

THE COMPASS

The Voice of Sailing on Lake Nockamixon

www.nockamixonsailclub.org

NSailClub@AOL.com

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The Newsletter
of
The Nockamixon
Sail Club

The Nockamixon
Sail Club
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Awards Banquet
and General
Club Meeting
Nov. 13— see Page 5

Flying Scots Take On Atlantic Championships

Mike Noone

Twelve Flying Scot sailors from Nockamixon Fleet # 163 competed in the 2010 Atlantic Coast Championships sailed in Barnegat Bay, at the Lavallette Yacht Club, in September. The Nockamixon Fleet was the largest Fleet at the ACC's -- with

a new record attendance of SIX boats from our Fleet at the event !! A total of 43 Flying Scots with over 100 Scot sailors traveled to the event from all over the East Coast -- and from as far west as Wisconsin - to compete in the 2-day, 5-race event.

The weather for the weekend was not typical of Bar-



negat Bay -- light winds, sunny and warm, but very choppy on Saturday, and even lighter winds on the rainy and cold Sunday. The predicted "10 to 15" never materialized -- very unusual for the Bay -- and a disappointment for the "heavy air" sailors!!

The sunny skies on Saturday brought out a major haz-

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Swashbuckler Greg Morrison rules the committee boat

Pirates Rule the ULDB

Paul Prozillo

This years ULDB (Up the Lake Down and Back, July 17) "Pirate Pig Roast Regatta" was held on a sunny day (not too hot) with good wind (not too much) and a great membership attendance of 160+. Congratulations to Craig Smith of the racing fleet and to Steve Carr in the cruising fleet for being first in their classes!

This is a day that is not so much about sailing fast as it is about being part of the NSC group. Lots of volunteers make sure the tents are up, food is hot and the drinks are cold. Thanks to everyone who was able to help. This year's Pirate award went to Jim Thompson, Next year we will have a Buffett-Buffet regatta. Who will win the parrot???

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Flying Scot: Mike Mandell
Thistle: Craig Smith
Impulse 21: Warren Mangan
Catalina 22: Dave Stadler
Hunter: Diane Paxton
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Precision:
Compac: Bill Pfanstiel
Flying Scot Cruis: Mike Noone

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Commodore's Comments**George Balas**

Somebody turned a switch off and the withering heat went away, it's dark at 6:30 am and pm, people are talking about boat haul-out schedules and NSC's Awards Banquet. If it seems like the 2010 season is shorter than previous years, I can confirm it is shorter... by about 31 days worth of the best sailing wind and weather during the year: the month of November.

Park management says they had to shorten our season because of budget constraints and the need to conform to schedules followed in other parks. I guess boating on Lake Erie and the lakes around Pittsburgh are early recipients of severe cold and inhospitable conditions. Here in the Delaware Valley we have a long, productive Autumn and the use of our beautiful lake should be a priority for the Commonwealth that charges us to use what we have already paid for through income and sales taxes.

Of great interest to me, in addition to being the traditional end of our sailing season: This November hosts another significant event. The November elections for PA Governor, Representatives and Senators. Make it point to ask your favorite candidate if they support full use of our state parks and recreation facilities or if they consider the revenue generated by Lake Nockamixon boaters an inconsequential nuisance to be casually dismissed. Check

my blog on the web site for the email and address of the candidates running for election on November 2nd, 2010. Get out and Vote!

The 2010 Awards Banquet is destined to be the cherry on the banana split of our season. Vice Commodore Paul has worked his fingers to the bone making party favors, name tags and table centerpieces so that the membership will have the best dinner experience a sailor could have.

The purpose of the banquet will be to have a great social event and to recognize members for their sailing skills and contributions to the Club. Short speeches, sweet talk and lots of time to chat up your friends is the order of the day and will be strictly adhered to. Club trophies are Club Racing Champion, Racing Series Winners, Sailor of the Year, Cruiser of the Year and Fleet Champs will be given recognition.

Finally, I remind the membership that the Awards Banquet is also the occasion of our Annual Meeting. The membership will vote on a slate of Officers recommended by the Admiralty and presented by the Chairman of the Admiralty, Gary Bonner. If you have an interest in volunteering for elected office please contact Gary to discuss open assignments.

