

The Voice of Sailing on Lake Nockamixon

THE COMPASS



www.nockamixonsailclub.org



NSailClub@AOL.com

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

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Flying Scots round the mark at the August 23 Fleet Race

Photo by Glenn Wesley



The club helps Ron Evelev celebrate his 89th birthday after he raced at this year's ULDB.

At least the rain held off until after the racing was over!

Autumn Banquet

November 15
Details page 3



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Commodore's Corner

Greg Morrison

As fall approaches and our sailing season draws to a close so will my tenure as Commodore. From this perspective I thought I would offer a few thoughts on the last couple of years.

First, I regret that I did not spend nearly as much time at the lake as I had hoped when I assumed the role almost two years ago. My intentions were good as I was hoping to be a regular presence at the lake, meeting as many members as I could, and participating in as many club activities as possible. In actual fact other aspects of life pulled me in different directions and I was certainly light on "presence." As has been the case with our leadership team, others filled the void and I believe there was almost always at least one officer at just about every event.


As to the operation of the club itself, no major changes occurred during my tenure but that was somewhat by design as I felt, and still feel, that the club is fundamentally quite sound. Looking toward the future I do not see the need for major change but there are always areas for possible improvement. We still pass a lot of paper around in terms of membership forms and perhaps this could be handled online at some point. We have multiple methods of communication including the website, Yahoo group emails, and Facebook, yet I still heard that folks did not know of certain events. I don't know the answer to this one but it is an area for further exploration.

Prior to my tenure we did a better job with volunteer projects and we should return to those efforts; not only is volunteerism simply a good thing to do it also helps the club financially as enough volunteer hours will prompt the park to waive certain permit fees. Again these are minor tweaks and I believe we are in great shape, with members who enjoy what the club has to offer and some dedicated officers and support crew who put in a lot of effort to keep things running smoothly.



Kayakers share the lake during the Aug. 29 Full Moon Raft-Up


Photo by Brian Scarborough



Nockamixon Sail Club 2015 Autumn Banquet

Sunday, November 15, 2015

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!

BANQUET BRUNCH MENU

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: NSC Members (18 and older) \$25.00 | Non-Members (18 and older) \$40.00

*****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.

Cruiser's Corner: Notes from the RC of Cruising

Brian Scarborough

Guess what, folks? It's that time of the year, the time of year that we all love to hate. As of this writing, we've just had the last cruising event on the lake, the final Full Moon Raft-Up and Chili Cook-Off. It suddenly got chilly. And I went out back to start some trailer maintenance in anticipation of that dreaded day, Haul Out.

But never fear, intrepid sailors, this is also some of the best sailing season. Once these beautiful, crisp, humidity free days begin, they often come with good winds. This past Sunday, we had cloudy skies move in during the afternoon, but some unusual easterly winds. Sure, I got chilled and pulled on a sweater, but I'll take clouds and a sweater, as long as there is good wind! Let's just hope the wind isn't quite as strong as it was last Fall. The final 2 or 3 weekends saw NW gusts up to 30 knots, if you'll recall. I sure did – I stripped the boat to bare poles, with even the boom down below, for the motor over to the boat ramp, given the forecasts of 35-40 knot gusts that final day of the season.

Despite my desire to hang on to the remaining season, and to squeeze those last hours of sunlight after work during the week, I am thinking forward to haul out, hence my decision to do a bit of trailer work. Laying awake at night, my mind spins trying to think of things I need to do before haul out. Things have changed significantly for me this year, because I finally have my own house with space to store the boat. I'm hoping that our typical pattern of continued beautiful weekends in early November will allow me to do some boat work before the dreary grey tarp is pulled over the boat.

It's not all doom and gloom, however. I think we've had a very good season for Nockamixon Sail Club Cruising. I tried a new strategy this season. My first year as RC of Cruising, I tried to schedule as many cruising events as we had racing events; basically something almost every weekend. I think that was stretching things too thin, and at the suggestion of Commodore Greg, I purposely scheduled fewer events for the second year. But what great events they turned out to be!

