

NORTHERN LIGHTS SAILING CLUB BEARINGS

Photo Contest Winner Tall Ship on the Seine By Shirley Mueller



**Photo Contest Second Place Winner
Above the Water - Wayzata Yacht Club
By Elliott Marston**



Welcome New NLSC Members!

Kevin Anderson & Leigh Rosalyn
Bryan Kufus
JP & Katy Kreutter
Paul Laederach
Cathleen Quinn

CAROLINA SHRIMP BOIL & SWAP MEET



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

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

August 16th is the popular NLSC annual Shrimp Boil and swap meet. The evening begins with a social hour from 5 to 6pm when you can meet other sailors, plan your next sailing adventure, browse the swap meet, and also watch Chef Randy and our crew of volunteers as they carefully prepare our dinner. At 6pm our dinner is laid out for us to scoop up - shrimp with potatoes, vegetables, corn on the cob, turkey sausage. We'll also have a VEGETARIAN option (boil without shrimp or sausage) and chicken kabobs available. Complimentary bottled water will be provided.

After dinner, there will be a short business meeting, more socializing, and ample time to cruise the swap meet. For the swap meet, please bring that sailing gear you're no longer using and mark the items with your name and price; the money from the sale of your items is yours.

Kids are welcome! For us to order food and supplies, **we need your RSVP by Sunday August 7th**. You can do this on the website or use the form in this newsletter. Please select from the following:

SHRIMP BOIL or VEGETARIAN or CHICKEN KABOB(S)

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

.....Cut and mail in or register online.....

CAROLINA SHRIMP BOIL – TUESDAY, AUGUST 16, 2016

RESERVATIONS ARE REQUIRED BY AUGUST 7, 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

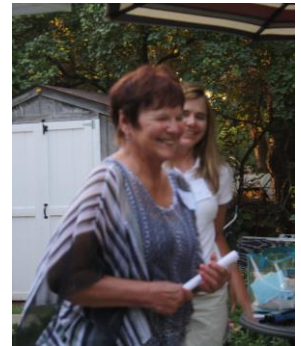
It's quick, easy and convenient to register and pay online through **PayPal** at NLSC.org Login to the member's only area and follow the provided link and instructions.

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

Recap of July NLSC Meeting and Program Submitted by Barb Chapman



Thanks go out to Al and Nancy Kracke for hosting the July potluck meeting in their lovely back yard! We had a nice turnout with delicious food contributions by those attending. A special treat of root beer floats was provided by Al and Nancy. Several new members attended plus a couple interested in joining. Joan Gilmore and Judy Pahlow provided an informative “Four Minutes for Safety” on the topic of general VHF radio usage and proper terminology and procedures for emergency situations. Volunteers tried out the radios using what they had learned. The program, led by Ron Carlson, was “Knot in My Backyard” with knot stations manned by member/instructors for those wishing to learn and/or practice their knot-tying skills. It was a fun, informative evening.



Silent Auction Adventures

It's not too early to start thinking about the NLSC Holiday Party. Along with the dinner and dance, we host a silent auction with proceeds benefiting a worthy non-profit organization. Many of the auction items include summer activities. These are just a few that were reviewed by NLSC members:

Two Boating Adventures by John Schlagel and Marilynn Kaplan:



We enjoyed two wonderful evenings as the result of offering an event and bidding on an event at the NLSC Holiday Party Silent Auction. On July 6, we boarded Al and Nancy Kracke's boat on Minnetonka for a lovely evening that combined touring the lake, appetizers, fun conversation, and dinner at Lord Fletchers. Living on the other side of the cities, neither of us had been on Minnetonka in many years. Al told us about his awesome experience on Jay's glider, also an event he had won at the auction. Many thanks to Al and Nancy!



On July 15, we hosted an evening of boating on White Bear Lake with appetizers and music at Tally's. Joan Gilmore and Jake Smith were the lucky bidders for this exciting evening with son Zack joining us. John's delicious Pain Killers gave us a fun start to the evening. The music was great, and the breeze kept the mosquitos away. On our return to the dock, we were treated to a beautiful moon and stars plus several Chinese Lanterns floating high above us.

Glider Flight by Al Kracke:

I have never soared like an eagle until July 2nd of this year. Luckily, I was the highest bidder of the "Soar Like an Eagle" glider ride that was offered by Jay Biggs at our last Holiday Party Silent Auction.



Jay and I had arranged to meet at the Stanton Airfield which is located south of the Twin Cities about halfway between Northfield and Cannon Falls. The airfield is located at the intersection of Highway 19 and Highway 56. We decided that noon would be the appropriate time for me to report since the glider club's students had priority of the equipment from 8am until noon.

