

THE The Voice of Sailing on Lake Nockamixon COMPASS



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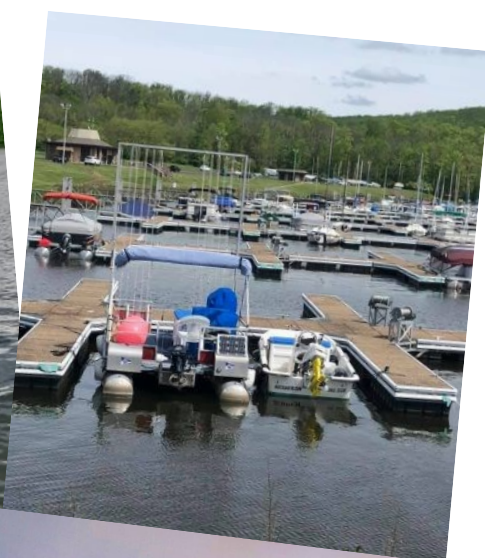
The Newsletter of
The Nockamixon Sail Club
P.O. Box 133
Telford, PA 18969

Volume 46, Issue 2

June 2020

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May and June showed hopeful signs, as Nockamixon State Park started to re-open and club members found ways to safely enjoy their favorite sport while social distancing. Clockwise, from top: enjoying kayaks and SUPs (photo by Dave Radeschi); club boats in the water (photo by Judy Morrison); rainbow over a nearly empty marina parking lot (photo by Allen Howells); first sail of the season (photo by Steve Averbuch)

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Commodore's Corner

Brian Scarborough

I hope this edition of the Compass finds you all well. As you are all aware, this season we have been faced with unprecedented events. The novel corona virus has thrown not just our sailing season for a loop, but it has upended all our lives to some extent or another. Fleet Council and I have tried to stay on top of the situation, and to make decisions in the best interests of our membership. Our Park Liaison, Warren Mangan, has done an excellent job of keeping in touch with Park management, and keeping Fleet Council up to date as things have changed.

Hopefully, many of you already have your boats in the water. Those who keep boats in winter storage spent a lot of time waiting for the docks to open, then had a scramble to get launched. I hope summer dry slip folks have had a chance to move their boats into the lot, and maybe have launched for a sail or two. As usual, I'm very late with my boat, but I've been working from home so I haven't had too much more free time than usual for boat work. But this weekend as I type, I have started my annual polish and wax, so launch won't be too far behind. It helps that I have already sailed my pram and paddled my stand up paddleboard at the lake.

Although it feels like news of the pandemic and our response to it change with every day, some days better and some worse, it seems that we may be turning a corner. Although Quartermaster Craig launched the race committee and chase boats, Fleet Council felt it was best for the membership that we cancel Club activities for the duration of stay at home orders as directed by the Governor's office. At the time I write this, it seems very likely that our area's reopening plans will be changing from Red Phase to Yellow Phase in about a week. While this is welcome news to many, Fleet Council is also well aware that this does not mean the virus has been vanquished. Much has been said in the news of the "new normal," and for sure things will remain very different than years past.

Because of the ongoing threats of the novel corona virus, Fleet Council has directed that a Virus Task Force be formed to develop procedures and requirements for all participants in Club activities. This Task Force has been formed quickly, and we hope it will be able to report to Fleet Council soon. Once presented with the procedures and requirements, I will communicate these requirements to the general membership, and also let you all know when we can expect to begin Club activities.

Even so, I am heartened by stories of masked members helping other members, and stories of members socially distancing themselves out on their boats. Hopefully we all will salvage our sailing season soon!

Right: The sailfish Brian's grandfather taught him to sail on, shown in July 1979 when Brian was 11. It was a Super Sailfish Mk II, built around 1960 when Alcott first started building them in fiberglass.



Nockamixon Sail Club Fleet Council – 2020 Season

Compiled by Bruce Idleman

The NSC Fleet Council is comprised of the Officers, Admiralty, and Fleet Captains of the club. We work to keep the club running smoothly, plan events, inform members of club activities, and manage club resources. Feel free to contact us if you have questions or concerns about club business, and introduce yourself if you see us on the docks, in the rigging lot, or out on the water.

Brian Scarborough - Commodore:

I am responsible for leading the Club in a positive direction, and making sure we all get to have fun sailing. I lead the Fleet Council meetings with the input of the other officers, coordinate initiatives, communicate Club news to the membership, and make (hopefully) good decisions for the Club and its membership. My grandfather taught me to sail when I was about 12 years old, and it's stuck with me since then. I've sailed on the northern Chesapeake and Delaware coastal bays on a variety of small craft. I currently sail an O'day 192 and a Force 5, as well as build other water toys such as kayaks, stand up paddle boards, and a sailing pram.



Chelsea Strzempek - co-Vice Commodore:

I, along with Karen Allen, am responsible for planning the Spring Warmup, summer ULDB Picnic, and the Fall Banquet. My husband David and I sail a 21' 1974 Aquarius. I grew up sailing with my grandfather on Lake Wallenpaupack. I inherited his boat a few years ago, and we are re-learning and learning how to sail it. Our daughters Violet and Ingrid love to join us, and I hope they continue to enjoy it as they grow. We're really looking forward to spending as much time as possible on Lake Nockamixon this season, and we hope things return to normal soon so that we can engage in many social events this summer, especially with the family fleet!