For the Coves Challenge Poker Run, we had about 13 boats show up! I learned that my hand-held VHF doesn't always transmit so well on lower power settings. Next time I need it, I'll be sure to set it to 5 watts, and stand up as I transmit!

(Continued on page 7)



Sails - New and Repaired - HilltopSAILS

For about six (6) years I have been supplying members of NSC support on making new sails, repairing sails and making and repairing sail covers. It has been an interesting venture. I converted about 2/3 of my basement, built a large worktable, purchased a good sewing machine and learned a bunch. I hope to continue this venture as a service to members of NSC. If you are in need of repair work give me a call to arrange for pickup or delivery.



My Week at Sail Camp

Cadie Geyer

So, you want to learn how to sail, but you're in Rock Hall, Maryland, and you don't know the area very well. Here is my recommendation. Rock Hall Yacht Club Sailing School. Better known as RHYCSS.

I think it was a wonderful experience and one I would like to share with all of you. It started one Monday morning with me, my sister, and of course, my mom and dad. We were on our way to camp, looking through what we brought, to make sure we had everything. When we got there we went to a pavilion, where we got to know the other kids. That day we learned how to rig an Optimist, a fun little sailboat, and we did capsizing and tacking drills. After that, we derigged our boat. On Tuesday, we practiced what we had learned the day before. The next day, there was no wind, so we had "Sailing Olympics," consisting of cartwheel races, quizzes, and sailing/swimming relays. Thursday we single-handed the Opties. Friday we reviewed everything we had learned and sailed more. On the last day, the instructors handed out Paper Plate Awards to all the campers. They were personalized for the skills and activities each camper was best at. I earned the "Promoted to Intermediate" award. It was an amazing week. I learned so much!!!!!! I would definitely recommend it.



Cadie Geyer, 11, learns how to fold an Optimist sail. Sister Rachel, 9, is in the yellow PFD in the background.



Now offering towing services for sailboats on trailers to and from Lake Nockamixon and Highway Marine!

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Thistle Fleet #176 Report: Thistles National Review

Dan Reasoner



The 2015 Thistle National Regatta was hosted by the Fort Walton Yacht Club in Florida late July. A few NSC locals made the trip to participate in this week-long event. Craig Smith sailed with his daughter Sarah and Clay Matthias as crew in Thistle #740. We trailered Thistle #4000 "Red" down to the Gulf, and I sailed with my wife Marlene and daughter Beth. We also met-up with former NSC members Adam and Peyton Ankers who sailed Thistle #1811, with my other daughter Danielle as crew.

I have been to Ft. Walton three times now for Thistle Nationals, and again this regatta was just a fantastic event. We all "set-up camp" on the beach, which has the convenience of easy launching. Just four people or more on each side of the boat, lift it up, walk a few steps and within seconds you're in or out of the water! Okaloosa Bay is well protected from the Gulf of Mexico's waves and swells, yet you take advantage of the Gulf's breezes.

We all participated in seven official National races over five days, as well as practice and tune-up races in the preceding weekend. There were a total of fifty boats participating, which was split-up in two divisions after the first three races. Yet, we all continued to race together. Fifty boats on one starting line and mark roundings often require some interesting maneuvers!

We made it in the Championship Division, yet didn't seem to be able to move-up into any trophy positions. Craig Smith ended-up second place in the President Division! Social activities at these events are special, with something (s) going on every day and evening to make the trip a real sailing vacation.



Cruiser's Corner (cont'd)

(Continued from page 4)

Full Moon Raft-Ups were very well attended this year, including 9 boats for the eve of the Steelman Triathlon. I'd like to thank Ralph Hall for coordinating this event again this year, an event we should consider a staple of the club cruising calendar.

Our only Flag Parade was rained out this year. At least, the morning was. Craig T. tells me the afternoon had good enough wind. By that time, I had already left the lake to run house errands.

There has been some debate about the club Sunfish fleet, and whether we should keep them or not. I think that our two official Sunfish events, the Sunfish Picnic and the Singlehander Race, both well attended events, prove that we should keep them. And, I can think of almost a dozen adults and kids who love the Sunfish. Personally, before the end of the season, I need to remember how much fun a breezy day on a Sunfish can be, and drag one out.

