

THE *The Voice of Sailing on Lake Nockamixon*
COMPASS



www.nockamixonsailclub.org



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

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**NSC Fall
Banquet**

NOV. 3

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Kids Sailing Lessons — Photo by Dave Radeschi
For more Sunfish sailing photos see page 4 and back page.

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Commodore's Corner

Brian Scarborough

Hello, NSC members! As I write, another summer might be winding down. I'm not sure... Wait, let me check my PA Seasons Chart... Yep, we've passed False Fall, when I had to wear a coat on the way to work for a week, and now we're in Second Summer. But I'll take it over last year's constant, unending rain.

Now is the time of the year when I get very intense, trying to get as much outdoor activity in as possible. Unfortunately, it's getting darker earlier, so after work sailing is not as satisfying as earlier in the season. But it's also a time to start your haul out planning.

NSC still has events occurring, with our last lake-oriented event being Haul Out Weekend on October 19th and 20th. Remember that boats need to be removed from marina slips by the final day of October. Through the years, we've learned that pushing to the very last weekend of October can lead to cold temps, rain, even snow, so we schedule formal Haul Out Weekend for the weekend before. That way, if the weather is awful, we've still got one more weekend for the last minute. Keeping this in mind, while it is Second Summer, it's a good time to take stock of your haul out checklist. Make sure your trailer is ready to go the distance, with properly inflated and dry-rot free tires, maybe crack your hubs and check the grease. I know someone (who, me?) who still needs to replace a broken wiring harness connector. Check your winch strap to make sure it hasn't weakened due to UV. Make sure you know where your mast raising rig is, and your mast crutch collection. Stacking a cushion or pfd on the companionway hatch is a poor last-minute substitute for a proper mast crutch, so consider making one if you don't have one. A collection of tarp ball bungs or adjustable Velcro loops do a good job of securing standing rigging, and don't forget padding for key areas. I think I may have done the most extreme haul out prep when I recently bought a car with higher tow capacity. (Well, not just because of tow capacity; the old car was getting long in the tooth...) I've been skirting the limits with my old car, but this year I won't have to drive the boat home with so much paranoia. I'm really looking forward to less anxiety!

But even after the boats get pulled out, and parked in their winter storage spots, the Club still has one more not-to-be-missed event for the year: The Fall Banquet! The brunch banquet will be held on November 3rd, again at the wonderful William Penn Inn. The Club underwrites this event for all members, and you all really should consider attending for one last get-together with friends and fellow sailors before the long, cold freeze. This is a General Meeting of Club membership, so we will vote on a slate of officers, and you'll also get to find out who is the Sailor of the Year. Please see more detailed information with RSVP and payment link elsewhere in this issue. I hope to see you there!



Nockamixon Sail Club 2019 Autumn Banquet

Sunday, November 3rd– 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 2019 sailing season, RSVP by Oct 26th

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



***** Please RSVP by responding using PayPal *****

<http://nockamixonsailclub.org/content/2019-fall-banquet>

Payment is due by October 26th

Call with questions to Laurine @ 215-822-2216 or email mlcoop@verizon.net



Family Fleet Report

Dave Radeschi

Thanks to everyone who participated in, and helped the Family Fleet grow this season. We had 20 young sailors take sunfish lessons. A lot of adults got out on the sunfish also.

Week night group sailing, and casual was great! Next year we'll get that going earlier in the season.

I'd like to get a contact list of experienced sailors who would like to teach less experienced or new sailors. Even if you could only do one time. There's a lot of interest from new less experienced sailors who want to sail our club sunfish. Please contact me about that.

Thanks to everyone!

Dave Radeschi

267 614 2698



Sunfish Sailing Lessons (June 15) — Photos by Cheryl Snyder

For more Sunfish photos see back page.

A Great Day on the Water With a Twist

Allen Howell

Whilst exercising a maneuver in a good patch of wind, I found myself unable to keep my Hobie Cat 16 with her mast above a critical angle with respect to forward speed. In a nutshell, I capsized.



On the lake this evening were several members of the sailing club... fathers with their children....mostly daughters. Everyone politely and with concern for my predicament sailed close by. Realizing that I could not right the boat alone, they offered up extra assistance... their children. These young people were so enthusiastic to participate in hanging onto ropes and leaning out to pull the mast out of the water and upright again. After about 20 minutes (a guess) the combined weight of all these young sailors (as well as a few important maneuvers) the boat was righted and cheers of jubilation ensued. Everyone climbed aboard my boat. We sailed a short distance where two jumped off and swam to their father's boats. With gracious permission, three remained aboard with me for about an hour to criss-cross the lake in proximity to their home vessels. We all had fun. This was all so timely as today I was sailing solo and was quite melancholy missing my children at these young ages and, well... I was just missing feeling like a Dad with silly young kids.