See you at the Banquet - Fly your Burgee.

Web Site Tip – Check out the Racing Results!**Glenn Wesley**

There are two types of racing results on our web site, nockamixonsailclub.org. Each race day is part of one or more Racing Series. In addition we have 7 regatta days each season which are used to determine the Club Champion. The ULDB also is treated as a Regatta.

The racing results can be viewed through the RACING menu on the web site.

The Regatta Results page shows a summary of the scheduled and past regattas. The Series Results shows the summary of all the series on a year basis.

The picture at right shows the current Regatta Results page.

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The Sailboat Shop

the small boat specialists

Not looking forward to pulling your boat out this year?

Have The Sailboat Shop do it!

The Sailboat Shop has launched and retrieved hundreds of sailboats at Nockamixon over the years. Let our experienced staff handle one of the major hassles of owning a sailboat and have us pull your boat out this year!

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- Storing the motor inside.

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Cruising Fleet Report

Mike Brown

With the season coming to a close it is time to reflect on the 2010 sailing season. After a number of years of growth, the cruising fleet stabilized in terms of its number at over a hundred members.

Participation in cruising fleet events has increased dramatically in 2010 due to the popularity of the Sail & Learn program. I think we have found the right balance with our members sailing either on their own or with others they meet up with and then gathering for some instruction in sailing or seamanship skills and refreshments in the late afternoon. Depending on the subject of the Sail & Learn these events had up to fifty in attendance.

The two Chesapeake Bay sails became joint events between the Nockamixon Sail Club and Nockamixon Sailing School in 2010. These bareboat trips have allowed many of our members to increase their skills and a number of our members have stepped up to be captains for the first time. Our crews and navigators are also showing marked improvement in skill level. In 2011 we plan to lift the bar higher with a bareboat trip in open water from Newport, RI to Block Island. We will also likely sail to new destinations like Cambridge or Oxford on the Chesapeake Bay.

The club does not have insurance outside of the US so it is not possible for the NSC to organize trips outside of US waters but twelve of our members have organized a non NSC trip to the British Virgin Islands in February 2011 and will be sailing a 36 foot and 53 foot sailboat over a week long sail to various BVI destinations.

Our Raft up and Nighttime sailing activities picked up in 2010 under the able leadership of Raft up captain, Jim Thompson.

Many of our members have armed themselves with water cannons, squirt guns, and buckets due to the various water battles on the lake that were organized by Fun Race captain, Jim Flynn.

Our Memorial Day, July 4th, and Labor Day parades are all getting larger with over a dozen boats participating in all of the parades in 2010.

Our launch and haul out activities, lead by Launch/Haul out Captain, Dave Stadler, continue to be helpful to our members. The assistance is so valuable that some tell us they would join for the launch/haulout assistance alone.

Many of the cruising fleets started to take on better definition in 2010 and we now have a healthy list of Cruising Fleets including Catalina 22, Hunter, Precision, O'Day, Mariner, Flying Scot, and Compac fleets.

On a final note, let me announce that this is my last year as Rear Commodore-Cruising. I have enjoyed being RC-C but feel it is time for someone else to step up to this position. I wish to give my sincere thanks to everyone who has helped me over the years. I leave the NSC cruising fleet in great shape for the future and wish whoever takes over the position the best of luck and continued success. Although I will no longer be RC-C in 2010, I still hope to be a frequent contributor to the Sail & Learn programs and will remain as leader of the NSC/NSS bareboat trips to other bodies of water.

Victoria RC Fleet Report

If you have the RC model ready to launch from Thunder Tiger, bring her out on Sunday afternoons for some shoreline-sailing. The Victoria class radio controlled sailboats are hosting some lake-side entertainment. Come out between 1:00-3:00pm each Sunday afternoon, until the water goes hard, starting Oct 24th, for Victoria sailing. If you do not have a model, just go buy one for \$100. You spend that much just to be a member of a darn sail club. Spend some more and be a nut and stand in the cold and sail beyond the end of October. The radios also work from within a heated car, so... See you on the water's edge ...

