

THE WINDWORD

The Newsletter of the Walnut Valley Sailing Club

JULY 2022



**Massive Iceberg surfaces at
Shady Creek Marina
El Dorado, Kansas**



Board Member **Austin Bayes**
and wife **Nicole**

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Charlie Volk
316-788-4493

COMMODORE
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316-210-6508

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Stuart Funk
620-382-5866

TREASURER
Paul Schye
316-617-1373

SECRETARY
Austin Bayes
316-990-3769

**NEWSLETTER
EDITOR**
Tedd Blankenship

**REAR
COMMODORE**
Tedd
Blankenship
316-775-1064

**BOARD
MEMBERS:**

Kevin Welch
316-322-5212

Preston
Brammer
316-733-2685

Troy Oberly
316-648-0649

2022 WVSC Social Calendar

If you would like to help out with a social event, don't be shy. We need your help and enthusiasm. Please give any board member a call, a text or an email or 775-1064 Janet or Tedd

JULY:

CLUB BREAKFAST & ALL THE COOL BOATS SAIL, July 9

- 9:00 AM Breakfast, Cool Boats Sail after breakfast
- First of two "All the Cool Boats Sail" events,
- Nothing to prove here, we know you're cool, you're going to sail with us.

Long Distance Race

- time and date to be announced: **July**

FINAL SUNDAY SUNDAES, July 25

- 2:00 PM

AUGUST:

NEW MEMBER WELCOME POLTLUCK DINNER; August 27th

- Details to follow!

POKER RUN, * tentatively planned for August

PRAM-SABOT BOAT RACE & FLOAT-A-THON, August 20

- 2:00 PM
- You could win a trophy, go home dripping wet, or both!
- Insider tip: paint a waterline below your gooseneck and one just above your gooseneck... in case you capsize and turtle

FINAL SUNDAY SUNDAES, August 28

- 2:00 PM

SEPTEMBER:

CLUB BREAKFAST & ALL THE COOL BOATS SAIL, Sept. 3

- 9:00 AM Breakfast, Cool Boats Sail after breakfast
- To the flag and back- don't know how to navigate with a compass, no worries, we'll teach you, or just follow "All the Cool Boats!"

CAMPING BEYOND B DOCKS AND SO MUCH MORE, Sept. 18

- We had a blast last year. Good friends, fine pizza, perfect night.
- We have boats already signed up and a enthusiastic support boat making plans for a friendly night of fun again this year. All we need is you.

OCTOBER:

SMOKIN-HOT CHILI COOKOFF, Oct. 1

- 6:00 Happy Hour, 7:00 dinner
 - Can you spell kie-ann? Do you like kie-ann pepper?
 - Come on out anyway, we'll have some bel peppers too!
-



All the Cool Boats Sail!