What a riot the Up the Lake, Down and Back race and picnic turned out to be! We had good breeze for the race, so everyone made it back to the finish in a reasonable time, but then the wind really started kicking. And the rain didn't get us too wet under the tents. At least the deluge of rain held off until after we took down the tents. If you were scared off by the weather, remember this for next time, and come out anyway!

We only had 2 successful water wars this year. Almost every day we scheduled, we were skunked by the wind. Gwen kept me on my toes one day, and attacked in true sneak up pirate fashion!

Speaking of skunked by the wind, though we did have a Lady's Dam Race, I understand that just as in the Singlehander Race, there wasn't much wind, and it was a long slog on a shortened course. But that's ok. I had some skunk wind days, too. I always forget that the wind tends to die around 7:30 in the evening, or 15 minutes past the Fishing Pier, whichever comes first. Knowing I had a charged battery and working navigation lights (I hoped!) I stubbornly sat there on the leeward side, thankful for few boat wakes to shake the sails, as I ghosted the boat all the way back and into her slip, seemingly on willpower alone. That specific evening, I thought to myself: "Self, you live much closer to the lake now. You don't have to be anywhere until 8:00 tomorrow morning. Just sit here stubbornly, and you'll make it back."

So, we had a great cruising year this year to look back on. We still have a few weekends to wring out some boat time. And an awards banquet to look forward to. Don't forget, cruisers, there will be cruising trophies, and the Cruiser of the Year Award at the banquet. It's not all about racing awards!

I'd like to think it's been a good two years as RC of Cruising, but I feel it's time to take a break, and I'm stepping down after the traditional two year term. If you would like to lead us into more cruising fun, or if you know someone who should, please let me or one of the members of the Admiralty know. Also, please keep an eye on the Yahoo Group, Facebook, or the Club Website, for more info on Haul Out Weekend. I struggle with this each year – do we haul out the weekend before, or do we chance poor weather and wait until the very last day? Please feel free to weigh in on this one as the decision draws closer.



Steelman Triathlon

Ralph Hall

The annual Steelman Triathlon was held at Lake Nockamixon on Sunday, August 9 – this event supports the efforts of the Make a Wish Foundation to grant the wishes of children with life-threatening medical conditions and enrich their lives with hope, strength and joy. The 2nd annual “Steelman Warm-up Raft-up” preceded the main event on Saturday evening. Both activities were, once again, blessed by perfect weather to make the event a huge success.

Nockamixon Sail Club sailors have played an important role in the extensive safety support network every year by anchoring along the swim course, spotting swimmers who need support, and cheering all the swimmers on! The 2015 Steelman was no exception – eleven NSC crews arrived (or awoke from an on-board night) to the sight of a beautiful sunrise, well ahead of the 6 am meeting at the ramps. The boats then headed to their marks to drop anchor and be ready for the race,

while Ralph and Norma Hall coordinated the NSC efforts from the NSC chase boat. Cooperation and coordination among the many groups that enjoy the park on a regular basis are essential to the safety and enjoyment of over 1000 entrants in the Steelman. The NSC boats complement the orange inflatables to provide VERY visible (and vocal) course marks to show the way for the swimmers, and the kayakers and Haycock Fire Company Dive / Rescue volunteers work “in close” to keep swimmers on course and provide rest opportunities and rescue, as needed.

Racers left the shore in continuous heats of about 100 people each; all those arms hitting the water in the quiet of the early morning is truly inspiring. The major task for the NSC boats was to “watch the caps” and shout “turn left” to make sure no one was steering off course (a few seemed to be planning to do the swim version of the ULDB) or just needing support. The teamwork was great, and the entire swim event was pleasantly uneventful.

Saturday night’s raft-up has become the Steelman “anchor” tradition – many in the fleet decided it made sense to sleep onboard Saturday night instead of driving to the lake EARLY on Sunday morning. 10 boats, (large and small) rafted up in No-Name Cove; Brian Scarborough and Marsha Cooper kept their gas grills hot and provided great food for conversation – there were plenty of other treats, stories, tall tales and adventures to keep the group lively until well into the evening.



