

# Waterline



## Inside this issue

Commodores Message	2
Board of Governors	3
Knots for Beginners:	4
Upcoming Activities	5
Advanced Knots:	6
Lost on Lake Freeman?	7
BOG Membership	10
LSC Website and Facebook	11
LSC Mission and Location	12

## Merry Christmas and Happy New Year!

2025 is here and we have all sorts of events planned. Check the activities schedule and think about getting your boat ready for spring!

---

*Lafayette Sailing Club*  
located on Lake Freeman, Indiana



LAFAYETTE  
Sailing Club

## Ahoy, sailors

Winter has set in, the harbor is “hibernating” and boats are under wraps in storage. Cold winds blow, and the water is hard here and there. ‘Tis a great time for reflection and goal setting, planning and preparing.

As I review our course charted through 2024, it becomes clear that this year has tested our mettle against turbulent seas. We cannot control the winds that blow us, only adjust our sails and course properly to safely reach our goal. Our long-term welcome at Fisher Harbor is waning, and while it may be that this fate was forecast long ago, the helm is now ours to steer. I often wonder whether we are navigating the right course. I frequently think of the wise navigators who founded the Lafayette Sailing Club; I wonder how they would tackle our current odyssey in search of a welcoming port. In the 1960s, they were resolute in finding a safe harbor that offered them shelter for years, and they succeeded. Now, after 55 years, while the waters appear murky, our compass still points true.

As we hoist our sails toward 2025, it’s time to set our goals on the horizon. What will the cost be to dock at a new port? Are there suitable storage options for our fleet? How shall we anchor our membership for years to come? When might these questions find answers? Our navigation chart shows us answering these questions and others by our August Race Weekend, if not before.

As I work to polish my boats’ hulls and restore their luster, I recall that fortune favors the well-prepared sailor. Our preparations encompass negotiating safe harbor with White Oaks, performing necessary maintenance on our vessels, and strengthening our community ties. The opportunities before us involve securing a long-term harbor that embraces us, safely and efficiently navigating our course, and organizing our upcoming events. As we navigate the turbulent waters of 2025, setting our bearings for 2026, we will certainly need a fair share of luck. Yet, I have every confidence in our skills and camaraderie.

Reflecting on the year past, I remain determined to steer us forward to a more stable future under our own terms. As sailors of the Lafayette Sailing Club, we will harness the lessons learned and set sail into the future, navigating with purpose and resolve. Together, we’ll ensure our ship remains steady, forging ahead toward new waters.

As always, I wish us all Fair Winds and Smooth Waters.

*Commodore Kevin Kunz*



## Membership Highlights

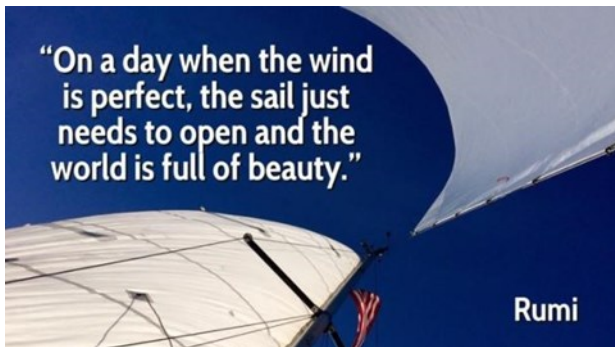
Membership in the Lafayette Sailing club is open to anyone. Membership applications can be downloaded from the club website at [www.lafayettesailingclub.com](http://www.lafayettesailingclub.com).

New applicants must obtain the signatures of two active members as sponsors before submitting an application. One way to obtain the required signatures is to visit the LSC Harbor at Lake Freeman on a weekend during a scheduled activity, e.g. races, etc..

All memberships are family memberships. There are three levels of membership with different costs and privileges. There is also a new member price at each level for a families first year of membership. All memberships include the use of club sailboats, as well as attendance at all LSC activities.

Membership with voting rights, harbor launch privileges and (1) boat storage—\$325/\$275 (first year)

Additional boat storage for any class of member is \$85/year/boat.