- Craig Tourtellott



From Our Secretary's Desk

I cannot believe our sailing season is ending this month! I have really enjoyed sailing by our members all summer long in my Precision 18 *Sail La Vie* at all of our club events!

I am very happy to report that our club membership continues to grow. We did lose a few members through various reasons, moving to another state, selling their sailboats, family responsibilities, etc. Despite losing a few sailing club members, we gained several very nice new sailing friends this season... 34 new Cruising members and 7 new Racing members have joined our fun sailing club! Several of our new members quickly bought up the sailboats sold by our past members. We now have 155 family NSC members... 112 Cruising and 43 Racing family members!


Please let me know if you did not receive your 2010 NSC Club Card or a copy of our 2010 NSC Membership Directory, which were handed out at our ULDB Regatta/Picnic on July 17th.

Remember it is always very easy to spot an NSC member on the lake by our NSC burgee flying proudly on their sailboat! Let me know if you would like to purchase an NSC burgee, hat, visor, patches or shirts from our NSC Club Store. FYI....all of these NSC items would make nice holiday gifts for your special sailor! We also have NSC burgee stickers for your sailboat transom, car and trailer!

I would like to thank all of our club members and our club officers for making this summer another successful and fun sailing season at our beautiful Lake Nockamixon!

I am looking forward to seeing all of the members at our last 2010 club event on November 13th. I understand that our Vice Commodore Paul Prozzillo has planned a very enjoyable evening!

- Diane Paxton



2010 Nockamixon Sail Club Awards Banquet and General Meeting

Saturday, November 13th

Cash Bar to open at 5, Dinner at 6, Awards to follow



**at the
Banquet Hall of the Doylestown Moose Lodge
127 East State Street
Doylestown, PA 18901**



\$33.00 per Racing and Cruising Member
(membership dues covers a portion of the banquet cost)
\$40.00 per Friends of the club and non-members



Please send your reservation: paulth3453@yahoo.com

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

Paul Prozzillo, 320 Pennington Way, Perkasi Pa 18944

Buffet Menu:

Dinner Entrees: Carving station of Prime Rib, Stuffed Salmom, Stuffed Chicken

Smashed Potatoes, Green beans, Dessert and coffee during the awards.

Vegetarian meals on request, Just let me know with your RSVP

Thistle Fleet Tries Out "Team Racing"

This year, the Thistle fleet experimented with "Team Racing", which is one of the fastest growing segments of sailboat racing. We ventured into this medium at the suggestion of several of our fleet members who have (or had) contacts with college racing. Team Racing has been a prominent part of the college racing scene for at least 10 years. The team racing concept is pretty simple; there are two teams of either 2 or 3 boats each, and you attempt to have a better score than the other team in each race. With multiple teams, a bracket is established to determine an overall winner. For 2 on 2 racing, the team whose boat finishes last loses. For 3 on 3 racing, the team with 10 points or less wins.

We had 4 scheduled evenings for our 2010 "Team Racing Experiment", but we only had sufficient participation on two occasions to field 2 full teams. The first was held on June 18th. Nine sailors participated so the odd number allowed for us rotate one person in and out of a chase boat to function as race committee. With 8 people, we had 2 complete 2-boat teams. There were 6 matches sailed in fairly light winds. The racing began about 6:30 and ended after sunset. Since most of us were brand new to team racing, there were many tactical and strategic mistakes made. It was the ultimate "school of hard knocks"; if you got "burned" by a maneuver someone else played on you, you were careful not to be burned by the same move again. We really learned the impor-

tance of gaining the "leeward boat" advantage, and how to use your wind shadow. In the end, Team Ankers/Prozzillo/Reasoner/Reasoner/Ehlinger won the majority of the matches over team Smith/Ehlinger/Rosen/Trinisewski/Weilerstein.

