

THE

The Voice of Sailing on Lake Nockamixon

COMPASS



www.nockamixonsailclub.org

NSailClub@AOL.com

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October 2014

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

Leukemia Cup Raises \$15K



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Autumn Banquet

November 8



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Photos from the August 16 Leukemia Cup Regatta courtesy of Wilson Black Photography



Top Fundraisers Rachel Rivest and Steve Averbuch

The NSC raised more than \$15,000 for charity on August 16 when it held the Leukemia Cup. 44 boats competed (23 racers and 19 cruisers). First place went to Bill Wilson from Rochester NY, who recently completed treatments for non-Hodgkins Lymphoma. Second place went to John Deermount from Lake Hopatcong NJ. Every dollar of the entry fees went directly to the Leukemia and Lymphoma Society because the club covered the regatta expenses out of its general fund.



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Flying Scot: Phil Scheetz
FS - Cruise: Mike Noone
Impulse 21: Warren Mangan
O'Day: Brian Scarborough
Precision: Steve Hayick
Portsmouth: Albrecht Schall
Thistle: Dan Reasoner

Park Liaison

Warren Mangan

Web Master

Glenn Wesley

Compass Editor

Ken Van Camp

Commodore's Corner

Greg Morrison

I began my preparation for this contribution to The Compass by reading over my previous article. I can't believe last time was all about gearing up for the season, and here we are on the back end already! Before we haul those boats and stow those sails, however, there is a solid month or more of quality sailing remaining so let's get out there and enjoy it. We have plenty of events ahead of us including a full-moon raft up with chili cook-off, one more Invitational Regatta, and then the Frostbite Series. The winds increase and often become steadier in the fall so now is actually a great time to be sailing, especially if you catch a day with good fall foliage.

Sadly the season will come to an end, and when it does we at NSC are always ready to help one another haul out and generally prepare for winter storage. We have two designated days for haul-out assistance but can often accommodate special requests. Our haul-out team has learned lots of tricks over the years so please take advantage of their experience to avoid any mishaps. Additionally, if you have any questions about the best way to prepare for winter storage these folks are likely able to provide some good advice. Finally, please be aware of Park regulations regarding dates for vacating summer slips and occupying winter storage spaces.

Please take notice of the upcoming Fall Banquet, details of which are included in this issue. This is one of our premier social events of the year and is always an enjoyable time when we share stories from the season, congratulate our award winners, and get right into planning for next year by voting on the next slate of officers.

On the subject of officers, we really like to employ a team concept such that the designated officer is not doing everything singlehanded. If you have an interest in helping in a particular area please contact the appropriate officer and I am sure your assistance will be greatly appreciated. Terms for our officers begin on the day of the banquet therefore I am coming close to completing my first year as Commodore. I am proud of the club and all we offer our members, and heartily thank the dedicated team of officers who make it happen.

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Cruiser's Corner:

Brian Scarborough, Rear Commodore of Cruising

Well, folks, the season is winding down. We all know that on our main stomping grounds, be it the Lake, or maybe a trip to the Cheasapeake, the summer gives us fickle to non-existent winds. Sure, we trade that for the warm glow of summer, sweet corn, and plump tomatoes. But with the changing of the seasons towards the back end, we gain crisp, dry air, brilliant blue skies, riots of orange, yellow and red colors, and oftentimes wonderfully fresh (if slightly chilly) breezes. Although I keep looking forward to those strong, steady fall winds, I confess I wonder if I should cut and run, haul the boat out early, and be done with all the dismantling and packing things away. Racers, you have it easy, with your stripped down go-fast machines – you'd be amazed at the sheer amount of creature comforts (also known as "junk") that I pack into 18 ½ feet of floating "get-away-from-the-daily-grind."

Never fear, cruising club members, there's no reason to fret about ending your season just yet. Grab that windbreaker, and maybe a light fleece. If your ears get chilled, ok, a light wool cap. Wring the last bit of freedom out of these crisp blue skies, enjoy a deep lungful of dry air without the leaden feel of humidity. And when the time comes for the dreaded "worst day of the year," as your beloved boat sits there on the foreign tarmac, dripping dry the last embrace of her favorite realm, you may relax with the familiar camaraderie of friends and helpers from the club! NSC offers haul-out assistance with 2 club power washers, and many hands to wrestle that mast down. If you'd like to pull the boat out early, please contact our Launch and Haul-out Captain, Bill Pfanstiel. Otherwise, volunteers will be on hand for the last 2 weekends of the season.

