

The Voice of Sailing on Lake Nockamixon
THE



COMPASS



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The Newsletter of the Nockamixon Sail Club
P.O. Box 133, Telford, PA 18969

Cruisers go Twice to Chesapeake Bay in 2009!



Cruisers go Twice to Chesapeake Bay in 2009

The NSC Cruising Fleet had two bareboat charter trips to the Chesapeake Bay in 2009. The first trip was from Rock Hall, MD to Annapolis and return on August 7-9. The second trip was from Rock Hall, MD to St. Michael's and return on September 11-13. Between 24-31 people went on each trip. Weather was fair for both trips and a great time was had by all. Next year we anticipate two more bareboat charter trips. Destinations will be decided based on the fall survey results. Be sure and complete the survey if you want a say in where we will charter in 2010. A committee is being formed to study and plan a trip to the Virgin Islands. If you would like to be part of this committee please contact Mike Brown.

Rear Commodore of Racing Report Craig Tortellott

Is the Portsmouth Rating System Working?

US Sailing posts the Portsmouth Yardstick a method of rating boats of different classes sailing the same courses and is used by clubs and fleets across the country. It is a time-on-time handicapping system and is derived from actual records of classes of boats with documented ratings. Portsmouth Numbers are defined as the length of time boats would take to sail a common but unspecified distance. NSC has used this rating system since 1974.

NSC decides each boat's handicap rating before racing begins. There are factors that can upset the rating system - time limits or length of the race; rapidly changing weather conditions during a race; and the type of course (courses need fairly equal amounts of beating, reaching and running). On race day we 1) Record starting and finishing times for each boat; 2) Record wind velocities ranges; 3) Determine elapsed times for each boat; 4) Calculate corrected times (CT) from elapsed times (ET) and handicaps (HC) using the formula: $CT = ET \times 100 \text{ divide by HC}$

Where

CT = corrected time

ET = elapsed time

HC = handicap

and 5) Score race based on shortest corrected time = 1st, etc.

Continued on page 4

"35th Anniversary" Awards Banquet and General Meeting

*November 7 is the big banquet. Come and celebrate 35 years of
Nockamixon Sail Club, RSVP Now!*

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Racing Fleet Reports

*Flying Scot Fleet, Thistle Fleet
reports inside.*

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Cruising Reports

*Catalina, Mariner and general
Cruising Reports inside!*

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Flying Scot: George Balas
Impulse 21: Warren Mangan
Thistle: Paul Prozzillo
Catalina 22: Dave Stadler
Hunter: Diane Paxton.
Mariner: Ralph Hall.
O'Day: Bill Hall.
Precision: TBD.

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Commodore's Comments Dan Reasoner

Fall 2009

While I was attending my high school graduation in early June 1973, finishing touches on a dam build across the Tohickon Creek were completed and birth of Lake Nockamixon occurred. It must have been another rainy summer, because I understand the lake filled-up with rain water a lot quicker than expected... just 6 months! Soon after, sailing on the beautiful waters of Lake Nockamixon began and in the spring of 1974, a few local sailors got together to create the Nockamixon Sail Club. Add it up and you realize our club has been in existence for 35th years. Without doubt, we all have a lot to thank the individuals who had the brilliant vision for creating the lake and our club.

Now almost every Wednesday night I scrutinize and interpret our Racing and Cruising calendars to prepare a summary note for what's happening at the lake for the weekend. Again this year, I am still amazed at the quantity, variety and terrific quality of events the NSC organizes. In addition, there are the Wednesday evening more casual races and social get togethers. Indeed, you can really get your money's worth if you take advantage and attend just a small number of our activities.

Last weekend, I overheard a sailor say after one of Mike Brown's training sessions that he has, "learned more about sailing this year, than in the past ten years since starting to sail". That is quite a significant statement! Also, if you really want to fine-tune your sailing skills, with the amount of racing we do and the fact that the racers are always willing to provide guidance to others, there is a tremendous opportunity for us to become truly proficient at our sport while we enjoy the company and camaraderie of others with similar aspirations. Yet, our 2009 sailing season has about four more weekends of on-the-water activities. So try to get out and enjoy the outdoors but dress warm because the chill of fall is in the air.

