



THE

The Voice of Sailing on Lake Nockamixon

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

Live... Love... Lake

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Clockwise from upper left: Swimmers round the mark as NSC support team keeps a watchful eye (photo by Paul Servantes); contenders in the Ladies Dam Race (photo by Warren Mangan); Thistles fly the chute downwind (photo by Marsh Cooper); raft-up in the cove (photo by Brian Scarborough)

Autumn Banquet

Sunday
November 12



Autumn Banquet

Hard to believe, but the days of fall are already upon us, and the **Autumn Banquet** is to be recognized and enjoyed! This fantastic buffet is held at the historic William Penn Inn in North Wales. The event is open to all members of NSC. If you have just joined the Sail Club for next year, you too can take advantage of the **Autumn Banquet**. Mark your calendars for **Sunday Nov 12th** and commit to closing the sailing season by sharing an early Sunday afternoon with friends, sharing your sailing stories, and taking the opportunity to welcome new sailing members. This close of the season begins with an incredible and fantastic menu offering an array of cold and hot food selections and enchanting desserts. See details on **page 3**.



Commodore's Corner

Brian Scarborough

NSC Officers

Commodore

Brian Scarborough
bscarborough@me.com

Vice Commodore

Marsha Cooper/
Laurine Valenti
mlcoop@verizon.net
keepsmilin49@yahoo.com

Rear Commodore of Racing

Gary Bonner
grbonner@gmail.com

Rear Commodore of Cruising

Colin Hannings
colinmhannings@gmail.com

Quartermaster

Brian Snader
btsnader@aim.com

Treasurer

Tom Smith
smithtjr@gmail.com

Communications Officer

Craig Tourtellott
hilltopsailor@verizon.net

Membership Secretary

Judy Morrison
jmorrisonpt@verizon.net

Admiralty

Bill Pfanstiel
Lynn Detwiler
Paul Prozillo
Glenn Wesley

Fleet Captains

Catalina: Greg Morrison
Com-Pac: Bill Pfanstiel
Flying Scot: Phil Scheetz
Impulse 21: Warren Mangan
Precision: Steve Hayick
Portsmouth: Craig Tourtellott
Thistle: Craig Smith

Park Liaison

Warren Mangan

Web Master

Glenn Wesley

Compass Editor

Ken Van Camp

It's that time of year. It gets me every time. I guess I was raised a child of the summer, and of all the fun things to do that come with summer. I so hate to see it go, to have the humidity lift, the temperatures cool, and the breeze freshen. Now is the time to squeeze every last bit out of it. Sure, sweater and jeans season is very close, but that doesn't mean we can't stay on the water. Can't hoist the sails a few more times, maybe paddle a board or a kayak. Just a little more...

As I often do at this time of year, and this issue of The Compass, I look back on this past season. And, like 2016, I feel I worked too much, and played on the lake too little. But at the same time, we had an unusual amount of rain this summer. I feel like we averaged 2 days of rain at least each week this year.

Even though I feel I had limited time on the lake this summer (I even paid the kid next door to do my lawn, so I'd have more free time!) it seems the Club was a bit limited this year. We still had a great start with a good service project in the Spring. We painted and spruced up the committee boat. And then we had a lot of good racing. Personally, I had fun on Mike Mandell's new J/70, racing Portsmouth once. And I also had a very good time racing with Dan Reasoner on his Thistle. I wish I could have done more – Next summer, I vow, I will not work so much!

The Cruising side of the club had a relatively standard schedule set up. But I feel we missed many opportunities, with some events cancelled due to rain, others due to windless conditions. I was quite happy to see the Ladies' Dam Race skunked, but quickly rescheduled due to participant demand.

Another significant accomplishment Fleet Council should be justifiably proud of was the introduction of online membership registration and PayPal payments. After a trial run this year, we have determined that it is an unqualified success, and we're keeping it going forward. And we had a significant membership growth, I believe in large part due to the move online.

We also decided to embrace our Club Facebook group as another means of communication. Hopefully, my web page weekly update, Yahoo Group copy, and Facebook posting has hit every possible communication vector, so that you all have been up to date and ready to plan your weekend events.

There are still a few more races left. Another haul-out, which is bittersweet. It's always fun to see friends and members pull together to help each other. We've still got one of our signature on-land events to look forward to, the Autumn Banquet at William Penn Inn. (New members, this is not to be missed. The food and camaraderie caps the year well!)

As usual at this time, I think about what we did well, and what we might do better. As commodore, I start planning the season with an agenda. At this time of year, that agenda might percolate in the back of my mind. I wind down the season, and Fleet Council takes a break for the holidays. But at the same time, I am always open to new ideas, open to input from the membership; what's working well, and what isn't working. My email is available on the club site, and I welcome comments throughout the coming Winter.