So today I was rescued by several 10 year old girls and one young boy (and a few fathers) in more ways than one. Sometimes the planets just align well for you when you need them to.

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Rear Commodore of Cruising Report

Colin Hannings

As our sailing season regrettably draws to an end, a few random thoughts come to my mind about this season and as I look forward to seasons in the future. I had a fine sailing season. When I was getting out on Lake Nockamixon, I was never in a hurry and was fortunate enough to usually have a fine weather day. I hope each of you were as lucky as I.

~ ~ ~

I was able to sail with old friends who had previously sailed with me and I was also able to introduce some friends to being on a sailing vessel for the first time. Each of the "newcomers" were very happy with the experience and I believe I have made the basis of our friendships stronger. Sailing will do that for you; allowing you to speak with a friend in an unhurried manner with minimal distraction over an extended period of time. I was able to catch up with two gentlemen with whom I went to high school but whom I hadn't seen in 50 years. It was a great outing to see how their families and careers had progressed. One of them expressed a desire for me to teach him how to sail. I am hoping he follows through with the stated desire. I am certain none of my other relaxing activities would have allowed the three of us to share our "stories" in such a relaxed and enjoyable setting. A football or baseball game outing has the distraction of the game's action and riding a ski lift doesn't allow sufficient time to get into any topic with any depth.


~ ~ ~

A challenging sailing day occurred midway in August when I set out with a very experienced sailor whose home port is Rock Hall. The weather remained unremarkable until we got up to the Lake House. At the Lake House our weather became very nasty and we had to beat back to the marina in quite a bit of rain with a lot of wind on the nose. We were making a lot of tacks, with seemingly little progress. Of course, as soon as we passed the point to enter the marina the weather cleared and we easily finished. The best part of the day was being with an experienced sailor as we dealt with some degree of adversity, sharing the experience and making our friendship stronger.

~ ~ ~


My sailing this season was greatly enhanced by improvements I made to my boat. I had installed a roller furler system for my jib. When I purchased my "good old boat" three years ago, it came with a hanked-on jib system. I initially enjoyed using the sail bag and hauling up the jib as I went out onto the Lake. However, I pretty swiftly realized dealing with the hanked-on jib gets to be rather precarious

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Rear Commodore of Cruising (cont'd)

(Continued from page 6)

on the lake when you are single handing the boat. Especially when the wind got over 10-12 knots I found the hanked-on jib quite a safety challenge. As I often sail single handed, the roller furler started looking very attractive. I wanted to be sure I was making a well-reasoned decision as I contemplated make the switch. I read as much as I could find regarding the two systems and contacted a roller furler manufacturer to get as familiar with their product as I could. I printed off their instruction booklet from their website. I went to the Annapolis Sailboat Show in October of 2018 and again spoke with the manufacturer's representative at the show to get assurance they could walk me through the installation. The manufacturer referred me to an installer in the Annapolis area who had experience installing the furler and I spoke with their representative. The best move I made, however, was to speak with a fellow club member who had experience installing roller furlers. Once I had the contact with the club member, I felt confident in moving ahead with the purchase and happily had the club member install the roller furler.

When you are fortunate enough to have a club member assist or perform a project, you have the luxury of knowing he or she cares about the end-result. The club member is not simply pushing a product or a service for which they are being paid. They are sharing the concern you have in the project's result and they know their reputation within the club is of value to them.

I also had the same club member do maintenance on my outboard and install solar panels for my boat. That project also went well. While the electric start did not start the outboard each time and I had to resort to the pull start, I never had to pull more than twice this season. The single biggest improvement was not having the motor stall out on me while trying to maneuver through the slips. It certainly pays off to maintain and improve your boat.

~ ~ ~

Finally, I want to encourage all to pay a visit to the Annapolis Sailboat Show running from October 10 through October 14, Thursday to Sunday. The show is always worthwhile. Everything you can imagine which is related to sailing is available through the various exhibitors/vendors. I have looked at the website thinking I might include in this column the various fields which are covered at the show but the vendors and their subject matters are simply too numerous to mention.

