



THE COMPASS

The Voice of Sailing on Lake Nockamixon



www.nockamixonsailclub.org

NSailClub@AOL.com

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

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Leukemia Cup Raises \$24K for Charity

Ken Van Camp

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23 boats and 56 people turned out to race in the NSC's second Leukemia Cup to raise \$23,902 for the Leukemia & Lymphoma Society. The weather was sunny and hot, the wind was typically fluky, the food was great, and the support for the Leukemia and Lymphoma Society was outstanding.

Event organizer Doug Swart initially gave a check for \$19,500 to LLS at the event, but reports that as additional donations continued to flow in after the event, our eventual total was \$23,902 (\$2,331 more than was raised in 2014). Top fundraisers for the event were Steve Averbush and Paul Prozillo. Steve raised a combined total of \$20,308 over both the 2014 and 2016 regattas, while Paul raised a total of \$7,715. Four other NSC members successfully raised more than \$500.

Members were joined by visiting sailors from Marsh Creek Sail Club, as well as from clubs in New York and New Jersey, and Leukemia survivor Jack Barausky joined, sailing on Steve Polak's boat. Co-Vice Commodores Marsha Cooper and Laurine Valenti handled picnic details and kept us under budget, allowing more money to be donated to the Leukemia Society.



Don't Forget!
Autumn Awards Banquet
November 13
Details Page 4



Clockwise from top: Event organizer Doug Swart delivers check to LLS; a crowded one-design starting line; sailors of all ages enjoying the day; top fundraiser Steve Averbush sailing Eko

Photos by Wilson Black

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 Impulse 21: Warren Mangan
 O'Day: Doug Swart
 Precision: Steve Hayick
 Portsmouth: Craig Tourtellott
 Thistle: Paul Prozillo

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Ken Van Camp

Commodore's Corner

Brian Scarborough

Can you believe we are almost at the end of the season? I know I don't want to admit it. But here we are. The Summer seems to have gone too quickly for me. I think it's a combination of working too much on the weekends, and not putting my bigger boat in the water until July-something.

But when I take a look back, and review the Summer, it doesn't seem too bad. I remember spending the first good weeks of Spring fixing up my Force 5. Then, of course, it rained. A lot. As the weather got better, instead of fixing my issues with the big boat, I played on the Force 5. I sailed it in the ULDB and the Leukemia cup. But then, I did get the big boat's repairs done, thanks to invaluable help from a couple of Club members. It's sure a good thing I invited my parents to go out on the big boat for launch day, because the battery in the car died just as I was going to back it up to the trailer, so Dad was on hand to drive me to the auto parts store for a new one! I have had some truly excellent days in the big boat this season. Days where the wind was perfect, the sun was perfect, the temperature was perfect, and the boat moved like an extension of my boat, in a perfect groove.

Looking forward, yes, the Worst Day of the Year™ - haulout day - is coming, whenever that may be for you. But before then we still have some of the best opportunities for good sailing, even if we might need to wear a sweater and warm hat. We've got crystal clear, no humidity days coming. We've got strong, consistent winds coming. And, yes, we have a date with boat trailers and pressure washers.

Before we get too far ahead of ourselves, let's take a look back at the Club's season. Did the Club have a perfect season? Probably not. Did you get to participate in all the Club activities you wanted to? I know I did not. But regardless, we have had a successful year.

Our season started well with a great Spring Warmup, featuring another auction in anticipation of a Leukemia Cup Regatta. This year, we donated the proceeds of the auction to the Leukemia and Lymphoma Society, and opted to have our own potluck LC picnic, rather than have it catered as we did before. Speaking of which, your efforts raised over \$20,000 for the LLS, during a well-attended, well-raced event. Thanks to everyone who made that happen under the direction of Doug Swart!

Of course, the Up the Lake, Down and Back race and annual picnic was an early high point to the year. Co-Vice Commodores Marsha Cooper and Laurine Valenti again made sure we were well fed!