I hope to see you all for a few more sails, some more glorious time on the water, and for another great time at the Autumn Banquet.

Did you know you can renew your membership on-line?

<http://www.nockamixonsailclub.org/content/2018-membership-application>

Nockamixon Sail Club 2017 Autumn Banquet

Sunday, November 12th – 11:30 a.m. to 3:00 p.m.



William Penn Inn

Route 202 & Sumneytown Pike, Gwynedd, PA 19436

Please join in celebrating the close of the 2017 sailing season, RSVP November 1st

Incredible Banquet Brunch Menu

Cold Selections

Assorted fresh bagels, pastries and breakfast breads, Philadelphia sticky buns, cream cheese, assorted fresh fruit, smoked salmon, smoked whitefish, mackerel, whitefish salad, country chicken salad, seasonal salad selections, 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, chicken florentine, roasted red peppers and muenster cheese, crusted lemon sole accompanied by a savory lemon caper butter sauce, beef teriyaki, tortellini alfredo, crisp bacon, sausages, home fried potatoes, rice pilaf, and steamed vegetables

Desserts

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

Beverages

Coffee, Tea, Assorted Juices

Cocktails, beer or wine can be purchased on a cash basis

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 Wednesday November 1st *****

Payment is due by November 5th; 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



Membership Report

Judy Morrison

2017 was an exciting year for the Nockamixon Sail Club from a membership standpoint. This was the first year we had online registration for the club. Great job to Glenn Wesley for getting it set up! We even had a record high number of members for at least the past 10 years. We currently have 120 cruising members, and 40 racing members. I also heard that the turnout at the ULDB was extremely high. Now we just need to get members out for the regular cruising and racing events!

If you used the online registration process last year, you will have learned that it was very easy to use, safe, and secure. It also saved you a stamp. If you didn't use it, we do strongly encourage you to use this process when you renew your membership for 2018. It's easy. Just go to <http://www.nockamixonsailclub.org/> and click "Join us". At the bottom of the page, you click "Online application" (or follow this link: <http://www.nockamixonsailclub.org/content/2018-membership-application>). Then just fill in all of the boxes, and pay using the secure link on PayPal. One of the many great things about this process is that we don't have to try to read your writing. It's all typed, so we know that if you enter the information correctly, we have the correct information. Less errors! And no stamps and we're "green" since we don't print and mail all of that paper. But don't worry. We do still have the paper applications for you to use if you're just not comfortable using the online process. Also, you may opt to use the online registration process, but then send in a check if you are not comfortable with using PayPal. We've got lots of options, so hopefully one of them will appeal to you.

Registration for 2018 is now open. So if you're like me, and like to get things done early, please feel free to renew your membership now. You do have until March 31, and I will be sending reminders to everyone as the time nears, so you won't miss the deadline. The 2018 application can be found in this issue of The Compass.

State Parks Survey

Governor Wolf has initiated a survey on the future of PA state parks and what direction it should take. There are paper survey forms available at the park office with accompanying leaflet.

There is also a place to take the survey online at www.PennsParksForAll.com.

Take to opportunity to express your opinion!

Warren Mangan
NSC Park Liason



A blustery day at the lake (photo by Norma Hall)

Ike's Airport Garage



Featuring:

- Non-Ethanol Gasoline—the fuel of choice for outboards!
- 87 Octane Non-Ethanol
- 91 Octane Non-Ethanol
- Sunoco Racing Fuels
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Saturdays 8-4 Sundays 8-2

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Saturdays 8-4

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Flying Scot Fleet Report

Phil Scheetz



Flying Scot Fleet 163, traveling together, and rebuilding locally in 2017

Fleet 163 had a good year, and is a fleet in transition. The fleet traveled to major regattas, which were nearby, this year. The traveling season started in June, with the North American Championships in Sandusky, Ohio with two fleet boats sailing in the Challenger division. Team Mandell, with Mike at the helm and Dave Lauser for crew, took fourth and Team Scheetz, with Rich Baucom for crew, took 7th.

The Fleet then ventured to Rockport Massachusetts for the Flying Scot Wife Husband Championships. Glenn and Dorothy Wesley sailed to 16th in a very tough Championship division, and the team of Kristian and Kay Weeder took 1st, Phil and Jill Scheetz took 4th, and Matt Cohen and Laurie Katzenberg took 5th, in the Challenger Division. Rockport is beautiful, and we sailed in big ocean waves, on Sunday, something we don't get at Lake Nockamixon!

