



*The Voice of Sailing on Lake Nockamixon*

# COMPASS



[www.nockamixonsailclub.org](http://www.nockamixonsailclub.org)

[NSailClub@AOL.com](mailto:NSailClub@AOL.com)

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

Volume 44, Issue 3

October 2018

Commodore's Corner	2
Flying Scot Fleet	4
Thistle Fleet	6
Dark, Dank Dreary Night	7
My Day on Race Committee	8
Rear Commodore of Cruising	10
Membership Application	13
NSC Apparel	14



## Adaptive Kayak Launch Dedication Ceremony

Lynn Detwiler

**NSC Fall  
Banquet**

**NOV.**

**11**

**Details page 3**



It didn't matter which of them you talked to on that sizzling hot day at the Tohickon Boat Access. Those in wheelchairs, among the large crowd that gathered on June 30 for the unveiling of the Adaptive Kayak Launch, said about the same thing. They described how liberating and exhilarating it now would be to get into and out of the lake independently. Many expressed their gratitude for the dedication and hard work done by of all those who made their dream a reality.

As a member of Nockamixon Sail Club (NSC), you played a part in this massive effort.

In the works for five years, the more than \$50,000 project was carried out to a successful end by the Friends of Nockamixon State Park (FONSP). The adaptive dock is designed to enable people with disabilities or mobility issues to transfer from a wheelchair to a kayak or canoe unassisted.

After installation was completed in Spring 2018, the FONSP sought funds from the community to add accessible kayak racks and picnic tables to the launch area. According to Mike Quinn, Chair of FONSP, this would make it easier for adaptive paddlers to get kayaks to the launch unassisted and to share shore time with family and friends.

Having undertaken the Leukemia Cup Regatta and fundraiser in past years, Fleet Council decided early in the year that it would be too much of an undertaking for too few

*(Continued on page 6)*

**NSC Officers****Commodore**

Brian Scarborough  
[bscarborough@me.com](mailto:bscarborough@me.com)

**Vice Commodore**

Marsha Cooper /  
 Laurine Valenti  
[mlcoop@verizon.net](mailto:mlcoop@verizon.net)  
[keepsmlin49@yahoo.com](mailto:keepsmlin49@yahoo.com)

**Rear Commodore of Racing**

Gary Bonner  
[grbonner@gmail.com](mailto:grbonner@gmail.com)

**Rear Commodore of Cruising**

Colin Hannings  
[colinhannings@gmail.com](mailto:colinhannings@gmail.com)

**Quartermaster**

Craig Tourtellott  
[hilltopsailor@verizon.net](mailto:hilltopsailor@verizon.net)

**Treasurer**

Tom Smith  
[smithtjr@gmail.com](mailto:smithtjr@gmail.com)

**Communications Officer**

Bruce Idleman  
[bdi2@lehigh.edu](mailto:bdi2@lehigh.edu)

**Membership Secretary**

Judy Morrison  
[jmorrisonpt@verizon.net](mailto:jmorrisonpt@verizon.net)

**Admiralty**

Lynn Detwiler  
 Paul Prozillo  
 Kim Coache  
 Paul Servantes

**Fleet Captains**

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

**Park Liaison**

Warren Mangan

**Web Masters**

Craig Tourtellott  
 Phil Scheetz

**Compass Editor**

Ken Van Camp  
[ken\\_and\\_me@yahoo.com](mailto:ken_and_me@yahoo.com)

**Commodore's Corner**

Brian Scarborough

I'm looking at the calendar. It says it's the end of September. How can that possibly be? A guy at my office told me that it's rained 45 out of the past 50 days. I know that means I haven't been on the boat. There have been whole weeks of clouds, and rain, and cloudy no wind weekends. I was looking through pictures I've taken, and sure enough, there were pictures out on the boat. The sun was shining. It was obviously hot, because we were floating on our pool toys. But our typically beautiful September weather, where the humidity breaks, and the winds pick up a bit, just never seemed to arrive. Just to confirm, I checked, and the Annapolis boat show is this coming weekend. That surely means it's the end of the season, right?

After planning the season through the Winter and Spring, Fleet Council takes a break, and doesn't actively meet during the Summer. Sure, some ideas and discussion filters through email, but it's the end of the season when we get back together. We always need a couple end of season meetings to make sure things are going well, and that the Annual Fall Banquet is all ready to go. It is, and it's scheduled for Sunday, November 11. We look back on the season, and start to think about what we might do for next season.