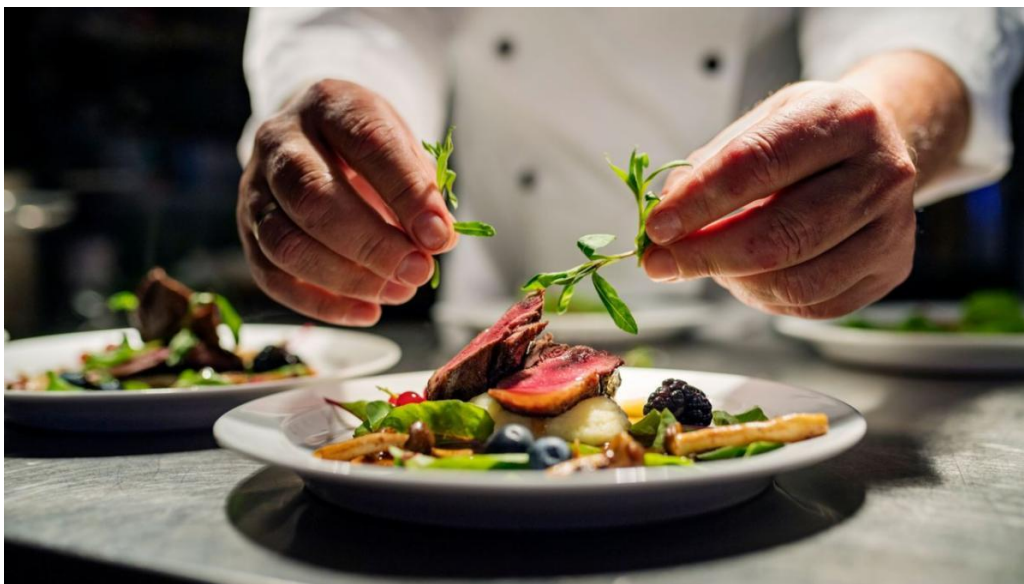
Saturday, July 9th 9:00 AM

- keel boats, centerboard, windsurfers, RC boats...
 - come on out and join us for a casual low key fun sail
 - coffee and donuts 9:00 AM at the clubhouse
 - on the water by 10:00 or thereabouts
-

24 Hours on Board... and Mostly Under Sail Challenge

Hats off to Gary and Patti Mackey, Blaine Van Dam, Dave Barker, Preston Brammer, Kevin Welch, Paul Schye, Tedd Blankenship,

Greg Rincker, Charlie Volk, Ernie Condon and Crew, Steve, Brad Purkey and others. A good time was had by all and we weathered the near perfect storm. Sea Captain Preston Brammer for the rest of the story...



Captain's Fire in the Galley Cookoff

Who knew? All these racing sailors were foodies too!
cook eat drink watch talk schmooze
Stand by we're going to reschedule!

The rules in a nutshell:

- prep ahead; slice and dice, wash, organize etc. (no pre-cooking)
- 45 minutes start to finish cook time
- cook on a stove that would be reasonable for the boats in our club
- **teams of two encouraged** or feel free to go-it-alone
- one main entree and one side required - enough for three judges to taste
- present one dinner plate with entry to be judged

It's all in fun! Jump in there, we'll be super nice even if your soufflé' goes dead flat! We'll add a category for dead flat soufflé' and you may still win a prize.

\$5 PIZZA FOR EVERYONE AFTER THE COOKS FINISH COOKING AND JUDGES JUDGING. THIS IS NOT A PIZZA COOKOFF - COOKS WILL PREPARE WHATEVER THEY WISH FOR THE JUDGES!!!!

Triple Dog Dare You



OMG Ready to tack Dave?



Things can get pretty *wild*
even on a Wednesday
morning at WVSC











The photo montage above is a **reenactment of actual events** that occurred a fortnight ago on a stormy night at WVSC. Sailors were on watch... and then it happened - the near perfect storm -

"She came ashore with a mighty fury!"

For a first hand account of the full story and tales of breathtaking bravery - Sea Captain Brammer. Paul Schye, the true hero in this saga is just to the left of Tim Miller in the photo. We could include Paul in the photo or the wagon in the photo, but not both.

You're a good sport Paul.
Thanks!

Preventing Electric Shock at the Dock

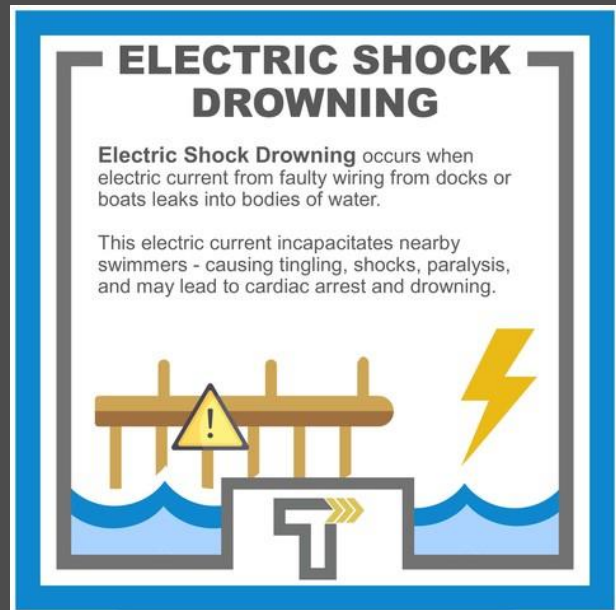
The human body runs on electricity and if you overload the nervous system with an external field, everything goes haywire. Every year several people die because they go swimming near a dock, a wiring fault creates an electric field in the water, and their muscles freeze. It is called Electric Shock Drowning (ESD).