It was a very pleasant summer's day with partly cloudy skies, light winds, and a temperature of 83 degrees. Due to the fact that the club runs on a first come, first served bases, and there were a couple of people signed up ahead of us, Jay took the opportunity to take me on a tour of the offices and hangars. Stanton Airfield has quite a history dating back to World War II when Carlton College turned their land into a pilot training base. Carlton College also offered classes in airframe and power-plant mechanics, navigation, meteorology, radio and instrument repair, and other topics in support of the war effort.

After the tour we walked out to the flight line where the Minnesota Soaring Club was conducting their flight operation. Jay gave me a short briefing explaining the use of the 5 point seat belt, instruments, tow release, and hand signals that I would use to signal the ground crew. I slid into the front "I-Max" seat while Jay positioned himself in the aft seat. I read the pre-takeoff checklist while hearing responses to the checklist challenges coming from the back seat. With the checklist completed, I was instructed to give a hand signal for the assistant to connect the tow cable. I had flown in a glider once before so I knew a bit of what to expect.

After the canopy was latched, I gave the hand signal for the wing runner to raise the wing. At that point the tow rope from our tow plane was reeled out to its maximum length of 200'. Since a glider does not have an engine, we needed a little assistance from the Piper Super Cub to tow us aloft.

The flight began with our tow up to an altitude of 3,000 feet above ground. At Jay's command, I pulled the yellow t-handle and we were soaring like eagles. We did have lift that day, and Jay worked it until we were 500' below the bottom of the clouds or about 6,500'. We could not go into the clouds as the glider was not equipped for it.

Jay allowed me to take the stick to practice straight and level flight, turns and stalls. When Jay sensed that there was some lift, he would again take over the controls and once again thermal the glider up to a higher altitude. After about 50 minutes into the flight, Jay took the controls and demonstrated some wing overs. This is a maneuver where the glider gains speed and then the nose is pulled straight up and the glider makes a vertical flat turn, and then the nose pivots pointing down at the ground with the glider reversing course.

We glided around a little, returning to the airfield where the PIB (person in back) made a spot-on landing thus concluding our 1:15 hour flight. I would recommend a glider ride to anyone interested in relishing motor-less flight that comes close to that which an eagle must experience. Thanks to Jay for making this great experience available to the Northern Lights Sailing Club members!

SAVE THE DATE!

**NLSC Meeting and Program
September 20, 2016**

**Program and location will be
emailed to members.**

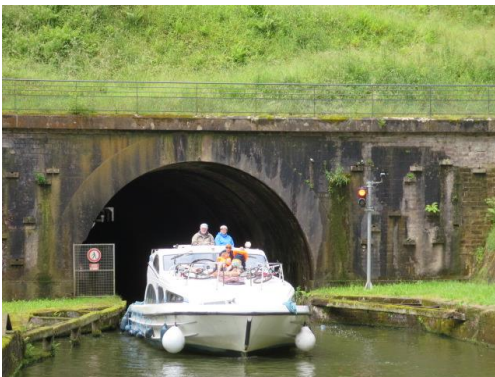
**There will be no September issue of
Bearings as your editor will be sailing. ☺**

French Canal Boat Adventure: June 18-25, 2016

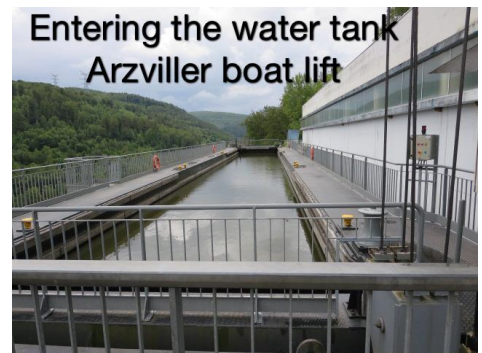
Submitted by Barb Chapman

Prior to our canal boat trip, some of us had done some pre-trip traveling around various countries including Spain, Iceland, Netherlands (Amsterdam), and France. On June 18th, nineteen of us met up in Hesse, a small country town in France, to begin our week long trip down the Canal de la Marne au Rhin (Rhine) which is in the Alsace region in northeastern France. It is near the German border, approximately 275 miles east of Paris, and known for its wine, half-timbered houses, castles and Vosges Mountains.