Obviously, there are some things that we'll do again next year. Racing for one. People seem to like racing. And the picnic. People seem to like to eat. Our most reliable cruising events are Full Moon Raft-ups. We had 11 boats tied up at one raft-up this season! But each year, we are always trying to think of events which everyone will want to participate in.

Sure, we'll try to wring another few weeks of decent sailing out of the season. The Frostbite racing series will continue up to the end. Some of us with small boats will try to sail through the winter, if the water stays soft. And, later in the winter, Fleet Council will meet again, and try to figure out things for members to do together.

What does that mean for you? Besides sailing your boat, what do you want to do at the lake next year? Do you have kids who need to learn to sail? Do you have things that you especially like about sailing at the lake? Just remember, Fleet Council is always open to ideas, things that we can do for you guys! And if you have ideas, the Fall Banquet is an ideal time to discuss them with members of council. Remember, you'll be voting for Club officers in November too!





# **Nockamixon Sail Club 2018 Autumn Banquet**

**Sunday, November 11th – 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 2018 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*

*Cash bar available for cocktails, beer and wine*

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

**Children under the age of 12, \$10.00**

**\*\*\* RSVP and pay on the NSC website at \*\*\***

<http://nockamixonsailclub.org/content/2018-fall-banquet-payment-page>

**Payment is due by November 4th. Checks acceptable, payable to NSC**

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

Call with questions to Laurine @ 215-822-2216 or email

[keepsmilin49@yahoo.com](mailto:keepsmilin49@yahoo.com) or [mlcoop@verizon.net](mailto:mlcoop@verizon.net)

## Flying Scot Fleet Report

Phil Scheetz



The "Sterling" Travel Trophy was presented to Flying Scot Fleet # 163 by George and Linda Balas in 2004. This trophy was hand made by George and includes a protective case made by Linda. The central feature of the Award is a "Sterling" hubcap from one of the original Flying Scot trailers made by Sterling -- with an original Sterling Trailer Title signed by Gordon Douglass himself ! This Title, with the original signature, is laminated into the back of the Trophy. The Sterling Trophy was established to encourage Fleet # 163 Members to travel to, and participate in, National and Regional Flying Scot Regattas. Participating boats are awarded "Points" for each event in which they participate. The "Points" are calculated by dividing the "Miles Traveled" by the "Finishing Position" of the boat in the event.

[CLICK HERE TO SEE THE WINNERS!](#)

The Sterling Travel Trophy is presented each year at the Annual Meeting of Fleet # 163 which takes place during the NSC Spring Warm-Up Meeting. The winner of the Sterling Travel Trophy is the Skipper of the boat which has earned the most total Sterling Travel Points in the year since the previous Warm-Up meeting. This spectacular handcrafted Trophy has stimulated much more Fleet travel and much more camaraderie amongst the Fleet travelers.

The Sterling Trophy Award has certainly had the desired effect of encouraging Fleet Members to travel and participate in distant Flying Scot events. From a single traveling sailor in the first year, the competition has grown such that, in 2009-2010, the Fleet had six boats in the competition -- and the winner was not determined until the last scoring event, the ACC's in September. The competition for the Sterling Trophy has now become one of the major features of the Fleet, and the Trophy is now one of the most prestigious Awards in the Fleet. Bert VanAnglen, when he was our Fleet Captain, was

(Continued on page 5)



## 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
- Nitrous Oxide

**Summer Hours Apr-Oct:**  
8 to 6 Mon. thru Wed.  
Thurs. and Fri. until 8 PM  
Saturdays 8-4  
Sundays 8-2

**Winter Hours Nov-Mar:**  
8 to 6 Mon. thru Fri.  
Saturdays 8-4

**Your Non-Ethanol Friends at**  
**Ike's Airport Garage, 3220 Airport Road,**  
**Allentown (610)867-8921**  
**Happy Motoring/Sailing!**

## Flying Scot Fleet Report (cont'd)

the first Fleet #163 skipper to travel to distant FSSA events. In 1995 Bert and his wife Mariellen, with their three young daughters, traveled to the FSSA Wife-Husband Championship Regatta on Lake Norman, NC. Bert and Mariellen were the first Fleet #163 sailors to get their results published in Scots 'n Water -- the Fleet was on the National Map!! Bert's stories about the event, and the great time that they had with fellow-Scot Sailors from all across the country, persuaded Mike and Brenda Noone to join them at the FSSA Wife-Husband competition in 1996 at Chattanooga, TN, where, for the first time, two Fleet boats were putting the Nockamixon Fleet on the National Map. Also that year, the first FSSA Award ever won by a Fleet #163 boat was awarded when Mike and Brenda won 4th Place at these Wife-Husbands -- with photos in Scots 'n Water !!

