



THE

COMPASS



WEB: Nockamixon Sail Club.org

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Volume XXXIII Spring 2007

The Newsletter of the Nockamixon Sail Club

P.O. Box 133, Telford, PA 18969



NSC Buc Sailor Torpedoes Arizona Fleet

Confirmed by independent accounts, a racing member of NSC has taken responsibility for single handedly destroying 30% of the entire years production of new West Coast Buccaneer boats.

Jim Flynn, renowned Lake Nockamixon Buc sailor, while



competing in an Arizona Leukemia Cup Regatta failed to notice a star-

board tacker close abeam making great deliberate speed to cross. In the ensuing maritime catastrophe both boats were damaged.

Follow Jim's exploits in the frozen Arizona desert and his midnight trip to a local Laundromat

Read all about it Page 6
ARRRRRGHGH

Fleet Council Announces Change to NOR's & SI's for 2007 – Commodore Advises Owners To Have Racing/Cruising Liability Insurance

At the NSC Fleet Council meeting held on Friday night the 9th of February it was determined that several paragraphs in the current NOR and SI were inconsistent

with US Sailing's waiver of liability and statement of personnel responsibility. Discussion of membership renewal, the Frostbite Series and a full lineup of Cruis-

ing activities rounded out the first Fleet Council meeting of the year. See the full text in the Commodore's Comments and related information on **Page 2**

The Warm Up - Party of the Year Set For March 17th, 2007

Mark your Calendar, Keep the Date Vice Commodore Diane Paxton has booked the room, ordered the food and on **Page 4** you get all the details. Looks like a great party to celebrate the 2007 sailing season. Come' on now;

you know you've got cabin fever; you haven't had a tiller in your hand since November and that cold, ice covered flower pot thing in your back yard is starting to look better and better. It's the **WARM UP** read all about it in the **GREEN FLYER**.

Rear Commodore Approves 2007 Calendar

NSC Rear Commodore, Craig Tourtellott announced finalization of the 2007 NSC Event Schedule and its publishing on an improved Club Web site, [www.nock-](http://www.nockamixonsailclub.org)

[amixonsailclub.org](http://www.nockamixonsailclub.org), and in this issue of the Compass. Commodore Tourtellott is particularly excited about Wednesday night sailing and the "Full Moon" Regattas. **Page 5**

Catalina 22 Fleet Re-Activates as part of the NSC Cruising Fleet.

Fleet Captain, Ron Nimitz, announced this week that Catalina 22 Fleet 98 has been noted as Re-

Activated by the national Catalina 22 Owner's Association. NSC Officers are quoted as saying 'how proud they are

to welcome the owner's of these classic yachts into NSC's family of Fleets'. See the full article on **Page 5**

Maloney Jumps Ship - Buys Beater for Chessie Circumnavigation

Compass sources close to the investigation allege this to be the "lady"

prominent Bucks County attorney Douglas Maloney has resigned his position as "Co-Captain" of the Cruising Fleet to be with. Asked if he was serious about taking this boat around the Chesapeake he was quoted as saying "Serious is as Serious does". **Page 7 Cruising Fleet**



Fall 2007

Upcoming Events

- ▶ George Balas' March 15th. Birthday
- ▶ Warm-Up March 17, 2007
- ▶ Marina Opens: April 1, 2007
Launch Committee Boats
- ▶ Frost-Bite Series April 14, 21 and 28th.
- ▶ Fleet Racing Begins May 6th.
- ▶ Victor Jaczun May 19th, Invitational Regatta

Officers: 2007

Commodore

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dianescearce@yahoo.com

Rear Commodore /

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Rob Wilkinson

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Phil Ehlinger, Chairman
215-348-0596

Fleet Captains

Club—Craig Tourtellott
Cruising—Diane Paxton
Flying Scot—Bert Van Anglen
Impulse 21—Bob Weeks
Thistle—Dan Reasoner
Catalina 22 -- Ron Nimitz

Commodore's Report, Spring 2007

**By
Mike Noone**



Welcome to this first Issue of the COMPASS in the 33rd Year of NSC Sailing at Lake Nockamixon! The 2007 Season should be the most successful ever with many events scheduled for our greatly-expanded Cruising Fleet and for the many enthusiastic members of our one-design Racing Fleets. Our Club Membership continues to grow and has now achieved the "50 member" level in both the Cruising and the Racing classes.

This issue contains all of the Critical Documents for the NSC Racing Activities in 2007 – save them for Reference. Your Fleet Council has approved simplified "Notice of Race" and "Sailing Instructions" documents which follow the precise recommendations of US Sailing. We have also adopted the US Sailing recommendation that all boats have insurance coverage for third party liability. Please read this carefully and make sure that your boat has adequate insurance coverage for sailing activities – I recommend the Boat-US policies, although there are several others. A typical homeowner's policy coverage is not adequate.

The Calendar for 2007 includes a generous number of "make-up" days, and there is a separate "Frostbite Series" in April and November. The Calendar shows the Schedules for the Club, Flying Scot, Impulse and Thistle Fleets. The major social activities, Raft-Ups and ULDB, are also shown. The Cruising Fleet will be developing a separate Calendar for their greatly expanded program, which will be published separately, on the web site, and at the Lake. Cruising events are open to all members and provide lots of "Fun" sailing experiences: Raft-Ups, Secret Message Rally's, Team Cruises, Full Moon Sails, Flag Parades, etc.