The second team race day was held on Saturday, August 14th. It started with a "cook out" and "Team Race Briefing", which began around 4:30. We cooked dogs on the grill while Peyton led a team racing discussion where she, Adam, and Craig P discussed tactics, strategies, and "plays" that are used in team racing. Those who participated were: Peyton, Adam, Craig P, Ben R., Craig S., Sarah (Craig's daughter), Paul, and Tom Caldas. We hit the water about 6 pm to a beautiful 5 knot southeast wind. We used the two furthest "no wake" buoys as our marks, and a "hippity hop" for the one end of the starting line. It was obvious that everyone was paying attention in "class" because there were some masterful "plays" used in the racing. The "pass back" and "mark trap" were used on numerous occasions by several of the

skippers. As was the case on June 18th, there was a steep learning curve in the tactics of team racing, and we all got a lot of valuable boat handling practice. There were 9 short W/L courses sailed, and after spotting team Ankers/Priniski a 2-0 lead, team Smith/Prozzillo came back to take the series 5-4. We had some dramatic racing and a lot was learned by all the participants.

I think all participants would agree that the "Team Racing Experiment" was a tremendous success. In team racing, you get a crash course in rules, tactics and boat handling. These things are critical to success in team racing, and great assets in fleet racing as well. Hopefully the Thistle fleet will decide to do this again in 2011, and maybe we can open it up to other members of the NSC!

-Craig Smith

Web Site Tips

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You can alter the Year and press the Apply button to see the results for a different year. Selecting the Title for any regatta will take you to the event details.

Racing Series results is similar. Again from the RACING menu, choose the "Series Results" menu item. You then see the Series summary: Selecting a title will take you to the details for that series.

If you scroll down you will see the events which comprise the series. These are also selectable so you can see event details.

Check it out and keep track of how your favorite racers are doing!



Highway Marine offers Nockamixon Sail Club members a **10% discount** on parts, accessories and services (discount does not apply to special sale items).

Parts can be ordered through several marine catalogs, less 10% discount, less S/H charges if parts are picked up at Highway Marine.

Year round boat and trailer storage is available (discount does not apply).

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Store hours: Mon & Fri 9-7; Tues/Wed/Thurs 9-5; Sat 9-4; Sun closed.

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Portsmouth Fleet Report

As we all settle in and read our latest newsletter, fall colors are here, leaves are dropping, swimming pools are closed and a sailing season closes out. 2010 was a great year for sailing. The fleet is the backbone of the club and continues to use the US Sailing Portsmouth Yardsticks for all races. The club uses the same rating system for one-day regattas. The fleet offered members an opportunity to sail in any event by joining the fleet through an introductory package. For \$10, a member could race in a series, try to navigate around the yellow marks, mix it up with those yellin' racers.

The Portsmouth fleet hosted a Sunday Series and Saturday Series. If a member sailed in either of the two and then sailed in a regatta, they were entered in to the Regatta Series. The season went very well. A few cruising members took the offer and paid their \$10 to try racing. The promo was a success. On the web site are the brochures to help any member understand the Portsmouth fleet, racing, signal flags and the rating system. Bill Hall and Mike Freund were the leading cruisers in many events. We hope their membership levels for 2011 will be upgraded to a full membership level. Racing can be interesting to the gentle sailor (yellin' just means you think someone can not hear you).

Our awards for 2010 will be presented at the Nov banquet - 1st place, 2nd place and 3rd place series winners. So what can we do for the remaining months of 2010 - dream, clean, open the catalogs, winterize ... What can we do for 2011 - volunteer, dream, clean, open the catalogs, a dust off the 'ol gal' and launch it. See you on the water ...

- Craig Tourtellott

Catalina 22 Fleet Report

The Catalina fleet continued strong growth this summer. In addition to our large number of Catalina 22 owners we are seeing a surge in Capri owners to the point that we now have a pretty sizable group. We have been helpful to several of those new members and it is nice to see them meld into our fleet. Our mailing list now comprises over 40 boat owners. Most of our members belong to NSC and many belong to the Catalina 22 National Organization as well - we encourage both memberships but do not require either to be a member of our fleet.

Our fleet had a very active summer both on the Lake and at nearby and not so nearby bodies of water. We had Catalina boats in virtually every on-the-water cruising event including the ever-popular raft-ups, parades, water gun fights and basically anything involving sailing or eating. Our fleet continues to make up a large number of those participating in the Chesapeake Bay sails. Moving from one of our Catalina boats at the Lake to a Catalina 36 is becoming pretty natural. Jim Thompson captained a Catalina 36 on our August trip. Laurine Valenti completed a couple of open ocean sails on the Gazella to Maine and New York. Mike Brown sailed from Bermuda to Mystic, CT.