Speaking of food, our Sunfish program was very successful this season. How's that related to food? Well, we started it off with the Sunfish Picnic, where we had burgers and dogs along the lakeside, with some romping gusts of windy fun in the Sunfish. I have heard that many members used the Sunfish this year. Our Sailing Director, Craig Tourtellott even put together a "Tiller Time" day, where less experienced sailors had an opportunity to sail a Sunfish, gain some informal instruction, and advance their skills. Those Sunfish are an excellent asset for the Club. They provide an opportunity for kids to connect with sailing, and members without boats a chance to get out sailing.

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July 9 racing— photos by Les Burnett

Commodore's Corner (cont'd)

(Continued from page 2)

I think we've had a pretty good year with new membership as well. I know I have seen many emails come in through our general Club info mailbox, many asking how they can get involved sailing without a boat. I'm sure I've seen at least a dozen new members come through. Our Membership Secretary Robin Bonner will give us better numbers at our next Fleet Council Meeting.

So, overall, it's been a good season for the Club. But I think we can do better. I think you can do better. And it doesn't take too much to make the Club even better. First, I'd like to ask you to finish out the year with a bang. Please come out for the next few weekends of racing. Crew with a racer, it's all just sailing. Also, please be sure to spend as much time as you can for Haulout Weekend, which will be October 22 and 23. Everyone can use an extra hand pulling their boat out, or unstepping a mast. And, the more of us there are together, having fun, helping others, the less sad we'll all be.

Finally, and perhaps most importantly, I ask you to take a look back on your season, and on your experiences with the Club. What did we do well this past year? What did you like doing? What do you think we could do better? Were there enough events you liked? Other events we didn't have? Over this winter, maybe you want to get involved, and plan events that you can lead. If so, keep an eye on the Club website calendar, as we will post Fleet Council meetings on the calendar. Please contact me or another Fleet Council member with your thoughts, ideas, or suggestions. Then, come to a Council meeting and work with us to make the Club what you need it to be!

Nockamixon Sail Club 2016 Autumn Awards Banquet

Sunday, November 13, 2016 – 11:30 a.m. to 3:00 p.m.



William Penn Inn

Route 202 & Sumneytown Pike, Gwynedd, PA 19436

Join us in celebrating another adventurous sailing season, RSVP October 24th

Incredible Banquet Brunch Menu

Cold Selections

Assorted fresh bagels, pastries and breakfast breads, Philadelphia sticky buns, cream cheese, whipped butter, tropical fresh fruit, smoked salmon, gravlax, smoked whitefish, mackerel, whitefish salad, country chicken salad, black bean and corn salad, green bean salad, mozzarella, grape tomatoes & fresh basil salad, deviled eggs, spinach and assorted greens, cucumbers, tomatoes, assorted condiments and homemade salad dressings

Hot Selections

Belgian waffles & French toast w/ blueberry and maple syrups, peaches, bananas foster w/ chocolate sauce, strawberries, farm-fresh scrambled eggs, capon florentine, 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 w/ a pesto drizzle, crisp bacon, sausages, home fried potatoes, rice pilaf with brunoise vegetables, stir fry vegetable medley

Desserts

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

Beverages

Cash bar, Coffee, Tea, Assorted Juices

Cost per person: NSC Members, \$25.00 ~ Non-members \$40.00

Children under the age of 12, \$10.00

*** Please RSVP to mlcoop@verizon.net by Monday, October 31th ***

Payment is due by November 4th; make check payable to Nockamixon Sail Club and

Mail to: Marsha Cooper, 2337 Orchard Hill Cir., Warrington, PA 18976

Call with questions to Laurine @ 215-822-2216 or Marsha @ 215-479-3869

Steelman Triathlon - August 14, 2015

Ralph Hall

Sailors learn early to trust the weather reports, but to stay ready and take a chance that the winds will turn favorable. The 2016 Steelman Triathlon was a perfect case for that philosophy – the forecast for the Nock threatened, but the adventurous crews of this year's Steelman Fleet were rewarded with a beautiful sunrise, balmy morning breezes, waves of swimmers and a warm, sunny day.