It is always a highlight to see the new boats from the various manufacturers. While certainly you will not be able to store or sail those large boats on Nockamixon, they are an inspiration and call to adventure on a larger vessel. Be sure to wear easily removable footwear when you go to the show since you will have to remove your shoes or sandals when you go aboard the new boats.

Enjoy the show and come back with an idea or a device to improve your own sailing.



View of Steelman Triathlon swimmers — Photo by Kim Coache

Renew Your Membership!

Judy Morrison

This has been a great year for membership! We've continued to have record high numbers of members, and this is great news! We hope to have you back in 2020 as well. It is now time to renew your memberships, if you haven't done so. As with last year, we are continuing to offer online membership applications and renewals. This way, we can save paper, save on stamps, and also save trying to figure out how to read some of the writing on the membership renewals. Please note that the Fleet Council has voted to increase our dues this year. Costs will now be \$120 for racing members, and \$60 for cruising members. Part of the reason behind the increase is that we haven't increased our dues in over 15 years, and there are some costs that need to be covered, including updating our website. We hope that you will continue to find that the club is still very reasonable, and that you will all continue to renew your memberships.

*** Our top choice and recommendation is online (Paypal account NOT NEEDED)

1. Go to <http://nockamixonsailclub.org>
2. Click the "Join us" tab at the top.
3. Scroll Down and click "On-line application" Direct link:
<http://nockamixonsailclub.org/content/NSC-2020-online-membership-application>
4. Complete all information (if you enter it correctly, we'll have the correct information – no errors in difficulty reading your writing!) Be sure to enter all information
5. Click "Submit Application and Pay Your Dues"

When you are directed to the next page, choose Cruising or Racing Member (whichever you signed up for).

** If you have a Paypal account, you can log in and pay using your Paypal account

**If you do NOT have a Paypal account, you DON'T need one! Just scroll down, and click "pay with debit or credit card".

Enter your information on the safe, secure, website, and click "pay now".

You're now registered for the 2020 season!

** A second choice would be to register online using steps 1-5 above. If you do not have a debit or credit card, or do not feel comfortable paying online with them, you can mail a check to:

Nockamixon Sail Cub
PO Box 133
Telford, PA 18969

*The third (and least attractive option) would be to download the paper application from the website, complete it, and mail it in with your check. If you choose this option, please be sure to PRINT CLEARLY, and include all information on the form.

If you have any questions or concerns, please feel free to contact NSC Membership Secretary Judy Morrison at jmorrisonpt@verizon.net.

100-lb Wooden Sailboat + Severe Thunderstorm + Huge Lake = Close Call

Brad Kurlancheek

Late last July I took my 100 pound Skerry balanced lug sailboat, 62 yr old 140 lb me, and a 5 pound tent, to Lake Pymatuning out in northwestern Pennsylvania for a few days. I planted the tent on the outskirts of the state park campground, where a small offshoot of a cove off of the lake leads to a half dozen campground sites. I tied off the Skerry to a tree only yards away from the tent so I could literally walk right into the boat from the site. Easy peasy.

The following morning dawned sunny and warm with a slight breeze, perfect to take the Skerry out onto the lake. Now when I say lake, I mean, LAKE, because Lake Pymatuning is roughly 17,000 acres. To give you an idea, Lake Nockamixon is 1,450 acres.

The Skerry a/k/a "Raven" was built in my living room the winter of 2016-17. By July 2019, I'd pretty much worked the kinks out, appreciated its ability to go real fast in a short amount of time, and, having as ballast only welter-weight me and a couple of ten pound dumb bells lodged in under the middle thwart, knew the boat to be a bit tippy in winds above 10 mph.

In the Skerry you sit on the boat's bottom in the rear compartment behind the middle thwart, facing the mast, with the tiller held over your right shoulder. On a starboard tack you nudge your butt to the right; on a port tack, you nudge it left... and you'd better, else you risk the downwind gunwale getting close up and personal with said lake.

Around 10 am, we (Raven and I) were ghosting around haphazardly with winds 0 to 5 mph, enjoying the sun, and waving to people on motor boats and pontoon boats. Life was good. By 11 there was some real sailing to be found, southeasterly winds getting up to the 5 to 10 range, under sunny skies, as we navigated farther out into the lake proper, heading northwest.