Tom Smith – Treasurer:

Tom is responsible for handling funds for the club, collecting dues and other payments, and keeping records of club finances. He reports on the financial status of the club at meetings of the fleet council, and prepares the financial records for audit by the Admiralty.

Gary Bonner - Rear Commodore of Racing:

I am responsible for coordinating the racing activities of the club. I work with Fleet Council and the fleet captains to set the racing schedule and obtain the required permits from the park and Fish and Boat Commission. I revise and issue the Notice of



(Continued on page 4)

Nockamixon Sail Club Fleet Council (cont'd)

Race and Sailing Instructions and am scorekeeper for the invitational regattas and club series. I provide guidance/instruction to race committee as needed. I am grateful for Randy Blough's efforts in creating the RC schedule. My wife, Robin, and I sail a Lightning and a Thistle, although most of our racing is in the Thistle. In addition to NSC racing, we also participate in Thistle Class regattas, which have given us the opportunity to sail in places such as St. Pete, FL, San Diego, CA, Sand Point, ID, and Sheboygan, WI. We have also trailered our Lightning for pleasure sailing in Maine and chartered larger boats on the Chesapeake and Caribbean.

Paul Servantes - Rear Commodore of Cruising:



My role is to represent the interests of the cruising members of the club, with a focus on setting a calendar of events for member participation and support. These events include the perennial launch days, full moon raft-ups (my personal favorite), Coves Poker Challenge, and Ladies Distance Race. In addition, this year we have added Sunday afternoon raft-ups with the goal of providing members the opportunity to get together on the lake around the club pontoon boat (with its recently installed barbecue) combined with some discussion on topics of interest and alongside the family member Sunfish activities. I sail a Catalina 22, #15601, sometimes sporting a British flag. My earliest exposure to sailing was in the boy scouts, sailing mirror dinghies at Marlow on the river Thames. Since then I sailed only a handful of times up until I joined the Nockamixon Sailing Club four years ago and bought my Catalina. As a relatively new boat owner I've found this a friendly and supportive

group that has really helped me to find my way in sailing and subsequently I've sailed over 100 days in the past 3 seasons. Wave if you see me out there!

Craig Tourtellott – Quartermaster, co-Webmaster:

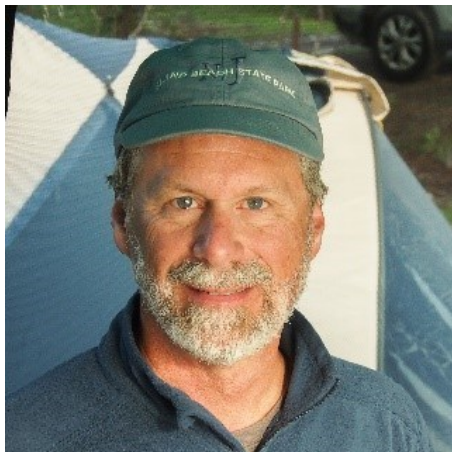
I am responsible for maintaining our club boats, stores, etc. While NSC does not have a club house, we do have two sheds near the park maintenance building. The club has two power boats along with trailers, motors, anchors, buoys, etc. Paul Prozillo is very nice to allow the club to store the boats at his company near Rt 611. During the summer months, the power boats need a little tender love and care, and of course gasoline. The Sunfish fleet also requires a hand from the Quartermaster. My wife, Gail, is very kind to allow for many boats in the yard come fall and spring. My fleet of boats is a Santana 2023R, a 'red' Laser, and a radio-controlled Victoria sailboat. My favorite sail is a long-distance course – one end of the lake to the other and back. I have raced long courses in Virginia and New York. In my early days I raced a 10'-10" sloop at a few lakes around PA and NJ. In the late 70's I really enjoyed an International 470 from Vanguard. NSC has been my sailing home since 1974.



(Continued on page 5)

Nockamixon Sail Club Fleet Council (cont'd)

Bruce Idleman - Communications Officer:



I am responsible for coordinating the maintenance and development of the various tools club members use to communicate with one another, including the club website, Facebook group, and Compass newsletter. Club communications is very much a team effort, and much of the heavy lifting is done by Craig Tourtellot and Phil Scheetz (website maintenance), Ken Van Camp (Compass editor), and various members of Fleet Council (Facebook group management). My wife Katrina and I sail a GP14 dinghy, an old but still very popular British design known for its seaworthiness and versatility. In addition to casual sailing and occasional racing on Lake Nockamixon, we enjoy dinghy cruising and camping with members of the Wayfarer dinghy fleet on the Great Lakes, St. Lawrence River, Chesapeake Bay, and Maine coast during the summer

months. We've also sailed bigger boats on family charters in the Caribbean during the off-season.

Judy Morrison - NSC Membership Secretary:

Most of you should recognize my name, as I am the one who processes your updated membership, and I can help with logging into the website or any other membership needs you may have. I also take minutes at all of the Fleet Council and General Membership meetings for the Nockamixon Sail Club. Once the membership list is finalized for the year, it is uploaded onto the website for members only to see. The latest minutes can be found here: http://nockamixonsailclub.org/fleet_council_2020

My husband Greg and I sail a Catalina Sport 22, called "Nap Time". Many of you may have seen me napping on the boat, hence, the name. If I'm upright, and not napping, sail on by and say hello!