Jerry Sicard, who put this trip together, had rented two nice Grand Classique cruising boats from Le Boat. They will sleep twelve, although we only had ten on one and nine on the other. The boats had a nice salon, galley, three heads with showers, bedrooms and a nice sundeck with table and umbrellas. We also had four bikes on each boat for riding on the canal paths as the boats travel only about five miles an hour and it's easy to catch up. Our boat crew consisted of Dean and Sandy Peterson and son Ben, Jake Smith, Jerry Sicard, Shirley Mueller, Barb Hunter, Jenny Adrian and me (Barb Chapman). The other boat crew was made up of Don and June McGrath, Gretchen and Hendrik Vroege (Don and June's daughter and son-in-law), Chaim and Evelyn Teitelbaum, Jeff and Pam Clarkin, and Daryl and Judith Clark. After stocking up on food and wine at a nearby town, we decided to stay overnight at the marina since it was getting late in the day and was raining.

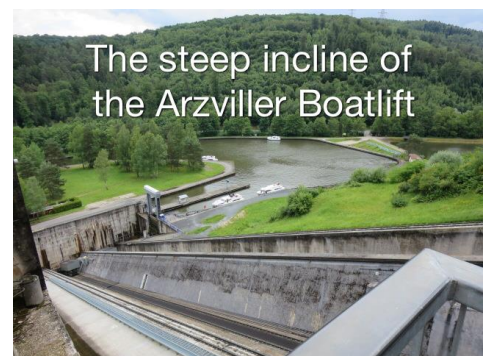


After leaving the marina the next morning (thankfully the rain had stopped), we navigated through two fairly long narrow dark tunnels and soon came to the amazing and unique Arzviller boat lift. Going through this was quite an experience as both our boats entered a large, water-filled



holding tank at the top of the lock and were lowered down a really steep incline to the canal below. The device operates on a counterweight system and replaced 17 locks when it was built in 1969. There were approximately 40 locks on our stretch of canal so it is not a fast way to travel but it was relaxing and the canal passed through some very scenic areas.

Most of the locks had lockkeepers before they were automated, so there are often lockkeeper homes by the locks. Approaching the lock, there was usually a red light so we would tie up out of the way of oncoming boats and wait until we got a green light. We got quite good at throwing lines over the canal cleats to hold the boat in place as the lock gates behind us closed and the water slowly drained out as we were lowered down to the next level. Then the lines were released as the gates opened to allow us to move forward on the new canal level. We all got turns to pilot the boat, too.





As we approached the quaint little town of Lutzelbourg where we would tie up for the first night, I could see the ruins of an old castle overlooking the town and hear church bells ringing. Some of us dined alfresco at Bierstub d'Eselbahn and had some delicious pizza (or flammkuchen, an Alsatian specialty) and Alsatian wine.



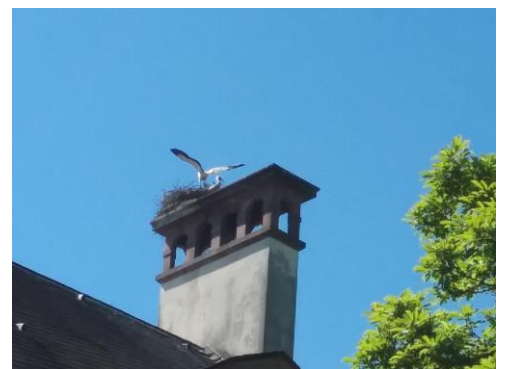
The next day, we docked about noon at the marina at Saverne giving us time to walk around the town with its pretty window boxes, half-timbered houses, and Rohan Chateau. Also some of us visited the beautiful Roseaie (rose garden) and did some shopping and enjoyed pastries and cafe at a patisserie. In the evening, we dined at a nice restaurant but had some difficulty in

figuring out items on the menu. With his limited English, our waiter tried to help us, but we had a few surprises when our food came. Used to being served free water at restaurants in the U.S., we learned that many places do not serve “tap” water in Europe, so the alternative is buying “gas” or “no gas” bottled water (carbonated or non-carbonated).



We spent two nights at the marina in Strasbourg which is a beautiful old city whose city center is surrounded by the Ill River. A main attraction was the ancient Notre Dame Cathedral (built from 1015-1439) with its 16th century Astronomical Clock. Another, Petit France, was once a section of the city for the poor dating back to the 14th century, but is now a picturesque, historic area to stroll through, with lots of outdoor dining. Strasbourg is home to the European Parliament, Council of Europe and its Human Rights Building court

has jurisdiction over 800 million Europeans. We had dinner at Creperie Bretonne one night and had dinner crepes made from buckwheat flour which seemed a lot different than any crepe I had eaten but were interesting. The weather in Strasbourg was unusually hot so one of the days some of us went to a beautiful park called Parc de la Orangerie, dating back to around 1740, with a pavilion built for Josephine and Napoleon. A restful place, it had lots of trees (many with stork nests), flower gardens, a lake, and a waterfall. The French are very fond of white storks which are the symbol of Alsace and for a time were an endangered species. We could see their huge nests on the roofs of buildings, especially in the country.





