

NORTHERN LIGHTS SAILING CLUB BEARINGS



July 19 Summer Potluck and Program Knot in my Back Yard!

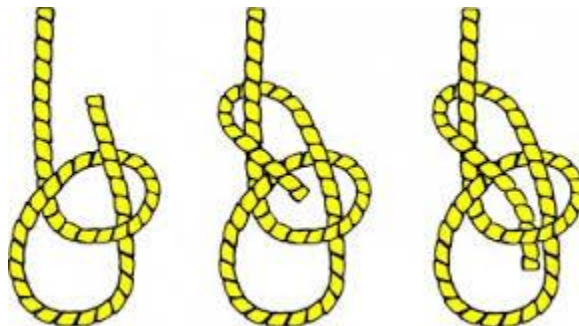
Location: Al & Nancy Kracke
4241 Victoria St
Minnetonka, 55345

This month our topic is the popular Knot in My Back Yard! You will have an opportunity to learn and have hands-on practice tying several useful knots that every sailor should know. We will have stations set up where you will rotate through and become an expert knots person.

This potluck and program will be hosted by Al & Nancy Kracke. The potluck will start at 6pm with Knot tying at 7pm led by Joan Gilmore and Ron Carlson.

Please bring a chair, beverage, and dish to share according to the alphabetical listing below:

A-L: Veggies/Salads/Sides
M-S: Desserts
T-Z: Entrées



Recap of June NLSC Meeting and Program June 21, 2016



Potluck Program June 21, 2016

Location – Betty Lamb’s Backyard

Speaker – Tim Carlson of Sailcrafters Loft and Rigging, St. Louis Park

Tips from Tim

Submitted by Joan Gilmore

Tim has sailed on 150 types of boats and raced on 100 types of boats so is conversant and knowledgeable on rigging for a wide range of boats.

Tim conducted his presentation using a Q and A format. Sitting on the back steps of Betty Lamb’s deck, Tim fielded questions ranging from, “How should we tune our stays?” (Use a Loos tuning gauge – get the correct size for your boat) to “What is the most common problem with rigging?” (Old halyards and loose side stays). Tim explained that overrides on winches are usually caused by the jibsheet leading to the winch at the wrong angle; the ideal angle is a 7 to 15 degree angle upward. He can elevate a winch with a 1 to 2 inch block to fix the problem.

For problems with the roller furling on a forestay, Tim advised putting more tension on the backstay. To center the mast, use a halyard to measure back to the chain plates and make sure the distance is even on both sides. On most boats, the mast should be raked back just to the width of the mast. To check this, use a halyard and tie a weight to the end. It should fall aft of the mast one mast width away.

If you have a broken strand on your shroud, it’s time to replace it. If you replace one upper shroud, you need to replace the one on the opposite side at the same time. Tim recommended replacing stay wires every 10-15 years for freshwater boats, and every 5-7 years for saltwater boats.

For locked-up turnbuckles, use spray lubricant. If turnbuckle turns only one way, you are twisting the wire!

For winches, a light touch on the roller bearings with the grease is essential. The more grease you use, the more dirt you will attract. When servicing winches, put a towel down first to catch all the tiny parts, and just take apart one winch at a time - to stay organized.

If cleaning supplies freeze, they’re no longer effective, so store them inside the house over the winter. McLube (Teflon dry lube) is Tim’s recommended lubricant but not on ball bearings, as it makes them too slick. Use white lithium grease for ball bearings. For plastic ball bearings, use soap and water.

These are just a few of the great tips that Tim shared during his fascinating presentation. For more information, see www.sailcrafters.com



WANTED: NEW MEETING LOCATION

NLSC is seeking a new location for its monthly indoor meetings. Please help us find a meeting place that is available on the third Tuesday of the month. Our basic needs are:

- *Central location
- *Able to accommodate at least 75 people
- *Some degree of privacy
- *Food and drink available
- *A sound system (may not be required)
- *Reasonable cost or free if we generate enough dollars in food and drink sales

If you know of such a venue, please contact Jerry Sicard (gtsicard@gmail.com) or any NLSC Board member, and we'll take a look at it. Thank you!