Lynn Detwiler – Admiralty:



As an advertising executive and creative writer working across the industries of electronics, broadcast, information systems, and pharmaceuticals, workdays have always been intense. My balm had always been meeting my late husband Roger at Lake Nockamixon for an evening sail on Aurora, the wooden Town Class we restored. We'd sail up the lake in the setting sun, have a Lake House/ Blue Heron dinner, and motor back in the soothing quiet of dark. Oh, there were lots of other sailing adventures to lakes in New England and I should mention the month we spent sailing out of Tortola for our 35th wedding anniversary. But, spending those evenings on Lake Nockamixon gave us decades of

(Continued on page 6)

Nockamixon Sail Club Fleet Council (cont'd)

bliss. So when I learned that the Nockamixon Sail Club needed a member on Admiralty, I was pleased to take on the responsibility. For the past 3 ½ years, it has been my honor to work with members of Admiralty to audit records of the Treasurer, locate and nominate members for Fleet Council, review legal documents, and establish goals and guidelines for the year. It's been one of the most rewarding of my volunteer experiences.

Craig Smith - Admiralty, Thistle Fleet Captain:

I have been sailing at Lake Nockamixon since 1991, when I took my first ever ride on a Thistle as crew for Lincoln Baxter, the sailor who started the Thistle fleet at Nockamixon in 1987. On the National level, I have served the Thistle Class by holding many positions, including Thistle Class President in 2009. The photo you see was taken at the 2009 Thistle Nationals, where I sported a purple Mohawk in honor of outstanding participation in the Junior and Women's National Championships. As Thistle fleet captain, I am responsible for organizing the racing schedule and planning fleet social events. On the water, I try to expose women and younger sailors to the sport of sailing, and will often take people on their first sailboat race. I enjoy training new crew and have run an on-land training program for new sailors called "Thistle Crew University". You will also find me and my wife Becky pleasure-sailing our Catalina 22 at the lake. This boat, hull #7420, was originally purchased by my father in 1976 when we were living in Arizona.



[Note that Paul Prozillo and Laurine Valenti also serve as members of the Admiralty]

Dave Radeschi - Family Fleet Captain:



Family Fleet started last season with the focus on getting the younger members of the club to enjoy sailing and being on the water as much as their parents. Family based learn to sail programs, water wars, evening group sails and getting use out of the club sunfish fleet have been the focus. My boating history started when I bought a sunfish at the age of 16. After high school, I went to school for boatbuilding and design, then worked as a yacht carpenter and boat builder on the Chesapeake and in Seattle. Now boat building is an occasional hobby. No grand sailing trips in my log book, just mostly day sailing. My kids' favorite boating activity is sleeping on the boat, sunrise sails while they are laying in their bunks and anchoring with friends.

Warren Mangan - Impulse 21 Fleet Captain, Park Liaison:

I am Impulse Fleet Captain and also in an unofficial position as Park Liaison, where I serve as a go-between for the park management and the club to provide a consistent voice of the club with the Park. I have been a club member

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Nockamixon Sail Club Fleet Council (cont'd)

since the '90s, and first sailed on the lake in '84. I have also served in the elected positions of Commodore, Rear Commodore, Quartermaster, and Admiralty. The first meeting I attended as an ordinary member was held in the Lake house bar! I've sailed all my life, originally in England and Europe coastal racing, cruising and dinghy sailing/racing. After moving to the US I sailed on the lake, Chesapeake Bay, other coastal waters, and Caribbean, on dinghies to 45' yachts as crew and captain. I currently own a fleet of various boats under 30', and I'm a Certified Boat Nut! You will see me most often on the water single-handing 'Warp Drive', my Impulse 21 keel boat during races at the lake.



Phil Scheetz – Flying Scot captain, co-webmaster:

Phil is responsible for coordinating racing activities for the Flying Scot fleet. He also works, together with Craig Tourtellott and Bruce Idleman, to maintain and develop the club website.

Ken Van Camp - Compass Editor



As Compass Editor, I am responsible for publishing 4 issues of The Compass each year. Each issue of the Compass is timed to arrive one month before a major club event, in order to give adequate notice to the membership of the impending event (except the last issue which is required by club bylaws to be published in December in order to announce coming changes in officers). 2020 marks 10 years since I first started editing The Compass, and I enjoy the challenge of laying out each issue in unique ways that will keep the reader's attention, and try to provide a good mix of different club-related news and topics of interest. Of course, it's successful only because all of you contribute! I started sailing on Long Island Sound before I could walk, but my Lake Nockamixon life began as a crew on Thistles around 2005, when both Craig Smith and Dan Reasoner gave my son and I a chance to "learn the ropes" aboard their vessels. I currently sail an O'Day 192, but still like to occasionally crew with the racers.



Photos from the 2014 and 2016 LLS Cup Regattas by Wilson Black Photography

Nockamixon Sail Club Bare Boat Cruises 2009 - 2011

Gil Weiss

About 10 years ago NSC had an active training and sailing information program run by Captain Mike Brown, a long-time member. You old timers will remember the classes at the marina, on the docks or in the Learning Center at the park. Capt. Mike went on to found the Nockamixon Sailing School, Delmarva Sailing School the and Virgin Islands Sailing Academy which are all ASA affiliated sailing schools.

Around 2008 Captain Mike initiated a Bare Boat Charter program for club members to participate in. Haven Charters in Rock Hall, MD was where we chartered our boats for typically three day trips. Most of these trips were on the Chesapeake but there was one from Newport, RI to Block Island and another from Newport to Martha's Vineyard. Each charter started out with a Blue Margarita party at Haven Charters and then some night time swimming in the pool.