## Board of Governors

### Officers



Commodore—Kevin Kunz



Vice-Commodore — Dave Dugger



Recording Secretary — Cary Troy



Treasurer — Carl Griffin

### Directors

Membership — Jim Keller

Club Fleet — Derrick Gravesen

Race — Jacob Bleier

Grounds — Helmuth Aberer

Social — Doug Kingsley

Communications — Mike Nolan

Harbormaster—Jacob Bleier

Cruising—Sean Brophy

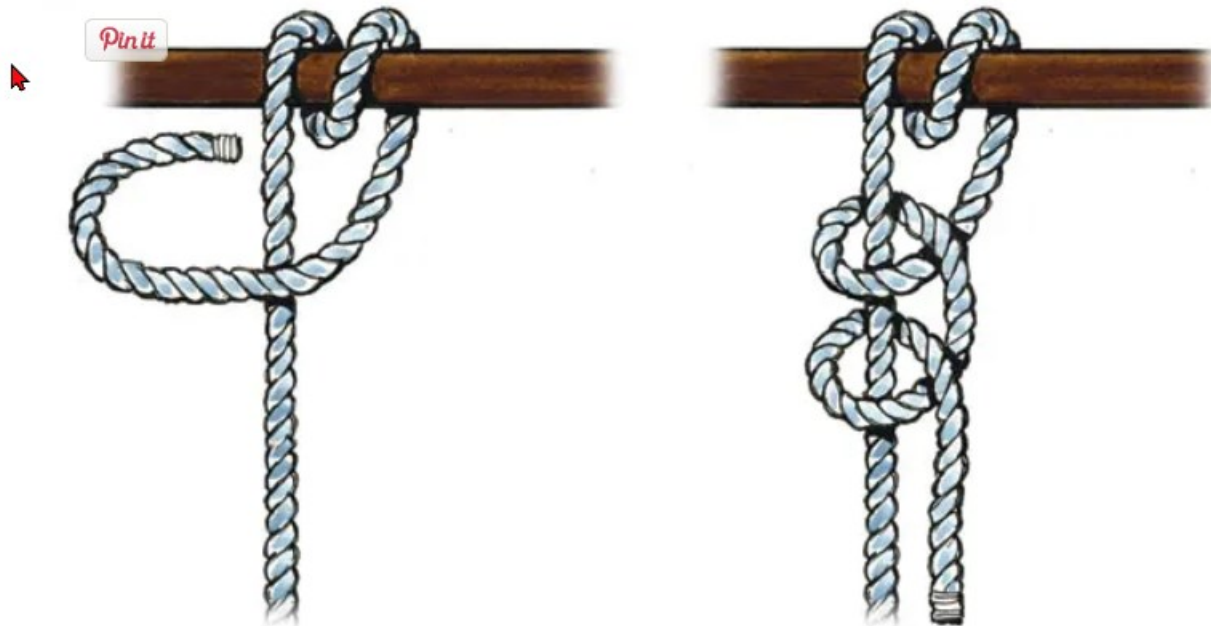
### Member at Large

Carsten Schminke

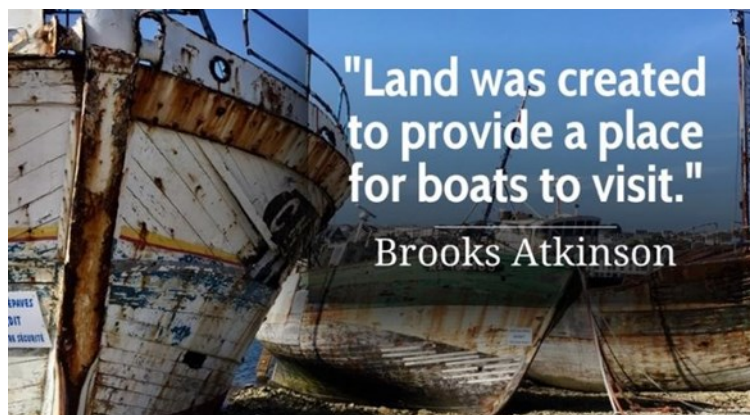


## Knots for Newbies : Two half hitches

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.



## Upcoming Events and Activities

It may be quiet now, but there are lots of upcoming events scheduled already! This is only the first half of the season! Mark your calendars.....The full events calendar should have been emailed to you, and the events list is always available on the website!