The travelers finished the year at the ACC's at Fishing Bay Yacht Club, in Virginia. We all sailed in Championship division. The top NSC boat was Kristian Weeder with Andrew Hayden for crew, in 17th, followed by Matt Cohen, in 19th, with Greg Morrison for crew (his first traveling Scot regatta), and Phil Scheetz with Rich Baucom in 21st. Tough competition.

At the lake, we are fleet in re-building mode. Many of our long-time stalwarts have retired from racing or move onto bigger boats. This means there are good local boats on the market and new fleet members are picking them up. There are a few good boats for sale and I know 4390 and 4600 are still on the market, so contact me if you are looking at getting into a Flying Scot, for racing or cruising.

With all the traveling and some stalwarts retiring our fleet race numbers were somewhat lower this year, but watch the 2018 calendar for fleet clinics and learn-to-race events in the Flying Scot.

Lastly, on a somber note, Glenn Wesley suffered a major heart attack on Saturday Sept 30, and is still in hospital at this writing. Our fleet is praying for Glenn and Dorothy, to see Glenn recover. Glenn is a key member of our fleet, one of new stalwarts, and we need him to pull through and get back to health and kicking all of our butts on the racecourse.

See you all at the banquet!



Left: Rockport Mass, site of the Wife Husband Championships; Right: Scheetz team in between the waves (photos provided by Phil Scheetz)



Thistle Fleet Report

Craig Smith



The 2017 Thistle Fleet 176 season came to a dramatic end on September 30, with the fleet Championship being decided on the last race of the last day of the season. But more about that later...

Here is the 2017 SEASON RECAP: The Nockamixon Thistle fleet had a wonderful season with great participation from our fleet members, especially from some of our newer members. There were 11 skippers who participated in our races and 6 of these qualified for the fleet championship. The good participation was probably helped by the awesome weather we had this year. Most days had fairly steady winds in the 4 to 10 knot range, and a few days had higher gusts which also resulted in some capsizes. The season's scores consisted of 21 races over 7 days. There were 2 additional scheduled race days that had no sailing, the first for heavy rain and the second for very gusty winds.

We also hosted the New Jersey District Championship regatta on June 10th. There were 15 boats that attended and 7 of those were from other fleets. The weather was perfect with 7 to 15 knots of wind that was going directly up the lake. This allowed the RC to run 5 wonderfully long windward/leeward courses. We were all beat by the end of the day, but that did not prevent us from enjoying a fabulous BBQ dinner at the home of Tony Stuart. Here are the scores from the NJ Districts:

Boat#	Skipper	Crew 1	Crew 2	1	2	3	4	5	Total
2354	Brent Barbehenn	Luke Miller	Erin Miller	2	1	1	3	2	9
740	Craig Smith	Tony Stuart	Sarah Smith	5	2	2	1	1	11
3687	Greg Kitchin	Kathleen Murphy	Angus Kickinson	4	7	3	2	4	20
4040	Lloyd Kitchin	Jalen Kadimik		3	5	5	4	3	20
4000	Dan Reasoner	Dan Kayna		6	4	7	5	6	28
4039	Scott Buehler	Danielle Buehler		7	6	6	8	7	34
3921	Chris Murphy	Jessica Murphy	Greg Allen	1	3	4	16	16	40
3911	Paul Prozillo	Enzo Prozillo	Brian Snader	8	12	9	7	5	41
3077	Gary Bonner	Robin Bonner		13	9	8	6	16	52
1687	Craig Priniski	Kira Gelineau	Cynthia Chapel	14	10	11	9	8	52
2528	Joy Yingling	Charlie Yingling		15	11	10	11	9	56
2965	Jarrett Sherrer	Lindsay Maugold	Ingrid Kaplan	12	13	12	10	16	63
2566	Vince Yannelli	Ben Yannelli		11	8	16	16	16	67
3923	Warren Rosen	David Radescki		9	16	16	16	16	73
3973	Bruce McCutcheon	Fitz Goetz		10	16	16	16	16	74

...Now back to the story on the last Thistle Fleet race day of the season:

It turns out that Dan Reasoner and Craig Smith were TIED at the top of the score sheet for the 2017 Thistle Fleet Championship going into the LAST race day on September 30th. Neither of them knew it until after the racing was over, or maybe they would have sailed differently. Well, Dan won race one and Craig won race 2, so going into the FINAL race of the 2017 season, the two were in a virtual TIE. Whoever won race 3 was going to be the 2017 Thistle Fleet Champion. The racing was fairly close but Craig was able to get a nice lead over Dan by the second downwind leg. Then, as they were attempting to gybe the spinnaker while planing, Craig and Tony Stuart capsized! Dan sailed by under jib alone and checked to make sure they were ok, but went on to win the race AND win the 2017 THISTLE 176 FLEET CHAMPIONSHIP.

