Beer Fun Flag
- Cocktail Fun Flag
- Coffee Time Fun Flag
- Tuna Nautical Fish Flag
- Shark Fish Flag
- Striped Bass Fish Flag
- Albacore Fish Flag





Nautical flags can be used for all sorts of maritime adventure. Though their uses in high-speed communication may have been usurped by modern technology, their importance in sending messages to other vessels remains ever-present. Not only are nautical flags useful for necessary communications for boaters of all purposes, they can also be for fun and self-expression.

[All Star Flags](#) is a high-quality family-run business that specializes in the sale and production of flags and flag accessories including flagpoles, banners, pennants, and more. In addition to distributing U.S., International, State, and Military flag, All Star Flags also carries a large variety of Nautical Flags. All Star Flags' Nautical Flags inventory includes Code Signal flags (letters A through Z) and a fun assortment of interesting nautical boating flags such as the U.S. Union Jack, the Jolly Roger, the U.S. Power Squadron, and Skin Diver Down. In business for more than 30 years, no one knows flags better than All Star Flags.



Social Director

Asayo H.



We are heading into the year of relaxing restrictions on covid precautions. Hopefully the pandemic will become less virulent, people still practice safe and considerate behavior, and we can gather safely at our meeting on Monday. If you decide to get the baking bug and feel like stopping at the closest bakery. We are planning to have our second in-person meeting for March. It will be great to be together in person and catch up with our mates again.

With the help of George and Sally Andersson, I am happy to announce that we are going to have our "I WISH I WERE SAILING PARTY." It is set for Saturday, April 2nd at Southport Marina in Kenosha, Wisconsin. It's a long time coming and short notice of the date. I believe we are ready to get started to party and be together with all the members of the sailing club. Please see the attached flyer. I will also have copies at the meeting on Monday, March 21st.

Although we have had a long hiatus of sailing and gathering to full capacity, we have a long history of wonderful folks who have contributed so much to our club. We have continued to have zoom meetings and kept in contact in one way or another. Lorraine has worked diligently to schedule the 2022 sailing season with input from skippers.

Sadly, we have suffered losses of very dear and special members too. Many in my tradition believe in reincarnation. I believe people live on in our memories of how they have touched us during their time with us. On June 25th, I am proposing a memorial sail to honor the sailors that touched us. I will volunteer as cruise captain for this sail and remember our former members who have passed on. We will be doing what we all love and enjoy being in the waters.

Looking forward to seeing everyone on Monday, March 21st.

Happy St Patrick's Day.

Fair winds, Asayo

Please Join Us at the Annual
NorthWest Sailing Association

I Wish I Were Sailing Party



Date: Saturday, April 2, 2022

Location: Southport Marina

Upper Level, Bath House

56th Street

Kenosha Wisconsin

Festivities 5pm to 9:30pm

It is a potluck event so bring your favorite dish to pass, your favorite beverages to share, your party spirit and get better acquainted with the members of our wonderful social sailing club.

Plates, cups, napkins and utensils will be provided by the club.

There will also be coffee, tea, and some soft drinks.

Please Feel Free to Bring a Friend or Two!!!

For more information, please contact Asayo: 224-623-1304



Librarian
Robbie L.



Knowledge Nugget from History

You're in trouble, you send out an SOS, using the Morse code dot dot dot dash dash dash dot dot dot...three dots, three dashes, three dots.

The letters SOS have been used as a code for emergencies since 1905. The Germans first thought of it — a simple Morse Code sequence designed to stand out. It appeared at a time before radio transmissions when Morse code was a way for ships at sea to talk to each other. Different nations used different codes. Britain, for example, favored CQD. As the Titanic sunk into the ocean in April 1912, it broadcasted a mix of CQD and SOS. The confusion from that led to one standard call for help. CQD, by the way, meant, “We need help.” CQ was just a general call — “Is anyone out there?” And the “D” meant, “We’re in distress.”

The sequence of triplet dots and dashes soon became the international favorite. You can recognize it easily.

SOS is a palindrome — a word that reads the same backward and forward — it's also an ambigram — a word that looks identical whether read upside-down or right-side-up. Carve it into sand or snow, and it still looks like SOS no matter which way the rescue helicopter approaches. Now you know if you are ever on a deserted sandy beach, a ski mountain top, or spelling out help when your made to eat peas for dinner (Joyce's personal favorite).

Many of the nautical flashlights can spell out SOS as a new feature with the press of a button. A great feature if you are stranded at night along a less traveled road, enjoying the great outdoors, or simply need emergency help.

SOS doesn't really stand for anything though, and that's the beauty of it. It's not even an acronym. ABBA sang about it. Check it out.

<https://www.youtube.com/watch?v=cvChjHcABPA>





Technology

Joyce C



Have you ever noticed and wondered what that red button under the plastic shield on the marine radio is for? (The 3 radios in this picture shows it can be on the back of a Helm radio, or on the side or back of a handheld radio.)

So, your curiosity gets the best of you and when the skipper isn't looking you lift the cover. Expecting to see lights flashing and sirens blaring, nothing happens. You look closer. Hmmm, I wonder what happens if I press that red button? Well, it's an excellent question. I have wondered it myself.

Beware, once you hit the red button, your alert will go to the nearest boats, ships, and help stations, so think twice about testing it!