The 2010 sailing season is coming to a close. Now is the time to start thinking about winter work and buying new sails and gadgets for next season. 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 overnighter and it can be trailered or moored depending on your needs and interests.

- Dave Stadler



Dressing Ship: Flying of Flags over Lake Nockamixon

Jim Black

Assuming most of our club members navigate by way of Marconi-rigged sloop, I offer the following for dressing ship, culled from several resources. I've made a hobby out of this learning and what is offered here is the result.

The first item to consider is the order of precedence of the flags, burgees and ensign, and the places and times to fly them. Locations from the most important to the least are the ship's stern, starboard flag halyard, then the port flag halyard. *The ensign is only flown from the stern and only from 0800 to sunset.* For the ensign we can use the backstay or starboard runners by way of convenient spring clips. Or, for a touch of class, a varnished wood staff held by a flag

pole socket on the stern can be used to display the ensign proudly - centered or to starboard. One source recommends of size for the ensign at 1" length for each foot of vessel length.

Second we consider the flying of flags and burgees from the flag halyards attached to the (lower) spreaders. Assuming that we have three possible flags to fly, they are prioritized as follows: host country's flag, club burgee, then the unique yacht flag. Note: we fly host country flags when in foreign waters. If we are not in foreign waters, we do not fly any country's flag in this place.

Assuming that we have two flag halyards, we should balance the flags starboard and port

in height priority order. Therefore, the host country flag should be flown above the unique yacht flag to starboard with the club burgee flown to port. With no host country flag, we would fly the club burgee to starboard and the unique yacht flag to port. If there exists only one flag halyard (it should be to starboard), these same flags should be arranged top-to-bottom: host country, club burgee then unique yacht flag. All these flags may be flown continuously.

Tip for cruisers: when installing flag halyards to the spreaders, you may wish to consider passing the halyard through an eye strap instead of passing them through blocks. With flags flying in the night breezes

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Flying Scot Fleet Report

The Nockamixon Flying Scot Fleet has had another record year at the Lake and plans to celebrate the memories at the 2010 NSC Awards Banquet in November. The Fleet was represented by twelve NSC Sailors, in six Nockamixon Flying Scots, at the recent Atlantic Coast Championships (see cover story) and will have at least two teams at the Wife Husband National Regatta which will complete a year in which our Fleet was represented at every 2010 FSSA National Event -- a new record. This year the Fleet has supported the Club by purchasing another six of the fabric design of the NSC burgee to exchange with the Clubs that host the FSSA National events -- to date, the Fleet has purchased and exchanged almost 30 burgees that are displayed at Fleet events.

At our home lake, Flying Scot Fleet #163 also set new records by hosting a successful Regional Regatta in which 18 teams competed. We had 20 Flying Scot teams participating in the 2010 Regatta Series where 6 different Scot skippers won races, and 10 Scot skippers achieved "top-3" finishes - another very competitive year for the Fleet. Several Flying Scot teams are contesting the NSC "Frostbite Series" and are looking forward to some late season winds!! Flying Scot sailors have been the majority Fleet at all Club racing and social events during the year. We welcomed four new members to the Fleet this year, and two of them have already participated in racing.

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Glenn and Dorothy Wesley proudly receive their Third Place Award from Regatta Chairman, Ron Kiss at the Atlantic Championships

Atlantic Championships

(Continued from page 1)

ard that, fortunately, we don't have to deal with at Nockamixon -- some VERY large, and VERY noisy, power boats roaring across the Bay, and often right through the race course!! Very disconcerting, and the big wakes and chop made steering a challenge for the pond sailors!!! In fact, the conditions were a challenge to all sailors, but the competition was of very high caliber -- Connecticut sailor, John Cooke, who "cleaned up" when he visited NSC for our Regatta in the Spring, could only manage 8th place in the 28-boat Championship Fleet. Regatta Chairman, and 2010 Lavallette Champion, Ron Kiss, finished 9th with his fine Crew Tom Hanley. The 2009 Lavallette Flying Scot Champion, David Lambie, sailed in the 15-boat Challenger Fleet and gave us some great competition as the Nockamixon boats tried to keep up with him. David won 2 races, and was second in the third race when Mike and Brenda Noone got the only win of the regatta for an NSC boat.