A victim of ESD doesn't always appear to struggle, because they physically can't. Their diaphragm is paralyzed, their swimming muscles incapacitated, and they simply sink.

How to Avoid ESD

Never swim near docks with AC power. Encourage your marina to test periodically for leakage.

- When you go for a sail, switch off the AC power breakers onboard and at the shore power pedestal and unplug the power cord.
- Move your boat at least 150 yards from any marina before entering the water to perform maintenance or to scrub the bottom. In freshwater, the power gradient can extend as much as 150 feet from the fault.
- If the dock is used by swimmers, install only low voltage lighting and no power outlets.
- Never use 120 volt power tools from a tender or float, or even in a way where wet conditions can create a ground through you. Using power tools near freshwater or saltwater can be lethal. The water becomes an excellent coupler from the sailor to ground, and wet hands make a good connection to the power tool.



- Always use GFI protection. If there are none in the circuit, install a GFI pigtail.
- If you must swim in a marina, unplug yours and nearby boats and turn off pedestal breakers and battery switches. This should eliminate the remote risk of a severe fault.
- Although swimming pool electrocutions are extremely rare (all pools equipment must meet strict safety codes), accidents can happen.
- Never swim if a portable 120-volt pump is in use.
- Never swim in or near freshwater marinas.
- Do not swim around freshwater docks that have electrical equipment.
- Install galvanic isolator in all shore power systems. This provides a barrier between the shore ground and hull ground.
- Install a solar system on your boat, eliminating the need for shore power.

Field Detectors

While the best policy is to stay out of the water, a lakeside dock is a kid magnet. There are electric field detectors, that with various levels of rigor, detect dangerous faults. These units simply measure the difference in voltage between the shore power ground and the water where the sensor is located. If it is located too far from the fault or located close to a grounded, metal portion of the dock, it may not measure a voltage differential. **There is no UL listing for this category of products. Although several units claim to be UL certified, this appears to be in reference to their UL-compliant components. There is no universal standard for this type of equipment.**

Fixed Mount Alarms

For fixed units, professional installation is strongly recommended, both to ensure that the unit is properly installed and to inspect all wiring for compliance with current electrical code (compliance with original code at time of construction means nothing). Dock Lifeguard A single sensor, properly placed, is said to protect an area about 40 feet on a side. Up to four sensors may be used to increase the area of coverage.

The professionally installed Dock Lifeguard detects a hot grounded dock. In general, these systems give swimmers a false sense of security.

Portable Floating

Targeted at the swimming pool market, these float on the surface and measure the electrical gradient between closely spaced sensors. As a result, range is limited. They are best used by walking them around the edge of a pool before use. As such, they may not detect changes after the swimmers enter the water. Additionally, they provide very little or no protection against hot electrical equipment near the water, such as lifts, railings, and dock frames.

Shock Alarm Another free-floating sensor, the Shock Alarm measures the gradient in a

small area, and flashes and beeps if any current is detected. \$129.00 online (www.shockalarm.com).

In general, these systems give swimmers a false sense of security.

Conclusions

We do not recommend the floating units. While they may provide some protection, failure to detect hot boat lifts and limited range allows too much room for error. We stand by the conclusions of the Electric Shock Drowning Organization, which does not support the use of what they refer to as green light devices. According to the ESO, these devices can encourage swimming in potentially hazardous areas, placing more people at risk. And, of course, the devices can fail.

Additionally, fault could occur after people have entered the water, with a new circuit introduced or activated. Given the prevalence of failures of boat electrical equipment and in marinas, the potential for failure is a valid point.

It is also important to remember that electricity is not the only hazard for swimmers in marinas. Moving boats, turning propellers, and entanglement hazards are just a few of the risks.

Does the equipment work? The most adamant insist that you can never be safe enough, since current detectors have their limitations. On the other hand, if you strictly adhere to these safety tips around the water and only use such devices as a means of fault or failure detection, we see value here.

Darrell Nicholson

Practical Sailor has been independently testing and reporting on sailboats and sailing gear for more than 45 years.