In today's marine world, the VHF radio (very high frequency) is the most common emergency marine communications device, and with good reason: It's simple to operate, communications go both ways. All the current VHF radios come with Digital Selective Calling (DSC). DSC means all your boat's information can be within your device. If you are connected to a GPS, your boat's information and location is broadcast without any hassle.

With a properly installed DSC equipped VHF radio, when you hold the button down for a few seconds, your radio will send an alert, your current position, and boat information via a digital message using channel 70 (the DSC system's separate digital channel, not for Voice). After sending a distress call, your radio will stand by for an acknowledgement on Ch. 70. If no acknowledgement is received, the DSC alert is repeated every four minutes until the radio receives an acknowledge message from another ship or a co-station.

You must always remember to switch to channel 16 to advise the caller of your emergency.

For a handheld radio, the broadcast will be 4 or 5 miles from your location. For a fix mounted mast antenna, about 20 miles. If your VHF radio has a built-in GPS, or is networked to an onboard GPS, your position will also appear on any receiving radio's display. Your DSC supported VHF display will show the name of the ship responding. However, for it to work, you need an MMSI number.

Your MMSI number is your unique 9 digit calling number assigned to an individual vessel. It is entered into DSC radios and AIS (Automatic Identification System) units used on that vessel. The information provided when obtaining an MMSI number is transferred into the U.S. Coast Guard's national distress database for use in emergency situations.

Learn more about getting an MMSI number at <https://boatus.com/products-and-services/membership/mmsi> .

Next, connect your GPS to your boat's DSC radio. Once you have your MMSI, you can hook your radio up to your boat's GPS. GPS is fundamental to DSC because when you make a DSC distress alert, the GPS position is directly included in the call.

VHFs are relatively inexpensive, easy to install, and virtually all the models on the market today are rugged and reliable and are available on handheld radios as well. They even float in case Robbie drops the handheld overboard. Next time on a boat, ask the skipper about DSC.



Public Relations

Jason T.



A Happy March, St Patrick's Day, and Vernal Equinox to all!

We've had a few days above freezing, so my seasonal depression may finally start to pass!

Yachtapalooza WAS going to be the focus of this issue, but I had oral surgery on Thursday, so I am spending the weekend drinking liquids and mentally cursing the fates (I can't physically curse them).

So, as PR director, I apologize for not making it to our ONE public event. Hopefully I can make up for it in the following months.

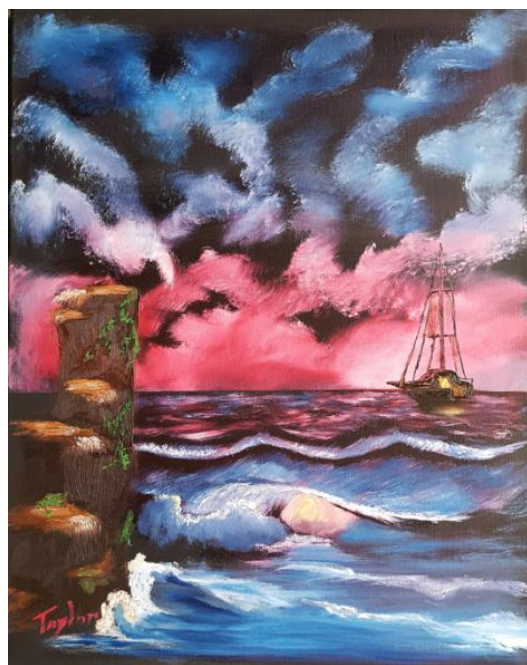
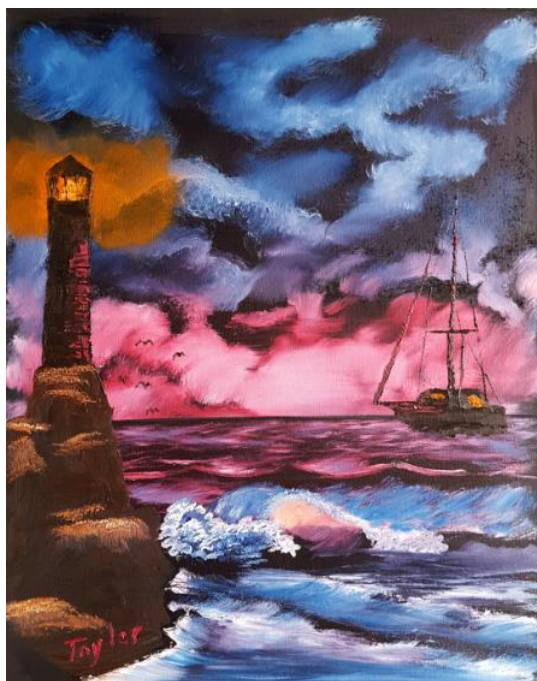
As mentioned on page 1, I am very interested in your spring Commissioning procedure. Drop me an email, talk to me at the meeting (I won't talk back), or give me a call and vent on all the challenges and difficulties you face. If you don't have any difficulties, brag about that too!

My two experiments below are titled

"If it's night, great. But if it's morning, we're screwed!"

And

"Same thing, but with a light house!"



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

- ☐ NWSA Events only ☐ Weekends ☐ Any Time
☐ Weeknights ☐ 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.