Leaving Strasbourg, we were notified by the boat company that due to flooding on the Rhine, we would not be able to complete the final leg of our trip to Boofzheim, so we spent our last afternoon and evening in the small town of Krafft. After checking out with the boat company the next morning, we said our good-byes and left to go our separate ways. Five of us (Barb Hunter, Jerry Sicard, Jake Smith, Jenny Adrian and I), ended our canal trip with a five-day jaunt through a little more of France plus mini-visits to Germany and Switzerland before flying home from Frankfurt on June 30th. What a way to end a fabulous adventure!

Thanks to Jerry Sicard for all his work in making it happen!



Sam & Jerry enjoying the ride



Jenny enjoying pastry and cafe in Saverne



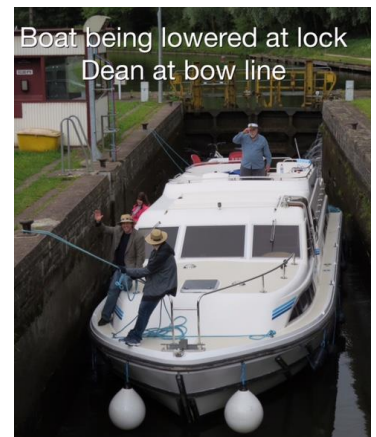
Jenny, Sam, Sandy



Dining on crepes in Strasbourg



Dining in Lutzelbourg



Boat being lowered at lock Dean at bow line



Barb, Barb, & Jake

Pickle Factory Run

Comments (and photo) by Sharon Sorenson and Al Kracke



Sharon Sorensen: The NLSC Pickle Factory sail last Saturday was fun! We had sunshine and good wind for two sailboats (Jay Bigg's 30' Catalina, Scott/Deb Woolfrey's 27' Catalina) and Al/Nancy Kracke's Wellcraft power boat. We had 3 captains and approximately 15 crew. Following dinner at The Pickle Factory, The Kracke power boat engine was non-functional. The Woolfrey Catalina towed it to Lake City Marina, arriving about 9:30 pm, where stellar crew awaited on the fuel dock, in the dark, to catch the Wellcraft lines and dock her. A brief dockside celebration (picnic table at top of 900 dock) followed.

Al and Nancy Kracke's letter to The Pickle Factory sailors:

Remember that saying that "Life is what happens while you're making other plans"? Well, that was certainly the case Saturday for those of you who were with us on Miller Time II and also those on Scott's and Jay's boats. We left the Lake City Marina at 1 pm with a fully functioning cruiser but returned that night under tow.

We learned some valuable lessons on Saturday:

- * Murphy's Law is alive and well.
- * If you're going to have a big problem with your boat, try to make sure it happens when you are surrounded by NLSC members. They know what to do and are REALLY helpful.
- * Try always to go out with a captain who is certified to tow other boats.
- * Good cookies are a great thing to be able to offer crew members who are realizing just how late they will be getting home that night.
- * In an emergency like losing your engine, NLSC members will not only meet you at the gas dock to pull you in safely, they will stay with you until your cruiser is safely on its trailer and ready for the mechanic.
- * Choose your cruiser guests carefully. Try to invite sailors who, instead of being grumpy about the inconvenience of a dead engine, will insist it was a great adventure and will even give you hugs at the end of the night.

We are so grateful to all of you for your help and encouragement Saturday evening. The experience certainly wasn't what we had in mind, but it sure made us thankful we are part of such a great club!

How To Stop A Boat From Sinking by Michael Vatalaro

reprinted with permission from *BoatU.S.* - submitted by Capt. Joan Gilmore

Quick action — and these three items — can keep your boat afloat in an emergency.

Putting Archimedes' "Eureka!" moment aside, a boat can be said to float because there's more water on the outside than on the inside. And while the concept of displacement might baffle some of us, it's a safe bet that every boater knows when the water on the outside starts becoming water on the inside, something has to be done, and quickly. Here are three ways to stop a sudden leak, before your boat ends up looking more like Archimedes' bathtub.

Cram It: TruPlug



Designed as a replacement for traditional wooden bungs, which often need to be hammered into place to staunch the flow of water, TruPlug is made from closed-cell foam, the elastic type that springs back into shape after you compress it. Like foam earplugs, TruPlug is designed to be installed by hand.