Supported entirely by subscribers, Practical Sailor accepts no advertising. Its independent tests are carried out by experienced sailors and marine industry professionals dedicated to providing objective evaluation and reporting about boats, gear, and the skills techniques required to cross oceans. Practical Sailor is edited by Darrell Nicholson, a long-time liveaboard sailor and trans-Pacific cruiser who has been director of Belvoir Media Group's marine division since 2005. He holds a U.S. Coast Guard 100-ton Master license, has logged tens of thousands of miles in three oceans, and has skippered everything from pilot boats to day charter cats.

**Below is a link to the full article published July, 2019
Practical Sailor- Darrell Nicholson - editor**

[Preventing Electrical Shock at the Dock](#)



Uncle Gene's Swap Meet a smashing success...

"I know I've got one of those in here." And sure enough, there it was. Everyone went home a winner.

Among the dealers, barterers, traders, swappers and thieves: Steve Kubin, Dave Barker, Brad Purkey, Uncle Gene, Kevin Welch, Sid Rousseau, Mark Reeves and a bucket load of other sailors made it out for the fun and camaraderie.

Thanks Uncle Gene!



Thanks to the 3D printing skills of Gary Mackey and the installation expertise of Harbor Master Charlie Volk, BOG member Paul Schye and *others*... we now have these great looking slip markers installed on our docks. Well done gentlemen.

Slip B 10 looks especially nice. Thanks guys.



Out on The Race Course

Hello racers, and yes we did race Wednesday night, after days of rain and high winds, three C22 crews headed out to race (Preston, Gary M, and Blaine)

As usual, the forecast was changing hourly, by 6 pm, the skies were getting lighter, winds forecast 14 dropping to 10 mph.

Steve and Randy handled RC duties, and we all headed out pretty quick to get the race in, with the starting gun prior to 6:30.

We headed out, the winds were looking close to 14, and our RC showed 7-12. Winds

were North, waves barely white capping.

Steve and Randy set up 3 lap Ed Webb course (Harry Anderson), about an hour in length.

The start was close, with Preston & Tedd at the pin, and Blaine & Kevin at the RC boat crossing the line within a second of the gun. Gary and Bill were right on our tail, about a boat length behind and to leeward.

Up wind, we noticed the winds were starting to build, and we crossed the first windward mark with Preston in front, Gary passed crossed ahead of us for second. That order held, until we overtook Gary on the first upwind leg. As we raced along, the winds kept building and powerful wind gusts started to hit--we all had our moments handling the gusts under full sail. Gary's boat rounded up at one point, but we pressed ahead and got the race in. On one of the reaches, we were showing 6.9 kts (for the non C22 crews, our hull speed is 5.9--so we were moving through the water pretty quick)

Congrats to Preston and Tedd for the win, Blaine and Kevin were second, with Gary and Bill rounding out the fleet.

Thanks to Steve and Randy for setting up a great course and getting us underway quickly.

As we finished the race, we were under full sun, the winds died down, and we actually had smooth ride back to the docks with the winds dropping under 10 (if you wait long enough, the forecast is eventually accurate!)

By the time we got the wet sails put away, and met for our post-race gathering, it was calm, clear, with another vivid KS sunset complete with a thin crescent moon--hard to believe given it had rained non-stop from Tues through noon on Wed.

Keeping with the weather theme of 2022, we had another wild ride to the finish.

See you Wed,

Blaine

Place Boat Time Corrected Time Handicap

1 Kubin Capri 22 29:10 32:49 88.9

2 Brammer C22 34:55 36:15 96.3

3 Van Dam C22 35:51 37:14 96.3

4 Mackey C22 42:17 43:54 96.3

Results from Wed night, June 8, Race #1.

Conditions -- clear, temps in the 70s, Winds N starting around 12, gradually tapering off as the sun lowered.

Thanks to Dana and his grandkids for setting up the Ed Webb course.

Congrats to Steve and Randy for another pair of wins, Preston & Tedd for 2nd, and we (Blaine & Kevin) split 3rd with Gary & Bill.

Another beautiful evening followed the race, and it was even a little chilly -- hard to believe looking at our forecast!