The forecast for the afternoon was 20% chance of thunderstorms, 5 to 10 from the south, and by 11:30 a small buildup of clouds could be seen to the north, northeast. No problem, it was a beautiful day with hardly any other boats out, and there seemed little harm in going a bit farther up the lake, since the winds were holding up nicely out of the south, and this is what we came here for, wasn't it? Oh to sail in a boat of one's own making on a sunny day in a big huge lake with steady 5 to 10'ers. Does it get any better?

No, it doesn't. Not that day, at least.

The cloud buildup up there in the North/Northeast seemed to be growing bigger. But since the winds were out of the south, surely, those clouds would simply be pushed northward or eastward. Wouldn't they?

That was a great theory, except for one problem. It was wrong. It wasn't even a theory after another 45 minutes, for by then, partly sunny skies had given way to a spirit-dampening overcast, with its northern, western, and eastern quadrants looking downright dark. As in, nimbus-dark. And since the winds had stayed out of the south, southeast, little Raven and I had by then sailed about 4 miles from our little home sheltered cove. Neither were any other shelter-like coves nearby.

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100-lb Wooden Sailboat (cont'd)

Incredibly (at least from my viewpoint), the south/southeast airflow suddenly stopped. Nothing. Flat calm. Well, this is unusual, I thought, especially with all those dark clouds forming up top.

I thought about rowing back. With no wind, I figured it'd take an hour and a half. Might as well get out of the rain anyway. I unshipped the 8 1/2' wooden oars for some not unwelcomed exercise. A good row always does one good, I say.

Somewhat contemporaneously though, as I began rowing, facing northwest, while Raven moved southeast, the wind began to blow from the northeast. Oh, how convenient, I thought. Always good to have a quartering tailwind when rowing (I say). That foolish sentiment lasted perhaps a minute, maybe two, for in no time, we were being not aided anymore, but instead were pushed and shoved and carried mightily by 20 to 40 mph winds.

Dark tempestuous water with high rolling whitecaps began moving us furiously towards the southwest. The waves built up contemporaneously lest they lose out on the fun. A rumble of thunder banged out from above. The drops began falling. The wind had in no time become a thing I'd never in 12 years of sailing encountered. I'd been at anchor a handful of times for such occasions, but never out moving in the middle of it, untethered. Guess my time had come.

I raised and took out the centerboard. I put on the lifejacket. "Stay in the boat. Keep the gunwales level," I said out loud a number of times, to the crew.

And we blew onwards, south, southeastward. Rowing became ridiculous. There just wasn't any need to do any proper rowing, and you couldn't anyway. The only thing to do was to keep the tiller pushed aft, to have the rudder attempt to steer us southeast, instead of southwest where the wind was blowing to. Now and then I'd try and heave on the starboard oar to try and push us away from western shoreline.

After a half hour of this, with the winds a steady 30+ mph and 2 and 3 foot waves, for a 100 lb boat, I was beginning to feel pleased Raven could handle it all with commendable aplomb. Stern waves might have overtaken us and begun to flood the cockpit, or Raven might have rounded up broadside, and then capsized. But none of that happened, and Raven instead bravely soldiered us on in relative safety.

Looking behind me to my left, I sighted the camp playground's sandy beach a mile and a half away, which lay around the point from my campsite cove, and settled on as a goal to steer Raven enough southeast so as to make the sandy beach.

Using the starboard oar with everything I had as we approached the sandy beach, we were able to make landfall and not wind up in the trees and brush. Whew! What unholy ride that was. Good job Raven!

A 12 year old boy in swim trunks and bare feet sauntered over out of curiosity and helped me pull Raven on up into the sand sufficiently. A minute later, his 4 year old future sailor younger brother joined us, and he is the young fella you see in the photo standing guard over Raven not long after we pulled in.



Russ' summer sailing happenings

Russell Schuss

My season started out as Committee boat person at one of the fleet races, June 8th. The wind was light, sort of, South-South West. It was steady around 5 mph; but increasing as the day progressed. I first thought I set a longish course; but it turned out to be just right. I did have to adjust the course for the third race, Westerly.

Starting slowly, the races progressed with rising wind speed and it turned out to be a great day for sailing the lake. Too bad for me. Running a race for this old-timer takes a lot of energy; and I didn't have enough horsepower left to put my boat in the water, for a day of sailing myself. I think it was one of the better days for sailing on the lake I had seen in a while.