The first BIG Social Event of the Season is, as usual, the "Spring Warm-Up" event to be held on March 17 -- where we will all enjoy and share the "Luck of the Irish." Full details are included later, and all of the NSC Fleets plan to hold their Formal (and some very informal!) discussions and meetings to assure that the 2007 Season begins on a high note, and retains the momentum through to the Banquet next November 10!! Please make your plans to attend and join your fellow sailors – Racers and Cruisers – as they make detailed plans for another great year of sailing at Nockamixon.

This year, the Flying Scot Fleet celebrates the 50th Anniversary of the design of this great sailboat and they plan several special events; the Thistle Fleet celebrates the arrival of boat # 4000 to racing at Nockamixon; the re-emerging Buccaneer Fleet plans a Regional Regatta for the 3rd year in a row; and the Impulse 21 Fleet has scheduled a one-day Regatta to determine their Fleet Champion. The Club Fleet also expects to have some new active members in 2007. The Catalina 22 Fleet is gaining momentum, and other Fleets – Precision and Hunter (??) – should be formed in 2007.

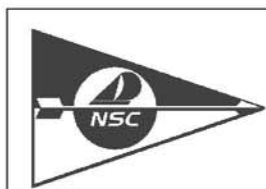
Membership Renewal "Reminder" Forms have been issued. If you have not yet renewed, PLEASE do so "ASAP" because all of the major expenses of the Club are incurred early in the year. There is a penalty for late renewals -- after March 31. The Fee structure for Guests and Visitors to Club events will be unchanged for 2007. We continue to offer discounts to NSC racing events for US Sailing Members. Remember, Friends are required to pay Fees for certain events.

"Participation" is the key to the success of any organization. NSC is your Club, and the Club can only be as good, and as active, as its membership --that means YOU!! Your Club Officers, and Fleet Captains, have great plans for the 2007 Season, BUT, the results of these plans will only be as good as the level of participation from YOU the Members!!

COMPASS Newsletter – "Electronic and Hardcopy."

This NSC COMPASS newsletter goes out to over 125 sailing families who call Lake Nockamixon their sailing "home." In 2007 you will be able to download an electronic version of the COMPASS from the NSC web site. This will allow you to view, and print, a higher-quality newsletter that we can afford to reproduce and mail – and pictures will be in color!! Some Club Documents are currently required by our By-Laws to be mailed to all members, and the "hardcopy" mailing of the COMPASS will continue for all members for the foreseeable future.

The Club Web site, upgraded again in 2007, is a great source of information to Members and web searchers – it already provides a great electronic interface with the Club.



NOTICE OF RACE

NOCKAMIXON SAIL CLUB

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



1. RULES. Racing at Nockamixon Sail Club (NSC) will be governed by The Racing Rules of Sailing (RRS), US Sailing Prescriptions, and the rules of the one-design fleets competing, except as any of these are changed by the Sailing Instructions.

NSC sailors are guests at the State Park and are privileged to race at the lake. A Pennsylvania State Park boat launch permit must be affixed to all boats. All boats on the Lake that are not racing with NSC shall be considered obstructions and must be treated courteously in accordance with the boating "Rules of the Road". All State Park and Pennsylvania Fish Commission Regulations shall be observed.

3. ELIGIBILITY and ENTRY. NSC racing is open to all Racing members and to guests of Racing members. The skipper of each entry must complete the registration form, submit any required entry fee for the event and have paid fleet dues, if applicable, at the Skippers Meeting or to the Race Committee (R/C) on the water before their Warning Signal. The registered skipper shall be the helmsperson of the boat except for temporary assistance of duration up to one leg of the course (or as provided for by fleet or class rules).

Events using Portsmouth Yardstick ratings will use 'D-PN' rating without wind factors. Any non-class or non-standard boat shall declare modifications and equipment to the NSC Racing Committee on a NSC Yacht Registration Form. The NSC Racing Committee shall determine and record the rating or rating adjustments for non-class or non-standard boats. These ratings shall be approved by the NSC Fleet Council and shall apply for the sailing season, or until US Sailing issues new 'D-PN' ratings.

5. FEES. Invitational Regattas shall have a registration fee of \$10. The Fee shall be waived for Racing members who are also members of US Sailing, unless changed by the Notice of Race for the event. Guests shall pay a \$5 fee to the club for each day that they race, excluding Invitational Regattas.

7. SCHEDULE. The schedule of races will be as published in the NSC newsletter. A minimum of five race days will be scheduled for all NSC racing series. The maximum number of races that may be run on any given day is three, "back-to-back."

On Saturdays the scheduled time for the Skippers Meeting is 10:00am and the Warning Signal for the first class will be 11:00am. On Saturday, no Warning Signal will be made after 3:00pm. On Sundays the scheduled time for the Skippers Meeting is 11:30am and the Warning Signal for the first class will be 12:30pm. On Sunday, no Warning Signal will be made after 4:00pm.