Place Boat Time Corrected Time Handicap

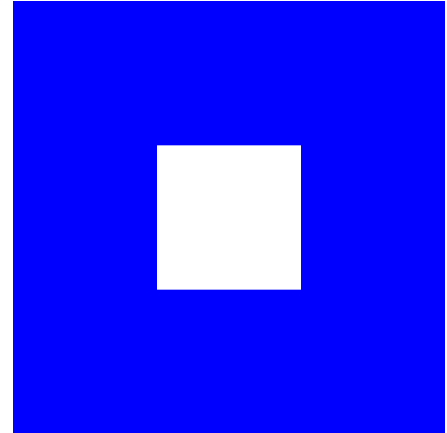
1 Kubin Capri 22 15:04 16:57 88.9

2 Brammer C22 17:07 17:46 96.3

3 Mackey C22 22:01 22:52 96.3
4 Van Dam C22 22:37 23:29 96.3

Preparatory Flag

At four minutes before the start the P flag goes up with one sound of the horn. At one minute before the start the P flag comes down - accompanied by one sound of the horn again. In the simplest of terms, this flag is telling skippers and crew to "get ready."



Don't let a few racing rules scare

you off! There are really only about four rules you need to know, and the rest.... you'll learn them as you go. It's all in good fun and we would love to see you and your boat out on the course. See you next Wednesday! Cheers.



From WVSC Security Chief:

Thanks for locking up when you leave. Gates locked, trash out, lights out, alarm on and activated! Check, check, check, check. Well done.

- Have a great week
WVSC sailors Over

TECH TIP OF THE MONTH

Polishing Guidelines - Restore Your Gelcoat to Like New

by **Austin Bayes**

- Clean surfaces/flush thoroughly to remove dirt and wax. Dish soap works well in a pinch.
- Work small areas at a time and break up the job by switching from sanding to polishing different zones. Slow is smooth and smooth is fast.
- Tape off boot stripes using a quality tape to protect from sanding and to prevent color from transferring to work areas when polishing.
- Sand affected areas with 2000 grit wet wet with water and a soft block until slick to the touch (you will see a reflection when sighted down the length). A small amount of soap added will help keep a wet surface.
- Use a wool compounding pad (not synthetic) and compound to polish the sanded surfaces at approximately 1200 rpms to a glossy finish. It should shine evenly before moving to the finishing stages.
- Switch to a polishing pad and 2nd stage polish. Adjust speed according to finish results. If the gelcoat starts to dull, speed up. Faster speeds increase the amount of swirl marks, so you want to go as slow as the finish will allow.
- Apply your favorite wax.



Equipment

Most products can be found at automotive supply stores. National Coatings and Supply (NCS) is my supplier and is located downtown across the street from Intrust Arena on St. Francis and Waterman. 416 St. Francis. 316 -262-3115. Below is a list for reference.



- 2000 grit wet/dry paper
- Spray bottle
- Flexible sanding block
- Soap/cleaner
- Step 1 Wool compound Pad - 3M 05723
- Step 1 (my preferred) Medium Compound/Wax - 3M 36106 \$30 - \$40
- Step 2 Polishing Pad - 3M 05713 \$20
- Variable speed polisher
- Random orbital polisher/bonnets, or elbow grease
- Microfiber towels

A Gold Star, tip of the hat and an **Ice Cold PBR** goes out to our very own **Austin Bayes**. Austin took one of our chalk covered Prams and brought it back to a mirror shine during a *recent* workshop. Chalky mess to mirror shine in about 30 minutes. Amazing to watch!

Deann's got your **Gold Star** Austin. I've got your **tip of the hat** and **Bart** has your **PBR**.

Thanks again Austin, from all of us at WVSC!

Meeting Minutes 6/9/22

Gadalla's office

Members in attendance: Preston Brammer, Paul Schye, Troy Oberly, Chris Proudfoot, Kevin Welch, Austin Bayes

Call to Order: 7:05

Commodore's Remarks: Water levels are higher than normal, but docks are still readily accessible and in

good shape. Fuel is at \$4.62 but everyone made it out the meeting in person.

Motion to approve May Minutes: Motion by Troy O, Paul S. second - all approve

Membership concerns: NA

New Business: Chuck and Bev Finney – formal approval for membership. Motion to approve for

membership by Paul S. Preston B. Second - All approve.