Many thanks to all our 2015 Steelman Fleet for their efforts and enthusiasm - Fred Goldberg, Theo Petron, Brian Scarborough, Steve Averbuch, Marsha and Marley Cooper, Marty Oczki, Ray and Nancy Cope, Rick Snyder and Erin, Craig Tourtellott, and Dan and Marlene Reasoner.

Please come out and join us next August!



Never Out of the Fight

Tony Stuart



Greetings fellow NSC Sailors! Upon returning home from the J/70 North Americans in San Diego last night it dawned on me that I should share with you some of our triumphs and follies. The brief recap is 4 days of racing was completed in light lumpy waters off the coast of San Diego. In a 50 Boat fleet we finished 21st overall and 3rd Corinthian (non-professional). I was the tactician and fortunate enough to be sailing with some great friends. The driver, Steve Shaw, and I worked closely together at Ullman Sails, Newport Beach many moons ago. There was also a fellow NSC sailor on board with us in spirit. Our compass of choice was the Nautalytics unit made by NSC member Quinn Schwenker and it out performed every other compass I've sailed with.

Through the years of sailing I've noticed that no matter how big the fleet is, or how bad the start is, the winners are able to salvage their bad races into low point finishes. That can work for all of us, even if you're 21st in a 50 boat fleet! So then, how can we put this into practice?

Know the side of the course you want to be on. When starting, prioritize your goals. The most important is to have a plan on what is going to happen up the beat. Is there more pressure on one side? Is there an oscillating wind pattern? What is the average duration of the oscillation? Is there a clocking wind direction? Lots of variables, right? So let's just save all those details for another time and say, chose which side you presume will prevail. Generally, the closer you get to the pin end of the line at the start the higher the risk. Think of all the boats you'll have to duck and bad air you'll have to sail through if you don't get the lane you tried for. The left side of the course has to look pretty good to commit to unless you are confident in your starting abilities. If you're having trouble starting well, you might think of getting a little closer to the boat end to give yourself an easy out.

Bad Starts... We all have them, even champions. What to do when it happens to you? Stay calm and find the fastest way to clean air. Get the boat moving. You are never out of the fight no matter how bad it looks. This is where getting the side of the course you want may fall apart as boats ahead will force you around. The key at this point is to choose a side and own it. If you are forced to the right, don't try to get back to the left. As boats ahead will bounce each other around and be struggling in gas you will be playing the shifts in clean air. More often than not you will still be close to the fleet if you keep sailing in clean air.

Stay Out of the Middle. Remember to own your side. Sailing through the middle of the course means you'll be sailing through a high traffic area which is slow and limits your ability to stay in phase with the breeze. As a general rule it's best to stay off the laylines until you're a minute or two from the mark though. Another benefit of this is having an out to tack if someone tacks on your breeze.

Choose Your Moment. So you've come back together with the fleet and they're still within striking distance. Know where you want to be on the downwind leg before you get to the top mark. The good news is you are in control of the run. You are now able to push your competitors to the less desirable side of the course. Again, stay out of the middle of the course near the top mark if the fleet is big. Gybe set or continue on starboard until all the upwind traffic has thinned out. Hopefully you have chosen the correct side of the course, but the fruits of your decision usually take time to develop. Don't be rash if you're not gaining on your competitors right away. When boats on the other side look like they've gained, that is the wrong time to consolidate. It's just conceiting a loss. Unless you are sure that you've made the wrong choice, wait till the shift or pressure comes your way.

The final race on Sunday we found ourselves in a pickle. Gun went off and we were moving backwards through the water, not an ounce of breeze in the sails, and sculling to get onto port with 50 boats in front of us. It was a wall of Dacron upwind of us. By staying calm and focused we pulled out a 12 in that race. Stay positive, you are never out of the fight.

Once Around the Block

Ken Van Camp

"As she ghosted slowly past, her tan sails, backlit by the sunset glow, appeared on fire. A wind stirred, riffling the burnished surface of the sea, and the elegant little craft heeled, shouldering aside a tumbling bow wave."

Philip Teece, *A Dream of Islands*

It was that elusive dream destination. You know the kind I mean - the kind where you're trying to get somewhere, but no matter how fast you go, it stays just beyond your reach. Sometimes you can see it; sometimes you just know it's there. Waiting, taunting, fanning its hands on either side of its head and sticking its tongue out at you.