Since that time, Fleet #163 has rarely missed attendance at the FSSA Wife-Husband Championships and had four Fleet boats participating in 2006, and five Fleet boats in 2009. Fleet #163 participation in the FSSA Midwinter's Championships began in Panama City, FL, in 2001, and in the FSSA National Championships at Lake Norman in 2003. Since then, Fleet #163 boats have been regulars at both events. The Sterling Trophy did not exist when Bert started the Fleet travel tradition, but he got the Fleet traveling anyway.

The spirited competition for the Sterling Travel Trophy in recent years has proved that Bert's leadership ideas and enthusiasm for travel were great for the Fleet. The Trophy, made and donated by George and Linda, has formalized "travel" into a separate Fleet competition and given even greater incentive for Fleet Members to participate in distant FSSA events. Several Members of the Fleet now regularly travel and participate in the FSSA Midwinter's Championships, the National Championships, the Wife-Husband Championships, and many other National and Regional events.

In 2005, four Fleet boats attended the FSSA Wife-Husband Championships, at West River, MD., in 2007, three Fleet boats attended the North American Championships in Fishing Bay, VA., in 2008 seven Fleet boats attended the FSSA National Championships at Toms River, NJ., and in 2009, five Fleet boats attended the FSSA Wife-Husband Championships at Lake Massapoag, MA.

As a direct result of this increased travel, Fleet #163 is now well known on the National Flying Scot circuit and Fleet #163 Members have received many Awards and have been featured in several articles in Scots 'n Water. In 2009, Fleet #163 at Lake Nockamixon was Awarded the prestigious "Fleet of the Year" Trophy by the Flying Scot sailing Association at its Annual Meeting held during the 2010 NAC's in Ephraim, Wisconsin.

In recent years, Fleet 163 continues to be well represented at most national regattas. Sam and Mike Mandell went all the way to Texas, and finished 8th in the prestigious NAC Championship Division. 5 NSC boats sailed at the 2017 Wife Husband, at Rockport Mass, with Christian and Kay Weeder winning the Challenger Division! Phil Scheetz and Rich Baucom sailed to 2nd place in Challenger at the NAC in Newport in 2016.

Lets keep the Flying Scot Fleet 163 traveling tradition going into 2019 and beyond!





## Thistle Fleet Report

Craig Smith



For this issue of the Nockamixon Thistle Fleet Report, I want to address something that many of us experience - a shortage of crew. Many of us have difficulty finding crew, and end up combining forces with other skippers to get on the water. One boat with 2 skippers cuts the participation in half. Not only does this reduce our fleet's numbers, it also does nothing to grow the sport of sailing on a global level. If our sport does not grow, it runs the risk of disappearing.

I propose that we all commit to helping grow our own pool of crew and to grow the sport of sailing by training our non-sailing friends to sail. Why? Racing sailboats is a leisure activity, and if we find it "fun", we will be more likely to do it. If you sail with your friends, both of you are more likely to have fun on AND off the water, and therefore, do it more often. If you don't have enough non-sailing friends to add to your crew list, MAKE MORE FRIENDS!! That is something we should do anyway, and spending time on the water could be a great way to grow a friendship.

How? The first thing is to identify non-sailing friends who have the time and interest to learn how to race sailboats. In this day of computers and iPhones, participation in outdoor activities is dwindling, and you will find that many of your friends will jump at the chance to take on a new sport. Give them the opportunity to sail in a low pressure environment first, either in a low key race or pleasure sailing. If they like it, develop a training program for them to show them the skills they need to assist you on the water. I have found that putting the sails up on your boat in the parking lot is a great way to train, as we have done with Thistle Crew University. The key to success is to make sure the training is valuable and tailored to the skill level of the participant. Be sure to make this fun, which means that you should avoid conflict, even if you get into stressful situations on the water. Your goal should always be "Fun is more important than good". This will insure that you and your new crew have a strong relationship on and off the water for many years to come.