In this newsletter is an announcement for the 2009 Fall Awards Banquet. This is one of our Club's special events, as well as, the last one of the season (except for getting boats out of the water). As she did with the ULDB, I know Diane Paxton is planning to have an impressive occasion and I hope you all are planning to attend this festive get-together on November 7th. The club is providing a nice incentive for all to attend by subsidizing the price for members. Again this event will be an outstanding value.

Unlike all the controversy when construction of the park and lake was being considered, our club has no real difficult or pressing issues. Our events are mostly relaxed, relatively inexpensive and we have some money in the bank. Although they could still use a little help, our volunteers do a tremendous job. The club has been running along smoothly for 35 years and will continue to do so for many more years.

With the 2009 sailing season coming to a close... good luck getting in your last days on the water and I hope you have no problems buttoning-up your boat for the winter.

Dan Reasoner – NSC Commodore

You are cordially invited to attend

Nockamixon Sail Club

“35th Anniversary” Awards Banquet and General Meeting

Saturday, November 7th, 2009 at

“McCoole’s Arts & Event Center”

4 South Main Street & Rte 313, Quakertown, PA 18951

Dinner value is \$40.00

Best news of all!

Each member will only pay \$25.00 the rest is subsidized by your club!!

\$40.00 per non-members and patrons.

Everyone will also receive a “35th Anniversary” gift!!

Reservations & payment deadline is October 30th

Please send your RSVP to: dianejpaxton@yahoo.com

Please mail your check to (made out to Nockamixon Sail Club)

Nockamixon Sail Club, PO Box 133, Telford PA 18969

6:00pm

Hors D’oeuvres and Cash Bar

7:00pm

Buffet Dinner

Hors D’oeuvre:

- Hot Spinach & Artichoke Dip w/Crostinis
- Assorted cheese w/fruit
- Mini Crab Cakes, Franks in a Blanket, Sweet n Sour Meatballs

Buffet Menu:

- *Meat Entrees: Roast Beef, Chicken Piccata*
- *Seafood Entrée: Broiled Salmon in Lemon Butter*
- *Pasta Entrée: Penne w/Marinara Sauce*
- *Vegetable: Green Bean Almondine*
- *Dessert: Bavarian Apple Torte*
- *Salad, rolls, coffee, ice tea and sodas*

★ AWARDS PRESENTATION IMMEDIATELY FOLLOWING DINNER ★

A brief General Meeting, and Election of Officers for 2010, will be held during the evening in accordance with the By-Laws of the Club.

We hope to see you on November 7th; this will be our last event for 2009!

Rear Commodore of Racing Report Cont'd Craig Tortellott

US Sailing uses a Portsmouth Committee to post the ratings for all boat types. Annual changes in ratings are modest. As a note, the committee did not post new numbers in 2009. The elapsed time for each boat in a race is measured against the primary (Thistle) and secondary yardstick classes in the race and a handicap calculated for each boat. These are stored in the database by Beaufort number. When there are new data, the previous ratings are adjusted by 25% of the difference between the old ratings and new history. Assumptions made in generating Portsmouth Yardsticks (D-PN) include:

That each boat placing first in each class was sailed to its true potential by a perfect crew according to flawless strategy;

That all boats sailed the same course, experienced the same wind/water conditions and degree of interference of clear air;

That all one-design boats conform to class specifications and rules, and use sails specified by the class; and

That boats with multiple sail inventories (genoas, spinnakers, etc.) utilize the proper sails for the wind conditions and legs of the course.

Clubs are invited to supply their race results annually via mail to US SAILING, Attn. Portsmouth Committee, P O Box 1260, Portsmouth, RI 02871, or via email to Darline Hobock.

So does the Portsmouth Rating system work? Just to chew on some data from NSC races from our Championship Series 2008/2009 it appears the Thistle, our primary boat type, is sailing to a lower rating of 76.9. Here is a listing of our boats and their actual performance.

Boat Type	D-PN	Performance
Thistle	83.0	76.9 (92.6% of rating)
Impulse 21	83.4	83.6
Santana 2023R	83.6	84.2
Lightning	87.0	86.1 (99.0% of rating)
Flying Scot	89.6	89.6

The Thistle and Lightning rating are not equal to the Portsmouth rating. Now what?