Congratulations Dan!!!





Catalina Fleet Report

Greg Morrison

Catalina Fleet you say? Why is this the first I have heard of it? Well yes, there is a Catalina 22 Fleet at NSC and I am the Fleet Captain and the reason you have not heard more other than a bit of word-of-mouth is that I have not done anything yet! My apologies...I have wracked my brain to come up with excuses for my lack of action but rather than a weak "my dog ate my homework" statement I'll just admit that I got lazy. There I said it. Moving forward I hope to get organized, meet more fellow Catalina owners, and propose some events. In the near term the club will be assisting folks with haul-out (gasp it can't be over) on October 21-22 and hopefully I'll see some folks then. After that we have our wonderful Fall Banquet which should not be missed. During the winter perhaps we can get together and drown our lack of sailing sorrow over a few Dark and Stormies (or just Gosling's Ginger Beer for non-drinkers) and talk of future adventures.

My wife Judy and I have been in the club for over ten years and have enjoyed all aspects of racing and cruising as well as everything else the club has to offer in terms of social events. Make a note: the lake is gorgeous at night so do your best to join a full-moon raft-up next year! In any case, we loved our Flying Scot and did our best on the racecourse with mixed success but we moved to a Catalina 22 in 2016 because you just can't nap as well on a Flying Scot. Yes, the boat is officially named "Nap Time" and I think you can figure out why. This ex-racer (well maybe only on hiatus) has learned that if you just go ahead and furl the jib altogether it makes for much better crew napping. Who would have thought that slower was better?

One final note, for administrative purposes the fleet is officially designated as "Catalina 22" but in all practical aspects it is open to everyone. We are trying to promote club participation thus anything I organize will be open to the full club. I look forward to seeing many of you in the coming weeks and beyond.

My Experience Sailing During the Ladies' Dam Race

Marsha Cooper

For some reason it is something I look forward to each year. Not just for the thrill of crossing the finish line, but also to see more 'gals' take the helm and enjoy getting in the 'game'.

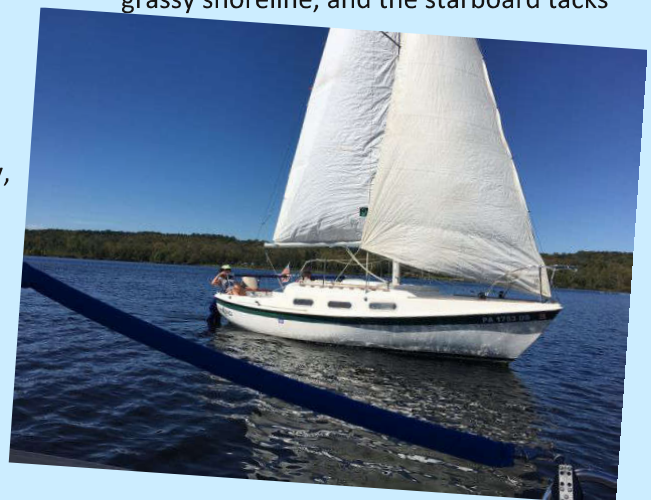


After a week's postponement, we were graced with sunshine and a decent breeze. RC altered the course so we did not maneuver to the dam with winds at 6-9 NNW. So, this year, the Dam race was renamed the 'damn race'. The girls broke protocol and had Warren M and Tom C join us, although we were all following them.

I was fortunate to have the experience of CT as crew, who kept an eye out for the welcomed lifts and reminded me to keep eyes on the telltales! While a long downwind reach took us to rounding the mark, a long upwind drive to the finish was the goal. Port tacks took us all too often close to the grassy shoreline, and the starboard tacks gained no ground other than positioning us toward the middle of the lake. Finally, my O'day was in position for a long

distanced close reach, managing to gain on the GP14. There was light air as O'Girl crossed the finish line.

A good day! I encourage ladies to grab the tiller next year. Check out CT's video on the NSC website. You're awesome Craig!



Marsha with crew CT trying to hide; Kim Coache racing hard (photos by Brian Scarborough)



Steelman Triathlon

Ralph Hall



The team spirit of the Nockamixon Sail Club membership was in full force this year as the largest NSC Steelman Triathlon fleet EVER came out to show their support of this worthwhile annual event.