But before we go looking forward to the dread ice and snow of the dark times of winter, and the grey scudding clouds of autumn, let's have a look back to basics, with two of our best cruising events of the past summer.

We had an opportunity to rig and float the club Sunfish sailboats. For some sailors, it was the first time to sit right down on the surface, to strip the wonder of wind and water down to the bare basics of the simple Sunfish rig. For others like myself, it was the nostalgia of a return to the start, as so many sailors began their sailing journey on Sunfish.

We hauled out the Sunfish, put up the pop-up tents, tables, grills, burgers and hotdogs, for a delightful afternoon along the lake. Good friends, smiling faces, full bellies, and laugh out loud fun sailing were the results!

And in another "back to basics" event, we went back to the pleasures of good friends, tasty food, and like minded sailors, with perhaps our most successful Full Moon Raft Up of the season. We had 9 boats in attendance, 4 abreast on each side of my little O'day.



Thistle Fleet #176 Report

Dan Reasoner



Bill, Carol and John Wilson take the Leukemia Cup Regatta

Photos courtesy of Wilson Black Photography

treatments shortly before the regatta, and now his future prognosis looks positive.

Going back to the NSC ULDB held in June... again another wonderful NSC all hands on deck event. It was nice to see Jarrett Scherrer, sailing with his father, take home the honors of winning the racing division. Jarrett is one of our newer skippers and seems to improve with each appearance at the lake.

Although it's late September, there is still another month of sailing, as well as some winter sailing for those who want to travel to regattas. We hope to see you all at the NSC Banquet on November 8th. Plan on another impressive NSC social event.

We just finished our last Thistle Fleet Racing day of the season with a good turnout of competitors at the Lake. It was a little unfortunate the wind did not fill-in much, yet one good thing about sailing Thistles is they move quite well with just a little bit of breeze. As an indication of the tight competition, in the end there were three different race winners of the day... Craig Smith, Jarrett Scherrer and Brian Snader. I expect the Thistle sailors will remain racing until the Lake freezes over this year.

There has been much talk of the Leukemia Cup Regatta held in August. We all want to thank and recognize Thistler Paul Prozzillo for taking-on a lot of the responsibility for organizing the event, Christen Rex for managing the after racing feast, as well as many others who chipped-in to make it a memorable and successful day. A Thistle sailor (personal nemesis and friend of mine) Bill Wilson, wife Carol and son John at the helm, from the Rochester, NY area won the Leukemia Cup racing event. As it turns out, Bill is now a Leukemia survivor, as he finished his blood cancer



Flying Scot Fleet 163 Undergoes Transition

Phil Scheetz

Fleet 163 has had a great year, although by many measures, the fleet is changing. Many of our non-racing events had the best attendance, and the number of boats traveling to major FSSA regattas has been a challenge.

The bright side, is that educational, social and philanthropic events have been great successes in our fleet. The Crew U, Rotary International Regatta, ULDB and Leukemia Cup events had big turnouts and many participants were not our racing stalwarts.

The Rotary International Regatta was a big success with more than 10 Scot Skippers in attendance. The event was put together by Jill Scheetz, as a part of the Rotary Picnic for the International Exchange Students. It was a great time, and shifted the balance of our fleet much younger, at least for the day! Thank you Fleet 163, and this is likely to be an annual event. This is a great way to create awareness of our club and fleet.

(Continued on page 7)



Fleet 163 and Rotary International Regatta Participants



Photos, clockwise: FS 1954, skippered by Linda Nicholson of Stone Harbor Yacht Club; Mike Mandell, in FS 5010, with France, Italy and Spain on board; FS 5919 brought advanced weaponry, manned by Belgium

Nockamixon Sail Club 2014 Autumn Banquet

Saturday, November 8, 2014

11:30 a.m. to 3:00 p.m.



William Penn Inn

Rt. 202 & Sumneytown Pike, Gwynedd, PA 19436

Join us to welcome Autumn and celebrate another fun and adventurous sailing season!