I hope this article has helped you understand the complex format used to rate our boats for racing, how numbers are posted, how we record a race, set fair courses, etc. Should Portsmouth ratings be used by NSC? Is the system working? What could we do to improve the racing of multiple type boats?

Can we suggest a committee be formed in 2010 to investigate the Portsmouth rating system used by NSC? NSC decided a few years back to only use D-PN numbers and not use any modification factors. It is good practice to review decisions to be sure they are based on sound data. So does the Portsmouth Rating system work? It is what it is and it is what we use at NSC's events.

Posted by Craig Tourtellott, solid backer of the rating system since 1974.

Rear Commodore Report - Craig Tourtellott

I have a simple report - this should be my last article as Rear Commodore of Racing for NSC. It is time to turn over the tactical position to another member. It is healthy thing to do for NSC. The position looks like a bit of work, it may be. If you enjoy working with numbers the scoring is fun. If you enjoy working with rules, it can be fun to edit and publish the Sailing Instructions and other club documents. There are portions of the office that take time and that is hard to find these days. If you are limited on time you have more issues to deal with in your life to make it fun. The RCofR position has been a task for way too many years.

So to keep it short and simple - thanks to all that have made this task fun. Thanks.

P.S. 2009 has been busy and you will need to check you race results by going to the web and the menu choice of "racing." You can navigate from there to many locations for race results.

Wednesday Night Sailing - Craig Tourtellott

By the time this report is posted the Wednesday Night Sailing will have ended for 2009. The nights have been few and far between with good weather or even wind. The sailing on this evening has always been open to all that can make it from work or home to sail a few courses from the marina to the Fishing Pier and even 2-mile course. For the skippers that have made it a happening, good job. We have about six regulars that sail each week. The evening ends with the skippers and crew going out for a late meal. We have made local restaurants the 'NSC club house.' Even later in the year our past Vice Commodore, George Balas, made the parking lot - 'Hot Dog Row.' Volunteers brought treats and drinks to share. George provided the dogs, kraut and great smile. 'Everyone' that is involved in the Wednesday Night Sailing program needs to be thanked for a great job! Stand up and cheer! Sailing to and from the marina is always a mid-week treat.

Catalina 22 Fleet Report Dave Stadler

The Catalina 22 fleet did a whole lot of sailing this summer. Word of our fleet has trickled out and we now receive a steady stream of folks who are interested in joining, selling or buying boats or looking for advice from both Pennsylvania and New Jersey.

We did not meet as a fleet on our first Thursday meetings due to summer busyness but did have outstanding participation in all NSC events, mostly cruising and also some racing events. At the first Chesapeake Bay cruise, one of our fleet officers, Jim Thompson, sailed his Catalina 22 all the way from Rock Hall to Annapolis and back – a distance of about 28 nautical miles. We are also helping as needed to share our model in an effort to launch new fleets for other popular boat types – Hunter, O'Day, Precision, etc.

Our fleet patch and fleet burgee continue to be examples for our Club and the National Organization. We established a fleet library to share videos and books. Laurine Valenti has agreed to handle our merchandise and library.

Our sailing season is still going strong and will wrap-up with our haul-out assistance in November. Remember, “the Catalina 22 is a great boat for cruising or racing whether at Lake Nockamixon or the Chesapeake Bay, for day sailing or an overnigher and it can be trailored or moored depending on your needs and interests. In short it is the perfect boat!”

Dave Stadler

Fun at The U.L.D.B!



Flying Scot Fleet 163 Report Mike Noone FS 5850

FSSA "Fleet of the Year" 2009:

Flying Scot Fleet # 163 at Lake Nockamixon has won the prestigious "Fleet of the Year" Award from the Flying Scot Sailing Association for 2009. The Award was presented before an audience of over 200 sailors at the FSSA Annual Meeting during the 2009 North American Championships at Ephraim YC, Wisconsin in August. Fleet Secretary, Mike Noone, accepted the Award on behalf of the Fleet. The "Fleet of the Year" is awarded in a hotly-contested competition between Flying Scot Fleets from all parts of the country. There are over 120 active Flying Scot Fleets in the US and Canada, and the competition is a quantitative assessment of the performance of each Fleet against specific benchmarks. These benchmarks include, the number of active Fleet Members, the Fleet growth in 2009, the number of Fleet races and average participation, the number of special Fleet events, the Fleet participation in National events, articles by Fleet Members in the Class magazine, frequency of Fleet communications, creative ideas to encourage Flying Scot sailing, etc. Fleet # 163 had the highest score for 2009, and, in fact, had the highest score that has been seen in the competition in recent years.