New Membership welcome party/potluck slated for August 27 th at 5:00

Committee Reports:

Long Range: N/A

Powerboats: Drain under seat of committee boat is draining properly, however the tow line is broken and needs replacement.

Harbor: N/A

Activities Center: N/A – No known issues. Flooring under fridge is still ok after repair. Need water valve

shut off locations posted for emergency situations.

Membership: Updated Roster to include membership join dates to website. Emailed list to Charlie to add to website.

STEP/Sail training: Reimbursement to Stuart for training. Whaler trailer tires need replacement and launched. Need to launch Sonar as well prior to open houses.

Archivist: N/A

Public Relations/Media: Flyer for open houses created to post online.

Finance: Most major expenses paid for this season including weed control and ins. Fees for short term

slip rentals have not been updated and do not fall in line with yearly slip rental increases from last

season. Update new short term slip rental rates, and email changes out to membership. Motion to

approve new short-term slip rental rates by Preston B., Kevin W. Second. – all approve.

Dry Storage: Stuart and Troy have repaired waste holding tank in dry dock. The upper pipe/PVC was

broken and needed replacement. Compressor hose end is missing from dry storage. Replacing with new

hose end and purchasing tire gauge. Weeds are starting to die off from previous treatments, and weed

control company has made it back out and spot-sprayed .

Building and Grounds: Mowing areas look good, adjusting to cut further around entry sign for visibility.

Calling: N/A

Racing Activities: Last few races have been good, despite higher winds. Saturday races start at 10:00 am.

Social: Calendar and list of events is being filled out for the season.

Government Relations: N/A

Security: No current issues. Make checklist for locking up club for the last one leaving the clubhouse.

Sailing Activities: Select weekend for scavenger hunt.

Business Calendar: Up to date, no new information.

Old Business: Sunken hydro hoist has been floated and is still holding. Amending lease agreements for

next season to include terms for non-payment/property left onsite. Ready to be sent to attorney for

review, and updated lease agreements will go into effect next season.

Motion to adjourn: 8:48 by Paul S , Troy O. Second Meeting Minutes 6.9.22 – Dr. Gadalla's Office



the GroundsGuys

The weeds were whacked Jack and we have another herbicide app. scheduled for later this season. We're monitoring the *progress*.

Thanks.
We'll keep you posted.



Don't Be Shy

We would love to see, hear, and/or read about your photos, short articles, video clips, travel stories, *running with the bull's* adventure... or any other interesting endeavor you've been up to lately. Sailing or not.

This month's featured photo:

Randy Malcom dashes from
Bill Allman & Richard Barth in a cow costume.

We reserve the right to edit for length and/or relevance.
We may hold your submission for future publications or not use it at all.

No copyright materials please.
Send information to: teddblankenship59@gmail.com

Board Liaison and Committee Chairs 2022

Call any board member and let them know you would like to help out. We need you, we want you and we appreciate your efforts, big or small. Thanks!

Activities Center

Board Liaison: Paul Schye
p.e.schye@gmail.com C 316-617-1373

Committee Chair:

Archivist

Board Liaison: Troy Oberly
twoberly@gmail.com Committee Chair:

Building and Grounds

Board Liaison: Troy Oberly Committee Chair: **John McCabe**
johnmccabe7@yahoo.com 316-644-8344

Calling/Communication

Board Liaison: Paul Schye Committee Chair:
p.e.schye@gmail.com C 316-617-1373

Club Powerboat Maintenance

Board Liaison: Preston Brammer Committee Chair: Bart Peace
presbrammer@gmail.com C 316-655-5838 peacebart@gmail.com H 316-772-2597

Dry-Storage

Board Liaison: Troy Oberly Committee Chair: **Stuart Funk**
twoberly@gmail.com bratfunk@gmail.com H 620-382-5866

Finance

Board Liaison: Paul Schye Committee Chair:
p.e.schye@gmail.com C 316-617-1373

Government Relations

Board Liaison: Troy Oberly Committee Chair: Gene Nold
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Harbor

Board Liaison: Kevin Welch Committee Chair: Charlie Volk
kwelch50@gmail.com C 316-322-5212 jkv16@cox.net C 316-347-1771