COLD SELECTIONS

assorted fresh bagels, pastries and breakfast breads, philadelphia sticky buns, cream cheese, whipped butter, assorted preserves, assorted tropical fresh fruit display presented with assorted melons, pineapple slices, red & green grapes and seasonal berries, smoked salmon, gravlax, smoked whitefish, peppered mackerel, whitefish salad, country chicken salad, black bean & roasted corn salad, french green bean salad, mozzarella, grape tomatoes & fresh basil salad, deviled eggs, bowls of spinach and assorted greens, cucumbers, tomatoes, assorted condiments & Inn-made salad dressings

HOT SELECTIONS

belgian waffles & french toast with blueberry and maple syrups, peaches, bananas foster w/ chocolate sauce, strawberries, candied walnuts & whipped cream, farm-fresh scrambled eggs, capon florentine with wilted spinach, roasted red peppers and muenster cheese, tilapia piccata, fillets of tilapia lightly egg-washed and gently sautéed; accompanied by a savory lemon caper butter sauce, beef stroganoff, tri-colored tortellini alfredo with a pesto drizzle, crisp bacon, sausage links, home-fried potatoes, rice pilaf with brunoise vegetables, stirfry vegetable medley

DESSERTS

tiramisu-filled chocolate cups, chocolate-dipped strawberries, fruit tarts, pecan and honey bars, lemon squares, cannoli, miniature mousse parfait, miniature cheesecakes, crème caramel, and seasonal Inn-baked cakes & cookies

BEVERAGES

Cash Bar, Coffee, Tea, Decaffeinated Coffee, Assorted Juices

The cost per person for the event is as follows:



2014 NSC Members (18 and older)	\$30.00
Children under 18	\$20.00
Non-Member Adults (18 and older)	\$35.00
Non-Member Children under 18	\$25.00



*****Please RSVP to regisgreen@hotmail.com by October 23rd*****

Payment is due by October 31st. Please make checks payable to "Nockamixon Sail Club".

Please mail payments to: Christen Rex, 227 S. 2nd St., North Wales, PA 19454 or bring to banquet.

Flying Scot Fleet 163 (cont'd)

(Continued from page 5)

August 9th found the fleet at the annual Fleet Picnic at the Evelev's beautiful home on the Delaware. Rich and Betsy Baucom brought a wonderful spiral ham, and everyone else furnished sides and beverages. Once again, the Bocce was action packed, with the men and women in close contention!



Fleet 163 boats were very active in the Leukemia Cup on August 16th. Attendees raised \$15,000 and our fleet made a good contribution to those numbers. Balas, Blough, Edelstein, Evelev, Mandell and Morrison skippered boats and raised money for this important cause!

Two Fleet 163 boats went to the Flying Scot Wife Husband at Sayville Yacht Club. This is a super event, and the chop and wind direction made it interesting. "It's never like this here" was heard as the fleet sailed in a light easterly wind on Saturday. On Sunday the breeze picked up and the wind went further south, creating fun conditions with some chop.



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Impulse 21 Fleet Report

Warren Mangan
121 #149 Warp Drive

Sunday racing 9/7—We had great racing this Sunday; 6 boats with 3 impulse 21's and one new owner without his boat yet.

After a few days of hot steamy weather and windy rain storms on Saturday we had a Sunday in the hi 70's and cooler low humidity north winds in the 4-8 range with lots of shifts and holes to deal with.

North wind comes across a local hill (called Haycock mount) causing surprisingly shifty conditions.

Although my own Performance was questionable with a last, last, first every body agreed it was a great day of racing and being followed by a late afternoon get together at one owner (Tom) house after for some Johnsonville Bratwurst and a swim to finish up a great day.



Park Updates

Warren Mangan—Club Park Liaison

The park this year is extending the wet slips removal date to include the weekend of the 1-2 November instead of the contract cut off of October 31st. Please be sure to have you boat out of the water on or before that weekend.

The summer dry slip contracts end on the 15th October.

The winter dry slip contracts start on the 20th October.

The Burden of Absurdity

Brad KurlanCheek

As you sit in your warm kitchen, with your coffee and fruit smoothie, and your feet up, enjoying the early dawn hours of this Labor Day 2014, you wonder, Why Do I Have to Do This? You wish, instead, of course, that you were yearning to do it, and perhaps deep down inside that middle aged heart of yours, you are, but you don't feel it. Still, you reflect on this business of the matter called Time, as in, you're middle aged, although healthy, and well, how much longer will that last? Or, looking hopefully less far down the road, there's the fact of this past winter having been so brutal, that now every day where the temp gets above 60 seems nothing short of a miracle, and is not to be wasted.