CAROLINA SHRIMP BOIL

August 16th, Social 5:00 p.m. and Dinner 6:00 p.m.

*Snail Lake Regional Park
4191 Snail Lake Blvd, Shoreview, 55126.*

Shrimp Boil VEGETARIAN for non-shrimpers. Please select one of the following:

SHRIMP BOIL or SHRIMP BOIL VEGETARIAN or CHICKEN KABOB(S)

Complimentary bottled water will be provided.

Volunteers are appreciated and may contact Jake Smith at jacobwsmith@mail.com

CAROLINA SHRIMP BOIL – TUESDAY, AUGUST 16, 2016

RESERVATIONS ARE REQUIRED BY AUGUST 8, 2016

Name(s) _____

Indicate number(s) for:

_____ Shrimp Boil at \$15 per adult

_____ Shrimp Boil VEGETARIAN at \$15 per adult

_____ Shrimp Boil at \$7 for children 12/under

_____ Chicken Kabobs (2) at \$15 per adult

_____ Chicken Kabob (1) at \$7 for children 12/under

It's quick, easy and convenient to register and pay online through **PayPal at NLSC.org Login to the member's only area and follow the provided link and instructions.**

Or, print and return this completed form, along with your check made payable to NLSC for \$_____, and send to:

**Northern Lights Sailing Club
P.O. Box 27404
Golden Valley, MN 55427-0404**

During the event, NLSC members may also have the opportunity to participate in a Swap Meet by buying and selling sailing related items. This is a fabulous NLSC event that you don't want to miss! Make your reservations today!

Pepin Weekend Recap

By Lisa Broom

My first event with NLSC was in 2003 out of Hansen's Harbor on Lake Pepin. 13 years later we are still spending the weekend in the same way- with great sailing and a Saturday evening cookout!

Saturday June 4th started out cloudy with only a bit of wind. 26 club members gathered to fill crew slots on 5 boats ranging from 22 to 33 feet. The fleet spent a few hours bobbing along in light winds before heading in for a lunch break and crew swap. The sailing was questionable, but we were on the water with ample time to get to know the crew members better!



Mother Nature did not cooperate for the afternoon outing and sent us thunderstorms instead. I heard a lot of afternoon napping took place, and I know a few cocktails were consumed! One group visited a local winery, and some perused the downtown antique shops.

Dinner was hosted at a home rented by 5 members just two blocks from the marina (check out vrbo.com). The cottage had a lovely lake view, a huge backyard, and a nice fire pit that was used after the rain finally stopped. Dinner was great and many thanks to Dean and Elliott for flipping burgers in the rain! Everyone agreed on the great location and, hopefully, we can use it again next year.

Sunday promised sunnier skies and delivered some sporty winds in the 22-25 mph range. Most crews chose to head out for one longer sail. We all had the chance to sail in strong winds - complete opposite of the day before. This outing produced stories of dipping the rail and lots of smiles! I personally enjoyed Margo's statement after manning the helm, "I don't mind sailing on the edge". You go, girl!!



All in all, we had a great weekend with a variety of weather conditions, good food, and great companionship!

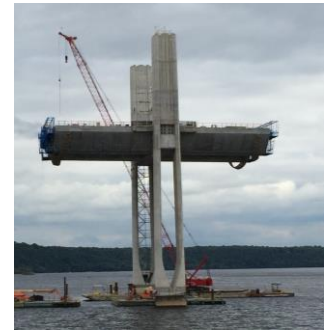
A special thanks to all of our boat owners. We couldn't do it without you!!

Comment by Margo Blees: The Lake Pepin trip was well planned by Lisa-boats and barbecue at a house with lake view were superb. The weather for Sunday sailing was fabulous. Thank you to Lisa and all the boat owners for their participation. We could not do it without all of you.