I personally partook in five or six of these trips along with my best friend Ralph Erickson. We took turns being Captain or Navigator. Our sons went with us too along with Ralph's brother and a friend. Please forgive my memory if I don't have all the details correct as it was 10 years ago.

From St. Michaels, to the Annapolis Yacht Club, Baltimore Harbor, Great Pond and Martha's Vineyard we all had great fun and shared great experiences. Trip highlights included how to deal with water depth that was less than keel depth, the bathrooms at Higgin's Boat yard, navigating through Kent Narrows, docking big boats in strange places, etc. We typically had a flotilla of six boats ranging from 30 to 44 feet with from 24 to 30 or so sailors. Because of Capt. Mike's efforts arranging these trips and taking care of every detail and all



NSC sailors at the Crab Claw in St. Michaels, MD

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Nockamixon Sail Club Bare Boat Cruises (cont'd)

the logistics, many NSC members were introduced to blue water big boat sailing on some wonderful venues. These trips motivated several club members to earn USCG Captain's Licenses, upgrade to larger boats and relocate from Nockamixon to Chesapeake Bay. These adventures gave all the participants a lifetime of fond memories.

Some photos of these voyages are being included here. Many current NSC members enjoyed them! I have several videos of these trips on my Facebook Page in albums.

Great memories . . . Gil



From top, clockwise: Approaching the Kent Narrows Bridge; Sailing back to Newport RI; Sunset in Newport; Happy Birthday!
Photos by Gil Weiss and Adam Ericson

Do it Yourself Sail Cleaning

Steve Mink, Liberty Sail & Canvas Loft

Caution: Solvents can break down the adhesives and finish of sails if used incorrectly. It is important to rinse and dry sails thoroughly after cleaning them. The following cleaning techniques are to be applied at your own risk. We cannot be responsible for any damage caused to your sails by improper cleaning. There are several methods of cleaning your sails and getting rid of or at least reducing the amount of stains.

For dirt or caked-on salt - Remove with mild detergent or soap, and a soft bristle brush. Rinse sails with plenty of fresh water. Lay your sail out on a soft surface. Avoid concrete or asphalt. Never place sails in a commercial washing machine or dryer since the creasing and folding necessary to get them in the machine and the abrasion during the washing and spin cycles will significantly reduce the life of the sail. Heat from the washer and dryer will delaminate and break down the coating as well as shrink bolt ropes and sail cloth.

For oil, grease, tar and wax - Remove with warm water and soap. For hard stains, a mix of household bleach and soap can be used on Dacron sails. Do not use bleach on nylon or kevlar sails. Rinse well with fresh water.

For blood stains - Soak stained portion in a solution of ten parts water to one part bleach. Scrub and rinse with lots of fresh water.

For rust and metallic stains - Scrub with soap and water, and then apply acetone. Rinse thoroughly with fresh water.

For mildew - Prevention is the best tactic, but if mildew has attacked the sail, treat it immediately and isolate the area from the rest of the sail to prevent spreading. Do not use bleach on Kevlar or nylon. All other laminates and coatings can take a weak chlorine bleach solution of one percent or less. Most bleach (sodium hypochlorite) solutions off the shelf, like Clorox, are a 5.25 percent solution and will need to be diluted. Some commercial brands of mildew cleaners like Tilex have three percent or less solution of bleach and can be used with dilution and a little extra care.

Lysol is a fungicide that when sprayed on the sail will kill existing spores and inhibit any additional growth. After the organism is killed, most of the stain can be removed by soaking (not scrubbing) in a fungicide for 12 or more hours. Always rinse thor-



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Do it Yourself Sail Cleaning (cont'd)

oughly to ensure there is no bleach residue left on the sail.

For paint and varnish - Remove with acetone or alcohol. Use with caution. Rinse well. **Caution: Solvents can break down the adhesives and finish of sails if used incorrectly. It is important to rinse and dry sails thoroughly after cleaning them.**

Storage

Once you have cleaned your sails, it is essential to properly stow them away.

Store sails dry - Thoroughly drying your sails before stowing them will help to deter mildew. Dampness can also make heavily resinated sails softer over time and can make nylon sails bleed. To dry roller furling sails, roll them up loosely.

Fold or roll sails - Especially important for racing sails, it is best to roll or fold your sails: never stuff them into the bag. You want to avoid creasing, which can break down the resin finish and greatly decrease the life of the sail.

Avoid sunlight - Continuous exposure to ultra-violet radiation will decrease the strength of your sails. Always store sails in bags or under covers. Roller furling sails must have a sacrificial UV protection cover applied to the leech and foot. Sunbrella® or other acrylic fabrics will last longer than UV protected Dacron panels. The disadvantage of Sunbrella® is that it adds weight that will affect sail shape in light air; particularly on small boat head sails.

Avoid heat - When storing your sails, keep them away from heat sources, such as engines, heaters, lights, etc. Also, never store sails in the trunk of your car.

Avoid petroleum-based products - These products can break down the adhesives on laminated sails.

Avoid storing near boat batteries - Battery acid can degrade the strength of the sails.

Whether you own racing or cruising sails, proper sail maintenance and a little extra effort on your part will increase the life of your sails and help them keep their shape longer.