The 12th annual Steelman Triathlon was held at Lake Nockamixon on Sunday, August 14 and again supported 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. Heavy rain on Saturday evening washed out the 3rd annual "Steelman Warm-up Raft-up", but a few crews simply moved the raft-up down the road to Beckers Tavern, enjoying beverages and conversation until the downpour ended. It also did not dampen the early morning enjoyment of being at the lake, or the urge to wear a Day-Glo yellow T-shirt, for our crews at 5:00 AM on Sunday morning.



Nockamixon Sail Club sailors have played an important role in the safety support network every year of the Steelman by anchoring along the swim course, spotting swimmers who need support, and cheering all the swimmers on! The 2016 Steelman was no exception – six NSC crews arrived (or awoke from a HOT 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 1,000 entrants in the Steelman. The 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.

Athletes 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 or just needing support. The teamwork



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Rear Commodore of Cruising Report

Colin Hannings

On Saturday evening, September 17, I attended our Full Moon Raft-Up for September. Due to attention given to the lunar calendar when the schedule was set, the moon was clearly full for the Raft-Up. While a bit cloudy, when the clouds stayed separated, the moon was low, orange, bright, big and beautiful. More importantly, the fellowship was great for those fortunate enough to have taken part.

We ended up rafting-up a bit northeast of No Name Cove, but thanks to the diligence of the participants, we started perhaps only about a half hour after the scheduled start-up time. Once we threw out our anchor, the common interest in sailing and enjoying the evening was immediately apparent.

My most involved conversation of the night was with a family of five who were there for their first Raft-Up. I found they live in the same town as I, where the two children, a boy and girl, go to school, and how the young family enjoy living in the community where I have happily resided for over 65 years. I especially enjoyed speaking with their junior high school daughter about how she enjoyed her school and teachers and finding out whom is her least favorite teacher, whose brother I happen to know from my professional life. The Dad had a lot of questions about sailing and the club and I found myself able to give him insight into many of the things about which he asked. I was most happy to refer him to a boat service business which many of us use, confident I was giving him good advice about the quality, price and timeliness of their work. I knew I wanted our new member to be happy with who I had referred him to. I also want the business to grow with new customers since I want the business to be around so they can continue to render fine service on my boat. There was a benefit to the new member and to me.

The five on his boat consisted of he and his wife, his two children and his mother-in-law, making it a true family outing. His mother-in-law was clearly enjoying the evening and joined in our conversation eagerly.

Next to the family of five was Tim and his wife, Kristin. Tim and Kristin were also new members attending their first Raft-Up on their Hunter 24. The two of them have definitely jumped in with two (four?) feet to the activities the Club has run. Kristin was especially helpful on our Sunfish Fun Day in July when she had plenty of hamburgers and fixin's to go around. For the Raft-Up, she produced a great looking cheese and snack tray for everyone's pleasure. Kristin certainly knows how to make herself indispensable. All I could contribute was some liquid refreshment to go with the cheese and snacks.

Others joined us as the evening went on as we relaxed and enjoyed our fellowship, the joys of sailing and the big fat orange harvest moon.

When I consider events such as the Full Moon Raft-Up, I am so pleased these events bring so much personal satisfaction. While it may not always be convenient to have made the commitment to oneself, the family, or other Club members to attend events such as a Raft-Up, the Sunfish Fun Day or the Up the Lake, Down & Back Regatta, as the event goes on and when it is over, I am certain each of us feels gratification in having participated. We get a chance to discuss our sailing, our future plans for trips, great experiences in trips taken and to discuss how to resolve prob-

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Steelman Triathlon (cont'd)

(Continued from page 5)

was great, and several swimmers found safe haven on an NSC boat to wait for a ride back to shore from the Haycock Rescue, or just to rest before continuing their swim.

After the swimmers finished and the lake was clear, a few of us turned in our orange flags and headed back out for a traffic-free Sunday morning sail to



light breezes or just catch a snooze.

Many thanks to all our 2016 Steelman Fleet for their efforts and enthusiasm - Fred Goldberg, Ray and Nancy Cope, Craig Tourtellott, Ken van Camp, and Kim and Paul Coache.