This was Block Island for me. When I was a kid growing up on Long Island, we always talked of sailing to Block Island some day. We took many cruises, plying the waters of Long Island Sound aboard our Morgan 30. From our home base at the Centerport Yacht Club, we sailed to Port Jefferson, Mattituck, the Connecticut River, and Mystic. We even passed Orient Point one time to explore the Shelter Island and Sag Harbor area one summer. We talked about Block, but it always seemed to be elusive.

I remember one year my father wanted to enter an overnight race to Block Island. I was about 11, my brother 13, and it would be just us three men, sailing through the inky blackness of Long Island Sound and Block Island Sound. My brother and I were stoked (or psyched – whatever we called it back then). We examined charts, we estimated times and tides, and we even talked about shift rotations to make it through the night.

I don't remember why the trip was canceled. Maybe the weather forecast didn't hold; maybe my father realized it was too much to handle with just two young boys; maybe life just got in the way. We talked about cruising to Block a couple of times after that, but never seriously again.

So when my brother-in-law Dan proposed cruising to Block Island this summer aboard his 40' Catalina, I was all for it. After some negotiation of dates, we found a long weekend when we could go, together with Dan's brother Bob and son Andrew. The dream was suddenly becoming a possible reality.

On Thursday, August 13, we all made our way to Huntington, LI, where Dan moored his boat at Covey's Marina. We slept on board, then left the harbor at first light Friday morning. Depending on wind and tide, we estimated the 110 mile trip at 15-20 hours. Since we were sailing to an unfamiliar port, we had agreed not to enter after dark. And since it seemed unlikely to reach the island before sundown, we would wait somewhere in the waters of Block Island Sound, sailing hove-to, killing time until sunrise Saturday morning.

The weather was pleasant Friday, but the wind scarce, and we wound up motoring through the day. Despite the tide setting us back most of the morning and part of the afternoon, we were able to reach Orient Point, the eastern tip of Long Island on its northern shore, before 4pm. By then the tide had turned in our favor, so the famous "tidal race" at Plum Gut was now pulling us toward our destination. Our 6 knot-over-ground progress increased to 9-10 knots as we entered Block Island Sound! Amazingly, it now seemed plausible to reach Block before sundown.

As the island grew larger on the horizon, the sun drifted toward the opposite horizon behind us. We called ahead, since we had not planned for any place to stay Friday night. There were no moorings available, and the dockmaster



(Continued on page 11)

Lake Nockamixon Clean Up Day

Barbara Benson

Just a few words about the National Public Lands Day Clean up that Brent and I attended at Lake Nockamixon. We showed up at 9 am as the flyer suggested and were greeted by the volunteers who were signing up the attendees. They provided snacks, water, and maps for those who desired them. After asking them for advice as to how we should proceed, we drove down to Haycock launch and put our 19 foot Grumman canoe in the water. We noted that most folks these days are using kayaks rather than canoes. Our old Grumman is a great canoe and we were quite surprised to find a young family with exactly the same canoe. The owner was the son of the original purchaser, and it was bought within a year of ours....1973.

We executed our plan to search the shore line and beach the canoe as necessary to go ashore to collect the garbage. We started on the left shore and headed toward the headwaters, turning back at the point where Church Lane crosses over Haycock Creek. Taking our time, we enjoyed the wildlife (immature Bald Eagle, Ospreys, Green Heron, Double crested Cormorants). Much of the water surface is covered by Lily Pads and other aquatic plants. We were able to put all of the garbage in one big bag, including the plastic five gallon bucket. In order to fetch the bucket, we had to pole through the lily pads. The good news is that we found very little garbage except around the route 563 bridge, apparently coming from the road and the fishermen that congregate there.

We took time to eat our lunch before we headed back to the Marina to have our garbage weighed. The weather was moderate temperature and cloudy to start and the sun came out later in the morning. As we departed, we told the woman at the registration/weigh-in area that we were members of the Nockamixon Sail Club and she said she would be sure to note that, as NSC gets credit towards our club mooring fees.