The Championship Fleet included several sailmakers, and our great Flying Scot boat builder, Harry Carpenter -- but it was John Aras from Annapolis YC who won the Event, with John Wake of Fishing Bay as his Crew. Sailmaker, Ryan Malgren -- who had traveled from Wisconsin to the event -- was second, and Harry Carpenter, sailing with his daughter Carrie as Crew, was third. Nockamixon had 2 aspiring Championship Fleet contenders as Phil Berger and his hot-shot offshore crew joined that Fleet and hoped for heavy air. Phil gained a 13th place in the last race with great spinnaker handling in the light conditions that Phil does not generally enjoy. Randy and Debbie Blough also competed in the Championship Fleet and suffered from the lack of a spinnaker on the long courses. Randy and Debbie fitted the chute on the boat for Sunday but there was only one race

in the cold rain -- they did better and gained a 17th place, and some great experience.

In the Challenger Division, Nockamixon's Rick and Betsy Baucom had a great start in the first race and set the pace for our Fleet by sailing skillfully through the chop to gain a 2nd place finish, but then struggled to maintain speed for the remaining races. Mike and Brenda Noone, struggled to get any speed in the first race, and finished with a disappointing 12th place. Mike "changed a few things" and went on to finish the second race overlapped with the winner, and then won the third race convincingly. Glenn and Dorothy Wesley were the most consistent Nockamixon team and counted a 2nd place, two 3rd places, and a 5th to finish 3rd overall in the Challenger Fleet. Great Job, Glenn and Dorothy!! Phil Scheetz sailed with Tom McGrath as crew and this team would also have liked more breeze..

The last race was completed on a rainy and cold Sunday morning -- 61 degrees -- and proved to be the most challenging -- but, again, the Lavallette Champion, Dave Lambie, came to the front at the very last shift after Mike Noone had battled for the lead up the final shifty windward leg -- but finished third.

Overall, despite the light winds and the cold and wet Sunday, the ACC's were a great event, with great competition, great camaraderie, great social time, and great cooperation between Flying Scot sailors from many different Fleets. Glenn and Dorothy received the Third Place Award, in the Challenger Fleet while Mike and Brenda finished 4th, Rick and Betsy, 9th, and Phil and Tom in 12th. In the Championship Fleet, Phil Berger was 20th, and Randy Blough 25th. The 2011 ACC's will be held on a tributary of the Chesapeake Bay in Virginia -- and the Nockamixon Fleet plans to try for another "record" participation !!

Mariner Fleet Report

The Nockamixon Mariner fleet held its size and shape in 2010. While the Nockamixon Mariners are solid cruisers, the Mariner racing and social tradition continued with the 2010 Mariner Regatta at Narrasketuck Yacht Club in Amityville, NY. Nearby participating fleets included Riverton YC, Rehoboth Bay YC, Surf City YC and Brant Beach YC. The host club dominated the racing results, but social activities and organization business were equally important in making the Regatta a big success. The Nockamixon Mariner Fleet is looking forward to the 2011 season and winter TLC projects.

-Ralph Hall

Fine Tuning for a Finer Life

Gil Weiss

As a firm believer in the "KISS System" (Keep It Simple Stupid), I also believe in making my sailing life easier and more enjoyable by making my boat less work and more fun. For example, my Com Pac 19 has a fixed shallow draft keel that weighs 850 pounds. This removes the issues of having to lower and raise a potentially problematic centerboard yet makes for a very stable ride. So many times we find ourselves putting up with various small but annoying "difficulties" which can be easily corrected or "fine tuned" to improve the quality of our sailing life. By using a creative approach along with a bit of effort and, perhaps, a few dollars, we can rid ourselves of these annoying issues. Many times this involves simply re-rigging some lines, changing some hardware or adding a new block, cleat, etc.