Please come out and join us next August for this great cause – the advance forecast is for PERFECT weather!!



Rear Commodore of Cruising (cont'd)

(Continued from page 6)

lems we each and all encounter while we enjoy our hobby.

I find each activity provides another opportunity to make friends or to strengthen the bonds of friendship around a positive and healthful past-time. I find it much like the quandary I face on a cold winter's morning and I know I need to exercise. Do I want to take the trouble to get changed, get in the car, maybe face cold weather and do something I know is very beneficial for me; run of the track or go to the YMCA to swim the laps. Most times I do take the trouble and YES, every time I do it, it is well worth it. Likewise, when sailing in any kind of group activity with the Club I always find myself enriched and rewarded because I made the effort and shared my happy experience with fellow sailors.

The sailing season will soon be wrapping up, but we still have some days to enjoy our sport and comradeship. We also have our Haul-Out Weekend on October 22 & 23rd. Saturday, the 22nd will certainly be a busy day, so come on up, arrive early and be prepared to work and enjoy your fellow sailors as we finish off our great 2016 Sailing Season on Lake Nockamixon.

An Election with Good Choices!

Glenn Wesley

The Annual Banquet will be November 13th!

We hold elections for the 2017 Fleet Council at the Banquet!

For 2017 we have a few openings and need YOU! This is your opportunity to contribute and help shape your Nockamixon Sail Club. There are 4 openings available for the 2017 Fleet Council: 2 in the elected admiralty, 1 Fleet Captain and 1 officer, the Membership Secretary.

The Nockamixon Sail Club Fleet Council is enough. Brian will continue in that position. Commitment for all Officers and the members' meetings occur during non-sailing months during sailing season.

The Fleet Council consists of the officers, elected members, the immediate past

Are you friendly? Can you write a full Secretary, Robin Bonner is leaving the inspirational leadership. This is the most next year.



led by our Commodore, Brian Scarborough for 2017. (We encourage a 2 year commitment of the Admiralty.) The Fleet Council and focus on preparing for the upcoming

and admiralty. The admiralty includes 4 commodore and the fleet captains.

sentence? Our current Membership position after 3 years of dedicated and important slot we need to fill for the

The Membership Secretary has two roles. First and foremost the Membership Secretary is the lead contact for introducing prospective members to the NSC. The Membership Secretary also guides new members and ensures they get introduced to the Fleet Captains, Rear Commodores and integrated with the rest of the Club. Obviously this is a rewarding and important role!

Second, the Membership Secretary takes notes during the Fleet Council meetings. These are written up as the official minutes and used by the Commodore at the next meeting. These meetings become the official record of decisions of Fleet Council. Another important role!

The new Membership Secretary can choose to put their own spin on this job or can simply follow the examples, email templates and methods Robin has developed. Or probably a little of both.

The elected Admiralty consists of 4 'at large' members who work as a team responsible for various duties, such as serving to head the nominations committee. This note is an example. The elected Admiralty consists of 2 racing members and 2 cruising members.

Like the officers, we look for the elected Admiralty to make a 2 year commitment. Both **racing members** of the elected Admiralty have fulfilled their 2 years so both racing positions are available. This is a great way to contribute while learning how the Club is organized and run.

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Thistle Fleet Report

Paul Prozzillo



Thistle sailing at the lake this summer has been a little slow thanks to Mother Nature, but that hasn't stopped us from sailing. The ULDB is always a great regatta and our Vice Commodores made sure this year's was excellent. Five of the top six racers were sailing Thistles. The clubs Leukemia Cup Regatta was another great event at the lake, thanks to the many volunteers and generous donations of our members raising close to \$20,000. One of the top three fund raisers was our own Craig Priniski, and the top four boats racing were Thistles. We may not have had the best wind for either event, but because of the hard work of our club members we've had some great days.