So you have this thought, that tomorrow, you will tow this wooden 14 foot sailboat of yours, that took you 3 years to build, down to the Chesapeake, and dump it and you into the water at some backwater boat ramp on the eastern shore, park on the side of the road, and hope no one steals your tires while you're out in the water for several days playing the adult version of rubber ducky.

Meanwhile, over the past week, partly as means to ease your mind of the tedium of your job - that thing that pays the mortgage - you've been patiently refining the Pack List, this monster that now contains 83 items! - 83 personal possessions, organized into Gear, Clothing, Bedding, Tools, Food/Cooking, and Misc, that you're going to entrust to a 14' boat made out of plywood, on a Bay.

The whole Don Quixotian nature of the enterprise doesn't escape your attention. Why push the so-called envelope? And why push it foolishly? Why not stay in and about the safe confines of your quiet home, abiding by local, state, and federal law, mow the lawn, watch TV, read about horrific things going on in the world, but not in your backyard, answer email, pay bills, and maybe even barbecue some burgers out on the deck? Why, instead, take a bunch of your precious stuff and pack into a wooden boat that will hopefully float for several days on a body of water larger than the state you're a resident of? Why risk capsize or broach, where, if you were to just leave all 83 items in the house, and the boat, in the driveway, then no harm will come to any of those things, including the 84th item - You?

But how many stories, articles, and books have you read, by and about others, who have done this very same thing - Teece, Ladd, Pamperin - to name a small few, of whom to you, are indeed, intrepid explorers, who've braved the elements in small boats, just like yours, on similar waters. And what about T.S. Elliot's admonition, that "Old men ought to be explorers." Ok, you don't want to admit you're Old, just yet, but believe me, to a 20 year old, you are indeed, old. Get over it.

Or why would you spend 3 years building this thing that you tell others is your pride and joy if you're not going to even get it (a/k/a Snoop) and you, Out There, but instead, will shrink to slowly decay yourself within the comforts and security of that which you know all too well - the things you do day in and day out for most of the year - your job, your care-free hobbies, and sports, and hanging out in bars?

The craziness is that the more you think about it, the more you realize that to not do this thing, is to give in, to surrender, and to admit to and accept, the monotony and burdens, of a kind of Prison, created by the security of everyday life.

(Continued on page 11)

On the Lake With Francis Drake

Christina Schall

Guess what: that beagle hound “FRANZ” is back with a new story: “A-hooouwl, everybody!” First, I have to make clear that my owner got the headline completely wrong this time. (I guess she just wanted to continue her “column”.) The truth of the matter is that from June 20th – July 1st my family (Albrecht, Christina, Ferdinand and Maximilian Schall) was NOT at the lake. They took their boat out and brought me in - into dog camp, to be exact. For the 3rd time already I had to stay home in Allentown while my crew was sailing in Rhode Island. I knew it would happen again, because Max had spent a huge amount of time over the winter months planning the perfect route. This is not an easy task to start with, but surely not when it comes to this crew, which consists of - how should I word this? - two diehard sailors and two... “sunshine cruisers”. (Guess, who is who...) An additional planning challenge was added in the form of the Soccer World Championship in Brazil which took place at the same time. Neither the 2 diehard sailors nor the 2 sunshine cruisers wanted to miss the USA vs. Germany soccer game. In the end everything worked out perfectly, Max had done the almost impossible and had put together a route that all 4 sailors truly enjoyed! A big “Hooouwl-Out” to MAX – and “Google Maps”!

So, on June 20th the Schalls launched their J24 “Hui Buh” in Fort Adams State Park, Newport R.I. Why there? First, the park has a launch ramp; second, the car and trailer can stay in the park next to the launch ramp for the whole time of the trip (for free); third, Ford Adams State Park is just around the corner from the beautiful Newport.

The once daunting and nerve-wracking tasks of rigging and launching the boat have gotten pretty easy over the last years. The 2 crew members who know what they are doing can have the boat ready and launched in about 2 hours.