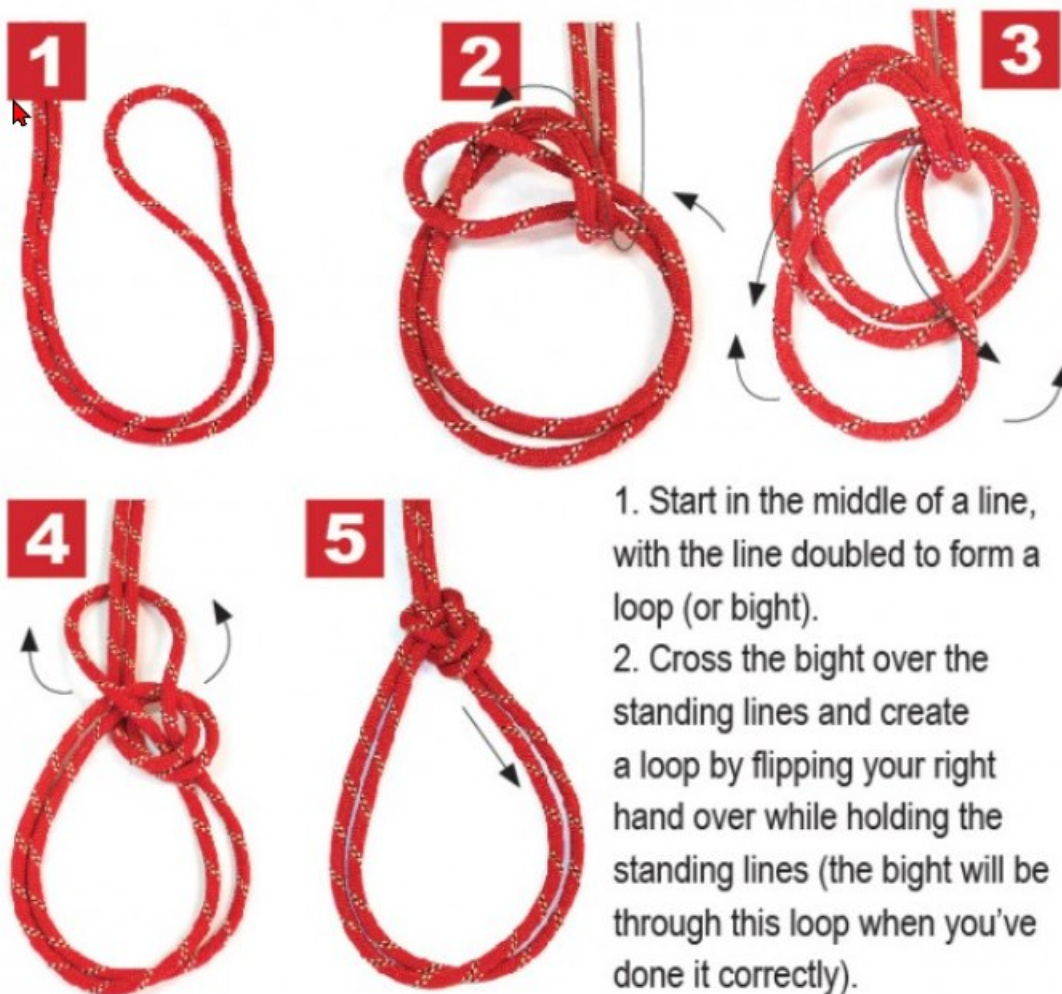
This summer we are adding a midweek non-competitive racing event as well as a couple of instructional sessions for new (and even experienced) members!

<b>Date</b>	<b>Day</b>	<b>Start Time</b>	<b>Event</b>
April 17	Thursday	5:00	Spring Callout at 9 Irish Brothers)
April 19	Saturday	10:00	Harbor Clean-up & Opening
May 3	Saturday	12:00	Intro to racing meeting/class
May 10	Saturday	12:00	Intermediate class/Warm-up Race
May 17	Saturday	12:00	Racing
May 21	Wednesday	6:00	Informal midweek racing
May 24	Saturday	12:00	Advanced Race Clinic
May 31	Saturday	12:00	Racing
June 7	Saturday	12:00	Race weekend
June 8	Sunday	1:00	Race Weekend
June 8	Sunday	5:00	Commodore's Cocktail Party
June 14	Saturday	12:00	Racing
June 18	Wednesday	6:00	Informal midweek racing
June 21	Saturday	12:00	Racing
June 28	Saturday	12:00	Racing
July 12	Saturday	12:00	Racing-Adult Recruitment Day
July 16	Wednesday	6:00	Informal midweek racing
<u>July 19</u>	Saturday	12:00	Racing
July 26	Saturday	12:00	Racing