2016 Newport Flying Scots NAC, #45 being sailed by Phil Scheetz and Richard Baucom

Rethinking The Packaging of Your Boat for Winter Storage

Captain Leslie Streit —Tiller & Sail, LLC

We love our boats and very few things compare. Planet Earth is an example. But how do we, as sailors who run with the wind and water, reconcile the use of tarps to cover our boats for the winter? And to further the query, have you, too, thought about the plastic shrink wrap that has been under a heat gun and is now in a recycle bin? These essential questions inspired my winter project: an innovation for an inexpensive reusable boat cover.

I believe the plastic tarp is obsolete for this job-it's time and technology may be used for other things. The problem using a tarp is that the stanchions, or any metal against the plastic for that matter, will wear the plastic away in no time. The metal will poke through the tarp and before long, the plastic is blowing wildly in the wind in brown, grey or blue shreds. I don't wonder anymore if anyone else has seen the woven plastic threads in bird's nests.

The boats in dry storage at the lake reminds us of all the creative ways our mind works! There is much to consider when covering a boat! The fabric, structure, tie down, tape, and tools. Water can pool in the cockpit, clogging the scuppers with leaves, and the labor of cleaning before putting her away for the winter must be repeated again in the spring. Insects and animals can find their way into the cabin.

In this task, our effort can achieve more than one outcome. In addition to successfully covering a boat, we can also nullify our disposable plastic. Another primary advantage of this method is that this protocol works for a mast that is standing. It also can apply to a mast horizontal and put away. The cover drops to the waterline, which means the work of cleaning/waxing the hull in the fall is preserved. The structure itself prevents pooling in the cockpit. The tie down is logical and the math is doable. The design is customized to each boat and the design is an innovation of an existing successful cover.

I hope my attention to this project helps when you consider the essential questions above. Click the link below, or copy/paste to your browser, to discover how this job is addressed.

But wait, now!! We can think about this in the fall!! The sailing season is upon us!! The boat's winter garb has been tossed and we are now fine tuning the shrouds, examining the blocks, cleats, lines, and sails!

Let the Sailing Season Begin!!

Fair Winds To All!

<https://drive.google.com/drive/folders/1KNPNA-POJ3ifB3HUspfRBSZNP6WkksW-?usp=sharing>



Winter Project

Craig Tourtellot

The Impulse 21 brought down from Marblehead MA last year was sold this late winter in March. The new owner is from Prince Edward Island, Murray River area. He arrived just ahead of our lock down declaration. He requested help in adding electric brakes to the trailer. Okay for a boat trailer since he will launch using an overhead crane. After research on the eTrailer.com site, the axle is a standard with #84 spindles. The axle, like most, was set with brake mounting pads, 4-bolt style. Ordered the brake assemblies and hubs that included new bearings, packed with grease, and 4 conductor cable. The brakes will be controlled by a Wi-Fi device on a smartphone. The only strange item in the install was the need to purchase the hex nuts for the brake assemblies. Almost like batteries not included.

Here is a photo of the project. Jim, the new owner, arrived on Saturday and left on Monday, and hit the locked down Canadian border on Tuesday. He said that the crossing took only 20 minutes, being Canadian. He did hit snow four hours from home. He enjoyed his stay at our home, the meals and the new friendship made during the purchase of the Impulse 21. Happy sailing Jim.



Thank You – Mike & Betsey Galli

Mike & Betsey Galli, past members of the sail club, have been gracious in donating their Sunfish for our educational program and Family Fleet. The boat is in great condition. With this addition to our fleet of boats we can offer members access to boats for sailing. If you have not sailed a Sunfish in your life, take one out for a blast, inches off the water. The photo of the non-sailboat is their summer home down on the Chesapeake Bay. Thanks again Mike & Betsey. See you soon on the shores of Lake Nockamioxn. Mike is a past commodore and past Sailor of the Year, both did a lot for the club back in the 1980's. They sailed a 19' Celebrity sailboat beautifully restored and maintained.

-Article and photo submitted by Craig Tourtellot



Getting Out of a Tight Spot

Ken Van Camp

Most of the time, getting in and out of my slip at the Lake Nockamixon marina is a cakewalk. If the wind is light, unless it's directly on the nose I can usually sail out, or even paddle. If the wind is heavy, I'll usually fire up the motor. But the scenario that caused me the most trouble was the one depicted in the first drawing, especially when the wind is fairly heavy.