FSSA Fleet of the Year Award

The Fleet celebrated the "big win" at the Annual Fleet Picnic at the Evelev's place on the Delaware River which was held on the weekend that Mike and Brenda were carrying the Trophy back from Wisconsin !! More fun celebrations, and commemorative polo shirts are planned. The Fleet has experienced a great year at Nockamixon with 3 new boats participating in Fleet races, and the formation of a Cruising Fleet for those sailors who prefer not to race.



Presentation of the Fleet of the Year Award to Fleet Captain George Balas, during one of George's famous Wednesday Night Hot-Dog events !!

A major highlight of the year was the participation of 5 Fleet # 163 boats in the FSSA Wife-Husband National Championships in Massachusetts in July. Fleet # 163 crews finished 3rd, 4th and 5th places in the Challenger Regatta.

PHOTO BELOW: All of the Fleet # 163 Wife-Husband Teams and their Awards at the 2009 Championships.

Another highlight of the year has been the great competition within the "Challenge of the Lakes" Racing Series between Flying Scot Fleets # 163 at Nockamixon and # 184 at Hunterdon Sailing Club.

This Series will have its Grand Finale at NSC on October 18, and, so far, 26 different boats have competed in this Series and 11 boats have had "Top 3" Scores. As in previous years, the Series Winners will not be determined until the final day of racing.

Competition for the Fleet 163 "Sterling" Trophy, for boats that travel to distant FSSA events, promises to be tough in 2009. Mike Mandell is the current leader after his highly successful participation in the Midwinter's Championships, but many more events remain, and many more boats will be traveling in 2009.

2009 looks like being the best year ever for Flying Scot sailing at Lake Nockamixon.



The Cruising Fleet had a great season in 2009.

Membership increased to above 100 cruising members (107 as of this article) and participation in cruising events continues to grow.

Organization of the Cruising Fleet into individual fleets by vessel type (Catalina 22, O'Day, Mariner, Compac, and Hunter fleets) and organization of the cruising fleet by event types (Raft ups, Fun Races, Haulout/Launch) has been very successful. We are still looking for a Precision Fleet captain and a Cruise captain so please let me know if you would like to get involved with these efforts.

The Cruising Fleet sponsored two trips to the Chesapeake Bay in 2009. The club chartered six 35-40 foot sailboats for both trips. See the separate article describing the Chesapeake Bay cruises for more details.

We will be sending out the fall survey in a few weeks. Please complete the survey carefully since we use the survey to plan future events for 2010.

The cruising fleet will be giving out 18 different awards for cruisers at the awards banquet. Please see the separate article on Cruising Fleet awards for more details. Please come to the awards banquet to see cruisers get recognition for their service to the NSC and accomplishments.

Mike Brown

Cruisers receive more awards in 2009

This year at the awards banquet cruisers will receive awards for the following accomplishments. Please don't miss this year's awards banquet to help acknowledge those who receive awards for all their valued service.

First Place Tennis Ball Race

Winner Squirt Gun/Water canon Fun Race

Cruising Events Series Award

Raftup Sleepover Sailor of the Year

Haul Out/Launch Service Award

Best Cruising Fleet Captain

Best Event Captain

Most Improved Cruiser

Memorial Day Flag Parade

July 4th Flag Parade

Labor Day Flag Parade

Cruiser Distinguished Service Awards I, II, and III

Mariner Fleet Report Ralph Hall

2009 Mariner National Championship Regatta--A Racing Review from a Cruiser's Perspective

The US Mariner Association annual National Championship Regatta was held at nearby Riverton Yacht Club on the Delaware River on September 19 and 20. RYC has a long racing and yachting history (the club is located within a mile of the original Lippincott Boat Works site), and has hosted the Mariner championship several times in recent years.