Warren rounding the windward mark



Here's me at Thomas Point Light

Off the lake we traveled the Chesapeake for a week of sailing and gunkholing around the Eastern Bay area. Setting up and departing from Sandy Point State Park, MD, was about an hour's chore. We left home at 4:00 a.m. Motoring out of the little channel into the bay, we found that there was not enough wind to sail; so, we put on the iron jenny. Thomas Point Light was our first point to reach. We passed the hulking cargo ships laying over for their next assignment. From there we would shoot for West River and a little cove for the night. Using the GPS for navigation into this foul area was a great help.

A little cove in the West River about 4 feet deep. My sailing partner Steve Hock didn't trust my new GPS for finding the depth; but it was all good. During the day we had a fly infestation. Night fall and a passing storm put an end to that.



**Me, covered up to keep the cabin open.
Bug net over the open hatch**



**Yeah, that's a horse in the background.
Lots of money in some of those coves.**

The next day we went back to the launch site to meet another friend and continue our adventure. The wind this day was howling with small craft warnings. It was a blast directly into a North wind. After getting Ed's boat in the water our new destination was across the bay to a mooring area just north of Rock Hall. We used this mooring for a few days as a base for sailing the area. After stops at Gibson Island and Annapolis for some real food we finished up the week with mixed sailing, as expected.



That's me wallowing in a 2-foot sea

"If I want a small boat, I'll just build it."

Brian Scarborough

These are famous words I've heard myself utter, but I'm ok with it by now. I've got a decent track record at this point, from a Chesapeake Light Craft kit I built for a friend, to a couple of skin on frame kayaks, to a stand up paddleboard a couple years ago.

My Grandfather was my boating role model. When my Mother and Aunts were young, he built a plywood pram which was always towed behind the family motor cruiser, and which all the girls used to row. At one point, he had given it away to someone who allowed it to nearly sink, much to Granddad's disgust. As I got older, maybe 9 or 10, he reclaimed it, hauled it out of the water, and parked it in the basement. "You're going to help me fix this up," he said, "And then it'll be your boat to use." My introduction to boat restoration started with a triangle scraper vs. barnacles. I know Granddad did the majority of the work, but I had skin in the game too, and I was quite happy to learn to row a borrowed aluminum skiff before we quite had the pram finished.



A funny thing happens as a man gets older, at least it did to me: I want to re-acquire some of the favorite things from my childhood. Sometimes it's an old toy, or, even better finding a bunch of old toys in Mom's attic. For other people, it might be an old bike. For me, it's often boats. So it's perhaps inevitable that I had my eye on the Piankatank River Pram, designed by Dave Gentry of www.gentrycustomboats.com, the same guy who designed my stand up paddleboard. I mentioned I had my eye on the PRP. Next thing I knew, the emailed plans popped into my inbox. Planning began immediately.

I knew I'd need plywood, and I knew I could get it from Chesapeake Light Craft in Annapolis. Wherung's up on 611 supplied western red cedar for the stringers, and I got to work. I continued to work through the winter, spending hours in the basement. Yes, the basement, and I measured in advance to make sure it would fit up the steps! When the frame of the boat was assembled part-way, I took it out of its form, and carried it up the stairs

just to be sure. At that point, I could have disassembled it if it hadn't fit, and probably would have had to move to the garage, but luckily, it fit. The frame gradually assumed shape, and I began to fit seats and foredeck.

People viewing pics of the frame could see that it looked like a boat, but couldn't quite see where I was headed next. I covered the frame with polyester fabric, which is useful because it shrinks with heat. This is why we make sails out of polyester, because we can weave it tightly, and then heat shrink it even tighter. Yes, all of those wrinkles shrunk out.



(Continued on page 13)

If I want a small boat (cont'd)

The build continued well into the spring and summer, but that was fine because the paint I used really stunk, and I was happy to paint in the garage instead of the basement.

Meanwhile, I couldn't have finished the sailing rig without the help of club member Bill Pfansteil. Bill volunteered to help me mill ash for my tiller, and donated a bunch of old fir bleacher seats which we milled for the spars. Things were getting really close now.

Club member Wilson Black volunteered to be on hand for launch day, helping to lift the boat off the roof rack, and club member Warren Mangan shadowed me with his diesel launch, taking pictures and making sure nothing went wrong on the maiden voyage. Like, breaking and sinking! Based on my previous pram adventures, I knew she wouldn't be the fastest boat, so I named her "Pokeyboat."

Meanwhile, my Mom said to me, "I want to row the boat! Just like when I was young."