If we all commit to applying the strategy outlined above, we will achieve three valuable things: 1. Grow our own personal crew list, which will likely result in sailing more often, 2. Strengthen relationships with your friends, again, we ALL need more friends, 3. grow the sport of sailing by introducing new people to it. I hope I have convinced you that sailing with your friends is a valuable objective, and I look forward to meeting them at the lake!!

## Adaptive Kayak Launch

*(Continued from page 1)*

attendees. And, while the cause was considered certainly worthy, the thought was that the club might do more with resources if we were to raise funds for a local charity.

So, when Admiralty member and FONSP Liaison Lynn Detwiler brought the FONSP's new fundraising effort to the attention of Fleet Council, it wasn't long before support for the project was approved. Through the generosity of club members at two events – the Spring Warmup banquet and Up the Lake, Down and Back Regatta and Picnic – the club raised the \$800 needed to purchase a kayak rack. FONSP took care of the purchase and the rack plaque acknowledging NSC as the donor.

During the dedication ceremony, Fleet Council members Brian Scarborough, Marsha Cooper, Lynn Detwiler, and Warren Mangan stood tall as Mike Quinn acknowledged NSC's contribution. They watched as the first adaptive paddler slipped out of his chair, onto the launch steps and down into his kayak holding onto the ADA approved framing to board safely. With that the adaptive kayak launch was officially open. Our lake was accessible – one of only three in the state of Pennsylvania.

As adaptive paddlers lined up to use the launch and the crowd dispersed, the Fleet Council team boarded the NSC chase boat. But, before heading back to the marina, they paused to fully take in the scene from the lake. In that moment, it was easy to repeat what many of the adaptive paddlers had said, "This is so COOL!"

## A Dark, Dank, Dreary Night

Brad Kurlancheek

Imagine, we are...

...in a 13 foot sailboat made of plywood and spruce, with an enclosed cabin, long enough to stretch out in. The height of said cabin is a few inches less than our sitting height, in the fore area, and less than 18 inches in height, from our knees to our feet, in the aft area. When lying down, our head rests to the starboard side of the mast step, and our feet head aft, to just rest against the bulwark of the middle seat. Behind our head is a bulwark, separating the anchor storage department, in the forecabin so to speak, from the cabin.

The width of our cabin is four feet. Since our head is to starboard of the mast step, on the port side of the cabin we have scattered about the stuff we don't want to get wet - maps, seat pads, any clothing we might need, and some gear - including binoculars, blanket pack, water, VHF radio, GPS, and cell phone (though useless - no service anywhere since arriving at the Reservoir 6 days ago). There's a couple of flashlights, whistle, hull breach tape, head-gear, and of course, the captain - one MrTB, a/k/a Mister Teddy Bear - a fifteen inch white bear, of the genus teddy bear, who is quite good for first rate company, especially when the crew finds himself in dire straits such as the present ones. And don't even think of telling him, he might not be real, as you're liable to get a mouthful of sailor smack right back at you.


We are in this cabin, presently, hiding out from the rain, staying dry. It's nighttime. 4 a.m. actually. Skies are over-cast, but there's a waning gibbous moon, so it's light enough outside to see things, like the shore, the water, and the trees. And that's all there is out here - shore, water, trees. No house, no marina, no people, no village. Now and then you might hear or see another boat, always a motorboat, out deeper in the channel, going very fast, to somewhere else, the captain of which vessel might be thinking, What kind of fool would be out here on a night like this in a sailboat without a motor? Yes, captain, we're wondering the same thing ourselves.

Three hours till dawn. Late September 2018. 55 degrees. Winds out of the south/southwest, 10 to 15, gusting to 25.

During this night, our little homemade sailboat is lying at anchor, in an obscure part of the Allegheny Reservoir known as Dunkle's corner. We've dubbed this particular place, some 200 feet north of a spit of land no wider than a highway, Shelter cove, for good reason. We go just outside that protective spit of land, and our boat, with us and all our precious nautical and personal belongings in it - enough for a 10 day voyage - is likely to get blown downstream in a hurry in a brisk wet southerly wind.