St. Croix Crossing Paddleboat Cruise by Marilyn Kaplan

22 NLSC members and guests attended the St. Croix Crossing Paddleboat Tour on June 15. It was a beautiful day, and the cruise was very informative. Several project engineers presented information on different aspects of the construction process. Only one member “missed the boat” but greeted us upon our return. Following the tour, twelve of us ventured over to Mallards for a delicious dinner and evening by the river. Dorothy delighted us with her story of traveling from Cancun to Belize via local buses and the characters she and her friend met along the way.



Nassau to Bermuda aboard the Tall Ship, *Eye of the Wind* By Pete Discenza



For most of us on this trip, the adventure started with an article in the November 2015 issue of *Cruising World* magazine (<http://www.cruisingworld.com/time-travel>). *Eye of the Wind*, a 132 foot brigantine which had wintered in the Caribbean, would be making her way back, in stages, towards the Baltic, starting in March. The segment that got my attention was an 830 mile jaunt from Nassau to St George, Bermuda. The announcement that my wife Sara and I were going was not necessarily warmly embraced by friends and family: “Out of sight of land?” Uh, yeah. “Atlantic Ocean?” Well, kinda south Atlantic, but yes. “Bermuda Triangle, hurricanes, drug runners, Kraken, u-boats?” Really doubt it. I sensed a certain lack of enthusiasm from Sara, but she's a game lady so we signed up.



Our departure would be under scrutiny!

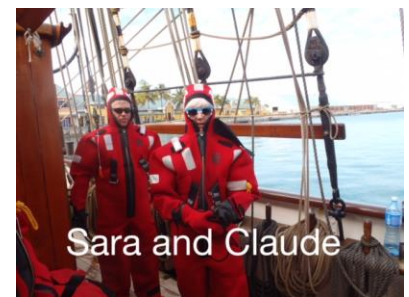
We reached the boat in Nassau on Saturday evening March 12 and started getting acquainted. In the dozen passengers, there were nine Americans, Werner (German), Marcel (Dutch), and Claude (Canadian). There was only one other woman among the passengers, but the crew was a different story. Captain Nora was not 'tall'-she was 'long' at 1.85 meters, 6' 2". She and the chef were Spanish ladies, the first and second mates were Dutch women, and the engineer was a German guy. Deckhands were Danish, Norwegian, and Ms. Wren (an apprentice) was a California girl. Since we were tied up among the cruise ships,

Sunday started out with a fine breakfast, followed by emergency drills. We all donned survival suits and were briefed on MOB and fire issues. First aid and injury situations were discussed—the crew would do their best for a victim, but there was no chase boat, and after day one, we'd be out of helicopter range with no land until Bermuda. At noon, briefings and customs formalities completed, we slipped our moorings and departed without drama. Just like the boss knew what she was doing!



We settled into en-route routines, welcome to pitch in with shipboard tasks. All helped with sail changes and learned about bracing the yards. Two of us brought sextants and competed at LAN fixes (the ship had 5 GPSs), to the point that Nora and the first mate were shamed into bringing out theirs. Chef found out that her galley knives were in horrible shape, so

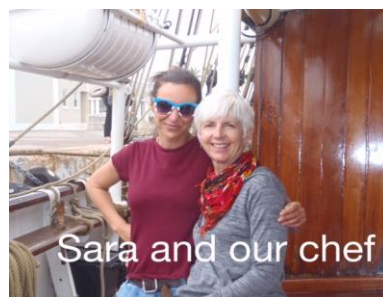
two guys located stones and got her some decent edges. There were lines to be spliced, and Marcel was on it, learning how to rig an eye and whip a 3-inch dockline. Although the crew was responsible for overnight watches, we were welcome to sign up. I took the 0000 to 0400 stint for the trip, along with one other passenger, so there were usually four of us on deck to trim and change sails. As I found during my 40 years of flying, boring is good, however nice the scenery! During the day, we had dolphins playing around the bow and a Minke whale that stayed with us for several hours. We saw only four other ships and very few planes in our eight days at sea.