The NSC Perpetual Championship "Cup" Series will be seven race days and will include all Invitational Regattas as stated in the By-Laws of the club.

9. SAILING INSTRUCTIONS. The Notice of Race and Sailing Instructions will be as published in the NSC newsletter.

10. VENUE. NSC racing will take place on the main body of Lake Nockamixon but clear of the marina and launch area and clear of "Hobie Alley."

11. THE COURSES. The NSC course card shows the location of racing areas, diagrams of courses, and general locations of marks.

13. SCORING. Appendix A will apply (using A4 for Racing Events and A9 for Racing Series). Skippers qualify for club fleet scoring only when they start with the club fleet class. Twelve races are required to be completed to constitute a Club fleet racing series. Credit in finishing points will be given by the R/C to any boat that loses time, or places, while assisting a boat in distress -- whether or not the distressed boat is racing with NSC. Skippers serving R/C duty for a race within a Series (R/C score) shall be awarded points equal to their average score for races they complete in that Series.

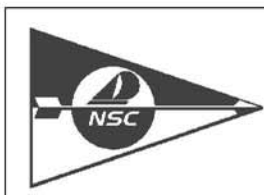
Fifteen races are required to be completed to constitute the NSC Perpetual Championship "Cup" Series. The championship series scoring system shall be the total of the best fifteen scores in the series, and shall not include more than three R/C scores.

19. PRIZES. Prizes will be awarded to the first three finishers for open invitational regattas and club fleet series. Fleet prizes shall be awarded at the discretion of the fleet.

The NSC Perpetual Championship "Cup" Trophy will be awarded to the winner of the championship series. To qualify for any NSC racing prizes, except for open invitational regattas, the skipper of the boat must be a Racing member of NSC and must have served R/C duty at least once during the season.

20. DISCLAIMER OF LIABILITY. Sailing is an activity that has an inherent risk of damage and injury. Competitors sailing at NSC are participating entirely at their own risk. See RRS 4, Decision to Race. The race organizers (organizing authority, race committee, protest committee, host club, sponsors, or any other organization or official) will not be responsible for damage to any boat or other property or the injury to any competitor, including death, sustained as a result of participation in this event. By sailing at NSC, each competitor agrees to release the race organizers from any and all liability associated with such competitor's participation to the fullest extent permitted by law.

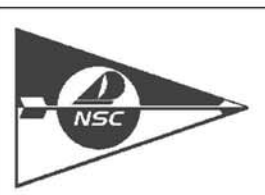
21. INSURANCE. Each participating boat shall be insured with valid and adequate third party liability coverage. The liability shall be adequate for racing at NSC.



SAILING INSTRUCTIONS

NOCKAMIXON SAIL CLUB

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



1. RULES. See: Notice of Race, Section 1, Rules.

2. NOTICES TO COMPETITORS. Notices to competitors will be provided by the R/C during the Skippers Meeting, or on the water before, or between, races. See also Nockamixon Sail Club Notice of Race.

3. CHANGES TO SAILING INSTRUCTIONS. Any change to the Sailing Instructions will be announced during the Skippers Meeting on the day of the event.

5. SCHEDULE OF RACES. See: Notice of Racing, Section 7, Schedule.

6. CLASS FLAGS. Class/Fleet flags will be as provided by the Class or Fleet. The Class flag for the Club Fleet will be the NSC burgee on a white background flag.

7. RACING AREAS. The NSC Course Card shows the location of racing areas, diagrams of courses, and general location of Marks.

8. THE COURSES. Courses shall be triangles (T) and/or windward-leeward (W) courses, or combinations of these courses (e.g. TW, TTT, TWT, W, etc.) as shown on the Course Card. The course length shall be chosen such that the lead boat finishes in approximately 40 minutes. The course shall be displayed on the R/C boat "Course Board" no later than the warning signal.

9. MARKS. Marks will be yellow buoys lettered "A" "B" & "C". Additional Marks may be used for Invitational Regattas and, if used, will be described during the Skippers Meeting. The starting and finishing marks will be pin-type marks flying the NSC burgee and the R/C boat. The order for rounding of Marks will be displayed on the "Course Board" on the R/C boat. "Red or Green" panels on the "Course Board" will indicate Port or Starboard rounding (see the Course Card).

11. THE START. Races will be started by using rule 26 with the warning signal, a Class Flag with one sound, given five minutes before the starting signal. The Preparatory signal will be a Blue-White-Blue shape (see the Course Card). Four registered boats, present in the starting area, shall be required to start a race. Four boats shall be required for a separate Class/Fleet start provided that at least four boats are remaining for another separate start. All Classes or Fleets not having four boats shall start together. For multiple starts, a rolling five-minute (5) timing sequence will be used whenever possible to minimize delay between races. The starting line will be between the nearest signal mast on the R/C boat at the starboard end of the line and a start mark at the port end of the line.

After starting and rounding the first Mark, boats shall not pass through the starting line until all Fleets have started correctly (Class/Fleet/Postponement, or General/Individual Recall flag is not being displayed). In the event of a general recall, in multiple-start sequences, the offending Class/Fleet shall re-start at the end of the sequence after all the other Classes or Fleets have started correctly. This changes Rule 29.2. A boat starting later than ten minutes after her starting signal will be scored as Did Not Start (DNS). This changes Rule A4.