# Knots for the Experienced Sailor

## *Bowline on a bight*

The beloved bowline has some shortcomings, including that it has to be tied near the end of a line. The bowline on a bight allows you to tie the knot in the middle of a line but still easily untie the knot regardless of how much strain it's been under. Because it makes two identical loops, it can be used as an emergency bosun's chair and is, in fact, a popular knot with climbers. It also makes a good foothold. The trick to tying the knot is a "flip" made with your right hand to create a loop.



3. Draw the bight down and pull the double loops through it, bring the bight back up to the top.

4. To tighten, work the standing lines and the pair of lines coming out of the bottom of the knot, pulling to form the line.

# Lost on Lake Freeman?

—Kevin Kunz

Imagine receiving a cryptic text message on a breezy, beautiful late Sunday afternoon in mid-November from a fellow LSC member, “There’s a couple of things out of place here. I tried sending pictures, but [they] didn’t go through”. A follow up phone call revealed that the Club laser was on a dolly just off the side of the ramp with the sail laying next to it, and one car was parked at the Club with keys and a cell phone inside. What the heck!

The day started about 4 hours earlier. Steve Scofield and Mateus Caltabiano arrived and rigged 2 lasers, donned life vests, and put in. Doug Kingsley helped get Steve out of the harbor, as the wind was blowing about 15-20 knots from the WSW. He watched the two of them scream back and forth across the lake for about a half hour, then left.

The two of them had a wonderful and exciting close reach down to the dam before turning around and heading back downwind along the west shore. Steve took a spill, but righted the boat right away. When Mateus sailed up close, he noticed Steve’s forehead was cut, but not bad, and since they had to sail back to the harbor anyway, started back north.

Around 2 PM the tiller extension on the Club laser broke, forcing Mateus to head toward Steve to let him know he had to go back to shore. Steve was sailing along the west shore at the time, and that’s when he took a death-roll (capsize to windward, downwind) near the house with the tall retaining wall.

Somehow, the boom wrapped all the way around the mast during the capsize and the mainsheet captured the stern of the Laser, preventing Steve from righting the boat. Mateus kept sailing close by Steve throughout his long, slow drift back east across the lake, hanging from the daggerboard, in the water, the entire time. Finally, the boat came close to a private dock just south of Tall Timbers marina. Since there was not enough room for Steve’s capsized boat and Mateus’ boat to both tie up at the dock, Mateus told Steve to tie off his boat, get out of the water, and he would go back and get his truck to help Steve.

Mateus raced back to the harbor, pulled the Club laser out of the water with the dolly, pulled the mast off the boat with help from the neighbors, and jumped into his truck to drive back to Steve. Ten minutes later Mateus found Steve still in the water, his boat still capsized but he was standing on the bottom of the lake. Mateus jumped in to help, but discovered the boat was quite a mess and realized the water was quite cold. Steve was starting to slur his words through blue lips, so Mateus had him get out of the water while he tied Steve’s boat off to the dock, still capsized.



New signage at the harbor



Once the boat was stable, Mateus got Steve back to his running truck where the heater was on. He got Steve out of his life vest and got him a towel and a warm sweater. The neighbors who had helped Mateus de-rig walked over to see if they needed help and offered Steve a hot shower. They also told Mateus that the person in the house behind them was a firefighter. Mateus thanked them and drove back to the harbor with the heater on where they were able to change into dry clothes.

Steve started yawning incessantly and started speaking slower and slower, while still slurring his words. Mateus decided to get additional help, and while the firefighter was not home, his daughter, a nursing student, was. When Mateus explained Steve's behavior, she suggested they go to the ER. When they discussed this with the Board later, Steve had no idea how circuitous the route was that Mateus had taken getting him to the hospital, and did not recall having been at the Club.

