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THE WINDWORD

June
2019

wvsailingclub.com

FROM THE COMMODORE

It's been a record-breaking year! Unfortunately, it's not the kind of records that we would like to break. Not in my wildest imagination would I have thought at the beginning of the year that we would be needing a boat to get to our boats, retrieving Picnic Tables, Handicap Ramps and a Tiki Bar out of the slips. Let alone having the water level at 5' over the walkway. But we work with what is dealt and it's not what happens but how you respond that makes the difference. Over the last couple of weeks there have been several people that have put in many, many hours with a commitment to seeing that the club facilities survive the flooding and comes through it in the best condition as possible. **THANK YOU!**

At this time, we know much of the work (not all) that lies ahead. But...the difficult question is when can we start. It's a very fluid situation (pun intended) and difficult to predict when the conditions will allow us. Variables of lake levels due to inflow (from rain) & outflow (depending on the corps release), none of it is consistent or predictable at this time. When will the water recede enough to safely turn on electricity and when will

the parks water line break be fixed to the Boulder Bluff area, etc.? Be assured we are monitoring this daily and will act as soon as conditions will allow. Also know that there is more than one way to skin a cat (not literally). So, thank you for your patience and understanding as we work through this as safely and efficiently as possible.

Stay tuned for upcoming work parties. It will take a strong participation from the membership to get our club up to par for the start of sailing season. A little bit of effort from several gets a lot accomplished. The good news is that it is all fixable and just takes rolling up the sleeves with a little elbow grease from several members to get it in ship shape while making memories. Somewhere down the road we'll be saying remember when...

Other News: Socials, Sailing activities & Uncle Gene's Swap Meet are on hold until we get recovered, the one exception is of course those hard-core racers, Blaine Van Dam makes that call on a weekly basis & communicates via email. It takes a lot to keep a racer off the water.

2019 Catalina 22 National Regatta has re-scheduled for July 27-August 1 in Wagoner, OK

Picture Contest: Keep or send your pictures of the flooding as well as pic's of the recovery efforts to rjnbarth@hotmail.com. We are wanting to document and put together an album for the Activities Center. More info to follow.

Communication: We have been texting & emailing updates over the last couple of weeks

Text: If you're not getting a text & want to opt in, email me your number

Emailing: If you're not receiving emails & want to opt in, email me your address. Had some issues early on but you should have received an email on 6/03 or 6/04. If you didn't you may not be on my list.

Facebook: We post messages and much more on our Facebook site, Walnut Valley Sailing Club @ [wvsailingclub](https://www.facebook.com/wvsailingclub).

If you are getting text or emails and want to opt out, let me know. The Club is great because of you! Doing whatever needs to be done to make it better. Thankful & Appreciative,

Live to Sail - Sail to Live, RICHARD

1937

Year Walnut Valley Sailing Club was established

85

Number of Sailboat Slips at WVSC at El Dorado, KS

130

Number of Dry Storage Spaces at WVSC Facility

Welcome

Walnut Valley Sailing Club offers a friendly and relaxing sailing club atmosphere at El Dorado Lake, Kansas. We have the best and deepest water conditions in the region, great facilities, programs, and events for sailors of all ages!

Our on-the-water Activity Center has all the necessary amenities for great sailing and social experiences. The activity center is available to members from spring through fall and includes a full kitchen, restrooms, and showers. Our 85 slips are 10, 12 or 14 ft. wide. There are many sailing activities, sailing programs, races and social events for the whole family. I hope you decide to join us for an exciting and fun 2019 sailing season!

- Commodore

Meeting Minutes

WVSC Board Meeting - May 9, 2019

CALL TO ORDER: 7:05pm

BOARD MEMBERS IN ATTENDANCE: Richard Barth, Dave Bonifield, Eric Wertheimer, Deann Gadalla, Steve Kubin, Ted Blankenship, Charlie Volk Brian Hakala

COMMODORE'S REMARKS: Special thanks to Gary Pierce, Gene Nold and Ted Blankenship for repairs to the main plumbing line on land. Charlie Volk and Dave Bonifield handled freeze damage repairs in the Club House.

MEMBER CONCERNS: It is noted that several slips have electrical cords improperly used, trash not removed and similar issues that are both unsightly and potentially dangerous. Notices of this problem will be sent to these owners to fix these problems for the safety and benefit of all.

JANUARY BOARD MINUTES APPROVED. Motion by Dave Bonifield second Ted Blankenship.