13 THE FINISH. The finishing line will be between the nearest signal mast on the R/C boat at the port end of the line and the Finish Mark at the starboard end of the line. A separate Finish Line shall be set. After starting, boats shall not pass through the finishing line unless Finishing. When a course is shortened by the R/C displaying Flag S with two sounds (optionally with a Class Flag for multiple Fleet starts), boats shall go to the next Mark of the course (as defined by the lead boat, in a Class/Fleet), round it and then pass through the finishing line, bounded by the R/C boat and the Finish Mark, from the direction of the last Mark (definition of Finish RRS). This changes Rule 32.2.

15. TIME LIMITS. If no boat, in a Class/Fleet, has passed the first Mark within thirty minutes, or fails to Finish the race within ninety minutes, the race for that Class/Fleet will be abandoned. Boats, in a Class/Fleet, failing to Finish within thirty minutes after the first boat in that Fleet sails the course and finishes, will be scored Did Not Finish (DNF). This changes Rules 35 and A4.

16. PROTESTS. For racing at NSC, Rule 61.1(a)(2) does not apply. This changes Rule 61.1(a). A R/C member intending to protest a boat will attempt to hail "Protest" to that boat. The R/C may penalize boats under Rule 67 for violations of Rule 42. Protests shall be written on a US Sailing Protest Form, available from the R/C, and shall be presented to the R/C within thirty minutes of their return to the dock. Protests shall be heard on the R/C boat in the order they were received. Competitors should, whenever possible, resolve protests on the water using Rule 44.2.

17. SCORING. See: Notice of Race, Section 13, Scoring.

18. SAFETY REGULATIONS. It shall be the sole responsibility of each boat to decide whether or not to Start or to continue to Race. Competitors are solely responsible for their own safety. Each boat must carry a Coast Guard-approved life jacket for each crewmember and one throwable floatation device. Life jackets must be worn when the Code Signal "Y" is flown on the race committee (R/C) boat.

26. PRIZES. See: Notice of Race, Section 19, Prizes.

27. DISCLAIMER OF LIABILITY. Sailing is an activity that has an inherent risk of damage and injury. Competitors sailing at NSC are participating entirely at their own risk. See RRS 4, Decision to Race. The race organizers (organizing authority, race committee, protest committee, host club, sponsors, or any other organization or official) will not be responsible for damage to any boat or other property or the injury to any competitor, including death, sustained as a result of participation in this event. By sailing at NSC, each competitor agrees to release the race organizers from any and all liability associated with such competitor's participation to the fullest extent permitted by law.

SECTIONS 4, 10, 12, 14, 19-25, and 28 of RRS Appendix L "Sailing Instructions Guide" are RESERVED.

Revision: February, 2007.



CALENDAR 2007

NOCKAMIXON SAIL CLUB

Nockamixon Sail Club, PO Box 133, Telford, PA 18969
 Web: NockamixonSailClub.org Email: NSailClub@aol.com



APRIL	MAY	JUNE	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER
SUNDAY 1st Launch Committee Boats		SUNDAY 3rd Club Sunday FS-Sunday + Lakes Challenge IPS21-Series	WEDNESDAY JULY 4th FLAG PARADE	SATURDAY 4th <i>ULDB</i> <i>Invitational</i> <i>Regatta and</i> <i>Picnic</i>	SUNDAY 2nd NSC CUP Series MONDAY 3rd LABOR DAY FLAG PARADE		SATURDAY 3rd Frost-Bite Series
	SUNDAY 6th Club Sunday FS-Sunday IPS21-Series 5 th & 6 th Launch Assistance	SATURDAY 9th Skills Event – Man Overboard 11:00am <i>NSC Raft-Up</i> <i>Picnic</i> 2:00 to 5:00pm	SATURDAY 7th <i>NSC Raft-Up</i> <i>Picnic</i> 2:00 to 5:00pm		SATURDAY 15th <i>NSC Raft-Up</i> <i>Picnic</i> 2:00 to 5:00pm	SUNDAY 7th Club Sunday <i>(CUP Make-up)</i> <i>(FS-Sunday-</i> <i>Make-up)</i>	SATURDAY 10th Frost-Bite Series NSC AWARDS BANQUET
SATURDAY 14th Frost-Bite Series	SATURDAY 12th Club Saturday FS-Saturday TH-Champion Race Series	SATURDAY 16th <i>Invitational</i> <i>Regatta</i> NSC CUP Series FS-Regatta	SUNDAY 15th Club Sunday FS-Sunday TH-Champion Race Series	SATURDAY 18th <i>Invitational</i> <i>& Buccaneer</i> <i>Regattas</i> NSC CUP Series FS-Regatta	SUNDAY 16th Club Sunday FS-Sunday TH-Champion Race Series	SATURDAY 13th Club Saturday <i>(CUP Make-up)</i> <i>(FS-Saturday-</i> <i>Make-up)</i> TH-Champion Race Series	SATURDAY 17 & SUNDAY 18 Member Haul Out Mast Lowering & Clean-Up Assistance
SATURDAY 21st Frost-Bite Series	SATURDAY 19th <i>Victor Jaczun</i> <i>Regatta</i> NSC CUP Series FS-Regatta	SATURDAY 23rd Around-the-Lake and Summer Sailstice 12:00noon	SATURDAY 21st Club Saturday FS-Saturday IPS21-Series Cruising Fleet Cruise to the Dam 1:00pm	SATURDAY 25th Secret Rally 12:00noon	SATURDAY 22nd <i>Invitational</i> <i>Regatta</i> NSC CUP Series FS-Regatta SUNDAY 23rd IPS21-Regatta	SATURDAY 20th NSC CUP Series <i>(FS-Regatta-</i> <i>Make-up)</i>	SATURDAY 24 Haul Out Committee Boat
SATURDAY 28th Frost-Bite Series TH-Champion Race Series	SATURDAY 26th Club Saturday FS-Saturday TH-Champion Race Series	SATURDAY 30th Club Saturday FS-Saturday IPS21-Series TH-Champion Race Series	SATURDAY 28th <i>Invitational</i> <i>Regatta</i> NSC CUP Series FS-Regatta ☀	SUNDAY 26th Club Sunday FS-Sunday + Lakes Challenge IPS21-Series TH-Champion Race Series	SATURDAY 29th Club Saturday <i>(CUP Make-up)</i> FS-Saturday IPS21-Series Cruising Fleet Cruise Fall Colors 1:00pm		FRIDAY 30 Haul Out Rescue/Safety Boat