My first example of such problem solving is a follow up to my last article on Solar Panels. My ComPac 19, Suo Gan had many wires running back from the lights, power panel, etc. to the battery. The battery mounts in the storage locker under the starboard cockpit seat. Lifting a full size 12 volt automotive type battery in and out is tough enough, but leaning into this tight space to connect all the required wires to the battery terminals was uncomfortable and difficult. There was little slack in the many wires that needed attachment to the battery terminals making this a tougher than necessary job.

So, I made another little contraption to interface all the wires to just two cables that attach to the actual battery terminals. Below is this interface box I fabricated from electrical parts I purchased at Lowe's. The multiple wires all go into the grey fitting end and attach to either a positive or negative terminal which connects to the 8 gauge red and black wires that go to the battery. Inside the box are two stainless steel bolt terminals, one for plus and one for minus, for attaching the various wires running from the boat side. The additional length of the red and black wires, attached to these same ter-

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Liberty Sail & Canvas Loft

Sailmaker and Canvas Fabricator

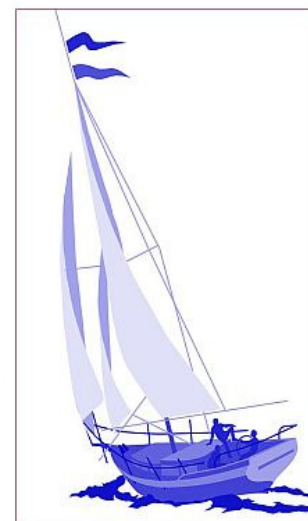
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Email: info@canvasandsails.com
Visit our website at www.canvasandsails.com**



Dressing Ship

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and the lengthening effects of rain on the halyards themselves, the halyards can be loosened enough to give a less-than-welcome continuous chatter in the rigging that may limit restfulness. Attach flag halyards from the outermost 2/3 to 3/4 of the spreaders to reduce the noise of flags slapping the mainsail under way.

Extra credit: The ensign can be flown from 2/3rds of the way up the leech of the marconi-rigged sloop's mainsail or from the gaff of a gaff-rigged sloop. Reefing makes this difficult to execute. Using a pig stick, ship's of yore flew club burgees from the mast-head. But, with the modern boat's Windex's, lighting and electronic wind sensors aloft, this would invite trouble – stick with the flag halyard.

Show your colors. Display the ensign properly: 0800 to sunset from the stern, show off your club burgee around the clock, invent and fabricate a unique yacht flag to dress your ship. Finally, travel to foreign lands and enjoy cultures even more inclined to the sea than our own. You'll need a Q flag before you depart the US (except Canada).





The Flying Scots head out to races at the Atlantic Coast Championships in Barnegat Bay



Nockamixon Sail Club

Logo

- Caps...Navy or White - *Burgee on Front and "Nockamixon Sail Club" embroidered arched around back opening*
- Women's Sleeveless Polo's in Navy or White - *embroidered logo on left chest*
- Unisex Dri-Mesh Long Sleeve Tee in White - *embroidered logo on left chest*
- More sizes available both Men's & Women's
- Personalization: add your name, boat's name, number or whatever you like...

Great Prices, Great Value

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Any Questions? Contact Dan Reasoner

215-997-7680



Order Form and Sizing Chart available on <http://www.nockamixonsailclub.org>

Club Hats, Visors Patches and Burgees are available "in stock" and for sale at the Awards Banquet

Contact Diane Paxton or see the NSC website for these items



Flying Scot Fleet Report

(Continued from page 8)

We also had some great fun times -- at local restaurants after many events, and at the Annual Fleet Picnic at the Evelev's place on the Delaware River. Our annual "Challenge of the Lakes" series had 15 teams competing -- and this year it was won by a Hunterdon Team, with NSC Teams coming in 2nd, 3rd, and 4th. Our local Wife-Husband series had 8 teams competing and our Fleet continues to be predominantly "Wife-Husband" teams in all of our Racing Series. The 2010 Saturday Series had 18 teams competing -- and 6 of them were "W-H" teams, and 11 had their kids participating as Family teams. In the Sunday Series, 16 teams participated and 10 were family teams. The Flying Scot continues to be the ideal boat for families to enjoy Lake Nockamixon for both Racing and Cruising.