It was agreed upon that the first leg of the trip should not be too long so that everybody could get used to “life on board” again. The plan was good, however the weather did not exactly cooperate and the wind had a mind of his own: therefore, the Sea was really rough, the wind was tough, the real sailors had a blast right away, but my dear and poor lady had to recognize once again that she is not really a good sailor – I spare you the details. Well, she survived, but she was pretty exhausted when they arrived in Point Judith after about 4 hours of really good sailing. (To be honest I would not have liked this either, and I was almost glad that I was not on the boat but in my warm and dry dog camp.) However,

my crew told me that Point Judith was worth the hike. It has one of the cleanest and nicest marinas they have seen so far in Rhode Island. Moreover, just a little walk away from the marina you can find a restaurant that serves for sure the largest desserts in the entire U.S.. Forget about portion size! One piece of chocolate cake could substitute a whole dinner. Blame it on the desserts, on the supernice marina, on the schedule of the soccer games at the World Cup, or on Albrecht’s excellent book: the 4 Schalls decided to stay a day longer in Point Judith before sailing over to Block Island. This proved to be a very good decision; it is always good to be relaxed, not too tired and in “vacation mood and mode” when your outboard motor decides not to work.

Exactly that happened to my crew after about 5 hours of very nice sailing – this time with moderate winds - in the very narrow, crowded and super busy channel approaching Block Island. (The Schalls usually make it in and out of the marina at Lake Nockamixon without a motor, but at this moment they really would have needed that



(Continued on page 11)

The Burden of Absurdity (cont'd)

(Continued from page 9)

Eventually you get to the point in your mind, that you realize that you have to do it, and the answer to why you'll do it, can only rest on what might be the best answer to such things ever given in history, when George Mallory was asked Why? (he was going to climb Mount Everest), he said, "Because it's there." Surely, the Chesapeake ain't no Everest, but in your little ordinary nothing special world, it might as well be.

Still, once you are out there, on the water, your boat swiftly moving by wind and oar alone, your soul will blossom, as the heavens open up, and untapped areas of your mind fly up into the void created therefrom. It's not LSD exactly, but it's something much more sublime, for it is real, not to mention, legal.

And as you finish writing this, you wonder, in some several days from now, others will ask you, So, umm.....Did You Go?, and you know how much you would hate yourself, to let them down, and yourself as well, to have to say, No, I couldn't, I had to do Such and Such, which you know darn well, No Way did you have to do Such and Such. But nevertheless, you shrank, you caved, and you let Such and Such be Prison Walls, for which all the while you had the key to escape, by simply walking out the front door.

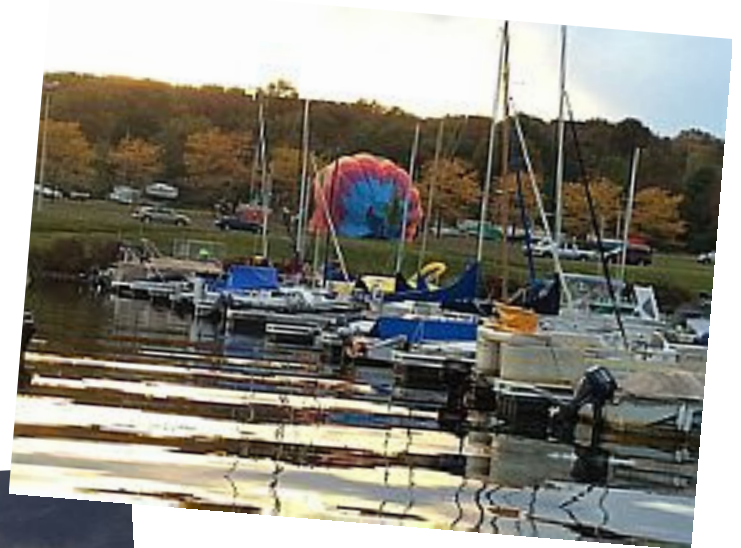


Francis Drake (cont'd)

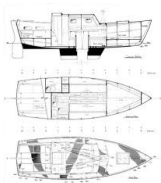
(Continued from page 10)

thing. Sailing towards the Block Island marina in between all the boats was impossible and simply too risky.) Now what? Good question, no answer – yet. (I am running out of space, because I hear that the articles should not be longer than two pages.) So, I'll let you sit here with Albrecht, my Master and Commander, and his broken Honda Motor in front of Block Island until the next issue of "The Compass". Stay tuned!

...and all he would have needed to cheer him up was a "lick lick, doggie kiss and Hooooowl" from me, "FRANZ", his beagle! But of course, he had to leave me home in Allentown....