LIAISON REPORTS & COMMITTEE CHAIRS

HARBOR: Motion approved (Volk/Blankenship) to accept the contract with Greenway Electric to remove & repair the failed electrical conduit and pull and inspect the wiring and fix electrical shorts in deck lights, cost \$4,650. A motion for a follow on project (Kubin/Volk) approved to replace wiring with safety issues.

Club labor will be used to replace failed GFCI's, ground ladders (ungrounded ladders are not to code & potentially dangerous), and misc maintenance of the electrical system.

(Continued on pg. 3)

LIVE TO SAIL,

Responding to an Emergency Quiz

Although sailing is often laid back good times, we can never underestimate the power of Mother Nature or unforeseen circumstances and must always be prepared for emergencies at sea. Here's a helpful little quiz to test your knowledge using just a few instances that could happen while out for a sail. *(Answers located on page 6).*

- 1) Should a backstay fail while sailing, you should:
 - a. Turn upwind and sheet the mainsail in hard
 - b. Turn the boat downwind and let out all the sails
 - c. Turn upwind and let out the sails
 - d. Get on a beam reach and stage all crew on the leeward side
- 2) If the boat unfortunately dismasts, one thing you should do is:
 - a. Start the motor and immediately drive away from the wreckage
 - b. Maneuver the boat to a downwind position
 - c. Maneuver the boat to windward
 - d. Do not attempt to maneuver the boat, it will only make things worse
- 3) When towing another boat, a good place to place the towline is:
 - a. The stern-mounted lifeline stanchions (with bridle)
 - b. The wheel pedestal (no bridle)
 - c. The farthest aft end of the boom (no bridle)
 - d. Primary winches (with bridle)
- 4) Which is the LEAST effective call to make in an emergency at sea?
 - a. VHF channel 16
 - b. 911 via cellphone
 - c. Cell phone call directly to Coast Guard
 - d. Professional towing company via phone or radio
- 5) If a person onboard suffers medium hypothermia, you should NOT:
 - a. Warm the trunk of the body first
 - b. Wrap them in a blanket WITH a non-hypothermic person
 - c. Massage their arms and legs
 - d. Remove their clothing
- 6) In a man overboard situation, a larger threat than hypothermia is:
 - a. Endothermia
 - b. Cold Shock
 - c. Hydro-fibrosis
 - d. Isothermia
- 7) If you haven't actually hit something, the most common place where a substantial leak can occur is:
 - a. Keel bolts
 - b. Chainplate fittings
 - c. Stemhead fitting
 - d. Through hulls

Minutes Continued...

(Continued from pg 2).....The aforementioned is required to maintain the integrity and safety of our (35 year old) electrical system. A copy of the professional electrical survey is available to any club member from the Commodore.

ACTIVITIES CENTER: Spring cleanup cancelled due to high water. Will be scheduled at a later date. Hot water lines primarily repaired by a professional plumber last week.

MEMBERSHIP: Pick up 2019 Membership cards in the club house by the Bulletin board/Trophy case.

FINANCE: Treasurer's report accepted. Authorized use of reserve funds (per financial plan) for sealing the parking lot. Parking lot Reserve was \$6,000 cost \$4,500.

SOCIAL COMMITTEE: Watch email notices and texts for rescheduled social due to weather delays and delayed Spring cleaning in the Clubhouse.

SECURITY: Planning for battery backup that may be required during electrical work on docks.

DRY STORAGE: Sprayed for weeds.

RACING First two races cancelled due to weather.

BUILDING & GROUNDS: Discussed repairs to gray storage building (roof and floor repair) which was approved. Discussion also regarding reroofing materials for kiosk structure was approved by Building & Grounds.

NEW BUSINESS: All check off items on the Business Calendar complete through April.

ADJOURNMENT: Meeting was adjourned at 9:15pm.

Next Meeting, June 13, 2019 at 7 pm, 9449 East 21st Street N., Suite 200, Wichita, KS 67206.

amazon smile

Shop at smile.amazon.com
and Amazon donates.



Amazon Smile

Father's Day, on Sunday, June 16, is a major shopping holiday and a great time to increase our Amazon Smile donations

If you shop at smile.amazon.com/ch/48-1241848 Amazon donates to the Walnut Valley Sailing Club Safety Training & Educational Program.

SAIL TO LIVE!

Flooding at the Lake

With all of the rain and flooding recently, Gordon Noel decided to go to the club house to check on his boat on Tuesday, May 14th. There he discovered he would be unable to reach his boat due to the flooding. Gordon had his drone with him and took some photos of the rain aftermath.



Seven Essential Knots for Sailors

If you didn't learn knots when you were young, you can still master them quickly. The key is to learn what a given knot should look like when completed, then practice tying it until you can do it with your eyes closed.