On day 3 or 4, a small bird appeared at mid-day. There was no land anywhere within at least 150 miles, yet there it was. The critter took refuge behind some fenders stored on deck, and we put some bread and sugar water nearby. It was alive when last checked on after supper but did not survive the night. Several crew and passengers did a funeral service and burial at sea. There were no storms in our area to blow the thing off course, and it was the only bird seen between Eleuthera and landfall in Bermuda.

At around 0130 on March 20, we saw the lighthouse beacon at Gibb's Hill, and at noon, we were docked near Ordnance Island, St George. As we checked in with customs, we found out why Nora pushed a bit on the way: Significant rain started late that evening, and in the morning we learned that winds at harbor level were gusting to 45mph.

Sara and I (both) had a wonderful time: Great crew, great weather, excellent traveling companions. Cabins were comfortable, and the food was first-rate. We learned a lot and had fun doing it. Would we go again? Well, tomorrow's not good, but can we look at the day after, maybe?



BoatUS MMSI Registration Service Includes BoatUS Membership



ALEXANDRIA, VA, June 9, 2016 -- In 1991, BoatUS made it easier for recreational boaters on US waters to own a VHF radio by helping to convince Congress to eliminate the \$150 annual license requirement and fee. Nine years later, BoatUS began a no-cost DSC-VHF radio Maritime Mobile Service Identity (MMSI) registration service that has become the largest of its kind. Now, BoatUS offers an easy online MMSI registration for \$25 that makes obtaining an MMSI number simple, adds an extra layer of safety by partnering with the US Coast Guard to share information, and offers valuable boater benefits. This registration fee includes complimentary BoatUS membership.

“Because our on water dispatch centers never close, BoatUS can help expedite a US Coast Guard response at any hour and provide boat and emergency contact information,” said BoatUS President Margaret Podlich. “It’s about giving rescuers descriptive information as quickly as possible to improve the odds of a successful rescue.” A recently signed Memorandum of Understanding with the US Coast Guard cements the relationship.

Boaters often refer to an MMSI number as the boat's "telephone" number, however the technology and on water advantages go far beyond simply being able to call other boats directly. When properly connected to a chartplotter/GPS, a Digital Selective Calling (DSC) VHF speeds rescuer's response times by using precise location information. DSC also makes it very simple to trigger a Mayday call with one touch of the red distress button, and the technology works seamlessly with America's modern, national Rescue-21 system.

Over 150,000 boaters have chosen the BoatUS' MMSI registration service, which unlike other providers allows easy updating if the boat's contact, location information changes and offers other convenient features for the boater. "This program is positioned to grow with the ever changing world of DSC and boat owner needs," added Podlich.

Recreational boaters who operate only in US waters can obtain their MMSI at BoatUS.com/mmsi. For a look at how DSC VHF works, BoatUS offers a free online DSC VHF tutorial at BoatUS.org/dsc.



Follow this link for an interesting and educational series of sailing quizzes provided by ASA:

<https://asa.com/quiz/sailing-made-easy/register/>





NLSC Meetings & Sponsored Trips

EVENT	DATE	TIME	LOCATION	DESCRIPTION
Club Meeting and Picnic	July 19, 2016	6pm	Home of Al and Nancy Kracke 4241 Victoria St Minnetonka 55345	Picnic and Program Knot in My Backyard
Board Meeting	July 26, 2016	6:30pm	Davanni's Golden Valley 663 Winnetka Ave N Golden Valley 55427	Board meeting All NLSC members welcome
Lake Pepin Day Trip	July ? August!?		Lake City Marina	Sailing trip from Lake City to the Pickle Factory Restaurant in Pepin and return Jay Biggs & Scott Woolfrey
Barkers Island	Aug 13-14, 2016		Superior, WI	Sponsored trip weekend (Waitlist) Lisa Broom/Monica Pelzer lisabroom1014@gmail.com
NLSC Carolina Shrimp Boil	August 16, 2016	5pm social 6pm dinner	Snail Lake Regional Park	Annual Shrimp Boil Reservations required!!