Yes, in a perfect world, should a hose pop off your raw-water intake, you'd just close the seacock. But in reality, these valves are frequently neglected and stuck in the open position. Or perhaps, in a truly disastrous turn of events, a heavy battery or piece of equipment breaks loose and shears off an aged, corroded, or fatigued seacock. In such a case, you'd be glad to have the flexibility of TruPlug's foam, which can conform to somewhat irregular shapes.

But you don't have to imagine a worst-case scenario to find a reason to keep this \$20 item in your toolkit. The plastic "mushroom"-style thru-hulls through which scuppers, bilge pumps, and livewells drain overboard are notorious for cracking and leaking after years of UV abuse. Having a plug handy to jam into one of these openings might just get you back to the dock without having to bail all the way home.

Wrap It: Rescue Tape



I've had an engine-cooling hose burst while underway. It's not pretty. When I opened the engine-compartment hatch, water — under pressure from the engine's circulating pump — was spraying from a gash in the hose all over the engine compartment. The boat in question was a twin-engine cabin cruiser, so the solution was to shut down the port engine and continue on one engine. But if I'd had Rescue Tape aboard, I could've wrapped up the busted hose and been back underway at normal speed.

Rescue tape is self-amalgamating silicone. It comes with clear backing that you have to peel back as you go. To repair a leak, stretch and wrap the tape over the hose and itself, overlapping each wrap by about half. Don't be shy on the stretching — the tighter you pull the wraps, the better the seal. Using the tape to cover an extra few inches on either side of the leak should allow you to seal just about any leaking hose or

pipe in an emergency, even high-pressure hydraulic lines. However do read the packaging for limitations, such as for common rail pipes or pipes from injector pumps to injectors. For \$10 to \$12 per roll, this tape is cheap insurance.

Mend It: Epoxy Sticks

These epoxy putties can be mixed by hand to create a self-hardening patch for repairing small holes or gashes in the hull or an outdrive. They even cure underwater, though you may have to hold it in place for 5 to 10 minutes to give it time to set up. It's easier to find uses for this type of repair tool when your boat is out of the water. But if your boating takes you to remote places or you value self-reliance, throw a \$24 package of this in the toolbox, just in case.

— Published: June/July 2016

Find These Products at:

TruPlug: www.truplug.com

Rescue Tape: www.rescuetape.com

Epoxy Putty: www.WestMarine.com search "Epoxy Stick"



MN Mandates Carbon Monoxide Detection Systems on Boats

Know the Law

- Owners of motorboats with an “enclosed accommodation compartment,” which includes sleeping areas, galleys with sinks and toilet compartments, must install a hard-wired marine-certified carbon monoxide detector, and also post carbon monoxide warning labels at the stern, steering station and enclosed area, by next May 1.
- Owners of motorboats with an “enclosed occupancy compartment” — any structural space intended for a person to enter — must post carbon monoxide warning labels at the stern, steering station and enclosed area by next May 1.
- All state-approved boating safety courses must include details about carbon monoxide poisoning.

A hidden danger: Death by carbon monoxide poisoning on boats is fairly rare, but it's a hidden danger given that the toxic gas is odorless and invisible. The DNR advises boaters not to leave motors idling or generators running while anchored or docked, not to sit on the rear swim deck while the motor is running, and to stay back at least 20 feet when water skiing or tubing. Motors and exhaust systems should be maintained each year, especially in the fall when animals can chew through pipes.



NLSC Meetings & Sponsored Trips

EVENT	DATE	TIME	LOCATION	DESCRIPTION
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!!
Board Meeting	August 23, 2016	6:30pm	Davanni's Golden Valley 663 Winnetka Ave N Golden Valley 55427	Board meeting All NLSC members welcome
Club Meeting	Sept 20, 2016		To be determined	To be determined



Sailing Opportunities

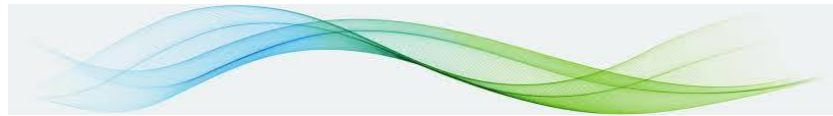
NLSC Sailing Opportunity Disclaimer

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.

Women's Fun and Learning Weekend in the Apostle Islands	August 12-14	Bayfield, WI	Joan Gilmore 612-871-8101 captainjoan@mac.com
Apostle Islands on Andiamo	August 12-14 Pre-board Aug 11	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.

- 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 Board of Directors



Scott Woolfrey	Commodore
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Al Kracke	Purser
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Barbara Chapman	Membership Chair
Jerry Sicard	Fellowship and Special Events
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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.