By Jeff Werner

Once you cut a piece of rope off the spool at the chandlery and bring it aboard your boat and give it a job to do, it becomes a line you have put to work. Whatever job it is performing – whether it becomes a jibsheet, a fender whip or a dockline – there is an ideal knot, hitch or bend for its given task.

Types of knots fall into three general categories. The first are those tied on the end of a line and are commonly called "knots," such as the bowline knot and the stopper knot. The second category are those used to join two lines together. They may have "bend" in their name, as in sheet bend, because to bend, in sailor talk, means to join. The last group are those which secure a line to a cleat, piling or stanchion, and they are known as "hitches."

(continued on pg 5)



ALL THE FUN IS

Recipe of the Month **Glow Salad**

2 pints mini grape tomatoes, halved
1 large cucumber, chopped (or 2 small)
3 ears of fresh corn (or about 1 1/2 cups)
1/4 cup fresh cilantro
1-2 limes, juiced
sea salt and pepper, to taste

- 01** Bring water to a boil in a large pot. Add the corn and cover to steam it for about 5-7 minutes. Then remove corn from the pot and set on a plate to cool.
- 02** Meanwhile, chop the tomatoes, cucumber and cilantro. Add to a large bowl.
- 03** Cut the corn kernels off the cob, add to the bowl and mix.
- 04** Squeeze in the fresh lime juice, cilantro, sea salt and pepper. Mix until well combined. Enjoy!



If you didn't learn knots when you were young, you can still master them quickly. The key is to learn what a given knot should look like when completed, then practice tying it until you can do it with your eyes closed. When studying knots, it helps to know some terms. The ends of a line are referred to as either "working" or "standing." The Working end is free, while the standing end is secured to something. A loop formed in a line is known as a bight.

1) Bowline

The most useful knot aboard a sailboat is the bowline. It forms a fixed noose at the end of a line that cannot run or slip and is commonly used, for example, to secure sheets to the clew of a headsail. Two bowlines can also be used to connect two lines. The great advantage of a bowline is that no matter how tight it becomes after being loaded for a while, it can always be easily untied.

The well known ditty for tying a bowline runs as follows: "The rabbit comes out of the hole, goes around back of the tree, and then jumps back into the hole." The "rabbit" is the working end of the line, the "hole" and "tree" are formed in the standing end. To finish the knot properly, give a hard pull on the tree and the rabbit's ears at the same time, so the shape of the knot is not deformed. To untie a bowline, turn the knot over and break its back by bending it downward.

For a closed loop in the line, with the working end passing over the standing end. Pass the working end through the loop, around behind the standing end, then back into the loop. Give a hard pull to close the knot up tight. To untie a bowline, turn the knot over and break its back by bending it downward.

2) Stopper Knot

To keep a line from pulling through a block or rope clutch, a knot should be tied in the end of it. The most secure knot for doing this is the double overhand stopper

knot - also known as the stopper knot for short. Unlike a simple overhand knot or a figure eight knot, this knot does not come loose easily.

The easiest way to tie a true stopper knot is by using your hand as a form. Just loop the end of the line twice around the palm of your hand, tuck the working end under two loops, and then pull the loops off your hand. Once you try it, you'll never use a figure eight again.

Working back to front, pass the working end twice around the palm of your open hand. After you've got two full wraps, pass the working end under the wraps on your palm away from your thumb. Then use the end to pull the knot tight as it slips off your hand.

3) Clove Hitch

This is a handy knot because it can be tied very quickly. On sailboats its usual use is for securing fender whips to a lifeline, stanchion base or toerail. It can be easily adjusted to raise or lower a fender as needed. The clove hitch can also be used to temporarily secure a dock line to a piling, but be aware that the hitch can unexpectedly work free as the boat moves around at the dock.

Take one full turn around the object the line is being secured to. Then pass the line over itself as you take another turn. Finish the knot by tucking the working end under itself and pull tight.

4) Sheet Bend

Many sailors use a square knot when tying two lines together, but these often come loose when not under load. The sheet bend is more secure, is easy to untie and works much better when two lines of unequal diameter need to be tied

(Continued below)

ON THE WATER!

together. Its final form is only slightly different from a square knot, though it is tied quite differently.

Form a bight in the end of one line. Pass the end of the other line through the bight from beneath and around behind both parts of the first line. Finish the knot by passing the working end of the second line under itself, then pull the knot tight.

5) Two Half Hitches

This knot has a self-explanatory name: one half hitch, followed by another half hitch. It is easy to tie and forms a running noose that can be made larger or smaller. This is the perfect hitch to use to tie a line tightly around an object. Combined with a round turn, it is an excellent way to secure a dock line to a piling. Tying two half hitches on top of a clove hitch is also the best way to keep a fender whip from slipping.