We're used to seeing hot air balloons fly over Lake Nockamixon, but not so used to seeing them land there! Photos by Diane Paxton



Cruiser or Racer?

Ken Van Camp



I wasn't always a "cruiser". Growing up on Long Island, my father always insisted that our family sailboat (which was primarily used for cruising the waters of Long Island Sound) had to be competitive. After my older brother and sister had given up sailing, and the remaining crew was my mother, one brother, and I, my father downsized from a Morgan 30 to the better-performing C&C 25. We captured a number of trophies at the Centerport Yacht Club with that boat, including overnight races to Block Island and back.

When I first joined the NSC about 12 or 13 years ago, it was as a "racer". I started out crewing on Thistles, then I bought one of my own. In short time my crew became disinterested in racing, and it was too much work to trailer the boat and rig it every time I wanted to go for a little sail. And I longed for a taste of the cruising days of my youth. So, I bought a "cruising boat" and put her in a slip where she was always ready to sail. And with a small cabin that I outfitted with a galley, I was ready for some occasional weekend gunkholing on the Chesapeake Bay or (someday) Long Island Sound.

I returned to some of my racing roots this summer, when (for the first time in several years) I crewed with some of the Thistlers, who welcomed me back as if I'd never left. Thanks in particular to Warren Rosen, who patiently coaxed me through several races and explained some of the finer points of Thistle racing that I'd long forgotten. My spinnaker handling skills gradually came back – maybe not completely, but well enough to help Warren and I place second in one day's races.

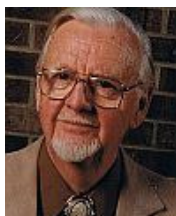
The Nockamixon Sail Club has always reminded me of the Centerport Yacht Club of my childhood. We have an active club, with a good mix of racing and cruising activities. But one thing always struck me as odd: We actually ask our members to label themselves as cruisers or racers, when they join or renew. We do it again at our major regattas like the ULDB, where we have separate starts for cruisers and racers. I know, it's all in the name of fun and giving everyone a shot, but sometimes it seems like we are reinforcing these labels.

As I found this summer, cruisers are welcome at any racing event; and I saw several invitations from Brian Scarborough and Greg Morrison for racers to join in raft-ups and other cruising events. We really only have one kind of sailor in the NSC, so don't let your racer/cruiser label define you.

IN MEMORIAM

Last year's ULDB marked a first for the Van Camp's, as my father, my son, and I all raced aboard my Islands 19. We didn't win any trophies, but all three generations enjoyed the thrill of the race.

Dad passed away about a month after last year's ULDB, but he enjoyed his time with the NSC as much as I do. He now rests in Fort Indiantown Gap, where his marker reads:



VAN CAMP, LOUIS – PFC USAF
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1927 – 2013
SAILING A NEW COURSE



Dad was definitely a "cruising racer". Or was it "racing cruiser"? Oh, whatever. Fair winds and following seas, Dad.



Nockamixon Sail Club

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Club Hats, Visors Patches, Burgees, Tote Bags and Water Bottles are available "in stock" and for sale at Club events and/or contact Dan Reasoner or Glenn Wesley.

Also, see the NSC website for these items.



NSC Burgee

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\$30 for 14"x21"



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The Nockamixon Sail Club

P.O. Box 133

Telford, PA 18969



Please Welcome Our New Members!

David & Lisa Askey	Cruising	Compac 19' #93
Brad & Vicky Corrodi	Racing	Flying Scot #2771, "Wild Blue"
Dudley Cunningham & Margo Tarasov	Cruising	
Joseph Hartman	Cruising	MFG Bandit 15 #93
Grant & Jennifer Hooper	Cruising	Catalina 22, "Star Dust"
Linda Hutchings	Cruising	
Mike Kane	Cruising	
John & Mary Jo Lebiezinski	Cruising	AMF Sunbird, "Shelley"
Ken & Natalie Lentz	Cruising	O'Day, "Excellentz"
Mic McGoldnick	Cruising	Catalina 22' #10197
Hugh McLaughlin & Stephanie Weiss	Cruising	Gloucester 16
George & Barbara Mueller	Cruising	Seaward Fox, "Leapin Dolphin"

- **Robin Bonner, Membership Secretary**