Once Around the Block (cont'd)

(Continued from page 10)

advised us that the anchorages were full. A half dozen calls later, we found a marina that could get us into a dock for the night. We'd be rafted alongside 2 other boats, and the price was higher than any other dock in town, but hey – this was Block on a Friday night in August! We counted ourselves lucky to find anyplace on such short notice, and slipped into the harbor just after the sun set. We had made the trip in 14 hours.

After an unexpectedly good night's sleep, we rented bicycles and spent Saturday exploring the more remote areas of the island. A \$10 donation got us a tour of the 1873 Southeast Lighthouse by a volunteer who spent the better part of an hour telling us the rich history of the island and answering our questions, like "What was that big orange rig we passed on our approach to the island last night?" (Block Island is building an offshore wind farm to generate enough electricity to power the entire island, and then some.) Further cycling on the island's hilly terrain revealed some spectacular cliffs and quiet wooded groves.

It took time to unwind our dock lines from the neighboring boats Sunday morning, so we started back about 10am. This day's travel would be different than the voyage out in three respects: First, the tide would be against us all morning and well into the afternoon, until we were past the tidal race. Second, we knew our destination harbor well so a late-night arrival was not a serious concern. And third, there was a good 10-to-15 knot breeze blowing off the port beam as we set our course westward across Block Island Sound. We agreed to use the motor to help us against the tide, but we also shook out the sails to catch the breeze. All things combined, we were making about 6 knots over ground, pretty good considering a strong tide was against us.

It was a perfect day of sailing, with the wind uncharacteristically growing in late afternoon to 15-to-20 knots before finally dying off in the late evening. We made Huntington Harbor at 1:30am, 15 ½ hours after setting out from Block.

And so, some forty years later, my dream trip to Block Island came to be a reality. And, thanks to Dan's fine captaining skills, Andrew's navigation skills, Bob's ability to always have the latest Mets scores no matter how far we were from land, my sister-in-law Donna's ability to provision a 4-man trip for 10 people, and my wife's ability to let me go without making me feel guilty, the trip was all I had dreamed of – and then some.

The Agony of Cruising

Brad Kurlancheek

I've discovered that the endeavor of getting out on your boat for several days at a stretch - cruising - takes over your house.

The house - mine - has a den. It is normally empty, but for a corner table, and a small rack of 2 shelves. When people come over to my house they ask how come I don't have any furniture.

The house also has a living room. Well it used to be a living room. Now, by necessity, it's the Boat Room. It's the biggest room in the house. Lacking a garage, the house's Boat Room contains, obviously, all the stuff that boating requires - oars, rudders, centerboards, sails, hardware, tools, wood, life jackets, motor, spars, etc. It's a lot, and well, thank goodness the house came with a living room. Otherwise, there'd be no boating.

So how does the den fit into this. The den is the Holding Area. The problem is, in order to preserve your sanity, you make this thing called a pack list, though lately I've come to calling it, The Manifest. It's a monster - lately it has over 120 items - all the stuff you put in the boat for the 5 to 10 day "cruise" - as if we're going on the QE2 for a couple of weeks - 'fraid not - this is a 13 foot wooden boat, with a small cabin big enough to sleep in for the night, umm, partially under the water line. But as long as the hull holds out, you should be okay. Not to worry though. In case something - who knows what - bashes into the hull at night - or we start drifting, unbeknownst to the skipper, and bash into something, it's okay. I've got this magic stuff called "Stay Afloat" putty. All I have to do, once awakened when I notice the sleeping bag filling up with water, is jam this putty stuff into the bashed-in part of the hull, so I can go back to sleep, and resume The Cruise.

Anyway - back to the Manifest. The Manifest has a few categories to it - Equipment and Gear, Food Cooking & Coffee, Bedding, Clothing, Pharmacy, Tools, and Miscellaneous. During the winter while you're waiting for the snow to stop falling, you think of things to constantly add to the list. As I said, right now the list is over 120 items. It's insane.