"You know, Mom, funny thing: We can arrange that!"

So on a beautiful day, Mom and Dad came up to visit for the day, and we towed Pokeyboat behind the big boat for a bit of sailing, then anchored in No-Name Cove for lunch. Mom broke out the oars, and rowed around the cove. She was very happy: "It's just like when I was young, and I used to row the old pram everywhere!"

Pokeyboat tows just fine under sail, and doesn't seem to slow the big boat down much at all. I have a friend with a Moody 30 down on the Chesapeake, and he keeps reminding me, "You know, that little boat would fit on my foredeck just perfectly!" I smile, and let him know plans are available from Dave Gentry!



All in all, Pokeboat is a welcome member of my fleet. Everyone who meets her agrees she's just about the cutest boat on the lake.



Flip a Sailboat – Final Part

Craig Tourtelott

My “flip a sailboat” project is complete. Our Impulse 21 Fleet has brought another boat home to Lake Nockamixon. Warren and I had picked up a used boat the Spring of 2018 in Marblehead MA. The Spring copy of The Compass had an article on how the refresh was going over the Winter and Spring. This Summer my project completed. It would be great to see someone pick up this boat and keep it on Lake Nockamixon. It is for sale on our web site. If you have been looking for a nice 21-foot boat, this is one to own. What is nice about an Impulse 21 is the self-tacking jib and how it sails. You can set the sails and then just steer, tack-to-tack. No messy sheets to haul in from side-to-side.

The “flip” - it went well this Summer. The trailer was first on the work list. A bit of dis-assembly, sanding and a good rust primer followed by a top coat and the trailer’s metal was like new. The bunks needed new wood and carpet. Then the final two steps – lights and keel guide. LED lights were the best choice. The keel support needed some designing. Watching others at the lake made me think that the guides need to be higher in the stern than in the forward part of the trailer. This keeps the keel in the guides on the launch ramp.



Bob Gordon’s trailer used PVC conduit for material, agreed to use the same. To keep it made out of PVC the keel guide needed to use 1-inch pipe for mounting. Holes were cut in the 3-inch conduit to accept a 1-inch tee. Made supports which bolted to the vertical trailer supports. Finished the ends with 3-inch long-sweep elbows to help guide the keel onto the trailer’s centerline.

The article in the Spring Compass showed all of the work to remove old bottom paint. (Link to NSC Forum article - <http://nockamixonsailclub.org/content/boat-gets-second-life>) Applied new ePaint 2000 for a fresh bottom.

(Continued on page 15)



Flip a Sailboat (cont'd)

Dropped, removed and cleaned up the tiller/ rudder. Decided to add a tiller clutch to help control the tiller while sailing. The remaining work included new standing rigging, cleaning up the control lines and running all back to the console. Added new phenolic labels to console and oiled the small strips of teak. After a few dry runs in the driveway raising the mast, we were ready to take the boat to the lake to get it wet.

Everyone knows a keel boat launch is a little different than a boat with a centerboard. You really need to submerge the trailer at the ramp. Using my dolly on the tongue and a 10'-0" pipe extension, the boat floated off the bunks easily. As one could say to its first launch, "it floats!" Moved it to a slip for 3 days of sailing. The next day was a race day. We sailed against Warren M on his Impulse 21. The mainsail was very full in the front area. Tried making the backstay tighter, the sail was still too full. Sailed well, even was able to stay ahead of Warren for a race. All of the work was a success. Now we just need a little sail work.

My HilltopSails business, in sail making, needed to look over the main-sail. The sail needed sail slides added over the bolt-rope anyway. Decided to remove the luff bolt-rope to add slides. To my surprise the bolt-rope had shrunk over the years. After cutting off the bolt-rope, the luff of the sail was now 4 inches longer. Hung the sail to look over the shape now with the luff loose. Re-cut the luff by removing 3 inches near the center of the luff material. The sail now had shape. Added luff tape over the edge and added eleven slides. The North Sail main was now a sail. Thanks, HilltopSails in making it a real sail again.

As I said earlier the boat is now listed for sale. My hopes are the boat can be picked up by a Nockamixon Sail Club member and sailed on Lake Nockamixon. So was a "flip a sailboat" possible and fun? Yes.