Make-up dates for classes, fleets and for the NSC Championship "CUP" Series are shown in the schedule. "CUP" races that are abandoned, on earlier dates, will be made up on September 29, first make-up date; October 7, second make-up date and October 13, third make-up date.

Racing will take place on the main body of Lake Nockamixon visible from the Marina. Cruising events generally leave from the Marina. NSC skippers rig in the marina parking area and use the Marina launch ramp. The Skippers Meeting is held at Pier "A" in the Marina.

Three races are run on the dates listed, "back-to-back", except for the ULDB Regatta. Race courses are "Triangles," "Windward-Leeward" or combinations of these courses.

The Notice of Race, Sailing Instructions and NSC Course Card are available to all sailors.

FLEET CONTACTS:

Flying Scot, Bert Van Anglen	610-754-6690
Club Fleet, Craig Tourtellott	215-257-9355
Thistle, Dan Reasoner	215-997-1540
Impulse 21, Bob Weeks	215-362-0342
Cruising Fleet, Diane Paxton	215-257-6541
Catalina 22, Ron Nimitz	610-293-0362

	Skippers Meeting	Warning Signal First Race/Class	No Warning Signal After
SATURDAY	10:00 am	11:00 am	3:00 pm
SUNDAY	11:30 am	12:30 pm	4:00 pm

INVITATIONAL REGATTAS

Victor Jaczun Regatta	19 th May
June Invitational	16 th June
July Invitational	28 th July
ULBD Race and Summer Picnic	4 th August
August Invitational	18 th August
September Invitational	22 nd September

Invitational Regattas are open to all members of NSC, their guests and sailors in the community. Regattas require Registration and Fees.

FULL MOON SAILS (☾ symbol)

May 5, June 2, July 29, August 26, and September 23



Thistle Fleet #176 Report

Tim Theisan, Fleet Correspondent

The Nockamixon Thistle Fleet Participates in Philadelphia “Sail America”.

With the BRAND NEW Thistle #4000 on display, Fleet 176, along with the Newcastle Sailing club, ran a very successful exhibit at the “2007 Sail America” show at the Philadelphia Conventional Center from January 18th – 21st. Our fleet captain, Dan Reasoner recently purchased thistle #4000, since named “RED”, from the winner of the “Thistle #4000” raffle, Frederic Joyce. Fleet 176 sponsored the raffle last year. The boat was delivered just weeks before the show, and Dan did a great job getting it rigged and ready by show time. There were hundreds of interested sailors who visited the display. Many just wanted to “pet the teak” on Dan’s new boat, or reminisce about past Thistle regattas. But, there was a significant amount of interest in the local Thistle fleets, the Nockamixon Sail Club, and Fleet 176’s “Thistle Crew U”, which we will run for the 6th season this year. Many thanks to Dan Reasoner, Jim Trinisewski, and Nancy Peffer for organizing the show, and for all those who volunteered to share their enthusiasm about the Thistle with those who attended.



Crew Acknowledgement

The Thistle is great boat to be shared with family and friends. Indeed, the thistle skippers want to express appreciation to their crews who contributed to the accomplishments of the 2006 sailing season. We can’t do it alone and glad to have you as part of the experience.

Winter Activities

Diana Hecht hosted a Thistle Fleet #176 winter meeting/party on Saturday – January 20th in the evening after the Boat Show. This was a great event to get the fleet primed for the Thistle Midwinter regatta and the 2007 season. Great food, drinks, the view, and conversations... again thanks Diana.