Long Range Planning

Board Liaison: Stuart Funk

Committee Chair: **Austin Bayes**

bratfunk@gmail.com H 620-382-5866 austinblakedesign@gmail.com H 316-990-3769

Membership

Board Liaison: Chris Proudfoot

Committee Chair:

ccpro@sbcglobal.net H 316-210-6508

Public Relations

Board Liaison: Tedd Blankenship- Windword

Committee Chairs: **Tedd & Charlie**

teddblankenship59@gmail.com H 316-775-1064

Charlie Volk- Web Page jkv16@cox.net C 316-347-1771

Racing Activities

Board Liaison: Preston Brammer

Committee Chair: Blaine Van Dam

presbrammer@gmail.com C 316-655-5838 vandam@cox.net C 316-371-4166

STEP/Sailing Academy

Board Liaison: Tedd Blankenship

Committee Chair: Stuart Funk

teddblankenship59@gmail.com H 316-775-1064 bratfunk@gmail.com H 620-382-5866

Sailing Activities

Board Liaison: Troy Oberly

Committee Chair: **Kevin Welch**

Kwelch50@gmail.com C 316-322-5212

Security Master

Board Liaison: Kevin Welch

Committee Chair: **Kevin Welch**

Kwelch50@gmail.com C 316-322-5212 Kwelch50@gmail.com C 316-322-5212

Social

Board Liaison:

Committee Chair:



Want a few work credit hours? Step to the front of the line!

\$10 per hour up to 10 hours. We need you! Work hours directly reduce your annual fees by as much as \$100. Not only that, you'll go home feeling great about pitching in and helping out. If you can only help out an hour or two here and there, no worries. That's fine. Hours are flexible, options abound and the dress code is always **Ernie Condon Casual**. If about now you're experiencing a slight tingling feeling all over your body, please contact a board member or any sailor on the Board Liaison and Committee Chair's list above. Or, just say, "Hey, how can I help?" We'll be right there.

**To all of our fine WVSC friends out there
working to keep the lights on... thanks.
We appreciate your time and effort.**



YOUR COUCH

July 9 - All the Cool Boats Sail

July 25th - Sunday Sundaes

JOKE OF THE MONTH



Have you been over to Shady Creek to see
that crazy iceberg they named
Blue Tooth?

It's gorgeous, but don't get too close. Your boat may sych.

Boats & Gear For Sale

Catalina 22 Sails

1 - Main sail in good condition - \$150 obo.

1 - 135 Genoa Mylar sail good condition - \$200 obo.

I also have a cabin enclosure that goes over the popup cabin and has zippers in the front and rear for air to pass through and opening for the companion way for a 26 foot Clipper Marine in great condition - \$150 obo.

Contact Stuart Funk at 620-382-5866 or mictfunk@gmail.com

1990 Catalina Capri 26

"South Forty" Nearly new, Mercury 9.9; 4 - Stroke 'Big Foot'

'Sail On' brand trailer, Roller furling genoa, self tailing winches
9.75' Beam, 3.5' Draft, Wing Keel
All sails in good condition
Asking \$16,500 for Boat, Trailer and all equipment

Contact Arnie Kroupa

316-250-4161

or amkroupa6@gmail.com

photo below

1998 Precision 18

Fully Equipped \$7,500

150% Genoa, Jib has roller reefing

Shoal keel with swing down C/B

Harken blocks & rigging

Nearly new Yamaha, 4 stroke, 4 HP

O/B included

Too many extras to list

Contact Fred Harvey at

316-655-2159, fwharvey@cox.net

Wanted:

1987 or Newer Catalina 22

Swing Keel in good condition

Please contact Hector Camacho

40' Dragonfly 1200 - \$290,000

"Emma" is arguably the highest value trimaran ever built by Quorning Boats.

Current location: San Francisco, California



LOA 39'2"
Beam 28'2"
Draft folded 2'6" / 6'7" board down
Year built 2003
Displacement 12,555lbs.
ENGINE
Volvo Penta D2- 55 diesel

Walnut Valley Sailing Club | Walnut Valley Sailing Club, Boulder Bluff Road, El Dorado, KS 67042

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