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Thistle Fleet Report

Craig Smith



The Nockamixon Thistle fleets local racing has concluded for 2019 and I think we can celebrate a very successful year. We had 11 boats participate, and five of them have qualified for the fleet championship by sailing in at least 50% of the races. Craig Smith won the series and there was a tight race for second place between Gary Bonner and Paul Prozzillo. On the final race day, Gary passed Paul to take second place honors in the scoring. Jarrett Sheerer wins fourth place and the participation award by racing in 86% of our races. He also wins the award for introducing the most number of crew to Thistle's. It seems as though he had new people on his boat every time he showed up at the lake. Paul and Enzo won second place in the participation award, by doing 76% of our races. Warren Rosen ended his season on a high note by winning the last race he completed. The 2019 scores are summarized below with full details available on the website [here](#) (thanks Gary for being our scorekeeper).

In addition to the local racing, Nockamixon Thistles had good representation at regional and national events. The Bonner team wins the prize for the most well travelled Nockamixon Thistle team this year. They competed in mid winters west in January, the NJ district championship, and Nationals in July which was held in Sandpoint Idaho. There were 4 other fleet boats that joined the Bonner's at districts. They were Paul, Tony, Craig P and Craig S. Tony and Annie Borema joined Craig and also did Midwinters West in San Diego last January.

As I write this article, there are still opportunities for you to finish the season racing Thistles. The east coast fall series boasts of great events every weekend through the end of October. I know several fleet members plan to attend some of these remaining regattas, and there is time for the rest of you to join us. One of the highlights is the Oyster Roast regatta, held in Annapolis on Boat Show weekend, October 12-13. I believe there are several fleet boats that already plan to attend this event.

The 2020 Thistle calendar is shaping up well and there are some wonderful events that we should try to attend. The first of these is the Midwinters EAST Championship in Saint Petersburg Florida. It will be held March 1-6, and is being run for the first time this year by John Deermount, a long time Thistle sailor from Lake Hopatcong New Jersey. As was the case last year, one of the signature social events will be a shuffleboard competition in the largest shuffleboard facility in the US. It is just a few blocks from the Saint Pete yacht club. There were over 80 members competing last year and it was a blast! If you can't bring your boat to MWE, be sure to sign up for crew with another fleet member. Another highlight of the 2020 Thistle season will be the 75th National Championship which will be held at the Cleveland Yachting Club on August 1-7. There should be over 100 boats at this event and will be an unforgettable regatta. If you can't put your own team together, be sure to sign on with another fleet member.

I have enjoyed both the racing and the companionship with all of you this year. I am looking forward to another successful Thistle series again next year. Let's do our best to increase participation. If you have any ideas on how to do that, please let me know.

		<i>points</i>	<i>points</i>	<i>score</i>	<i># races</i>	<i>Qual?</i>	<i>Q score</i>	<i>Standing</i>
Smith	740	65	72	0.90	15	Q	0.90	1
Bonner	3077	39	59	0.66	13	Q	0.66	2
Prozzillo	3911	50	77	0.65	16	Q	0.65	3
Scherrer	2965	51	89	0.57	19	Q	0.57	4
Rosen	3923	24	49	0.49	14	Q	0.49	5
Morris	153	19	45	0.42	9			
Schwenker	3235	7	16	0.44	7			
Priniski	1678	4	15	0.27	3			
Stuart		19	21	0.90	3			
Trinisewski		4	31	0.13	5			

Unlimited by Ken Van Camp

Driving car o'er asphalt ribbon
Time is marked by crossings and towns.
Check the traffic, watch for construction,
Miles click by, exits count down.

Sailing across the cerulean sea,
Passing clouds, meandering sun.
Distance is measured in waves and tacks.
Each one crawls by, each mile hard won.

A meeting of the sun and sky
Where different shades of blue may blend,
It's hard to see where one begins
And where the other one will end.

The car can go anywhere's a road,
Not beyond, and not between.
Given my druthers, I'd use a rudder.



Not a single collision reported just after the start in the August 24 Invitational Regatta - photo by Bill Clark



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For more on pricing, see the NSC website



Any Questions? Contact Bill Clark
610-928-1374
billclark@prodigy.net



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

Club Hats, Patches, Burgees and Water Bottles are
available "in stock" and for sale at Club events and/or
contact Bill Clark.

Also, see the NSC website for these items.



NSC Burgee
\$24 for 12"x18"



NSC Patches—3"W by 2"H,
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Top: Sunfish and fleet sailing — photos by Steve Polak
Bottom: Rainbow over the lake — photo by Dave Radeschi