The 13th annual Steelman Triathlon was held at Lake Nockamixon on Sunday, August 13 and again supported 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 rains forced the 4th annual “Steelman Warm-up Raft-up” on Saturday evening to a safe harbor at Becker’s Tavern; the gathering continued into the wee hours on K-dock once the skies turned clear. 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 assistance, and cheering all the swimmers on! This year

was no exception – THIRTEEN NSC crews arrived (or awoke from an on-board night) to a beautiful sunrise, high-energy music and donuts well ahead of the 6 am volunteers’ meeting at the ramps. The boats then headed to their marks to drop anchors 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 the almost 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



(Continued on page 9)



Steelman Triathlon

(Continued from page 8)



one was steering off course or just needing support. The teamwork 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 by holding onto the boat before continuing their swim. Happily, no swimmers suffered any serious incidents beyond being tired.

After the swimmers finished and the lake was clear, several skippers took the opportunity of having the lake to themselves for a traffic-free Sunday morning sail to light breezes or just catch a snooze at the dock.

Many thanks to all our 2017 Steelman Fleet, for their can-do attitudes, their enthusiasm, and their

willingness to wait out Mother Nature's uncertainties: Fred Goldberg, Gail and Craig Tourtellott, Ken van Camp, Kim and Paul Coache, Judy and Greg Morrison, Judy and George Mott, David Francis and his daughter as crew, Paul Servantes, Steve Averbuch, Marcie and Jack Basile, Russell Schuss and his wife, and Bill Clark.

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

Author's note: We are looking for a new Fleet Captain to continue the NSC Steelman tradition for 2018, as Norma and Ralph will have retired to a southerly port by then. The tasks are simple – send a few emails for volunteers, answer a few questions, assign anchor locations along the swim course(s), pick up and distribute T-shirts the weekend of the event, and just enjoy all the energy that the NSC members bring to the lake. The files are already organized, and you would just need to update them for the number of boats that can participate to map out the course.

Organizing the Steelman over the last few years and working with such a great group of fun-loving sailors has really been a pleasure. Please contact Ralph at ralphhallsail@gmail.com



Photos by Ralph Hall, Paul Servantes, and Ken Van Camp

Racing Helpful Hint for R.C.

Craig Tourtellott

Setting a mark. Source: Race Management Handbook US Sailing

To drop and set a mark with accuracy, hold a mark's anchor upwind in the chase boat and drag the buoy until in the proper position. When signaled to drop, let go of the anchor. The mark will remain in position with zero drift.



Photo by Ken Van Camp



Rear Commodore of Cruising Report

Colin Hannings

The Chain is Only as Strong as the Weakest Link

We have all heard this phrase since we were kids. From coaches, teachers, scout & youth leaders and parents. Whenever we were learning teamwork or solving puzzles or projects, we all had to produce as our own "link," and, perhaps, pickup for the "weak link" on our team.

All sailboats are the same way. Like it or not, each boat is a collection of systems, or "chains," and each link has to pull its own respective weight. If each "chain" isn't operating effectively the boat will not safely sail. "Chains" on our boats are the sails, or propulsion system; the rudder or steering system; the engine, and the standing or running rigging. We can never take for granted they are all "shipshape." The sailors who are "right sided brain" oriented, you engineers, IT fellows and accountants, all have an easier time with all of this than us "left sided brain" types.

The "right sides" are accustomed to constantly evaluating, analyzing and correcting the problem or issues on the boats. They can detect immediately the loose shroud or the coughing engine. My background is as an English major with a love of history. I took Math because I had to and never looked back. To calculate a fee someone owes me requires a thorough (and painful) review of the records and a repeated use of a calculator. When I sense a problem on my boat, I have to tell myself even though the sails are trimmed well, they are not going to help the outboard looking for gasoline to suck, get me into the slip. Boats just aren't as "global" as I am.

In the past I've worried about my keel cable on my retractable keel cruiser; about blown seals in my gas tank; about loose chain plates for my backstay and broken stanchions and repairs thereof. All "weak link" issues analyzed and cured. But each boat brings with it a new set of "links."

My problem with trying to constantly "analyze" the state of my boat this year became a whole lot worse since I acquired a "new" boat. I am sure you suspect, "new" only means "new" to me. But, it is a boat about 8 years newer, has another 1.5 feet of length and a brand new set of crispy-as-can-be new sails which I just love to hoist. The interior is in fine shape and the wood glistens. However, I do have some weak links.

The outboard is controlled, for both gear/direction and speed, on one shaft control. This "unicontrol" makes getting in and out of the slips a dreadful challenge for every outing. The outboard never seems to get low enough into the water, so each motoring experience is filled with the anxiety of "am I running at close to top efficiency." The electric start functioned once; the day the former owner help me launch. Recently the outboard seems to be real stingy in running water though the engine for cooling purposes, so no confidence is felt when running the engine at all.