It's been pouring out for hours. There's a sliding hatch above us, closed of course, to keep the rain

(Continued on page 8)



### Liberty Sail & Canvas Loft

### Sailmaker and Canvas Fabricator



**New Sails  
Repairs**


**Sail Covers  
Boat Covers**

**Sail Conversions**

**CDI Furling Systems**

**Small Boat Specialist**

**by appointment only**  
**215 393-7833**



**203 Pinecrest Lane, Lansdale, PA 19446**  
**Email: [info@canvasandsails.com](mailto:info@canvasandsails.com)**  
**Visit our website at [www.canvasandsails.com](http://www.canvasandsails.com)**

## A Dark, Dank, Dreary Night (cont'd)

out. And a companionway board, too, is in place - the board is a quarter inch thickness, roughly 2 feet by two feet, and slides down vertically through two channels.

Our cabin has no windows, no galley, no proper head, no heat. It has, well, Us, and that's going to have to do.

Remarkably, and luckily, none of the water from the pouring rain cascading down in sheets upon our small sailboat, is dripping into the cabin. You whisper thanks to the boat's designer (Fred Shell).

To check our position every hour, we light up the portable battery powered GPS screen, and see if we've drifted any. Thankfully, it keeps reassuring us, hour after hour, that we're within 45 to 70 feet of where we dropped anchor. You thank those US satellites, hovering overhead. Even so, we're constantly running through our mind, what do we do, if or when, suddenly, we're drifting. Maybe we should check every half hour. Likewise, what do we do if there's a hull breach and water starts pouring into our little dry cabin. (Oh, Lordy). Worse, what do we do if something suddenly goes wrong with Us, the crew, as in biologically, medically, physically?

Our mainsail and tiny jib are wrapped around and around the 18 foot wooden mast, roller furling style. About 7 feet up the mast is attached a solar LED lamp you'd purchased on a whim a few years back for nineteen bucks, that without batteries, night after night, as long as you keep it on deck during the day to recharge, puts out a reasonably bright white LED glow, enough so that other boats will know of our presence, not that they care, not that they're going to be over by this little cove anyway, and... not that there is going to BE any boats, anywhere near here, on this bad night.

Through a shiny new stainless steel anchor rode guide, screwed onto the edge of the starboard bow deck, goes a half inch thick line of thick, stubborn, twiny, anchor rode, down and out, to about 70 feet away, through about 10 feet of water, to a 6 foot long stretch of chain, attached to an 8 pound mushroom anchor. This setup has yet to let us down in all kinds of weather and all kinds of grounding, though we're nevertheless, always on the watch for any shirking of its duties, and we almost feel guilty and ungrateful to it, for even suspecting it of the possibility. In our heart of hearts, we admit that anchor is tougher than we are.

Inside the cabin, we remain astounded how that little spit of land just over there is managing to keep the water we're anchored in, manageable, and at times, even tranquil. We wound up here, because after the 7th tack of beating into the wind and waves, some 12 hours ago, in order to get us out of this 27 mile lake, gaining hardly any progress to windward, we finally admitted it was time to take down sail, or lose a mast if we didn't.

And there, just over there, directly across, was that spit of land, and the water just north of it, looking flat and calm. Let's beam reach over there, we thought, and drop anchor and wrap up sails. And then think things over. We've been there, well, here, ever since, thinking things over.

Yes, we're lying down, while the captain MrTb and crew sure are comfy in their little wooden cabin, ensconced within sleeping bag under blankets, and yes, we're sure glad we're in this sheltered patch of water, rather than out there, amidst the typhonics of this multi-hour maelstrom of rain and wind, relentlessly blowing the opposite direction of where we want to go. But isn't it always like that, for sailors?

Around 6 am it dawns on the crew, that if the cockpit well fills up with too much of this torrential rain, our boat may sink. We adamantly, then, insist upon ourselves, that upon the first moment the downpour lets up, we're putting on rainproof clothing, getting out of this cabin, finding the bilge pump, and getting all that water the heck out of our cockpit. Sink, we shall not!

And so, at 7 am, we bilge pump the cockpit. At 9 am, the wind, blessedly, miraculously, is letting up, contrary to the NWS forecast. And out there, the waters no longer have whitecaps. They might even be rowable. Hmmm... escape now while we can, before the weather figures out it's conforming contrary to the NWS forecast?