Then the day before you leave - and this is something that was slowly hard for me to accept - but you have to take that entire day, just to clean the boat, fill the trailer tires, and mow the lawn - but it takes the rest of the day, and part of the next (notice you haven't left yet on The Cruise) to gather those 120 items from the Boat Room, and put them into the Holding Room. The only other room downstairs is the kitchen. I refuse to put boat stuff in that room, well, with the exception of boating charts and boating books.

The Manifest itself gives you great stress. But without it, or the separate categories, I think you'd have to forget it. One too many 3 hour trips to the ramp, only to discover you forgot to pack the boom, or took 1 oar instead of 2 (I've actually done that), you'll be taking up bingo instead of sailing.

Taking one item at a time from the boat room to the holding room, at some point your den is crammed full with about 120 items of boating stuff, which, magically somehow you're going to cram into your Vehicle, and then later, into your 13 foot sailboat, via various sacks and snappable plastic containers, each of which goes into a specific place on the boat (so you find it when you need it, 'cause you will need it).

Eventually you realize then that "sailing" is probably the easiest part of the whole endeavor. Getting the time off from work, arranging it all so you can be away from phone, email, work and home for 5 to 10 days. and stuffing over 120 items - which of course each item one cannot do without - into your sailing vessel... not so easy. Am I complaining? No, course not. But other people hear about you taking a week or two off to go sailing in the sunshine, and remark about how wonderful and delightful it all is (well, actually it is! - but not in the way they think of it) and they just don't know the half of it, of what it's taken. Heck, the drive is no picnic either. I'll take a beam reach any day over switching lanes between 18 wheelers, with my precious boat in tow. You just wish you'd stop having nightmares where you look into the rear view mirror on I-95...and don't see the boat anymore.

But yeah, at the end of the day, that beam reach is definitely worth it all.



Membership: Welcome Members, Renew Early, Attend the Banquet

Robin Bonner

As the 2015 season wraps up, the Club recognizes new and renewing members who have joined its ranks since June 1, 2015:

New Members:

Janet Bauman
 Scott & Suzanne Cass
 Cameron & Susan Craig
 Bill & Lillian Hubbard
 Joel & Heather Nyce
 Martin & Margaret Oczki

Renewing Members:

Linda Hutchings
 Gwen Jacobs



Renewing for 2016 / Fall Banquet

We also would like to encourage everyone to get a jump on renewing their memberships for 2016. Renewing early helps us with our recordkeeping and is a benefit to you: Anyone joining after September 1 gets full member benefits through the following calendar year. Plus, if you missed renewing your membership for 2015, filling out an application now helps you in two ways:

1. It ensures that next year will be different. (Think of all of the fun you missed out on at the lake this season!)
and
2. It allows you to attend the NSC Annual Fall Banquet with a members' discount (\$25 per member/\$40 per non-member). The Banquet will be held on Sunday, November 15th (11:30 a.m. to 3:00 p.m.) at the beautiful William Penn Inn, in Blue Bell, PA. A scrumptious brunch will be served and a cash bar available. (See page 3 for details.)

The club membership application is reprinted at the back of this issue, or you can download it from here:

http://nockamixonsailclub.org/sites/default/files/NSC%20Membership%20Application_021115.pdf

Mail it to the P.O. box listed on the application (yes, you need to do this each year), and you'll be all set for 2016.

Meanwhile, here's how to make the most of your NSC membership:

- Visit the NSC website to check out the calendar of club activities and upcoming events (<http://nockamixonsailclub.org/date-browser/2015-04>). Watch for the new calendar for the 2016 season, which will be posted this winter.
- Contact Rear Commodore of Cruising Brian Scarborough (bscarborough@me.com) about cruising events or to arrange for launch or haul-out assistance.
- Contact Rear Commodore of Racing Gary Bonner (grbonner@gmail.com) about racing or crewing. (The first "frostbite" race will be in April!)
- Check out "How We Communicate" within the Nockamixon Sail Club (<http://nockamixonsailclub.org/content/how-we-communicate-update>). You'll find a lot of great tips on getting involved.
- If you're a member, you can download the Club Membership Directory (updated throughout the season) and find your "tribe."
- Contact me at rcbonner14@gmail.com with any membership questions.

Get in touch, sail early and often, socialize—make the most of your NSC membership. See you at the Banquet?