Sailing Opportunities

NLSC Sailing Opportunity Disclaimer

Northern Lights Sailing Club is neither endorsing nor guaranteeing any aspect of any Sailing Opportunity and accepts no liability. Any loss, damage, death, or personal injury that may occur as a result of your participation in these Sailing Opportunities is not the responsibility of Northern Lights Sailing Club.

Your decision to take part in any Sailing Opportunity is your responsibility. You are entirely responsible for your own safety, whether afloat or ashore, and nothing reduces this responsibility.

- It is for you to decide whether the boat is fit to sail in the conditions.
- It is for you to decide whether the skipper(s) and/or crew members are competent to sail.
- You are reminded to always comply with the safety requirements commensurate with the sea area in which you intend to cruise.

Kitchi Gami Spirit Sail	July 22-24, 2016	Near Bayfield, WI	Jay Biggs Sailor1590@yahoo.com Reeve Hutchinson
Apostle Islands Andiamo Sailing trip	July 22-24, 2016 7/21 pm pre-board	Depart from Apostle Islands Marina Bayfield, WI	Tom Embertson 952.454.1277 tembertson@comcast.net
French Polynesia (Tahiti trip)	Sept 1-15, 2016	Departing from Uturoa on island of Raiatea	Jay Biggs (Waitlist) Sailor1590@yahoo.com
Summer Sailing Classes	See schedule below		Joan Gilmore 612-871-8101 captainjoan@mac.com

Capt. Joan's 2016 Summer Sailing Classes

ASA certification included for all qualified students. Non-students are also welcome.

Basic Cruising & Bareboat Chartering: ASA 103/104 – Bayfield, WI on Lake Superior. Live aboard 35' boat while learning. Includes textbooks, certifications, all breakfasts & lunches, 1 dinner. \$790. \$770 for NLSC members.

- July 14-17 with pre-boarding July 13 at 7PM
- July 28-31 with pre-boarding July 30 at 7PM
- September 25-28 with pre-boarding September 24 at 7PM

Docking: ASA 118 – Lake City, MN on Lake Pepin. Two-day class of docking under power on 30' sailboat. Includes textbook and certification. \$425. \$399 for NLSC members.

- August 8 & 9

Bareboat Chartering: ASA 104 – Bayfield, WI on Lake Superior. Live aboard 35' boat while learning. Includes textbook, certification, all meals. \$425. \$405 for NLSC members.

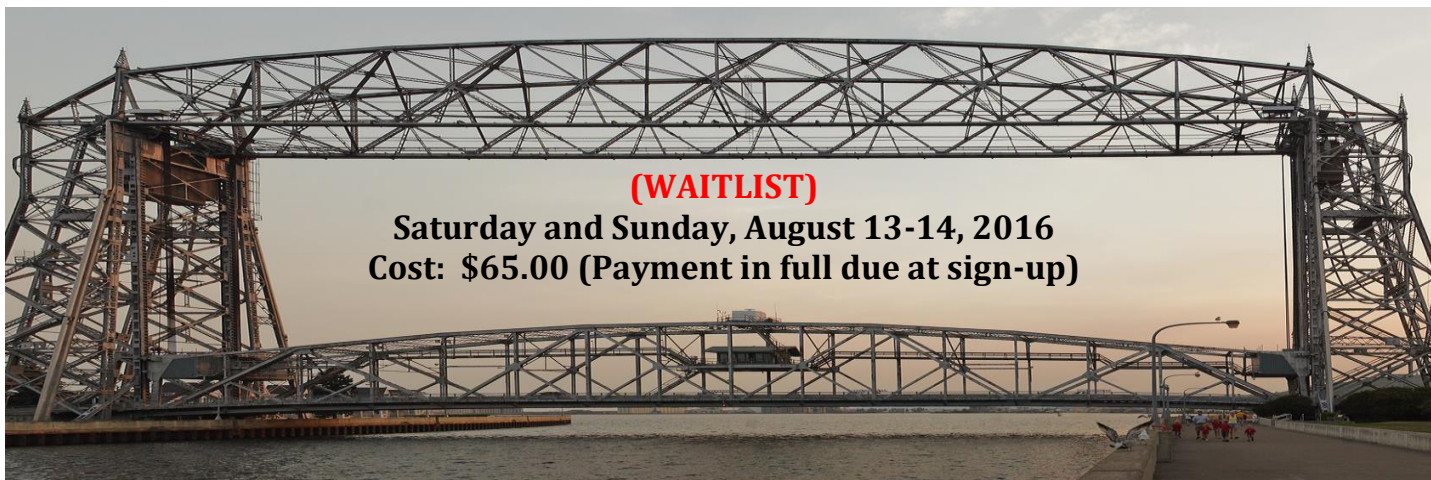
- August 13-14 with pre-boarding August 12 at 7PM