Thistle Mid-winters East

At least three boats and possibly a fourth are expected to represent Fleet 176 at St Petersburg Fl. February 24-March 2. While a welcome break from the cold weather, this event brings together top boats from the Thistle world making it one of the class’s premier events. So good luck to Dan Reasoner, Warren Rosen with Joe Raynock crewing, Craig Smith, and Jim Trinisewski.

Thanks to Craig Smith for contributing material for this report.

Cruising Fleet Spring Newsletter

Spring is just around the corner! Let's break through this frigid arctic blast and join our friends in the warm Blue Comet Clubhouse for our first 2007 social event, our *Spring Warm Up*. We promise everyone will have a great time on March 17th, "St Patrick's Day". I'm counting on all the Cruising and Friend members to attend this fun event. Check out the "green page" in this Compass Newsletter for the details.

We have been busy working on the 2007 Cruising Fleet Calendar which includes three Raft Ups, a Secret Message Rally; Man over Board Skills Event, and much more. I would like your help to complete our calendar during the Spring Warm Up event. We will hold an official, short, informal meeting, so please jot down your ideas and suggestions and bring them to the discussions.

We are looking for someone to take the helm of our Fleet and become our next Cruising Fleet Captain! Regretfully, Doug Maloney resigned the Cruising Co-Captain position since he purchased a 31 foot sailboat which he will keep down in the Chesapeake, limiting his time at Nockamixon. I will be kept busy with the position of Vice Commodore. Both Doug and I will remain involved with the Cruising Fleet. Please contact me if you are interested "running" for the position!

By now, everyone should have received their 2007 membership renewal forms. Please complete and return the forms with payment to the NSC PO Box before the Spring Warm Up. Thank you in advance to the Cruising and Friend Members who have already renewed their memberships.

I would like to extend an invitation to our Friend members to consider rejoining this year as Cruising members and take advantage of the money saving benefits. We now have 50 Cruising members and we are still growing!

Hope to see everyone at the Spring Warm Up!

Diane Paxton
Cruising Fleet Captain
215-257-6541
dianejpaxton@yahoo.com

Commodore's Welcome to New Members.

Please join me in welcoming the following new Cruising members to NSC:

Ralph and Norma Hall, who sail an O'Day Mariner; Donald and Jane Kieser, who sail a Hunter 170; and Mike and Mary Quinn, who live close to the Lake and plan to get a sailboat soon. Steve Lathrop and Cheryl Matheson have joined the Cruising Fleet with their Thistle. Also, Rich and Jane Cope, and John Ackerman have both "upgraded" from Friend to Cruising Membership. We could have 60 Members in the Cruising Fleet before the first Raft-Up!! We also hope to see some "upgrading" from Cruising to Racing this season.

Please welcome all of these new and "upgrading" Members to the Club when you see them at the Lake and at Club events.

Catalina 22 Fleet News

by Ron Nimitz, Fleet Captain, Fleet # 98

Yes

.. it is true!
Catalina 22
National

Fleet 98 has been re-activated at Lake

Nockamixon. The Fleet got up and running during 2006 and is looking forward to a new life as part of the Nockamixon Sail Club family of Fleets in 2007. The re-activation was highlighted in both the "Main Brace", the Catalina 22 National Sailing Magazine, and in the "Main Sheet", the All Catalina National Owners Magazine. Fleet 98

had eight member boats in 2006, and is hoping to attract many more from the large number of Catalina 22's berthed in the Marina in 2007.

The

Catalina 22 Class is one of the 15 largest one-design sailboat

Classes in the US, and encompasses 10 National Regions, 80 separate Fleets, over 800 registered members, and well over



Fleet 98 Members, Jane and Bill Townsend, sailing in their Catalina 22, "Sunny Seas," at the Nockamixon Sail Club Flag Parade on Labor Day, 2007. Bill received a NSC Burgee for being the "Best Dressed" boat in the

16,000 boats produced since the early 1970s. Fleet 98 is proud to be part of Catalina 22 National Fleet Region 2 that includes the Mid-Atlantic States. With this following and history, Catalina 22s are one of the best-supported boats around, both old and new. In fact older models are prized along with the newer models in-

cluding the Capri, and the newest Model the Catalina 22 Sport. The boats include swing-keels, wing keels, and fin-keels. The Catalina 22 enjoys the support of a great National organization. In 1980, the Catalina 22 was named the "Trailerable Sailboat of the Decade" by Sail Magazine. In 1995, it was selected as one of five Charter Members of the Sailboat Hall of Fame,

Fleet

⁹⁸ has

been fortunate to partner with the Nockamixon Sail Club to get off the ground, and to sail and participate in its events. The Fleet is now looking for more sailors to join the Fleet and help to plan and support Fleet events. The Fleet may even try some Catalina 22 one-design racing, if there is enough interest, otherwise they will race as part of the Club Fleet. Based on a quick survey of the Marina, there are a large number of Catalina 22s at Nockamixon. In fact, the Nockamixon Fleet has the potential to be one of the largest Catalina 22 fleets in the nation.