At 10 am, we lift anchor, and start rowing back, south, into the lessened winds, to safety and the ramp. What's to lose? If rowing's not doable, we can always get blown back to some other Shelter cove, and spend another dark, dank, and dreary night, going through our mind, all the unpleasant, but possible, What-If's. Maybe we'll come up with some new ones, ones we hadn't thought of yet.



## MY DAY ON RACE COMMITTEE

Marsha Cooper

I felt it was time to try something new and participate in the experience of race committee. Fortunately for me, I was to help Rob Rauch who knew his 'stuff'; and fortunate for him, Brian Scarborough volunteered to join us. I quickly learned what a good thing that was since Brian commandeered the chase boat in placing the markers that I had helped inflate with the portable pump.

Plenty of drinking water and sunscreen was not forgotten. Rob and I threw off the dock lines and found just the right spot to drop anchor. We were set, and soon the racers were maneuvering around us in steady 10-12 mph winds. WHAT...we forgot to place the course markers on the side of the committee boat? Thanks Dan! I reviewed the 'cheat sheet' about raising and lowering the flags. When does the horn blow? Ok, I think I got it. The 5 minute fleet flag was raised for the Thistles, then 1 minute later the preparatory flag was hoisted, waiting another 3 minutes and the prep comes down and the final 1 minute count begins. All the while boats are striving for optimum positioning before the fleet flag is down and they begin to cross the start line. With the Thistle flag down, the process is repeated with the next start for the Flying Scots, and then again for the Portsmouth.

Boats are moving fast, rounding the markers. Three races, each one about 40 minutes in this steady wind now increasing to a nice 14 mph. Next was 'running the numbers' and doing some quick math for placement. A perfect day with sunshine, nice temps and good wind, to a fine end enjoying chips and hot dogs in the shade. It was really great to see all racers enjoying themselves, and while serious, always respectful. Fair winds gentlemen, and ladies!



Photos by Brian Scarborough

## Rear Commodore of Cruising Report

Colin Hannings

### EVENT CAPTAINS WANTED!

Event Captains are wanted for next season's cruising events. After several seasons of consideration of how we can better manage our Cruising Events, I will be looking for Event Captains to manage our various activities throughout the season.

“What is an Event Captain?” you may fairly ask. An Event Captain is simply one or more interested members of the club, presumably Cruisers, but not necessarily so, who have an interest in one or more of our events and who would like to assist in running the event. We have many events through the season where the success of the event can be greatly heightened by the help of committed individuals to plan, publicize and run the event.

Event Captains can help with Launch Weekend, Ladies' Dam Race, Sunfish Picnic, Single Hander Race, Haul Out Weekend and our other Cruising events. Each event will require multiple Event Captains. There is always plenty to do. Help is always needed with the planning, publicizing and running of the event. Event Captains can volunteer to do one of the two days for a weekend event or even for something as seemingly “small time” as seeing adequate doughnuts and coffee are on-hand. The Coves Poker Challenge always requires a Dealer of the Cards, a radio monitor and an observer to confirm our sailors are getting to the designated Coves. Opportunities abound for the committed and interested sailors.

Volunteering as an Event Captain will allow all of us to participate more fully in our various events over the season and will have the added bonus of allowing each of us to plan for our various commitments months in advance. If you are going to be one of the Captains for Sunfish Picnic, for example, you will know well in advance and you can plan accordingly. You will also have that much more of an investment in the event to see it is a success.

I will have Sign-Up Sheets for each of next season's events at the season's ending Fall Banquet at the William Penn Inn of November 11. Judging from the turn-out of volunteers we had to manage the Steelman Triathlon, I feel we will have plenty of members interested in sharing the Event Captain's role.

I also anticipate “press gangs” will be contacting capable members of the Club throughout the Winter months to “enlist” additional Event Captains to be certain we have enough Captains for each event.

Frankly, anyone contacted throughout the off-season by the “press gang” should feel complimented by fact they are thought to be capable members of the Club and able to be of real assistance in running any of the events.



Full Moon Raft-up photo by Paul Servantes





## 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
--	---	---

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 \_\_\_\_\_





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.

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

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



**Scenes from the July Full-Moon Evening**



**|| Boats at the Raft-Up by Brian Scarborough; Full Moon Over the Lake by Jean Werkheiser**