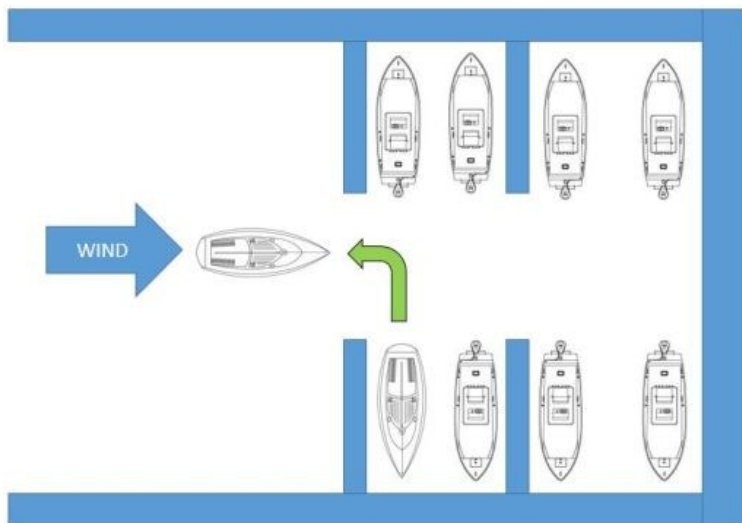
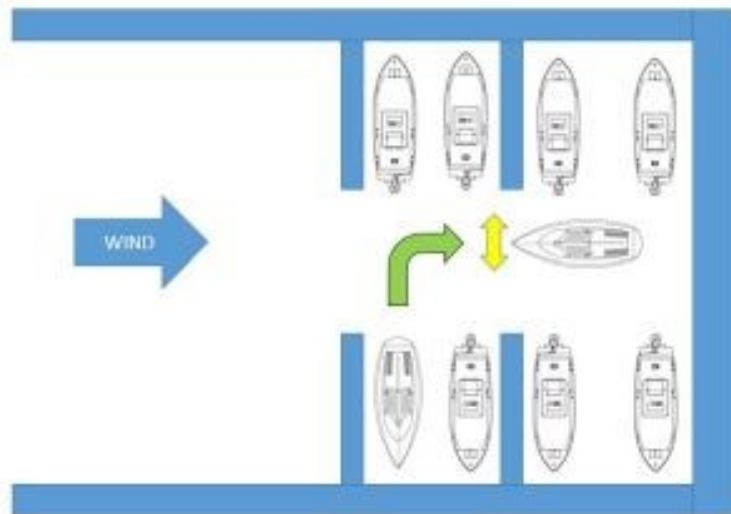
I sail a 19' O-Day 192 and I have a 3.5 HP Mercury outboard, which is fairly reliable. Technically it doesn't have a "reverse" gear, but the motor swivels 180 degrees so to motor in reverse, you start with the motor in neutral and swivel it 180, and then switch gear to forward. It works well, and has plenty of power.

The problem occurs when a rudder has no water moving past it. When the boat is still, or near still, there is no helm control – and this is exactly what happens when I finish backing out of my slip, as in the first drawing, and get ready to shift into forward.

Even with all sails stowed, the wind will catch the bow of the boat and push it to one side or the other, and I'm left scrambling to fend off from neighboring boats and docks.

I imagine for larger boats in Nockamixon's 24' slips, with more weight and room between docks, may have an easier time of it. For those of us in the 20' slips, and with a lighter boat (mine has about 1500 lbs. displacement), the situation can be unnerving.

Like many solutions, this one seems obvious now; but others may have puzzled over this a while like I did, so I thought I'd share my approach. Instead of trying to turn and shift into forward, I back my boat all the way out of the docks. There is no "zero motion" moment to cause a loss of helm control.



The only problem is some splash over the transom, since the stern doesn't slice through the water like the bow does. But in a small lake like Nockamixon, which almost never has significant waves, this should not be a problem. And I'll take a little splash over crashing into another boat – or worse yet, not going sailing!

If you've never backed your boat up a significant distance, I highly recommend you practice this first in open water to get used to the "reverse helm". Like backing up a car with a trailer behind it, I find it's easiest if I turn and face the direction I'm traveling. After a couple of tries, it feels natural. See you on the lake!

Scenes from the 2014 and 2016 LLS (Leukemia Cup) Regattas

Photos by Wilson Black Photography



Boat Fraud

Brad Kurlancheek

It's the Time of Covid, money's tight, and you decide to sell your beloved Goodsuch 23. You list it online, in one of the well known Boats for Sale websites. The listing's free. You send them the details, a few photographs, and the listing magically appears online in hours, for all the world to see.

A week later you get an email from someone with a very common name, say, "Michael White". He writes that he's very interested, and wants to know your bottom price. You shave off a few hundred, and reply. He'll take it! This is very exciting. But then, hey, it's a wonderful boat, with a well-known pedigree, and you knew it would sell fast. He asks you for your cell phone number and tells you by email that he will text your phone the details once he has his shipper lined up. You think, "Wow, I have a buyer! That was so easy."

He texts you the next day and wants to know your mailing address so he can mail you a cashier's check for the sale price -\$7900 - and, he is going to include extra, in the cashier's check, for a total of \$9999, instructing you to give the difference to his shipper when he arrives to take your boat. You think wow, this guy really trusts me! But hey, we're sailors. We're a fraternity. Of course he trusts me, you think, and so you trust him.

You write up a Bill of Sale and email it to him, but get no reply. You email him a question about the bottom - it needs touch up - does he want you to do it with what's left of your own brand, or should you leave it for him? A few days go by. No reply. You decide to call him on the cell phone number he'd given you. No answer. You leave a message to call you back. You google the area code. It's Jacksonville, FL. You google "Michael White". Good luck on that.

A few hours later Michael texts back, advising he is "hearing impaired" and so does most of his communicating on the phone by text. This was very brilliant on Michael's part. You immediately feel sorry for him. Hearing impaired gent wanting to buy new sailboat. Cool! You're happy to help. Okay, so no phone conversations. You understand. He texts you to go ahead and touch up the bottom. Deal still on! You work on the bottom and give the boat a good cleaning. You start marshalling the gear you're going to give him with the boat. You're to sell your sailboat, but are about to make 8 grand - surely welcome in these uncertain economic times.

You decide to email him, saying, \$9,999 is too large an amount of money to send through the mail, even if it is a cashier's check, and that he ought to wire it or use a service like Zelle (bank to bank transfer). No reply.

Several days go by. No cashier's check comes in the mail. You heard mail is delayed due to the pandemic. You text him, saying "Just a heads up, Michael. No check received yet." That night he texts you back, saying "Sorry mail held up by the post office due to pandemic." You text back "Okay." Makes sense. Sort of. Maybe.