A total of 45 Fleet Races were held in 2010 with 22 different boats participating -- the average participation was 9 Flying Scot skippers at every Fleet race. The results and winners of all of the 2010 Flying Scot activities will be announced at the NSC Awards banquet -- the detailed results are available to Fleet Members on the NSC web site. The Fleet produced two new winners of the Trailer Trouble Trophy this year -- but those stories are not for publication!! Let's see how the Fleet performs as the winds increase for the NSC Frostdite Series...

-Mike Noone



The Flying Scot fleet enjoys more than just racing.

We need more photos!

Help us liven up the pages of The Compass with more photos of NSC events and club events! Very few members think to send photos in with their articles—in fact you don't have to be writing an article at all. If you have a good photo of sailing on Lake Nockamixon or a club event, share it with your fellow club members - send it to the Compass editor (ken_and_me@yahoo.com) and see your photo published!

Fine Tuning

(Continued from page 9)

minals, allow attachment to the actual battery terminals before lowering the battery into a battery box at the bottom of the locker. I attached the multitude of wires and mounted the junction box, using heavy duty velcro, on the battery box by crawling into the starboard bunk to the stern. Once this was done I had only two wires, both of adequate length, to attach to my battery BEFORE lowering it into its compartment. Bottom line is that removing/installing the battery is now very simple. It cost me about 14 bucks and an hour of effort fabricating the parts. The plastic box is about 3" x 6" x 2" and made for exterior use.

I also added a 50 amp fuse (on outside of box) in the positive cable as another safety measure despite having each circuit on my power distribution panel in the cabin fused.

Another example of making my sailing life easier is the running of my main halyard back to the cockpit to make raising and lowering the main sail easy. I have outlined the halyard, blocks and cleat required in the next photo. Another hint -- to make your sail go up and down real easy, spray the sail slugs with Dry Lubricant available at West Marine or other stores. You can use this stuff on your hatch and roller furling jib track too.

One final comment . . . this "Fine Tuning" approach can be applied to all aspects of your life, like things around the house, the car, etc. Be creative in how you view things and make simple changes that make things better. A feeling of accomplishment also results from your "fine tuning" efforts!

Com-Pac Fleet Report

The Com-Pac fleet was started last fall, almost a year ago. In that time we have grown from 3 boats to 7. The Com-Pac Yachts as they are formally known are very seaworthy boats, the boats have a shoal draft keel that makes them very stable. The Com-Pac line of boats range in size from 14 to 35 feet. Both sloop and cat rigged boats can be found on Lake Nockamixon. The classic lines and usually round port lights make the boats fairly easy to recognize.

The current fleet consists of: One Com-Pac 23, four Com-Pac 19s and two Com-Pac 16s. There are several other Com-Pac Yachts on the lake, and we are hoping that over time they will join the fleet as well. Some of our members have held their own raft ups in No Name Cove (or is it Com-Pac Cove), cooking on the grill and just having a great time. We have had two social events this season that were a lot of fun and we hope to have even more next season. If you see us out there, feel free to join us for a sail or maybe stop by the cove for a burger. See you all out there.

-Bill Pfanstiel

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



*Reminder: Awards Banquet and NSC
General Meeting will be November 13!*



NSC Welcomes New Members (since 6/17/2010)

New Cruising Members

Fredrick & Janice Cole, San Juan 21, Puddin, waiting for slip.

Donald & Jane Cease, West Wight Potter, Jordon, Dock D-44

Rev. Dr. Timothy Duchesne, Catalina 14.5

Willy Ephraim & Nina Zebooker, looking to purchase a sailboat,
available to crew

Richard & Nancy Fadeley, Conair #736, AMA Flyer, Dock M

Frank & Jayne Jones, Compac 16 #968

Frank & Eileen Libonati, sold their Compac 19, available to crew

Chefs Theo Petron & Melissa Wieczorek, Montgomery 23 #026,
Sail Increase, Dock I-41

Patron of the NSC

Bill & Michelle Hubbard, looking to purchase a sailboat, available
to crew

PLEASE, welcome all of our New Members when you see them at
the lake and at our Club Events!

-Diane Paxton, Membership Secretary



Slightly Off Course...

Q. Why do demons and ghouls hang
out together?

A. Because demons are a ghouls best friend!