While the boat sails beautifully, in fact I went further up the lake this year than ever before, I just don't trust this "weak link," the engine. My next start of the outboard will be to motor over to the ramp to trailer and move the boat for the winter.

I have been so pleased under sail with the new lady, but I just don't trust the engine. Once we get her on dry land, I'm off to Dave's Boat Repair with the 9.9 horsepower outboard in the back of the pick-up for Cal to evaluate this "weak link" in the chain.

As we take our boats out we'll each be looking at each of the links in our chain. Where are the weak links? Will they hold up next spring? What can be done to remedy or repair the problems? Do it now or wait until March? Will the winter weather make it worse?

All those aphorisms we learned through our growing experience continue to have validity. They rang true then and they do today. "He who hesitates is lost." "A penny saved, is a penny earned." "A stitch in time, saves nine." As I reiterate them, I realize they all apply to maintaining our boats, but none more than "The chain is only as strong as its weakest link." Observe, analyze and repair. We'll all be shipshape in March.



How to Make a "Candle Heater" to Warm up Your Boat

Brad Kurlancheek

With fall settling in, using a Candle Heater in your boat cabin is a nifty way to take the chill out of the air. Making one requires minimal expense and time, and it uses only natural materials. The Candle Heater employs inexpensive tea candles for fuel, one at a time, each one having a 4-hour burn time. Tea candles leave little carbon mess or waxy buildup to fuss with. The Candle Heater is also a pleasant source of light.

Here's the materials list below, available at local hardware stores. Build time is 1 hour. The only tools you'll need are a drill, a bit, and a hacksaw. No wrenches, screwdrivers, glue or epoxy required.

ITEM	QUANTITY
- 4" x 5/16" Stainless Steel Standard (SAE) Hex Tap Bolts	4
- 5/16" Standard (SAE) Stainless Steel Hex Nuts	6
- 5/16" x 3/4" Stainless Steel Standard (SAE) Flat Washers	8
- Super-Sized (1 1/2" diameter) 5/16" Stainless Steel Washers	2
- 4" diameter Clay Pots	2
Clay pots are cheap; you'll only need 2 of them, but it makes sense to buy a 3rd one in case one cracks during the assembly process.	
- Clay Pot Saucer	1
- Pack of Tea Candles (e.g., 12 pack)	1
- Drill, with an F-sized carbide drill bit (a little bigger than 5/16")	1



STEP ONE - Sawing

Hacksaw the top lip off of one of the clay pots. Be careful - notice from the pics, this is the step in the process where in the process of sawing the lip off, I'd dropped the pot onto the floor and a piece broke off. It was either drive 20 miles to replace the piece, or....glue the piece back on! No worries - had some super glue on hand. So far, the stuff hasn't ignited while device is in use.

STEP TWO - Drilling

1. Either use an "F" size drill bit, or, if you're like me, pick a drill bit that looks a little bigger than 5/16", drill a hole with it through a piece of plywood, and if one of the 5/16" bolts snugly fits through, you're good to go.
2. Drill a hole into the middle of the bottom of the clay pot that you'd sawed the lip off. Then drill a hole into the middle of the bottom of the other clay pot. It's easier obviously to drill these holes through the bottom, with the pots facing upside down.
3. Turn the pot saucer over so that its bottom is facing up. Take one of the tea candles and place it in the middle. Take 3 hex nuts and place them around the perimeter of the tea candle - one at the 2 o'clock position, one at the 6 o'clock position, and the third hex nut at the 10 o'clock position. Snug each nut to about a millimeter (width of a matchstick) distance from the outside perimeter of the tea candle, so that they're almost touching the tea candle. With a magic marker, mark a dot into the middle of the hole of each nut. Remove the tea candle and nuts, and drill a hole through each dot (using the same drill bit).

The reason to place the nuts to within a millimeter of the tea candle is so that when you load the Candle Heater with a tea candle onto its bottom, on the inside of the saucer, the tea candle will fit snugly and remain fixed in place, by and between the 3 nuts.

4. Drill 3 holes, also one each, at the 10 o'clock, 6 o'clock, and 2 o'clock positions, into the side of the clay pot - of the one you did not saw the lip off of. These are vent holes. For these holes, I used a smaller drill, about a quarter inch in diameter. You won't be putting any bolts through these holes, so the size and quantity of them are up to you. Place these holes about a half inch up from the bottom of the clay pot (which will be near the top of the Candle Heater, because this piece goes onto the Candle Heater, upside down, as a dome). Note: I used drill bits intended for wood; they were the only kind I had. Each hole took a while to drill (a few minutes). In retrospect, I recommend use of a

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How to Make a "Candle Heater"

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carbide-tipped drill for this project.