Is

Back

Impulse 21 Fleet

By Bob Weeks

The 2007 Impulse sailing season is at the starting line awaiting the 5 minute count down. Lets begin by making sure our dues for both the NSC and I21 Fleet are up to date. Also, do not forget to review your due dates for the US Sailing membership and most important your boat's insurance policy. If you are on the US Sailing website checking out your membership, please stop by and check out the Impulse listing in the class section if you have not already. Our 2006 season ended with interesting days. I felt this was by far most fun even though there were only three or four participating fleet boats. Congratulations to Warren Magan for winning the Fleet



some very interesting racing the best season and there were only three or four congratulations to Warren Championship series.

This year's agenda will be a lit-spark more boats to participate in the race for the Fleet Championship. First, the six season will be for the coveted trophy which will be awarded to that person who has shown up and actually has a winning record (I hope Warren has to work a lot on weekends this year {>)). For the Fleet Championship there will be a one day regatta scheduled for September 23, 2007. There will be at least four races hopefully five. Or better yet, a three race series in the morning and a three race series in the afternoon. This should spark some interesting conversation at our first Fleet meeting at the Spring Break gala. Please come prepared to give your opinions and recommendations.

Ok fleet members it's only 30 days until the boats are put into the water. *You better start in on all those little to-do things, finish all your honey-dos, and start thinking about all the new boat stuff you are going to buy this season.*

NSC E-Mail Group

Signed up to join the NSC e-mail group "nscpa." This Club list is part of the "Yahoo Groups" and is designed for communications about sailing and sailing-related messages to Club Members. Messages can be distributed quickly and conveniently to all Club Members.

The list gives details of the sailing and social plans for the week and advises of any new events. This is much more current than the COMPASS Newsletter, and you can contribute messages and respond to messages on the list.

You can sign up to join the list on the Club web site by clicking the button "join our e-mail list." You could be missing some great news, or opportunities for some sailing fun, if you do not join the Group.

Flying Scot Fleet # 163 Report

Mike Noone, Secretary, FS # 5468

Flying Scot 50th Anniversary. The venerable Flying Scot sailboat design is 50 years old in 2007!! Designed in 1957 by Gordon (Sandy) Douglass, the Scot was the first production sailboat built from fiberglass with balsa core and aluminum spars. Sandy Douglass had previously designed and built the Thistle and the Highlander (both originally built of wood) and he incorporated the best features of both of these boats when he optimized the design of the Flying Scot.

Sandy clearly got it right, and the Flying Scot was soon outselling his earlier designs. The Flying Scot has been in continuous production for all of those 50 years, from the same molds, and in the factory that he established near Deep Creek Lake in MD. In fact, the HIN of all Flying Scots begins with the letters "GDB..." out of respect for the original Gordon Douglass Boat Co. Production has exceeded 100 boats for every year since 1957, and it is expected that 2007 will be a record year with the introduction of a "50th Anniversary Edition" Flying Scot with special "Gold" trim. Sales are now approaching boat # 6000.

Sandy Douglass was not only a great designer and boat builder, he was also a great racing sailor. He was 5 times the North American Champion in the Ten Square Meter Sailing Canoe; he was 5 times the Thistle National Champion between 1946 and 1956; and he was 7 times the North American Champion in the Flying Scot Class between 1959 and 1971. Stories of "Sandy" are always heard at Flying Scot Regattas, and there is almost always a bagpiper playing at those events in his honor.

The Flying Scot is the most popular sailboat at Lake Nockamixon – check out the numbers in the Marina and the Dry Storage area. Flying Scots have been sailing at the Lake since 1974, and the Nockamixon Flying Scot Fleet # 163 was Chartered in 1987. Several of the original Charter Members are still sailing with the Fleet which currently has 48 Members. The Flying Scot Fleet is the largest one-design Fleet at the Lake with 24 Flying Scot sailors as Members of NSC. If only we could get them all on the start line together!!! The oldest boat in the Fleet, # 520 built in 1960, is still competitive in Fleet racing with the newest boat, # 5685, built in 2005.

There are many good reasons for the success of the Flying Scot.

First, the solid, almost indestructible, construction; the large open and comfortable cockpit, which can easily seat 8 in cruising mode (I have seen more on family holiday weekend sails at the Lake); the great sailing stability from the lead-ballasted centerboard; and the total support that Flying Scot owners get from the factory and from the Flying Scot Sailing Association (FSSA). Most Flying Scots are sailed by families in Cruising mode, but there are almost 2000 sailors who race their Flying Scots at the Local, Regional, and National level. The Flying Scot has frequently been used for the US Sailing "Champion of Champion" races and many other US Sailing Championship events.

The first production Flying Scot – now appropriately named "First One" – is still sailing, and regularly winning races, at Deep Creek Lake. It is expected that between 150 and 200 Flying Scots will descend on Deep Creek Lake this June to celebrate the 50th Anniversary with a single-start race around the lake – followed, of course, by a big party sponsored by the builder and the FSSA. Fleet # 163 will also be arranging some local celebrations of the 50th Anniversary during 2007.

Anyone who would like to experience sailing in a Flying Scot should contact me (or any other Fleet Member). Because of their great popularity, Flying Scots have a high resale value and sell very quickly -- Fleet # 163 maintains a list of used boats on the local market. Check out more details of Flying Scot Fleet # 163 on the NSC web site, and use the links on the Flying Scot pages to get more information about the builder, Flying Scot Inc., the FSSA, and the great Flying Scot sailboat.