Sailing is a sport that you can plan and train and do everything right, and you show up and it's just not your day. A few Fleet 176 members sailed our Thistle Districts in Toms River NJ. We got one race in before the wind went above 20 mph. Sailing was called off for both days, but we still had a good time at the club and camping, that's just how some weekends go. One of our fleet mates found out about "spontaneous tent



pole collapse", apparently this happens when your tent suddenly collapses if you try to sleep late at a Thistle camp site. Six NSC Thistles also sailed our Atlantic Coast Championship in Newport RI where the wind changed direction every five minutes causing multiple restarts, and giant freighters crossed our race course. Craig Smith tried to beat a car carrier freighter and quickly realized it might not be smart to play chicken with this huge ship. The boats that did cross in front of the massive ship finished 20 minutes ahead of us, but it was still awesome to sail in Newport harbor for the weekend. You can't control the wind or the traffic on your race course but if you're sailing a Thistle you're guaranteed to have a fun weekend.



An Election With Good Choices (cont'd)

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We are also looking for a Fleet Captain for the **Catalina fleet**. This is a position elected by the Catalina fleet, not by the general membership.

If you are interested in any of these positions, let me know or reach out to any Fleet Council member. We'll be happy to answer your questions.

You can see the current Fleet Council at http://nockamixonsailclub.org/fleet_council_2016. You can also look at the Constitution and Bylaws. It has all the details on your Club, how it's organized and the role of each Fleet Council position. It is at <http://nockamixonsailclub.org/content/nockamixon-sail-club-constitution-and-bylaws>



Membership: 2016 Season Wrap-Up

Robin Bonner

As the 2016 season winds down, the Club recognizes new and renewing members who have joined the ranks since May 24th:

New Members:

Dan & Joanne Borgnis	David & Susan DeMilila	Shelby & Lois Scott
Richard Cain	Lynn Detwiler	Paul & Debbie Servantes
Gail Ciabaton	Eugene Guicheteau	Jessi Shamasseen
Carol Ann Della Penna & Caleb	Robert & Carol Leiter	Jeff & Lindsey Simon
Lentchner	Jean & Earl Lynn	George Strauss & Doreen Transue
	Robert Mraz	Kristian & Katharine Weeder

Renewing Members:

Steve & Vivian Carr	Cameron & Susan Craig	Bruce & Katrina Idleman
Bob & Pam Chamberlain	Jack Graczyk	Mary Ellen Van Anglen, Sarah Brinckman
	Michael & Dana Gschwendtner	

Renewing for 2017 / Fall Banquet

We encourage everyone to get a jump on renewing their memberships for 2017. Renewing early helps 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 2016, 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 2016 **NSC Annual Fall Banquet** with a members' discount. The Banquet will be held on Sunday, November 13th (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. Watch for details coming via "Yahoo Groups."

You can download the club **membership application** here:

<http://www.nockamixonsailclub.org/content/2016-membership-application>

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 2017.

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 Colin Hannings (colinmhannings@gmail.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.
- 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, and socialize—make the most of your NSC membership.
See you at the Banquet?

Park projects

As everyone should have noticed the park got funding so was able to do a major repaving project this year. The improvement in the marina area are noticeable and long overdue. They still have more to do but most of the work is done in the marina area.

The improvements to the lighting is getting closer. The funding has been approved so we should see something probably sometime in the mid-summer next year for completion. Exact details of what will be done depends on the level of funding obtained.

The Friends of Nockamixon group obtained a grant of \$30,000 to add a playground in the cabin area on the other side of the lake.

If anybody is an expert on grant application perhaps we could get funding for something at the marina area. A pavilion always comes up as a project but that can be a double-edged sword as the current pavilions are always busy when I drive by them and I would prefer to keep the marina area for boating activities, especially as we have had some theft on N dock recently.

The pool at the park, which is one of the major visitor attractions to the lake and takes the most management by the park staff and rangers, has received funding for repairs to the liner that has a leak.

In the spring there were new toilet blocks installed at the launch ramps of the sewer system.

If you see any maintenance issues please send me an email so I can report it to the park in a timely manner. Often times they are not aware of a problem unless we as the eyes on the ground point it out.

Thank you. See you at the banquet on the 13th November.