More days go by. No check arrives from Michael. Meanwhile, you receive another offer by email. Buyer (another incredibly common name, say, John Morgan) is offering full price. You email back you're reconsidering selling (you've given up on Michael), and will let him know if you change your mind. John emails back, "No problem. I wish to pay you \$500.00 non refundable so as to hold the boat for me, as I really want it, if and when you change your mind. The cashier's check will be for a larger amount. Cash check, retain \$500 as your nonrefundable deposit. In-

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Boat Fraud (cont'd)

cluded will be instructions to wire transfer difference to my agent." He also wants your address and cell phone number, just like Michael. He too, has an agent.

You think, Wow, people must really want my great boat. Willing to give me \$500, non refundable, to keep in case I change my mind. Sure is an easy way to make \$500, you think, but in good conscience, you can't do it. You email back: "Grateful for the offer, but no thanks." You don't hear from John again.

You email the website to remove the listing. Minutes later, it's gone. Ahh, relief. What were you thinking?

Weeks after Michael's last text, you get another. "Hi! It's your boat buyer Michael. The cashier's check has been mailed! Will text later for further instructions for when shipper will arrive for him to receive balance of check." You text back advising boat is no longer for sale. Michael replies he'll add another \$300 so as to still complete sale. You text, "No, but thanks." He texts back, he understands, and would like to still pay you \$300 for your trouble; he says that you should therefore cash his cashier's check (he's already mailed), and to send the difference (\$9699!) back to him, and for you to keep \$300 for your trouble. You text back, thanking him, but no, you're okay without his money, and that he should stop payment on the cashier's check.

You do this because there's no way you want to be responsible for someone else's \$9699. You google: "Is it possible to stop payment on cashier's check?" Google says you can stop payment on a cashier's check, only after 90 days have passed. 90 Days?! Oh brother, you think.

In the google search for "How to stop payment on a cashier's check", you spot a listing titled "How to spot Cashier's Check fraud" Fraud? you wonder. Could that be possible? Fraud!?!? Your antediluvian brain (well, mine) is finally, finally! waking up. You read the article. You now have little doubt that not one, but two, different parties attempted, via the online sailboat listing, to commit Mail/Wire fraud, where you are "Victim."

Apparently, some banks will accept what ostensibly appears to be a bona fide cashier's check, cash it for you (as, the bank is deceived as well), and then days later, advises you the check was fraudulent, and would you kindly give back the bank its money please? Oh Lord.

For Michael, in my case, it was entirely possible I would have cashed his so called \$9999 cashier's check (I mean cashier's checks are as good as cash, aren't they?), allowed his shipper to tow my boat away, and given the shipper either cash or a personal check as well, for \$2099. I'd have no boat, and would owe my bank \$2,099.

As for "John Morgan" had I fallen for his \$500 nonrefundable scheme, I'd owe my bank the difference between his cashier's check and \$500. If he'd cashier'd check me \$2500, I would have been robbed of \$2000. Yikes.

The name of this unholy beast is "Wire/Mail Fraud" - a federal felony. Moral of story: A) Don't sell your boat. Clean it and add features instead! B) If you must sell, accept cash or wired monies, only, for the sale price amount only, and refuse offers to pay other people's agents or shippers as part of the transaction. Stay safe.

The names used above are fictitious and there is no intention to represent or implicate in any way any real persons who may have such names.

Where is the Fuel Dock?

Gil Weiss

After having a boat in a slip at Lake Nockamixon for twenty years, I still haven't found the fuel dock. Many lake side marinas have them.

Two years ago this became more problematic after we transitioned to a pontoon boat, "Knot4Sail" which has a built in 18-gallon gas tank. It could be tough enough filling either an auxiliary or built-in tank on a small outboard, but this was a greater challenge. Easily getting that much fuel into a built-in tank safely at your slip and without a spill is not easy. As many of you know, it can be a challenge to even fill a smaller tank on a sailboat which is why this article may be helpful.



Starting last season, I switched to non-ethanol gasoline which I purchase in Allentown. It is worth the trip to avoid ethanol-related issues. The two sources there are Ike's Airport Garage, a Sunoco station across from the airport main entrance, or the WaWa. Please note that Ike has been a past supporter of our club through newsletter advertising. I use several plastic tanks, but the newer 5 gallon ones are my favorite. Picking up and pouring gasoline from one of these is a difficult task, especially on a floating dock next to a floating boat.

I did some research on battery powered liquid transfer pumps and found two promising possibilities on Amazon and eBay. My first choice was the Tera Pump Model TRF A01 shown in the photo above. This pump operates on four AAA batteries. It screws into the top of your container and becomes the new cap. Modern fuel containers with the environmental enhancements require the opening to be enlarged a bit using a sharp knife (five-minute task). This pump is supplied with three different size inserts for different containers. Now for the best feature: This pump has a sensor and automatic shut-off. When the fuel level gets to the fill tube opening the pump automatically shuts off. It works great! You can fill your tank to the top with no fear of an overflow. This pump moves a lot of liquid quickly and it emptied my 5 gallon in maybe 2-3 minutes. I now have several containers and I easily move the pump from one to another for a major fill-up.