When they arrived at the ER Steve's core temperature was 35°C (about 95°F), but he was still coherent. After about 2 hours, the hospital discharged him, and they returned to the Club just as the sun was setting.

Meanwhile, Jim Keller and Carsten Schminke arrived at the Club to find the boat sitting on the dolly but just off to the side of the ramp, mast off, but sail still attached laying on the ground, and an apparent abandoned car. They pieced together that the car belonged to Steve, but had no idea where he was. (By this time the boat was still capsized and tied off at a private dock.) After some searching from shore they contacted DNR dispatch and DNR arrived around 5:30 PM and started collecting information to initiate a search. Tippecanoe County Sheriff also drove to Steve's home for a wellness check, and of course got no answer.



Harbor Address sign

About the time they were preparing to launch an on-water search around 7 pm, Mateus and Steve returned. Relief at his return was felt all around. By this time it was getting dark, so Steve agreed he would return the next morning to get his boat.

The next day dawned warm but windy, and Steve decided to go get his boat by himself. He managed to get the mainsheet off the boat, re-rig it properly, right the boat, and sail it back to the harbor. About 50 yards from the harbor Steve again death-rolled and pushed the mast into the mud. After walking back ashore, he contacted me by text and asked what he should do. I was in Indianapolis at the time and gave him DNR's dispatch number. 45 minutes later, the boat was up and out of the water, with no further mishaps.



The Board has several recommendations for members to consider when sailing, especially on non-race days when there is little additional help:

The Board will have a sign posted at the Club with the DNR dispatch/911 number on it, and also obtain a 911 address for the Club and post it. *Sign ordered, awaiting arrival. Address secured (11753 W 820 N, Monticello, IN 47960).*

We recommend that members not sail alone. Please have another boat out when you sail.

Put a card with your name on it and place it on your dash. This will help any member who happens along to identify who is out sailing, and have an idea what type of boat is out, which will help DNR should there need to be a search launched.

ALWAYS wear your life vest, especially if you're alone.

This article (<https://nwipa.org/cold-water-safety>) on the 1-10-1 impact of hypothermia is worth a read. While written for kayaker's, since many of us sail on smaller boats, it's very applicable.

The Club is fortunate to have had no losses in its 55 year history. We would like to keep it this way, as our community is stronger with all of us. Thanks, Mateus, for taking care of our fellow sailor, Steve.

***Post Script: I asked Steve and Mateus to read the article and provide feedback, which I have incorporated above. However, Steve asked to add this comment at the end:***

*“I read a draft of this article over the Thanksgiving break and realized how many things I have to be thankful for. First- for all of Mateus' help and care throughout my misadventure. Staying with me on the water, expertly tying up my boat so it remained safe and sound throughout a very windy night, and realizing that I was experiencing hypothermia and taking me to the ER. I also greatly appreciate the concern of Carsten Schminke, Jim Keller, Doug Kingsley, and Kevin. I've only belonged to LSC for four months, but I'm struck by how kind and thoughtful you all are. Finally, I'm extremely thankful that I wore my life vest. I'll admit to having been cavalier about water safety, but that afternoon taught me how quickly things can become dangerous. Very best wishes for a happy and safe new year.”*

The Racing Rules of Sailing quadrennium starts afresh in 2025. If you are a member of US Sailing you have probably already received an electronic update to your app in December. If you are not a member, you should consider becoming one. Either way, US Sailing has provided a series of FAQs and tutorials on their website.

## 2025 BOG Membership

The Board of governors (BOG) is always looking for member input and/or new members. The BOG meets (usually over dinner and drinks) about 10 times per year to run the club. Not really a lot of work, but a great way to learn a lot about the club, learn about sailing, and it gives you a great reason to hang out with the rest of us once a month!!!

You can join us if you want; either as an official BOG officer or just as a member. No experience necessary. Just send us a note via the club website ([Lafayettesailing.com](http://Lafayettesailing.com)) and we can get you the meeting schedule time and place.