Warren Mangan
NSC Park Liaison

Winter Dry Slips

The winter dry slip contracts were sent out and the new contracts start on October 20th this year. The summer contracts end on the weekend 15/16th October so boats must be removed by then to leave room for the winter users.

The wet slips must be vacated on or by Halloween, 31st October. The club haul out assistant weekend is the 22/23rd October.

Warren



Windsong

The wind is the whisper of our mother, the earth
The wind is the hand of our father, the sky
The wind watches over our struggles and pleasures
The wind is the goddess who first learned to fly

The wind is the bearer of bad and good tidings
Weaver of darkness, bringer of dawn
The wind gives the rain, then builds us a rainbow
The wind is the singer who sang the first song

The wind is a twister of anger and warning
The wind brings the fragrance of freshly mown hay
The wind is a racer and a white stallion running
And the sweet taste of love on a slow summer's day

The wind knows the songs of cities and canyons
Thunder of mountains, roar of the sea
The wind is the taker and giver of mornings
The wind is the symbol of all that is free

So, welcome the wind and the wisdom she offers
Follow her summons when she calls again
In your heart and your spirit, let the breezes surround you
Lift up your voice, then, and sing with the wind

John Denver

Making Instant Tiller Adjustments to Avoid the Accidental Gybe

Brad Kurlancheek

Things get tricky when sailing off the wind. It's quiet; the waves no longer careen into the bow, nor does their direction seem as obvious, like they are on a reach or close haul. Instead, they're creeping up to the stern, silently from behind, as they slither unnoticeably and deceptively under the boat, starting just under the transom and coming out up by the bow. Sailing off the wind, we can hardly feel the wind or the waves. The temptation to sit back, relax and have a sip of coffee is compelling. Sometimes, the only indication that you're moving through the water is the ripples coming off the rudder. There's a tendency to become bored, or to try to and persuade yourself how gosh darn easy sailing really is.

Despite all this apparently tranquility, though, here's the awful truth: All is not as it seems. Lurking in the shadows, on the dark side of the sail, is the dreaded Accidental Gybe.

Here's what I mean: When the wind direction suddenly changes, crossing the stern from one side to the other, we're often caught completely unaware of such fact. We often don't know it, because we can hardly feel the wind when we're running with it. So what can happen next is that the front side of the sail - the part formerly not being used to push the boat forward - might catch the new wind, and thereby cause the boom to suddenly come careening across the cockpit to the other side of the boat. Worst case is that this 10 or more foot long hunk of metal takes heads, necks, cheeks, and even sometimes, lives, with it. Best case is we duck in time, and then look around, squeamishly, hoping no one saw.

Enter the humble Wind Vane. With one on board, you don't have to wonder where the winds coming from when you can't feel it. The wind vane points to the direction the wind's coming from.

Even so, knowing from whence the wind's while sailing off the wind is one thing, but knowing which way to turn the boat in order to avoid the Accidental Gybe, is quite another. It ain't that simple, I've discovered. It's not intuitively obvious. And that's the rub of the matter.

I was on an 8 day cruise on the Choptank last month, on a beautiful 5 to 10 sunny day, sailing off the wind, with a Wind Vane strapped to the stern post. The wind was coming from behind the boat from about 45 degrees off the port side of the stern, according to the wind vane. All was quiet as we sailed about 3.5 mph. I didn't feel a breath of wind on my face or neck or anywhere.

Then, for no reason other than the vagaries of wind, tiller adjustment, and mother nature, the wind vane shifted so as to point directly astern of the boat. It was pointing in almost exactly the opposite direction that we were heading. This is the warning sign of a possible Accidental Gybe. The rule is this: If the wind continues to come from an aft quarter off the stern (about 45 degrees), there's little chance of accidental gybe. But if the wind is suddenly coming aft, directly astern, or wholly from the other quarter, the chances of an accidental gybe become much greater, if not imminent.

What to do? How to avoid it? Here's what I came up with. First and foremost, I resolved that the wind vane is Fixed, in its position in space. When we turn the boat, the wind vane does not turn.