Buccaneer Sailor Starts 2007 Season Early

by Jim Flynn

So the plan was to escape the cold of Pennsylvania and head to sunny, warm Arizona for some sailing in January. Meet up with other Buccaneer sailors from around the country for three days of sailing, camping, partying, and on top of that raising money for a good cause- the first Leukemia Cup event of 2007. Some friends had attended this event the past couple of years and told me of the great time and great weather. Wow, this sounded great. I ran the idea by my wife, and although she had no interest in going, she told me if I wanted to go, do it. We agreed this would be my Christmas present... I'd be getting nothing under the tree. (She stuck to that promise!)

I arrived in Phoenix to about 70 degree temps and sunshine. Great! A local Bucc sailor picked me up at the airport. I arrived at Lake Pleasant and started setting up camp and meeting the local Arizona Yacht Club sailors. Some East Coast friends also began rolling in, including my buddy Frank who drove all the way from Long Island, and was kind enough to haul my Benson mainsail out there for me. I'd be sailing with a woman from California in her 1983 Bucc, same model as mine. I met up with Carole and her husband David later that night, who drove about 1,000 miles from near Lake Tahoe. I spent the night in my tent in temperatures that hit the upper 30's, but I stayed comfortable enough in my rated 15-degree sleeping bag.

In the morning it was about 50 degrees and raining. We rigged the boat and prepared to sail. I told Carole I'd sail if she wanted to, and bag it if she didn't. This was a separate one-day event called the Eventagram Cup. After a while we decided we would not launch that day, as it was miserable, our hands were completely numb, and we were mainly here for the Leukemia Cup. We opted to drive back into town

and have a warm lunch. I was very surprised to find there actually is good pizza in the desert! Later spent another night in the tent with temps in the 30's.

Day 1 of the Leukemia Cup arrived with the temps in the upper 40's. The sun was trying to work its way out but not having much luck. We set out with little wind and with about a mile to the

alone when WHAM, we hit something. Immediately saw a boat on starboard capsizing. I couldn't believe it, we hit another boat! And we were on port tack so it had to be our fault! And to make matters worse, this was the guy who was nice enough to pick me up at the airport, AND, he was sailing his brand new \$15k Nickels Buccaneer! We never saw them, they never saw us. Several minutes earlier they were run-



start line, we grabbed a tow and just made it in time. Winds picked up by then and we had a decent start. We had "Wind Me Up" driving well, at one point I even caught and passed the current BNAC champ while we were on the same course heading to windward. This was a big deal to me, catching them from about 100' behind, and then beating them to the mark by 50'. His crew was the guy who won BNAC the prior two years. Between them they've won five of the last six Nationals. Well my downwind "skills" took over from there and of course I gave up that place. But we did finish a respectable 11th out of 22 boats.

The wind continued to build and we started race two in 10-15kts. Not a great start, and fell back quickly. By the second lap we were seemingly out on the lake

ning along side us to starboard. They obviously tacked heading in our direction but didn't notice us, never hailed, and we of course didn't see them. I immediately started circling to make sure they were OK, and doing penalty turns just in case, while apologizing profusely. After they got the boat up, we both continued to sail on. Long story short, RC disqualified both of us for race two, saying we were both at fault for not keeping watch or avoiding collisions. I offered to pay his repairs, which luckily just consisted of a bent bow eye and some small gelcoat chips. Carole's boat had more significant damage with a 3" deep gouge into the gunwale. (He actually t-boned us.) Race three was forgettable and we finished near last.

Continued Next Page

Buck Sailor Starts Season Early Continued

My spirits were now very low, and it continued to get colder. Outside the heated party tent the temperature was dropping into the low 30's. Several campers left for motels. I stayed up as late as possible before having to retreat to my tent. Fell asleep but woke up around 3:00AM shaking uncontrollably from the cold. Had no car, no where to go. With my sleeping bag wrapped around my body I walked about a half mile to the campground buildings hoping to find a warm spot to hide out in. I found the laundromat open, and warm. I curled up there for a couple of hours before security stopped by around 5:30AM and hinted that I'd have to go. I was totally dejected at this point and stumbled back to my tent. Exhaustion took over as I somehow was able to sleep for an hour or so. I found out later that it hit 26 degrees that night. My 15-degree bag's claim is full of it.

The last day of racing it was about 30 degrees at race time. Lines were frozen in ice on the boats. My bottle of Gatorade was frozen slush. They postponed two hours. That was enough to get 12 of the boats out, but not us. Of course later in the day those of us who didn't sail realized we made a mistake as it got up to 50 and sunny, with good winds. Oh well. For the event, our two completed races earned us a 16th place. Better yet, we raised over \$500 for the Leukemia & Lymphoma Society, helping in the overall effort that netted this event somewhere in the range of \$50k. I've never been so cold and homesick, but still it was a worthwhile experience. As always there were lessons learned—mainly, never become complacent on the water.

One of my coworkers later summed it up for me by saying, "What kind of an idiot would go sailing in January?" My response, "ARRRRRGHH"



www.NockamixonSailClub.org

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The Voice of Sailing on Lake Nockamixon