STEP THREE - Assembly

1. Put one 3/4" washer onto each of the three bolts. Insert the three bolts up through the three holes you drilled into the bottom of the saucer. On the other side - on the inside of the saucer - lay down a 3/4" washer onto each of the bolts, and then screw on a bolt, all the way. Tighten only gently, by hand, as you don't want to crack the clay. This part is the base of the Candle Heater. In the middle of the three bolts coming up through the bottom of the saucer, is where you'll place a tea candle. It should fit snugly onto the bottom of the saucer, in the middle area between the three bolts, held in place by the nuts at the bottom of the bolts.

2. Get the clay pot that you'd sawed the bottom lip off of (and hopefully hadn't dropped onto the floor). From the inside of it, insert the 4th bolt, but put a 3/4" washer onto it first. On the other side, drop onto the bolt two of the large 1 1/2" washers. On top of those, drop a regular sized 3/4" washer. Now screw a nut onto the bolt, and tighten it only snugly, being careful not to crack the clay. These large 1 1/2" washers will act as heat sinks and help to generate heat.

3. Easiest steps for last: Insert the larger of the two clay pots, over the small one, such that the protruding bolt coming out of the bottom of the sawed-off-lip pot, goes up through the hole in the bottom of the larger pot. Slip a 3/4" washer onto this protruding bolt. Screw a nut onto this protruding bolt. Hand tighten only. Lift this clay pot up, using the protruding steel bolt as a handle. Gently lay it on top of the 3 bolts rising up from the saucer base. It should fit snugly.

Voila. You're done. Congratulations! You now own your very own boat cabin Candle Heater for only a few bucks and an hour's work.

OPERATION

To turn the Candle Heater on, simply lift the top off of the base, by using the protruding bolt as a handle. Place the top down, next to the saucer base. Place a tea candle into the space between the three rising bolts. Light it. Place the top back onto the base, snugging it down gently over and onto the 3 bolts rising up from the base, and wait. In about 10 minutes, the protruding bolt coming out of the top will be too hot to touch, and the top clay cover dome will be quite toasty indeed. You'll be able to touch it without harm, but you'll get burned if you touch it too long. Within about 15 to 45 minutes of operation, the fall chill will have been taken out of your boat cabin. The Candle Heater will burn for about 4 hours.

You may move the Candle Heater while it is ignited, but only do so by placing your fingertips under the lip of the bottom saucer. The wax inside the tea candle will be in liquid form, so be careful not to tilt the Candle Heater during movement.

WARNINGS

Keep a fire extinguisher nearby. Use only with proper ventilation. Only put one tea candle into such heaters at a time. Use of multiple tea candles placed close together within a confined space may cause instantaneous combustion of all the oil in the multiple tea candles. Use at your own risk. Use while anchored, moored, or slipped, in still waters only. Never leave unattended. Neither Brad nor the NSC take credit or responsibility for this design. Using tea candles to generate heat within clay pots is a concept widely discussed on the internet. Enjoy.





Cruising the Rivers of the Chesapeake Bay

Russell Schuss

Some friends and I spent a few summer weeks on the Chesapeake Bay, Tangier Sound, and the Chester River. We were each in our own boats. I in my O'Day 222, a Mariner and a Catalina 22.



This shot is of a Cat 22 at Jane's Island State Park, Crisfield getting ready to spend the next 5 nights roaming Tangier Sound, one night on the Big Annemessex River and the next up in the Manokin River. And then the next day sailing up through the Hooper Straight past South Marsh and Bloodworth Islands into a little cove called Fox Creek. All week the wind was over 12-15 m.p.h. and gusting. Finding a quiet cove was imperative; and Fox Creek was just right. Although the Mariner did drag the anchor during the night; because of a storm that moved through, causing small craft warnings.

We waited until 11:00 a.m. for the wind to subside and then headed out back to Jane's Island, Crisfield; because there was chatter of a weather front moving through and

big rain. We arrived at dusk holding onto tillers for dear life. Then finally, in the canal and under cover of the trees, we ran aground. Fortunately, the tide was rising.

The flies were a real pest on this trip. They would come at you and bang hard onto your skin; and in no time they would take a big bite of your skin. I had no idea how the campers tolerated those critters. The good news is, they went away at night. What a blessing.

Later we launched in the early morning from Sandy Point State Park and headed, beating, out to Love Point to enter the Chester River. The wind was increasing 15-18 gusting to 22 m.p.h.