Advanced Coastal Cruising: ASA 106 – Bayfield, WI to Grand Marais, MN on Lake Superior. Live aboard 35' boat while learning advanced navigation and cruising, night-sailing. All underway meals, Annapolis Book of Seamanship included. \$995. \$975 for NLSC members.

- August 18-21 with pre-boarding August 17 at 7PM




NLSC Weekend at Barker's Island Marina – Superior, WI

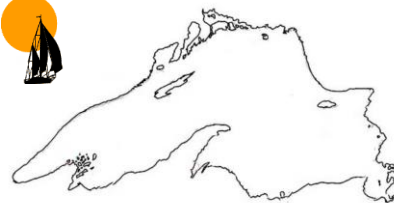


(WAITLIST)

Saturday and Sunday, August 13-14, 2016
Cost: \$65.00 (Payment in full due at sign-up)

Included in the \$65 fee: *(make checks payable to NLSC)*

- Crew spot on a 20' to 30' sailboat
- Meals:
 - Continental Breakfast Saturday and Sunday
 - Brown-Bag Lunch Saturday and Sunday
 - Water, coffee (BYOB)
- Dinner will be SELF PAY at Captain Barkers' 
- Use of marina's clubhouse, restrooms and showers



NOT Included in the \$65 fee:

- Friday and/or Saturday Night Lodging, but here are some nearby options: ***(Make your reservations ASAP)***
 - **Barker's Island Inn** (adjacent to marina)
(715) 392-7152 or (800) 344-7515
 - **Holiday Inn Express** (½ mile from marina)
(715) 392-3444
 - **Superior Bayfront Inn** (½ mile from marina)
(715) 392-4783
 - **Nearby Campgrounds** (tent or RV)
- Transportation to/from event

Trip Chairs:

Lisa Broom
4360 151st LN NE
Ham Lake MN 55304
612-269-6702-mobile
lisabroom1014@gmail.com

Monica Pelzer
Due to Monica's
varied work schedule,
please direct questions to
Lisa Broom.



This is a NLSC Sponsored trip. All club policies apply.

NLSC Board of Directors



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Editorial contributions may be submitted by email to Marilyn Kaplan at zypta46@gmail.com. If possible, format should be MS Word, Times New Roman 12, with left alignment. Please embed photos and attach as jpg. Copy is due no later than the fourth Friday of the month for the next month's publication. Please include a phone number. Newsletter content, placement, and format of articles is at the discretion of the NLSC Board and/or Newsletter editor.

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Northern Lights Sailing Club meetings are held the third Tuesday of every month at 7:00 p.m., January through May and October through November. The meeting location is the Chester Bird American Legion, 200 N. Lilac Drive, Golden Valley, 55422.

Summer meetings are potluck dinners held at members' homes. Meeting locations are listed in *Bearings* and on the NLSC website, www.nlsc.org.