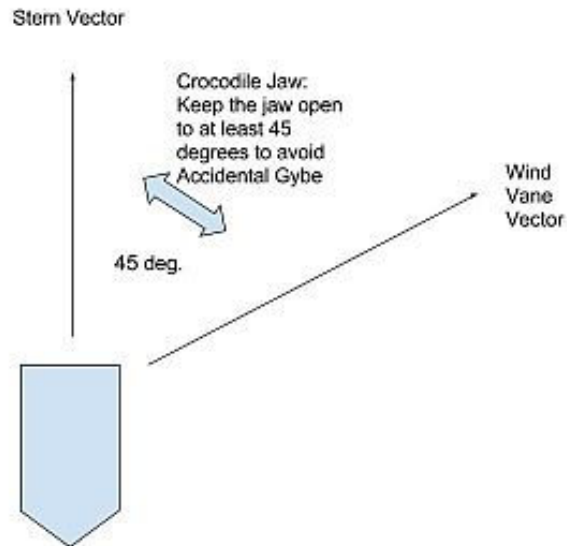
(Continued on page 13)

Accidental Gybe (cont'd)

(Continued from page 12)

The second thing I did was to create a fiction, to imagine that, coming off of the arrow of the wind vane, was an extended vector - a straight line that was exactly lined up with the direction of the wind vane.

If sailing off the wind, on a "broad reach", then the angle between my imagined stern vector, and my imagined wind vane vector, would also be about 45 degrees. In such case, all is well; the boat at that moment is relatively safe. There won't be an accidental gybe anytime soon.



1) Wind Vane Vector is fixed in space, regardless of direction the boat is sailing. 2) Keep the arrow angle to about 45 degrees, to avoid an Accidental Gybe. 3) If the arrow angle decreases, an Accidental Gybe becomes more likely. 4) To fix the problem, and thus, increase the arrow angle, move the Stern Vector farther away from the Wind Vane Vector. 5) To do that, move the tiller AWAY from the Wind Vane Vector, as if you are opening the jaws of a crocodile.

But suppose some minutes later, the wind (or boat) shifts 30 degrees, and as a consequence, the angle between the stern vector and the wind vane vector has been reduced to about 15 degrees, or even 0 degrees? This point of sail is now unsafe. The wind is coming into us almost directly astern. Such a wind, reducing the angle between the stern vector and the wind vane vector to only 15 degrees or less, renders the possibility of the other side of the sail catching and filling up with wind, much greater, and so, an accidental gybe then becomes a real possibility. How to prevent it?

The answer is to once again increase that angle between the wind vane vector and the stern vector back to about 45 degrees.

Suppose the opposite had happened. Suppose the boat had entered into, while we weren't paying attention, a beam reach. In such case, the angle between the wind vane vector and the stern vector will have increased to 90 degrees. Our job as helmsman is to return the boat the broad reach point of sail, and so, we want to reduce that 90 degree angle between vectors, back to 45 degrees. To do that, we would move the tiller in the same direction that we want the stern vector to move, which is, to rotate it back towards the wind vane vector, until the wind vector is pointing 45 degrees of the stern instead of 90. To do this we'd simply move the tiller toward the side of the boat the wind vane is pointing away from, like an alligator closing its jaws.

Using this mental construct of one imaginary vector representing the wind vane and another representing the bow-stern line allows the helmsman to make instantaneous tiller adjustments when sailing off the wind in order to avoid accidental gybes, and as well, to change from a beam reach back to a broad reach. Fair Winds!

[Part IV of Celestial Navigation 101 will return to The Compass next issue.]



NOCKAMIXON SAIL CLUB

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

MEMBERSHIP APPLICATION 2016

Please fill out and return each year!

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, receipt of "The Compass" newsletter, and participation 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, receipt of "The Compass" newsletter, and participation 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. New members who join after September 1 enjoy full membership benefits throughout the following calendar year.

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 for 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____



Nockamixon Sail Club

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Also, see the NSC website for these items.



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The Nockamixon Sail Club

P.O. Box 133

Telford, PA 18969



Photos by Wilson Black