I neglected to bring my smaller jib sails; so I was stuck with my 110 jib. About half way to Love Point I had to douse the jib. I struggled quite a bit to get it under control; and while I was doing so the Coast Guard thought that I was in trouble. I noticed them coming just



As I was tying the jib down. It was about a 2-3-foot sea; and my O'Day 222 has a slender entry, which caused the bow to plunge into the sea; specially with me and my 160 pounds holding on for dear life up at the bow pulpit.



After turning the point, the ride was much smoother; but still too gusty for my 110 jib. So here we are heading up the river towards Queenstown for the night. We stayed in Salthouse Cove. The bottom was hard grass and I had a tough time keeping my anchor in the bottom. I had the jib out on the deck and when the wind blew it shoved the bow over and ripped the anchor out. Finally, I bagged the jib and that cured the problem.

The next day had we a nice breeze that took us all the way to Chestertown and the public marina. Ten bucks to dock for
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Cruising the Rivers of the Chesapeake Bay

(Continued from page 13)



dinner; but we could stay until 9:00 a.m. when the dock master returned in the morning. In the morning the motor of the Catalina 22 decided it wasn't going to cooperate. Fortunately, the wind was down river and we could make it to Durdin Creek for the night. That's near the turn of the river and the bay.

This is me at Durdin Creek, a nice quiet place to spend the night. The edges are very shallow; but the middle is four feet deep and that is plenty for all of us. Here we're tied up for a few hours of conversation and happy hour. Out of the wind we spent a pleasant night.

Because of the dead motor, our trip was cut short; and this was the last night on the bay. The following morning there was a small craft warning that would

end after 11:00 a.m. We ventured out at 9:00 a.m. and caught the tail end of the weather pattern to turn Love Point and back to Sandy Point State Park.

I would make breakfast on my new two burner built in stove and afterward make and bag lunch to eat, while sailing. I later learned to "hove to" to eat lunch or to do anything necessary. Cocktails and dinner would round out the day's activity.

This was my third trip on the Chesapeake this year; and I have to say it was some of the best sailing I have had in a very long time.

Elsie and I did participate in the Full Moon raft-up with Brian and two other boats. We had a great time. We rented a slip to enjoy several days on the lake. Here we are on our O'Day 222 "Lsea" before dinner, enjoying the marina. Filet Mignon and cut raw veggies and a dip made the evening perfect. The only problem was those big bright lights that would light up the inside of the boat. Quite different from being in Durdin Creek.





NOCKAMIXON SAIL CLUB

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

MEMBERSHIP APPLICATION

2018

NOCKAMIXON SAIL CLUB has easy to use on-line application membership at <http://www.nockamixonsailclub.org/content/2018-membership-application> or complete the information below and submit to the club mailing address.

Contact Information

New Member Renewal

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

Membership Level

Active Racing Member <input type="checkbox"/> \$100/year	Active Cruising Member <input type="checkbox"/> \$50/year	NSC Capital Fund \$ _____ Contribution Amount
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Active Racing Member - 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. Active Cruising Membership - 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 all NSC activities and non-racing programs.

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__

Check the Online Accounts Which You Currently Have: NSC Website NSCPa Yahoo Group NSC Facebook Private Group
NSC Compass Newsletter: Online Hard copy via mail

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: _____ Date: ___/___/20__

Check# _____, Date _____, Amt _____



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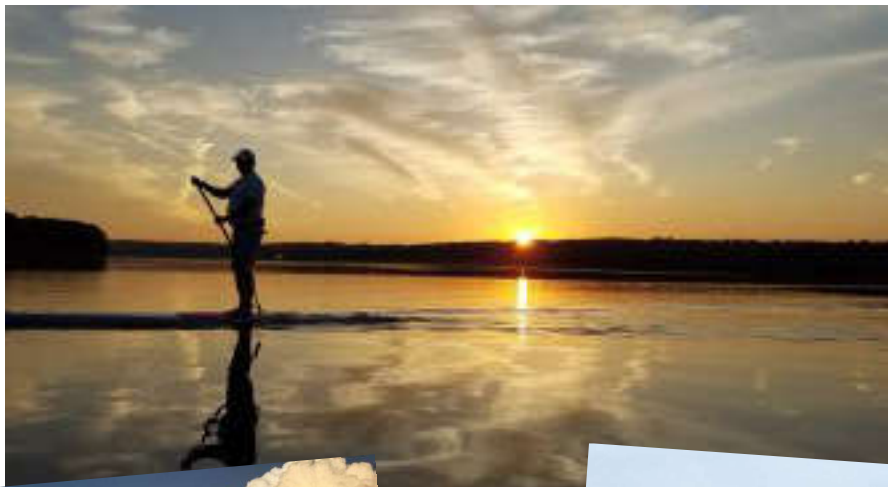


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Photos by Brian Scarborough