The second photo shows my 5 gallon container with the Tera Pump sitting in a small hand truck making it much easier to move about. My process is to drive down the gravel path to my dock gate. I unload my fuel containers and the hand truck and then park my truck up in the lot. I walk back down and then fuel up my boat. This system has worked well. Physically easy, safe and no spills.

Photo 4 shows two other liquid transfer pumps I purchased. (If you Google liquid transfer pumps these will come up.) The purple one is for gasoline and has the auto shut off feature like the Terra Pump. It would be good for different size containers as you push it in and hold it in place during use. The blue pump is for water ONLY and is less expensive and works very well as a bilge pump, or for pumping out any puddles of rain water on my boat cover.



Stay healthy, be safe and have fun, Gil

Cruising in a Pint-Sized Boat

Bruce Idleman

I grew up in a sailing family, but after many years of living in the landlocked mountains of western North Carolina I had all but forgotten boats and boating. A move to PA in 1995 brought us closer to water, but it was still many years before I discovered Lake Nockamixon and purchased a well-worn 35-year-old GP14 dinghy. What followed were several enjoyable seasons on the lake, augmented by an occasional Caribbean charter, and Labor Day holidays on Lake Champlain sailing larger keel boats with family.

All was good, except that my wife Katrina and I had an itch for more adventure, and we were starting to find the lake a bit restrictive. Don't get me wrong, Nockamixon is a wonderful place, and having it so close to home is a great benefit! It's just that it's . . . well, a bit tamer than we were used to. While I was daydreaming of far-away sailing venues, I stumbled upon the internet site for the Canadian Wayfarer Class Association. Together with their US counterpart, they host a week-long dinghy cruising rally every summer. The rallies seemed to fit our interests perfectly, combining camping, day sailing trips of varying length and difficulty, and informal social gatherings in the evenings. Except for an extra chine and two additional feet of length, the Wayfarer is quite similar to a GP14; both are heavy, seaworthy British designs developed in the 1950s as multipurpose boats for coastal and inland sailing. I wondered whether the Wayfarer group would be willing to let us tag along.

I dashed off a quick message to the rally organizer, and we got lucky: he was a former GP14 sailor and was delighted to have us join the group. The only stipulation was that I'd have to take him for a nostalgia sail in our boat. No problem!

That first trip in 2015 was a blast! For six days we joined twenty other boats and nearly fifty sailors in the Thousand Islands region along the St. Lawrence River. It was like summer camp for adults -- we sailed, swam, developed our outdoor cooking skills, argued about boats and sailing, and otherwise had a great time. Although the group was well established and most of the other participants were rally regulars, they were very welcoming, and we felt right at home. Our boat was a bit puzzling to the Wayfarer sailors, though, since most of them hadn't been warned that we were "different." At first glance our GP looked like a Wayfarer, but with a more careful examination it became clear that something wasn't quite right! After watching me rig for a few minutes, one of the old-timers came up and said "Something's odd about your Wayfarer -- it looks smaller, sort of pint-sized." The expression has stuck ever since.

Over the past five years our wanderings with the Wayfarers have taken us to Georgian Bay on Lake Huron, Maine's Casco Bay, the St. Lawrence River, and the Chesapeake. Day trips have involved passages of up to 25 miles, sometimes in open water with big fetches. Most of the rally participants are very experienced sailors, and we have



Left: Lunch stop on Elm Island, Casco Bay, Maine;
Right: Late afternoon arrival at Tangier Island, Chesapeake Bay

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Cruising in a Pint-Sized Boat (cont'd)

learned a lot from them. The only downside for us is that our boat is a bit slower than the rest of the fleet. We have to sail well to keep up, which we have been able to do most of the time. One of my favorite memories from our rally sails came during our second trip to the Thousand Islands in 2017, which was a year during which the local rally did double duty as the International Rally and included quite a few European participants. One afternoon while we were beating through a narrow passage on the north side of Grindstone Island we noticed that the Irish Wayfarer national champion was closing in on us from behind in her brand-new Wayfarer Mk IV. The race was on! For the next 45 minutes or so Katrina and I sailed our best game and managed to hold her off. I had to hide a smile that evening as I overheard the Irish sailor and her crew lament to the other Europeans gathered around the campfire that they hadn't been able to catch the "little boat" ahead of them.

Unfortunately, the COVID-19 pandemic has forced cancelation of this year's rally, but we will still be heading back to the St. Lawrence in July in our pint-sized boat. We hope to be joined by a few of the more intrepid Wayfarer sailors, and we look forward to camping, sailing, practicing social distancing, and coming home reinvigorated.



CW from top left: Watts Island, Chesapeake Bay; Threading the needle through The Hole in the Wall, Parry Sound, Ontario; Rainy evening, Smith Island, Chesapeake Bay; Threatening weather, Chesapeake Bay

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 <https://nockamixonsailclub.org>
2. Click the "Join us" tab at the top.
3. Scroll Down and click "On-line application" Direct link:
<https://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.

NSC Apparel

Interested in NSC Club gear?

Caps (\$16) and Burgees (\$24) are on hand. Delivery at the marina can be arranged.

Polos (\$35), short and long sleeve tees (\$23 and \$25), and tech hoodies (\$31) can be ordered now. Delivery will come when enough orders are received.



Contact Bill Clark at
billclark@prodigy.net or 610-928-1374 for
more information and ordering





Photos from the 2014 and 2016 LLS Cup Regattas by Wilson Black Photography



Launch Day 2020: What do you do when you are launching a friend's boat with no motor? -photos by Kim Coache