Pass the line twice around the object it is being secured to. Then tie one hitch on top of the turns by passing the working end of the line behind the standing end and pulling it through. Repeat to tie the second hitch. You can tie two half hitches without taking turns first, but they are less secure this way.

For a closed loop in the line, with the working end passing over the standing end. Pass the working end through the loop, around behind the standing end, then back into the loop. Give a hard pull to close the knot up tight. To untie a bowline, turn the knot over and break its back by bending it downward.

6) Rolling Hitch

The rolling hitch comes to the rescue when riding turns jam a line on a winch drum. This hitch is designed not to slip. Use an extra line to tie a rolling hitch on

the standing portion of a jammed line, shift the load to the extra line and you can free the jammed line. The rolling hitch will also keep any line secured to a vertical cylindrical object, such as a stanchion, from slipping. It can also be used to form an adjustable noose that doesn't slip under load, which is handy when securing tie-downs for an awning on deck. The Boy Scouts use the same knot to tension lines secured to tent pegs, only they call it a taut line hitch.

Wrap a line twice around another fixed line or post. Take a third turn by passing the working end of the first line over its standing end and then around the second line above the first two turns. Pull on the standing part of the first line and the hitch will not slip down the second line.

7) Cleat Hitch

Walk down a dock in any marina and you will see many dock lines improperly secured to cleats. A proper cleat hitch is easy to tie, very effective and it can be released under load without worrying about losing a finger in the process. Any time you make off a line on a cleat, on a dock or on a deck, this is the knot to use.

As you gain experience, you will begin to recognize families of knots that are related. For example, two half hitches and the cleat hitch are really clove hitches: the former is tied on the standing end of a line, while the latter is bent around the horns of a cleat. As you practice tying these seven essential knots, you will immediately recognize the look and shape of the knot when made correctly, and more important, will recognize when you have tied it incorrectly.

Take one full turn around the base of the cleat, leading the line so that its standing part runs clear of the cleat. Then take a figure-eight turn around first one horn of the cleat, then the other. On the final turn pass the line under itself and pull it tight.

Summer Sailing Academy

Our US Sailing certified instructors teach all skill levels from youth to adults. Whether you're just starting out, or building on your existing skills, our programs will help you grow your skills as a sailor.

Fundraising

Support Walnut Valley Sailing Club, STEP & Youth Sailing Programs!

You already shop at Amazon and Dillons, why not earn money for Walnut Valley Sailing Club STEP (Safety Training and Education Program) and Youth Sailing too?

When you shop via the links on our website wvsailingclub.com/fundraising, we will earn a percentage of your purchase. There is no extra cost to you, just a special link. Check it out today!

Thank you for your support - WVSC

The club's Safety Training and Education program (STEP) will host various "learn to sail" clinics, camps and lessons this summer for both youth and adults. Our boats include Catalina 14.2's, Catalina 22's, Lasers and a Sonar. Sailors are welcome to take one, two, or all three sessions.

SESSION ONE: For the beginning sailor, ages 8-12, who are new to sailing or with very little experience. Instructions will be on Prams, Optis, and Sabots. Sessions will be on July 8th, 9th, 11th, and 12th from 10am - 4pm.

SESSION TWO: For the beginning/intermediate sailor, ages 12 and up. This session is for the returning sailor that has some experience sailing or is a repeat camper

or an older beginning sailor. Instruction will be on Catalina 14.2's. Sessions will be held on Mondays, Tuesdays, Thursdays, and Fridays, July 15th - 26th from 10am - 4pm.

SESSION THREE: For the advanced sailor, any age of youth or adult, requires approval from the instructor. Instructions will be on Lasers or the equivalent. This is a fast paced, intense course focused on racing strategies, team racing, match racing, and sail trim. Sailors will compete in the club's Wednesday night racing program during the week of the camp. There are a limited number of club Lasers, it is recommended that sailors bring their own boat. The date(s) for session three is TBD (to be determined) and will be held from 4pm to sunset.

For more information or to sign up for WVSC's 2019 "Learn to Sail" Programs contact: info@wvsailingclub.com

@WVSAILINGCLUB

Quiz Answers



- 1) a. Turn upwind and sheet the mainsail in hard
- 2) c. Maneuver the boat to windward
- 3) d. Primary winches (with bridle)
- 4) b. 911 via cellphone
- 5) c. Massage their arms and legs
- 6) b. Cold Shock
- 7) d. Through hulls

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