Nockamixon Sail Club



Logo

NSC Apparel

Great Prices and Value

This is not a fundraiser

Show Your NSC Colors!

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



Any Questions? Contact Dan Reasoner

215-997-7680

dcreasoner@comcast.net



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

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

\$20 for 12"x18"

\$30 for 14"x21"



NSC Tote Bag and Water

Bottle \$5.00



NSC Patches—3"W by 2"H,

Add one to your hat, shirt or jacket

\$2.00 ea. or 6 for \$10.00



NOCKAMIXON SAIL CLUB

PO Box 133, Telford, PA 18969
www.NockamixonSailClub.org
Email: NSailClub@aol.com

MEMBERSHIP APPLICATION

2015

Contact Information

☐ New Member ☐ Renewal

Name:	Spouse/Partner:
Street:	Family Members:
City:	Phone:
State:	Zip:
Cell Phone:	
Email:	

Your contact information will be included in a Directory for use by Club members. No officer or member of the Club may use this information for any purpose other than legitimate social or Club-related communication. By signing below, you agree to be bound by this policy.

Membership Level

Active Racing Member	Active Racing Member (full membership level) - Includes all members of a household and entitles the member or family to one vote on club business, 'The Compass' newsletter, and to participate in all NSC activities and programs.	<input type="checkbox"/> \$100/year
Active Cruising Member	Active Cruising Member - Includes all members of a household and entitles the member or family to one-half vote on club business, 'The Compass' newsletter, and to participate in NSC cruising activities and programs, and all NSC social activities.	<input type="checkbox"/> \$50/year

The membership year is January 1st through December 31st. Dues are payable by March 1st. Any member's dues in arrears by March 31 shall necessitate that his/her membership privileges be rescinded, and all rights, title, and interest in and to all the property and assets of NSC shall cease.

NSC Capital Fund

Capital Fund <input type="checkbox"/>	Contributions are applied to the "Capital Fund" of the club and are always welcome. A contribution by non-members of \$15 or more will include a (1) one-year subscription to 'The Compass' newsletter.	\$ _____ Contribution Amount
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Make check payable to:
Nockamixon Sail Club

Mail to: **Nockamixon Sail Club**
PO Box 133, Telford, PA 18969

Boat Type	Sail Number	Boat Name	Slip# (if applicable)

If you are a member of other organizations listed, please check:

☐ ASA membership
☐ Boat US membership
☐ US Sailing, membership no. _____ Expiration Date: ____/____/20____

DISCLAIMER OF LIABILITY: Sailing and sailing-related events are activities with inherent risk of damage and injury. Participants at Nockamixon Sail Club (NSC) events are participating entirely at their own will and risk. The Event Organizers (organizing authority, race committee, protest committee, host club, volunteers, sponsors or any other organization or official) will not be responsible for damage to any boat or other property or the injury to any participant, including death, sustained in conjunction with or prior to, during, or after the NSC event. By participating in any event at NSC, each participant agrees to release the event organizers from any and all liability associated with such event participation to the fullest extent permitted by law.

WAIVER and INDEMNIFICATION: To the fullest extent permitted by law, I hereby waive any rights I may have to sue the Event Organizers involved with an event at NSC with respect to personal injury or property damage suffered by myself, my crew or my guest(s) as a result of our participation in an event at NSC and hereby release the event organizers from any liability for such injury. Further, I agree to indemnify and hold harmless the NSC and Event Organizers from any and all claims to damages and costs of defending same, including reasonable attorneys fees, arising out of my participation in any NSC event.

INSURANCE: All boats sailing in NSC activities shall be insured with valid, and adequate, third party liability coverage for the type of sailing in which they participate. An Active Racing Member shall carry insurance coverage adequate for racing. An Active Cruising Member shall carry insurance coverage adequate for cruising.

☐ I acknowledge to be insured with valid, and adequate, third party liability coverage for NSC sailing and sailing-related events.

SIGNED: _____ Applicant (Name) described above. Date: ____/____/20____

The Nockamixon Sail Club

P.O. Box 133

Telford, PA 18969



It's starting! -photo by Brian Scarborough