### **LSC has teamed Up with BoatU.S!**

BoatU.S. provides a vast range of services, information and savings to recreational boaters, including:

- Members-only discounts and Member Rewards with West Marine equipment purchases
- Discounts on fuel, overnight slips, and repairs at more than 900 marinas nationwide
- BoatU.S. will pay up to \$50 per incident On-The-Water Towing with your basic membership
- Access to high-value, low-cost group-rate boat insurance
- Full year subscription to the award-winning BoatU.S. Magazine

Now you can get 50% off of annual Membership dues when you join the nation's largest association of recreational boat owners. You pay one-half of the regular BoatU.S. dues of \$30 – that's just \$15.00 a year! For more information, go to <http://www.boatus.com/> and be sure to mention our Co-operating Group ID number GA84516S to get the specially reduced rate.



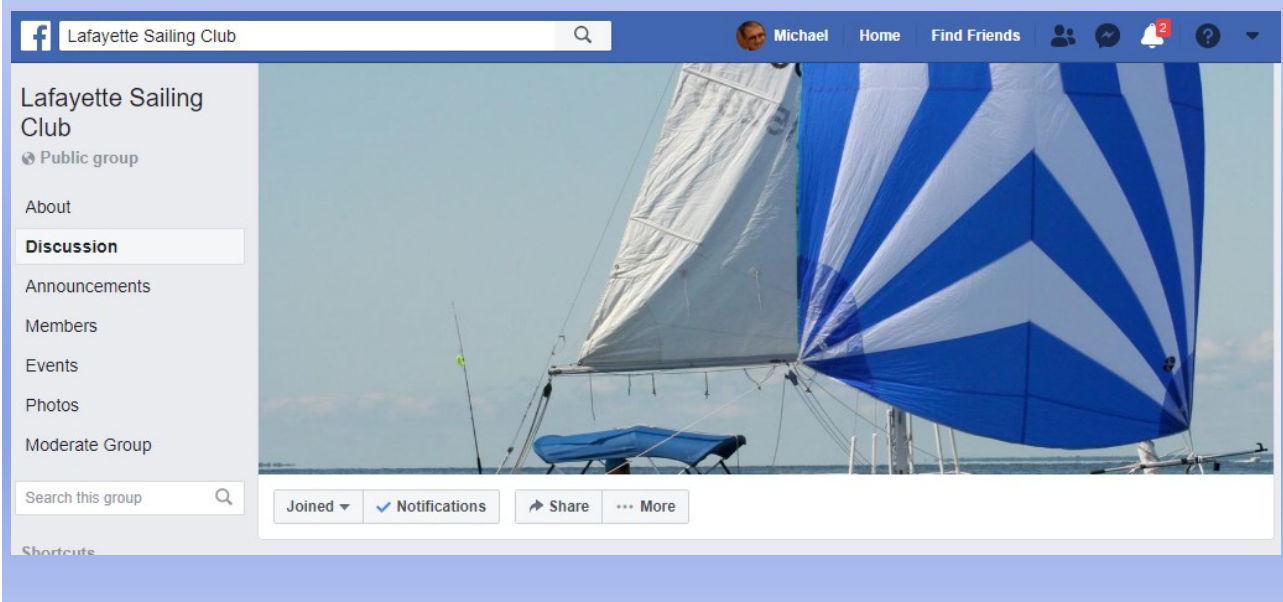
## What's on the website!

Check out the LSC website at <https://lafayettesailing.com/>

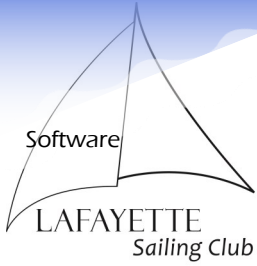
You can find all sorts of useful information and pictures there including membership registration forms as well as event dates, contact information, newsletter archives and more!

## Find us on Facebook

The Lafayette Sailing club has a Facebook presence. We will try to post pictures, news events, and invitations to activities. It's a good way to get ourselves out in front of the community. Check us out, join the group, and contribute your pictures!!!







The Lafayette Sailing Club is an organization composed of individuals and families interested in sail boating and sail boarding. The club was originally formed in 1969 by a small group of Purdue University and Lafayette area individuals interested in sail-boat racing.

Membership is open to anyone interested in sailing. The club maintains it's own harbor on Lake Freeman. Members may park their boats at the harbor. The club also owns three sail-boats available to any member.

Membership information can be obtained at <http://www.lafayettesailing.com>. The navigation address (do not mail to this address) is 11753 W 820 N, Monticello, IN 47960