A healthy complement of 22 boats entered the competition, traveling from Connecticut, Brants Beach and Surf City, New Jersey, Nockamixon Sail Club (1 crew member), and 16 Mariners from Riverton. Riverton Yacht Club, founded in 1865, is the oldest yacht club on the Delaware River, and sits on the picturesque shoreline of Riverton, NJ (a wedding party even strolled out on the dock on Saturday afternoon for some impromptu photographs). The Riverton membership are very experienced at providing a challenging race environment and a welcoming attitude to their guests. The location on the river also provides (generally) steady winds – very important to compete with the strong tides and current.

After the US Mariner Class Association held its annual meeting on Friday night, Saturday morning started with gusty winds and good racing prospects. The skippers' meeting opened with a bald eagle flying overhead and the tide approaching slack; by the time the boats were hoisted down to the river, the winds had subsided, and the racers were already re-planning their strategies. After postponing the first race, the winds picked up and racing commenced with a scattered start. Fickle winds tested the skills of all the racers, but all boats finished the course.

Racers are fast learners, and the second race began in the early afternoon with the boats grouped much tighter at the line. As the race progressed and the wind died, the tide became the main force to contend with – several boats were pushed into the marks as they attempted to round. An attempt was made to start the third race, but the lack of wind forced the decision to end racing for the day.

After a rollicking dinner (including S'Mores provided by the Race Chairman Harry Mayer), Sunday's wind conditions were even worse than Saturday's, despite universal optimism about the winds picking up. With the strength of the tide, anchors became an important part of racing strategy, and the time limit was reached before several boats were able to finish the course. Rather than prolong the agony, the Race Committee made the decision to discontinue racing for the day.

The Riverton racers produced commanding results, in both the Championship and President's fleets, but the visitors also took several high positions. Dan Walsh of RYC, in one of his two "Double Trouble" Mariners, won first place overall (up from finishing 12th in 2008.) Laura Beard, who crewed for Chris O'Brien of RYC on the winning boat in the President's fleet, just completed the RYC beginning Adult Sailing school this summer.

My thanks go to the RYC membership for hosting a very successful event in spite of Mother Nature, and particularly to Chris Calhoun of RYC who was willing to let a cruiser crew with him. I encourage every cruiser to try sailing with a racer some time – it's a lot of fun, and you will learn new ways to sail better.

Thistle Fleet 176 Report Paul Prozillo

What a year for our thistle fleet. We should have 9 of our 13 skippers qualify for our fleet series. Each of them had at least a top 3 finishes. Very close racing. In our fleet there is the National Fleet President, new boats and old boats, experienced and new skippers, traveling regatta rock stars and some how we all finish a one hour race with minutes between us. How is it that a boat built in 1946 can beat a boat from 2007? Amazing boat with an amazing fleet. Every race I sail in there is a skipper who gives me advice or a crew who warns of some obstruction. Last week Dan R was giving advice on how to handle puffs during the race. The reason we can sail so well together is because we want our fleet to be strong and fast. The more competitive our skippers are, the better the sailing is for everyone. It has worked for 69 years and the sailing keeps getting better. Get out and sail, Take some advice from the fast guys and give a little help to the guy you just beat.



SAIL SHOP for LAKE NOCKAMIXON

Basic sail repair on Dacron and mylars.

New sails on request.

Contact Craig Tourtellott, 215-257-9355

Materials: Contender Maxx sailcloth


Roller Sail Cover - Sunbrella

Projects to date:

#2 Genoa, Santana 2023R, Contender Maxx
Main, Santana 2023R, Contender Maxx
Roller sail cover, Sunbrella (Oyster and Hunter Green)
Roller furling luff tape#6, CDI Roller Furling (jib modification)
Jib Repair - Dacron

website: <http://prweb0.voicenet.com/~ctourtel/HTS.html>





Liberty Sail & Canvas Loft

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CDI
Roller Furling Systems
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by appointment only
215 393-7833

203 Pinecrest Lane, Lansdale, PA 19446
Email: info@canvasandsails.com
Visit our website at www.canvasandsails.com
for tips on sail and canvas cleaning and care





**More Fun
at The U.L.D.B!**



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Addressee

